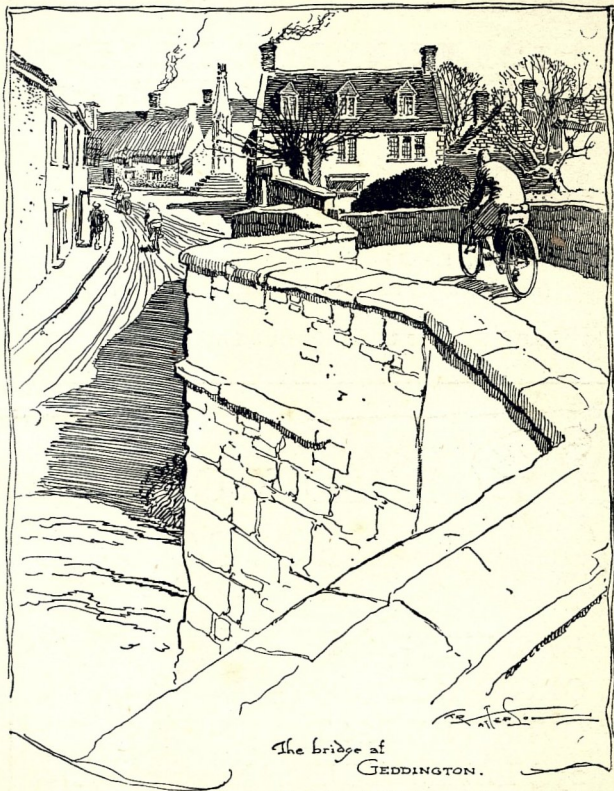


Aids to Happy Cycling 1949



*The bridge at
GEDDINGTON.*

Illustration by kind permission of "Cycling"

The
"HOUSE OF HOLDSWORTH"
BECKENHAM, KENT

W. F. (Sandy) HOLDSWORTH

Post Orders to: (Phone: SYD 5187-8)

**121 LENNARD ROAD
BECKENHAM, KENT**

●
Call and see us at :

132 Lower Richmond Rd.
Putney, S.W.15
(near Putney Bridge)

69 Highbury Park
Highbury, N.5
(near Arsenal F.C.)

and agents throughout the country



HOLDSWORTH'S POSTAL SERVICE

HAS BEEN
ORGANISED
OVER THE PAST
25 YEARS. YOU CAN
RELY UPON *Really*
Interested Attention !



The "House of HOLDSWORTH" offers 100 per cent. **Cycling** service to all keen cyclists, whether racing men or tourists. Every effort is made to assist you—by return, if possible. You can be assured of the closest attention by a staff including nationally known roadmen, trackmen, and tourists of all creeds—R.T.T.C., N.C.U., 'Clarion and B.L.R.C.—yes, and "Buckshee Wheelers," too!

All your needs are known and appreciated, but whereas pre-war we could supply everything, from a tandem-trike to a top-nut, or from shoe-plates to shorts, certain items of clothing and accessories are now either in short supply or are completely barred "By Order." But nowhere can you get such expert service, which has been built up on the basis of quality and value over the past 25 years.

* * * *

In this list you will find details of the well-known

Allez! and other SPECIALITIES

introduced to the British market by the "House of HOLDSWORTH." Based on the best home and Continental practise with refinements suggested by leading riders of the day, they may be specified with the sure knowledge that they cannot be bettered as regards performance, appearance or workmanship.

There are "Holdsworth" agents in nearly every town in the country—write for the address of your nearest dealer.

NOTE.

When ordering goods, please send cash, and coupons where necessary. Postage should be included according to weight and size of goods:—1 lb. costs 6d., 5 lbs. 1/., and 15 lbs. 1/4. Note that frames should be sent to our works at: Lullington Road, Anerley, London, S.E.20. (carriage paid).

We regret we must state that owing to present conditions, prices are liable to alteration without notice. All prices include Tax, where payable.

"AIDS TO HAPPY CYCLING"

is again offered to cyclists after a lapse of ten years. Not, unfortunately, as complete as in 1939, but we have adopted the policy of only listing articles which are likely to be in reasonable supply.

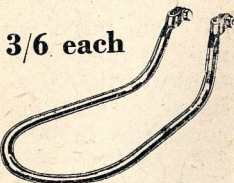
* * * *

ALPACAS. A range of genuine Alpacas and Italian cotton jackets is stocked in blacks and browns, touring or lounge styles, and in a variety of prices. *Write and let us know your requirements.*

BAG SUPPORTS.

The "**Quillite.**" The first rigid effective, lightweight (only 5½ ozs.) saddle-bag support, and still the best although often copied. **Heavily enamelled, light gauge tubing, with strong clips and rust-proofed nuts and bolts.**

Lloyd. Light steel spring-on pattern. ... 3/9 each.



3/6 each

BELLS. The **Allez!** ultra-light all alloy bell weighs only 1½ ozs. Clear ringing tone. *Simple enclosed mechanism and with curved trigger.* New re-designed securing clip, will fit either 7/8" or 15/16" diam. bars. Highly polished finish 3/6 each. Or anodised in Red, Blue, Green or Gold ... 4/6 each.

BRACKET FITTINGS.

B.W. axles. Hollow racing, 1½" chain-line. Chrome 3/5 each.

No. 15

" " " " " 1/7 each.

B.W. cups fixed. Bright cadmium plated ... 1/- each.

" " adjustable " " " 10½d. each.

" locking rings " " " 7d. each.

" tandem cups, fixed or adjusting ... 1/6 each.

" solo bracket units. Complete ... 4/7 each.

Chater-Lea. Axles. Heavy chrome 1½" chain-line 3/6 each.

" Cups. Fixed. Heavy chrome ... 2/10 each.

" Adjustable " " 2/10 each.

Lytaloy bracket sets, chrome. (*Comprising hollow steel axle, steel cups and alloy locking ring.*) ... 14/6 set.

Harden bracket unit. (*Comprising drilled steel axle, inserted caged bearings and alloy locking ring.*) ... 37/6 set

BRAKES.

Stocks of all the best makes.

Burlite alloy, hooded levers. (For 15/16" or 7/8" bars.) 32/6 pair.

Strata " " " (" 7/8" bars) ... 29/6 pair.

G.B. " " " (" 15/16" and 7/8" bars)

Of sturdy construction. *Ample adjustment for 26" and 27" wheels.* Available with racing or tourist levers... 38/6 pair.

G.B. brakes may be supplied for tandem use ... 39/6 pair.

BRAKES—continued

And the well-known "Resilion" range—"will stop a bus."

Resilion Cantilever "A" Black, chrome lever ... **25/-** each.

" " "A" All chrome, silver cable **27/6** each.

" " extra for latest alloy lever... ... **3/-** each.

" " " tandem brakes, front or rear ... **2/6** each.

(When ordering Resilion brakes specify whether front brake is required for 'D,' oval or round fork blades, and if rear is for $\frac{1}{2}$ " or $\frac{5}{8}$ " diam. seat stays.)

Spares. *Comprehensive range of G.B. spares from stock. Resilion spares can be obtained to order.*

BRAKE BLOCKS.

