

VARIABLE GEAR CLAUDE BUTLER'S FOR THE SIX SMITH SPEEDOMETER

N MACHINES FOR COZENS AND GRANT

ned Cozens and Grant, the only
 om- English team in the Six-Day
 ears Race, will be riding Claude But-
 kin- ler machines, specially built for
 o be them, in the forthcoming event
 ing. at Wembley. The illustration
 shows one of the machines they
 will be using, which are both of
 the 21-inch variety.

For a "six" on a small, steeply-
 banked track the heads of the
 machines, naturally, must be
 straightened up much more than
 for ordinary use, to make for
 better steering and control. The
 head angles of these particular
 machines are 74 degrees, with
 seat tubes of 69½ degrees.

The object of throwing the head
 and seat tubes out of parallel is to
 enable the rider to get further
 behind the bracket, as in a "six"
 it is preferable and advisable to
 sit back as much as is practicable.
 Otherwise, on going into the steep,
 short bankings, the rider, if in a
 forward position, would feel that
 he was falling on to his face.

Another object of the straighter
 head is to keep the wheelbase
 short, although in this case the
 wheelbases of 39½ inches cannot
 be described as ultra short. It is
 of interest to know, however, that
 the forks have an offset of

2 inches, which, with the head
 angles they possess, will prove to
 be very controllable, as well as
 sweet-steering machines, on this
 ten-lap, steeply short banked
 track at Wembley.

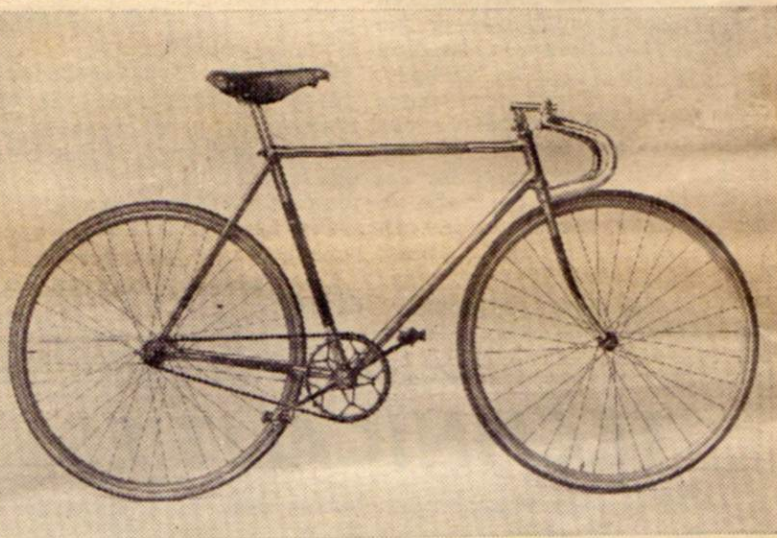
They will be fitted with British
 Hub Company's "Airlite" hubs,
 built into Constrictor Conloy
 27-inch rims. The usual 6½-inch
 cranks are fitted with 23-teeth
 chain wheel and 7-teeth sprocket
 on the rear, giving an ideal gear
 for six-day use.

Naturally, block chains of the
 3-16ths variety are being em-
 ployed, as well as Brooks B.17N
 saddles.

As customary, the machines are
 finished in the Claude Butler
 colours of silver with interna-
 tional bands round the seat tube,
 with the names of the riders on
 the top tubes.

Special Claude Butler 15½-inch
 bends are being used by both
 riders, and are made up on to
 2½-inch lapped extensions.

While these machines may
 appear to be very different from
 the standard type, they are, never-
 theless, nothing out of the usual
 for machines of this nature to be
 built in the Claude Butler work-
 shops, where the majority of
 orders that go through are of
 special specifications, and, natu-
 rally, these for Cozens and Grant
 have simply gone through as part
 of the usual routine.



The Claude Butler "Six" Machine

"THE BICYCLING SNAPS