

1939

Carlton

"The Hand-made Cycle"



**HAND-MADE CYCLES
AT MASS PRODUCTION PRICES**

CARLTON CYCLES LTD., WORKSOP, ENGLAND.

Model C.O. now 1000
Champion-du-Monde
Gear and 2 brakes.
Price £11. 7. 6.
Model C.C.X. Fixed
gear and one brake.
Price £9.17.6.



26 1/4 lbs

THE CARLTON CONTINENTAL

MODEL C.C.

SPECIFICATION

FRAME: Built throughout of Reynold's Continental 531 butted tubing, including Continental fine taper chain and seat stays. Lugs cutaway and filed to "Carlton" standard. Usual brazed on fittings. Angles: 75° head, 73° seat, or 74° head, 72° seat. To order.

FORKS: Continental type—oval to round—531 taper fork blades, 2in. offset, fitted to a double plate crown. Butted steering column. Solid ends and brazed on Chater adjustable lamp bracket.

WHEELS: Dunlop light gauge Endrick, built on "Lightweight" hubs with D.B. spokes.

TYRES: Dunlop Sprite or Speed to order.

TRANSMISSION: Williams' special lightweight B1100 5-pin fixing or C1000 to order. Renolds' Elite chain. Bayliss-Wiley hollow axle.

SADDLE: Brooks' B17 (three sizes) or B17 Flyer.

HANDLEBARS: Choice of chromium-plated "Tour-de-France," Binda, Bulla, Bailey or original type Continental bend C.P. headstem, with 1in., 2in. or 3in. extension.

PEDALS: Webb solid centre racing.

GEARS: Conloy Osgear, with Boss pattern freewheel. Top gears 14 or 15, middle 16 or 17, low gear 17 and upwards, or the RECORD BREAKING STURMEY-ARCHER close ratio A.R. gear to order. Other gears extra.

BRAKES: Two Ambra Superga Continental steel brakes, adjustable for 26in. or 27in. wheels.

GUARDS: Bluemel's "Lightweights."

ACCESSORIES: Celluloid pump, spanners and oil gun. Regulation reflector.

LUBRICATION: Tecalet force feed to head and bracket.

FINISH: In the new super bright "CARLTON" SILVER. Full chrome forks, with panels in Flamboyant in contrast to frame. (Kingfisher Blue, Green or Red recommended). Full chromium-plated head. Head tube picked out to match Flamboyant colour on fork and rims lined in same colour.

Note.—The machine can be supplied in any of the "Carlton" range of coloured enamels with full chrome fork or crown and tips if desired.

PRICE **£11 - 2 - 6**

OR EASY TERMS
(MODEL C.C.)

PRICE WITHOUT GEARS **£9 - 17 - 6**

OR EASY TERMS
(MODEL C.C.X.)

FRAME PRICE £5 5 0

Extra for C.P. Rear Ends, 7/6

NIMROD TESTS THE

CARLTON PYTHON

A Machine that could be Recommended with Confidence to a Variety of Riders



IN bicycles, as in all else, tastes differ and many of the special types now being manufactured, whilst very good indeed for those special purposes for which they are intended, are not satisfactorily adaptable for all the purposes of the cyclist who is limited to a single machine. However, Mr. Everyman has a good choice available, and an excellent specimen of this type which I have been using recently is the Carlton Python.

Some time back I had the opportunity of a short run on a Python with fully dropped bars, a B17 saddle, and all the normal equipment of the real hardrider. That trip showed the machine as rigid, responsive, and generally possessing those characteristics desirable for club use and, given a change of wheels and tyres, as having possibilities for time trials.

For Pottering.

When it came time for a Carlton test my needs lay in the direction of pottering and winter touring and, having sized up the design, I voted for the Python with the forks illustrated, flat bars and a B66 (that is Brooks', of course). The manufacturers, Carlton Cycles, Ltd. (Workshop), willingly wrought the necessary changes from the standard specification and the resultant machine has given me some very pleasurable days of riding. Typical of the

careful workmanship of the Carlton concern is the fact that removal of the wrappings left the Python absolutely ready for the road. There were no odd adjustments required, and when I pushed off it ran as silently as a good bicycle should. My original impressions on rigidity and responsiveness were quickly confirmed.

Well Balanced.

The transformation from club model to lightweight tourer did not affect the well-balanced lay-out, and its performance when ridden "hands off" and hovered practically at a standstill pointed to truth in construction as well as sound design. Much of my travelling was being done in hilly parts of the country, and the flat bars, which are mounted on a 2-in. straight extension, gave a comfortable position for obtaining a steady pull on the long ascents that were encountered. The narrow top of the B66 Champion allows for free pedalling movement, but at the same time it is a saddle for sitting on, and I found that just a slight lounge forward to the flat bars was the right thing for keeping up a steady swing.

The Bayliss-Wiley reversible rear hub gave a choice of gears which was found most useful and the Webb front calliper brake did all that was required of it, providing powerful assistance to the

back-pedalling effort in the case of a stop under emergency conditions. Webb solid-centre racing pedals are included in the specification; they are neat in design but at the same time give adequate accommodation when it happens to be necessary to wear walking shoes even though riding a bicycle. This is a valuable point for town riding, and here it may be mentioned that the Python showed up well for business riding, the ease of handling giving me confidence in traversing the greasy setts that were encountered on several occasions.

The Carlton Python, an excellent dual purpose machine at the price of £8 7s. 6d.

The price of £8 7s. 6d. allows for the frame being a thoroughly high-class hand-made job, as well as providing for the class expected by the real cyclist in respect of

other items in the specification. Without touring bag, but with bell, pump, etc., the Python as tested weighed 28 lb., and, altogether, it appeared a machine that could be recommended with confidence to a variety of riders.

THE CARLTON PYTHON.

Price: £8 7s. 6d.

Wheelbase: 41½ ins.

Frame: Built with Reynolds H.M. tubing and upright light malleable cut-out lugs, wide set chain stays, brazed-on pump pegs, reflector eye, and mud-guard eyes.

Forks: H.M. blades in Russ, Resilion, or semi-straight patterns, machined ends, brazed-on bracket fitting, Chater-Lea adjustable lamp bracket, 3-16-in. head bearings, with Tecaletit lubrication to head-clip.

Chain Wheel and Cranks: Williams C34, with three-pin attachment, 46 or 48 tooth.

Wheels: B.W. lightweight hubs, Dunlop Endrick 26-in. by 1¼-in. rims, double-butted spokes.

Tyres: Dunlop Sprite.

Pedals: Webb solid-centre racing.

Mudguards: Blumel's No-Weight celluloid.

Handlebars: Marsh, Bailey, Shallow highgate or other pattern, on straight 2-in. extension.

Saddle: Brooks' B17 or Flyer.

Finish: Rustproof process and four coats of black enamel. Chromium-plated forks.

Accessories: Brooks' touring bag, pump, spanners and oil-gun.