You should always keep a spare pair by you !

Fibrax. Standard Sizes **6d.** pair.

Resilion. No. 95A **9d.** pair.

Cyclo. Standard size, complete with alloy shoes **1/-** pair.

BRAKE CABLE CLAMPS. The "le Dido" alloy twin cable clamp will keep your front and rear brake cables neatly together. Weight negligible. **Polished finish** **1/-** each.
Or **anodised** in red, green, blue, gold or black ... **1/3** each.

BRAKE CABLE LUBRICATORS. The "Dinky" is the lightest and most sensible yet designed. Neat and almost invisible. Fitted at the highest point of the cable, the oil, by means of the "Tec" nipple, runs the full length of the inner wire. **Anodised** in red, blue, green, gold or black **1/3** each.

BRAKE CABLE OUTER CASING. Silver, red, blue or green. Per foot **4d.**

BRAKE LEVERS.

Burlite, hooded, alloy (For $\frac{15}{16}$ " or $\frac{7}{8}$ " bars) ... **6/6** each.

G.B. " " (For $\frac{15}{16}$ " and $\frac{7}{8}$ " bars) ... **7/6** each.

(G.B. available in racing or tourist pattern.)

Resilion, steel, chrome. Complete **7/6** each.

Resilion, latest alloy. Complete **10/6** each.

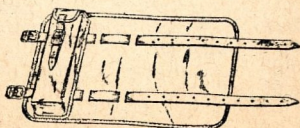
BULBS.

Lease-Lend. (2.5 and 3.8) **5½d.** each.

Trevita, dynamo, front or rear, also Dynohub rear **11d.** each.

" Raleigh, Dynohub, front 8v. or 12v. ... **1/6** each.

CAPE ROLL. The "Handy Roll" is a necessity for the clubman, saving the cape from any chafing and taking your tools as well. In black leatherette, with all edges bound and complete with two long leather straps



5/3 each

CAPE SETS. (Now completely off Coupons.)

I am continually being asked for my "**Golskin Impregnable**" oilskins which were recognised, pre-war, to be the very best obtainable irrespective of price. They were made from the very highest quality Egyptian cotton, which, sad to relate, is not now available.

Meanwhile I am in the process of testing several different materials and proofing processes, and I hope to be able to announce a cape which will approach the quality of the "**Golskin**" in the near future.



Listed below are **Utility** capes in two sizes. These capes are obtainable in black or gold, and are really good value at the price. *All seams are oil proofed after stitching.*

Utility capes, black or gold 42",	22/- ; 45"	22/9 each.
Utility leggings, black or gold, 28", 30" or 32"		16/3 pair.
Utility sou'westers, black or gold, S, M, or L.		4/5½ each.

BIKESPATS. These "Leggingettes" fit from just below the knee and cover the complete shoe, **including a toe-piece which prevents the wet from entering.** They fit closely to the heel and an elastic band under the instep keeps them in place. In strong black oilskin, bound at all edges and with five elastic and press stud fastenings between the heel and the knee. *Ideal for club or business wear.* Price 17/6 pair.

CHAIN ADJUSTERS.

"Cyclo" precision "True-Track" adjusters. A simple device that allows the wheel to be replaced in its exact original position. Swings clear as soon as the spindle nuts are slackened. **Prevents the rear wheel pulling over under pressure.** Specially designed for use with drop-out fork ends. Cadmium plated. Weight, 1 oz. ... 1/- pair.

CHAINWHEEL SETS.

The "**ALLEZ!**" alloy set has undergone exhaustive road and bench tests **and can be confidently recommended as giving a completely solid drive with no whip whatsoever.** Weight of set, 14 ozs.

Polished 47/6 set.

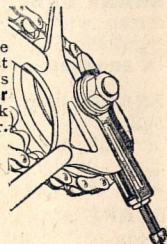
Or beautifully anodised in red, blue, green or gold 50/- set.

CRANKS. 3-pin pattern (will take most standard 3-hole chainwheels). Machined to precision limits from aircraft-tested aluminium alloy of outstanding strength. **Superbly designed, fluted on all corners and highly polished.**

Will fit all normal English pedals, axles and cotter pins.

With bolts 33/- pair.

Or anodised in red, blue, green or gold 34/6 pair.



Chainwheel Sets—continued

CHAINWHEEL. Of similar material to the cranks, double-flanged, **carefully designed to eliminate flattening.** Accurately cut teeth. Now available with 46, 47 and 48 teeth. **14/6** each.
Or anodised in red, blue, green or gold ... **15/6** each.

CHAINWHEEL BOLTS. Chrome plated, with hexagon heads to fit B.S.A. box spanners, and with screwdriver slots. **4½d.** ea.
“**CYCLO**” **Juvenile chainwheel set.** 4" cranks, 22T ring ... **6/3** set.

CHAINWHEEL SCREWS. Standard Williams or B.S.A. size. Cadmium ... **1½d.** each.

COTTER PINS. Standard size, nickel plated... **4½d.** each.
“**ALLEZ**” **extra long** for alloy chain-sets. Cadmium **6d.** each.

CRASH HATS N.C.U. approved.

These afford complete protection but are light and comfortable in use. Empire Champion pattern, *as illustrated*, in tan leather, with cream piping and white leather inside. Padded behind the ears—a **hat to protect you and not just to look at.** ... **29/6** each.

“6-Day” pattern—streamlined. *Smart and reliable.*

In tan leather with twin side straps and Q.R. buckle **25/-** each.



CYCOMETER CLIP. The “Grubb” alloy clip for front fork blade. Saves re-setting after removing your wheel **2/-** each.

DERAILLEUR GEARS.

“CYCLO”—The original. **The gears for hard work.**

Standard 3-speed solo ... **37/6** each.

Tandem ... **40/-** each.

“Oppy” twin-roller lightweight racing 3-speed... **37/6** each.

“Super-Olympic”—“Cyclo’s” latest and best racing gear.

Single roller type, similar to, and incorporating the best points of the Simplex Champion-du-Monde. 3-speed **40/-** each.

4-speed ... **45/-** each.

“Ace” 3-speed. For those who prefer the striking fork type of gear. Twin wire control ... **32/6** each.

CONSTRUCTOR. An alloy 3-speed gear of different design but excellent in operation. Cogs 14-16-18T. ... **62/6** each.

Less the triple freewheel ... **40/-** each.

HURET. French racing gear much in use on the Continent.

Complete with 16-18-20T. freewheel ... **43/6** each.

(Supplies as available from time to time.)

Derailleur Gears—continued

TRIVELOX. *The gear with the chain always in line.*

3-speed solo	...	...	...	...	...	50/- each.
3-speed tandem	...	...	...	...	...	52/6 each.
3-speed tandem hub with large spoke flanges	...	...	...	...	...	57/6 each.
As above and including expanding hub brake	...	...	...	...	...	85/- each.

OSGEAR. Professional pattern (with separate tension setting wire to tension arm). Complete with 16-18-20T. cogs 47/- each. Or with Constrictor freewheel 14-16-18T. ... 60/- each.

