



HOLDSWORTH

121, LENNARD ROAD
BECKENHAM
KENT

Dear Reader,

A new bike—what a joy! You must have it just right though—you'll miss a deal of pleasure if you don't.

All Holdsworth cycles are built at my Putney workshops—you can have any frame design you fancy—all my expert builder wants is full and exact details.

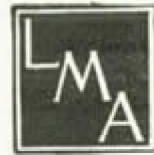
To the less experienced my own 30 years' cycling knowledge is at your service. Drop me a line about any knotty point. Ask as many questions as you like. I want to help you get that perfect cycle.

Remember a Holdsworth cycle is a real thoroughbred. See one at any of my depots or agents. I am really proud of them and I know that you will be of yours.

Yours faithfully,

W. F. Holdsworth

A Founder Member
of the



Lightweight Manufacturers
Association.

W. F. HOLDSWORTH

121, LENNARD ROAD BECKENHAM - KENT

PHONE

SYDENHAM 4461

Sale Shops and Show Rooms.

132, LOWER RICHMOND ROAD
PUTNEY

59-60, CHALK FARM ROAD
CAMDEN TOWN

Holdsworth's Provincial Depot

185, MARKHOUSE ROAD
WALTHAMSTOW

5, THESIGER ROAD
PENGE

- 575, MOSELEY ROAD, BIRMINGHAM

WHEN ORDERING YOUR MACHINE

THE FOLLOWING WILL BE FOUND USEFUL :—

FRAME SIZE

for crank length and saddle.

This is arrived at by deducting 10 inches from your inside leg measurement. Example : if you have a 32 inch measurement, a 22 inch frame will be found most suitable. The 10 inch reduction is needed

SADDLES

Springy saddles are more comfortable for touring and easy riding, especially with flat handle bars. REMEMBER a comfortable saddle means a lot.

Narrow and firm saddles with very little springs are most suitable for fast riding with dropped handlebars, they enable all the riders' push to be put into the right place.

TYRES

satisfaction. Tubulars are recommended for very fast work and, of course, for racing.

Select the lightest possible for your needs. Many good specifications are spoilt by the fitting of heavy tyres. Roads are, in the main, excellent and punctures are few. Light tyres will give every

GEARS

on grass 72 in. to 81 in. It is a matter of personal choice between a derailleur or hub gear.

If your choice is for a fixed wheel, by all means have normal gear say 67 in. for general use with $6\frac{1}{2}$ in. cranks, for road racing from 75 in. to 85 in., and for path racing on good cement from 85 in. to 95 in..

HANDLEBARS

DON'T make the popular mistake of having a long forward extension. It is far better to have a bar going fairly well forward, this gives more positions on the bar itself and gives you more control over the machine.

A slightly dropped bar is most suitable for general use. Be careful to choose one which has a good "top" position. Flat bends are ideal for touring when time is no object.

BRAKES

Hub brakes are excellent and strongly advised for touring.

With a fixed wheel, generally speaking, one is enough. Fashion shows the front to be more popular but it is a matter of choice. Two brakes should always be specified if a free wheel is intended.

FINISH

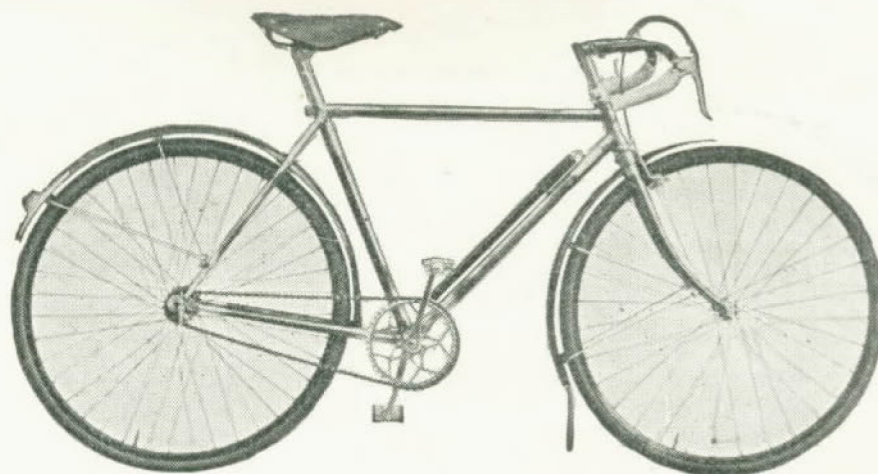
This is entirely a matter of personal opinion. A coloured machine looks nice, but an "all black" is recommended for touring and hard everyday use.

SADDLE POSITION

Straight pins are most popular, they give a rider the position most usually desired. "L" pins and curved pins are only really suitable for path racing.

RIDE THE "HOLDSWORTH" WAY.

THE SHAWBURY



Introduced as an example of Quality combined with Economy. The result is far and away the best value cycle that money can buy for 1936. Clubmen will appreciate the possibility of owning a Holdsworth "thoroughbred" at a low cost.

SPECIFICATION

ALUMINIUM
Saves 1½ lb. weight
Costs 14/6 extra
(See page 15)

FRAME.

The lugs are specially angled, to effect easy running. Reynolds "A" double butted special 19/22 tubing. Straight brazed-up taper seat stays. Forward opening drop outs. Pump pegs, reflector and mudguard eyes. Brampton solid cast lugs throughout, the tubing is carefully mitred, and brazing takes place in Holdsworth's workshop, under the the best conditions imaginable.

CHAINWHEEL AND CRANKS

Williams chromium plated 5-pin 44th detachable chainwheel set, with 6½" cranks. ½" x ⅝". Chain line 1½".

PEDALS.

Brampton mark 1 1936) race pedals. Chromium plated.

CHAIN.

Coventry ½" x ⅝" snap fastening.

HANDLEBAR & EXTENSION.

Marsh level-grip black bends on 1" extension, chrome plated, adjustable clip. Rubber grips.

SADDLE.

Holdsworth B17 design saddle.

HUBS.

British race hubs, double-cog.

WHEELS.

Dunlop Endrick light 23-gauge, black rims, 26 x 1½". "Worthy" built with best quality black spokes.

TYRES.

Dunlop black "Champion" tyres and tubes.

