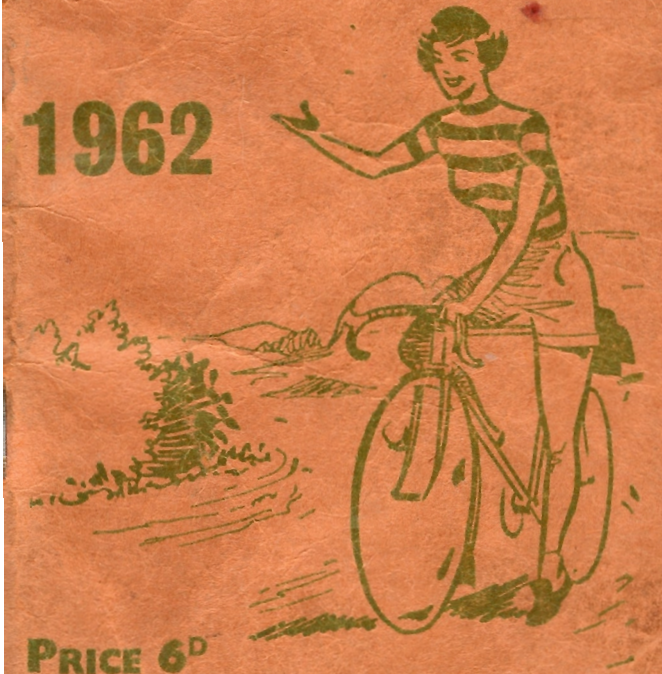
BIKE - RIDERS 'AIDS'

1962



PRICE 6D

BIKE-RIDERS 'AIDS'

An annual guide to the best of British and Continental cycle equipment and clothing. This year extended to 80 pages to include more items of interest and produced in a slightly larger size to enable a larger, easier to read type to be used. The pocket size format has been retained so that your AIDS can be carried at all times ready for instant reference and the stiff cover will preserve it throughout the year.

NEVER BUY ANYTHING WITHOUT

FIRST HAVING A LOOK IN 'AIDS'

An enthusiastic Staff of Club Cyclists in close touch with all cycling 'types' at Home and friendly relations enjoyed with many leading riders who visit the Continent enables us to keep abreast of the constantly changing trends inherent to our sport. In addition the 'Salons' at Milan and Paris are regularly attended and it is therefore possible to give you the benefit of worthwhile introductions by direct importation or adaptation into British designs.

YOU CANNOT DO BETTER THAN

FOLLOW 'AIDS'

Although every effort will be made to maintain prices as listed they are subject to alteration without notice and will be charged to the Retailer at the price ruling at the time of despatch.

Purchase Tax, where applicable, is included in the prices shown.

Specialities imported and distributed carry these famous names.
CAMPAGNOLO FIAMME REGINA D'ALESSANDRO LYOTARD CINELLI UNIVERSAL IL PRIMO JANTEX FULMINE CAMPIONE CORSA ALLEZ BINDA INOX FIFON CRODONI & WORTHY

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CLOTHING

ANKLE SOCKS (Elastic Tops—Nylon Spliced)
NYLON Extensible. In an attractive fancy knit pattern. Always a good fit, the 'stretch' ensures they will not sag. Easy to wash and dry, ideal for use on tour as they can be rinsed nightly. One size only. **White** ... **5/10**
FAUSTO. The Continental length Pursuit sock in strong cotton with fine rib for close ankle fit. **White** ... **3/8**
RAYON MIXTURE. Smart silky finish, in the longer length. Full range of sizes. **White** **2/11**

BADGES

Campagnolo signature on a globe surrounded by the World Championship cols. Mounted on a Blue backing on White silk. Size as illustration **1/-**

BERETS

Designed for cyclists the special close fitting crown will not blow about in the wind and absorbs very little wet in the rain. Fitted with a leather sweat-band for comfort in use, a 100% wool beret in **Wine, Navy, Olive Green, Nigger and Black. Three sizes** **6/1**

"CAMPIONE" RACING CAPS

Genuine Italian racing caps available either with or without the word "Campione" (Champion) printed across the front of the cap and underside of the peak so that it reads right side up when peak is turned in the Continental fashion (as illustrated). In cool **White pique** with silky faced rayon lining and elastic at back for easy fit. One size **5/-**
Similar cap in **White, Blue or Red pique** with two narrow **contrasting colour bands** running over the crown **5/6**

CAPESETS AND RAINWEAR

QUELDA-LUXE. Made from a light cotton material impregnated with P.V.C. for complete waterproofing and strength, the result is a comparatively light weight cape which will withstand the most rigorous usage. Side seams are covered with a narrow plastic strip welded into position so that not a drop of water can penetrate the stitching. A full width ventilated yoke across the back protects the shoulders from condensation and the neck opening is closed by a diagonally set zip under a protective flap. Size: 45″ front with full shoulders and 135″ hem allows more room than average and will accommodate a six-footer with comfort

Black or Gold **42/6**

QUELDA-LUXE SPATS

In P.V.C. material as above, designed as Quelspats illustrated opposite. Front and rear seams plastic covered. Leather strap underfoot, elastic under knee, press stud fastening.

Black or Gold **12/11**

QUELDA

QUELDA CAPE

The popular Worthy plastic cape is really tough and nearly untearable. All seams are welded with no stitching to allow leakages. The diagonally fitted zip has a pull-tag and is covered to stop any seepage. The special full cut, wide shoulders and ventilated back guard against condensation. Weight 14 ozs., in **Gold or Black** matt finish. Size: 45″ only, hem 135″ **24/10**

SPECIAL JUNIOR CAPE

In a lighter plastic, fully welded with press-stud fastened neck opening. **Matt Gold,** 39″ front only ... **17/6**

QUELDA SOU'WESTER

In light plastic **Gold or Black** to complete Quelda outfit. Practical if not elegant. Sizes $6\frac{3}{4}$″ and 7″ ... **4/11**

QUELDA LEGGINGS
In strong plastic with gusset opening press-stud fastened. Reinforced at instep. **Black or Gold, 30″ and 32″ ... 20/6**

QUEL-SPATS (as illustrated) Press-stud fastened around calf, elastic underknee. Welded reinforcements. **Black or Gold 9/9**

KLEANFEET. Neat plastic flap fitted round lower part of front guard. Feeds worst of spray to mudflap. **Gold only ... 1/9**

SADDLE COVER. Keep your saddle dry—one soaking does more harm than a season's riding. Fitted in a moment. **Black or Gold 1/6**

QUEL-PLAS CAPE
A well cut design in tough matt finish plastic with a completely waterproof gussett type neck fastened with a specially moulded button. Thumb loops and a loop for waist tape are provided. Packed in a carrying envelope.
42″ for the smaller rider (smaller skirt, etc.). **Gold 17/6**
45″ with ample skirt and shoulder width. **Gold only 18/6**
48″ front, measurements sized up to suit. **Gold 19/6**

QUEL-PLAS LEGGINGS
In matt Gold to match cape. Shaped into the ankle there is no opening to let in water, a specially folded gusset allows easy removal. Side straps have button holes and belt tunnels. Tough strap fits beneath instep. **Gold 9/6**

QUEL-PLAS OVERKNEE SPATS
Covering the front of the leg from a slide-in toe piece to well over the knee, these spats offer protection from the bulk of wet thrown up when riding. Positioned by adjustable elastic straps including one over the knee. **Gold only 8/3**

QUEL-PLAS RACING JACKET
Shaped like a button through shirt in **transparent plastic** with short tail at the rear, elastic at wrists, plastic buttons and draw cord at waist. Ideal for racing, training, 'soft' weather generally or when too windy for a cape **15/6**

QUEL-PLAS CYCLE COVER
Natural plastic cover that will protect all of the cycle from the elements. Reinforced loops for securing **29/3**

PLASTIC REPAIR OUTFITS. Handy tube of solution and transparent patching for small tears in plastic **1/3**

'CASUAL' CYCLING JACKETS

EVEREST

A popular jacket with two deep zipped breast pockets and ample lower pockets set on the slant for casual strolling.

A specially full cut across the shoulders gives an easy fit when riding. Full length open-ended zip and a strap and buckle adjustment on the hips allows a loose fit on the cycle with smartness when on foot. In a fine Rayon Gaberdine, lined throughout with shot silk. In **Black, Green or Smoke Grey.**

Sizes 34"–42" **61/6**
Larger sizes 44"–46" ... **65/11**

SUMMIT

Similar in outside appearance to the Everest, this coat is designed for r e a l l y cold weather. With a heavy quilted insulating material between the main body of the Gaberdine and the silky finished lining, this coat will keep out the coldest wind. Pockets as the Everest, all zips are tagged so they can be operated when hands are gloved. **Black or Smoke Grey.**

Sizes 34"–42" ... **78/10**
Larger sizes 44"–46" **83/3**

MAESTRO TRACK SUIT TOPS

Actually designed for use as a track or training suit, it has been found that the jacket part is very useful as a lightweight 'top' that can be stuffed away during the ride and used for standing about or riding home in the evenings. In a silky-faced material with fleecy lining the **Maestro** has a full length zip and a high neck of ribbed wool, matching cuffs and waistband ... **36/11**

Maestro De Luxe as above but with inset pocket and neck, waist and cuffs in contrast bands (details page 23) **43/6**

DRIP-DRY **DANSHEEN**

At last! A coat that is as smart as it is practical! Combining all the features you look for together with such an up-to-the-minute appearance that you won't like to take it off. Made from cotton Dansheen lustre woven fabric with Danpel water repellent, from the famous Dan River Co. of America. Dirt and odour resistant, the fast colours allow regular washing, will drip-dry and need little ironing to look so good.

A random weave gives character to the lustre finish and a neat patterned lining, which is also 100% cotton, is offset by bold woollen collar and cuffs. The back of the waistband is of ribbed wool which stops the coat from 'riding-up' and gives a smart rear view. In an attractive **Gold** or Norwegian **Loden** (Grey/Green) with contrasts. Three sizes ... **69/11**

The latest 'Leather-Look' DOE-LON Wind Breaker

Made from best quality expanded Vinyl with a strong knitted backing for hard wear and warmth, this jacket will keep out the keenest winds. Ideal for short journeys, casual and clubroom wear, or anytime that involves standing about (marshalling, etc.). Really smart colours that stay new looking and can be sponged clean. Neat inset collar and cuffs are in ribbed wool. Well made and finished with jetted pockets set at an angle and a full length open-ended zip.

A most useful addition to any cyclist's wardrobe, smart and suitable for all sorts of occasions. Three sizes. In ever popular **Black, Rich Cream** and **Dark Green** **74/11**

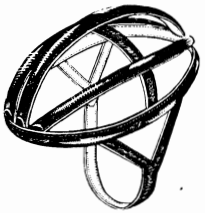
CRASH HATS

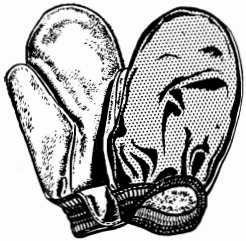
CASQUE PRIMO

A deep-crowned Italian crash hat with sturdy protection at front and rear, cross members are also padded. Stylish and comfortable to wear, medium weight. Sizes 54–60 mm. (57 approx $6\frac{7}{8}$″). Softly lined in good leather. **Black** only **27/11**

CASQUE FAUSTO

Italian pursuit or massed start lightweight crash hat. Chromed leather covers narrow cork bars with sponge fitted between for maximum protection. Thin cross straps allow the hat to be put into a pocket when 'away' from the bunch and out of danger. Only $5\frac{1}{2}$ ozs. **Tan** (54–60) **26/11**





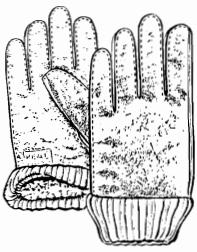
WORTHY GLOVES

WATERPROOF BACK MITT

A full bag mitt with chrome palm for hard wear and a waterproof Blue back to protect the warm reversed sheepskin lining. An elasticated wrist band retains the warmth and ensures a good fit. Smart **Blue** and **Grey** finish. Three sizes ... **21/11**

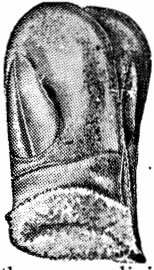
HIDE/SHEEPSKIN GLOVE

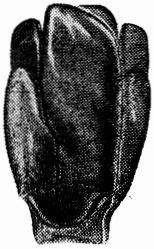
A hard-wearing fleecy-lined Hide glove with smart knitted woollen wrist and reversed Sheepskin back. Finger and thumb gussets in Hide back of thumb sheepskin. First quality skins only used for long life. Three sizes. S., M. and L. **28/9**



SUPREME MITTS
In a beautifully soft leather, fleecy lined and very well finished. A wrist strap with adjustable press stud fixing ensures a close fit. Strongly recommended for comfort and warmth. First finger separate.
Rich Tan **29/11**

RUST SHEEPSKIN MITT
Exceptional value, these mitts are made from hard-wearing first quality skins and have a gusseted thumb. Long cuffs may be turned to show the wool or left to extend over the coat sleeve. Three sizes, in **Rust/Tan** finish **19/11**





KNITTED WRIST MITT
In a strong Hide with a warm lining and a woollen cuff which retains the warmth in the full bag mitt. A leather reinforcement takes the strain off the cuff when 'pulling on'. **Tan Hide** **17/6**

FIRST FINGER MITT
As above but with separate first finger as illustrated. Three sizes ... **18/8**

WORTHY LEATHER PALM
Close woven cotton, Black/White marl, with warm backing and ribbed wrist for warmth. Complete palm, front of fingers and side of index finger reinforced by supple Cream Leather for hard wear. Smart and practical, easily stowed away when not required. Three sizes **10/11**

WORTHY COTTON
As above, but without the Leather palm, etc. Surprisingly warm, in the heavier grade marl recommended for cycling. Three sizes ... **5/3**

PANTALONS

70% ACRILAN

One of the softer man-made wonder materials, light but warm and hard-wearing, with a nice 'fall', ideal for Spring and Autumn wear. Fitted with side and two zipped rear pockets, zip fly and waist adjusters. The extended waist band has a foam rubber shirt retaining band. In smart **Bronze/Lovat** shade. **Men's 28–40″ 77/9**

WHIPCORD

Extremely hard-wearing, with a double seat. Four pockets (two rear with flaps), adjustable elastic back, belt loops and brace buttons. Elastic under knee. **Grey or Black. Gents' 28–40″ 56/8 Ladies'.** Zip side fastening, side pockets. **24–32″ 56/8**

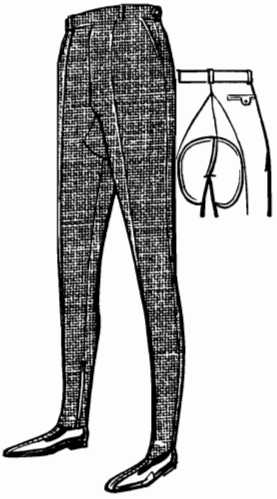
CONTINENTAL PLUS 1's

Cut closer and shorter than Pantalons, these Plus 1's have two buttoned rear inset pockets and a foam-lined shirt retaining extended waist band with elastic adjusters.

The material is Silicone Proofed with minute Green and Yellow, Red and Orange or Blue and Yellow flecks superimposed on a neat 'modern' Black and White Tweed. These attractive mixtures have a pleasing and 'different' appearance without being over bright making a welcome change to the more usual plain colours. Gents' only 28–34″ **57/1**

TRAINING TROUSERS

Developed from the Continental Plus ones these trousers have a similar cut at the top and adequate freedom at the knee, but then rapidly taper to the ankle where an inset zip allows a close fit that does away with the need for leg constricting clips or straps.



Siliconed TWEED
(Illustrated)
In Black and White tweed with Blue and Yellow flecks to give life this material is Perlcone Proofed against wet and dirt. Soft and warm, ideal for early training and riding down to events. The tapered leg adds to the smart appearance and does not look out of place off the cycle.
Two buttoned inset rear pockets and extended elastic adjustable waist band complete a smart garment. Fitted with double patch and foam shirt grip for riding comfort. **Sizes 28″, 30″ and 32″ waist with 29″ or 31″ leg 61/8**

DRIP-DRY
In the popular light fawn shade this **Sanforized** preshrunk cotton material washes easily and will drip-dry into shape needing little ironing to restore the original smartness. Fitted with zip fly, extended waistband and belt loops. Two rear and two front pockets in the modern style. No double seat. **Sizes 28″–32″ with 29″ or 31″ leg lengths** **39/11**

BLACK TWILL. In exactly same style and sizes as above. Hard-wearing **Sanforized** cotton twill. Very smart **31/11**

JEANS

A genuine all-purpose garment equally suitable for hacking, working or casual wear. Hard-wearing **black drill** with zipped hip pockets and fly. Two 'stroller' and one ticket pocket in front. **Gent's sizes only 28″–36″ 26/11**

RACING JERSEYS

WOOL ROAD

Close-knit from fine wool. Crew neck fitted with zip, pockets at front and rear. Collar and sleeves trimmed to match the double 3″ chest bands.
In National colours:

Italy—**Green with White/Red.**
France—**Blue with Red/White.**
Belgium—**Black with Yellow/Red.**
Great Britain—**Red with White and Blue** bands ... **44/6**
Specials in Club Colours to choice (minimum 2) ... **46/6**

WOOL TRACK

To special order only, as the Road jersey but less pockets. More complicated designs charged at a higher rate **38/8**

N.B. SPECIALS. Please supply sketch indicating size and colour of vest and all bands, pockets and type of neck required. Six or more of one design . . . less **2/–**

COTTON TRACK

With a single band woven into the base of heavy knitted cotton, quarter sleeves and crew neck edged to match. **White with Emerald, Royal or Scarlet bands. Black with Scarlet, Emerald or Amber bands.** Three sizes **14/6**

WOOLLEN ARM WARMERS

Useful on cold mornings. Saves buying a long sleeve vest and can be removed when warmer. Heavy ribbed wool. In **Black,** one size only **10/6**

WOOLLEN LEG WARMERS

Keep your joints working smoothly on the coldest mornings. Heavy ribbed wool reaching well up the thighs. Elastic underfoot. 32″, 34″ or 36″ leg. In **Black** only **25/–**

WORTHY RACING SHORTS

Worthy racing shorts are 'all-British' made from the best Continental designs. By far the most popular on the British market, they offer wonderful value. We suggest that you check the 'Worthy' label to be sure of obtaining the genuine article.

WOOLLEN PATH

Made from guaranteed colour-fast hard-wearing wool. Fitted with ample chamois seat, short legs and inside 'sower grip' pocket. Will wash well and retain a comfortably close fit. **Black** only. Sizes: 30″, 32″, 34″, 36″ **28/8**

WOOLLEN ROAD

As the Path short above but with longer 'Belgium' length legs and a very deep chamois patch extending well down the inside of the legs. Two outside hip pockets. Sizes: Small, Medium and Large. **Black** only **34/2**

'CONTINENTAL' ROAD PATTERN

Seams at the side of this short allow a seamless 'U' type crutch to be combined with a deep chamois patch. Made in a lighter weight woven wool, with long legs and an outside pocket. Sizes: Small, Medium and Large. **Black** only **37/6**

HEAVY GRADE COTTON

Sizes: 32″ and 34″ only in both types.