SIMPLEX Champion-du-Monde gears. *Available from time to time as supplies reach us from the Continent.*

DERAILLEUR GEAR CABLES. "Cyclo" replacement cable service. *Just send your broken cable.*

For standard "Cyclo," "Oppy" or "Ace." (Solo)	...	...	...	...	3/- each.
" " "Cyclo" tandem	...	...	...	...	3/9 each.
New "Cyclo" cables for "Oppy" or "Ace." (Solo)	...	...	...	...	3/9 each.
" " " " "Cyclo" tandem	...	...	...	...	6/- each.
" " " " "Star," "Poly" or "Olympic"	...	...	...	...	2/6 each.

(Full set of "Cyclo" gear spares normally kept in stock.)

DERAILLEUR TRIPLE FREEWHEELS.

Continental 16-20-24T for $\frac{1}{2}$ " x $\frac{1}{8}$ " chains	...	...	...	...	15/- each.
Constrictor 14-16-18T	...	...	...	...	35/- each.
" " 15-17-19T	...	...	...	...	Available soon.

Eureka quadruple freewheels, with unit body and interchangeable cogs, in $\frac{1}{8}$ " and $\frac{3}{16}$ " expected shortly.

EMBROCATION.

CurAcho

(CURE-ACHE-O)

The Oil-Less Embrocation.

2/3 bottle.

Double quantity
3/9 bottle.

(Including Tax.)

Used and recommended by leading athletes and world-famous sportsmen for the prevention of cramp, stiffness, muscle-tiredness, bruises, etc.

Athletone, per bottle, 1/10d. **Elliman's Rub**, per bottle 1/4½d.

ENTRY FORMS.

(R.T.T.C.). Pre-War I used to supply Entry Forms free. This is impossible just now, but arrangements have been made so that I can now offer R.T.T.C. Entry Forms (blank at the top) at 1/3d. per 100.

They can be overprinted with all the necessary headings for your "Open Events" at an extra flat charge of 16/- for any number up to 400. (e.g., 300 forms for your "Open" with the usual heading, including Club name, description of event, date, handicapper, timekeeper, awards, etc., would cost you 19/9d. Delivery usually 7 days or under. Just send your requirements with cash and 6d. in stamps for packing and postage to W. F. HOLDSWORTH, 121 Lennard Road, Beckenham, Kent.

FEEDING BOTTLES.

The **ALLEZ/** Following "Holdsworth's" re-introduction of aluminium bottles after the War, many other bottles, some bad, some indifferent, and some definitely harmful, made their appearance.

The **ALLEZ/** bottle is, however, in a class of it's own.

Spun from stout gauge aluminium, with corrugated sides, it can withstand an abnormal amount of knocking about. The diameter of $2\frac{1}{8}$ " is most convenient for the hand and all corners are rounded.

Important points are that the interior has been treated so as to eliminate any possibility of harmful effect on the fluid carried, and there are no clips at the neck of the bottle to get in the way when drinking. An aluminium capped



cork completes a first-class job. *Weight only 4 ozs. each.*
In natural finish 4/6 each. Or highly polished 4/9 each.
Or anodised in blue, green, red or gold ... 4/9 each.
Spare aluminium capped corks ... 4½d. each.

FEEDING BOTTLE CARRIERS. Correct size to take

ALLEZ/ bottles. Sturdily made in light alloy with double spring clip, which, whilst holding the bottle firmly and preventing rattle, enables it to be instantly ready for withdrawal at the flick of a finger.

Weight only just over 2 ozs. ... 4/6 each.
Or in double pattern to take two bottles. *Wt. 4 ozs.* 8/6 each.

FLINT CATCHERS. Prevent punctures by removing the flint before it has time to work through. **Don't let the "ride of your life" be spoilt by a 'flat.'**

"Tacoma." Continental pattern, sprung ... 2/6 each.

FREEWHEELS. Bayliss-Wiley, 18 tooth ... 4/8 each.

FREEWHEEL REMOVERS.

"Cyclo," for universal freewheels ... 2/2 each.

"", boss pattern freewheel (*i.e.*, for triple freewheels with top gear cog 14T. or 15T.) ... 2/6 each.

GLOVES. All of our gloves are chosen for their suitability for cycling, where **warmth** is required coupled with **hard wear.**

Mitts, in reversed sheepskin, with separate thumb and long cuff to cover your sleeve. 20/7½d. plus 4/5 Tax.

Mitts. As above, but with *horsehide palm and thumb* to take the handlebar wear ... 26/3 plus 5/8 Tax.

Gloves—continued

Gauntlets, mitt pattern with separate thumb. In cream horsehide, fleecy lined and with long brown leather cuff ... **15/7½**. plus **3/4** Tax.

Gauntlets as above but with first finger also separated to facilitate handling controls. Will last for ages. (As illustrated.) **16/-** plus **3/6** Tax.

HANDLEBARS. A wide variety of steel or alloy.

Reynolds R.R. 56 Hiduminium alloy. ($\frac{15}{16}$ ").

17" Bailey; 15½" Binda; 14¾" Maes; 15¾" Pelissier, or 17" Continental ... **17/6** pair.

21" Raleigh North Road ... **14/6** pair.

Reynolds R.R. 56 Hiduminium alloy ($\frac{7}{8}$ ").

17" Highgate or 17" Marsh ... **20/-** each.

Reynolds Steel, chrome plated ($\frac{7}{8}$ ").

18" Bailey or 15¾" Pelissier ... **15/-** each.

17" Binda ... **15/6** pair

14¾" and 16" Maes ... **15/-** pair.

Accles & Pollock "Kromo" quality, chrome ($\frac{7}{8}$ ").

16" Binda; 16" Pelissier; 17" Bailey or 18" Continental ... **17/-** pair.

17" Sibbit ... **18/9** pair.

16" or 18" North Road Flats ... **13/-** pair.

HANDLEBAR END PLUGS. "Shockstop" all rubber.

In claret, blue, black, green and natural ... **9d.** pair.

HANDLEBAR FERRULES.

These fancy alloy ferrules are 5" long with a chevron cut-out, and are in two pieces for ease of fitting. They will give a classy look to your bar and stem set. Made in two sizes for $\frac{7}{8}$ " dia. and $\frac{15}{16}$ " dia. bars. In highly polished alloy ... **2/6** set.

Or anodised in blue, red, green, bronze or gold ... **3/-** set.

Don't be frightened of your alloy bars—fit these ferrules and strengthen them by spreading the strain.

HANDLEBAR GRIPS. "Shockstops."

No. 55. $7\frac{3}{8}$ " long, sponge. Beige ... **3/-** pair.

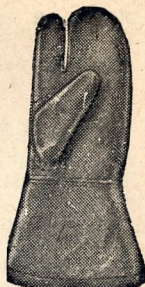
No. 53. $7\frac{3}{8}$ " long sleeving. In claret, blue, black, green and natural ... **2/-** pair.

Holdsworth's "Pathgrip." The old favourite with those who don't like taped bars. Tough rubber sleeving approx $\frac{1}{8}$ " thick gives just the right dia. grip. In off-white natural finish.

