

HOLDSWORTH

Cycles & Tandems

for
1939

"THE CYCLES OF THE FUTURE"

W. F. HOLDSWORTH

121, LENNARD ROAD
BECKENHAM, KENT

HOLDSWORTH CYCLES

"The Cycles of the Future"

DESIGNED AND BUILT BY—

W. F. HOLDSWORTH

121, Lennard Road, BECKENHAM, Kent

SALE SHOPS AND SHOWROOMS—

132, LOWER RICHMOND ROAD, PUTNEY, S.W. 15

Mr. J. OWEN BRYARS

69, Highbury Park, Highbury, N. 5

Mr. D. E. S. KIRBY

575, MOSELEY ROAD, BALSALL HEATH, BIRMINGHAM, 12

Mr. L. FURNIVALL

AND AGENTS THROUGHOUT THE KINGDOM

These Agents are specially appointed and thoroughly recommended by me to give good and trustworthy advice on the purchase of Holdsworth Cycles.



Sandy says:

The marked superiority of Holdsworth machines so firmly established amongst all knowledgeable cyclists is very considerably due to the fact that when dealing with HOLDSWORTH—"Sandy," to thousands of cyclists all over the kingdom—you are dealing with a cyclist. I have had many years of cycling in all phases of the game—except "massed-start" racing—that was not introduced into this country when I was racing,

but the old club tear-up—when motors were not so numerous—was and still is, you will admit, much the same. Moreover I still ride solo, or tandem with "Mrs. Sandy," and holidays are spent on tour either in this country or abroad.

I keep in close touch with all aspects of the game so that if no longer a lad, I've still got young ideas.

You can therefore see that in dealing with me you are in touch with one of yourselves, who is dead keen on the game and whose experience is always at your service.

You will never find Holdsworth indulging in stunts in designs—just to catch the eye—and no silly long names which mean nothing but nevertheless I am appreciative of new ideas, as for instance my steel-welded cycles, tricycle conversion sets, etc.

The designs detailed in this list represent the best for varying needs. If you consider that you require some other alternatives to enable you more nearly to meet your special requirements, send details along. I will be pleased to build it or tell you if I do not consider it practicable.

Cycles have been built by me for many of the leading amateur riders of the kingdom and it is to the scientific designs and outstanding workmanship that many willingly ascribe their successes and improved performances.

"FRIENDLY TERMS"

My deferred terms really are "friendly" terms. They enable you to purchase out of income at only a small extra charge, but the amounts payable are calculated on the assumption that payments are made promptly. I am always pleased to give Special Discounts for early settlements.

HINTS FOR YOUR SPECIFICATION

FRAME SIZE

This is arrived at by deducting 9" from your inside leg measurement (taken to the sole of your foot). For example if you have a 32" leg, a 23" frame will be found most suitable. The 9" reduction allows for crank length and saddle height.

DESIGN

This is a point where Holdsworth's long personal experience scores. When other self-designated "expert" builders were falling over themselves to provide "freak" designs with ultra-short backs and practically perpendicular heads, Holdsworth stuck to his known and tested designs. Now we find International Experts like W. J. Bailey expressing their opinions that many crashes on road and track are the direct result of ultra-steep heads giving poor control, and also drawing attention to the fact that the Continental pro's use "backs" of not less than 18" for road and ordinary track work. A machine built for board tracks such as that used at Wembley for 6-day races requires a specially designed frame, and I've built them for riders who wanted machines for the Middlesboro' board track—but how many British amateurs ride on similar tracks? You can't feel happy with a 6-day frame on a Club run or even in a massed-start event.

The very un-Continental idea of exceptionally steep heads has now fortunately been proved entirely wrong. They give the rider a very sharp steering over which he has but little real control and have been the causes of many accidents in road, track and massed start events. I have never advocated these steep heads and have never built them except to customers own designs. 74° is quite steep enough for the head tube, while the seat tube angle is governed by the build of the rider. A cyclist with short arms would require a seat tube angle with a difference of only 1° or 2° to the head, while one with long arms would need a longer top tube and would achieve this with an angle 3° or even 4° different to the head, i.e., for the ordinary rider angles of 73°—71° would be ideal for a bike intended for "fast" riding, while for touring or club-riding 70° is most suitable for the head tube.

In the specifications given in the following pages considerable choice of angles is submitted but none of them are "freaks" and any may be specified with safety. If you have any doubts as to the best for your requirements I shall be pleased to reply personally to your enquiries.

TUBING

Plays a big part in the costing of Holdsworth Cycles. Only the very best is good enough, the majority being built of Reynolds super-carbon "531." This is the very latest and best alloy steel as specified by H.M. Government for Aircraft construction. It is supplied in various gauges to my special specification. All tubing used in the construction of Holdsworth machines is carefully hand-cut and mitred before brazing or welding.

LUGS

Holdsworth selects only the best solid-cast lugs, carefully hand-cut, no cheap pressed steel lugs stamped out to fancy design are used. All lugs are cast to micrometer-checked angles—no "pulling" or "setting" is allowed in my workshops. Holdsworth lugs are right at the beginning and stay right.

