

The **MARK** of **QUALITY**



**PROUDLY CARRIED BY THE
1960 RANGE OF**

Holdsworth Cycles

FIVE REASONS WHY YOU SHOULD SELECT A HOLDSWORTH

Holdsworths are thoroughbreds—only the best materials, “531” Tubing, etc., and the best finishes used.

Only first-class labour employed—many have been with us for years, they are not “casual” in their work.

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.

The name “HOLDSWORTH” continues to stand for quality as it has for more than thirty years.



THE **CYCLONE** for enthusiasts whatever their *Speciality*

The design of this model is subject to specification according to whether it is to be used mainly for Time Trials, Touring or Massed Start.

We find that for Time Trials or Touring the average rider is best suited by a 22" or 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 21¼" top tube and angles of 72° head and 73° seat tube the happiest combination. Massed Start riders usually prefer the 72° parallel design with low bottom bracket whatever their build.

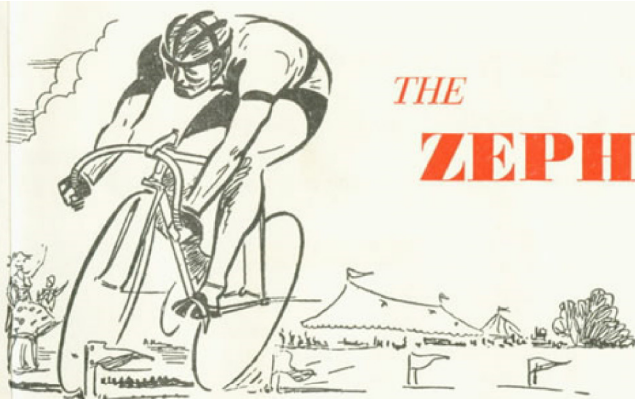
The frame of specially selected "531" tubing is phosphor-bronze brazed into individually hand-finished lugs cut and profiled into an exclusive design in our own workshops. The seat stays have fluted wrap-over tops giving rigidity to the rear triangle. Oval to round chainstays carry the well known Agrati ends, plain or with Simplex gear hanger. (Campagnolo self-centering ends can be specified at an extra charge of 10/-). Set into a sturdy crown are oval to round forks with the distinctive Holdsworth slender tips. Good quality head and bottom bracket interiors complete the refinements of this specialist frame.

FINISH. Any colour Flamboyant, Lustre or Enamel; lugs picked out and head tube in contrasting colour; split band to seat tube; W. F. Holdsworth signature transfer on down tube and "CYCLONE" on top tube by head.

FRAME SET
£15 15. 0.

(ex-works)

**or as a
dual
purpose
machine**



THE **ZEPHYR**

A machine similar to the CYCLONE, this combines the sturdy requirements of a Track machine with the usefulness of a short distance Road "iron"

The majority of riders who achieve a fast "25" on the road get the urge to try Pursuing and general Track work, on grass if not on a hard track. This machine is built for just such uses—sturdy and lively on the track yet not too steep to corner safely on a wet road.

The exceptionally strong back in this design, with fluted wrap-over top-eyes and W.F.H. heavy plate path ends ensures that all the "explosive" efforts inherent to track work are transmitted without loss to the rapid acceleration which is the secret of successful track riding. Ideally suited for Pursuit riding, the 73° parallel angles enable the machine to hug the edge of the track losing no time drifting into the bankings.

The distinctive cast crown is drilled so that a shallow front brake may be fitted and the specially drawn round fork blades will absorb all the road shock when the machine is used for short distance races.

PURELY PATH FRAMES

Similar to those on which WORLD, BRITISH EMPIRE and NATIONAL HONOURS have been won, supplied to specification.

FINISH
as the
'CYCLONE'
specification

FRAME SET

£15 15. 0.

(ex-works)

**Start Club Riding
and Win all the 'Sprints'
on the famous Holdsworth**

HURRICANE

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 is brazed into fancy-cut Continental Lugs and oval to round fork blades are set into a first-class Continental crown. All the usual brazed on refinements are fitted and both gear and brakes operate through "bare cable" eyes. Mudguard eyes are incorporated in the Agrati forged fork ends. Of "Box" design, the 72 deg. parallel angles produce a stable yet responsive frame.

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 only head lugs lined; or Enamel or Lustre with contrasting head tube and all lugs lined. Completed by metal Headplate, transfer "Crest," bands to seat tube, script Signature and model name to top tube.



FRAME SET £10 10. 0.