Per foot ... **2/-**

HANDLEBAR TAPE. The famous **ALLEZ!** tape. Strong, matt finished in a variety of colours. The width of $\frac{3}{4}$ " has been carefully selected as being the widest which will, at the same time, not cockle up in the bends. In 5 yard rolls, sufficient for any type of bars. Per roll ... **1/1**

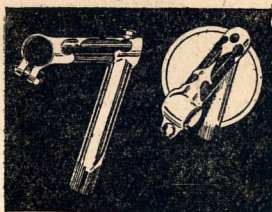
(In white, black, royal blue, yellow, red, green and fawn.)



HANDLEBAR STEMS. *Many hard-riders will place their faith only in a steel stem. These latest "Holdsworth" workshop-made stems are a delight to the eye and exceptionally strong—accessories of which you can be justly proud.*

Hand-made using solid cast lugs, they have a long spear-point cut-out. Finished in all chrome plate, or with bright red enamel between the lug and the lap.

Available only in expander pattern with 3" forward extension. ... 30/- each
Alternatively we can offer:—



G.B. one-piece hiduminium alloy, 1 $\frac{3}{4}$ " expander ... 16/- each.
" " " " 2 $\frac{3}{4}$ " " ... 16/9 each.

Alumlite alloy, 1" expander pattern. Real value 8/11 each.

Reynolds R.R.56 hiduminium alloy, headclip. 1" 13/- each.
" " " " 3" 17/- each.
" " " " expander 2" 18/- each.
" " " " 3" 20/- each.
" steel, gold lustre finish. 1" headclip 11/3 each.
" " chrome plated, 1" expander 15/4 each.
" 2" expander ... 16/- each.
" 3" expander ... 16/6 each.

Accles & Pollock, chrome plated 1" headclip ... 11/3 each.

" " " 2" & 3" headclip 12/6 each.

" " " "Kromo" chrome 3" headclip 15/9 each.

HEADCLIPS. The **ALLEZ!** headclip is in highly polished alloy and cannot rust. It is fitted with a Tecaletmit grease gun nipple and a hardened frame race. *Will fit any ordinary 1" dia. steering column. Complete with $\frac{5}{16}$ " dia. nut and bolt ... 6/- each.*

HEAD FITTINGS.

Natural colour frame races ... 3d. each.

Crown races, black ... 3 $\frac{1}{2}$ d. each.

{ Screwed races, nickel plated ... 11d. each.

{ Top nuts, nickel plated ... 10d. each.

Available in 1" x 24th. or 26th. and in B.S.A. size $\frac{31}{32}$ " dia.

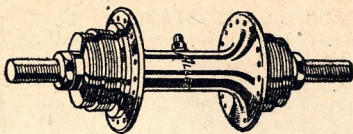
Continental head sets with push-in cups for 20g. tube 12/9 set.

Lytaloy Continental pattern headsets with push-in cups for 20g. or 22g. head tubes ... 15/- set.

Head washers, **ALLEZ!** in alloy $\frac{1}{8}$ " thick ... 4 $\frac{1}{2}$ d. each.

HUBS. *Allez!* alloy

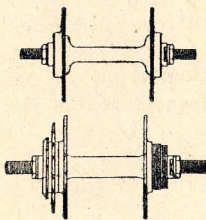
hubs. Undoubtedly the outstanding value in hubs. Shell and flanges from one forging. Spoke holes drilled 32/40 and counter-sunk to take spoke heads.



Super carbon steel spindles, rear with flats and front grooved to take cone locking washers. Tecalemit nipples fitted. **Rear hub takes offset cogs which are more easily obtained nowadays.** Weight, 14½ ozs. pair. Finished in polished alloy—a rustless finish to one of the most difficult parts of a cycle to clean. Rear hub double fixed or fixed/gear. Boxed 25/6 pair.

BAYLISS-WILEY'S latest hubs. Nos. 19 and 20.

Continental hub set, centre machined from the solid for greater strength. ¼" ball bearings, accurately ground, ensure maximum smoothness in running. Large diameter spoke flanges are machined from hiduminium, an aluminium alloy of high tensile strength. Spindle hollowed for lightness, with washers and locknuts in chrome finish. The rear hub screwed for cog and locking both sides. Price, front hub (No. 19) 24/9 each. Rear hub, D/S, complete with locking (No. 20) 28/11 each.



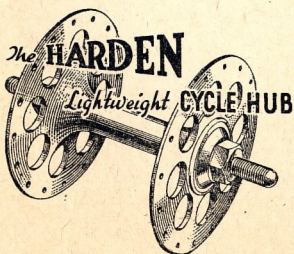
BAYLISS-WILEY light steel racing hubs.

Front No. 9 ... 6/8 each. Rear D/S, No. 10 8/9 each.

BAYLISS-WILEY rear unit freewheel hub, for three cogs. Large drilled flanges. Complete with cogs ... 46/3 each. (Front hub to match the unit is No. 19.)

Chater-Lea hiduminium racing hubs.

Front No. 1627 32/6 each. Rear D/S No. 1608 37/6 each.



PERRY Torpedo-Coaster back-peddalling brake hub, single speed—almost a universal fitment on the Continent. Chrome plated 20/- each.

HARDEN HUBS represent the greatest advance in hub design for many years. Caged ball races are used in place of the usual "cup and cone" pattern and as these races are perfectly in line with the load, **an ideal hub results.** They are fitted with Tec. nipples (Mobilgrease No. 4 should be used) protecting end nuts, and water deflecting grooves.

Hubs—continued

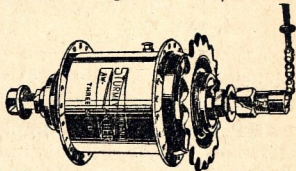
Harden hubs are **most attractive in appearance**, and being of alloy, apart from the races and spindles, **are exceptionally light in weight**. They never need adjustment, and the bearings should never be interfered with—*your only job is to keep them well greased!* Details of the range are below:—

Front hub No. 1026	... ..	34/6 each.
Rear hub, single sided for fixed cog. No. 1028	... ..	37/6 each.
" " " " " gear No. 1030	... ..	38/6 each.
" " double sided for two fixed cogs, No. 1032	... ..	39/6 each.
" " " " " fixed/gear No. 1034	... ..	41/- each.

Hubs listed above are all large drilled flange pattern. All the above types of hubs are available either with large flanges, undrilled, or with small flanges. Price in either case is as detailed above but less 1/- per hub. (*All Harden hubs are normally drilled 32/40 for English rims, but they may be obtained 36/36 for Continental rims. Many are actually in stock with this drilling and the rest can be obtained at short notice.*)

HUB COGS. Bayliss-Wiley for unit hubs. Offset pattern with flat top teeth. Sizes 14T. to 22T. Standard threading—*may be used instead of ordinary cogs on fixed gear hubs 1/9 each.*

HUB GEARS.—Sturmey-Archer, of course. In addition to their gradual re-introduction of well-known pre-war gears, Sturmey have just announced that they have increased their range by the addition of a three-speed



FIXED gear, the ASC. (<i>Illustrated is the A.W. hub.</i>)	
A.W. Wide ratio 3-speed. Fitted with wheel nuts	37/6 each.
F.W. " " 4-speed	46/9 each.
A.M. Medium ratio 3-speed. Fitted with wing nuts	42/- each.
F.M. " " 4-speed	56/3 each.
F.C. Close ration 4-speed	59/6 each.

