### The MARK of QUALITY



PROUDLY CARRIED BY THE 1958 RANGE OF

Holdsworth Cycles

### 5

### REASONS WHY YOU SHOULD SELECT

### HOLDSWORTH

- 1. Holdsworths are thoroughbreds—only the best materials, "531" or Kromo, and the best finishes used.
  - 2. Only first class labour employed—many have been with us for years, they are not "casual" in their work.
    - 3. Design—proved by the many championships—World, British, Empire and National—won on HOLDSWORTHS.
      - Consistent standards—it is only a combination of craftsmen and efficient plant, devoted solely to cycle frames, that can maintain the high standard required.
        - 5. The name "HOLDSWORTH" has stood for quality over the past 30 years—we are not going to let it down now!



This light and lively mount is constructed with Continental Lugs cut to an attractive design, brazed into Reynolds best "531" or A. & P. "Kromo" butted tubing. Oval to round Fork Blades, 23" rake, frame angles 73° head and 71° seat, and with Continental-type head fittings

type head fittings.
Equipment includes such world-famous items as Brooks B17 Saddle, Williams

C34 chain set, 27" x 1¼" Dunlop high pressure rims built on to British Hub Co.'s or Bayliss Wiley 9/10 hubs, Dunlop skin-sided speedy H.P. tyres and tubes, Perry chain and HOLDSWORTH'S famous "Allez" quill pattern alloy pedals, two British "G.B." alloy brakes, Maes or similar bends in popular steel or alloy stem, guards and pump, brazed on stops, boss for

gear, lamp bracket and pump pegs.

Finish in any colour, Flam, Lustre or Enamel to choice; hand-lined lugs, top eyes and crown. Head plate and complete set of transfers.

Complete cycle to this fine specification, including Tax £32.0.8

Or with Five-speed Simplex or Huret Tour de France or Benelux Gear

£34.8.3

HOLDS

# For Enthusiasts whatever Their "fancy" THE CYCLONE

FRAME SET £14-10-6



The design of this model is subject to specification according to whether it is mainly for Time Trials. Touring or Massed Start. We find that for T.T.s or Touring the average rider is best suited by a 22" to 23" frame with angles of 73° head and 71° seat tube combined with a 22½" top tube. for the taller rider the 24" frame has a 23" top tube whilst the man who requires a "short reach" model will find a 21" frame with a 21½" top tube and angles of 72° head and 73° seat tube the happiest combination. Massed Start riders usually prefer the 72° parallel design whatever their build.

Nervex Professional lugs are used and fluted wrap-over top-eyes with Agrati ends and gear hanger. Campagnolo self-centring ends are fitted for 10/- extra. Alatet head and Continental-type bottom bracket fittings complete the refinements of this specialist frame.

fittings complete the refinements of this specialist frame.

Finished in any colour Flam, Lustre or Enamel; lined or

lugs picked out: split band to seat tube.

Specifications for complete cycles will, of course, vary with the use to which it is proposed the cycle will be put, but we suggest that many will find the following specifications suitable:—

Williams C34, Dunlop HPs, BW. 9/10 hubs, two "G.B." brakes, "Allez" pedals, Maes bends, Brooks

B17. Bluemel guards and pump.

Complete cycle, as the above specification, including Tax £34.0.10



## For Nippy Massed-Start Riders - THE MONSOON

FRAME SET - £12 - 12 - 0

Low bracket and long back—giving stability—and the popular "box" design—72° parallel—produce a manoeuverable mount which is safe in the tightest bunch.

Best Continental ends with hanger also "ALATET" head fittings. Brazed-on fittings include cable eyes, brake system eyelets under top tube for exposed cables, gear lever boss.

In conformity with modern practice, NO pump pegs or lamp bracket boss are brazed-on.

Complete cycles with the HURRICANE specification as detailed overleaf.

and the best finishes used.

Only first class labour employe are not "casual" in their work.