SADDLE POSITION

This really comes under the heading of design. With careful attention paid to the angle of the seat tube you will find that a straight seat pin gives you all the positions that you will need. In all of my machines this point has been carefully studied and you will find a comfortable position right away.

SADDLES

This must be chosen with care, as this is the part about which you will give your considered opinion after a 100 mile club run. Narrow and firm saddles are the best for speed work, as all the "push" can be transferred directly to the right place. For this the Brooks B32N, B15N, and the well-known B17 range take a lot of beating. For touring the Brooks B16, B66, or a spring saddle will be found most comfortable.

HINTS FOR YOUR SPECIFICATION—Continued

HANDLEBARS

These are a matter of personal opinion and experience. Some riders prefer a fairly wide bar of about 17" or 18" while many plump for the narrow 15" or 16" bars as used by most of the leading Continental riders of to-day. Choose a bar with a good "top" position; you will find it worth while. For touring, flats, of course, are THE thing.

BRAKES

The variety nowadays is a thing to be wondered at, but be careful and choose only those with a name behind them. For racing and fast club work, etc., the Bulla is ideal. This little lightweight brake is exactly the same as those used in Italy to stop riders when descending the "bumps" over there. Tourists and other seasoned cyclists will go for the Resilion "Cantilever" which is the best and most popular English brake. With a fixed wheel a front brake is all that is needed but with a speed gear it is essential to have two.

GEARS

Once again the modern rider has an unlimited choice; from the well tried hub gear to the latest striking fork type. Of hub gears the Sturmey A.M. as used lately by James, Holland and Ferris on their record rides is about the best giving a difference of approximately 2 teeth up and 2 teeth down from normal and now the Sturmey 4-speed. For racing there is the Simplex Professional, the Simplex Selection and the Osgear, while for general hard work and reliability the good old Cyclo is unbeatable.

TYRES

Many a good specification is spoilt by the use of heavy tyres. Choose the lightest possible for your needs. Roads are generally good nowadays and punctures (luckily) very few. For racing tubulars are necessary for good times (always excluding Harry Hill), while for the man who races but once or twice in the club 25's High Pressures would suit.

CHAIN SETS

This needs to be the most perfectly engineered part of the whole bike. See that yours is a named set. If it is not, be wary. All sets used on my machines are the incomparable Williams or one of the best imported Lightweight sets.

MUDGUARDS

This season I am having my own specially made, and they are really good, all being ribbed and having a "built-in" reflector. Duralumin guards are coming in, too. You can have them at no extra charge on any model. These must be seen to be believed. They are the same as the ribbed celluloid guards in section, are so highly polished that they look like chromium plating, and they too have the reflector incorporated. Naturally, they have quick-release fittings.

FINISHES

My latest finishes "beat the band," but don't forget that it isn't the elaborate finish which makes the bike. Be sure you have a well-built and responsive frame, then go for a "posh" finish if you like. One of the most important items in the finish is the rust-proofing. Every one of my frames is Cosletized before any other work is carried out. Then comes the chroming which is all in Holdsworth's Integral Deposit Chrome, guaranteed to give satisfaction. By means of this method of applying the chrome the plating actually combines to form an "Integral" part of the metal tubing. A word of warning—chrome plating is all right for "ends" and lugs, etc., but I do not recommend chroming the whole frame. This may look very smart but it tends to take the life out of the light tubing, and you don't get that "joi-de-vivre" feeling that one gets from a bike that responds instantly to your slightest effort. On many models you will find described very handsome effects in panels, linings and contrasting colour bands. These have been very carefully thought out and suggested colour schemes will be found on page 5. Should you feel that you desire something really original I will be pleased to carry this out for you at a slight extra charge. Absolutely any colour can be had in enamels, lustres or flamboyants and I can match up any sample you care to send me. I do not really recommend "flams" as although they are so attractive they need more care than the average rider can bestow upon them. My lustres, however, are exceptionally brilliant and will not blister, fade or peel and in finished appearance are very much akin to flamboyants. As finishing touches you may have Red, White and Blue Continental bands or my Continental Chevron transfer on the seat tube.

ONE or TWO of HOLDSWORTH SPECIALITIES

LUG " CUT-OUTS "—A still better cut-out design has been introduced for 1939. In this design although the lugs are cut right back strength and rigidity is maintained by spear-point " darts " and attractive scroll-work. After cutting to this pleasing design the lugs are superbly feather-edged down to the tube. The " Continental " cut-out whilst not so elaborate is most attractive and by increasing the brazing surfaces imparts additional strength.

" EAR " ADJUSTER ENDS—Once again I am incorporating these special ends in the " Cyclone " Model as standard. They are invaluable to the rider who combines road and path racing as they combine the speedy drop-out with the rigidity of the path-end.