A.S.C. Medium-Close 3-speed Fixed. *With wing nuts 56/3 each.*
(A.S.C. gear ratios—High gear is direct drive. Middle gear 10 % decrease from high. Bottom gear 25 % decrease from high.)

NOTE.—*At date of going to press, Sturmey-Archer gears are only available for fitting to new machines, but supplies for replacement will be available as their production increases.*

Sturmey-Archer spares in stock or obtainable upon request.

HUB SPINDLES. Complete with cones.

Black finish, standard size. Front	1/6 each.	Rear	1/7 each.
Bayliss-Wiley Unit Hub spindles	... ..		4/- each.

"Cyclo" extra long spindles for converting double-cog hubs to take triple freewheel on one side. **Complete with one ordinary cone and one extra long cone.** (No. 61) 2/2 each.

"Cyclo," as above, but for Raleigh rear hubs. (No. 62R) 2/2 each.

HUB TRACK NUTS.

Chrome plated, front or rear ... $1/1\frac{1}{2}$ pair.
 "Rosa" black and chrome finish

As illustrated ... $2/2$ set (4).

Harden alloy, front or rear ... $2/3$ pair.



HUB WING NUTS.

Chrome plated No. 2 pattern, front or rear ... $1/4$ pair.

" " No. 3 " " " " ... $1/6$ pair.

Harden alloy front or rear, polished " " " " ... $4/9$ pair.

G.B. alloy lever pattern, front or rear ... $4/6$ pair.

" " " " for Sturmey hub gears $5/6$ pair.

INSULATION TAPE. 10 yard rolls x $\frac{3}{4}$ " wide. Per roll $1/3$

LAMPS. The alloy battery type lamps have come to stay. Light and strong with an attractive finish that cannot rust.

Front. Stronlite alloy, unpolished $5/6$ each. Polished $7/8$ each.

Rear. Stronlite alloy, unpolished $2/8$ each. Polished $3/7$ each.

Rear, Stronlite alloy, unpolished $3/8$ each. Polished $4/7$ each.

(End screw type.)

Rear, Bluemels, black celluloid ... $7/6$ each.

Dynamo Sets. Various patterns in stock from time to time.

(N.B.—All lamps are complete with bulbs but less batteries.)

LAMP BRACKETS. Complete with securing bolts.

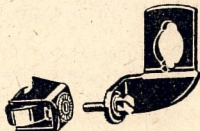
Reynolds R.R.56, hiduminium ... $2/6$ each.

Constrictor Conloy, snatchproof ... $3/-$ each.

Chater-Lea steel, bright cadmium plated ... $1/6$ each.

(N.B. All above lamp brackets are for brazed-on-bosses.)

Ashby clip-on with spring band. Ideal if you have no brazed-on boss. Alloy lamp bracket with serrated adjustment. Black enamelled clip with plated band ... $3/-$ each.



(Types :—For right hand blade. No. 15 AL for "D" blades. No. 16 AL for round blades. No. 17 AL for oval blades. For left hand blades No. 15 RAL, for "D" or round.)

LUBRICANTS. Give your machine the care it deserves!

Bartoil, $1/-$ bottle. Bartoil Petroleum Jelly, $8d.$ per tin.

Mobilgrease No. 4. As recommended for Harden Hubs $3/-$ tin.

MAPS. Your best friend on tour—**Bartholomew.**

Bart's. $\frac{1}{2}$ " (based on Ordnance) on cloth ... $4/-$ each.

Dissected ... $6/6$ each.

(Supplies as available from the publishers.)

"MONTEX"—*Liquid Rubber.* Look after your tubulars this winter. **Indispensible to all cyclists, especially racing men.** Ideal for sticking tubulars to sprint rims for road-racing so that they are reasonably easily removed in the event of a puncture, but NOT suitable for track use.

'MONTEX' LATEX



For storing tubulars, lightly inflate and apply "Montex" to all cotton surfaces using pressure. When dry, dust with French chalk and hang tubular in a cool, dry atmosphere.

For tubulars with loose cross threads, partly inflate, rub "Montex" into the walls laying the threads in their correct position, inflate tubular (on a rim) reasonably hard, and leave for 24 hours. **2/- per jar.**

MUDGUARDS.

Bluemels. Celluloid "Noweight."	Black or white	16/- pair.
" Polished alloy, "Airweight"	... ..	14/6 pair.
" " "Continental" (narrow)	... ..	15/- pair.
Burlite " " " " " "	... ..	8/3 pair.
Stronlite " " " " " "	... ..	9/- pair.
Lytaloy " " " " " "	... ..	12/9 pair.

MUDGUARD EXTENSIONS. Bluemels.

Celluloid, rear, with extra stays	... ..	5/- each.
<i>A necessity for club riding in the winter.</i>		
Celluloid front spearpoint No. 6. <i>Ideal for racing</i>	... ..	2/6 each.
Polished alloy front spearpoint	... ..	1/6 each.

MUDGUARD STAYS.

Bluemels stainless steel. Per stay	... ..	1/- each.
Securing nuts and bolts for fitting stays to frame eyelets; hexagon-headed bolts $\frac{5}{8}$ " long under head. Cadmium finish.	... ..
<i>Complete with spring washer.</i> Set of 4	... ..	1/- set.

MUDFLAPS.

Bluemels "Indestructible." Clips at bottom of front mudguard **1/9 each.**
"KLEANFEET." These handy oilskin flaps also assist in keeping your legs and feet dry. The strong elastic loops at the sides just slip over your mudguard bolts or wingnuts. In best black oilskin, weight only 3 ozs **2/11 each.**



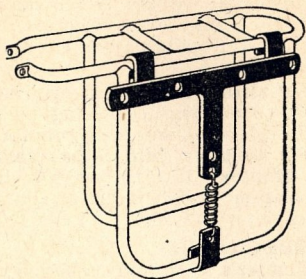
OILERS. Tecaletmit nipples, $\frac{3}{16}$ " dia.	... ..	3d. each.
Oil-gun for Tec. nipples—"Visigun"	... ..	3/1$\frac{1}{2}$d. each.
Grease gun, for Tec. nipples. (<i>For Hardens, etc.</i>)	... ..	5/- each.

PANNIER BAG CARRIER. The "QUILL" (*see illustration below.*) Strong enough to carry loaded bags, **but weight only 24 ozs.** Platform 16" x 5". Made in Holdsworth's workshops from best quality tubing. Enamelled jet black and fitted with adjustable cadmium plated clips, and rustless nuts and bolts. *There are no sharp corners on a "Quill" pannier carrier to damage your bags* **12/6 each.**

PANNIER BAG QUICK RELEASE.

(Patent applied for.)

