

THE CARLTON CARIBOU ON TEST

SPECIFICATION

Frame : 19 to 24 inches, Reynolds 531 tubing, 72 degree head and seat angles in sizes 19 to 23 inches, 73 head and 71 seat in 24-inch size. Brazed gear boss, pump pegs, cable eyes and gear cable tunnel on bottom bracket.

Forks : Solid ends, brazed lamp-bracket boss and Cyclo gear boss on rear off-side fork-end.

Head Fittings : Brampton Hexagonal.

Chain : Renold or Perry $\frac{1}{2}$ " x $\frac{3}{32}$ ". **Wheels :** 27" x $1\frac{1}{4}$ " Dunlop High Pressure steel rims. Michelin High Speed tyres. **Bottom Bracket :** Bayliss Wiley.

Hubs : Bayliss Wiley small flange, rear hub threaded for single and multiple free-wheel.

Handlebars : G.B. alloy Maes on $3\frac{1}{2}$ " alloy extension with rubber sleeving. Other G.B. bars and stems to choice. **Brakes :** Weinmann (G.B. optional). **Mudguards :** Bantel Beau Gardes (Apex guards optional).

Gear : 5-speed Cyclo Benelux Mark 7 with 14, 16, 18, 21 and 23-teeth sprockets (Simplex gear and choice of sprockets optional).

Pedals : Double sided steel (Brampton B.8 quill pattern fitted on test machine).

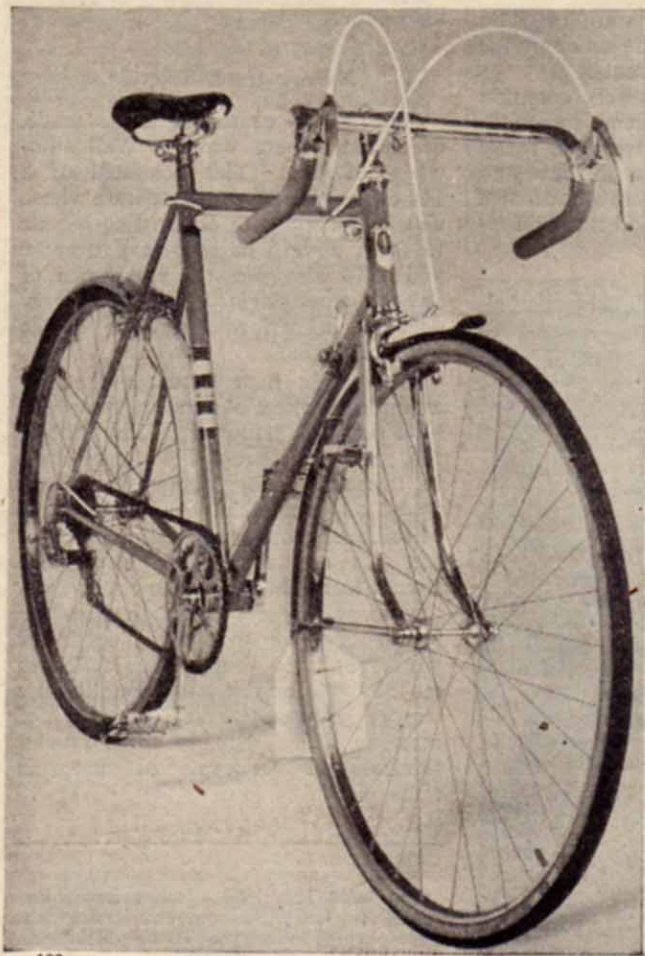
Saddle : Choice of Lycett L.15 Swallow, L.15.N. or Wrights Olympian (B.15 Swallow fitted on test machine).

Tyre-savers : Carlton, attached to brake spindles.

Weight : 27 lb.

Price : 5-speed, £29 15s. 11d. (frame only £12 12s. 0d.).

Extras : Grand Prix specification comprising Brampton B.8 pedals and Brooks B.15 saddle, £1 16s. 3d. inc. p.t.



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WHEN I first rode the Carlton Caribou, the heavy fall of snow in my area this winter was beginning to clear, and the eight and a half miles home from Bowling Green-lane were, for the most part, over roads thinly coated with frozen or semi-frozen slush. Add to this the fact that the greater part of my route lies over some of the worst cobbles in London, and it says a lot for the design and thought that has gone into this glistening piece of precision engineering that not once during the journey was I in trouble. Snow and ice being the natural element of the Caribou's four-legged counterpart, the machine's title would appear to be an apt one.

One thing for which Carlton (Dock-road Works, Work-sop, Notts) bicycles are renowned is their distinctive finish. In this the Caribou was no exception. No non-committal grunts from cyclists here—either they liked the colour or they didn't. I did. I found the lavender frame, offset by pale green and chromium panels on the seat tube, and chromium-plated head lugs, fork-crown and three-quarter-plated forks, tasteful and eye-catching. The lugs are a departure from the usual intricate Carlton design, being of the neatly cutaway Oscar Egg pattern. A colourful new badge on the head tube is included to mark the diamond jubilee year of production.

After my first outing, further riding was eagerly awaited. The opportunity came the following week-end and the Caribou was taken on a 100-mile run through the Chilterns. It became damp and dirty from the early-morning fog, muddy from the badly surfaced roads, and knocked about on the cobbles during the ride through London. It was hurled down those sharp inclines in which the Chilterns abound, and "honked" on the up-grades. The pace varied from short "burn-ups" in the company of another CYCLING staff-man, to dead-slow trickling through London's Sunday evening traffic. These were some of the different phases of the early riding which the Caribou underwent in vain attempts to find the smallest fault. At the end of the day not a single nut or bolt was out of place. In fact, except for some adjustment to the front-wheel spindle, not once during the testing period of about two months did it need any attention whatsoever.

The fairly shallow and square alloy Maes pattern bars provided a wealth of different positions for the hands, aided by the nicely positioned brake-levers.

Choice of Fittings

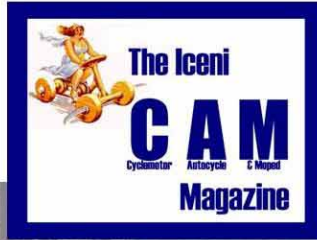
Brampton quill pedals were a comfortable, if close, fit when riding with everyday shoes, and the gear ratios of 56.3 to 92.6 on the Cyclo Benelux Mark 7 gear were adequate for my type of riding, although something lower might be wished for in more hilly terrain. Full marks to the Weinmann brakes. They were a delight to use and their smooth power inspired confidence. That famous combination of Dunlop High Pressure rims on Bayliss Wiley small-flange hubs provided a strong pair of wheels, which were shod with Michelin High Speed tyres, a combination of liveliness with strength, a noticeable feature, incidentally, of the whole machine.

The Caribou is a well-designed, comfortable, nicely put-together bicycle, fitted with sensible accessories. As it stands, touring and club riding can be tackled with anticipation of a comfortable ride, and with a little modification, a lively road-racing machine can be evolved.

Included in the latest Carlton catalogues are the Donovan range of bicycles, introduced some eight months ago. Prices, range from £23 19s. 2d., 4-speed model, to £30 8s. 0d., 10-speed, in the complete machines, and frames include the Grand Prix for road, track or club-riding.

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