

# JAMES LEAD WITH AN ACE!

## OLYMPIC ACE SPECIFICATION

**Frame:** 22 and 23 inches. 72 deg. parallel head and seat angles. Reynolds 531 tubing. Brazed cable eyes, gear control, pump pegs. Forks, 2½ in. offset, chromium plated ends.

**Head Fittings:** Brampton Alatet.

**Wheels:** Dunlop 27" x 1¼" H.P. Dunlop whitewall Sprite tyres.

**Hubs:** Resilion large flange.

**Handlebars:** Alloy square Maes bend on 3½" steel extension, expander bolt.

**Brakes:** Monitor alloy hooded lever.

**Saddle:** Wrights Olympian.

**Mudguards:** Plastic, red.

**Gear:** Resilion Crimson Star 5-speed.

**Chainset:** Williams 3-pin, 46 teeth.

**Chain:** ½" x ¾"

**Pedals:** Quill type.

**Pump:** Apex ultralite alloy.

**Weight:** 31-lb.

**Finish:** Flamboyant French grey, decorated lugs, Olympic motif panelling, red mudguards; or black with red rim.

**Price:** £26 19s. 6d. (including P.T.)

**Manufacturers:** The James Cycle Co. Ltd., Rocky Lane, Birmingham, 6.



With the Ace in Herts countryside.

**W**HEN, in company, you mention the James Cycle Co. Ltd., you'll often get as a rejoinder: "I remember . . ." Grandfather probably rode their bicycles and tricycles for years; so did dad; and, of course, you may well have ridden the Olympic Ace at some time over the past 10 years.

But you won't remember an Olympic Ace like the 1958 version that I have been testing for some weeks past.

That is because James have never stood still; and a change of structure in recent years, to come within the orbit of the giant British Cycle Corporation organization, has not altered the policy of individual quality and attention to detail based on up-to-date ideas.

One of its sponsors used clubman's jargon in giving me the advance details of the new Olympic Ace: he said, "I think it is a smasher." That was fair comment.

### For Many of You

Basically, it may be regarded as another of the under £27 machines with a top-grade lightweight specification that the bigger concerns have put on to the market to capture the trade of the clubman who doesn't insist upon, or cannot afford, the exclusive "tailor-made" mount. That covers many riders.

You will note, from a study of the specification, that the "ingredients" of the Olympic Ace are rich in quality. You can see from the illustration that it "looks the part," and that the colour-scheme sounds attractive.

But you have to come face-to-face with this machine to get the full impact. The finish has brilliance; from the high quality chrome on the front forks, throughout the usual bright parts, to the French grey frame, red mudguards and the Olympic torch transfer on the seat-tube, it "lives." Wherever it has been, it has left behind a trail of longing looks.

As a good "go-er" it matches its fine appearance.

It is fitted-up in a practical manner for all-round use. In writing this I have mainly in mind the Dunlop 27 x 1¼ steel rims with white-wall Sprites. You can ride these tyres anywhere, on or off the beaten track, and they will stand hard use, yet, out on the smooth open road, are lively enough to respond to that urge for a burst of speed-work. High-pressure rims have been brought into the specification since the test.

You will encounter, too, on the Ace, Monitor brakes, in alloy, with hooded lever, which have a power and a clean movement that should be appreciated to the full by our "knowing" club world.

### A Good Basis

The tested model was in frame size 22 in. and its 72-deg. parallel head and seat angles make a nice combination. The highest grade of tubing, brazed gear and cable fittings and neat lugwork provide a good basis for the subsequent adding of accessories.

I was at ease on the machine right from the start; comfortable, yet getting a responsive note from every turn of the pedals; and taking the purposely chosen winding bends in flowing style with the delightful steering in which the Alatet head assembly played its part.

On hills the Benelux five-speed fitted responded nobly to demands and I was running up and down the gears in double-quick time—and finding the one I wanted! (The new Resilion gear is now available on this machine.)

By contrast there was a longer run on an easier road, in company. This produced that necessary feeling of being in harmony with the Ace as a sustained period of fast pedalling resulted in the miles slipping by. I was so well balanced and positioned that there was no undue fatigue.

### Points of Contact

The Maes square bars offer a variety of positions and are neatly taped, with the ends plugged; it is easy to make friends with the Olympian saddle and its lengthwise suspension springing. The chainset, in the hands of Williams, bears its own hall-mark.

Cables are bared in their run along tubes and there is a most neat clip that couples the brake cables where they meet in front of the bars.

The bars, brakes and transmission are changed items from last year in the specification. They are fine; but with the striking new appearance the makers have dealt the strongest Ace in the pack.

NIMROD.

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