Design—proved by the man and National—won on HOLDS\(^1\)

 Consistent standards—it and efficient plant, devote maintain the high standar

> 5. The name "HOL quality over the not going t



Complete Cycles, inc. P. Tax:

Single-speed .. £30 . 8 . 7

Five-speed ... £32 .16 .10

and with Campagnolo

Front Changer,

Ten-speed ... £35 . 9 . 3

have been with us for years, they

ionships—World, British, Empire

a combination of craftsmen to cycle frames, that can ed.

TH" has stood for 0 years—we are down now!

### For those who like to 'Mix-it' - THE ZEPHYR

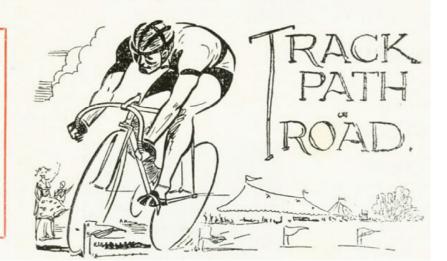
FRAME SET - £14 - 14 - 0

The 73° parallel angles, combined with round fork blades and exceptionally strong back, incorporating the W.F.H. heavy plate path ends and fluted wrapover top eyes, will meet all stresses found when "mixing it." Bare guard clearance is provided and crown is drilled for shallow pattern brake. Feather-weight bottom bracket assembly.

This frame design, with its specially cast crown and long 2" path ends, sacrifices nothing of its appearance to sturdiness.

Finish any colour Flam, Lustre or Enamel. Lugs picked out or frame lined. Split band on seat tube.

Purely Path Frames, similar to those on which National, British Empire and World honours were won, supplied to specification.





When introduced, this FRAME made an instant appeal and proved to be the most popular HOLDSWORTH.

Although offered at a figure below the price of any HOLDSWORTH since the war, the frame is an example of the skill of the specialist lightweight builder.

The world-famous Reynolds "531" tubing. Fancy-cut lugs. Oval-to-round fork blades in best Continental crown. All brazed-on refinements. "Box" design-72° parallel-produces a stable and nippy frame. Agrati rear ends with hanger.

FINISH. Rustproof foundation with any colour to choice. Flamboyant on Lustre with all Lugs picked out, or alternatively, at the same price: Flam on Lustre with contrasting head tube and head lugs only lined; Enamel or Lustre with contrasting head tube and all lugs Frame Set £10.10.0 lined; or, Enamel or Lustre with Chrome Head lugs. Completed by metal Headplate, transfer "Crest," bands to seat tube, script Signature and model name to top tube.

### Complete HURRICANE CYCLES with the following classy specification -

You can take your choice from the following models. With single speed; with Simplex Nylon roller Tour de France de-luxe five-speed; or the latter with the addition of a Campagnolo "Sport" Front Changer giving ten speeds.

Prices for complete Cycles, including Tax:-

Single speed and fixed cog £27:16:6 Five-Speed with Simplex Tour de France Gear £30:3:11 Ten-Speed with Campagnolo Front Changer, Simplex Tour

de France Gear and Double Chain Wheel ... ... ... £32:15:9 WHEELS .- Dunlop speedy High Pressure Rims with British Hub Company or Bayliss Wiley Hubs. Fitted with Dunlop opensided High Pressure Tyres.

CHAIN-WHEEL SET.—Williams (five and ten-speed models have 3/32" rings).

BRAKES .- The famous Weinmann alloy, with rubber Hood Grips. SADDLE.—Brooks popular BI5. Swallow with cut away sides for comfort.

BARS and STEM .- Maes alloy Bend, in steel or alloy Stem. Plastic taped Bars.

PEDALS.—Chromed rat-trap design.

GUARDS.—The latest vivid coloured celluloid guards in Red. Blue, White or Black, incorporating rear reflector.

PUMP.—18" (Continental size) for easy and rapid inflation.



### UNDOUBTEDLY is the WHIRLWIND

Produced for the rider who appreciates that only "The Best" is good enough, this frame is deservedly the most popular amongst leaders in the sport and pastime. You will become the most envied member of your club when you turn up on your new WHIRLWIND.

Made entirely to your own specification or to our suggested

design, the result of our unrivalled personal experience.