The snag with pannier bags has been the strapping to, and off the carrier—a good 10-minutes-job at the best of times, and when it has to be done in the dark after a muddy ride . . . ! **But with a "Quill" Quick-Release it's off or on in 10 seconds.** Just lift to disengage the top hooks. Supplied drilled ready



to rivet or bolt on to your own pannier bags. ... **5/- pair.**

PANNIER BAGS. From time to time we are able to procure American ex-Service bags which, when fitted with a "Quill" Quick-Release, make excellent pannier bags. *Drop us a line and see if you are lucky.*

Complete set—bags, pannier carrier and quick release **44/9 set.**
Far better value than sets costing twice as much!

PLUS-FOURS AND PLUS-SIXES. Made to your own measurements. *Holdsworth has had more than 20 years' experience in satisfying customers from postal orders.* All garments are hand-tailored and are fitted with double seat, three pockets, (side pockets are slant opening) belt loops, brace buttons and strap-over extended waist-bands.

Genuine Harris tweeds. Price, including Tax **£6 14 7**

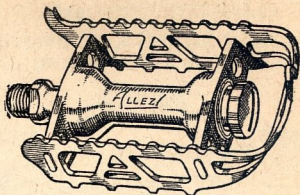
Homespun tweeds (*very hard wearing*). Inc. Tax **£5 11 4**
(Send for self measurement chart and selection of patterns of above.)

Stock Garments.

Manx Tweed. We have now managed to obtain supplies of an exceptionally good Isle of Man tweed which comes in the utility range and is available in a variety of browns, blues and greens. Generously cut and with all usual refinements they are stocked in all sizes from 30" to 38" waists. As they are not subject to Purchase Tax, the price is **63/- pair.** We hope, also, to be able to offer another line in stock garments at the competitive price of **49/6 pair.**

PEDALS. The **ALLEZ**

quill pattern in alloy. This is undoubtedly **THE** super pedal—every point in the design has been the subject of careful thought and the manufacture is to very fine limits.



The aluminium alloy barrel and frame are in one-piece pressure die-castings, so there is no fear of the barrel working loose from the frame. End and side-plates (making up the frame) are stamped in one piece from heavy gauge duralumin which will give the longest possible wear. *Dustcap and cone lock-nut are machined from solid duralumin bar.* A felt washer is fitted to the inner bearing to exclude all water and grit. Spindle is of the hollow pattern for lightness and is drilled out $\frac{1}{4}$ " dia. to the maximum safe depth of 1" Both spindle and cone are of high grade tested steel, heat-treated to give maximum toughness and durability. **$\frac{5}{32}$ " dia. balls are fitted to both inside and outside bearings.** The entire pedal is of first-class appearance and the weight is only $10\frac{1}{2}$ ozs. per pair. *An important point is that they may be fitted and removed with a standard B.S.A. pattern box spanner—a pedal spanner is not necessary.* Packed in attractive boxes ... **22/6 pair.**

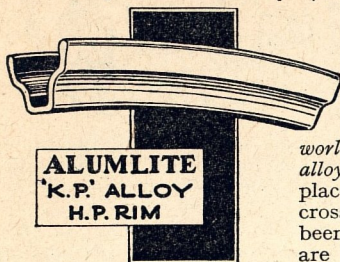
Spares for **ALLEZ** pedals. Main frames (L. or R) 6/- each.

Dust-caps	6d. each.	Spindles (L or R)	3/6 each.
Cones	4d. each.	Felt Washers	... 2d each.
Locknuts	2d. each.	Steel keyed washers	1d. each.
CHATER-LEA PEDALS, stainless steel side plates 25/- pair.			
"CYCLO" PEDALS, alloy barrel, chromed side plates.			
"Ace (touring) or "Oppy-Course" (racing) ... 15/- pair.			
"CYCLO" JUVENILE PEDALS. Plain bearings $\frac{9}{16}$ " spindle ... 5/- pair.			
PUMPS , by Bluemels —the experts!			
15" black celluloid "Featherweight"	...	...	5/6 each.
15" steel, black "Noweight"	...	...	6/6 each.
15" polished alloy "Airweight"	...	...	5/- each.
Latest "Tour-de-France," silver-grey, 15"	...	...	6/6 each.
" " " " 18"	...	...	7/6 each.

PUMP CONNECTIONS.

Bluemels for ordinary valves or H.P.	...	10d. each.
Stronlite for ordinary valves only	...	$6\frac{1}{2}$ d. each.
RACING HATS. For massed start or road racing. Well made with good, stiff, rubber-lined peak, and elastic insert at back to keep it firmly on the head. In white cotton ... 3/1 $\frac{1}{2}$ d. each		

REFLECTORS. "Stronlite" 1/- each.
REPAIR OUTFITS. "Uneedit" 1/7½d. each
 Tubular tyre kits. Dunlop 3/6 each. Constrictor 2/9 each.



RIMS. The new improved "K.P." rims, for 26" and 27" H.P. tyres. They are a British production by the firm of Alumlite, to the pattern of the pre-war, world-famous "Kron-Prinz" alloy rims. Since first being placed on the market the solid cross section of these rims has been stiffened slightly and they are now the finest obtainable.

Their deep section, vertically, ensures the utmost rigidity and ease of tyre removal. With their flat sides to give good braking surfaces, they are designed for the racing man and the tourist. Highly polished, they weigh only 32 ozs. per pair, and—an important detail—the spoke holes are drilled to accommodate both large and small flange hubs. *The demand for these superb rims has been so great that it has been possible to reduce the price still further to* 39/6 pair.

Dunlop alloy rims, for 26" and 27" H.P. covers 39/6 pair.
 SPRINT RIMS for tubular racing tyres.

Constrictor Conloy R.R.56, 26" or 27" 54/- pair.

Weinmann. The Swiss super-rim, hollow pattern 55/- pair.

"Lighter gauge alloy with light wood insert 50/- pair.

d'Alessandro, Italian, triple laminated wood rims 42/- pair.

(N.B.—The Weinmann and d'Alessandro rims, being imported are only available from time to time, and are in 27" dia. only.)

RIM TAPES. Special extra strong Egyptian cotton 9d. each.

Constrictor "Zone." Sticky both sides for fitting tubular tyres to sprint rims 1/6 each.

SADDLES.

Mansfield's well-known racing saddles. Pattern 38.N. Size 11½" x 6" Best Butt leather top. Strongly made. 19/- each.



The "New Ormond." The ever-popular ultra lightweight racing saddle, as illustrated. Slightly narrower than the 38.N., being 11½" x 5½" and built on an R.R.56 frame. ... 30/- each.

SADDLE COVERS. It is your duty to your pocket and to yourself to keep the rain from your saddle—one wetting will do more harm than a year's riding. These black oilskin covers have elastic all round and take but a moment to fit. ... 2/6 each.

SADDLE SUPPORTS.

Well-known pre-war the "Sure" saddle support fits on the stretching bolt of the saddle and clips around any 1" dia. top tube or to the seat pillar. Knurled thumb-screw adjustment from 5" to 9". *Weight only a couple of ounces.*

Plated finish. Complete with clips, etc. ... 3/11 each.



SEAT PILLARS.

Reynolds R.R.56. Nos. 1 to 5. 10" long ... 4/8 each.