(ex-works)

Complete 5 Speed Cycle

INC. PURCHASE TAX **£32. 7. 0**

WITH THE WORLDS MOST FAMOUS DERAILLEUR GEAR

THE
ITALIAN
**Campagnolo
Gran Sport**

FRONT
AND REAR

Complete 10 Speed Cycle

INC. PURCHASE TAX **£35. 12. 6**

Complete Cycle Specification

WHEELS. Dunlop speedy High Pressure Rims with B.H. Co. Large Flange Racelite Hubs. Fitted with Dunlop open-sided High Pressure Tyres.

CHAIN-WHEEL SET. Williams C34 with detachable 48 x $\frac{3}{4}$ " ring. (Double-ring with ten speed and $\frac{1}{8}$ " ring with single speed.)

BRAKES. The famous Weinmann allow Q/Release with rubber Grips on the Lever Hoods.

SADDLE. Brooks popular B15 Swallow with cutaway sides and Chrome Plated Frame.

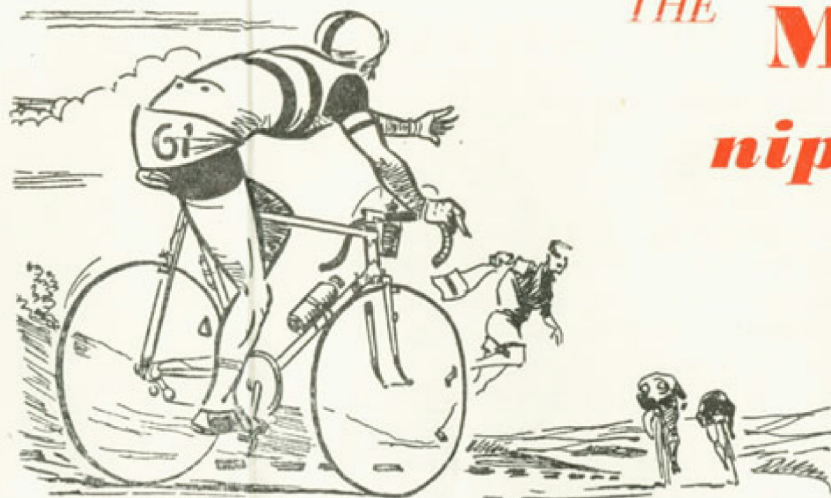
GEAR. The world-famed Campagnolo Gran Sport five speed with the Italian Regina multi-freewheel and $\frac{3}{4}$ " chain. (The ten speed model has Campagnolo Gran Sport gears front and rear.)

BARS AND STEM. G.B. Maes alloy Bend, in steel il Primo badged Stem, plastic taped and fitted with End-plugs.

PEDALS. Chrome Plated Continental racing pattern.

GUARDS. Bluemel Club Special, of domed design in vivid colours, White or Black; incorporating rear reflector.

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



THE **MONSOON** *for* *nippy massed start* *riders*

Consistent performances by leading amateurs in the bunched game prove the built-in worthiness of the **MONSOON**.

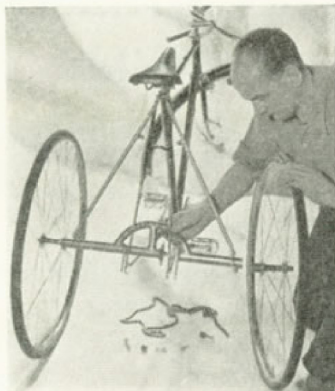
The 72° parallel "box" design combined with a lower-than-average bracket height and long back gives stability without loss of the liveliness so necessary in this type of competition. The rider is able to "sit right into" this frame enabling him to manoeuvre at speed and remain safe in the closest bunch on the tightest circuit. Therefore he is able to watch his opponents and their tactics and go with the vital break without worrying all the time whether or not he is going to stay upright.

A well balanced Scroll lug, designed and cut by Holdsworth craftsmen, which evenly distributes stresses throughout the frame combined with best Continental ends, Allez Continental head fittings and light-weight bracket interiors produce a frame of outstanding value. Brazed-on fittings include cable eyes, brake system eyelets under top tube for exposed cables and a stop under the down tube to prevent gear lever "creep." In conformity with modern practice NO pump pegs or lamp bracket boss are brazed on.

FINISH. Your choice of Flams. Lustres or Enamels with head-tube in contrast or lugs picked out, split bands on seat tube. W. F. Holdsworth signature block. Monsoon transfer on top-tube.

FRAME SET
£12. 12. 0

(ex-works)



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**

Gear Hanger fitted for Sim-
plex or Benelux **3/6**

Ditto for Campagnolo **4/6**

Mudguards for 26" or 27"
Black or White Cell **30/-**

Hub brake fitted to offside
wheel **52/6**

Please state whether re-
quired 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 Bogy**. 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.