Built by men who take a pride in their work and who excel themselves when it is a WHIRLWIND – a "regardless of cost" job. Lugs are hand-picked and finished individually into the latest intricate design, a part of which can be seen on the frontispiece of this list. With the addition of first-class Continental "Stronglight" head fittings, attractive Bayliss Wiley Featherweight bottom bracket fittings and genuine Agrati ends, this frame has a perfection unsurpassed in the trade.

In the finish, here again, no expense is spared. Chrome Crown and Drop-outs, first-class Flam, Lustre or Enamel with bands, either the new multiple narrow split or a full six-inch, on seat tube. Contrasting colour head tube if desired, and any type of frame linings, whilst the lacy pattern of the lug-work is accentuated by hand linings.

Frame Set

£17. 17. 0



### **STANDARD SET**

Finished in Gold Lustre. Fitted with 26" Steel Endricks and Dunlop Speed covers.

£13.7.6

#### **EXTRAS**

Steel H.P. wheels and Dunlop H.P. covers, 18/3 Different colour enamel to match Solo frame, 7/6 Cear Hanger fitted for Simplex or Benelux, 3/6 Ditto for Campagnolo,

Mudguards for 26" or 27" Black or White Cell., 30/-Hub brake fitted to offside wheel - - - 52/6

Please state whether required with fixed wheel boss or for gear.

#### To assemble on Cycle:

Detach offside wheel and thread axle through rear triangle of solo machine from near side. Bolt through large ear on axle, spacer and rear end of frame. Repeat for other side and replace offside wheel bolting home axle stub.

Telescopic stays fit either side of seat clamp with long bolt supplied and clamp to small ears either end of axle. Fit chain and swing axle or adjust in rear ends to adjust tension.

Finally tighten all nuts, checking that wheels lie parallel to frame which must be vertical.



### TRICYCLE CONVERSION SET

enabling the cycle to be converted into a 3-wheeler in a few minutes

In ever-increasing numbers Clubmen are becoming "barrow boys." Apart from the multitude of "private owners" up and down the country, the all-male Tricycle Association now has around 400 names on its membership list.

The lure of the three-wheeler is something quite inexplicable. No trike man to whom we have spoken has yet produced an adequate answer to

the inquiry, "Why three wheels?"

We think the charm of the three-wheeler lies in the fact that it is different. A delightful new slant is given to a familiar pastime, new riding problems present themselves and the mere mastery of the technique of trike-riding does something to a fellow's ego. For although the acquisition of riding skill soon comes, it does not come all that easily.

BUT there were two bogies to be overcome by the cyclist proposing to join

the ranks of the tricyclists.

Firstly, the Cost Bogey. The price of the tricycle conversion set is but £13 7s. 6d., which includes Endrick rims and Speed tyres. This at once puts the pleasure of owning a "barrow" within the immediate reach of a great number of lads with a yen for this sort of wheeling.

Secondly, Parking Space. With practice the unit can be dismantled for stowing in the cubboard under the stairs, in a matter of a few minutes. But as the overall width is 28 inches from cone to cone, the trike will pais neatly

through most doors

Broadly speaking, the axle can be fitted to any type of bicycle frame, including those with track ends, which makes it a very versatile piece of

equipment.

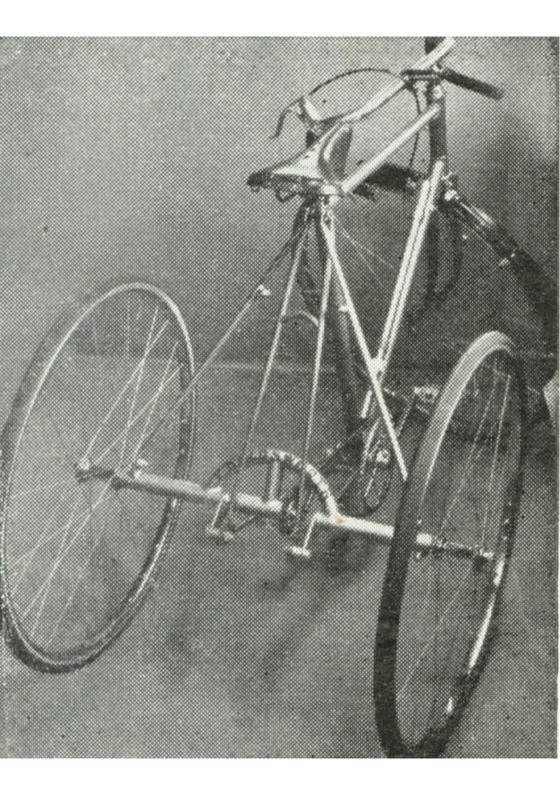
There are, however, a couple of points prospective trike men might bear in mind. The use of a bicycle with a low bracket is desirable to keep the centre of gravity low, and with stays of a minimum length to keep the drive relatively short.