Chamois Seated for comfort and hard wear. **Black** **17/6**

Cotton Double Seat. Ideal 'novice' short. **Black** **11/8**

TAKE CARE OF YOUR SHORTS

In the interests of hygiene, comfort and preservation your shorts require washing after each time worn. Most people realise that wool needs careful laundering, CHAMOIS needs exactly the same sort of care, . . . only more so ! ! Hand wash in warm soapy suds, rinse in clean soapy water which should be allowed to dry naturally into the leather. Stretch gently to correct size while still damp and manipulate gently to soften the leather when dry.

AVOID **Hot Water. Detergents, Washing Machines, Hard Wringing, Leaving Wet and Screwed Up, Grease**

GENTS' WORTHY SHORTS

TERYLENE/WORSTED

A beautiful short in tasteful Grey, 55% Terylene 45% wool mixture of good weight. Cut on close 'Continental' lines, fits snugly at waist with zip type adjusters, double button and extended band. Two side pockets, two inset rear with neat buttoned flaps. Shorter legs, discreetly cut, allow full movement without gaping. Dirt resistant and non-creasing, this material is so hard-wearing no double patch is fitted. As smart off the cycle as when riding, ideal for Continental holidays. Sizes 28"–40". **Grey** only ... **60/–**

70% ACRILAN

In modern all-zip style. Zip fly, two zipped rear pockets, zip type adjusters to the extended waistband which bears a foam rubber 'shirt-retainer'. These shorts are not cut quite as closely as the Terylene but have slightly shorter legs than standard. Of special interest to Continental tourists is one of the two hip pockets, which is made large enough to accommodate a passport or full sized wallet. In a pleasant Bronze/Lovat shade, these shorts are really smart on or off the cycle, no double seat is necessary. Will give comfort and hard wear. Sizes 28"–40". **Bronze/Lovat** **59/–**

LIGHT TWEED

In a modern 'broken' design of Black and White with tiny flecks of colour to give the tweed 'life' these shorts are different! A Silicone proofing makes them showerproof, stain and shrink resistant, whilst increasing the strength and retaining the full softness of a good tweed. Cut as the Acrilan, with button fly and waist adjustment, two side and two flapped rear pockets. An adequate double seat and sponge 'grip' waistband with double hook complete a very smart and practical short. Sizes 28"–40". **Grey** **46/8**

WHIPCORD

The original whipcord short that proved so tough and hard-wearing that it became the standard wear for all racing and hard-riding club-folk. Cut on comfortable lines with two side and two flapped hip pockets. A double seat correctly placed and an extended waistband with adjuster. Sizes 28″–40″ (no odd sizes). In **Smoke Grey** or ever popular **Black** **43/–**

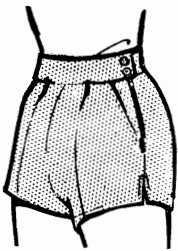
POPULAR

A lightweight short in Strong **Black Twill** material that is surprisingly hard-wearing. Usual cut. 28″–34″ **20/11**

LADIES' WORTHY SHORTS

TERYLENE/WORSTED

In the same medium shade material as the Gents for a smart 'twosome' these shorts have a close fitting cut. The inside of the short legs are shaped in and the outside 'niched' so that there is adequate room when riding without any 'pull' on the thigh. Two slanted side pockets are provided and the waist is closed by a zip at the side. The double buttoned waist-band is fitted with a 'Shirt-grip' band. No double patch is needed, so the shorts are smart on or off the cycle. Sizes 24″–32″. **Grey** **60/–**



70% ACRILAN

Same basic design as the above, cut slightly looser with legs a little longer. Not so crease resistant as Terylene but with a softer 'handle'. Sizes 24″–32″. **Bronze/Lovat** **59/–**

TWEED—Silicone Proofed

Cut as Acrilan in same tweed as the Gents. Fitted with a double seat for hard wear. Sizes 24″–32″. **Grey** **46/8**

WHIPCORD

Cut far more generously. Longer legs and double seat. **Grey** or **Black** **43/–**

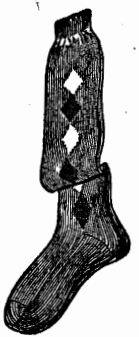
QUADRILLE

Really bold diamonds, clear-cut in solid colours vividly contrasted for maximum impact. Absolutely right with the plain colours and muted shades of today's trouser fashions. 100% fine gauge wool, these hose are close knit and hand finished for a warm and comfortable fit. With plain tops elasticated to fit just below the knee. In four colour combinations. **Navy with Red and Blue** diamonds. **Grey with Black and White. Green with Red and Yellow. Fawn with Red and Green** contrasts. Sizes 9″–11½″ **11/6**

PLAIN WOOL

Ideal early season training socks as they will not over stretch light racing shoes. Close fine ribbed all wool hose, with elasticated tops, in Plain shades of **Saxe Blue, Sedge Green, Wine or Black.** Sizes 10″–11½″ ... **9/2**

HARLEQUIN



A single line of small bold diamonds identify these modern hose. Made in the same fine wool as used for the Quadrille, plain elasticated tops and close ribbing ensure a close fit. The diamonds are in 'solid' contrast colours, hand finished, on either side of the leg. Equally smart with shorts or pantalons, everyone admires a strikingly coloured sock. In: **Brilliant Red with Sedge and Yellow. Light Blue with Navy and Red. Black with White and Grey** diamonds. Sizes 10″–11½″ ... **11/6**

PLAIN WOOL TURN-OVER-TOP

In a heavier weight, harder 'long-life' wool these hose have a distinctive wide ribbed stitch that gives good shaping and fit. Wide turned back tops are in a finer rib giving pattern contrast. Sizes 9″–11½″ in: **Dark Fawn, Lovat, Saxe Blue, Maroon and Bottle** **9/–**

DIAMOND PATTERNED

In soft 'muted' shades tastefully combined to suit the most conservative tastes. Large diamonds in a different shade to the base colour are reduced to smaller diamonds by narrow lines in contrast. Each pattern is a combination of four different shades giving a very attractive overcheck design. All wool except for the ornamentation and elasticated top. Heel and toes are Nylon reinforced. **In Grey and Green, Double Blue, Grey and Dark Grey, Double Brown.** 10″–11½″ ... **7/11**

RICHELIEU COTTON

The original knitted cotton stocking introduced to England in the Continental style. Knitted from an extremely tough hard-wearing natural thread these have proved almost indestructible. Fancy ribbed to the toe with elasticated tops and Nylon splicing, they have been widely copied and you are advised to check the 'Worthy' trade mark on the foot for the genuine article. **White only.** Sizes 9″–11½″ **6/6**

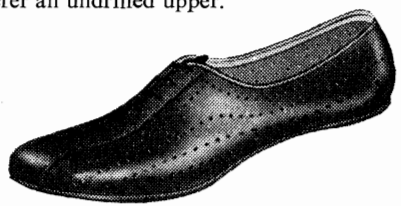
MEDICI NYLON

In a heavyweight 'Stretch' Nylon knitted to a distinctive rib pattern similar to the Richelieu. Light to wear and easy to wash they are close fitting and flattering to the leg. Plain elasticated tops. One size only. **White** ... **7/11**

CRODONI RACING SHOES

Crodoni racing shoes introduced from Italy last year proved so popular that we have extended the range. We are sure the **Strada** and **Kangaroo** will be readily adopted by those who prefer an undrilled upper.

"VELOCE"
PURSUIT
SHOE



With its sweeping lines and slender waist, perforated upper and pliable sole, supported at the instep by a light steel support, will appeal to all riders who are seeking the lightest and coolest of shoes. The high front laces to an inch of the toe and the ankle is neatly trimmed. Designed as a purely racing shoe (not suitable for Club 'football' or Cyclo Cross), the light sole carries no heel. Hand made in metric sizes 38 m. to 48 m. State English size required and nearest ½ size (e.g. 8″, 8½″ equals 43 m.) **59/9**

"GIRO"
ROAD
SHOE

A road shoe with the latest ideas of comfort. Well spaced larger perforations in the upper are combined in the Continental fashion with eight holes in the sole. These holes serve a double purpose; in hot weather they keep the feet ideally cool, whilst in rain, when normal shoes became 'water-logged' they enable excess water to run out and avoid the discomfort of waterfilled shoes. The sturdy sole of the 'Giro' with its four-point steel support elminates foot fatigue over the longer distances. Sizes as 'Veloce' **71/9**

Both new models are introduced with further refinements. Special absorbent Nylon covered sponge inner-soles and small toe pads are fitted for extra comfort. The 'Crodoni' mark is stamped in Gold on the soft tongue which is anchored into position on the inside of each shoe. Small lace eyelet holes are reinforced by fibreglass tape and the range is made in ½ sizes for the convenience of British riders. Range is from 5 to 12 in half sizes.

"STRADA"
ROAD
SHOE

Beautifully shaped from a full chrome calf side leather, the mouth is cut very low with a neatly rolled edging. High lacing at the front and a well curved heel line ensure riding comfort. A horseshoe heel is fitted to the sole of French Viklite which is so very supple, hard-wearing and consistent in quality, that a thinner sole can be used. Reinforced at the instep by a Nylon shank located by three rivets. A real 'class' shoe for racing or general club-riding **64/9**

"KANGAROO"
ROAD
PATH

Similar in general design to the Strada this very light shoe has the upper made from genuine Kangaroo leather which has an extremely high strength to weight ratio. Fibreglass tape strapping at the heel and instep, as used in the best quality running shoes, further strengthens this remarkable 'feather soft' upper. The first quality full length leather sole is reinforced by a Nylon shank with three point fixing. No heel is fitted, but these are available separately if required **74/9**

HORSESHOE HEELS. Easily fitted with adhesive by your repairer to the Kangaroo or Veloce flat soles **1/6**

WORTHY SHOES

For more than thirty years shoes bearing this name have been used by keen discerning riders throughout Britain and more recently in many other parts of the world. With this long experience of cyclists requirements in footwear we are proud to offer our latest range; combining 'know how' in design with recent advances in materials and manufacturing techniques. All the uppers are fashioned from full chrome leather and the lower prices of some styles are due mainly to production costs rather than a reduction of material quality.

All Worthy shoes available in full and half sizes.

GRAN SPORT
Sizes 3–12

An all-black shoe in the popular 'soft' style without pedal patches or toe stiffening. The upper is reinforced over the instep by four diagonal rows of stitching on each side, which prevent spread and retain a close fit. Some stiffening of the heel back is provided to prevent slipping and ensure comfortable riding even after considerable service. A light 'V' heel is fitted to the strong leather sole **42/11**

RECORD
Sizes 2–12

A stout all round clubman's shoe with a tough though supple black leather upper tastefully trimmed with a subdued red trimming. Both heel and toe are reinforced and a pedal patch is provided. The one-piece sole is cut from selected leather and carries a light full heel. Long close lacing through Continental style triangular eyelets enhances the appearance of a good class shoe ... **41/11**

RENOWN
Sizes 3–12

A well shaped and proportioned shoe with the back curved in for good 'heel-grip' in the Continental fashion. The black upper is offset by neat white stitching and eyelets. A tough black Viklite sole carries a full light heel of the same material. Identified by the name 'Silverstamped' on to the slightly extended tongue ... **37/11**

GRAND TOUR
Sizes 5–12

This really well shaped full chrome black upper is neatly finished at the ankle with tan trimming. Laced well down the slender toe strapping and fitted with a large curved pedal patch. Cork lined, the special 'resin' sole is deeply channeled and stitched with a hot waxed thread process. Real value at only **32/11**

ROUGHSTUFF
Sizes 5–12

A walking (or working) shoe with narrow sewn welt that will fit into a pedal and toe clip. Very dark tan full chrome upper finished in Scotch grain. The tongue is webbed so that wet cannot penetrate lace holes or front opening. Tough leather sole, Viklite capped heel **57/11**

REG HARRIS SUMMER SPRINT (Illustrated)

Light and supple, drilled for coolness. Rolled edge, stitched inside to prevent chafing. Stiffened at instep ... **50/1**

WINTER SPRINT. Similar but with undrilled upper **50/1**

ROAD. One-piece sole with horseshoe heel, neatly joined front **50/1**

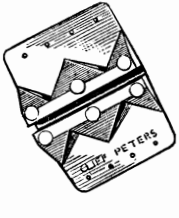
FALLOWFIELD. Fitted with 'breather' eyelets at instep and wide strap patches on both sides to give support **40/1**

EILEEN SHERIDAN

This famous rider's design for a smart but sturdy ladies' shoe. In soft black calf. Sizes 2–7 only **47/6**

SHOE PLATES

ARCHAMBAUD (Illustrated). Alloy blocks, which minimise pedal plate wear, are steel rivetted to a steel plate to form a deep slot. The steel plate will not crack and spreads the thrust over a large area **3/9**



ARCHAMBAUD PROFESSIONAL. As model illustrated but with an extended plate that is curved to follow the shoe **6/–**

ARCHAMBAUD LONG. As above but with a long plate reaching the heel of the shoe **6/6**

CAMPIONATO. A bronze plate with deep slot **3/6**

PETERS LEATHER with deep slotted alloy strip set in leather, easy to fit, silent underfoot **3/–**

PETERS DURAL. Light and strong, will stand up to bending and blend into sole of shoe **1/11**

T.A. Extruded alloy plate with deep pedal slot for good grip. Supplied with tacks and fitted with a slot which allows simple location when fixing **4/9**

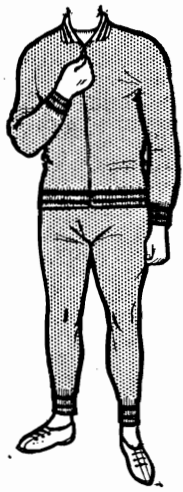
LEWIS. Alloy plate extruded with deep pedal slot and a groove for the fixing tacks to seat in **1/11**

KEN RUSSELL. A hard rubber plate with single slot, quiet underfoot and does not wear pedal plates ... **2/–**

LE PARIS SWEATER

Made from 100% pure wool. The fine gauge, close ribbed, shape retaining stitch ensures a smart fit always. The flat, inset 'horse-shoe', collar allows a jacket to be worn and carries neat bands matched at wrist and waist. A full length open-ended zip, longer than usual length back and sleeves are ideal on the cycle. The colour combinations will be admired by non-cyclists too!

Six colours with two different width bands edged by third colour.
Old Gold with White and Black.
Royal with Stone and Black.
Lovat with Canary and Bottle.
Saxe with Crimson and Lt. Navy.
Black with White and Royal.
Crimson with Canary, Lt. Navy.
Sizes 36"–42" **75/6**
Larger sizes extra. 44" ... **80/7**



LE PARIS LEGS

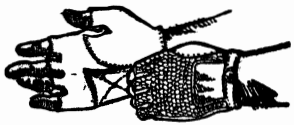
Knit as sweater, in the true Continental style. The soft wool is reinforced by circular stitched chamois seat for comfort and wear. Zips at the ankle allow easy removal without stretching. Ideal for all training, waiting about or warming-up. Contrast bands at the ankle match the sweater of same colour. **Royal Blue, Crimson or Black.**
Sizes Medium and Large **67/9**

TRACK MITTS

CRODONI

The best track mitt to be produced by this famous firm who make for the top flight Italian professional riders. Made of extremely supple reversed chamois kid, the stepped fingers are neatly finished at the edges for comfort and the reinforcement patch is shaped to the palm. An unusual crocheted back is of very open pattern for maximum coolness but, made in strong thread, maintains its shape and, assisted by the adjustable wrist strap, is always a good fit. The thumb back is similar in design and without doubt these are the finest mitts ever made by Crodoni of Milan **29/8**

ITALIA

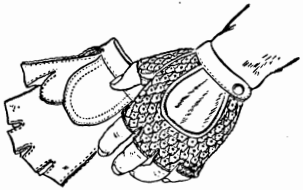


Made in a Rich Tan leather that is soft but hard-wearing with the palm cross stitched for a good grip. The palm reinforcement is carried beyond the usual limits and not only strengthens the thumb gusset but extends behind the index finger to guard against wear from the brake lever. Back of the hands, sized half fingers and thumbs are of hand-crocheted open work from Italy, close fitting and shape retaining. Three sizes: Small, Medium and Large **28/6**

WHITE ITALIA

A light mitt in a very soft White leather, institched for comfort and with smartly stitched palm reinforcing. A full width Italian hand-crocheted back with deep squared opening ensures a cool close fit. The cuff, extending barely to the wrist, is closed by press stud fixing. Three sizes: Small, Medium and Large **21/11**

SPANISH

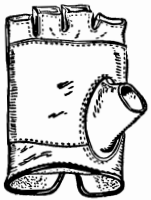


An attractive mitt from Spain with heavy hand-crocheted back, open almost to the knuckles and thumb back to match. Very well shaped, with deep thumb gusset, sized half fingers and low wrist band fastened by press stud. The palm is lightly reinforced. Very good value in Natural Chamois leather. Full range of sizes stocked **19/4**

N.B. *Track mitts should be a close fit—remove by pulling off, inside out, from the wrist. Do not leave wet but allow to dry slowly after use.*

CREAM HIDE

A really hard-wearing track mitt in tough Cream Hide that will stand rigorous use on track or road. Reinforced by a full width patch that extends round the back of the index finger, strong enough to be used as a brake on the tyre. A butterfly patch under the thumb, well stepped half fingers and perforated back complete a most practical mitt. Small, Medium or Large **19/11**



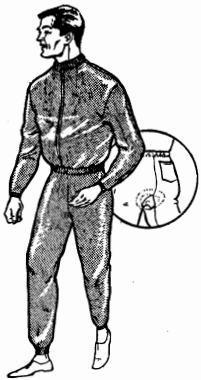
BLACK and WHITE

Soft pliable white leather with black palm reinforcement, piping and stitching makes a smart, light mitt. Well stepped half fingers and a circle of perforations on the back make for a comfortable fit. Small, Medium or Large **16/11**

MORDANT

Unbeatable value in soft fawn leather trimmed with brown. Reinforced at palm and inside of thumb. Perforated backs. Three sizes: Small, Medium and Large **9/11**

MAESTRO TRAINING SUITS



Only a few years ago we first introduced a specially designed track suit for the cyclist. These proved so practical that we no longer list any 'baggy' suits but offer two very attractive models made purely for the bike-rider!

Both in smart silky faced material with warm fleecy lining. The tops are cut on close lines with full length open-ended zips for easy removal. The legs fit really close with a specially stitched double seat for riding comfort.