BULLA BRAKE—This steel brake bolts through the front fork crown, and rear mudguard stay-bridge, according to the accepted calliper principle. Definite side-pull action, coupled with a beautifully curved lever, the cable adjustment is by the latest fixed and sliding nipple arrangement. The arms of the brake are of especially robust steel construction, giving definite action when applied. A strong coiled spring gives instant release, and the general contour of design is most pleasing—silver casing to the cable being standard. In offering this brake to English Cyclists, I would like to point out that in Italy, land of precipitous slopes, and tortuous gradients, this brake is used in all important events. It has had extensive use, and been found absolutely reliable.

" ALESSANDRO " SPRINT RIMS—Introduced to the British Market by me this year these rims so famous amongst Continental cyclists will at once appeal to the knowledgeable rider in this country. Only made from selected Italian " Acero " Maple in triple laminated style they are available in two weights. The " Flats " 13.5 mm. for usual grass and road use. The " Supreme " 12.5 mm. for fast roads and cement.

" ALESSANDRO " TUBULARS—Other products of this foremost Italian firm, these Tyres are ridden by Giovanni Valetti, winner of the Giro d'Italia and Tour de Suisse in 1938. Checchi Ezio the runner up and Canavesi the third arrival in the Giro d'Italia also by Binda, Guerra, Antonin Magno, Girodengo, etc. Range for road and path is available.

FINISHES—Here are a few suggestions for your colour schemes :—

Base Colours	...	Linings, Bands or Panels.
Light Blue	...	Dark Blue, Red or Gold.
Dark Blue	...	Silver, Red or Gold.
Light Green	...	Dark Green, Cane or Maroon.
Dark Green	...	Silver, Orange or Continental Grey.
Red	...	Silver, Orange, Mid-Blue.
Grey	...	Red, Blue or Apple Green.
Silver	...	Mid-Blue, Light Green, Red, Maroon.
Gold	...	Maroon, Red, Mid-Blue.

Extras for some alternative finishes to those in specifications.

Lugs lined in contrasting colours	...	...	...	...	...	...	...	...	3/-
Frame and forks, single lined	...	...	...	...	...	...	...	...	5/-
" " " double lined in interlocking design	...	...	...	...	...	...	...	...	7/-
6 in. to 8 in. band on seat tube in contrasting colour	...	...	...	...	...	...	...	...	3/-
Chrome. All front forks (extra to tips)	...	...	...	...	...	...	...	...	5/-
" Head lugs	...	...	...	...	...	...	...	...	7/-
" Head lugs and head tube	...	...	...	...	...	...	...	...	9/-
" Chain and seat stays (extra to ends)	...	...	...	...	...	...	...	...	14/-
Frame and forks finished in new super-continental design with long-edged and fish tailed panels in contrasting colours (extra to chrome tips and ends)	...	...	...	...	...	...	...	...	15/-

LA QUELDA CLUB

Approximate weight 24½ lbs.

All steel-welded.



This machine is what has been long wanted—a genuine Continental type WELDED machine at a price within the reach of most enthusiastic clubmen. Thoroughly recommended and proved by actual performance on the road over the past three seasons, and note that this frame is exactly the same as all of the other La QuelDas except for the finish and equipment.

FRAME—Of Reynolds Aircraft High-Manganese tubing specially produced for Holdsworth's Steel-Welding. All tubes correctly cut and mitred to produce the perfect joint. Angles 73° for the head tube and 71° for the seat or to your own choice. Bottom bracket height 10½" with 26" wheels, rear ends with forward release. Forks have our special "Speicher" 2½" rake with oval taper blades built into 2-plate Continental hand cut out crown; easy release central set fork ends. Brampton head fittings, and Bayliss-Wiley oil-bath bottom bracket unit; Tescamit nipples fitted throughout.

CHAIN WHEEL AND CRANKS—Williams well-known C34 set, chrome-plated, with 3-arm easily detachable chain-ring.

CHAIN—The best—Reynolds "Elite."

WHEELS—Dunlop light-gauge all-chrome Endricks 26" x 1½", hand-built by Holdsworth's skilled mechanics with best double-butted spokes on "Worthy" narrow barrel race hubs with locked cones.

TYRES—John Bull latest "Safety Speed" or Dunlop "Sprites," to choice.

SADDLE—One of the Brooks Champion range—the B15N Champion.

BRAKE—Genuine Italian Bulla brake either front or rear to choice, with silver cable.

HANDLEBAR AND STEM—Choice of chromium plated bends on 3" Reynolds lapped-joint extension, expander fitting. Bars taped in any colour or path-grip fitted.

PEDALS—"Webb" chrome plated quill-pattern race, with 5/32" balls.

MUDGUARDS—Holdsworth Mirror-polished Duralumin guards with centre strengthening rib and inset "Fairlyte" reflector. Quick-release fittings. Alternatively, Holdsworth own ribbed celluloid guards with reflector, black or white to choice.

FINISH—Frame and forks enamelled Celestial Blue or colour to your own choice. Front forks in contrasting colour if desired. Chrome crowns. Whole frame double-lined out in neat interlocking design in contrasting colour. Red, White and Blue Continental bands fitted to seat tube, or chevrons if required.