BRAKE.

Latest 1936 Webb caliper, bolt-on. Chrome plated.

MUDGUARDS.

Bluemels black Featherweight celluloid, spearpoint.

GEARS.

Two "Holdsworth" fixed cogs.

EQUIPMENT.

Bluemels black pump, White safety-flap and reflector combined.

FINISH.

Finished in three coats finest Black on rust-proof foundation. With a chromium plated crown the finished model is a striking example of what can be supplied at a low price.

£6/15/0

Cash, or Easy Payments

DEPOSIT **20/-**

Twelve
monthly
payments of **11/3**

THIS MODEL ALSO MADE IN
LADIES OPEN FRAME DESIGN.

£6/15/- Deposit **20/-** 12 payments of **11/3**

THE UPRIGHT TYPHOON



Following the past season's heavy demand for the upright design, new plant and new methods now enable us to produce this elegant model at the low price of **£7 17s. 6d.**

Nothing like it at the price has been catalogued before, and to those riders who are in contemplation of a new mount, we can recommend the model to entirely satisfy, being without comparison in the "value for money" class.

SPECIFICATION

HIDUMINIUM
Saves 1½ lb. weight
Costs 14/6 extra
(See page 15)

FRAME.

Seat tube is set at an angle of 70 degrees. Solid cast lugs, with wide drifted profiled "D" section cast crown.

Reynolds' 19/22 butted tubes. Straight brazed up taper seat-stays. Fluted chain stays. "Russ" pattern fork blades. Solid fork ends, front and rear. Brazed on adjustable lamp bracket, reflector and mudguard eyes, and pump pegs.

All lug work fish-tailed and feathered down. 12" straight chrome seat-pin. Brampton fittings throughout.

CHAINWHEEL & CRANKS.

Williams C.34 chrome chain-wheel set. 46th or to order. 6½" cranks, with detachable 3-pin right-hand crank, allowing chain-wheels to be changed easily and quickly.

PEDALS.

Brampton mark "10" 1936 pedals, or Phillips "Grande Vitesse"

CHAIN.

Coventry Roller chain ½" x ¼".

HANDLEBAR & EXTENSION.

Chrome plated S. Highgate bend on adjustable clip, with Holdsworth 1936 Pathgrip.

SADDLE.

Brooks' B.17 champion saddle (Narrow, Standard or Sprinter).

HUBS.

Bayliss Wiley chrome plated 9/10 narrow barrel race hubs, double-cog, fixed cones, absolutely reliable. Or Brampton Race hubs.

WHEELS.

Are genuine Holdsworth built 23-gauge black Endricks, with best black double butted spokes. Rims 26x1¼". Tyres: 26x1¼".

Dunlop Black Sports or John Bull Black Speed.

BRAKES

Black "A" Resilion brake to rear, or Phillips' latest Agrippa calliper (bolt on).

MUDGUARDS.

Bluemels' White Featherweight guards with Hiduminium stays (4 ozs. less to carry), Black guards if required.

GEARS.

Two fixed cogs. 66 and 74 or choice.

EQUIPMENT.

Wing-nuts, Bluemels pump, reflector, combined with safety flap. Tecaletit lubrication.

FINISH.

Genuine rust-proofed by positive process, and brushed and stoved four coats, Ruby Red. Front fork ends and crown chrome plated.

£7/17/6

Cash, or Easy Payments

DEPOSIT **20/-**

Twelve
monthly
payments of **13/5**

Approx. Weight 27½ lb.

WITH SPRINTS £9 0s. 0d.

Tabucchi Maple Rims. Constrictor "Viper," Tabucchi "All-Rounder" or Dunlop Tubulars. No Guards.

TORNADO



SPECIFICATION

HIDUMINIUM

Saves 1½ lb. weight

Costs 14/6 extra

(See page 15)

FRAME.

20", 21", 22" or to order. Made from Reynolds High manganese Aircraft double butted tubing. 20-24 seat tube s.b. 22-24 top tube. 20-24 down tube. 20 gauge head tubing.

Wheelbase 41½". Bracket Height 10½". Top tube 21½".

The ¾" round taper chain stays of 20 g. are designed to the greatest possible degree of rigidity, allowing maximum wheel clearance; there is no fluting, flattening, etc., of the chain-stays, all the tubes are perfectly round and straight.

The plain ½" round seat-stay is quite exclusive, and stiffens the back triangle beyond belief.

FORKS.

Fitted with the exclusive Australian Fork with a special rake and set, giving the utmost resilience and greatest strength.

CHAINWHEEL.

Williams chrom. C.1,000 racing set 44T, 3-pin fixing chain-wheel.

PEDALS.

Brampton solid centre Race pedals chrom. plated. "Boa" or B.S.A. quill pattern to order.

CHAIN.

"Coventry Elite" with spring clip fastening, the best cycle chain.

HANDLEBAR & EXTENSION.

H/Bar extension. Best light-weight welded design patent No. 340856, clip fitting. Bend. Shallow Highgate 15" wide or to order.

GRIPS.

Constrictor Antishock 5" or 7" or Shockstops to order.

SADDLE.

B.17 Narrow saddle. B 18. Lycett Aero Dural or Terry C.T.C.

WHEELS.

Bayliss Wiley feather-weight or Blumfield High Carbon hubs, D.G. chrom. plated. Coventry Swaging Co's best spokes and nipples with Dunlop 26" or 27" High Pressure Rims. Light-weight wing-nuts.

TYRES.

Dunlop High Pressure.

BRAKE.

Rear Resilion Cantilever Model "A" or Cyclo End-to-End as used by "Oppy."

MUDGUARDS.

Bluemels white "No-weight" with separate front extension. All brazed on.

GEARS.

16-18 fixed cogs, and lock rings, giving gears of 63-71.

FINISH.

Flamboyant on Nickel. Also in Black, Silver, Gold, Morocco Blue or Signal Red. Heavily chromed front fork tips and rear stay ends.

EQUIPMENT.

Bluemels "Sterling" pump. Box and Cone spanners. Prismatic reflector.

