

THE Lightweight Cycle

Falcon

Lightweight Cycles

Announce the Model of the Year



Designed by
Ernie Clements—
Olympic Medallist,
3 Times British Champion

The All New SAN REMO

SPECIFICATION

Italian design Frame:
21", 22", 23", 24".
Nervex Lugs. Gear—Simplex 'JUY Record 60.'
Benelux or Campagnolo as alternatives.
Handlebars—Ambrosio Franco Belge.
Mafac or Weinmann 999 Brakes.
Magistroni C/W Set and Head Set. Lyotard Pedals.
Finish—Neptune. Chrome Forks and Head Lugs.

Price £30-19-6 (Including P.T.)



Read what "Cycling" about



HAIL, SAN REMO! Here, indeed, has been a bright beginning to 1960; the opportunity to ride a machine that is stimulating in its "freshness" without being inefficiently unconventional; that is quite a dazzler in appearance; and is, overall, a grand example of high-quality cycle building—to a price! Yes, at £30 19s 6d the San Remo, newest of the Falcons (Falcon Lightweight Cycles, of Smethwick, Birmingham) sets the pace for the "sixties."

It set me quite a hot pace in fact; it's so up to the minute that the specification was only finalized whilst former road champion, Ernie Clements, was stirring the Christmas pudding. In consequence my own testing time was so limited that it ended in a snowstorm last week! And in such weather, I reflected, it was comforting to think that such a proved road-holding tyre as the Sprite (for my money still hard to beat as an all-round clubman's tyre) was keeping the wheels to the shortest path home.

Let us go back to the beginning, however. This is no routine model. It was Falcon's big

secret; the machine envisaged last year; designed and basically "fitted" by last autumn but still "hush hush"; final components and accessories arranged at the Milan Show in December, and in the shops now.

Yes, many of you will have coined a racing title from my references so far—Milan to San Remo. That is an Italian Racing classic; this is an Italian-emphasis machine, a policy which in itself seems sound when we reflect upon Italian world cycling supremacy for the past decade.

The frame design is, accordingly, Italian, with simple, clean cut Nervex lugs, and the world's best tubing (as the makers told me, in advance, "this, of course, will be Reynolds 531"). I took an early liking to the frame. At 73 degrees the seat tube on the 22in. frame controls a most effective, forward pedalling position, whilst the shallower head tube (72 degrees), with a 22½in. top tube, is perfectly complementary in a design that, overall, is perhaps impressive because pedalling and steering are such natural actions from the start. The frame angles made the fork offset of approximately 1¾in., appear, on paper, somewhat small, but in practise it was not noticeable. You do ride a little high, with an 11in. bottom bracket height.

Complete-wrap-over seat stays are incorporated in a sturdy rear triangle on 17½in. chainstays, and the wheelbase is 41in. This bicycle is very much a thoroughbred; every effort produces a satisfying response, every pedal thrust a reminder of a precision job.

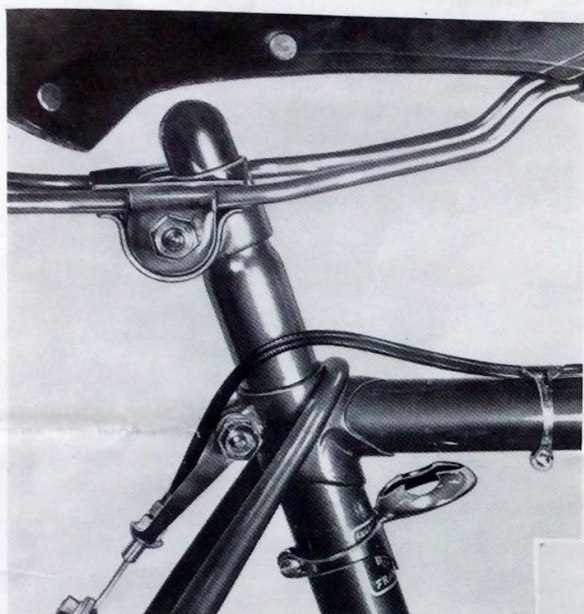
I had the full five gears, and used them all to good effect. The makers have offered a choice from three top-ranking gears, all at the same inclusive price. I had the Simplex Juyrecord 60, making its first appearance in Britain. Similar in appearance to the Juy 543, a new feature has been introduced into the changing action whereby the cage is partially locked while in each gear position, to reduce any risk of jumping. The rollers, square-toothed, are composition on steel ball bearings. The lever is also of new design but there

' has to say

THE Lightweight Cycle

the Falcon

SAN REMO



are no technical claims here, merely aesthetic improvement. This is an impressive gear, with positive changes and a solidity that challenges you to treat it roughly.