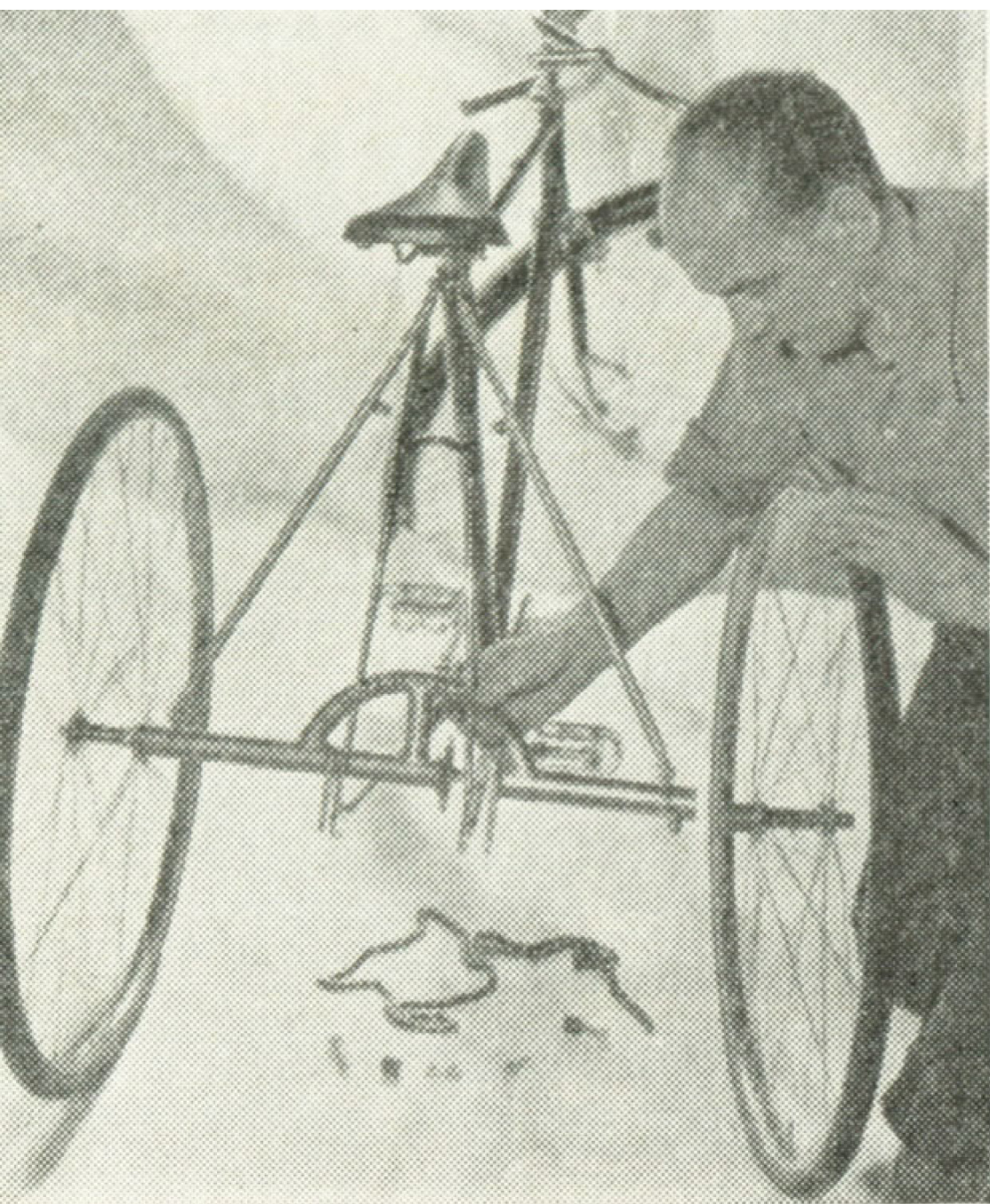
Secondly, **Parking Space**. With practice the unit can be dismantled for stowing in the cupboard under the stairs, in a matter of a few minutes. But as the overall width is 28 inches from cone to cone, the trike will pass neatly through most doors.