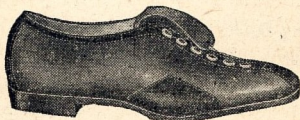
Strata alloy ... 4/- each.

Reynolds chrome, Nos. 2 and 5 ... 4/3 each.

" " "H.M." Nos. 2 and 5 ... 5/3 each.

SEAT PILLAR CLAMPS. The *ALLEZ!* clamp in polished alloy is just the job for your welded frame. *Shallow in section and streamlined in appearance* ... 3/- each.

SHOES. *No coupons needed now!* Holdsworth's two hand-made shoes—"Star of the Track," racing and touring patterns, are of tip-top quality. Made by the most well-known makers of athletic shoes in the country, they are all hand-lasted throughout and machine sewn. Uppers are of first grade chrome leather, soles from best English bends, and they are fitted with pressure plates between soles, which, however, do not interfere with the use of shoe-plates. **Guaranteed all leather and will withstand the roughest of**



wear. "Star of the Track" racing shoes, single soled, extra light heel, with laces, and boxed. *In half sizes* ... 63/- pair. "Star of the Track" touring shoes, as illustrated, double soled, light heel, with laces, boxed. *In half sizes* ... 78/6 pair.

Clubman Special. A new addition to Holdsworth's range of shoes. Designed similar to the ever-popular Maes shoe, the Clubman Special is in soft brown leather, trimmed with cream around the top. **Laced well up the instep they fit snugly to the ankle.** Good bend sole, and with light heel, they can be used both for racing and club riding. *They are exceptional value at* ... 29/6 pair.

British "Scherens." Another addition to Holdsworth's range of shoes. These shoes are well made in supple brown leather and are trimmed around the ankle. They can be guaranteed to give good service under all conditions ... 35/- pair.

SHOE-PLATES *ALLEZ!* shoe-plates in alloy have an adequate groove for your pedals. *Drilled ready for fitting and negligible in weight* ... 1/6 pair.

SPANNERS. "Trix" dumb-bell pattern ... 1/- each.
Terry pedal spanner—*use the right tool for the job* 3/- each.
"King Dick" adjustables, 3" long 4/6 each. 4" long 6/4½d. each.
Mansfield saddle spanner—*makes an awkward job easy* 1/- ea.
"Cyclo" spanners—for "Cyclo" gears ... 9d. each.
"B.S.A." pattern ... 2/6 each.
Resilion's special spanner for their own brakes ... 6d. each.
Ashby multi-hole spanners—4-hole 6d. each; 6-hole 6d. each.

SPOKES. Supplies are very short, especially of double-butted, the majority of which are being fitted to new complete cycles. *Old Proverb: "One plain gauge spoke in a wheel is better than a gross on the order book!"*

15 gauge plain, rustless finish 11¾" or 12"
 with nipples 2d. each. Or per half gross 7/6
 Ditto, but stainless steel 3½d. each. Or per half gross 14/6.

SPOKE NIPPLES and WASHERS.

Standard 14 or 15 gauge ... 4d. doz.
Cadmium plated for alloy rims 6d. doz.
 Cut thread nipples, 14 or 15 gauge ... 4d. doz.
 " " " 12 gauge ... 7d. doz.
 Wood rim nipples, 7/8" long, 14 or 15 gauge ... 8d. doz.
 " " washers ... 1/6 gross.

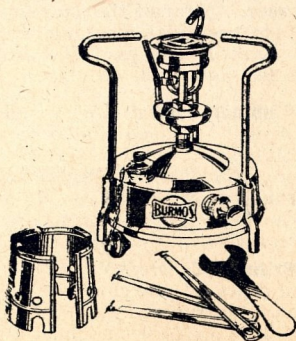
SPOKE NIPPLE KEYS. "King Dick."

Cadmium plated, one way, 1/- each. Four way ... 1/8½d. each.

SPRINT WHEEL CARRIERS. "Cyclo's" "Rosa" in alloy ... 3/6 pair.

STOVES. *The British stove which has replaced the Swedish model. Ideal for "drumming up" on Sunday runs and for camp use—the "BURMOS" Touring outfit.* A highly portable storm-proof stove of polished brass which packs neatly into a box measuring 7½" x 5½" x 3". *Erection is rapid and easy, no tools being required other than the spanner provided for removing the burner.*

The kit comprises a 1-pt. capacity pressure stove complete with windshield, spanner, cleaning needles and methylated spirit can. *Total weight, 2 lbs. Boiling speed of 1 quart of water is 4 minutes.* Price complete ... 28/6 each.
(Spare parts readily obtainable.)



TOE-CLIPS. "Cyclo" "Oppy," piano wire
 2/3 pair. **G.B.** alloy, clip-on 5/- pair. **Gato** alloy
 adjustable 3/9 pair. **Strata** steel 2/9 pair.
Strata alloy 3/- pair.
Strata "C" type, spring steel. Chrome plated



5/6 pair.
Ashby "Princip" spring steel, nickel plated.
 (As illustrated) 2/6 pair.

TOE-STRAPS "Olympic" toe-straps. *Just the job!* Extra long solid leather straps fitted with specially designed buckles. These cadmium plated buckles are **quick-release, a fraction of a second is enough**, yet they are also completely **non-slip** when tightened up for use 2/6 pair.
 "CYCLO," non-slip 2/6 pair. **Strata**, quick release 3/- pair.

TOURING BAGS, by "CYKEWEAR." *Three useful sizes.*
Y.60 Shaped bag, size 13" x 7" x 7". 2 side pockets and 1 large front pocket with press stud fastenings. Loops for cape straps. Re-inforcement 11" x 4" Including Tax ... 28/8 each.
Y.62 Shaped bag, size 13" x 7" x 7". 2 side pockets. Loops for cape straps. Price, including Tax ... 23/8 each.
Y.64 Tandem size bag, not shaped. Size 13" x 8" x 7". 2 large side pockets (8" x 7" x 1 3/4"). Loops for cape straps. Re-inforcement 11" x 4". Price including Tax ... 43/- each.

TRACK AND ROAD RACING GLOVES. *An essential item for racing men.* Correctly placed strengthening patch fitted to take wear when down on the hooks, and when "caressing" the tyres during a race. **In soft cream horse-hide** bound at the edges, half fingers; press stud fastening and ventilation holes on the back. *No coupons now.* 14/11 pair.

TRANSFERS. Olympic 5-colours. Bands ... 4 1/2 d. pair.
 chevrons 7 1/2 d. pair.

TROUSER BANDS. Spring steel, plastic covered 8 1/2 d. pair.

VALVES. Just re-introduced by **Constrictor**.
 No. 2 Schrader pattern with interchangeable core 2/- each.
 No. 3 H.P. pattern, small dia. for H.P. rims ... 2/- each.

WHEELS. Last but certainly not least.
Pre-war I was able to offer an almost limitless variety of wheels built up on every pattern of rim and hub on the market. Nowadays some makes of hubs such as "Airlite," and "Solite" are only available on new cycles, and this also applies to Dunlop chrome High Pressure rims.

However, I am appending prices of wheels which I can offer subject to supplies being in stock at the time of order. The majority are based upon **"Allez!"** hubs and they will give you a pair of high-class wheels at a reasonable price.