Here is a machine studded with "go fast" items but it also packs the latest in high-grade stopping equipment, and again the buyer has a choice, without extra cost. For me the Weinmann Vainquer brakes, last year's introduction, were fitted and it is probably sufficient to say that they fully lived up to their quickly earned fine reputation.

There are many more proprietary accessories to be discussed, and many readers can already comment upon them with authority. So, at this point I switch back to the general appearance of the bicycle.

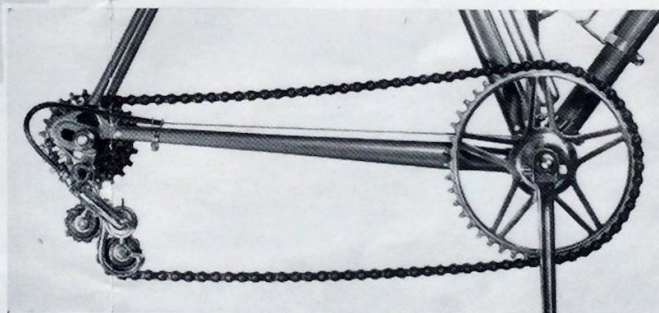
The finish is a flamboyant Neptune blue, with the front forks fully chromium plated, and blending tastefully with the chromed Tornado pump that runs down the seat tube. To complete the colour effect Bluemels' Olympic mudguards, in black, are fitted. The chief style point is

that there are no brazed on fittings whatsoever to the frame.

Personally I like permanent fittings, but that's because I don't like chopping and changing accessories every few months. I like cable eyes, and so on; or better still, would like the maximum of cables, etc., to disappear into the frame tubes.

But some of you have begun to indicate that you prefer flexibility in the positioning of some things, so the San Remo has a number of neat clips, as you can see in the illustrations, and all are detachable, being bolted on. They include Campagnolo pump clips. The rear brake cable is fully encased.

Ambrosio Dural bars and stem, on a 3½ in. extension control the steering on this machine, and the Dunlop tyres fit into the newest Ambrosio



rim, a steel high-pressure with a high wall for both tyre bedding and braking surface.

There is more of Italy with the Magistroni headset and chainset imported specially for this machine to do a sound job, economically, rather than a luxurious, costly one. The steel chainwheel set is of the fixed, non-detachable type, with fluted cranks and a clean cut chain-ring to take the Brampton chain, and the Lyotard pedals are a conventional rat-trap Type 38.

This San Remo is, in all, a most intriguing machine, one which, on the road, lives up to its exciting promise. It will be admired by clubmates and will give thousands of enjoyable and speedy miles.

THE Lightweight Cycle

Falcon

W. J. TAYLOR
CYCLE & AUTOCYCLE SPECIALIST
HIGH ST., DAWLEY, SALO.
TEL: 561

Lightweight Cycles

—and here is the “TOURIST”

MODEL 82 DE LUXE TOURIST — SPECIFICATION

| | | | |
|-------------------|---|-------------------|--|
| Frame Set | Built with lightweight tubing. Upright Angles 73°/71°. In 21" and 23" sizes. | Saddle | Brooks mattress number B.22. Chrome-plated springs. |
| Wheels | 27 x 1½ Endrick Rims. Lightweight front hub. Sturmey-Archer 3-speed A.W. rear. Dunlop 'Sprite' Covers and Tubes. | Saddle Bag | Brooks LEABROOK. |
| Brakes | Weinmann alloy—Tourist pat. | Mudguards | Bluemels—grey. |
| Handlebars | All rounder pattern on 2½" for- ward extension. | Pedals | Reflector type. |
| | | Chain | Coventry. |
| | | Finish | Black, with grey panels, mud- guards and accessories. |

Price £23-19-6 (Including P.T.)



Falcon Lightweight Cycles, Wills Street, Smethwick, Staffs.

Telephone: SMethwick 1971