The NEW MAESTRO

The top of this suit has a high fitting ribbed wool collar and is neatly finished with similar self-coloured ribbing at waist and cuffs. The legs have a rear patch pocket, wool ribbing at the ankles and elasticated waist. In three sizes and three colours.
Royal, Black, Crimson 69/11

MAESTRO De Luxe

The 'De Luxe' top has cuffs waist band and a neatly inset collar in bold contrast wool ribbing, plus a zipped pocket set at an angle for easy use on the cycle. The legs are fitted with two deep side pockets and the ankles of self-coloured wool are closed by 6″ zips to avoid stretching at this point. Three colours:
Scarlet with blue/white contrast.
Black or Royal with red/white.
Three sizes **79/11**

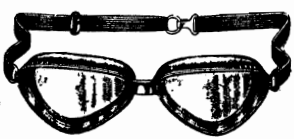
SUN GLASSES

NUPROSAL (illus.) Deep modern shaped glasses that will protect your eyes from sun glare, flies and grit. Genuine Crookes lenses with Grey/Green tint are set in a curved engraved frame with strengthening bar across the bridge. Nose pads and ear pieces are plastic covered for comfort **10/6**

CLIP-ON. Similar lenses, but smaller and rounder, to fit over spectacles. Strongly held by sprung bridge **7/8**

BUSH GLASSES. Extra large 'rounder' Crookes lenses set in a gilt frame with plastic covered reinforcing bar, nose and ear rests **4/6**

GOGGLES



BINDA. Light alloy, ventilated, frames with pneumatic rubber padding. Clear or tinted **4/9**

DE LUXE. Pattern are similar but edged in soft flat white rubber for greater comfort ... **5/3**

EMBROCATION, etc.

ELLIMAN ATHLETIC RUB. A creamy type made from the finest ingredients. Famous for many years **2/9**

CURACHO EMBROCATION. A spirit type that quickly penetrates. In cold weather use 'Thermal' in small size.

Small size. **Thermal or Standard** **2/6½**

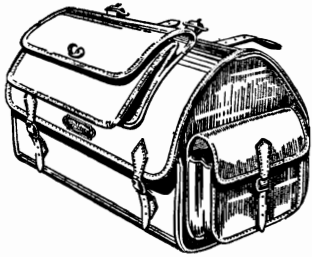
Large economy size. **Standard** only **4/1**

CURACHO MASSAGE CREAM in 2 oz. jars ... **2/6½**

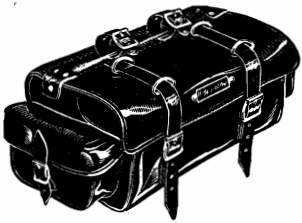
BATH SALTS. Aids relaxation. Large tin ... **2/10**

ACCESSORIES and SUNDRIES

"WORTHY" BAGS



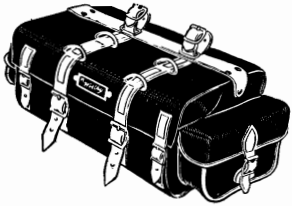
EVERYMAN. Made from special composition, looks like leather, wears like leather. Keeps shape. Two side pockets, strap fastening. Map pocket on top, turn-buckle fastening. Size: 12½" x 7½" x 8" base, tapering to 5" width **53/1**



DEVONIA SADDLE BAG

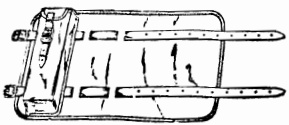
Introduced in tough **'Arlinghide'** to match the popular pannier set. Strongly reinforced at all corners, both bag and side pockets have deep 'box' flaps to keep out the wet. Long straps give support from the saddle and double rings allow cape, etc., to be strapped on top. A flat pocket under the flap keeps maps clean and handy. Good capacity. Size: 12½" x 7½" base, 7" deep with short taper at top ... **34/6**

HIGHLANDER SADDLE BAG



In heavy duty **Black Duck** as panniers. A large bag with heavy chrome leather reinforcing at back, underneath and on all corners. Top flap and side pockets are 'boxed' against weather. Useful map pocket fitted under top flap. Two long straps (with cape rings) support the weight from the saddle strapping and to stop 'sagging', two small straps hold the outside corners of flap in position. Size 16" x 7½", 7" deep ... **55/6**

CAPE ROLL

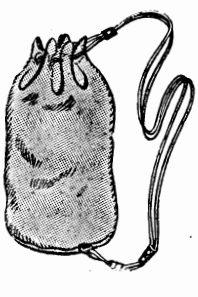


In tough **'Arlinghide'** with leather reinforcements. Long straps allow vertical or horizontal fitting behind the saddle. The roll remains attached to the cycle when cape is removed. A tool pocket, 2½″ x 1″ and 6″ deep will hold a Mafac tool kit or puncture outfit and spanners **7/6**

TUBULAR BAG

Made from waterproof material and designed to fit in a vertical position behind the saddle. Its long narrow shape will not rub your legs and has a deep flap along entire length (13″) so that two tubulars or a cape and one tub. can be easily inserted. A pocket inside will hold a tool set. Fixed by one long strap round roll (through saddle wires) and a short strap round seat pin **7/11**

SHOULDER BAGS



SACCO (Illustrated)
Continental type kit bag made in heavy waterproof material with a strong cord fitted through brass eyelets and tags to a spring clip which hooks onto a loop at the base of bag. Neck of bag automatically 'draws-to' when carried.

Handy size. In a choice of plain **Red, blue or green** and tartans **Black Watch,** or **Royal Stuart** **10/3**

Large size. In plain colours only. **Red, blue or green** **13/3**

MUSETTES

Campagnolo. Made from strong rubber-lined material with a wide webbing shoulder strap and eyelets at sides for a waist string if required. Size: 13″ x 10″ with a deep flap, fastened by press studs. **Various colours** with Campagnolo trade mark in contrast **6/9**

Claud Butler. As above but with the C.B. signature on front **6/9**

Plain colours. In light, proofed cloth, same size as others. **Various shades** ... **5/1**

BAG SUPPORTS

CAMPIONE

A quick release fitment that allows a bag to be 'hooked-on, or off' without undoing straps. Designed primarily for use with saddles not having bag loops. Two types: the straight **'Nitor'** pattern illustrated (right) or curved **'Competition',** shown on page 71. Both are chrome plated, badged 'Campione', fitted with aerotight nuts **5/9**

BROOKS. Rigid chrome support. Fitted by wing nut to stays **5/9**

KARRIMOR. Standard Uplift. Quick release attachment that raises the bag above saddle slots well clear of mudguard **5/6**

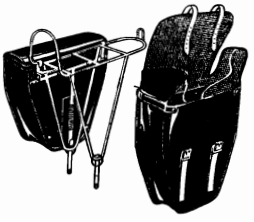
Tourist Uplift. Similar to Standard but with a support for the underneath of the bag. Chrome plated finish **8/9**

PANNIER BAGS

HIGHLANDER

In heavy duty Black Duck material. Long straps and deep inner flaps give extra inches of space. Basic size: 12″ x 11″ x 5″. Deep hooded pockets at rear will take items 'wanted on voyage'. Carrying handle and Q/Release aids removal **71/3**

DEVONIA Q/R PANNIER BAGS



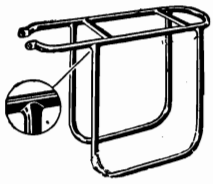
Rear Bags. In tough, good looking **'Arlinghide',** with piped edges and leather reinforcements. Size: 11¼″ x 10½″ x 4″ with a large pocket at rear of each bag. Deep flaps with long straps. Fitted with a 'Quill' quick release **51/3**

Front Bags. 'Arlinghide'. To match rest of set, ample bags size: 11¼″ x 10½″ tapering to 5″ x 4″ wide. Leather reinforced and fitted with Q/Release. Webbed inside flaps have draw tapes ... **46/9**

HANDIBAGS. In strong 5 thou' black plastic welded to fit rear panniers. Keeps contents dry in the heaviest storm **3/6**

PANNIER BAG CARRIERS

QUILL
Light but strongly made from best quality **seamless tubing.** The top platform 16″ x 5″ now has three cross supports. Enamelled jet black. Adjustable plated clips to fit to seat stays are supplied. **There are no sharp corners on a 'Quill' to damage bags ... 18/6**



CLAUD BUTLER
Strong triangular support from platform to mudguard eyebolt on drop-out. Top support from brake pivot bolt. Lower ring accepts quick release fitting or strap. Finish bright silver **14/6**

CLAUD BUTLER De Luxe
Similar to the Standard model illustrated but with a more elaborate top platform. Strengthened by an extra cross member the platform curves up to give protection to the popular centre pull brakes and a lamp bracket (serves as a stop or strap loop) is fitted at the back. Bright silver finish. Smart and practical **17/6**

CLAUD BUTLER De Luxe FRONT CARRIER
As shown with bags opposite. Platform is large enough to take all types of bags and quick release fittings. Guard for centre pull brakes, strut to brake fixing bolt. Lamp bracket at front. Bright Silver **17/6**

CONTINENTAL REAR.
With sturdy triangular sides extending beyond a 9″ x 5″ well strutted platform. Guard to protect brake. Finished bright silver **12/6**

LIGHTWEIGHT REAR.
Lighter gauge (bright nickel steel) support with large 'square' 10½″ x 6″ platform. Lateral members curve up to protect brake. Silver **13/6**

QUICK RELEASE FITTINGS. Sprung frames with strong hooks for rivetting to back of panniers. See opposite. Positive grip. Pair **7/6**

BELLS

LA CLAIRETTE. Spring-ring bell. **Polished** alloy **2/1**
Anodised, red, blue, gold or green **2/3**
VICTREE. Super 'Sonnic', coil spring external striker. **Polished** or **Anodised** colours, blue, red and gold, all at **1/11**

BOTTLES

CAMPAGNOLO (As illustrated)
Selected by Signor Campagnolo as a worthy bottle to be associated with his famous accessories. In White semi-translucent polythene for either hot or cold liquids. It is odourless and will stand up to very hard use. The 'double-seal' top with extended centre and overlip grips the bottle securely. Cap has lip which makes it easy to open and close whilst riding, and this cap is attached to the bottle so that it cannot be dropped. With **Campagnolo** Trade Mark Badge in Blue **4/3**

ALLEZ! In **white, red, green or blue** Polythene with corrugated sides for easy handling. It is ideal for 'handing-up' as it will stand a lot of knocking about and does not dent **2/6**

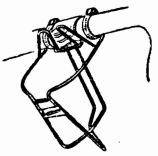
HIP FLASK. In strong light alloy to slip into racing jersey, flatted sides, useful for that 'special' drink **3/–**

ALLEZ! Spare Corks with serrated alloy cap for positive grip **9d.**

DRINKING TUBES. In strong, easily cleaned Polythene **4d.**

BOTTLE CAGES

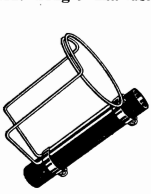
CAMPIONE CAGE (Illustrated)
Heavy gauge chromium plated universal fitting single cage. Can be fitted to either **H/bar or D/tube** by neat clips supplied. Sprung to allow easy bottle removal, fitted with smart **two-colour badge** **6/11**



ALLEZ! WIRE. Lighter gauge, simple effective design with bottle guide. C/Plated.
Single Handlebar or down tube ... **4/6**

Double Handlebar fitting **7/6**

T.A. Single Handlebar fitting with a solid bracket clamped to the bars. Heavy gauge wire. Plated ... **13/–**



Down Tube model has a large, well shaped, guide for easy bottle replacement ... **13/–**

PETERS UNIQUE (Illustrated)
Cleverly produced from only one piece of heavy gauge wire, supplying sufficient spring to grip bottle firmly, there are no joints liable to breakage. Chrome plated.
Down tube fitting **4/9**

Handlebar Single **4/6**

BRACKET FITTINGS

CAMPAGNOLO Cotterless
For alloy cotterless chainset, hard chrome bearings. Cups are finished in **satin chrome** and are not interchangeable with Standard cottered type. **Please state type of set required:—**
Double standard length for original cranks, marked 68 SL (or S) 120.
Double standard length for new flat section cranks, marked 68 SS 120.
Single standard length for Path set, marked 68 P 120.
Single shorter than standard by 2.5mm. for 1½" chain line. 68 P 110.
Continental Sizes to suit French or Italian frame sets are available with right hand thread cups 35 x 1 and 36 x 24. Send set as pattern.
All complete sets with axle, cups, lockring, fixing bolts and washers **41/6**

CAMPAGNOLO Cottered. For use with any cottered chainset. Usual high finish with **polished chrome** cups. Complete set: ROAD for double chainset ..... PATH for single chainset **39/6**

Spare parts—state for which set required:

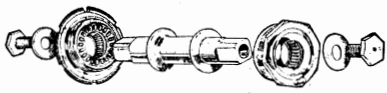
Cotterless axle only. State type markings (less fixing bolts) ... **19/8**
Cottered axle. ROAD for double chainset, PATH for single set **19/8**
Lock ring for cottered or cotterless sets. Polished chrome **3/8**
Fixed cup, left or right thread. **Polished or satin** chrome ... **11/–**
Adjustable cup, right hand thread. **Polished or satin** chrome **8/8**
Cotterless axle clamping bolt and washer, right hand thread **2/–**
CHATER-LEA 5/16" balls. Axle No. 1007 for single ... **5/6**
Axle No. 1240/1 for double (No. 1240 'between' length) ... **6/–**
5/16" **Cups.** No. 1349 right, No. 1350 fixed ... ... each **3/9**
Lock Ring. No. 380 ... ... **2/–**
CHATER-LEA ¼" balls. Axle No. 1615/1 for double ... **6/–**
¼" **Cups.** No. 1617 right, No. 1617 fixed ... ... each **3/6**
Lock Ring. No. 1618 ... ... **2/–**

BAYLISS WILEY. The production of bottom bracket fittings by this famous firm has been discontinued. The following list therefore applies—while the considerable stocks held last.

B.W. "Featherweight" Continental cups and L/ring **7/2**
B.W. Hollow Axles No. 15R standard, No. 23R 1⅛" chainline, No. 14R suitable for double chainsets **7/–**
B.W. Solid Axles. Nos. 15 and 23 ... ... **3/2**
No. 14. Suitable for double chainsets **3/4**
Fixed cups, No. 7, with flats for spanner **1/4½**
Adjusting cups, No. 1, with peg holes for pin spanner **1/3½**
Lock rings, chrome plated, as all above ... ... **10d.**

BRACKET FITTINGS

STRONGLIGHT T 160 "NEEDLE" BRACKET



Utilising thin roller 'needle' bearings which are particularly suited to carrying heavy loads at comparatively slow revolutions. For 49D and 57 **Cotterless** sets. T160/114 single, T160/120 double **97/6**

T260 for **Cottered** sets. T260/127 single, T260/132 for double **79/–**

No. 97. Cotterless set for 49D or 57 chainsets (standard bearings) type 97/32C axle for single, 97/32RN double, 97/TRI for triple ... **39/–**

No. 34. Cottered set. 127mm. axle for single set, 132mm. double **19/3**

T.A. Cotterless axle for use with No. 1500 cranks, state whether for single or double chainset. All types **38/–**

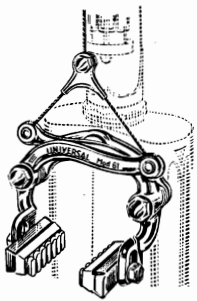
Bracket set, 2 cups, lock ring and set of balls **44/6**

Securing bolts, collars and threaded bushes for 2 cranks. Set **5/6**

UNIVERSAL BRAKES

CENTRE PULL Mod. 61

The Universal is recognised as the best brake to be produced in Italy and the most recent model, the 61, will certainly maintain their reputation. Operating on the centre pull, wire control system, two neat alloy arms are pivoted from either end of a strong anchor plate clamped to the forks. Coil springs mounted on the pivot bosses ensure an instant release but allow the blocks to 'follow' an untrue rim. The 'straddle' wire may be slipped from its sockets to release tension and allow rapid wheel removal. Soft studded blocks give positive grip in all weathers. Pair complete with levers **67/6**



UNIVERSAL LEVERS

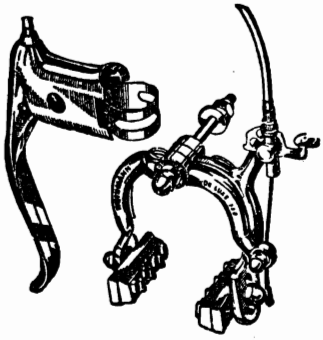
Powerful lever with Nylon bushed brass pivot. Hood and built-in cable adjuster covered with a translucent rubber grip. Each **17/6**

WEINMANN BRAKES AND ACCESSORIES

Famous Swiss brakes, highly thought of both here and on the Continent. **VAINQUEUR 999** (Illustrated)

A highly finished centre-pull brake fitted with quick release. The brake arms operate with a compensating cantilever action through Nylon bearings. Polished hooded levers (as below) with White hood rubbers. 610/750 standard stirrups, 610/610 shallow front stirrup **65/–**

Anodised to retain bright finish in Red or Blue (as above) ... **69/–**



SIDE PULL

No. 730/730 (as left)

Standard stirrups in highly polished alloy fitted with efficient quick release. Nylon bushed lever operates smoothly **41/9**

No. 500/730. Shallow front stirrup model ... **41/9**

Anodised Blue or Red stirrups and levers, with matching cables ... **45/–**

No. 890/890. With ¾" deeper stirrups, non-quick release, hooded racing lever **38/–**

No. 730/810 Tourist. Fitted with short reach levers. Non-quick release, medium depth stirrups **35/–**

LEVER No. 144 Racing. Large hood, wide lever **7/6**

LEVER No. 136 Touring. For use with flat bars **6/–**

LEVER HOODS. White rubber, covers entire hood. Pair **5/6**

LEVER SLEEVES. Covers lever, first finger 'hook'. Pair **1/6**

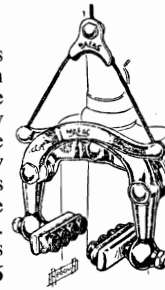
BRAKE BLOCKS. Red or Grey, studded for 'wet-grip'. Pair **10d.**

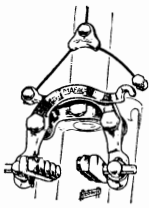
Complete with shoes, nuts and bolts ... ... Pair **2/3**

MAFAC BRAKES

Guaranteed for five years

"TIGER". A new model of the famous Mafac centre-pull design brake which was the first to really prove the efficiency of a system now widely adopted. Basically the same as the "Racer" described below, the new model has stronger, wider stirrup arms for greater leverage. A more positive clamp holds the blocks absolutely solid. With hooded lever and cable adjusters **72/6**





"RACER"

An efficient centre-pull cantilever action brake. The arms, independently sprung, pivot on bronze bushes against a central movable pivot, enabling the blocks to follow a buckled wheel. Fitted with hooded levers and cable adjusters ... **67/9**

"CRITERIUM". Same action as the "Racer" with brazed-on pegs to take pivot fittings **56/–**

"CRITERIUM" TANDEM. Built similar to the above but with longer, stronger arms, giving tremendous leverage to the longer blocks employed. Long rear cable. etc. **61/6**

Levers with hard rubber half hoods and cable adjusters. **Complete** ... ... Pair **23/–**

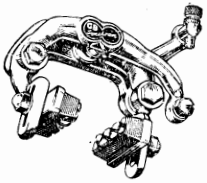
Levers only, fitted with $\frac{15}{16}$" clip. Pair **17/6**

Hood half rubbers with adjusters. White, red, blue or green ... ... Pair **9/10**

Brake Blocks, four round studs. Black only Pair **9d.**

Brake Shoes, complete with blocks. Pair **2/8**

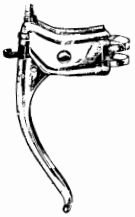
BRAKES G.B. British



SYNCHRON (Illustrated). This latest brake from G.B. represents an entirely new approach to the design problems of efficient caliper brakes. The side anchored cable is the only link with conventional side pull practice, every feature of the action being symmetric. This is achieved by the use of two separate stirrup pivots mounted on a common back plate. The shoes are held 'off' by a single spring which glides on two Nylon rollers when the brake is applied. Supplied complete with