£10/15/0

Cash, or Easy Payments

DEPOSIT 20/-

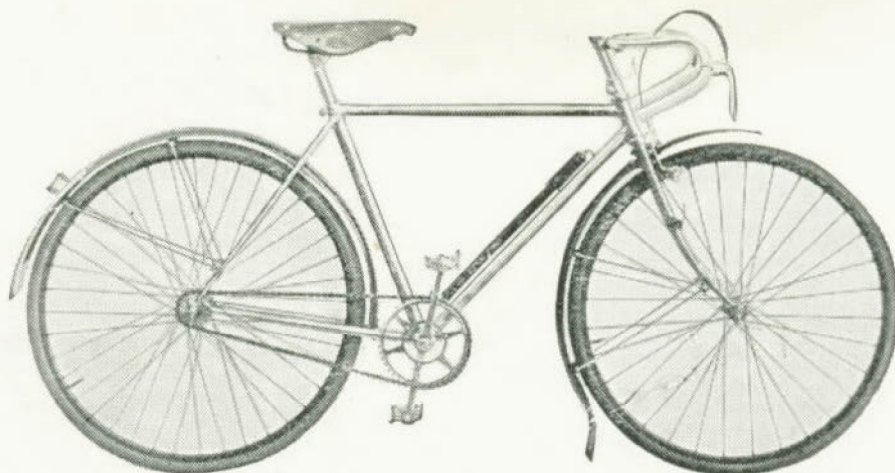
Twelve
monthly payments of **18/11**

Approx. Weight, 22½ lbs.

This Cycle can be produced specially lightened down to 14½ lbs. Sprints, no guards or brake.

£13 13s. 0d.

THE CURLEW



Built to the standard seat-tube angle of 68 degrees, this model is intended to interest those who find the upright design does not suit them.

SPECIFICATION

HIDUMINIUM
Saves 1½ lb. weight
Costs 14/6 extra
(See page 15)

FRAME.

Solid cast Brampton lugs are used, carefully filed and cut away. Round section front forks of 2½" rake, make a distinctive design, and give great lateral rigidity. Wheel-base 42"

This model will appeal to the experienced clubman! High Manganese or Chrome Molybdenum used throughout! Brampton lugs finely filed down. Reynolds tubing 22/24 gauge, or Chrome Molybdenum, Brampton fittings in chrome throughout. Solid front and rear fork ends (forward opening). Mudguard eyes, pump pegs, lamp bracket, all brazed on.

CHAINWHEEL & CRANKS.

Williams C.34 3-pin chrome chain-wheel set. 44 × ½ × ½", with 6½" cranks.

HANDLEBARS & EXTENSION.

1" adjustable extension (or to order).
15" Shallow Highgate. Chrome bends.

HUBS.

Bayliss Wiley Narrow barrel race hubs.

RIMS.

23 gauge Chrome plated Endrick rims, by Dunlop.

WHEELS.

"Worthy-well-built" transfer guaranteed.
Best quality spokes only used.

SADDLE.

Brooks B.17 Narrow saddle.

PEDALS.

Webb quill pattern solid centre pedals,—plenty of room.

CHAIN.

Renolds Roller chain. ½ × ⅝".

GEARS.

"Worthy" Cogs and lock rings.
Bayliss Wiley wing nuts.

BRAKE.

Tabucchi Dural bolt-on front brake.

TYRES.

Dunlop 26" × 1¼" Sprite tyres, or John Bull Firefly.

EQUIPMENT.

Bluemels Black Pump, and reflector with safety flap.

FINISH.

In Black, Green, Silver, Fire Red, Blue, Yellow, or Purple enamel,—best quality, three coats on rustproof foundation. Front fork tips and fork crown heavily chromed,—a plating that will not peel.

£8/19/6

Cash, or Easy Payments

DEPOSIT **20/-**

Twelve monthly
payments of **15/6**

Approx. Weight, 23 lbs.—Steels as above.

WITH SPRINTS £10 13s. 0d.

EASY PAYMENTS, Deposit 20/- and twelve of 18/9

Tabucchi maple Rims. Constrictor "Viper," Tabucchi, "All-Rounder" or Dunlop Tubulars. No guards.

THE STELVIO TOURER.



This model is absolutely ideal for week-ending, camping, touring and European or Abyssinian mountaineering. The special "Quill" pannier carrier can be fitted to brazed on lugs, when building, and is then easily and quickly detachable. **5/6 extra.**

SPECIFICATION

HIDUMINIUM
Saves 1½ lb. weight
Costs 14/6 extra
(See page 15)

FRAME.

Frame size to order,—designed to ride easily over the worst roads, oversize tyres giving balloon effect. This is a Continental tip, and has been much sought after. Plenty of clearance is allowed, and it is built throughout of Reynolds' 19/22 gauge Aircraft tubing, 20-gauge head-tube, and 19-gauge fluted chain-stays. The front forks are specially stiffened, and their "D—round" section is 18/21-gauge.

The Brampton lugs are considerably lightened to the "W.F.H." cut-out design. Brampton races, and Hoffman balls, with 12" straight seat-pillar, complete. A fine touring frame! All brake-work fittings and mudguard eyes are brazed on.

CHAINWHEEL & CRANKS.

C.34 set by Williams, amply respond to the lightest touch, and the chain-wheel is easily detachable.

CHAINS.

Renold improved roller. Ideal for hard wear, with clip fastening.

WHEELS.

26" x 1¼" or 26" x 1⅝". Endrick or Westwood rims, 23 gauge, in black finish, with Sturmey-Archer rear hub brake. "Worthy-well-built" wheels with best English spokes, 14/16 butted rear, and 15/17 front.

TYRES.

Fort Dunlop, Roadster, or Sports in 26" x 1¼" x 1⅝", or 26" x 1⅝" x 1⅝"

SADDLE.

Brooks' B.66, B.75 B.17 champion or B.18 Roadster. Lycett's Aero Dural or Terry.

BRAKES.

Sturmey-Archer Rear hub brake, absolutely dependable. Strong front calliper brake, or Resilion. If desired, a front hub brake can be fitted instead of a rim brake!

HANDLEBAR & EXTENSION.

19" "W" flat bend, celluloid covered, give the wrists an ease and the hands a free-ness that has to be experienced to be believed.

GRIPS.

5" or 7" Constrictor Anti-shocks.

