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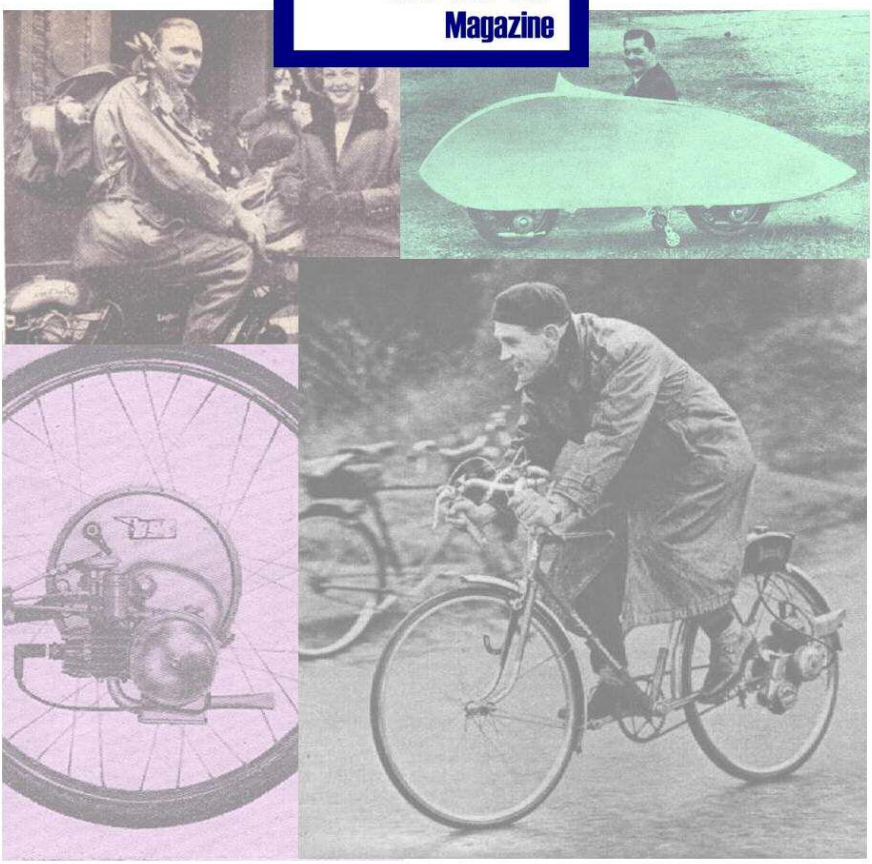

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DAYTON Tourist Model

New machine has patent cotterless crank set

WITH their modern new factory, described in our last issue, now in production, the Dayton Cycle Co. Ltd., Park Royal Road, London, N.W.10, are going ahead with their post-war plans for a complete range of new models.

First of these to appear is the one illustrated above, the Dayton Superb Tourist. Built throughout from Reynolds 531 tubing, this is exclusively fitted with alloy components. Cable grips and pump pegs are brazed on, and mudguards and handlebars are all of alloy. The handlebars are of the Comfort type carried on a 3in forward extension, and alloy is used, also, for the two caliper brakes and the seat pillar. A Brooks 22/1 type saddle is fitted, and tyres are 26 × 1⅜in, the whole machine being finished in black with silver lining. Although at the moment it is not possible to market this model with all duralumin parts, it is hoped that this will be done in the course of a month or so.

Of particular interest on this model is the use of the J.C.S. cotterless crank set, devised and patented by J. C. Simpson, Birmingham, for which Dayton have acquired the sole manufacturing rights. This is the first of the models to incorporate this type of set, which is made in aluminium alloy.

The crank set comprises a chainwheel and cranks, a hollow bracket spindle with square ends, and a long draw bolt and round nut. The square ends of the spindle are tapered from ·600in at the outer edge to ·625in at the inner, and instead of the usual round spindle hole the cranks each have tapered slots to take the spindle. Cranks are held securely on the spindle by the draw bolt, which passes through the hollowed interior of the spindle. A peg spanner is used to tighten the round nut, which, like the bolt head, fits neatly into a countersunk hollow in the crank. With this arrangement, drive from the cranks is taken on four faces instead of one, as with the normal cotter fitting.

Another invention by J. C. Simpson, for which Dayton Cycle Co. have also acquired the manufacturing rights, is the J.C.S. caliper brake. This brake differs from the majority of recent introductions by the use of steel instead of alloy in the light stirrup and in the fitting of fork and stay clips as well as a bolt through the crown or seat-stay bridge. The stirrup is held firm by the clips, and the bolt is entirely independent and provides an anchorage for the bracket at which the cable adjustment terminates. A release spring is incorporated inside a sleeve between the stirrup and the bracket. Having a lever of original design the brake weighs no more than 13 oz.