LADIES. Special dimensions or open frame - no extra.

£9 - 17 - 6 CASH

Or on Friendly Payment Terms 17/6 with Order and 12 Monthly Payments of 17/6

MODELE MILANAIS

Weight approximately 27½ lbs.



An up-to-the-minute machine with "531" tubing throughout and, as on the Continent, a Gear, two Bulla Brakes, 73° head, 70° seat. Polished aluminium guards and fancy finish.

FRAME—20", 21", 22", 23". Head angle 73°. Seat tube angle 70°. **Throughout** Reynolds latest super-carbon "531" steel. 20-24 gauge seat and top, 19/22 gauge down tube, 19 gauge chain stays, 20 gauge seat stays give rigid back diamond which is so essential to prevent "whip." Fluted chain stays. Russ pattern forks, solid ends front and rear. Solid cast lugs hand cut and feathered down to Continental design. **Brampton** fittings throughout.

CHAIN WHEEL SET—Williams C34 chrome chain wheel set with 3-pin detachable right-hand crank.

CHAIN—Coventry roller chain, ½" x ½".

PEDALS—The famous Brampton "Universal" Pedals.

HANDLEBAR AND EXTENSION—Chrome plated 17" Milanaise bend on adjustable 2" extension. Shock-stops or Holdsworth Path Grip.

SADDLE—Brooks B15 Champion.

WHEELS—Built in Holdsworth's famous workshops, with light weight chrome Endrick rims, double butted spokes on Holdsworth's special "Worthy" hubs. These hubs are of narrow barrel design.

TYRES—26" x 1¼" Dunlop "Sprite" or John Bull "Safety Speed."

BRAKES—Two of the famous "Bulla" Continental Callipers with silver cable.

GEAR—"Simplex" Selection Standard Derailleur. Down tube control. Triple free wheel. Cogs to order.

MUDGUARDS—Polished aluminium or white celluloid guards with quick release fitting and reflector in moulded fitting.

EQUIPMENT—Celluloid pump, Tecalet nipples throughout.

FINISH—Continental logs picked out. Enamelled in Paloma Green or choice. Lugs picked out in contrasting colour. Chromed head lugs, chromed crown, fork tips and rear ends. Holdsworth's exclusive Continental chevrons or Continental bands to choice.

LADIES. Special dimensions or open frame - same price.

£10 - 10 - 0 CASH

Or Friendly Payments of 18/6 Initial and 12 Monthly Payments of 18/6

THE CYCLONE

Approximate weight 22 lbs.



Supreme for the road these Cyclone Cycles have been right in the front rank for the past two seasons. Note the exclusive "Richard" forks with $2\frac{1}{4}$ " rake and $\frac{3}{8}$ " round blades.

FRAME—Special Reynolds "531" tubing or H.M. as desired built into Chater lugs throughout, all expertly cut out into the latest 1939 design and then feathered right down to the tubes. Head 73° and seat tube angle 71°, special "Richard" front forks, $\frac{3}{8}$ " all-round with $2\frac{1}{4}$ " rake, fine taper seat stays and $\frac{1}{2}$ " fluted chain stays. Solid central-set front fork ends. Rear ends fitted with Holdsworth's unique "Ear" adjuster ends so that frame may be used on the Path as well as the Road, Chater-Lea adjusters fitted giving instantaneous replacement position and freedom from "wheel-pull." Wheelbase 41" or to choice, 10 $\frac{1}{2}$ " bracket with 26" wheels, 11 $\frac{1}{2}$ " with 27". Light-weight delicately hand-cut crown to a design that strengthens and supports the fork-blades.

CHAIN SET—Williams well-known C1000 set with $6\frac{1}{2}$ " cranks. Chrome plated.

WHEELS—Worthy guaranteed wheels built with 26" or 27" Dunlop high pressure chrome rims on Solite or Bayliss-Wiley 1939 re-designed Nos. 9 and 10 hubs with best D/B black spokes.

TYRES—Dunlop high pressure rib or rib and file tread.

SADDLE AND SEAT PILLAR—Brooks B17 narrow or Standard, Flyer, Sprinter or Mansfield Ormond Road, with Duralumin frame, on 12" straight light steel pillar.

PEDALS—The favourite—"BOA" quill pattern.

CHAIN—Renolds "Elite," $\frac{1}{2}$ " x $\frac{3}{8}$ ".

GEARS—Any two fixed cogs with lock rings.

HANDLEBAR AND STEM—Chrome plated Bailey, Bulls or Continental, etc., on 3" lapped extension with Pathgrip or coloured tape.

BRAKE—Exclusive steel "Bulls" with silver cable.

MUDGUARDS—Bluemels Ultralight with Duplex reflector or Holdsworth's own highly polished Duralumin quick-release guards with reflector.

