

Around the Trade . . .

MACH.

CLAUD BUTLER POLO MACHINE

The Claud Butler Special Polo Bicycle

ONE of the first to appreciate the reality of the need for a bicycle designed and built expressly for the purposes of bicycle polo, Claud Butler has recently introduced a new model on which no pains have been spared to provide everything that the keenest polo enthusiast could desire.

Claud Butler, and those who have collaborated with him in producing this machine, have tackled the job thoroughly, decided what, in their opinion, is necessary for the game, and allowed nothing to prevent them from putting the decision into operation.

One of the fundamental decisions was that the wheelbase had to be absolutely the shortest possible, experience having shown that shortness is the first and foremost requirement. To this end the seat tube is curved, and the rear wheel is allowed to be as near as desired to the actual bottom bracket cylinder.

Unique Bottom Bracket

The latter is made possible by a specially designed bottom bracket assembly which eliminates the need for anything behind the cylinder. The chain stays, which are cut out and have broad plates at the bracket end, are brazed to the outside ends of the bracket to form a solid construction. In addition to allowing the wheel to be brought up closer to the bracket, this provides ample tyre clearance without any cranking of the chain stays. With 26 in. wheels a wheelbase is thus obtained of 36½ in.

The machine tested was almost entirely a standard machine: that is to say, it was a machine with equipment of the type that would be supplied to any player who was new to the game and who had not sufficient experience to know exactly what would suit him best.

In spite of any initial strangeness, it was found that the bicycle

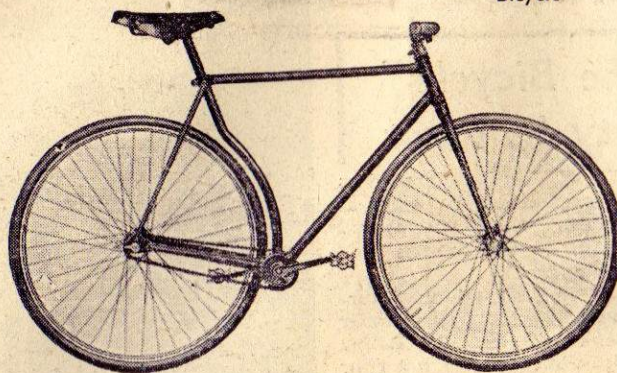
responded extraordinarily well, and that turning was effected smoothly and quickly. The 10½ in. bracket and 6 in. cranks with Brampton "Mark 10" pedals gave just the right amount of clearance to allow for sharp angles when turning.

Resistance to "Crashes"

The mount stood up very well to a number of good crashes, the wheels (Westwood 26 in. x 1½ in.) surviving five matches without any sign of buckling—although other people's wheels with which they came in contact suffered badly in several instances. In any case, it will be found that the clearances on the C.B. machine allow plenty of room for bad buckles or exceptionally muddy conditions.

Among features of interest are the rear fork ends, which are of the drawback type with substantial C.B. track adjusters, and the backward L seat pillar which gives any desired saddle position and enables the rider to sit well over the rear wheel. The machine is designed with a reasonably long head to facilitate control, and has straight forks. The gear is usually left to the rider's choice, but a gear of between 36 in. and 40 in. will be found satisfactory for general use. As a rule, Palmer "Pilot" tyres are fitted.

In general, this machine can truthfully be said to meet the needs of all polo players who wish to get the best out of themselves, and at the thoroughly reasonable price of £4 10s. it is certainly a practical proposition for almost everybody.



SPECIAL WATCH FOR CYCLISTS

TO get a watch that gives you a good time when riding is often a difficult job. No matter what timekeeper a cyclist uses in ordinary circumstances when its own bicycle, play a part as a result of the shocks it receives.

To both the cyclist and the tourist the possession of a watch is essential. The watch is essential to the cyclist in the range of 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Mr. J. H. Palmer, of the firm, and, as a result, active watch.

The watch is suitable for them. They can be seen in actual use. Either in glass or in metal. The watch is in the hands of the cyclist.



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