Superhood Rapide levers (illustrated) which have patented spring loaded Nylon Quick Release thumb slides housed between lever and hood. The slides return automatically when a brake is applied thus avoiding the risk of poor braking after a wheel change ... **49/6**

COUREUR PLUS



All Nylon bushed quick release side pull brake in alluminium alloy. 'A' standard or 'B' deeper type stirrups are available. Complete with Superhood Plus lever. **Polished Alloy.** Pair **42/–**

Anodised Red or Blue ... ... Pair **45/–**

COUREUR '66'

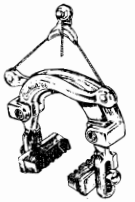
(Illustrated below)

These symmetric action centre pull brakes have rigid arms operating smoothly on Nylon bearings giving positive braking via rigid cable hangers which eliminate springiness in the action. Choice of levers as follows:

With **Superhood Rapide,** incorporating Q/Release **60/–**

Complete with **Superhood Plus levers** (Non Q/Release) ... **57/–**

Including **Arret levers** with finger grooves (Non Q/Release) ... **54/–**



SPORT MK. 3

An efficient alloy side pull brake of neat design. The rigid polished stirrups carry studded blocks in adjustable alloy shoes. Supplied with the Arret lever which is shaped to give maximum leverage and finger grooved for a firm grip. Two stirrup depths are available. 'A' standard 'B' deep, as required **38/–**

G.B. BRAKES (Continued)

SPRITE (Illustrated). Described by the manufacturers as the junior of their range it provides a simple but effective brake, at low cost. The hooded lever is of fairly short reach and the stirrup is available in one depth only. Normally supplied with the lever described above as shown in the illustration. As an alternative for machines with flat bars, touring levers are available **34/-**

G.B. BRAKE LEVERS are available separately as follows:
Superhood Rapide lever with self cancelling Quick Release as described and illustrated on page 37 opposite ... ... Each **12/6**

Superhood Plus. This is a similar basic forging to the Rapide retaining the finger tip cable adjuster but without quick release facilities ... ... Each **10/6**

Arret levers do not feature quick release or 'while you ride' cable adjustment but are a rigid, high leverage design with well placed milled finger-grip depressions ... ... Each **8/6**

Sprite. A simplified version of the Arret without finger depressions or coloured pivot ... ... Each **7/6**

No. 575 Touring type has a short block and semi-straight lever ideally suited to flat bars ... ... Each **7/6**

G.B. HOODS AND SLEEVES in white rubber.
No. 503 Whole Hood for Superhood Plus or Rapide lever. Pair **4/6**

No. 507 Half Hood for Superhood Plus or Rapide lever. Pair **4/6**

No. 508 Half Hood with built in adjuster for Arret or Sprite levers, securely anchored under front of lever block ... ... Pair **5/6**

No. 509 Lever Sleeve. With moulded finger grips ... Pair **2/-**

G.B. BLOCKS AND SHOES in studded 'Wetgrip' material.
Blocks and Shoes. Red or black, short or long with fixing nuts **2/2**

Blocks only. Red or black, either length ... ... Pair **10d.**

Full range of cables and spares available for all listed makes of brakes.

BRAKE CABLE CLIPS, Etc.

CAMPAGNOLO No. 649. Engraved. Chrome plated 1" only. Set of 3 ... ... **3/6**

G.B. '66'. Engraved. Chrome plated 1" only. Set of 3 ... **2/6**

TERRY. Chrome, self-locking, 1" or 1⅛". Set of 3 ... ... **6d.**

No. 2 FLUTED OUTER CASE. Suitable for all modern brakes. Black, Red, Powder Blue, Royal Blue, White, Grey, Yellow & Green Per Foot **4d.**

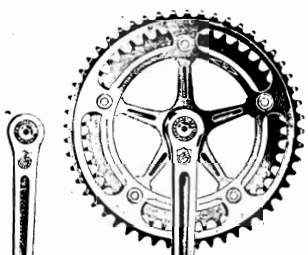
CAMPAGNOLO CHAINSETS

Without doubt the finest chainset ever produced, thoroughly tested by professional riders and proved supreme in competition; almost every major title was taken by Campagnolo equipped riders in 1961.

ALLOY COTTERLESS

These superb cranks are machined to fine engineering limits from solid alloy forgings ensuring by their accuracy that the chainrings run perfectly true. Chemically polished to a lustrous 'satin' finish the latest pattern have a narrow 'flatter' section to cut down wind resistance and close down the 'tread' width. The rings, not pressed but machined from solid blanks, sit on square shoulders and are clamped to the five crank arms by screwed bushes locked with a small Allen key. A neat chrome plate blanks off the axle hole maintaining the 'immaculate' Campagnolo tradition. A four sided taper spline on the axle fits into the crank and is locked by means of a large headed bolt, giving an absolutely solid drive. Provided the axle and crank splines are fitted together clean and dry no further adjustments are necessary to maintain correct positioning or tightness.
Supplied complete with bottom bracket set, finished in satin chrome, and two pre-lubricated cages of ¼" balls.

Double Set complete with bracket fittings (less the tool set). **Ring sizes 44–52T** (larger sizes extra, see overleaf for details) ... **231/–**



Single sets. Designed as the double, but with shorter axle and less clearance between the right crank and arms which are suitable for single 3/32", ⅛" or 3/16" inch pitch rings.

Single 3/32" set. 44–52T (larger sizes extra) **196/–**

Single ⅛" set. 46–52T (larger rings extra) **231/–**

Single 1" x 3/16" set. 23–26T (larger sizes extra, see overleaf) **231/–**

CRANKS. With bracket fittings (less tools). **Road** (double) or **Path** (single), 6½" (165mm.), 6¾" (170mm.), 7" (177.5mm.). State type and length required. Including set of five chainwheel bolts ... **161/–**

CAMPAGNOLO ALLOY RINGS & ACCESSORIES

$^3/_{32}$" available from 44 to 57 tooth. 44–52 all at **35/–**

Larger sizes (i.e. 53 to 57) as single rings or as part of a chainset cost more according to size. Extra each tooth over 52 ... **1/6**

$\frac{1}{8}$" available from 46 to 60 tooth. From 46 to 52T **70/–**

Larger sizes (53 to 60). Extra each tooth over size 52 ... **3/–**

1" x $^3/_{16}$" available from 23 to 30 tooth. 23 to 26T **70/–**

Larger sizes (27 to 30). Extra each tooth over size 26 ... **3/–**

Chainwheel fixing bolts. Nos. 754/755 for double set. Nos. 761/762 for single sets. Set of five complete with locknuts **12/6**

Spacing collars that allow a single ring to be used with a double chainset. Set of five **2/6**

TOOLS. Extractor Tool. No. 770, for withdrawing crank ... **9/4**

Axle Locking Spanner. No. 769 ... ... **8/6**

Allen Key. No. 767, smaller size than for gear **2/3**

Peg Spanner. No. 768, for locking chainwheel bolt **1/6**

CHATER LEA CHAINSETS

CRANKS ONLY. Top quality, heat treated, steel cranks of fluted rectangular design, the basis of all the Chater Lea sets. Available 6½", 6¾" or 7" length with special short cotters and chainwheel screws. **Cranks per pair** **70/–**

CHATER LEA RINGS & ACCESSORIES

For Single chain sets add to cranks ring size required:

$\frac{1}{8}$" Chainrings		$^3/_{32}$" Chainrings		$^3/_{16}$" inch pitch	
36–38T ...	**19/6**	36–38T ...	**21/–**	21T	**21/6**
40T	**20/–**	40T	**21/6**	22T	**22/–**
42T	**20/–**	42T	**22/–**	23T	**23/–**
44T	**20/6**	44T	**22/6**	24T	**24/–**
46T	**21/–**	46T	**23/–**	25T	**25/–**
47T	**21/6**	47T	**23/6**	26T	**26/6**
48T	**22/–**	48T	**24/–**	27T	**28/–**
49T	**22/6**	49T	**24/6**	28T	**29/6**
50T	**23/–**	50T	**25/–**	29T	**31/–**
52T	**24/6**	52T	**26/6**		
56T	**27/6**	56T	**29/6**		

Double Sets. Add to cranks, inner and outer ring plus:

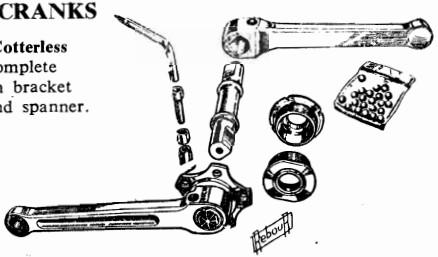
No. 1689 alloy adaptor ...	**10/–**	No. 37. 126 long bolts, set	**2/–**
46T inner ring $^3/_{32}$" ...	**23/–**	49T **outer ring** $^3/_{32}$" ...	**24/6**
47T ,, ...	**23/6**	50T ,, ...	**25/–**
49T ,, ...	**24/6**	52T ,, ...	**26/6**

Single chainwheel bolts $\frac{1}{8}$" long, set of three **2/–**

Ditto. For original fluted type (2 arm) cranks $^5/_{16}$" long ... **2/–**

T.A. CRANKS

No. 1500 Cotterless
Alloy set complete
with bottom bracket
set, balls and spanner.



Horizontal right angled splines give a solid drive and allow 4mm. side adjustment to ensure accurate chain line. Only tool required to fit or remove cranks is a small Allen key operating a draw bolt through shaped collars. 6½", 6¾" or 7" complete as illustrated **178/–**

T.A. CHAINRINGS, Etc.

T.A. alloy chainrings are designed to fit standard Continental cranks with either 3 or 5 pin fixing.

ADAPTOR SETS. This popular 'ensemble' has chainrings mounted on an adaptor which bolts to the cranks giving a very solid drive.

3 pin Adaptor only: No. 173 for Double rings. No. P173 Single **24/6**

5 pin Adaptor only: No. 175 for Double rings. No. P175 Single **24/6**

No. 25. Set of 5 fixing bolts (adaptor to crank) complete ... **3/9**

No. 62. Set of 6 fixing bolts (double rings to adaptor) complete **8/–**

No. P75. Set of 6 fixing bolts (single ring to adaptor) complete **6/–**

No. 104. Outer rings for adaptor ⅛" or 3/32", sizes 44–50 ... **23/6**

No. 106. Inner rings for adaptor (double), sizes 44–50 ... **23/6**

No. P209. Single adaptor rings ⅛" or 3/32", sizes 44–50 ... **23/6**

CRITERIUM Double rings. Employ an outer ring fixing direct to either 3 or 5 pin cranks, inner ring is bolted on to the outer.

CR203. 3 pin outer ring ⅛" or 3/32", sizes 44–50 ... ... **27/6**

CR205. 5 pin outer ring ⅛" or 3/32", sizes 44–50 ... ... **27/6**

No. 204. Inner ring for either of above types, 44–50 ... **23/6**

No. 64. Set of 6 fixing bolts (ring to ring), Criterium double **6/–**

SINGLE RINGS (bolt direct to crank).

P203. 3 pin alloy, ⅛" or 3/32", sizes 44–50 ... ... **27/6**

P205. 5 pin alloy, ⅛" or 3/32", sizes 44–50 ... ... **27/6**

N.B. Larger rings: These are normally stocked up to size 54T in all types. All rings listed, cost extra per tooth over size 50T ... 1/4

WILLIAMS CHAINSETS

B100. 5 pin, screw fitting 6½″ or 7″ cranks fitted with flanged rings. Available sizes: 36–52T ⅛″ or 3/32″. Sizes up to 48T **27/8**

B100. 4/16″ **x 1″ pitch.** Available 20–30T. Sizes up to 24T **30/–**

N.B. To obtain cost of larger sizes—add difference in rings over 48T as listed opposite. 6¾″ fluted cranks, cost per pair extra ... **1/4**

C34 3 pin screw fitting 6½″ or 7″ cranks fitted with non-flange rings, available 32–60T ⅛″ or 3/32″. Sizes 32–48T **28/2**

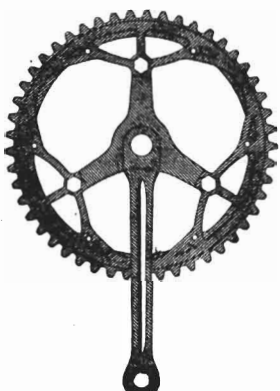
C34 3 pin sleeve fitting 6½″ or 7″ cranks fitted with non-flange rings, available 32–60T ⅛″ or 3/32″. Sizes 32–48T **29/10**

C34 3/16″ **x 1″ pitch,** available 16–30T. Extra to above ... **2/4**

C34D Double sleeve fitting set. 6½″ or 7″ cranks with any pair of rings above. Sizes up to 48T **44/4**

N.B. Larger sizes. Add difference in cost of rings (shown opposite) over size 48T. 6¾″ fluted cranks—add per pair extra **1/4**

C34 CHAINSETS have been discontinued by the makers—however ample stocks will last through the coming season and the makers will continue to produce 'replacements' for the thousands in use. **C1000. 3 pin screw fitting** narrow section 6½″ cranks, with any of the screw fitting C34 rings. Sizes up to 48T (larger extra) ... **42/4**



LC1200. The latest pattern to be introduced, in 6¾″ crank length only. Utilising the popular 6¾″ fluted C34 pattern crank with a wider 'claw' to take the 'open' design rings fitted to the C1200 sets. **Sleeve fitting 6¾″ crank only.** Ring sizes 44–50T ... **34/9**

LC1232 Double (illustrated). **Sleeve fitting** outer ring 49–54T, inner ring (6 pin screw fixing) sizes 46–50T. Fluted. **6¾″ cranks only** **48/9**

N.B. LC1200 Single rings, ⅛″ or 3/32″; LC1232 Double, 3/32″ only. No extra charge for large sizes.

C1200 Screw or sleeve fitting, 3 pin 6¼″ slender forged cranks with flute at front. Rings as LC1200, ⅛″ or 3/32″, all sizes ... **76/–**

WILLIAMS CHAINSETS (Continued)

C1232 Sleeve fitting with $^3/_{32}$" rings only. Outer rings 49–54T and inner sizes 46–50T. First class set. All sizes **92/4**

D34 Tandem Set. $6\frac{1}{2}$" or 7" 3 pin cranks. Rear outer ring 44, 46, 48 or 52T, inner (drum pattern) rear ring 32 or 42T only. Price complete with single front chainset (for $6\frac{1}{4}$" cranks, add 2/8) **90/4**

WILLIAMS CHAINRINGS, Etc.

B100, C34 and C1000. $\frac{1}{8}$" or $^3/_{32}$", all sizes up to 48T ... **10/8**
Larger sizes. 49–52T **12/–**; 54T **13/10**; 56T **15/4**; 58T **16/10**; 60T **19/10**
Inch Pitch x $^3/_{16}$". Add to comparable size above **2/4**
LC1200 and C1200. $\frac{1}{8}$" or $^3/_{32}$", sizes: 44, 46, 47, 48, 49, 50 **13/6**
LC1232 and C1232. $^3/_{32}$" only, sleeved **outer** 49–54 ... ... **18/6**
Ditto. Screw fixing **inner** (by 6 pins to above) 46–50 ... ... **10/–**
Fixing Sleeves. When ordering replacements, state: For single or double set, $\frac{1}{8}$" or $^3/_{32}$" chainrings. Set of three complete ... **3/6**
Chainwheel bolts. Genuine Williams Square headed. Dozen **2/1**
Ditto. Slotted hexagonal head pattern ... ... Dozen **3/3**

STRONGLIGHT CRANKS

No. 57. Double. Cotterless alloy 5 pin, $6\frac{1}{4}$", $6\frac{1}{2}$", 7". Cranks complete with all bottom bracket fittings and extractor tools. Pr. **158/6**
No. 57P. As above but for **Single** chainring ... Pr. **158/6**
No. 49D. Double. Cotterless alloy 5 pin, $6\frac{1}{2}$", $6\frac{1}{4}$" or 7" cranks complete with all bracket fittings and extractor tools ... Pr. **125/–**
No. 55. Competition. 3 pin, $6\frac{1}{2}$", $6\frac{1}{4}$", 7". Steel cranks Pr. **47/6**
No. 54. Standard. 3 pin $6\frac{1}{4}$" only, chamfered arms. Steel. Pr. **47/6**
No. 45. Competition. 5 pin fitting, $6\frac{1}{2}$" or $6\frac{1}{4}$" only Pr. **42/6**

STRONGLIGHT AND SIMPLEX RINGS

No. 57. Double $^3/_{32}$" dural rings, any combination of following:
44–46T ... ... each **28/6** 47–49T ... ... each **29/10**
50–52T ... ... each **35/6** 53–54T ... ... each **39/6**
No. 57P. Single $\frac{1}{8}$" dural rings as below. For $^3/_{32}$" use one of above.
48–50T ... ... each **36/–** 51–52T ... ... each **41/3**
53–54 ... ... each **45/9** 55–56T ... ... each **49/3**
No. 12. Double $^3/_{32}$" **outer** ring with bolts to fit 49D set:
49–50 ... ... each **34/6** 51–52 ... ... each **36/6**
No. 12 Bis. Double $^3/_{32}$" **inner** ring for 49D set, less screws:
44–48T ... ... each **27/3**
Steel Rings 3 pin, $^3/_{32}$" **or** $\frac{1}{8}$" 46–48T ... ... each **15/–**
49–50T ... ... each **16/–** 52T ... ... each **19/–**
SIMPLEX Double. Inner rings 45–49T, outer 48–52T. Pr. **37/6**
Competition Alloy Double with dural rings as above. Pr. **47/6**
Chainwheel bolts. Stronglight standard ... ... each **9d.**
Bushed nut and screw for five pin set ... ... each **1/3**
No. 12 TER. Bushed nut and screw with separator for No. 49D set (ring to ring) ... ... each **2/–**
No. 57. Bushed nut and screw with washer for No. 57 set, for fixing ring to crank ... ... each **2/–**
No. 57P. As above for single ring chainset ... ... each **2/–**

KIDDIE CRANKS

A heavily chromed fitment that reduces the effective crank length by two inches. Easily fitted, the pedal is removed from crank and fitted into the Kiddie crank. A large flat headed bolt clamps both to the crank and shoulders protrude over sides of crank to prevent movement. Enables youngsters to ride on back of tandem, etc. Pair **19/6**

CHAINS

REGINA 3/32". Made by this famous Italian firm for use with their freewheel which is 'closer' than average. Very flexible because of less width over the rollers. Ideal for use with all derailleur gears and any 3/32" freewheel **12/9**

SEDIS Yellorex 3/32". French manufacture **10/3**

SEDIS ½". A flexible chain for use with gears **7/–**

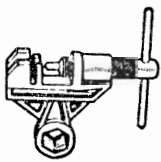
REGINA BLOCK 3/16" x 1". Used by Italian Pro's **33/–**

RENOLDS BLOCK 3/16" x 1". Well below today's price at **58/9**

RENOLDS TWIN ROLLER 3/16" x 1". Ideal for grass ... **15/7½**

CHAIN LINK REMOVERS

N.B. These extractors are not suitable for use with Renolds 'Elite' chains which have shouldered rivets and need grinding off.