FINISH—Enamel or lustre in any colour, contrasting band on seat tube and front forks in same colour if desired, Continental bands to seat tube at top and bottom of panel. Crown and front and rear ends chrome plated. **OR** Continental finish with any colour enamel or lustre as base, contrasting colour bands on seat and down tubes and also to forks if required, frame double lined out in interlocking design and fork crown chromed.

LADIES. Special dimensions or open frame - no extra.

£11 - 5 - 0 CASH

Or on Friendly Payments 19/11 with Order and 12 Subsequent Monthly Sums of 19/11

L'INTERNATIONALE

Weight approximately 23 lbs. (with Sprints and ex Guards 21½ lbs.)



Designed especially for Massed-Start events, and really fast long distance road-work, Continental design, dural equipment throughout, racing Osgear and "tophole" finish.

FRAME—A genuine Continental design. 73½" head tube, 71½" seat tube angles. Frame built with Reynolds Super Carbon "531" tubing, lugs cut out to Holdsworth's most attractive 1939 design. Special Continental type head assembly with keyed locknuts made for expander fitting extension. Forks have exclusive "Speicher" 2½"-3" rake, oval blades fitted into "Valenti" 2-plate, and spearpoint cut-out crown. Bracket height 10½" with 26's.

CHAIN WHEEL AND CRANKS—Simplex "Durax" 3-arm open French design chain set 3-pin fixing with 46T or 48T chain ring and fluted 6½" cranks. Alternatively the new Williams C1200 racing set with 3-arm fitting and fluted cranks.

CHAIN—Renolds best, the "Elite," ½" x ½".

WHEELS—Holdsworth guaranteed built with special double-buttet black spokes, Dunlop all chrome high pressure rims, 26" or 27", with front Duralumin "Exceltoo" hub and rear Bayliss-Wiley triple free-wheel unit hub specially designed for Derailleur gear.

TYRES—Dunlop high pressure 26" or 27" rib or rib and file tread, or "Janatzy-Simplex" over-size high-pressure tyre.

GEAR—Racing Conloy Osgear, cog sizes to order, down-tube control.

SADDLE—Brooks new lightweight saddle—the Champion Flyweight, or the B17 Flyer or Narrow to choice, on light steel straight seat-pin.

PEDALS—Faucheux 155 single sided racing pedals, Hicking No. 120 aluminium alloy with 5/32" balls, or Lyotard Dural rat-trap or quill pattern.

HANDLEBARS AND STEM—The specially imported "Sylvère Maes" duralumin bar with 1" bar and long dural centre reinforcement, all treated to prevent blackening of the hands, and with super-light finest quality steel stem. Alternatively the well-known A.V.A. dural handlebar and dural stem, 2", 3" or 4" extension.

BRAKES—Two featherweight Dural Bulls brakes with silver cables.

MUDGUARDS—Highly polished Holdsworth dural guards with strengthening centre rib and incorporated reflector, and quick-release fittings, or Blumels Ultralight Duplex guards, black or white.

FINISH—Fork crown, front fork ends and rear seat and chain stay ends "Integral Deposit" chromed. Any colour enamel or lustre, long contrasting colour bands to down and seat tubes, forks in same colour if required, remainder of frame double-lined out in delicate interlock design and finished with Continental bands in Red, White and Blue.

CASH £13 - 19 - 6

£14 - 19 - 6 with Sprints.

Or on Friendly Payment Terms 24/9 Initial and 12 Monthly Payments of 24/9
(Sprint Model 26/6 and 12 payments of 26/6)

THE UPRIGHT TYPHOON

Approximate weight 27 lbs.



The famous model with lugs carefully cut by hand to Continental design, chromed front and rear ends, now in "531" Tubing. Note the fine equipment—the new "Safety Speed" tyres or "Sprites," Williams detachable 3-arm chainwheel set, Brooks saddle, dural guards, etc.

FRAME—The popular upright design. Size to choice, 20", 21", 22" or 23". Head at 73° and seat tubes at an angle of 70° to the ground. 41½" wheelbase, 10½" bracket height. Solid cast lugs with wide drifted profiled "D" to round section cast crown. Reynolds special carbon "531" Tubing. Straight braced up taper seat stays. Plated chain stays. Bartali fork blades. Solid centre-set angle-slotted front fork ends: neat rear forward-opening drop-out with ½" slot. All lugwork hand-cut to Continental design. Brampton fittings throughout. Brazed-on chromium plated Chater-Lea adjustable lamp bracket, mudguard eyes, pump pegs, etc.

CHAIN WHEEL AND CRANKS—Williams C34 chrome plated chainwheel set, 46 teeth, or to order, 6½" cranks with detachable 3-pin right hand crank, allowing chainwheels to be changed quickly and easily.

PEDALS—Brampton popular adjustable "Universal" racing pedals.

CHAIN—Coventry roller ½" x ½".

HANDLEBAR AND EXTENSION—Chrome plated bend to choice on adjustable 1", 2" or 3" chrome plated extension with Holdsworth "Pathgrip."

SADDLE AND SEAT PILLAR—Brooks B32N saddle. One of the famous Brooks range on a 10" straight chrome plated seat pillar.