GEARS.

Cyclo 3-speed with waterproof cable, all parts brazed on neatly,—an efficient and reliable gear. You can obtain practically any gears you require. We suggest as standard—52—65—75. Sturmey gears to order.

MUDGUARDS

Bluemels No-weight with front extension complete, all fittings brazed on.

FINISH.

Finest black enamel (Four coats) on positive rust-proof foundation. Tecalet grease system throughout!

EQUIPMENT.

Box and Cone spanner, Cyclo spanner, Pump, Reflector and White "Belisha."

£10/15/0

Cash, or Easy Payment

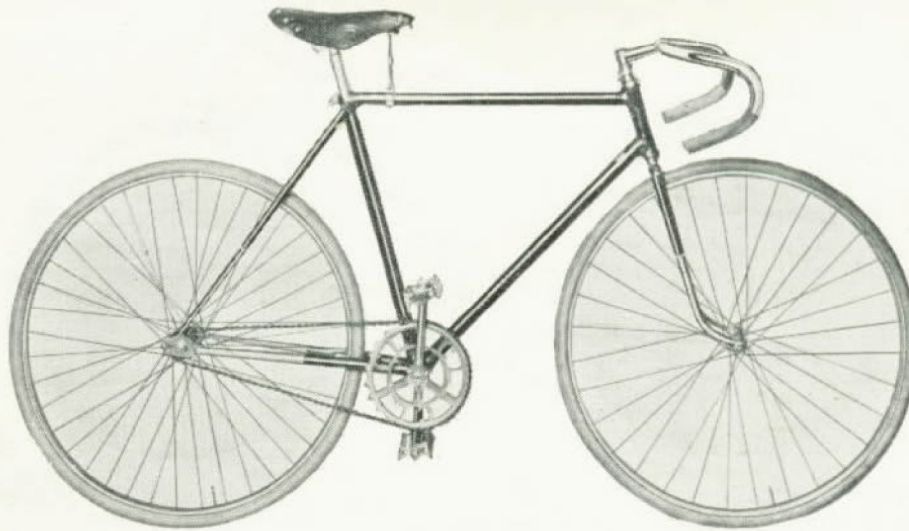
DEPOSIT **20/-**

Twelve monthly payments of **18/11**

CHATER or B.S.A. fittings throughout
£12 12s. Od.

EASY PAYMENTS, Deposit 20/- and 12 payments of 22/6

CYCLONE (PATH ROAD)



Built either for exclusive Path work with specially long draw back fork-ends or dual Path/Road with forward drop-outs, this machine is the real "gocds," every ounce being utilised for propulsion. As used by several of the fastest men in the country and by an English representative at the World's Championships, 1935.

SPECIFICATION

HIDUMINIUM
Saves 1½ lb. weight
Costs 14/6 extra
(See page 15)

FRAME.

Special H.M. Aircraft Tubing (or Chrome Molybdenum), built into solid cast Brampton lugs expertly cut and feathered. Seat tube angle to ground 73 degrees. Russ pattern front forks, 2" rake, ½" round. Fine taper seat stays and ¾" fluted chain stays. Solid front fork ends and special cut W.F.H. Rear ends, giving ample sliding adjustment (forward opening if desired) Wheelbase, 41". Bracket height 11½". Fork crown drilled for bolt on brake if required.

CHAINWHEEL AND CRANKS.

William C34 1" pitch by ½" or ⅝" or ¾" by ⅝" chrome.

WHEELS.

"Worthily-well-built" 26" or 27" with Bayliss Wiley narrow barrel race hubs into Tabucchi 13 mm. Rims. or Dunlop High Pressure. Track nuts fitted.

TYRES.

26" or 27" Dunlop No. 3 Tabucchi "Grass" Constrictor "Zone."

SADDLE.

B.17 Narrow or Sprinter, Mansfield Ormond.

PEDALS.

"Webb" Quill design with solid centre, a good pedal with plenty of room.

CHAIN

Coventry Elite 1" x ⅝" or ⅝" or ¾" x ⅝".

COGS.

"Worthy," Trusty and True, or Villiers.

HANDLEBARS and STEM.

"Bulla," "Sibbit," "Bailey," etc., on specially built 1", 2" or 3" extension chrome with Holdsworth "Path-Grip."

SEAT PILLAR.

Special H.M. light steel.

FINISH.

Coslettised frame and forks finished Silver Gold, Flamboyant. Chrome tips and ends.

FOR ROAD WORK.

(Supplied only when H.P. Tyres and ½" x ⅝" chain is selected).

BRAKE.

Tabucchi Dural Brake.

MUDGUARDS.

Bluemels No-weight.

£10/10/0

Cash, or Easy Payments

DEPOSIT **20/-**

Twelve
monthly
payments of **18/5**

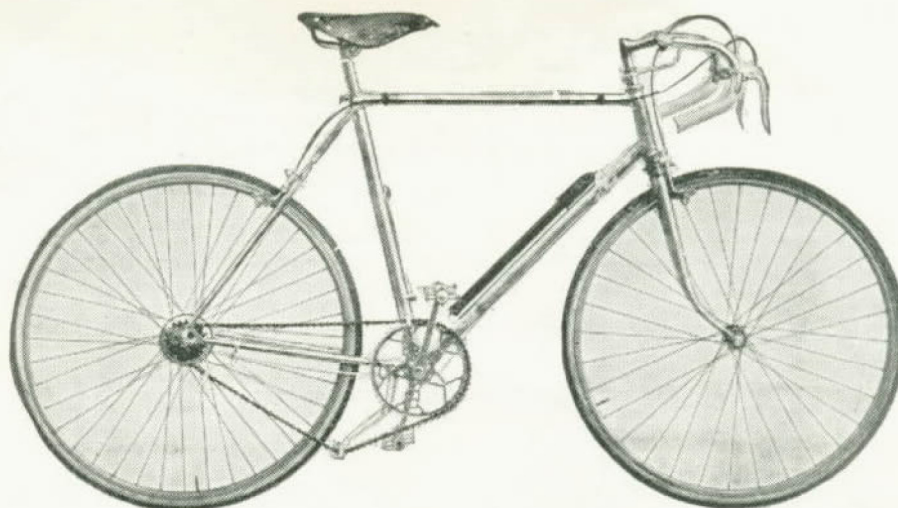
Approx. Weight, 19 lbs.