TOURING AND GENERAL PURPOSE WHEELS. Dunlop Endrick rims, chrome plated 26" x 1 1/4" on **"Allez!"** hubs
 64/6 pair.

"ANTI-WEATHER" WHEELS. Weinmann polished alloy Endrick pattern rims. Normal 26" x 1½" size, on "**Allez !**" hubs. *A beautiful non-rusting light pair of wheels* 94/6 pair.

WIRED-ON RACING AND LIGHT TOURING WHEELS. Dunlop alloy rims or Alumlite "K.P." rims 26" or 27" on "**Allez !**" hubs 89/- pair.

CONLOY WHEELS. Constrictor Conloy light alloy rims, crescent section, 26" or 27" on "**Allez !**" hubs 119/6 pair.

SPRINT WHEELS. Constrictor Conloy hollow light alloy sprint rims 26" or 27" for tubular tyres on "**Allez !**" hubs 103/6 pair.

*Alternatively I can offer any other hub advertised in this booklet—just add the difference in price between the hubs you select and "**Allez !**" hubs.*

Spokes used in the above wheels will be double-buttet, rustless or stainless whichever happen to be available at the time. *I am afraid I cannot guarantee to use any particular type—it all depends on what I have in stock.*

TANDEM WHEELS. Ordinary tandem hubs are virtually unobtainable but I can offer you a pair of wheels built with 26" x 1½" **Dunlop chrome plated Endrick rims on British, Hub Company's Super Tandem internal expanding brake hubs** (rear screwed to take fixed cog, freewheel or "Cyclo" gear) with single buttet 12/14 guage spokes or 13 gauge plain spokes, as available, at 116/9 pair.

WORKSHOP CHARGES. Repairs to solo frames and forks:—

SUPPLY AND FIT. (Give complete instructions.)

New top tube	...	...	...	...	...	25/-
„ down tube	...	...	...	...	...	25/-
„ top and down tubes	...	...	...	...	...	45/-
„ top and down, and head tubes	...	...	...	...	...	55/-
„ seat stays, pair. (Including top eyes.)	...	...	...	...	...	30/-
„ seat and chainstays (inc. top eyes and rear ends)	...	...	...	...	...	45/-
„ front fork column	...	...	...	...	...	15/-
„ front forks, complete. (Less finish)	...	...	...	...	...	40/-
„ front forks, complete. (All chrome plated)	...	...	...	...	...	60/-

Tracking up frame and forks. From 6/-

(You are strongly advised to have this important work carried out when your frame is re-enamelled.)

N.B.—The above prices will apply in the majority of cases. The right is reserved, however, to charge appropriately in cases where, for any reason, extra work is entailed.

Renovating solo frames and forks :—

Sandblast, de-grease, rustproof undercoat and re-finish in **any colour glass-hard enamel** 30/-*

Ditto in **lustre (polychromatic)**. (Colours—gold, silver, bronze, copper, maroon, fawn, mauve, gunmetal, light grey, dark grey, jade green, olive green, silver blue, dark blue) ... 32/6*

Ditto in **flamboyants on silver lustre**. (Colours—ruby red, "Helyett" green, brilliant blue) 42/6*

Contrasting coloured band (4" - 8" long) on either seat or down tubes	...	...	...	...	...	5/-
Head Tube in contrasting colour (<i>Brazed frames</i>)						7/6
Enamelling all head in contrasting colour, including approx. 3" of top and down tubes, finished in spearpoints. (<i>Welded frames</i>)	...	...	...	...	...	10/-
Checkered bands on seat tube, 6" long. (<i>In any two colour enamels</i>)	...	...	...	...	...	10/-
Single box lining to all frame and forks						10/-*
Double	"	"	"	"	"	15/-*
Lining all lugs in contrasting colour. (<i>Brazed frames</i>)						12/6
Chrome plating fork crown	...	...	...	...	...	6/3
"	"	fork crown and front	and rear ends			25/-
"	"	head lugs of brazed frame.	(<i>Pair</i>)			17/6
"	"	head tube of brazed frame	...			8/9
"	"	front forks all over	...			22/6

Where a frame only is to be enamelled (*i.e., where the forks are to be chromed all over, or are not sent*) one-fifth may be deducted from the above prices, marked *.

As a lustre finish shows up all the imperfections in the metal of a frame, you are strongly advised to specify an enamel finish to frames which are rust-pitted or to cheap grade frames, as it tends to "cover up" better.

Other makers' transfers will be fitted to frames during renovation if requested, where these are obtainable and they will be charged at net cost. The majority of the smaller and larger makers will supply transfers, exceptions being Hetchins and Hercules.

Notes when sending frames :—

You need not strip off the old enamel. All accessories should be removed, and all interiors if possible. (*We will remove interiors you cannot manage.*) Pad and pack adequately for transit. **Send in a crate if possible otherwise fit pieces of wood or wheel spindles with locknuts between front and rear fork ends to avoid squashing.** Send at Carrier's or Railway Company's risk. If sent by rail, always send per passenger train—do NOT send by goods service or it will take upwards of three weeks. **Despatch to our works at the following address :—**

Holdsworth's Workshops,

Lullington Road, Anerley, LONDON S.E.20.

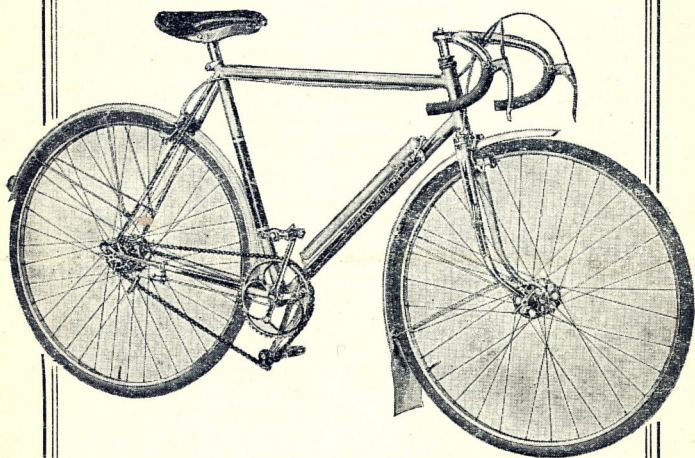
Frames and forks will be returned to you in approximately three weeks, per passenger train or carrier at company's risk. A charge of 2/6 will be made to any address in Great Britain or Northern Ireland. Frames will be sent well protected or in a crate if possible. (*Crates should be returned immediately per the same transport or a charge of £1 0 0 will be made*). **In the event of any damage being sustained in transit you should notify the carriers or your Railway Station WITHIN THREE DAYS and get them to inspect.**

Quotations for work other than mentioned above will gladly be given upon receipt of particulars.

Its FREE!

HOLDSWORTH'S CYCLE CATALOGUE

Write off to-day for your copy



**1948 - 1949 EDITION NOW READY
EIGHT FULLY ILLUSTRATED PAGES**



**The WELDED “la Quelda” and the BRAZED
“CYCLONE” and “CYCLONE-DE-LUXE”
models**