



## "NIMROD" ROAD TESTS THE CARLTON "CONNAUGHT"

An Analysis of this Moderately-  
Priced Thoroughbred from the  
Carlton Cycles Ltd., Stable.

This latter company's high-pressure road-racing tyres are fitted.

Transmission is via a Williams' 48-tooth C.34 chainset, 3-32-in. Perry "Tour of Britain" chain and steel rat-trap pedals. The gear and freewheel block are by Simplex. A comfortable Lycett saddle of generous width is fitted, and the assembly is completed with Apex mudguards and inflator.

I have been riding the "Connaught" for several weeks. My journeys have varied from a pleasant week-end in the Eastern Counties with the early part of Sunday morning at a classic 50-mile time trial on eastern roads, to short business trips over the setts that surround our Bowling Green-lane office.

**T**HE modern clubman's bicycle is an expensive item. To the price of materials and the cost of the craftsman's skill (both of which have risen steadily since the end of the war) can be added the Treasury's purchase tax—as much as £3 on a £20 model.

To the youngster emerging from the chrysalis stage into real club life, this big initial outlay will cause many hours' pondering over the manufacturers' catalogues. He wants a machine that looks good; a bicycle built up of components he has heard are right for the given job; and above all he will be influenced at the moment of purchase by the financial reality . . . the hard £.s.d., stated under the glossy photograph.

A machine that cannot fail to appeal to the young clubman, for it meets all the above demands, is the Carlton Cycles Ltd. "Connaught." All the 57 years' experience of this company has gone into the choice of fittings and, throughout, there are no "bad patches." The frame's red and green flamboyant finish, tastefully contrasted by chromium-plated lugwork at the head and front forks, is pleasing to the eye. The manufacturer's many years' experience again comes to light when the machine is ridden. There is a "oneness" with the bicycle that is an inherent trait carried forward right from the preliminary drawing board stage. And, complete with a Simplex four-speed gear, it costs less than £26.

The technical data makes interesting reading. The frame, handbuilt throughout, is available in sizes from 19-in. to 24-in., at the usual charge, but can also be obtained in 25-in. and 26-in. sizes at extra cost. The currently popular "square" frame design has been followed, the angles being 72 degrees parallel with a 22-in. top tube on the small and medium-sized frames, and 73-71 degrees and increased top tube length on the

A noon-tide resting place for the "Connaught."

larger ones. The finish of the frameset is really outstanding. The head tube is flamboyant green, completed with elegantly hand-cut chromium-plated "Lidrick" lugs. Similarly the front fork crown and three-quarters of the blades are plated, the remainder being finished in green flamboyant. The rest of the frame, top, down and seat tubes and stays are flamboyant red, and hand-lined in white with the lugs similarly picked out. There

#### DETAILED SPECIFICATION

**Frame.**—Reynold's 531 frame tubes. Angles 72 degrees parallel with 19-in. to 24-in. frames, larger models 73 degrees head, 71 degrees seat. "D-to-round" fork blades, pencil seat stays, taper chain stays.

**Transmission.**—Williams C.34 chainset, three pin detachable; Perry 3/32-in. chain; choice of gearing systems.

**Wheels.**—Bayliss-Wiley hubs, 27-in. Dunlop steel high-pressure rims, and Road Racing H.P. tyres.

**Handlebar Assembly.**—G.B. "Sport" brakes, 3-in. Hiduminium extension and Maes-type handlebars.

**Mudguards.**—Red celluloid Apex.

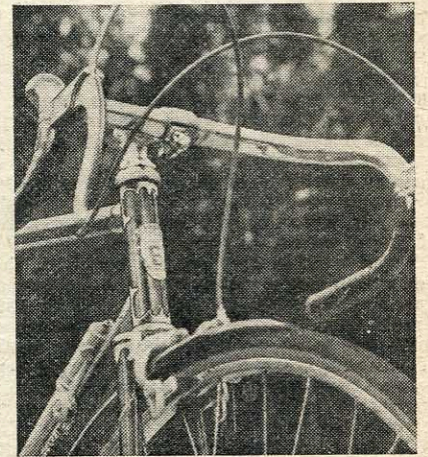
**Pump.**—Apex 18-in.

**Saddle.**—Lycett, L15N.

are also the usual brazed-on refinements for neat brake and gear cable fixing.

"A cycle frame is as good as its forks," is an old adage and here, again, the "Connaught" emerges with high marks. The D to round fork blades sweep gracefully forward with a 2½-in. offset, completing a neat, attractive and workmanlike picture.

The components are of leading quality. Brakes, bars and stem are by G.B., and the handlebar grips are covered with the new, popular Gentape, cool in warm weather and snug when it's cool. The wheels are built up from the successful combination of Bayliss Wiley small flange hubs, and Dunlop rims.



A close-up study of the lugwork at the head.

Wherever the bicycle has gone her admirers, whether they have been clubmen, competitors still in racing garb or pin-stripe-suited City business men, have passed appraising comments.

The machine handles well in any situation. Ambling along at a steady 10 m.p.h. it is perfectly stable and comfortable; brake and gear controls come easily to hand. The steering is good, the "hands off" test revealing steadiness at all speeds. Under stress, too, the union between rider and bicycle was immediately noticeable. All the gears, 86, 76, 68.2 and 56.3-in. worked well no matter how uneven the road surface. And whether it was top gear and the wind at my back, or 56 up hill into the wind, the old-established Carlton concern provided in its "Connaught" an invigorating, resilient mount.

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