CHATER or B.S.A. fittings throughout

£12/12/0

EASY PAYMENTS, Deposit 20/- and 12 payments of 22/6

OLYMPIC



Memories of Donington Park and the spectacular Frenchmen carrying all before them. This new "Olympic" model is based upon the latest up-to-date Continental designs. In the following specification you will find much that is new to the British game. The possession of one of these machines will definitely stamp you as an up-to-the-minute connoisseur of the fastest and best in racing "irons."

SPECIFICATION

FRAME.

22" with 22" top tube. Bracket 11 $\frac{1}{2}$ ". Seat tube at 78 degrees with the ground. Parallel head tube. Wheelbase 41 $\frac{1}{2}$ ". B.S.A. drop forged wide pattern crown giving ultra-adequate clearance. Plain seat and chain stays. H.M. or Chrome Molybdenum Tubing with solid cast lugs, which have been delicately feathered down. B.S.A. or Chater Lea fittings.

CHAINWHEEL & CRANKS.

Genuine B.S.A. set, chromed.

CHAIN.

Coventry "Elite" $\frac{1}{2}$ " x $\frac{1}{8}$ ".

WHEELS.

27" Built by Holdsworth in Bayliss-Wiley Featherweight (14 $\frac{1}{2}$ oz.) hubs. Tabucchi Maple rims.

TYRES.

Dunlop No. 3, Constrictor "Viper," Tabucchi "All-rounder" tubulars.

SADDLE.

Brooks B17 Champion (Standard, Narrow or Sprinter) or Mansfield Ormond.

BRAKES.

Two Tabucchi Duralumin featherweight calipers.

HANDLEBAR.

Reynolds heavily-chromed any design on genuine Chater-Lea right-angle extension.

GEAR.

Simplex latest "Super Improved" racing derailleurs, giving any desired ratio. Wheel easily removed and replaced.

PEDALS.

Genuine B.S.A. heavily chromed.

FINISH.

Coslettised and finished in Continental Blue with panel effect in Red. Your own Club Colour bands on seat-tube. All usual parts heavily chromium plated, including fork and stay end tips.

£15/15/0

Cash, or Easy Payments

DEPOSIT 40/-

Twelve
Monthly
Payments of **26/10**

Approx. Weight 21 lbs.

**Brampton fittings, Williams C1000 Chainwheel
and cranks, Webb solid centre pedals
£13/13/-. Deposit 40/- 12 payments of 22/10**

LADIES' MODELS

THE ZEPHYR

This is a Special Diamond Frame Model Built Especially for the Lady who desires a Speedy Machine. The Frame is Modelled on a Machine used by Mrs Holdsworth and has given every satisfaction both as regards Easy Running combined with Ideal Position.

HIDUMINIUM
Saves 1½ lb. weight
Costs 14/6 extra
(See page 15)



Similar Equipment as Tornado (See page 5) (including High Pressure Rimes and Tyres) and also including Two Resilion Brake.. .. **£10 15 0**

THE TYPHOON

An open frame machine with upright design including Russ-pattern front forks, and Rear Resilion Brake.

HIDUMINIUM
Saves 1½ lb. weight
Costs 14/6 extra
(See page 15)



This machine is definitely a stride forward in Ladies design and will be the envy of all your club-members **£7 17 6**

THE SHAWBURY

Same specification as Gents, but open frame **£6 15 0**

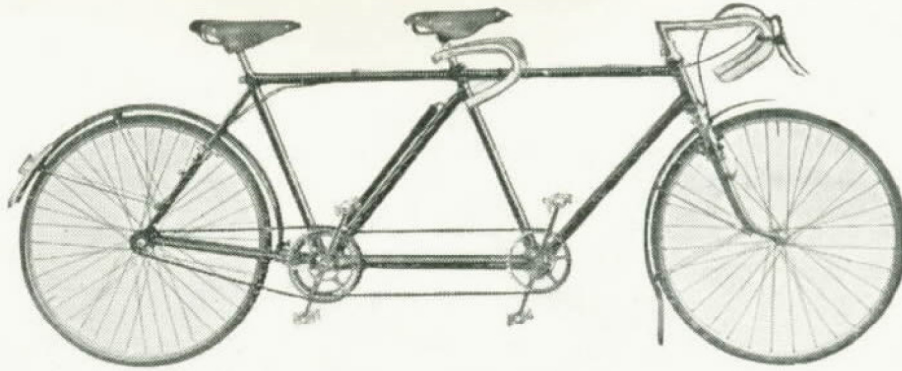
**Full specifications or suggestions
willingly submitted on application.**

**PUTNEY
RACE.**

"TRUE BLUE" TANDEM.

1½" CHAIN LINE.

(Registered Design No. 806077)



Mind the "30" signs with this Job!!

Fast, balanced and elegant, there is no doubt that the design of this tandem will be eagerly discussed. It has that great advantage, from the racing standpoint, of 1½" chain-line. This allows cycle hubs to be used, reduces weight, wind resistance and actually increases the "boiler room" output by destroying that treadmill effect so apparent when "all out." The rear rider is more over the bracket centre, and is more comfortably situated.

SPECIFICATION

FRAME.

Reynolds best quality "A" butted tubing, throughout, 18 gauge down tube, 20 gauge "drainpipe." Brampton lugs carefully filed down and cut away. "W.F.H." special Tandem crown with Russ pattern "D to round" blade. Wheelbase, 64". Note the weight, and bear in mind that nothing has been sacrificed in strength. Note the sturdy forward opening rear ends, lug work, and general finish. Bright parts chrome plated.

CHAIN WHEEL & CRANKS.

Williams 3-arm 40, 40, 48th with 6½" cranks or to order.

WHEELS.

B.W. No. 10 hub D.G. front and rear, built with Black 26" x 1¼" Endricks, and 12/14 S.B. spokes. Worthy cogs and rings—any sizes.

TYRES.

Dunlop Black Road Racing. 26" x 1¼".

BRAKES.

Resilion "A" Cantilever brakes front and rear.

MUDGUARDS.

