Test Report

The "Telelink" Spring Fork

THE sheer necessity for some form of front springing for use with the faster types of cyclemotor engines was brought home to us very forcibly a few months ago when we found ourselves unable to try the full capabilities of one unusually high performance unit because we could not be sure of keeping the machine on the road. This was not the fault of the cycle in any way, but ordinary bicycles were not made for riding on open roads at speeds approaching 40 m.p.h. and one reason for this is that the front wheel does not stay down over bumps.

We have previously tested and reported on two types of spring forks that happened to be fitted to test machines but the obvious need of the market was for a fork attachment that could be fitted to the existing cycle quickly and easily. It was, therefore with a sense of practical value as well as technical interest that we road tested and since acquired the *Telelink* spring fork attachment.

This is a complete unit that slips into the normal cycle forkends and then attaches by the calliper brake locating bolt through the fork crown. This bolt also carries the front mudguard so that the guard is kept close to the wheel all the time and moves with it. Compression springs control sliders in the main fork legs, auxiliary tension springs outside these look after the static loading, and in the head linkage at the fork crown is a *Niedhart* progressive rubber damper. The whole fork is scientifically designed to provide exactly the right degree of reaction to every load imposed over a very wide range.

The fork was first tried on a light, lively machine that had already proved somewhat skittish on the road and the fitting created a complete transformation in handling. Any sized bumps could be taken casually at any speeds without a tremor on the part of machine or rider. Steering actually appeared to be improved by the fitment, although how this was so we admit we do not know, and hands-off riding was safe and comfortable from 10 to over 30 m.p.h. As with all the front springing designs we have ridden, a major additional factor of safety was the greatly improved front braking resultant from the extra wheel adhesion under all road conditions.

The effect of the progressive damping system is that the rider is completely unconscious of the movement of the forks. Bumps and holes in the road seem to be absorbed rather than reacted to and the tendency is to forget that forks are there at all. Little movement is visible even when watched for and the degree of deflection over ordinary irregularities of road surface is obviously small. On a heavier roadster type of cycle, tested without an engine fitted, the *Telelink* was quite unnoticed from the saddle and it simply appeared that the local roads had somehow miraculously improved, the cycle retaining all its normal, familiar handling characteristics.

We are not sure that the makers have been wise in fitting grease nipples as few cyclemotorists own grease guns and most are used to oiling for cycle maintenance. If grease is necessary an approved gun should be recommended or supplied with the fork. Apart from this there is no criticism of the fitment at all and we confidently recommend it to all who wish to add to their safety and comfort as well as to the life of the machines.

Makers : B. S. Developments, Farnborough Road, Farnborough, Hants.

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POWER & PEDAL

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Schrader type valves.

CORRECTION

SOME hasty and unchecked writing in our test report of the TELELINK Spring Fork Attachment in the last issue resulted in an error in the technical description.

There are no compression springs in the design and the words "compression springs control sliders" etc., should come out. Actually the tension springs out-

side the main fork legs take the weight of the rider, which we described as the "static load", while the movement of the fork is controlled by the *Niedhart* rubber dampers located in the head linkage. The sliders in the fork legs look after side thrust and braking stresses but merely transmit movement from the wheel spindle to the progressive damping system. It is this combination of spring loading, progressive damping and free movement that affords the range of re-action for which the design is so notable.

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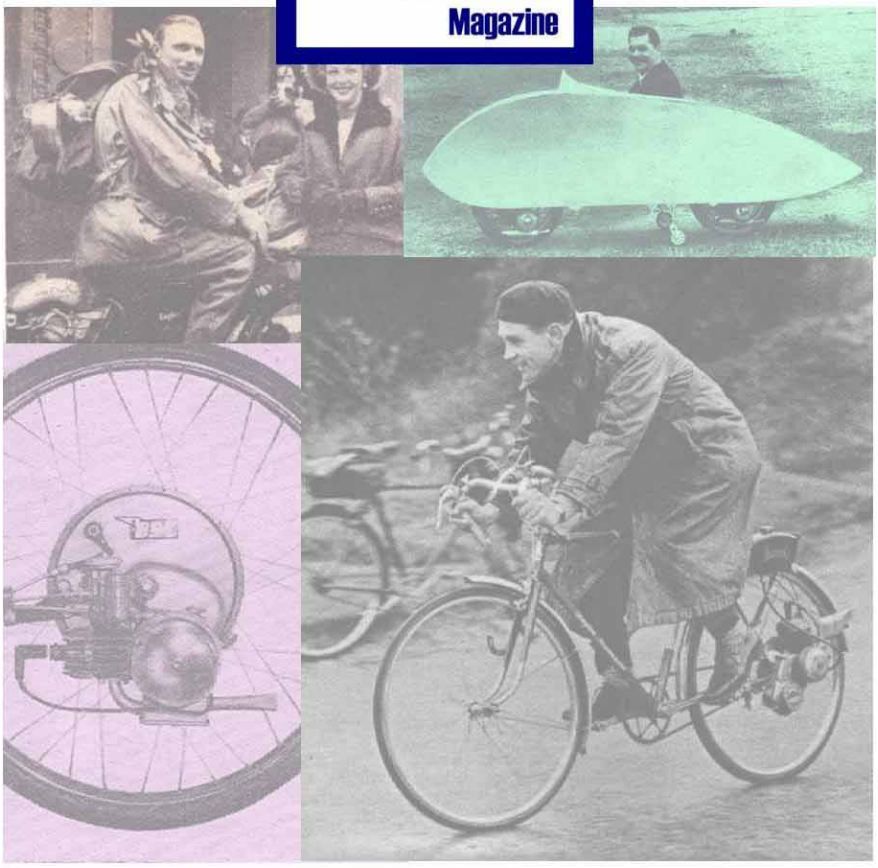

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