HUBS—Holdsworth's own special pencil barrel race hubs with locked cones. Absolutely reliable.

WHEELS—Are genuine: Holdsworth built 23 gauge chrome Endricks (Dunlop) with the very best black enamelled double-buttet spokes 15/17 gauge. Rims 26" x 1½" or 26" x 1¾".

TYRES—John Bull "Safety Speed" or Dunlop "Sprite."

BRAKE—Holdsworth exclusive Italian "Bulls" brake. Heavily chromed, with ample adjustment and silver cable.

MUDGUARDS—Holdsworth's latest ribbed Duralumin guards with inset reflector and quick release fittings. Mirror polish finish. Alternatively white or black celluloid ribbed guards, with reflector.

GEARS—Any two fixed cogs with lock rings.

EQUIPMENT—Chromed wingnuts and special Holdsworth inflator 15" x ½". Tecaletit nipples throughout frame.

FINISH—Genuine rust-proofed by positive process and four coats of any colour enamel, Vermilion Flame, etc. Front fork crown, front and rear fork and stay ends Holdsworth "Integral Deposit" chrome plated. Continental bands or Continental chevrons to choice.

LADIES. Special dimensions or open frame - same price.

£8 - 2 - 6 CASH

Or by Friendly Payments of payment with order of 14/5 and 12 monthly payments of 14/5
No deposit.

TORNADO

Weight approximately 25½ lbs.



A fast club mount with a choice of the two new Sturmey gears used so effectively by the Sturmey - Archer professionals in putting up new distance records. A perfectly designed frame with angles not quite so upright as the Continental type machines and with the exclusive "Australian" rake to the front forks.

FRAME—Size to order. Reynolds finest super carbon "531" double-butted tubing to my own specification. ½" fine taper seat stays, chain stays ½" round-fluted making for a rigid drive, or 3" all round non-fluted to choice, bracket height 10½" with 26" wheels, wheelbase 41". Lugs are cut out to the famous Tornado round design or to the new 1939 Continental cut-out as desired. All lug edges carefully feather-edged down by hand. Angles 71°-68° or to choice. Front forks are fitted with the exclusive Australian rake blades giving real comfort over rough roads, combined with great strength, built into solid-cast hand worked crowns.

WHEELS—All chrome Dunlop racing high pressure rims 26" or 27" built with best quality double-butted black spokes on to a front "Solite" hub with hollowed spindles and ground carbon chrome steel cones, while the rear hub is either of the two new Sturmey-Archer racing 3-speed hubs—the A.M. with increase of 15.55%, and decrease of 13.46% from normal (equal to approx. 2 teeth up and down) and the A.R. with increase of 7.24% and decrease of 6.76% from normal (equal to approx. 1 tooth up and down) both fitted with improved quick-release fittings for exact and rapid replacement, and also with the new trigger control if desired at 3s. 0d. extra.

TYRES—Dunlop high pressure 26" or 27".

CHAIN WHEEL AND CRANKS—Williams lightweight C1000 set, all-chrome 3-arm fitting with specially lightened 6½" cranks.

CHAIN—Renolds best Elite.

SADDLE—B17Ch. Flyer, any of the B17Ch. range, or Mansfield Ormond Road with RR56 chassis.

PEDALS—The old favourite, the B.O.A. quill pattern, chrome.

HANDLEBARS AND STEM—Bailey, Binda or any shape to choice chrome plated on the new Reynolds lapped joint 3" extension. Constrictor grips or path-grip fitted.

BRAKES—Two famous Italian Bulls, with silver cables.

MUDGUARDS—Holdsworth's new celluloid with strengthening central rib and inset reflector. Either all White or Black with White patch.

FINISH—Brilliant Blue Lustre or any colour lustre or enamel to choice on anti-rust base. Crown, and front and rear ends generously plated with Holdsworth Integral Deposit chrome. Continental Red, White and Blue bands or chevrons to seat tube.

LADIES. Special dimensions or open frame - no extra.

£11 - 17 - 6 CASH

Or on Friendly Payments 21/- with Order and 12 Monthly Payments of 21/-

LA QUELDA



LA QUELDA Holdsworth Welded Cycles.

Originally produced by me in 1936, these machines continue to give the utmost satisfaction to all users. The chief advantage of a Holdsworth Welded Cycle is the remarkable manner in which all road bumps, shocks and jars are distributed over the whole of the machine. The result is a cycle of unique comfort and graceful easy speed. The reason for this unique quality of absorbing shocks, etc., is that the machine is **steel-welded**. This steel-weld thus unites with the steel tubing and fuses the completed frame into one homogeneous entirety — that is "one-piece." This quality is not present in machines subjected to the form of low-temperature welding recently introduced and which should therefore not be confused with HOLDSWORTH "La Quelda's" — the only steel-welded bikes.

The technical side of this process has been subjected to careful and continued experiment in my own workshops, kindly assisted by data and tests made by Messrs. Reynolds Tube Co., of Tyseley, who are the sole makers of High Manganese Tubing, specially introduced for welding work. "531" Tubing is however available for this work.