Bluemels' Black Featherweight with front extension.

PEDALS.

Brampton Universal Race, Chromed.

CHAINS.

Coventry roller ½" x ⅜".

SADDLES.

Holdsworth B.17 design—"Champion" leather top.

HANDLEBARS.

17", Shallow Highgate front and "Speen" 18" rear. Chrome plated on 2" or 3" extension. Or Shirley in Chrome.

GRIPS.

Holdsworth pathgrip sleeving.

EQUIPMENT.

Reflector, Pump and tracknuts.

FINISH.

Black or Coloured Enamel. Gold or Silver finish. 7/6 extra.
The whole frame positively rustproofed.

£15/15/0

Cash, or Easy Payments

DEPOSIT £2

Twelve monthly
payments of **26/10**

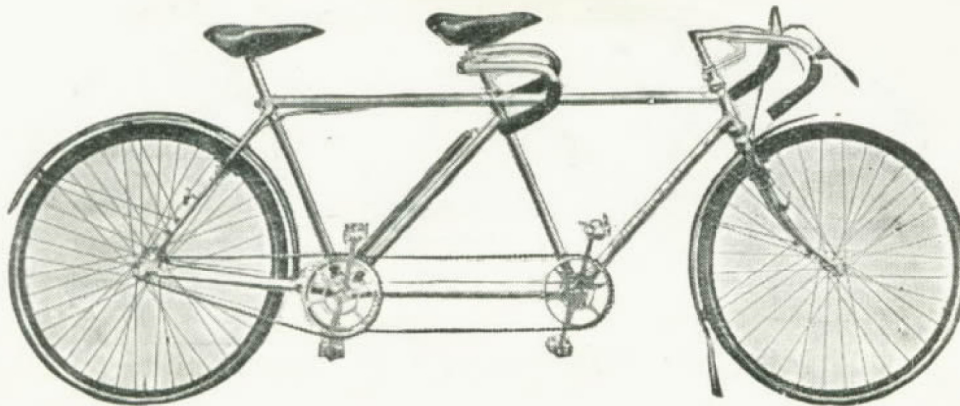
Approx. Weight, 44 lbs.

With Cyclo 3-Speed £17/1/0

EASY PAYMENTS

Deposit **£2/0/0** 12 monthly payments of **29/4**

DOUBLE DIAMOND ROAD RACE TANDEM



The Clubman's joy. A really "nippy" job for the lads who know. All lugs lightened and brazed-on fittings. Weight 47 lbs.

SPECIFICATION

FRAME.

Wheelbase, 63 $\frac{1}{2}$ ". Top tubes, 21 $\frac{3}{4}$ ", built of Reynolds best quality "A" double butted tubing throughout. Brampton fittings cut away carefully, this tandem is all that can be desired for racing.

Look at the weight and bear in mind nothing has been sacrificed in strength. At the figure this new arrival demands admittance to the finest value class on the market. Note rear fork ends, "W.F.H." special design, note the lug work, and general finish.

Chromium finish to bright parts.

CHAINWHEEL & CRANKS.

Williams 3-arm chromium plated chain-wheel set, 44, 44, 46 \times $\frac{1}{8}$ ". 6 $\frac{1}{2}$ " cranks. 'Worthy' Cogs and rings any sizes.

WHEELS.

Endrick rims 26" \times 1 $\frac{1}{4}$ ", built with 13-15 gauge spokes. Brampton Hubs.

TYRES.

Dunlop Speed, 26" \times 1 $\frac{1}{4}$ ".

BRAKES.

Two Resilion "A" Brakes.

MUDGUARDS.

Bluemels white "Featherweight."

PEDALS

Brampton Universal Race, chromium plated.

CHAINS.

Coventry, $\frac{1}{2}$ " \times $\frac{1}{8}$ ", front and rear.

SADDLES.

Holdsworth B17 design "Champion," leather top.

HANDLEBARS.

Front, 17". Triumph bar on 3" extension, chromium.
Rear, 17" Speen bend on seat pillar clip, chromium.

GRIPS.

Holdsworth sleeve grip.

EQUIPMENT.

Reflector, Pump and Track Nuts,

FINISH.

Black XXX or plain colour enamel and rustproofed.

£14/19/6

Cash, or Easy Payments

Deposit **£2**

Twelve
monthly
payments of **25/5**

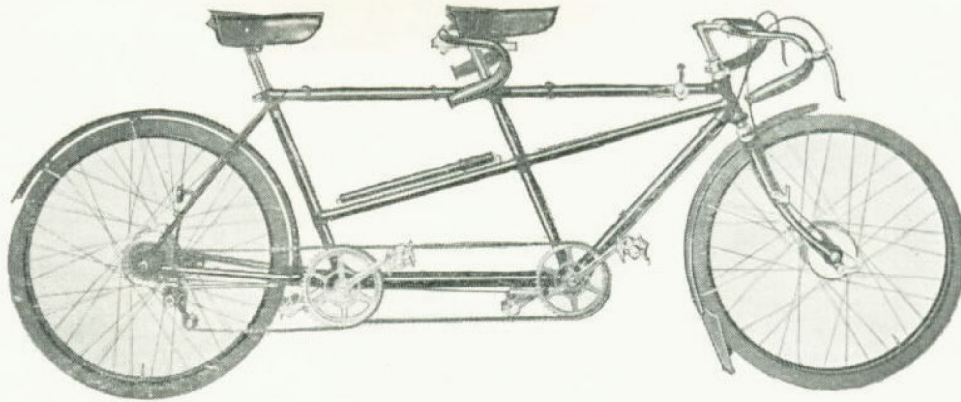
EXTRAS.

Gold or Silver Finish 7/6

Chrome Front Ends 6/6

Chrome Back Ends 6/6

No. 2 TANDEM



Acknowledged the best 1935 model,—it's amazingly easy and silky running will ensure great favour for this model in 1936. Absolutely the finest value that money can buy in Touring tandems. Ideally suitable for Club riding, sound in build and equipment. LOOK at the specification :—

SPECIFICATION

FRAME.

Special design—as 1935. Wheelbase : 65 $\frac{1}{2}$ " or to order. Holdsworth unique rear ends.

CHAINWHEELS & CRANKS.