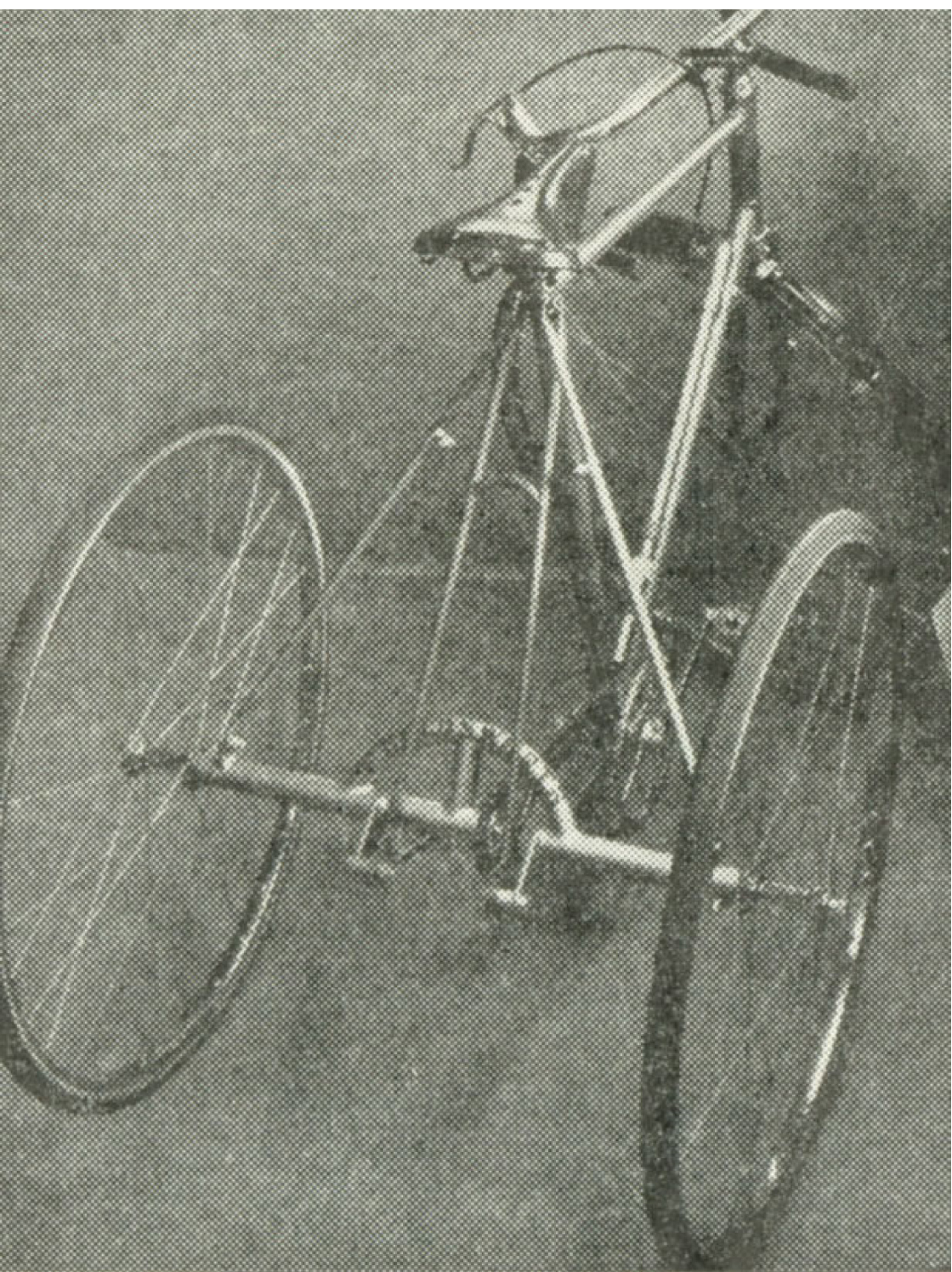
Broadly speaking, the axle can be fitted to any type of bicycle frame, including those with track ends, which makes it a very versatile piece of equipment.

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 9½ 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 deg. 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.





EXTRA ITEMS TO STANDARD

Holdsworth's standards are already high but you may wish to have something "extra" on your frame. We list below a few of the more popular items.

CAMPAGNOLO FITTINGS

Single Gear Lever Boss	.....	.....	4/9
Double Gear Lever Boss	.....	.....	11/-
Self-centring Ends	.....	.....	10/-
CO2 Pump Clip	.....	.....	5/-

CHROME PLATING

Owing to production difficulties Chrome is available on Zephyr and Cyclone frame sets only and adds appreciably to the delivery period.

Front Fork Crown	.....	.....	8/6
Front and Rear Ends, approximately six inches	.....	.....	31/-
Front and Rear Drop-out Plates only			18/2
Front Fork all over	.....	.....	25/-
Head Lugs	.....	.....	25/-

FRAME SETS quoted in this list include the best Continental or British Head ($\frac{5}{16}$ " diameter bearings top and bottom) and Bracket fittings 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. This produces light, responsive, but sturdy frames and should not be confused with the much inferior tubing used in so many of the imported Continental frames.

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 fittings not then be available, to substitute one of similar value.