FIFON (illustrated). Bronze extractor with hardened steel punch and adequate leverage. Links may be replaced with same tool. For either ½" or 3/32" chains **8/11**

CYCLO Rivoli. Hard revolving peg which can be replaced when worn. For ½" or 3/32" chains. Long lever **6/7**

COTTER PINS

CYCLO (as illustrated). An asset to the home mechanic. Cotter can be drawn out with spanner ... ... Pr. **2/2**

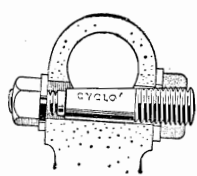
STANDARD size. Chrome plated. Pr. **9d.**

CONTINENTAL size. Ditto. Pr. **1/6**

"ALLEZ". Extra long. Cadmium. Pr. **1/–**

WILLIAMS. Chrome plated Pr. **1/1**

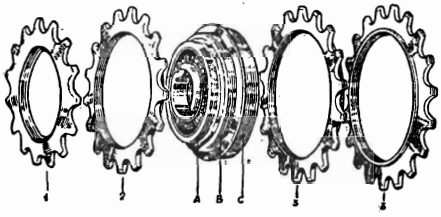
CHATER. Heavily plated, short. Pr. **3/–**



ENTRY FORMS

R.T.T.C. forms. As required by R.T.T.C. regulations. With blank top in which race details may be entered. (We cannot undertake to print details.) **Plus postage** at following rate: 100, 1/–; 200, 2/–; 300, 2/3; 400, 2/6; 500, 2/9. **Forms** packed in 100 lots. Per 100 **4/6**

REGINA MULTIPLE FREEWHEELS



The Italian block which is almost universally used both on the Continent and in this country. Suitable for all gears, it is designed with a flush back and narrow body, leaving ample spindle on Quick Release hubs. Generally agreed to be the smoothest running freewheel. The races, set as far apart as possible, are ground and lapped to take the full amount of $\frac{1}{8}$" balls (no spacers).

Compare REGINA to any other and note the superior finish and smoothness of operation.

All cogs are detachable, sizes 13–28 (no 27T).

The sprockets are mounted on a body (illustrated above) which has three different bores: A, B and C.

4 Speeds. Bore A carries No. 1 cog (14–16T), bore B the second cog (16–20T), bore C two cogs (17–28T).

5 Speeds. The smallest cog No. 5 has a male thread, inserted inside a special cog No. 4, which fits the small bore A, making a double sprocket.

N.B. If a 13 tooth top sprocket is required, this cog No. 7, will not fit cog No. 4 but is inserted into a cog No. 6 with a smaller diameter female thread available in sizes 14, 15 and 16T.

FIVE SPEEDS are therefore available:—Top (14–16T), Second (15–18T), Middle (16–20T), Bottom cogs with left thread (17–28 but no 27); or with 13T Top, 14, 15, 16T Second, Middle and Bottom as above. Any ratio **21/6**

FOUR SPEEDS. Sizes as listed above (can be converted into Five Speed by exchanging smallest cog for a double sprocket Nos. 4 and 5 or 6 and 7) **18/6**

Spare Sprockets. 13T–28T (no 27). Each ... **3/–**

Freewheel Body only. Each **6/6**

STOP PRESS: REGINA SIX SPEED

By fitting a special sprocket (No. 8) between the standard next to top five cog (No. 4) and a 13T cog (No. 7), six sprockets may be mounted on the standard body. This new cog is available initially in 14T or 15T only. Freewheel complete **24/6**

BENELUX MULTIPLE FREEWHEELS

Benelux 3. Top 13–16T, 2nd 15–18T, 1st 17–28T **21/–**

Benelux 4. Top 13–16T, 3rd and 4th 15–19T, 1st and 2nd 17–28T, $\frac{1}{8}$" **25/2**

Benelux 4. Top 13–16T, 3rd and 4th 16–20T, 1st and 2nd 18–28T, $\frac{3}{32}$" **24/2**

Benelux 5. Top 13–16T, 3rd and 4th 16–20T, 1st and 2nd 18–28T, $\frac{3}{32}$" **28/4**

Benelux Spare Cogs $\frac{1}{8}$" or $\frac{3}{32}$" 13–28T (no 27T). Each **3/2**

Benelux Six. Supplied only with the Super 60 Six gear. Designed to fit a special British Hub Co. steel hub.

Cyclo. 3. Top 13–16T, 2nd 17–19T, 1st 18–28T $\frac{1}{8}$" **25/9**

Cyclo. 4. Top 13–16T, 3rd 17–19T, 2nd 18–25T, 1st 19–28T $\frac{1}{8}$" only **29/6**

T.D.C. 3. 16–18–20T only, Flush back $\frac{1}{8}$" ... **15/–**

FREEWHEEL REMOVERS

REGINA. Solid Block with heavy dogs to engage freewheel. Flats to fit vice or spanner. Centre hole large enough to clear Continental hub nuts. Case hardened **3/9**

CYCLO. Block pattern for Benelux freewheels **2/9**

HUB COGS, etc.

$\frac{1}{2}$" x $\frac{1}{8}$" fixed, best quality, offset 12–16T ... **2/1**

$\frac{1}{2}$" x $\frac{1}{8}$" ditto, sizes 17–22T offset only **2/6**

1" x $\frac{5}{16}$" 6T to 9T, central set only **2/9**

$\frac{1}{2}$" x $\frac{3}{32}$" T.D.C. 12T to 22T offset **3/–**

Lockrings. Standard dogged pattern ... ... **5d.**

CYCLO Spacers for fitting behind cogs ... ... **3d.**

CAMPAGNOLO GRAN SPORT

The gear whose patented action has been copied by all others. The deformable parallelogram ensures a rapid and positive gear change under any conditions. The roller cage is fully supported in all positions by the body which is machined in bronze. Pivot pins are bushed with phosphor-bronze for long life. The first class materials used throughout, combine with precision machining to produce an article whose mechanical efficiency and superb finish has set new standards for the cycle industry.
Spring loaded adjusting screws allow any number of gears to be used with the same mechanism over a range of 16–18 teeth.

Dominating the Continental racing scene during 1961, the World Road Championship won by Rik Van Looy set the seal on a most successful year, again proving Campagnolo best.

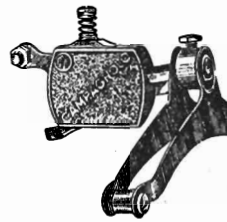
GRAN SPORT GEAR complete with hanger ... **80/–**

Bare Cable model, stainless outer casing and clips **85/–**
Handlebar Control model, longer cable, etc. ... **86/–**
Handlebar Control Bare Cable model, with clips, etc. **91/–**
Pump holder, incorporated in lever, extra ... **4/–**

SPORT GEAR, Single roller (Range 16–22T only) **43/6**

Lever Rubbers. Fitting over down tube, handlebar control or hub quick release levers. In Yellow, Red, Black, Green, Blue or Grey ... each **1/–**
Allen Key No. 143 ... each **2/–**
Allen T Key No. 143/2 each **2/6**
Roller Cone Spanner No. 97 **1/–**
Spoke Disc No. 55 ... each **3/8**
Campagnolo Transfer showing the trade mark in World Championship colours ... ... **6d.**

GRAN SPORT FRONT CHANGER



The first changer to have a fully enclosed action, fitting neatly behind the seat tube. Cable from a left hand lever operates a lever transferring the thrust against the end of the cage bearing rod. The shaft is set at an angle so that the space between cage and rings remains constant, resulting in a clean change every time.

Changer complete with left hand down tube lever **50/–**
Bare Cable model, stainless outer casing and clips **53/6**
Handlebar Control, with extra cable clips ... **56/–**
Handlebar Control with Bare Cable and clips ... **59/6**

GRAN SPORT ENSEMBLE

Front and rear systems with twin d/tube lever **130/–**
Ensemble with Bare Cable and double clips ... **138/6**
Handlebar Control, with clips. Extra each gear **6/–**

RECORD CHANGER

The most up-to-date changer that incorporates the same principles as the rear mechanism. Simple in operation as all good gears are, the cage is mounted on short arms with a strong coil spring to hold the cage in position against the single cable. Hinged fixing clips.

Changer complete with d/tube lever, etc. ... **64/–**
Bare Cable model, stainless outer casing and clips **67/6**
Handlebar Control model, extra cable clips ... **70/–**
Handlebar Control with Bare Cable and clips ... **73/6**

RECORD ENSEMBLE

Record front and Gran Sport rear, twin lever ... **144/–**
Ensemble with Bare Cable, double clips, etc. ... **152/6**

SPORT FRONT CHANGER. Hand operated by a short lever fitting forward of the seat tube **23/4**

CAMPAGNOLO GEAR AND FRONT CHANGER SPARES

No. 145 H'bar Rear Inner **3/4**
,, 146 H'bar Rear Outer **2/8**
,, 605 D/tube Rear Outer **2/4**
,, 606 D/tube Rear Inner **2/–**
Cable Clips with Nut & Bolt **1/–**
No. 171/2 Nut/Bolt for Clip **6d.**
,, 622 Rear Steel Outer for Bare Wire **2/–**
No. 218 H'bar Front Inner **2/8**
,, 219 H'bar Front Outer **2/4**
,, 607 D/tube Front Outer **2/–**
,, 608 D/tube Front Inner **1/8**
,, 649 Clip for Brake Cable **1/2**
,, 623 Front Steel Outer **1/8**
,, 625 Steel Outer for H'bar **5/–**

GRAN SPORT REAR MECHANISM

Mechanism less Cable and Lever **64/–**
No. 80/2 Gear Fixing Plate **1/2**
,, 88 Cable Fixing Plate **8d.**
,, 90/1 Roller stop screw **6d.**
,, 92 Inner roller plate **4/8**
,, 96 Roller cone adjuster **1/–**
,, 99 Adjuster screw **6d.**
,, 114/1 Spring retain. plate **10d.**
,, 120 Adjuster screw spring **4d.**
,, 125 Fixing plate bolt **8d.**
,, 167 Tension spring **1/2**
,, 169 Roller complete **8/–**
Body only **16/8**
No. 84 Spring holding bolt **10d.**
,, 89 Cable clamp screw **8d.**
,, 93 Roller axle **1/–**
,, 94 Roller cone bolt **1/4**
,, 98 Traverse spring c.p. **1/–**
,, 100 Roller only **6/–**
,, 117/8 Cable adj. & nut **1/4**
,, 124 Fixing plate bolt **8d.**
,, 166 Main pivot bolt **4/–**
,, 168 Outer roller plate **5/–**
,, 506 Tension pivot bolt **4/–**

GRAN SPORT FRONT CHANGER

Mechanism complete less lever and cable **33/–**
No. 202 Main body **15/–**
,, 204 Cage bearing rod **1/4**
,, 209 Inner main spring **10d.**
,, 211 Frame clip **2/–**
,, 213 Cage fixing screw **8d.**
,, 215 Cage spacer bolt **4d.**
,, 216 Cage spacing roller **4d.**
,, 226 Adjuster bolt spring **4d.**
,, 227 Adjuster bolt **8d.**
No. 203 Inner control arm **1/2**
,, 205/6 Cable clamp **1/–**
,, 210 Frame clip bolt **10d.**
,, 212 Control arm pivot screw **8d.**
,, 214 Cage only **11/4**
,, 214 Bis Cage complete **12/8**
,, 217 Cage spacing bolt/nut **4d.**

LEVERS AND LEVER SPARES

No. 1012/3 H'bar control **19/–**
,, 1013/1 Rt. D/tube lever **12/–**
,, 200/2 H'bar control body **8/–**
,, 137 Sector expan. screw **2/–**
,, 139/2 Hexagonal screw **10d.**
,, 140/1 Pivot screw **10d.**
,, 174 Friction washer **4d.**
,, 600/2 Right back plate **1/4**
,, 602 Left D/tube lever **5/–**
,, 604 Friction adj. screw **6d.**
,, 609 Clips nut & bolt **10d.**
,, 611 Left lever collar **6/8**
,, 611/2 Left back plate **1/4**
,, 610 Twin lever collar **12/–**
,, 660 Brazed-on boss **1/8**
No. 1014 Twin D/tube lever **24/–**
,, 1015 Left D/tube lever **12/–**
,, 201 H'bar lever only **6/–**
,, 138 Sector **1/–**
,, 139/1 Pivot lock nut **6d.**
,, 142 Segment retainer **2d.**
,, 173 Rubber lever cap **1/–**
,, 601 Right D/tube lever **5/–**
,, 603 Friction cover **6d.**
,, 604/1 Friction adj. w/nut **1/4**
,, 600 Right lever collar **6/8**
,, 612 Cable stop **6d.**
,, 619 Cable ferrule **6d.**
,, 661 Brazed boss collar **6d.**

CAMPAGNOLO STOPS AND CLIPS

BARE WIRE STOPS

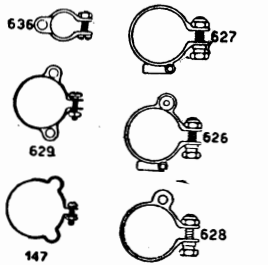
No. 626. Down tube stop for front and tunnel for rear gear ... **5/–**

No. 627. Down tube right gear tunnel only **4/–**

No. 628. Down tube stop for front changer only **3/6**

No. 629. Down tube double stop for handlebar control ... **4/–**

No. 636. Chainstay gear cable stop 13 mm. **2/4**



CABLE CLIPS

No. 147. Double down tube **1/–**

No. 148. Single down tube **1/–**

No. 149. Chain stay 22mm. **1/–**

No. 659. Chain stay 15mm. **1/–**

No. 170. Chain stay 13mm. **1/–**

PORTA-POMPA. Special clips in the usual high finish expected from Campagnolo. Trade marked.

Left lever with pump-holder **16/–**

Right lever with pump-holder **16/–**

Twin lever with pump-holder **28/–**

No. 632. Simple pump-holder **6/8**

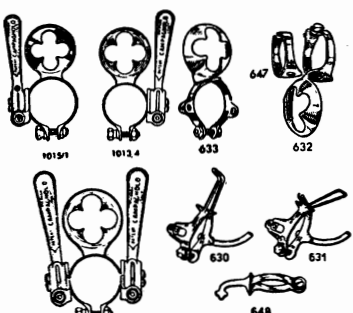
No. 633. Holder and twin stop **7/8**

No. 647. Top tube adaptor shim **1/3**

No. 630. Tunnel/stop with d/tube pump cradle **6/8**

No. 631. Tunnel/stop with seat tube cradle ... **6/8**

No. 648. Simple pump peg **4/–**



These clips allow a pump to be fitted in almost any position, either with or without pump adaptor No. 1030.

SUPER 60 SIX. A special version of the well tried Super 60 gear enabling the throw to encompass a 6 speed freewheel made by Cyclo, in ratios from 13T to 28T and supplied only complete with this gear. With Block ... **98/6**

SUPER 60 (Illustrated). Built in the modern style of construction, employing twin parallel moving arms to support the roller cage and chain tensioning spring. Positive adjustable stops limit gear throw and arm swing. Well chromed with attractive coloured enamel 'motif'. Suitable for any block, 3 x ⅛" to 5 x 3/32". Complete but less freewheel **70/-**

ENSEMBLE 60. Combining with the Super 60, a cable operated front changer and twin Super 60 down tube levers **103/6**

MARK 7. (Illustrated below). The most successful shaft mounted double roller gear. With adjustable arm movement stop and simple chain tension control. Easy to fit and maintain. Two models: one for 4 x ⅛" and 5 x 3/32", the other suits 3 x ⅛" and 4 x 3/32" **31/6**

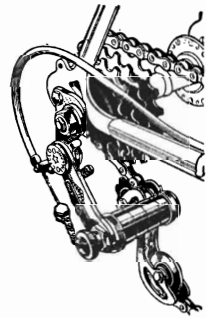
ENSEMBLE Mk. 7. A well proven team, the cable operated front changer and gear, with twin lever ... **64/-**

SHIF FRONT CHANGER. Cable operated from left-hand lever, for ⅛" or 3/32" chain **28/4**

SHIFWIN ditto with twin lever **38/10**

SHIF 60. With Super 60 lever **33/6**

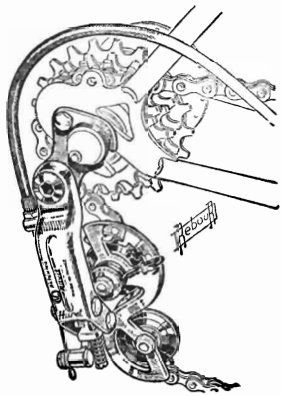
SHIFWIN 60 ditto with twin down tube Super 60 levers **44/6**



SHAN. FRONT CHANGER. Rod controlled from swivel clip-on seat tube, positive change **26/3**

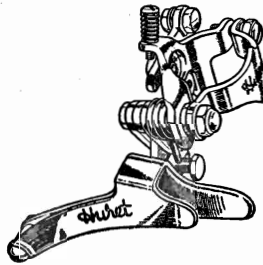
MARK 8. Tourist Gear. Designed to operate with sprockets from 13–28 teeth and up to 15 teeth difference on the front changer. Fitted from rear drop out, with a long jockey arm to cope with greatly varying effective chain length **35/-**

ALLVIT 1900. The latest gear to be produced by this famous French firm employs a parallelogram action via strong pressed plates with adjustable pivots. The action is mounted in a chrome plated arm of stiff 'U' section. A double roller cage, with vertical as well as lateral movement, ensures a good chain-wrap that will allow differences of 15 teeth on rear and 15 teeth on front changer. Suitable for 3, 4 or 5 speed, neat lever is fitted with a white rubber **70/–**



ALLVIT ENSEMBLE
Both front and rear gears illustrated on this page are combined with a neat twin lever for down tube, fitted with white rubbers ... **110/–**

ALLVIT FRONT
A further development of the parallelogram system which is of similar design to the rear. A smoothly operating changer, supplied with left down tube lever on twin collar so that right lever may be used to convert to twin control **43/6**

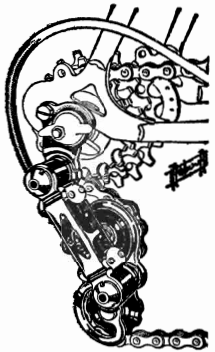


T.D.F. REAR
A very efficient double roller gear. State which pattern, 3, 4 or 5 speed, required **29/6**

FRONT CHANGER. Cable operated from a double right hand lever that is supplied with the gear. Simple mechanism **27/6**

T.D.F. ENSEMBLE. Front and rear gears operating from a double right hand lever. A sound combination, good value at ... **45/–**

SIMPLEX GEARS



Raidexport N32. The latest parallel arm type derailleur from France. Shallow toothed Nylon rollers are fitted to a light pressed steel cage and body. 'Throw' is adjusted by spring loaded knurled nuts on a threaded stud. Forward swing and cage rotation are controlled by separate enclosed coil springs giving adequate chain tension for a wide ratio **47/6**

Juy 61 (as illustrated). A de luxe version of the N32 gear with improved finish and smart enamelled badge **80/–**

L.J.23 Front Changer. Cable operated with deep cage that will 'shift' over 20 teeth on 2 or 3 c/rings. Suitable for racing or touring use ... **39/6**