Special Williams 3-pin tandem set, direct drive. 6 $\frac{1}{2}$ " cranks. Chrome.

WHEELS.

"Worthy-well-built" transfer guaranteed wheels. 12/14 gauge. S. butted. English black spokes, with Dunlop 26" x 1 $\frac{1}{4}$ " x 1 $\frac{3}{8}$ ". Endrick Countersunk spoke hole rims, especially made to suit the hub brakes used.

HUBS & BRAKES.

The front hub is the peerless Sturmey Archer Tandem hub and brake. Smooth and efficient it is fitted with the famous "Torgue" arm to distribute the braking strain over the whole forks. The rear brake is the 1936 Super Cyclbrake 5" brake diameter : Cable-cum-rod action, no straining or broken cables can arise, and easy powerful braking action is assured. Will hold you safely on "1 in 4." Has the famous compensating spoke flanges, which make for a stiffer wheel, and is specially screwed for the derailleur 3-speed.

TYRES.

Dunlop Special tandem section. 26" x 1 $\frac{1}{4}$ " or 1 $\frac{3}{8}$ ".

MUDGUARDS.

Bluemels Featherweight, in black, with front extension in one piece. All eyes brazed on !

GEAR.

Cyclo 3-speed gear. 58-72-85 with water-proof control, and brazed on bracket.

CHAINS.

Coventry Roller chains. $\frac{1}{2}$ " x $\frac{1}{8}$ ".

SADDLES.

Terry Clubman or Holdsworth "Champion" leather top.

HANDLEBARS.

We fit 17" Marsh level bend on 2" or 3" adjustable extension to the front, and 18" ditto in "T" seat-pin clip to the rear. Both bars are celluloid covered. If different bends or clips are desired, we are only too pleased to supply.

FINISH.

Rustproofed by positive process and four coats special Black, giving a fine and very durable finish. All usual bright parts heavily chrome plated. Tecalet Grease force feed throughout. "The Lubricating system that gets there !"

£16/16/0

Cash or Easy Payments

DEPOSIT £2

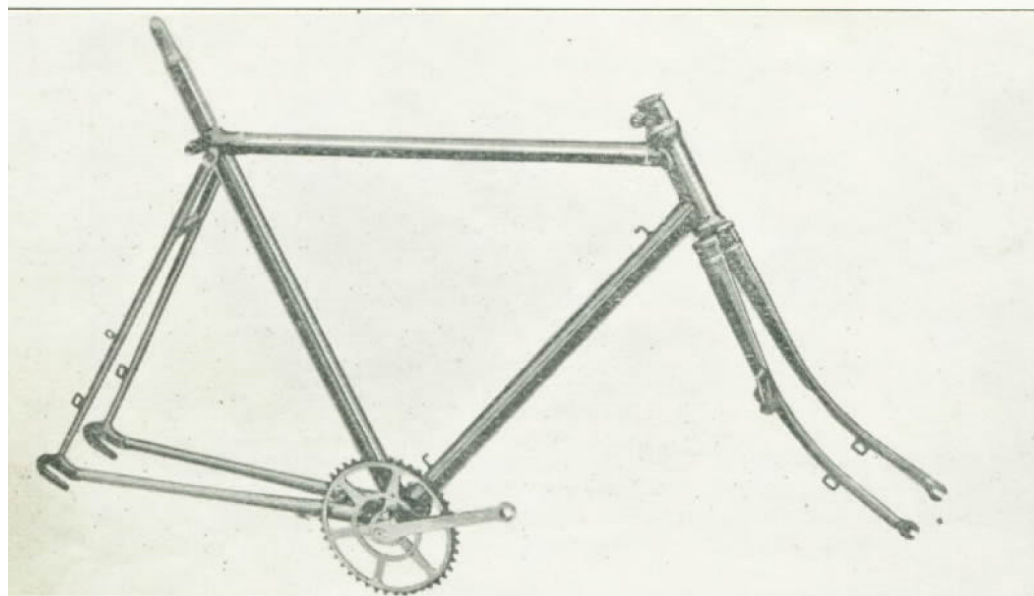
Twelve Monthly payments of **28/10**

Approx. Weight 47 lbs.

Fitted STURMEY "K.T." Hub £16/11/0
 „ Freewheel & Hub-brakes £15/10/0

FRAMES

WHEN a frame and forks only are required, I shall be pleased to supply. Such frames receive exactly the same attention as complete cycles.



Supplied complete beautifully finished with chromium plated head and bracket interiors, chain wheel, cranks and straight seat pin. Tecalemit grease lubrication throughout.

Special designs and specifications quoted for by return.

All have brazed on mudguard eyes, pump pegs, chain rest, reflector eye and detachable and adjustable Chater Lea fork lamp bracket. All frames built to order.

TYPHOON. Ladies or Gents	Cash	£3/15/-
STELVIO	"	£4/17/6
CURLEW	"	£4/19/6
TORNADO	"	£5/5/-
CYCLONE. Road, Path. Brampton	"	£5/5/-
CYCLONE. Road, Path. Chater Lea	"	£6/-/-
CYCLONE. Road, Path. B.S.A.	"	£6/5/-
STANDARD. Chater Lea	"	£5/15/-
STANDARD. B.S.A.	"	£6/-/-

Finishes are exactly the same as Complete Models by the same names and following is a list of extras :—

Chrome front fork tips where not included	6/6
Chrome rear stay ends, where not included	6/6
Chrome front forks complete, extra to chrome fork tips	6/-
Silver, Gold or Any Colour enamel finish, where black is standard	5/-
Flamboyant finish on heavy nickel plating, where enamel is standard	10/-
De Luxe Flamboyant finish on highly polished nickel plating. Any colour. A lasting finish of great lustre. Where Flamboyant is standard 20/- Where enamel	30/-

TANDEM frames and forks complete from **£10**, let me quote for your specification.

FORKS Only :—

	Black	Nickel plated ends and crown	All Nickel	Chrom. plated ends and crown	All chrome.
BRAMPTON	14/6	18/-	22/-	21/6	27/6
B.S.A.	16/-	19/6	23/6	23/-	29/6
CHATER	16/-	19/6	23/6	23/-	29/6

All prices include brazed on mudguard eyes.

