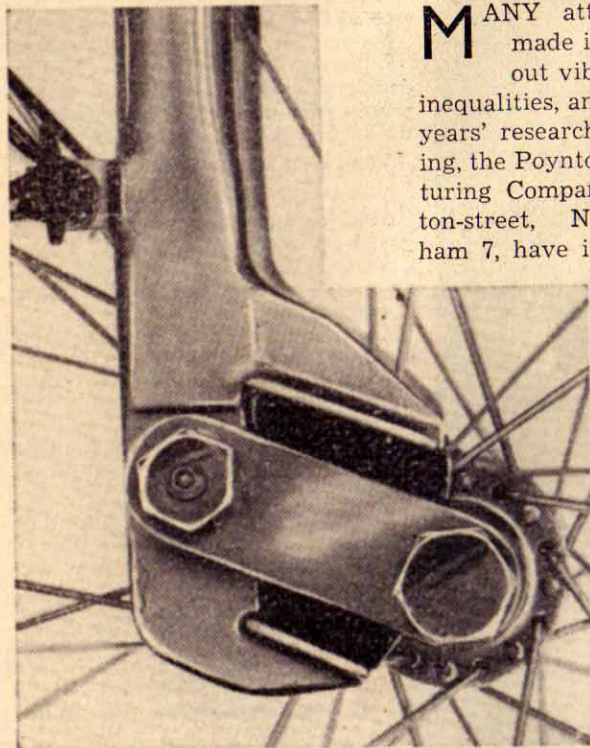


# Around the Trade . . .

## THE POYNTON FORK-END



The Poynton Fork-End, a revolutionary method of damping out road shock. Note the specially moulded rubber blocks.

**M**ANY attempts have been made in the past to damp out vibration due to road inequalities, and at last, after five years' research and experimenting, the Poynton Frame Manufacturing Company, Ltd., of Whar-ton-street, Nechells, Birmingham 7, have introduced a really

efficient and marketable proposition, as shown in the accompanying illustration.

The device consists of a pair of steel stamping fork-ends, which are brazed into straight fork-sides, and a pair of slotted links or shackles, into which specially moulded H section rubber blocks are fitted, forming the upper and lower "cushions." The links are then pivoted at the rear end on specially made pins passing through the fork-end stampings.

### Further Details

At the other end of the link special sleeve nuts hold the wheel rigidly between the two links. Being pivoted at the rear end and controlled between the rubber cushions, the wheel is allowed to move up and down just sufficiently to absorb all road vibration, whilst the construction of the links and the special sleeve nuts make any suspicion of "whip" impossible.

On test it was found that the rougher the road the better the device works, particularly with tandems. In fact, attempts have been made (without success) to smash the forks or the frame by riding at terrific speed downhill on mere cart tracks.

The chief benefit, of course, is to the rider, but it also relieves the terrific strain on the bottom tubes of the frame (especially acute on short-head racing frames) and on the steering stem. This enables lighter tubing to be used and compensates the very slight extra weight of the device which, being on the spring part of the cycle, is not noticeable.

It is emphasised that although the movement is ample to damp out all vibration, it does not in the slightest degree interfere with either calliper or hub brakes; in fact, it gives a much smoother braking effect to the latter by producing the same effect as the front springs of a car give to the forward brakes of the modern car.

Arrangements for production are going rapidly ahead, and although the actual price has not yet been fixed, it is understood that it will only add a very small amount to the cost of a complete bicycle, and as a replacement for existing forks its price will make it a very attractive speciality.

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