Raidexport N32 Ensemble. The new gear with the well tried LJ23 front changer operated by twin down tube control **85/–**

Juy 61 Ensemble. With LJ23 front changer, double down tube lever and twin cables **120/–**

JUY RECORD 60. A shaft mounted double roller gear. Cable control operates in a hollow arm, against a stop which limits the throw to suit 3, 4 or 5 speeds, covered by a chrome plate to exclude all dust. Chain tension and arm swing may be separately adjusted on this well finished model. Neat down tube lever **95/–**

T.D.F. de Luxe. Double roller, shaft mounted, with sprung arm and cage. 3 x ⅛", 4 x 3/32", 4 x ⅛" and 5 x 3/32" **27/6**

JUY 59. Double rollers are mounted in an improved cage for extra chain 'wrap' on a steel carrying arm **45/–**

JUY 56. Front Changer. Controlled by twin levers, the price includes parts to adapt single right lever **32/6**

Competition De Luxe. Hand operated changer with positive swivel action and deep chain cage **21/–**

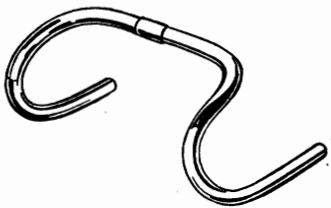
STURMEY ARCHER HUB GEARS

A.W. Standard wide ratio 3 speed, Flick control **47/8**

F.W. Standard wide ratio 4 speed, Flick control **51/1**

F.M. Medium ratio 4 speed, Flick control **47/8**

HANDLEBARS Alloy



ALLEZ MAES
The most popular shaped bend in this country and most commonly used on the Continent. The 'square' form gives comfortable hand positions on both the 'tops' and 'drops' with the brake levers sitting straight forward, allowing full use of the hoods. In heavy gauge alloy of $^{15}/_{16}$" diameter the centre is bulged to 1" for rigid fitting in the stem. 15⅜" wide from centre to centre and 5¼" deep **13/6**

G.B. ALLOY BENDS WITH ENGRAVED FERRULE
Ventoux. The latest bend by this famous British manufacturer has a long raised, engraved, centre with internal reinforcement. Similar to Maes shape but 1" deeper and giving ½" longer reach ... **19/6**

Maes 5½" x 15" x 3½". **Olympic** 5½" x 14½" x 4½". **Road Champion** 6½" x 15½" x 2⅝". **Touring** 4" x 15½" x 4". **Wide Touring** 4" x 17½" x 4". Measurements centre to centre, drop, width and reach respectively, all at **17/-**

G.B. FLAT ALLOY BENDS (Non engraved)
All Rounder 1¼" x 23" x 1¾". **Comfort** 1½" x 19¼" x 3", either **12/6**

HANDLEBARS Steel

G. B. ENGRAVED. **Maes** and **Olympic** patterns only, $^{15}/_{16}$" diam. with centre bulged to 1" diam. Highly polished chrome finish. Either type **18/-**

CINELLI. Bends from this famous manufacturer are formed from high grade steel and the finish is brilliant chrome plate. A range of shapes in three separate groups are available as follows:

ROAD PATTERN ENGRAVED. $^{15}/_{16}$" with 1" diam. centre: No. 15 **Tour of Britain** 6¼" x 15½" x 3½". No. 16 **Campione del Mondo** 5¾" x 15" x 3½". No. 17B **Giro d'Italia** 5½" x 15" x 4¼". No. 17D **Special Giro d'Italia** 5½" deep x 15" wide x 4⅛" forward reach, all at **24/-**

ROAD PATTERN PLAIN. $^{15}/_{16}$" with 1" diam. short centre ferrule: No. 11 **San Remo,** 6¼" x 15" x 3½". No. 12 **Gran Fondo,** 6¼" x 15" x 2". No. 13 **Koblet,** 7" x 15½" x 3". No. 15 **Tour of Britain,** 6¼" x 15½" x 3½". No. 16 **Campione del Mondo,** 5¾" x 15" x 3½". No. 17 **Corsa Strada,** 6" deep x 15" wide and 3½" forward, all at **20/-**

TRACK PATTERN PLAIN. $^{15}/_{16}$" diam. heavier gauge steel with 1" diam. centre. No. 14 **Pista,** 7" x 15" x 5½". No. 18 **Madison,** 6¾" deep x 14½" wide x 4½" reach, both at **24/-**

HANDLEBAR TAPE

There are many tapes available but **'Allez' Twill** and **'Quelda' Plastic** still maintain their place as the most popular. With **full five-yard rolls** and ¾" width, they are the best value obtainable on the British market.

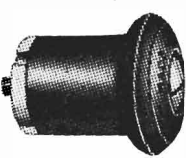
TWILL. A stout herringbone pattern that provides a good non-slip grip. Six colours: **black, white, blue, yellow, red or green** ... ... roll **1/11**

QUELDA Embossed Plastic. With self adhesive coating on the back for simple fitting. Six colours: **black, white, blue, yellow, red or green** ... ... roll **1/9**

GEM Embossed Plastic in three yard rolls ¾" width. Black, green, white, red, blue, or ice-blue ... roll **1/–**

Translucent Colours. Ruby, emerald, magenta, sapphire-blue (both types non-adhesive, seal with heat) roll **1/–**

HANDLEBAR PLUGS



DUNLOP (illustrated). A tough rubber with expander screw to lock it into the end of the bar.

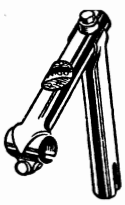
Black ... ... Pair **1/9**

Red or off-white ... Pair **2/–**

SHOCKSTOP. All rubber plug. Ridged for grip. **Blue, black, claret, green, beige or grey** ... Pair **1/–**

CONSTRICTOR. Long plug with container for spare bulb, supplied complete with solution and patches Pair **5/6**

HANDLEBAR STEMS

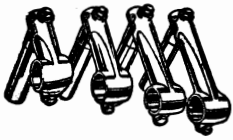


IL PRIMO (Illustrated).

Popular steel stems of lapped design with sloping extensions of various lengths and a semi-drophead clip. The bright chrome offset by a smart **three colour badge** giving a most distinctive appearance.

2¼" or 2¾"	forward extension	**18/–**
3¼"	,, ,,	**19/–**
3¾"	,, ,,	**20/–**
4¼"	,, ,,	**21/–**
4¾"	,, ,,	**22/–**

G.B. HANDLEBAR EXTENSIONS



Light Alloy
These popular British made stems are machined from a solid Hiduminium forging to close tolerances. Highly polished and completed with expander bolt in these sizes.

$1\frac{3}{4}$″ extension	(girder section, not shown above)	**16/–**
2″ „	(oval non-twist section)	**17/6**
$2\frac{3}{4}$″ „	ditto	**18/–**
$3\frac{1}{2}$″ „	ditto	**19/9**
4″ „	ditto	**21/–**

Kromo Steel Merkens Pattern. With a downwards curving extension in three lengths: $2\frac{3}{4}$″ with $1\frac{5}{8}$″ drop, $3\frac{1}{4}$″ with $2\frac{1}{4}$″ drop and $3\frac{1}{2}$″ with $2\frac{1}{2}$″ drop **27/6**

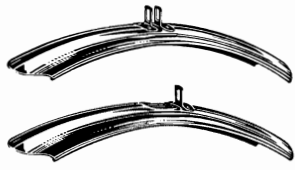
CINELLI EXTENSIONS

PLAIN STEEL. Good looking steel stems from the famous firm of Cinelli cycle makers from Milan. The heavily chromed stems are distinguished by extra-wide handlebar clips. All joints are smoothly brazed with very clean lines. Various lengths: $2\frac{3}{4}$″, $3\frac{1}{2}$″, $3\frac{3}{4}$″, $4\frac{3}{8}$″, $4\frac{3}{4}$″ or $5\frac{3}{8}$″, all at **27/–**

CINELLI BADGED. As above but with the addition of a colourful Cinelli crest badge. Very smart. All sizes **30/–**

RACING EXTENSIONS

ALLOY. A useful accessory to the racing man or anyone that wishes to avoid the wind resistance caused by a full mudguard. Short polished alloy deep sectioned extensions for front or rear stop grit and wet from being thrown into the face and offer protection to saddle and lower back.
Front single bracket **2/6**
Rear double bracket **2/10**



CELLULOID White Flatter ribbed section.
Front or Rear 2/6

CAMPAGNOLO (Illustrated)

The famous Italian firm offer two models, both with precision ground, absolutely true, bearings. The races are highly polished and coated with special hard chrome. The Road model has $\frac{3}{16}$" balls in a special cage and the Path model runs on 26 balls $\frac{5}{32}$" in upper and lower races. Screwed race and locking nut are flatted to fit octagonal spanner. Care must be taken when fitting to ensure that the finely machined races are absolutely square and then the set will give long service.

Road set No. 1039. $\frac{3}{16}$" balls ... **39/6**

Path set No. 1040. $\frac{5}{32}$" balls ... **39/6**

T.D.C. HEADSETS

Prima. The latest set to be introduced on the Continental $\frac{5}{32}$" cup and cone pattern. Good quality bearings with wide chamfered outer faces. Neatly knurled screwed race with lower frame to match, set **9/6**

Italia. Basically the same as the above, the outer faces of the races follow the shape of the balls. The screwed race is dogged for adjustment and counterbored, the spacer sitting into the race, set **8/3**

Continental S. With $\frac{5}{32}$" races of 'V' design. Decagon serrated screwed race and locking washer, set ... **9/6**

Super K. $\frac{5}{32}$" inserted cup and cone races. Octagonal screwed race, locknut. Keyed spacing collar ... **6/3**

Continental J. $\frac{5}{32}$" cup and cone bearings. Knurled adjustment **6/–**

STRONGLIGHT

Competition. Best French set with inserted frame races and crown race of 'V' design, knurled lock nut and screwed race allow finger adjustment which is locked by serrated alloy collar **24/6**

P3. Similar set but with cup and cone bearings ... **18/6**

BRAMPTON

Alatet Mk. II. 20 or 22G inserted races of cup and cone design with deeply serrated spacing collar which locks into similar indentations on the screwed race. Top nut and screwed race are externally decagon shaped for simple spanner adjustment, the lower race machined to match **9/3**

Continental. 20 or 22G fitting. $\frac{5}{32}$" inserted frame races, cup and cone pattern. Screwed race has deep knurl for adjustment and is counter-bored to allow spacer to seat into the top of the race. A shallow hexagonal top nut completes this neat set which allows the headstem to fit lower than most **5/10**

CHATER LEA

Head-clip fittings for $\frac{1}{8}$" balls, the best set of this type ever produced. As no longer generally fitted we list below replacement spare parts ... ... Set **19/6**

No. 1584. Head clip complete with race and bolt **10/6**
No. 1382. Ball races for frame cups ... ... each **2/–**
No. 366. Fork crown race, cup design **2/6**
No. 443. Head lock nut (26 TPI x 1") **2/6**

HUB TRACK NUTS

CAMPAGNOLO. Designed for use with the Record Track hubs only. Special size front thread. Usual high finish Pair **5/4**

ROSA (illustrated). Ever popular.
Bright Cadmium finish ... Set of 4 **1/11**
Chrome plated ... ... Set of 4 **2/5**

VENDOME (Domed ends).
Chrome plated only ... ... Set of 4 **3/10**

ROSA Bumper track nuts, extended to protect derailleur gears ... ... Pair **5/3**

Gear Protector Nuts, chrome Pair **3/–**

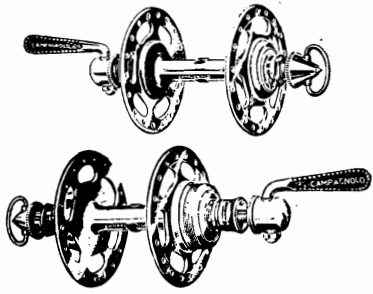
HUB WING NUTS

HURET. Chrome plated over cast bronze, cannot rust and will not damage axle threads. Serrated ferrule. Boxed in sets of 4 ... ... **6/–**

G.B. Alloy with long lever one side, round thumb rest on other for easy and rapid removal ... ... Pair **5/6**

CAMPAGNOLO QUICK RELEASE HUBS

RECORD
SOLID ALLOY



The best hub made! Machined from solid blocks of alloy so that there can be no movement between barrel and flanges. Distinctive flange cut-outs for maximum weight saving without loss of strength. Fitted with the famous Campagnolo 'Blocage' instantaneous release.
Drilled 32/40, 36/36, 28/28 and 32 hole rear:

Large Flange. Single sided for gear only ... ... pair **117/6**

Small Flange. Single sided for gear only ... ... pair **87/6**

GRAN SPORT

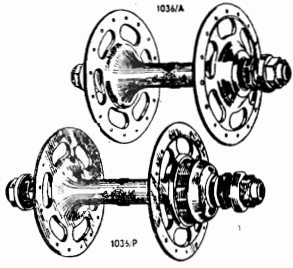
Highly polished alloy flanges mounted on hard chromed steel barrels. The large flange double drilled for lightness. The Quick Release is superb in use, a single finger sufficient to release same from a locked grip. A thick skewer is fitted to the front spindle, which is made larger to accommodate it, to guard against breakage or loss of grip by stretching. Adjusting nuts are locked by sprung bronze plungers and conical springs centre the spindle for easy wheel replacement.

Large Flange. Drilled 32/40 and 36/36 only. Threaded for Gear and fixed, Single Fixed, Double Sided Fixed and Single Sided Gear pair **99/9**

Small Flange. Drilled 32/40 and 36/36 only. Threaded for S/S/Gear, G/Fixed, S/S/Fixed and D/S/Fixed as above ... pair **69/9**

CAMPAGNOLO SOLID SPINDLE HUBS

RECORD TRACK
SOLID ALLOY
LARGE FLANGE



Used by Riviere during his amazing Hour Record. These hubs are designed to meet the robust demands of the track-man. The solid alloy barrel ensures that all drive is transmitted from sprocket to spokes and the front hub has a thick axle for extra strength. Supplied with track nuts and lock-ring, the standard rear and special size front nuts are available as spares should replacements be necessary.
Drilled 32/40, 36/36, 28/28 and 32 hole rear.
Large Flange, Single Sided Fixed only **85/-**

GRAN SPORT
The same barrel as opposite mounted on solid spindles with first-class bearings. These hubs are designed for use with the Campagnolo drop-outs; the rear hub is spaced out to gear width and the front is fitted with the larger axle allowing Quick Release fittings to be interchanged. Drilled 32/40 or 28/28 holes.
Large Flange. Single sided gear, Gear and fixed, Double fixed and Single sided fixed ... . pair **72/6**
Small Flange. Threadings as above ... ... pair **42/6**

QUICK RELEASE CONVERSION SET

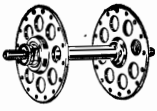
Complete fittings: front and rear hollow spindles with cones, spacers and locknuts; skewer complete with springs, adjusting nut, control lever, etc. Will convert the Gran Sport hubs listed above to Quick Release ... . set **46/8**

SOLID SPINDLE REPLACEMENTS

Front Spindle complete with cones, locknuts, etc. **10/-**
Rear Spindle complete with cones, spacers, etc. **11/-**

BRITISH HUB CO. HUBS

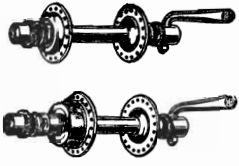
A very extensive range of hubs that covers almost everybody's needs. Good quality materials, well finished and light in weight, offer very good value in all price brackets:



AIRLITE CONTINENTAL L/Flange Sturdy polished alloy flanges set on narrow chrome plated steel barrels. Drilled 32/40, 36/36, 28/28 and 32/32, with various types of sprocket threading. All at **80/2**

Quick Release Model, fitted to similar hubs, the front barrel is wider to take skewer. Drilled 32/40 only ... ... pair **102/8**
Coloured Flanges. Red, Blue, Green or Gold (32/40 only) **3/9** extra.

AIRLITE S/Flange
Polished alloy flanges on narrow steel barrels making an extremely light racing hub. Available in many different threadings, drilled, 32/40, 28/28, 32/32 ... **50/4**



Quick Release. As above with Q/R fittings as illustrated. All threadings. 32/40 only **72/4**

SOLITE. Small Flange. A light, solid barrel, all steel hub of pleasing appearance with good quality bearings. All types of threadings. Drilled 32/40 only **27/9**

RACELITE. With all alloy wide flange barrels, drilled for lightness (16 ozs.). This hub offers a wide flange at a popular price. All types, 32/40 (with spoke disc) **37/8**

TANDEM HUBS

AIRLITE. The finest hubs ever made for the 'two-seater'. Light, but sturdy enough for racing or touring. 32/40 ... ... **61/7**

AIRLITE CONTINENTAL (illustrated below). With wide alloy flanges, drilled for lightness. Available in all combinations of threading. 32/40 only **88/6**

SOLITE S/Flange. All steel hub with good quality bearings in various threadings for gear and/or fixed, drilled 32/40. Good value at **32/11**

BRITISH HUB CO. TANDEM HUB BRAKES

Super Tandem. Complete with steel brake levers and cable-cum-rod controls. Gear sided only with 4″ internal expanding drum brakes, efficient in all weathers **119/4**

Super Special Tandem. As the Super Tandem but with larger 4½″ brake drums and ⅞″ wide steel shoes. Equal size spoke flanges build a strong wheel **131/2**

BAYLISS WILEY HUBS

Light weight racing hubs, with Hiduminium alloy flanges on narrow chrome plated steel barrels machined from the solid for maximum strength. Good quality bearings complete a first class British made component.

N.B. The B.W. hubs listed below are no longer manufactured and supplies are available only as long as present stocks last.

No. 23. Front with 3/16″ balls **17/–**

No. 25. Rear, double sided gear and fixed. ¼″ balls ... **22/6**

Light chrome plated steel hubs at popular prices.

No. 51. Front **6/4**

No. 310. Rear, double sided gear and fixed **11/–**

F.B. SOLID SPINDLE HUBS

Small Flange. Narrow barrelled chrome plated hubs with strong polished alloy flanges.

Gear and fixed, drilled 32/40 only ... ... pair **37/6**

Single sided gear, 36/36 and 32/40 only ... ... pair **37/6**

Single and double sided fixed, 36/36 and 32/40 ... pair **37/6**

Large Flange. With distinctive double drilling to reduce weight to the minimum.

Single sided gear and gear/fixed. 36/36 and 32/40 ... ... **65/–**

Single and double fixed. 36/36, 32/40 and 28/28 ... ... **65/–**

SPARE REPLACEMENT HUB PARTS.
For Campagnolo, British Hub Co., B.W. and F.B.
ARE USUALLY AVAILABLE.