Chater-Lea adjustable lamp bracket brazed on—**1/-** extra. Please state which side.

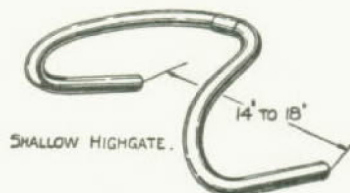
**HOLDSWORTH CYCLES are despatched from
my Works carefully packed in Crates.**

HANDLEBARS

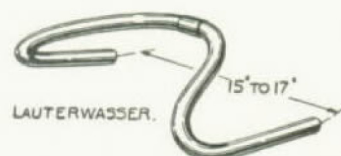
HERE are illustrations of the most popular bends to assist you in your choice. These bends are made specially for "Holdsworth" and are confidently recommended. We also supply Genuine OPPERMAN, Triumph, Sibbit, Bailey, Southall Special Bends and Anelay and Middleton Flats.



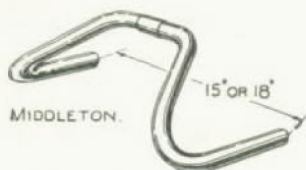
SHAWBURY



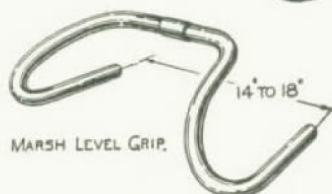
SHALLOW HIGHGATE.



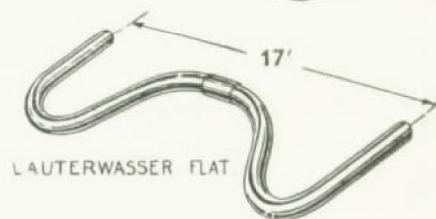
LAUTERWASSER.



MIDDLETON.



MARSH LEVEL GRIP.

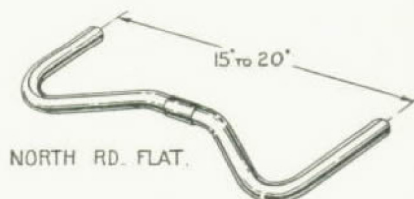


LAUTERWASSER FLAT

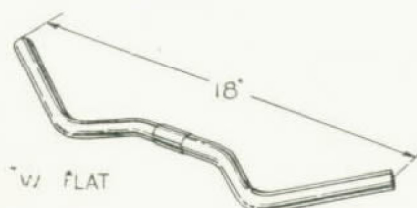


Improved
"SPEEN" BEND

15" wide, 5½" deep, 7" throw-forward. Note slight rise from centre



NORTH RD. FLAT.



"V" FLAT



Latest Bend
"BULLA"

An exact copy of the actual bend by the crack Continental Max Bulla.

HIDUMINIUM RR 56 WEIGHT SAVERS

This wonderful metal has definitely come to stay. It is quite as strong as steel and very much lighter.

Here is a special offer to enable you to fit Hiduminium to your new cycle.

The following five Hiduminium fitments will be substituted for steel on any model for an extra cost of only 14/6.

Handlebar	11½ oz.	Saving	12½ ozs.
Extension	5 ozs.	"	4½ ozs.
Seat-pin	4 ozs.	"	4 ozs.
Lamp-bracket	½ oz.	"	1 oz.
Wing-nuts (set of 4)	2 ozs.	"	2 ozs.

TOTAL WEIGHT SAVING 1½ lbs. !! EXTRA COST ONLY 14/6.

Carriage paid to any address in GREAT
BRITAIN and NORTHERN IRELAND.

GEAR TABLE

Number of Teeth on Chain-wheel	Number of Teeth Hub Cog	Diameter of Wheel.		
		26 in.	27 in.	28 in.
42	13	84.0	87.4	90.5
	14	78.0	81.0	84.0
	15	72.8	75.7	78.4
	16	68.2	70.8	73.5
	17	64.3	66.7	69.2
	18	60.6	63.0	65.3
	19	57.5	59.6	60.9
	20	54.6	56.7	58.8
44	13	88.0	91.3	94.8
	14	81.7	84.8	88.0
	15	76.2	78.5	82.1
	16	71.5	74.2	77.0
	17	67.2	69.8	72.4
	18	63.5	66.0	68.4
	19	60.2	62.5	64.8
	20	57.2	59.4	61.6

Number of Teeth on Chain-wheel	Number of Teeth Hub Cog	Diameter of Wheel.		
		26 in.	27 in.	28 in.
46	13	92.0	95.5	99.0
	14	85.4	88.7	92.0
	15	79.7	82.1	85.8
	16	74.7	77.6	80.5
	17	70.3	73.0	75.7
	18	66.4	69.0	71.5
	19	63.0	65.4	67.8
	20	59.8	62.0	64.4
48	13	96.0	99.7	103.4
	14	89.1	92.5	96.0
	15	83.2	86.4	89.6
	16	78.0	81.0	84.0
	17	73.4	76.2	79.0
	18	69.3	72.0	74.6
	19	65.7	68.2	70.7
	20	62.4	64.8	67.2



W. F. HOLDSWORTH is one of the founder members of the Light-weight Makers Association. This Association is composed only of actual manufacturers of Light-weight cycles. You can be certain, therefore that HOLDSWORTH cycles and tandems are made throughout in HOLDSWORTH WORKSHOPS.

Guarantee

I Guarantee that all Cycles and Tandems are built in my own workshops and are of first class design and made from the very best selected materials.

Should any defect which is due to faulty building appear in any machine within three years of date of purchase, which has not been caused by fair wear and tear, misuse, accident or neglect, I will make good such defect free of all charge.

I do not hold myself responsible for any consequential damage or expense which may arise from the result of defective material or workmanship.

It is understood that I accept no responsibility for fittings such as Tyres, Saddles, Brakes, Hubs, Chains, etc., which are usually the subject of separate guarantee from the makers.

W. F. Holdsworth

SEND FOR THIS BOOKLET

its

FREE



This Booklet is the most comprehensive list of all cyclists' requirements, whether for self or cycle, ever issued.

You cannot afford to be without a copy if you mean to make the best of your cycling.

Ladies have a special issue edited by Mrs. Holdsworth.