There are adequate margins on the "fatigue" and "tensile strength" factors, and "white coat" experts who do the actual welding see that these margins are preserved.

The absence of lugs saves weight and enables an infinite variety of angles to be obtained easily. Holdsworth is a "Welding" enthusiast and proud of it.

This year you will find a range of these "La Quelda's" at prices to suit all pockets.

FLYER—

SPECIFICATION of La Quelda Flyer.

The latest La Quelda specification with H.P.'s Airlite Hubs, Durax Chain Set, Silvere Maes Bend.

Approximate weight, 22 lbs.

FRAME—Of Holdsworth specially ordered H.M. tubing, carefully and accurately steel-welded, this can be made any design as it is not governed by lugs cast to specified angles. The following design is based on current requirements abroad and at home. Top tube $22\frac{1}{2}$ ", seat tube $22\frac{1}{2}$ ", tubes all $1\frac{1}{2}$ ", seat tube angle 70° , head tube angle 73° . Wheelbase $46\frac{1}{2}$ ". Bracket height $10\frac{1}{2}$ " with $26\frac{1}{2}$ " wheels. Built to give bare mudguard clearance with $27\frac{1}{2}$ " wheels. Continental or forward dropout. The forks are very latest "Speicher" oval taper gradual rake. Fitted French mudguard eyes embodied in actual cast fork ends if desired.

CHAINWHEEL AND CRANKS—Continental "Durax" open design 3-arm set, fluted cranks, 3-pin fixing or latest Williams C1200 fluted cranks.

CHAIN—Renold "Elite" $\frac{1}{2}$ " \times $\frac{1}{8}$ ".

WHEELS— $26\frac{1}{2}$ " or $27\frac{1}{2}$ " built on British Hub Co.'s, lightest $10\frac{1}{2}$ oz. "Airlite" Hubs. Dunlop H.P. rims.

TYRES—High Pressure covers and tubes, rib or rib and file pattern.

SADDLE—Brooks B17 Champion (Standard, Narrow or Sprinter) or Mansfield "Ormond" on RR56 alloy pin.

BRAKE—Genuine Italian Chrome Steel "Bulla" with silver cable.

HANDLEBAR—Super "Silvere Maes" Dural Bend. Specially treated to keep hands clean, with wide ferrule in extra light steel extension or A.V.A. Dural Bend and extension.

PEDALS—Webb Quill design, $\frac{1}{2}$ " balls, solid centre. Chrome.

GUARDS—Holdsworth Mirror-polished Dural with rib, quick release fittings and incorporated reflector.

FINISH—Any colour lustre or enamel. Front forks in contrasting colour. $8\frac{1}{2}$ " seat tube band same colour. Double lined frame in interlocking designs. Continental bands on seat tube. Chrome crown.

Extracts from "Cycling's" expert—"Nimrod"—after personal test of a La Quelda.

There are no lugs anywhere. And so, claims W. F. Holdsworth, the maker, "all bumps, shocks and jars are distributed over the whole of the machine."

From my test of La Quelda I can personally vouch that this is apparently the effect one does get. Undoubtedly it is one of the smoothest running Continental type of machines I have ever ridden; and, frankly, in my time I have thrown my leg across quite a considerable number of bicycles.

I had the feeling, the pleasurable feeling, I might add, of riding in La Quelda, and not on it; and yet, after a minor adjustment to the handlebars, which are fixed to a three-inch extension, I was quickly positioned for speed work. Such is the ultimate effect of the carefully designed tube angles of the frame that I was not forced to hunch my back violently in order to achieve a perch that would give me the power of pulling and pushing I required when I tried to go fast.

"When I raised myself out of the saddle and "danced" on my pedals, the machine responded excellently; there was no swaying to hold my balance. The machine was built specially to withstand this sort of treatment.

The whole, my masters, is a bicycle we shall see often, I prophesy, on the road and the enclosed circuit this year.

With 2 Bulla Brakes and Osgear—

£13 : 19 : 6 Cash

With 2 Bulla Brakes and Simplex Professional

£14 : 10 : 0 Cash

£12 : 12 : 6 CASH

or by Friendly Terms of 22/3 with order and 12 monthly payments of 22/3

LA VARIABLE

Weight approximately 28 lbs.



As the name implies a geared "Iron" of Continental design. Incorporating Racing Derailleur, Continental Lug-work and famous Italian Brakes.

Famous "531" Tubing.

FRAME—Size to order 20", 21", 22", 23". Upright design, angles 73° head, 70° seat tube. Reynolds famous "531" Tubing, mitred and fitted to Holdsworth's hand-cut Continental design lugs. Bartali front fork. Solid fork ends front and rear. Brampton fittings throughout. Brazed-on adjustable fork-side chrome finished Chaser lamp bracket and mudguard eyes.

CHAIN WHEEL SET—Genuine Williams C34 set with first grade 3-pin fitting chainwheel. Best chrome finish. $6\frac{1}{2}$ " cranks.

