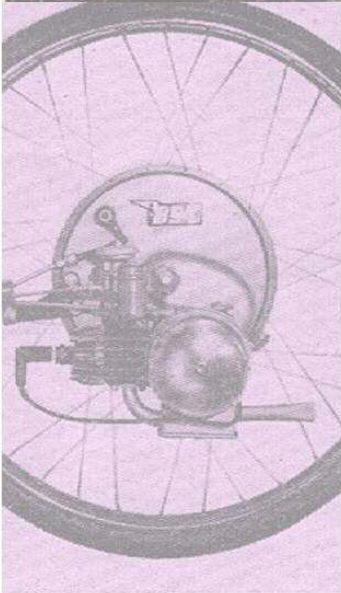


IceniCAM Information Service



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ROAD TEST REPORT

The Webb Spring Fork

A spring fork must be inconspicuous in appearance, light in weight and must do its job without altering the natural feel of the machine on the road. The *Webb* stands up to the test beautifully and thus qualifies as a Good Thing.

As most of our readers will already know, the distinguishing feature of this design is that the coil compression spring is *inside* the steering column itself, only a couple of inches being visible when the machine is unladen. The main fork is perfectly ordinary except for the fact that the "D" to round blades are straight instead of following the usual forward curve. In front of these is the sprung part of the assembly, a pair of blades parallel to the main fork and located at the top by a hinged

bracket and at the lower ends by a pair of double side plates. A rubber stop at the base of the spring and two small ones between the fixed and moving blades prevent clashing under violent impact.

The front wheel fits into the slotted ends of the moving section blades in exactly the same position as it would occupy relative to the head in a normal rigid fork, thus preserving the same steering geometry.

The machine tested was fitted with a *Cucciolo* unit that had all the speed necessary to give the forks a real testing. Speeds well up to 40 m.p.h. were reached and maintained over varied roads with the cycle rock steady driving or coasting and the rider perfectly happy. With a fairly heavy rider pre-loading the spring the movement range available was not very great and no up and down movement was noticeable. In fact, the outstanding impression of the

handling of the machine was its complete normality except for the fact that the back wheel felt bumps that the front had apparently ignored.

On really bad roads, of course, the forks bottomed frequently but the rubber stops made this much less of a wrist strain that would have been the case with rigid forks and the machine as well as the rider was getting the benefit of this reduction of stress. Braking seemed to be completely unaffected by the movement except that the improved road adhesion of the sprung wheel enabled the front brake to be used hard under adverse conditions with perfect confidence. There was no side float whatsoever.

To sum up, the *Webb* is a thoroughly efficient fork, clean in design and appearance, robust in construction and pleasant to ride.

The makers are: **H. C. Webb, Ltd., Tame Road, Witton, Birmingham, 6.**



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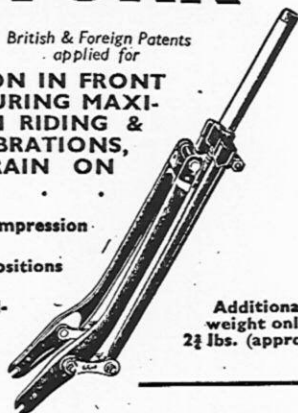


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