CONSTRICTOR CONVERSION

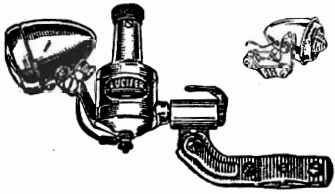
Quick release conversion for the rear hub only. The Q/R skewer is wound out of the hub by means of a short lever and withdrawn. This allows the wheel to drop out, but leaves the fixing nuts in position so that the wheel is automatically returned to the same position **12/6**

DYNO-HUB

GH6. A most efficient form of trouble-free lighting used by many Club lads during the winter months. A Dyno-hub built into a spare front wheel saves worrying about batteries and is not subject to pulley slip in bad weather. Supplied with a 2″ diam. headlamp and neat rear lamp. Complete with cables, etc. **57/1**

LUCIFER DYNAMO SETS

A two years' guarantee is an indication of the quality of these famous sets. We only stock Lucifer as we have found them to be without equal for finish and performance. All sets incorporate the No. 800 'baby' 6v. 0.5 amp. dyno, which produces a good light at three miles per hour and full output at seven m.p.h. Swiss made, range as follows:



No. 807F Combi. As illustrated. Fits to left fork blade with headlamp on bracket from dyno. Neat rear lamp that meets British legal requirements **45/–**

No. 807G. As Combi but with lamp fitting to the mudguard **45/–**

No. 820A. "Aero". Streamlined 2⅛″ diam. headlamp embodying one bulb **45/–**

No. 816A. "Lux". This set has a long beam headlamp with 2¾″ diam., but weighing only 6½ oz. ... **45/–**

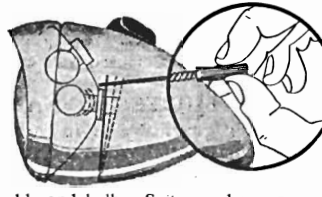
No. 814A. "Aero-Bi". This has a similar headlamp to the 820A but carries two bulbs **50/–**

No. 819A. "Bi-Lux". Headlamp embodies 2 bulbs and two-way switch. Headlamp weighs 7 oz. ... **50/–**

No. 809A. "Battery". Headlamp 3⅛″ diam. taking stand-by battery embodying 2 bulbs 6v. 0.4 amp., for dynamo 3.5v. 0.2 amp. for battery or dynamo. Special resistance for the pilot bulb for use on dynamo incorporated in four-way switch **52/6**

No. 822A. "Focus". 2¾″ headlamp with 2 bulbs. Main bulb can be focused to adjust from intensive long beam to brilliant local light **55/–**

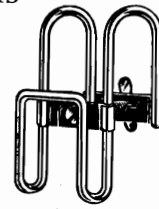
LUCIFER



Headlamps only:
Nos. 7F and G. 'Combi', 16A 'Lux' and 20A 'Aero' all at **12/6**
14A 'Aero-Bi' and 19A 'Bi-Lux', complete with bulbs, cable and type 'A' brackets **17/6**
No. 9A 'Battery' **20/-**
No. 22A 'Focus' as illustrated ... **22/6**

Rear lamps complete with cable and bulb. Suit any dynamo **5/-**
Dynamo only. The famous 'Baby' 800. 6v. 3 watt, complete **27/6**
Pulley Rubbers. 'Luci-grip'. Saves tyre wear, non-slip ... **9d.**
Bulbs. Use 6v. 0.4 amp. front with 6v. 0.1 amp. rear; 6v. 0.5 amp. front with 6v. 0.04 amp. rear or 6v. 0.45 amp. front with 6v. 0.05 amp. rear ... ... **7½d.**

LAMP BRACKETS



PETERS (Illustrated)
A neat clip made from heavy gauge wire, fitting over the handlebar it raises the lamp from the usual boss on the forks to a less vulnerable position. Chrome plated **2/6**
TERRY. Handlebar lamp bracket. Wing nut fitting. Chrome plated ... **2/9**
TERRY Basket patt. Clips over the handlebars, lamp hangs below the bends. Silver finish **1/6**
CONSTRICTOR Conloy with snatchproof screw, in polished alloy. Complete with bolt for brazed-on boss **4/-**
CHATER LEA. Chrome plated, right or left hand, with bolt **3/-**
Cadmium plated, bright silver finish, with bolt **1/9**

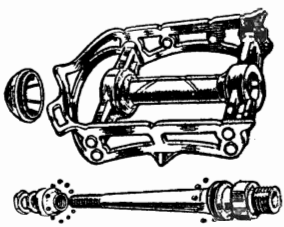
MAPS

A good map of the area is a cyclist's right arm.
BARTHOLOMEW'S famous ¼" **to the mile** maps are ideal for the cycling tourist. Showing Youth Hostels, National Trust Properties, Inns and Tracks as well as Contours and usual information. On cloth **5/-**
¼" **Dissected,** as above mounted on cloth, do not wear on corners **10/-**
Pocket Atlas. With 120 pages of maps covering the British Isles at a scale of 1/10" to the mile, plus a 4 page index to Towns, etc. **5/-**
Road Atlas. Page size 10" x 7½", scale 1/5" to the mile ... **12/6**

OILERS

TECALEMIT Nipples. $^3/_{16}$" diam. Positive feeding ... **5½d.** each
OIL GUN. Visigun. For use with Tec. nipples, giving power oiling where required. Transparent body **6/3**
DERMIC OILER. Ideal for the lubrication of Continental hubs, gears and freewheels that have tiny oil inlets. Operates as a hypodermic. Sturdy construction **5/11**
Spare Dermic Needles ... ... Standard **1/–**, Long Curved **1/6**

PEDALS



CAMPAGNOLO No. 1037

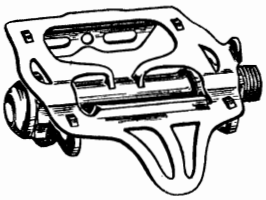
The finest pedal ever produced. With polished alloy barrel of forged single unit construction, housing races of special hard chrome finish, for exceptional bearing life. The spindle is ground and polished nickel-chrome steel, the bearing radius and cone finished in hard chrome. An oilseal concealed between the barrel and spindle combines with a perfectly fitted dustcap to prevent any dust penetrating. The frame, of best quality steel, carries two special clips retaining the toe-strap in the correct position. Aided by a small projection on the back-plate the clip can always be 'picked up' smoothly. Special provision is also made for the toe clip by two neat studs set in the front plate. All finished in exceptionally heavy chrome plate.
Road patt. No. 1037 ... ... **72/–**

TRACK Pedal No. 1038. With barrel as Road pedal above. The steel side plates are only three inches wide, having no Quill extension beyond the spindle. Plates have four small indentations only as Road model **72/–**

TRACK Pedal No. 1038/1. Exactly as above, but with deep teeth cut into the short sideplates **72/–**

Pedal Spanner No. 710. Specially made to remove the knurled dustcap and loosen the cone locking nut. Chrome plated **4/4**

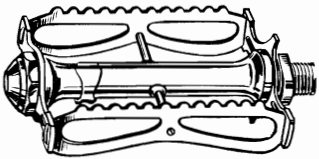
LYOTARD PEDALS



Ever increasing in popularity we have found it necessary to enlarge the range of steel and alloy pedals imported from this French manufacturer. Following reductions in price without loss of quality, they are unsurpassed for value within their price range. A full range of spares is available, listed opposite.

No. 23. Marcel Berthet (illustrated). A very light platform type pedal weighing only 11 ozs. Will fit any size shoe. Provision is made for fitting shoeplates, a ridge just in front of the 'pick-up' tongue locating in the slot of the plate. Toe clip and Toe strap slots as in normal shaped pedal **16/6**

Faucheaux Road. A neat single sided pedal with toothed side plates cut away underneath, weighing only 13 ozs. On a solid axle of 3½" width, the end of the spindle is drilled for lightness **14/6**



No. 15S (illustrated)
A popular single-sided pedal with cut-away side-plates, supported at the centre by a bridge to the solid centre barrel. A width of 3½" will accommodate most shoe sizes. Weight 14 ozs ... **13/9**

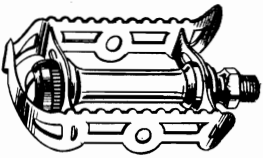
No. 15 Bis. Tour de France. Double-sided serrated frame on solid barrel. Width 3½". Weight 15 ozs. **13/9**

No. 460 Alloy. Very light, double-sided serrated plates of 3½" width with centre supporting brace **14/-**

No. 460A. Double-sided frame on a simple tubular barrel for general use. 3½" wide. Weight 13½ ozs. **9/3**

No. 462. As above but single-sided frame. 12¼ ozs. ... **9/3**

LYOTARD QUILL



No. 45. A neat quill all-steel pedal with a short solid centre barrel and strongly constructed frame. Width 3½". Weight 13 ozs. **14/6**

No. 45CA. Made in the same pattern on the same steel barrel but with a light alloy frame which saves 2 ozs. Weight 11 ozs. **15/–**

Lyotard Spares. Cones **2d.** each. Dust Caps .... **6d.** each. Spindles complete, two lengths, 3¼" and 4½" ... ... **1/9** each

CONSTRICTOR PEDALS

Asp. A platform pedal made from Conloy, the famous strong alloy. A flat plate design gives more support to the foot and will accommodate any size shoe. Provision is made for fitting toe clips and straps. A curved extension allows first-time 'pick-up' of the clip. Weight 16 ozs. **22/6**

Brillani. The latest of the range, a quill pedal (illustrated) with the side plates made of stainless steel. Heavily chromed barrel is mounted on first class bearings lubricated by grease nipple set in the solid alloy dustcap **52/6**

Viper. A double-sided pedal with solid centre barrel. Neat and well finished in chrome plate. Weight 14½ ozs. **21/6**

SPARES ARE STOCKED FOR CAMPAGNOLO, CHATER, LYOTARD AND CONSTRICTOR PEDALS.

PHILLIPS Apollo. A neat double-sided lightweight steel pedal. Chrome plated. Weight 16 ozs. **8/11**

WEBB. A strong quill pedal with curved sideplates, solid barrel, dustcap on spindle, twist type end cap. 18 ozs. **16/6**

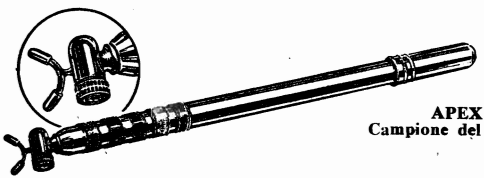
BRAMPTON B8. A highly polished chrome quill frame of curved plates, cutaway to B8 'motif', set on a solid barrel and sturdy spindle. Width 3½". Weight 16 ozs. **16/3**

CHATER-LEA

"Sprint" (illustrated) Made in stainless steel, a single sided pedal with smooth sideplates to accommodate shoe plates. $\frac{5}{32}$" bearings lubricated through shaped end cap ... **35/-**

"Standard". Similar pedal, in stainless steel with cones and spindles precision ground, but double-sided **35/-**

PUMPS



APEX
Campione del Mondo

Worthy of the World Champions colours that it carries, this 18" alloy pump is of large section and fitted with the famous Campagnolo (No. 1030/2 Italian model) adaptor, is always ready for instant use **21/-**

Grand Prix 18". A sturdy alloy pump with brass inserted connector block. Red, White and Blue rings form hand-grip. H.P. connector **10/-**

Ultralite Racing 18". As above but $\frac{7}{8}$" diameter **7/6**

APEX 17" pumps. Both **Grand Prix and Ultralite** are available in the shorter length to fit inside the seat tube on small frames. **Price** as 18".

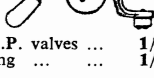
BLUEMELS. Tour of Britain. 1" diameter polished alloy with coloured rings forming hand-grip. 18" only. H.P. connector **10/9**

Airweight. Polished alloy, smaller section. 18" only ... **7/3**

ZEFAL 18". Polished alloy Continental pump **8/9**

Coloured in translucent finish. Blue, Red, Green and Gold **10/6**

ADAPTORS AND CONNECTIONS



CAMPAGNOLO Adaptor No. 1030 English patt. Heavily chromed with locking grub-screw and rubber covered feet to sit against tube. French patt. No. 1030/3 to fit Zefal. Italian patt. No. 1030/2 with squared boss, all at ... **10/-**

A.F.A. Alloy push-on adaptor ... **1/9**

BLUEMELS No. 9a Connection fits Woods or H.P. valves ... **1/-**

P9 Connection. As above with reinforced braiding **1/4**

PUMP PEGS AND CLIPS

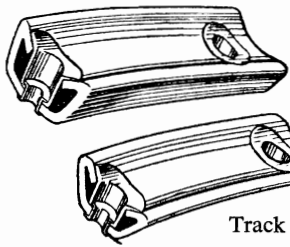
MINIMA Pump Pegs. French screw-on clips that cannot twist. Heavily chromed. 1″ or 1⅛″ for d/tube. Pair **2/9**

TERRY Pump Clips. Push-on clips, 1″ x ⅜″, heavily chromed with strong spring. The track man's favourite, no fitting time **2/9**

RIMS—SPRINT

FIAMME

The rim fitted with 'Longhi' patent spoke seating as shown. The spoke tension is spread equally over both rim faces so that a very rigid wheel can be built to withstand the stresses of races over poor surfaces. No washers are needed under the spoke heads which 'bed-down' at the correct angle. **Two patterns Track and Road. 27″ only.**



Used by many of the Continental Professionals particularly in Italy where they are made to combat rigorous conditions.

Road 14 ozs. Drilled 32/40, 36/36 only pair **49/11**
Track 12 ozs. 32/40, 36/36 and 28/28 ... pair **49/11**

MAVIC Piste. Famous French rim of similar design drilled 28, 32, 36 and 40 holes. 27″ only ... ... pair **73/9**
Montlhery. As above but of lighter weight ... ... pair **78/9**

WEINMANN Hollow Alloy. 13 ozs. 27″ only. 32/40 or 36/36 pair **57/6**
Wood-lined. 11 ozs. only. 27″, 32/40 or 36/36 holes pair **57/6**

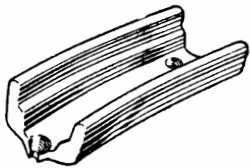
CONSTRICTOR Conloy. 12½ ozs. Very strong alloy. 27″ only pair **54/–**

SPRINT WHEEL CARRIERS

CLIFF PETERS. Extremely tough alloy, with open-ended slot for front spindle and side opening slot for carried wheels. Very light, suited for use with Q/Release hubs.
Polished or in Anodised colours ... ... pair **4/11**
CYCLO. Rosa. The famous steel carriers. Chrome ... pair **5/–**

RIMS—WIRED ON

FIAMME
Famous Italian alloy rims weighing only 18 ozs. They are specially designed for extra strength and have proved to be reliable in use. Highly polished, the alloy is scoured at the sides for better brake block grip in wet weather. Drilled 32, 40 and 36 hole only. Available only in 27″ ... pair **35/6**



CONSTRICTOR Asp. The best known of this range and a firm favourite for many years. Made from a hardened and tempered tube, the hollow section is strong and light. Weighing 17 ozs. In either 26″ or 27″ ... pair **66/6**

Brillani. A new rim introduced at a price between the Asp and Boaloy. 17 ozs. and made like the Asp but of squarer section and not so deeply welled. 26″ or 27″ **56/6**

Boaloy. Sturdy solid section rims weighing 24 ozs. Claimed to be the strongest on the market pair **46/–**

WEINMANN
Alesa
Alloy

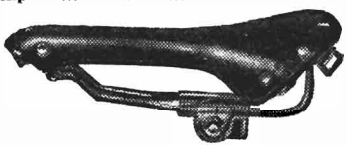
First class Swiss made lightweight rims for racing or touring.
27″ High pressure with dimpled holes which angle spoke nipples correctly. Weight 19 ozs. 32/40 hole only **40/–**
27″ H/P without dimpled holes. 36 hole only ... **40/–**
26″ H/P without dimpled holes. 32/40 hole only **40/–**
Endrick 26″ or 27″ x 1¼″. Fine touring rim. 32/40 hole only **45/–**

RIM TAPES

DUNLOP. Rubber, to fit H/Pressure rim ⅜″ width ... each **1/9**
Rubber Endrick tape, ½″ width for standard rim ... each **2/–**
CONSTRICTOR. Round section, cord covered with cotton to fit the deep welled rims of the same make ... ... each **2/–**

SADDLES

UNICA. The unique Italian Nylon-Plastic lightweight saddle top. Impervious to heat, cold or wet weather. Top is moulded to a standard two wire frame without the use of rivets. Firm and comfortable curved back design. Fits Campagnolo standard No. 1044 seat pin or standard two wire clip. **Perforated model in Orange, Black or Brown finish, less clip** **55/6**



BROOKS SADDLES
Known throughout the world as the finest available. Made from selected leather, these saddles are one of the few British components used by the top Continental pro. riders.

B17 SERIES. The ultimate in leather saddles are made in the following range of shapes for every branch of cycle sport.

B17 Swallow. Illustrated above. 11″ long, 6″ wide x 3⅛″ high, weight 1 lb. 9 ozs. With chrome frame and clip only ... **67/6**

B17 Standard. Chamfered side flaps, 11″ x 6¼″ x 3⅛″. 1 lb. 12 ozs. **47/6**
With black enamel frame, chrome clip **45/–**

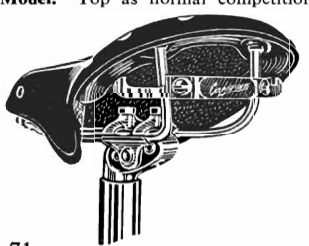
B17 Narrow. Similar to Standard but ¾″ narrower. 1 lb. 10 ozs. Chrome **47/6**
Black enamel frame **45/–**

B17 Flyer. Narrower back, curved cantle. 11″ x 5¼″ x 3″. 1 lb. 10 ozs. **47/6**
Black enamel frame **45/–**

B17 Sprinter. Narrowest of range. 11″ x 4⅜″ x 2½″. 1 lb. 7 ozs. Chrome **47/6**

B17 Competition. Designed specially for competition work. Has curved trimmed back, no bag loops and is supplied with polished or dressed top. 11″ x 6¼″ x 3⅛″. 1 lb. 7 ozs. Chrome only with clip for a plain seat pin **48/6**

B17 Competition Campagnolo Model. Top as normal competition saddle above but with special frame for Campag. 1045 seat pin. This combination is illustrated below and its advantages described on page 72. Weight 1 lb. 3 ozs. No clip. Chrome only **42/6**



CAMPIONE BAG CLIP
For the quick release fitting of a saddle bag to **Competition** saddle (illustrated on right) and **Unica** (illustrated Page 28). Either type **5/9**

SADDLES (Continued)

B15 SERIES. Narrow, Standard, Flyer and Swallow patterns are available to the same dimensions as B17 and will give excellent service when treated reasonably. When cycle is left standing during rain a cover (see page 5) is recommended for any leather saddle.

B15 Range with chrome clip and frame ... 35/-
B15 (except Swallow) with enamel frame. C.P. clip 32/6
B15 Perforated (illustrated). With chrome frame & clip. **Narrow** style only 36/-

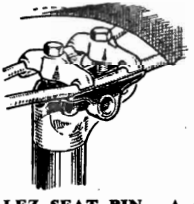
L15 SERIES. Narrow and Swallow styles only. Sizes as B17 but in a lighter grade leather. The 'Narrow' style has side perforations and is of similar appearance to illustration above.