A specially built tricycle usually has a bracket height of  $9\frac{1}{2}$  inches. When a conversion set is fitted to a bicycle, normal bracket height is automatically

reduced an inch by virtue of the axle's design.

A 72 head is best, and anything steeper is likely to prove tricky. The fitting of gears is easily carried out, and the Campagnolo, Simplex, Benelux, and Standard Cyclo with two-wire control, will work satisfactorily.





FRAME SETS quoted in this list include the best Continental or British Head and Bracket fittings (5/32" diameter bearings top and bottom) all as available. Seat pillar, adjustable lamp bracket and usual brazed-on fittings as applicable to the model. N.B. standard sizes as listed 21" - 25". Please advise, when 22" or under, whether short reach measurements (see Cyclone) are required. Normal sizes have  $22\frac{1}{2}"$  top tube, 24" and over, 23" top tube.

#### TUBING

ALL HOLDSWORTH'S frames are built from BEST BRITISH TUBING—Reynolds "531," the High Carbon Steel, or "KROMO," Accles and Pollock's Chrome Molybdenum. These produce light, responsive, but sturdy frames and should not be confused with the much inferior tubing used in so many of the imported Continental frames.

CARRIAGE AND PACKING. Frames and conversion sets 3/-. Complete

cycles 5/-.

#### PRICES

In a fluctuating world we must reserve the right to make adjustments of

prices where necessary.

We regret that owing to the price at which "HURRICANE" models are offered we are unable to depart from the standard specification but, so there may be no undue delay in the despatch of your order, we reserve the right, should any fitment not then be available, to substitute one of similar value.

#### EXTRA ITEMS TO STANDARD

8/6 31/-26/8 25/-19/6

(1/10) (6/9) (5/10) (5/6) (4/3)

(Purchase Tax, which is payable where the extras apply to a complete cyc	cle, is shown in brackets)
CAMPAGNOLO FITTINGS	CHROME PLATING

the same of black and the same states about	rece eyere, is shown in brackets,
CAMPAGNOLO FITTINGS	CHROME F

CAMPAGNOLO FITTINGS	CHROME PLAT
	Front Fork Crown

	C	AMPAC	SNOL	O FITT			CHA	OME P	LATING				
Single Gear Lever Boss Double Gear Lever Boss Self-centring Ends CO2 Pump Clip							4/9 11/- 10/- 5/-		(1/-) (2/4) (2/2) (1/1)	Front Fork Crown Front and Rear Ends, approximate Front and Rear Drop-out Plates on Front Fork all over Head Lugs	ly six	inches	

CAMPAGNO	LO FILLINGS					CHROME	PLATING
				Front Fork Crown			
ingle Gear Lever Boss		 4/9	 (1/-)	Front and Rear End	s, approximate	y six inche	15

e Gear Lever Boss	 	 	 	4/9	 (1/-)	Front and Rear Er	ds, approximately	y six	inches	
le Gear Lever Boss				11/-		Front and Rear Dr				

Bie Gear rever t	2022	 ***	***	***	***	***			front and Kear Ends, approximatel		
uble Gear Lever	Boss	 					11/-	 (2/4)	Front and Rear Drop-out Plates onl	y	 
f-centring Ends		 					10/-	 (2/2)	Front Fork all over		 

f-centring Ends	 	 		 	10/-	 (2/2)	Front Fork all over Head Lugs		 			
2 Pump Clip	 	 	•••	 	5/-	 (1/1)	Head Lugs	***	 	•••	***	