L15 Narrow Perforated. Chrome frame and clip 27/6
L15 Swallow Cut Away. Chrome frame and clip 25/-
B66 TOURIST. A selected leather saddle with strong 4 wire frame and twin rear coil springs giving comfort over rough surfaces without undue sponginess. 10″ x 8¼″ x 3⅞″. Chrome frame and clip 38/-
BRISTOL CL3. Similar shape to L15 Standard. Black frame only 16/-
CL3 Swallow. Cut away type with chrome frame and clip 18/9
MANSFIELD. Bath Road, cutaway, laced under, chrome 30/-
Ace, as the Bath Road but with simpler frame 25/-
Victor, cutaway saddle held by two prong clip 21/-
No. 42 Sprint. 11½″ x 4½″ undrilled top. Enamel only ... 25/-

SEAT PINS

CAMPAGNOLO SEAT PINS. The finest obtainable. Exact adjustment of saddle angle combined with adequate forward movement and absolute rigidity are the main features. The pin is machined from an aluminium forging and saddle cradle parts are of forged steel finished in satin chrome. Two models are available, both in standard sizes Nos. 3, 4 and 5.

N.B. Ensure pin ordered is correct size for seat tube as the highly polished shaft is easily scratched and rendered unsuitable for resale.



MODEL 1044 Standard (illustrated) has cradle for any normal two wire saddle and dispenses with the usual saddle clip. State size 39/6

MODEL 1045 Competition. Is illustrated on page 71 opposite along with the **Brooks/ Campag. Competition** saddle, for which this pin was designed. With this special narrow clip and frame, twice normal 'fore and aft' adjustment is available. This arrangement is also lighter. 1045 Seat pin. State size (3, 4 or 5) 39/6

ALLEZ SEAT PIN. A normal 8″ saddle pillar in polished alloy. Sizes 3, 4 and 5 available to suit any British frame ... each 3/6

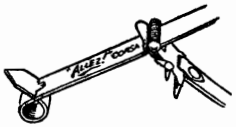
SADDLE SPARES AND ACCESSORIES

BROOKS B17 Saddle Clip. Chrome. For B17, B15, L15 ... **5/6**
Proofide. All weather protective dressing for leather saddles ... **1/10½**
Saddle Undershields. Essential when riding without mudguards. Standard, Narrow, Flyer, Sprinter or Competition ... each **1/6**
ALLEZ Seat Lug Bolts. Knurled concave head. 1⅛", 1¼", 1⅜", 1½" each **8d.**

SPANNERS AND SPECIAL TOOLS

B.H. AIRLITE. Hub cone spanners. Boxed' ... ... pair **2/3**
BROOKS Saddle Spanner for clip and nose bolt ... each **2/6**
Spoke Nipple Key. A 6 way disc type for all standard gauges **1/–**
Head & Bracket Spanner. For hexagon top nuts and B/B l/rings **1/3**
Six Way Flat Spanner. Useful general purpose cycle tool each **1/3**
Peg and Cone Spanner. Fits hubs and B/B adjusting cups **1/–**
CAMPAGNOLO Allen Key No. 143/2 'T' shaped with box spanner head for front and rear gears and many other 8 mm. bolts **2/6**
Chainwheel Screw Allen Key No. 767 'L' shaped, with grip **2/3**
Chainwheel Screw Peg Spanner No. 768. To hold chainwheel sleeves whilst clamping rings to crank ... ... each **1/6**
Cotterless B/B Axle Spanner No. 769. Tightens cotterless crank fixing bolts. Long shank and box head ... ... each **8/6**
Cotterless Crank Extractor No. 770. For trouble free removal **9/4**
Freewheel Remover 1. Hardened insert in long Chrome Vanadium arm **40/–**
Replaceable Insert No. 704. For above freewheel remover each **8/8**
Head & Bracket Spanner No. 712/1. Headset and adj. cup **25/–**
Replaceable Spare Pegs No. 712/2. For spanner 712/1 ... **1/8**
Head & Bracket Spanner No. 712. Tightens bracket lock ring and head lock nuts ... ... each **23/4**
Hub Cone Spanners Q. For Q/Release and solid hubs pair **11/6**
Pedal & Bracket Spanner No. 713. Fits pedals to cranks and right hand (fixed) bottom bracket cup ... ... each **23/4**
Pedal Cap Spanner No. 710. Adjusts lock nuts and removes cap **4/4**
Roller Cone Spanner No. 97. For adjustment of gear rollers **1/–**
Saddle Spanner No. 771. Adjusts angle and nose bolt ... **8/–**
CYCLO Freewheel Remover. For Benelux and other boss types **2/9**
Mark 7 Gear Spanners. For maintaining this gear pair **3/11**
Nipple Key. A solid tool. 15G, for precision wheel trueing **1/8**
Rivoli Chain Rivet Extractor. For ¼" or 3/32" with replaceable screw and hardened pin ... ... each **6/7**
Replaceable Pin each **4½d.** **Pin & Screw** complete each **3/3**
Sprocket Remover. Long lever to which you attach chain **2/8**
Standard Spanner. For adjustments to old patt. twin cable gears **1/3**
FIFON. Chain Rivet Extractor. Hand or vice held **8/11**
Replaceable hardened pin and screw for above ... ... each **3/9**
INOX Dumbell Spanner. Bronze 8 way. Continental fitting **4/–**
MAFAC Box Spanner. For fitting or removing brake levers **1/3**
Tool Set in Pouch. Contains assortment of small metric spanners, screwdriver, nipple key and puncture outfit. For all Continental fitments **14/–**
REGINA Freewheel Remover. Shifts blocks from all hubs including quick release and Continental makes with large locknuts each **3/9**
TERRY Pedal Spanner. Long for easy removal **4/–**
WEINMANN Brake Spanners. For side pull brakes pair **7/6**
Extra Spanner required for 999 centre pulls ... ... each **3/9**

TOE STRAPS



The **"ALLEZ" CORSA.**
With slit to tuck the end of the strap in, giving perfect stop. Quick release buckle. Leather is specially selected to avoid stretch.

Natural ... ... pair **5/–**

Coloured Black, Red or Blue ... **5/3**

BINDA. Genuine Italian strap as used by the late Coppi and the majority of Italian sprinters. REALLY tough.
In **Blue or Red** finish ... ... pair **6/–**

LAPIZE. Leading French straps with serrated roller in the buckle—definitely non-slip. Red, Blue or Natural ... ... pair **5/9**

CONSTRICTOR Super Red, polished chrome leather ... pair **5/6**

Gold, to match bronze toeclip, quick release ... ... pair **5/–**

Standard, quick release, full chrome leather ... ... pair **4/3**

BROOKS No. 1 de luxe Red, chrome leather Q/Release pair **4/6**

No. 1 Standard, full chrome leather Q/R buckle ... pair **3/9**

FLICK. Wide quick release buckle, chrome leather ... pair **3/3**

COLLEGE de luxe, quick detachable buckle ... ... pair **2/3**

TOE CLIPS

CHRISTOPHE (Illustrated)
Most widely used of all toe clips, made in France from best quality spring steel. Chromed in three lengths **6/6**

G.B. Type Professional. Stainless steel, long or medium **7/6**

LAPIZE. French. Medium only **5/9**

CONSTRICTOR Golden bronze tempered and lacquered, springy and rustproof. **Standard** **7/9**

Long pattern **8/9**

Steel. Standard length **5/6**

Long pattern **6/6**

BROOKES No. 1. Chrome plated spring steel. Three lengths **5/9**

ASHBY No. 17LC Moniques. Chrome plated spring steel. Medium only **5/–**

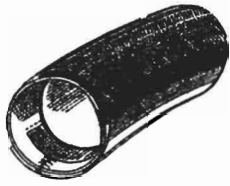
No. 15LC Wanderlust. Adjustable length clip, long strap slot **5/–**

D'Alessandro Regd. Trade Mark

GOLD MEDAL TUBULARS

The range of tyres introduced last year from the new factory at Nice proved so popular that a further two models have been added for the 1962 season. Signor D'Alessandro produced the 'Worthy' tread pattern especially for the British rider and this is now mounted on a new tubular of smaller section, fully rubbered for winter use. The Cyclo-Cross has already been well proven in its specialised field.

SILK IMPERFORABILE 7¾ ozs.



This famous tyre is offered to the British rider at a lighter weight than ever before. The top quality silk pocket carries a light tread and a light tube but retains the rubber and canvas 'breaker' strips responsible for top 'puncture-resistance'. We are confident that many wins will be recorded on these tyres during the coming season. At 7¾ ozs., suitable for races at any distance. SPECIFY SILK FOR SHEER SPEED **69/11**

IMPERFORABILE 9¾ ozs.

Long recognized as the finest 'distance' tyre ever produced. Will give an incredible number of racing miles. A top grade pocket of Sea Island cotton carries a hard rubber tread above an elastic raw rubber strip which gives durability and amazing puncture resistance **65/11**

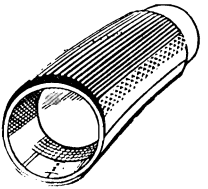
GIRO D'ITALIA 9 ozs.

A first class racing tyre at a lighter weight than previously supplied. Fast and reliable with slightly more 'girth' than the Imperf., a best quality pocket and hard wearing black rubber tread ... **57/11**

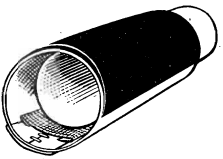
N.B.—The above three types can be supplied either in File (illustrated) or Fine Ribbed pattern treads.

D'ALESSANDRO TUBULARS

CRITERIUM 8½ ozs.
BLACK OR ORANGE TREAD



A light fast tyre with the modern multi-ribbed tread which can be used with confidence on either wet or dry surfaces. Proved to be exceptionally hard - wearing, the distinctive orange tread has eye appeal and supplies a bright contrast during dull wet races. An unusually light tube in the best quality fabric gives the tyre extra zip. Ideal for short and middle distance events—good for a season's hard racing, fitted with a rubber base tape **59/11**



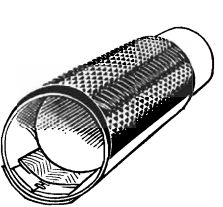
LEGERE 7¼ ozs. (195 grms.)

A lightweight tyre with smooth band, matt impression, tread on a narrow pocket of first class cotton fabric. Fitted with a cotton base tape, ideal for Pursuits, general trackwork and fast 25-mile events **49/11**

EXTRA LEGERE 5½ ozs. (160 grms. approx.)

A track tyre pure and simple with a very light tube and light cotton fabric balanced to the full width smooth band tread. Fitted with a cotton base tape so that shellac type rim adhesive may be used for maximum security on the bankings. The very light weight is a guide to the quality of this tyre which has more than one Olympic Gold medal to its credit **55/11**

SPECIALISSIMO 11 ozs.

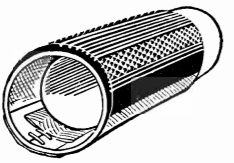


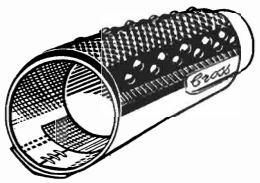
A top quality light weight vulcanised tubular with the distinctive Italian tread. A good class fabric and tube, for speed, make it an ideal 'Circuit' tyre where its reliability and cornering are great assets **39/11**

D'ALESSANDRO TUBULARS

SPORT 14 ozs.

A tyre with a 'meaty' tread of fast ribs flanked by file bands. The latex covered fabric, of better quality than is usual in a tubular at this price, accounts for the liveliness of this general purpose tubular. With rubber base tape, excellent value at **29/11**



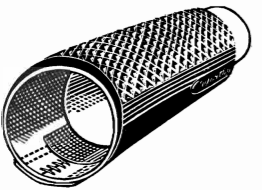


CYCLO CROSS 12½ ozs.

Designed specifically for Cyclo-Cross racing, this tyre can be of great use to grass track riders and hill climbers. A sturdy 'knobbly' tread is mounted on a comparatively light pocket over a light tube. The centre band of small 'diamonds' flanked by bold 'knobs', allows speed to be maintained where normal tyres would lose traction and stability **37/11**

WORTHY 15½ ozs.

A tough 'riding-about' tubular allowing sprints to be used in the winter. Highly recommended when road conditions are bad. The 'all-round' tread pattern of raised 'diamonds' offers a new experience in road holding, allowing safe cornering on wet or icy roads. Fully rubbered side walls and rubberised base tape need little attention. A side ribbing is provided to drive your dynamo. Use the Worthy for touring at all times **31/11**

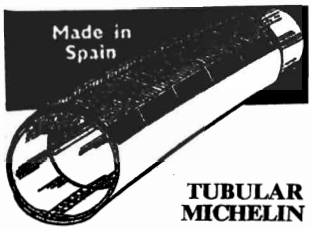


WHEEL COVERS

Essential for the track man who has spare wheels, with tyres inflated to high pressure, laying in open track centres. Simplest and best method of protecting tubulars from chafing when cycle is transported by road or rail. Ideal protection for any tyres left on wheels not in use. Proofed material fitted with strong elastic and hooks. Nylon reinforced tread band ... ... each **9/9**

Spanish Michelin

A heavily built training tyre that will stand utility use. Fully rubbered side walls and rubbered base tape support a 'meaty' tread which is very thick at the top of its bold arrow design **24/8**

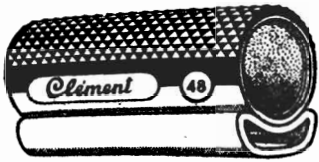


TUBULAR MICHELIN

DUNLOP TUBULARS

No. 0.	Non-skid surfaced, sprinting tyre ...	6 oz. ...	**67/–**
No. 1.	Heavier tread, for general track use	8½ oz. ...	**70/6**
No. 2.	Ribbed tread, for short distance road and rough tracks of shale and cinder	9½ oz. ...	**70/6**
No. 3.	Ribbed and file banded tread, for use over the middle distances	10 oz. ...	**70/6**
No. 5.	Strong ribbed tread with file bands. Designed for hard massed start racing	12¼ oz. ...	**70/6**
No. 8.	Built with a stronger pocket for heavy cornering on massed start circuits	12½ oz. ...	**54/–**
No. 9.	A training tyre with red tread ...	15 oz. ...	**42/6**
No. 10.	Heavily built for winter riding ...	17½ oz. ...	**42/6**
SILKS No. 0.	Really light Sprinting tyre ...	5¼ oz. ...	**102/–**
Nos. 2 and 5.	Weighing respectively 8 oz. and 9½ oz.	...	**107/–**

CLEMENT TUBULARS



No. 48 (as illustrated). One of the few diamond pattern tread tyres on the market. Very suitable for grass racing where good cornering is most important. 12 oz. ... **42/8**

No. 9.	Smooth banded track and short distance	7 oz. ...	**66/8**
No. 10.	Matt impression tread, fast road tyre	8 oz. ...	**66/8**
No. 50.	First class road tyre, ribbed tread	11 oz. ...	**44/11**
Elvezia.	Fast ribbed tread. Road and circuit	14 oz. ...	**30/11**
Ennwell.	General purpose, training tyre	15 oz. ...	**27/11**

A FEW NOTES ON TUBULAR CARE

When folding ensure that the tread is on the outside of all bends. Keep tyres tightly stuck on rims—a tyre that 'rolls' to one side will be cut through wall by edge of rim. Keep base tapes in good order—if rim spoke holes are allowed to chafe through, the main stitching will be damaged and blow-outs follow. Fill all cuts in tread with stopping compound—water penetrating these will rot tube pocket, causing twisting, uneven wear and blow-outs. Do not over-tighten connector on valve when inflating—this tends to loosen valve securing nuts and a slow leaking will follow. Tubular walls chafe easily—protect them when carried as spares, on wheels or folded under saddle. Do not leave wet tyres in a deflated condition —pockets will deteriorate.

TUBULAR CARRIER

"FULMINE". Italian Quick-Release carrier with strong elastic cords. When making rapid tyre changes, the carrier remains bolted to the saddle wires, the elastic cords are drawn round the replaced tyre by a finger ring with hook attached and this holds the tubular secure **7/6**

TUBULAR SUNDRIES

D'Alessandro Fabric. A 2" x 12" strip consisting of stout cotton threads bonded with latex for repairing tyre walls ... each **1/9**

D'Alessandro Thread and Needle. 25 yards of linen thread on a card with triangular pointed sailcloth needle ... ... card **1/3**

Dunlop Sprint Outfit. Contains all the necessities for repairing tubular tyres including tread stopping ... ... tin **6/6**

Constrictor Repair Outfit. All you need for tub. punctures and repairs to Constrictor wired-on tyres and tubes ... ... tin **3/–**

Clement Base Tape. A rubberised tub. chafing tape for renovating any Continental road tyre ... ... each **2/6**

Dunlop Sprint Patches. Very thin for repairing light tubes. Pkt. **8d.**

Dunlop Tread Stopping. A special compound of black rubber in plastic form for filling cuts in treads ... ... tube **5d.**

Dunlop Proofing Solution. For waterproofing the walls of tubs., etc. (not advised for use on silk fabric tubs.) ... ... tin **2/–**

Montex. A pure latex rubber dressing for tub. walls ... jar **2/6**

Clement Mastice. Secures tubs. with rubberised base tapes to sprint rims ... ... tin **2/6**

Dunlop Rim Cement. A powerful tyre to rim adhesive but not suitable for Continental tyres with non rubberised base tapes ... tin **3/6**

Dunlop Tacky Tape. Double sided for fixing any road tub. to a sprint rim ... ... roll **3/1½**

Jantex Tacky Tape. For fitting road tubs. to sprint rims roll **2/7**

N.B. Do not use above tyre cements with Continental tubs. having cotton base tapes. Dunlop or Jantex tapes may be used on the road but shellac or knotting is essential for track use.

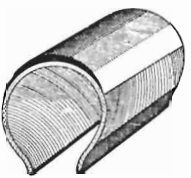
"WIRED-ON" TYRES

CONSTRICTOR

Hand made tyres produced like top class tubulars, with treads fixed by cold processes to the walls which thus retain full resilience. Not designed for utility riding but light and easy running. Four types:—

Brillani. An 11 oz. tyre, as the Supalatti illustrated below, but with a Continental tread of fine rib design extending well down the side. Fast and stable, in 27″ only **38/–**

Supalatti. Weighing only 11 ozs., this is the lightest cover available and as can be seen from the illustration is of narrow section. The tread is of Continental make of fine file pattern. Suitable for racing. 27″ only **36/–**



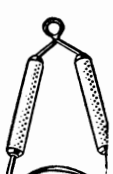
Asp. A 14 oz. tyre with deep file pattern tread well built up in the centre. In 26″ and 27″ **30/–**

Adder. Similar to the Asp but more robust, weighing 16 ozs. The file tread is wider and has more meat on it. 26″ and 27″ **30/–**

INNER TUBES

CONSTRICTOR Non Blister. Guaranteed not to blister this tube is made from a very hard rubber. Fitted with a French valve, it is recommended for use with deep-welled Constrictor rims. 26″ or 27″ **8/–**

TYRESAVERS



CARLTON. The Carlton Tyresaver is an ingenious device which removes nails, glass, or flints. As the wheel turns, the nail or flint comes into contact with the Tyresaver and is pulled out within a few seconds of its entry into the tyre, before it is able to penetrate to the tube.

"CC" Lightweight anti-splash guard ... each **2/–**
"C" Racing (illustrated) ... ... ,, **1/6**
"CL" Ultra-light Racing (single arm) ,, **1/6**
"M" or "R" for use with guards ... ,, **2/–**

WATCH CLIPS

TERRY. The time triallists' friend. Clips a watch to the handlebars where it is in constant view. Will accept most sizes and hold them securely. Chrome plated spring steel clip **4/6**

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