CHAIN—Coventry roller chain, $\frac{1}{2}$ " x $\frac{1}{8}$ ".

PEDALS—Brampton's well-known Universal pedals.

GEAR—Simplex "Selection Standard" gear. The "up-to-the-moment" gear with long tension-arm. Down tube control. Triple free wheel. Cog sizes to choice.

HEELS—26" x $1\frac{1}{2}$ " chrome lightweight Endrick rims on Holdsworth's narrow barrel racing hubs. Built in Holdsworth's own workshops. With best double-buttet spokes.

TYRES—Choice of Dunlop "Sprite" or John Bull "Safety Speed" Covers and tubes.

SADDLE—A famous Brooks—the 632N.

BRAKES—Two Holdsworth exclusive Italian "Bulla" calliper brakes. Best chrome and fitted with silver covered cable.

HANDLEBAR AND EXTENSION—Chrome plated shallow Highgate or Bailey Bend in adjustable clip. Shockstop grips.

MUDGUARDS—White lightweight celluloid or mirror polished Dural with reflector incorporated in guard.

EQUIPMENT—15" x $\frac{1}{2}$ " celluloid pump, wingnuts, Tocalenit nipples throughout.

FINISH—Rust-proofed and enamelled in latest shade of Continental Cane or other colour to choice. Overcoat of Holdsworth's "Harglass" finish giving brilliant and lasting surface. Chrome crown, front tips and rear ends. Real Continental Chevron on down tube or coloured bands to choice.

LADIES. Special dimensions or open frame - same price.

£9 - 9 - 0 CASH

Or by Friendly Payments 16/9 with Order and 12 Monthly Payments of 16/9

THE SUPER RAPIDE

Weight approximately 26½ lbs.



An up-to-date Club Model with Reynolds Special "531" Super Carbon Tubing. Latest design frame with 73° head and 70° seat tube angles. Continental finish, Chevrons or Bands. Heavily chromed head lugs, and all lugs picked out in colour.

FRAME—Reynolds special "531" super carbon tubing throughout. Size to order 20", 21", 22" or 23". Brampton solid cast lugs with 73° head tube and 70° seat tube angles, giving popular "out-of-parallel" design. Wide drifted "D" to round section crown, with all lugs carefully hand cut to Continental design by experienced workmen. "Russ" pattern forks. Solid ends front and rear. Brazed-on bits including chroma plated adjustable Chater-Lea lamp bracket.

CHAIN WHEEL SET—Williams C34 with easily detachable 3-pin chain wheel, and 6½" cranks. All chrome plated.

CHAIN—Coventry roller ½" x ½".

PEDALS—Brampton adjustable "Universal" racing.

HANDLEBAR AND EXTENSION—Bailey 17" or 18" heavily chromed bend in 2" or 3" extension with Holdsworth Pachigrip or Shockstaps.

SADDLE AND SEAT PILLAR—Another of the famous Brooks range—the B15N Champion on 12" straight chromed seat pin.

HUBS—Holdsworth narrow barrel race hubs—the "Worthy" specially made for Holdsworth, double-sided, locked cones. A really good job.

WHEELS—Dunlop Lightweight Endrick all chrome plated rims 26" x 1½" or 26" x 1¼". Best quality D/B spokes, hand built in my own workshops.

TYRES—The new John Bull "Safety Speed" tyre with the "Ratchet Tread," Harry Hill's own, or the Dunlop "Sprite."

BRAKE—Holdsworth's own Bulla brake—the Continental brake with the silver cable.

MUDGUARDS—Holdsworth's own ribbed white celluloid with incorporated reflector or special mirror polished Durafamin guards.

GEARS—Two fixed cogs and lock rings.

EQUIPMENT—Celluloid Infator 15" x 1½", wing nut Tecalemit nipples throughout frame and hubs.

FINISH—Sebastian Blue (the Alpine colour) with chevrons or Continental l.s. Continental design lugs picked out in contrasting colour. Head lugs heavily chromed, also fork crown and ends, rear seat and chain stay ends.

LADIES. Special dimensions or open frame extra.

£9 - 2 - 6 CASH

Or Friendly Payments of 13 Months at 16/2 per Month. No Deposit.

LA QUELDA SUPREME

Weight approximately 21½ lbs.



The pinnacle of the cycle makers art. The combination of a perfect welded frame with the cream of the worlds alloy accessories. A generously extravagant finish individualised by the addition of your own name in the design.

FRAME—Welded by our proved steel welding process with specially produced high manganese tubing under the same exclusive conditions as all of our "La Queda" models. Frame sizes and design to choice. Recommended angles are 73° for the head and 70° for the seat tube; top tube 22½", 17½" drive and a 24" front giving a wheel-base of 41½". Rear ends specially designed for derailleur gear, front forks with special Speicher oval, gradual taper, Continental rake as illustrated, built into two-plate Continental crown cut-away to spearpoint design. Detachable chrome plated hiduminium lamp bracket to either left or right fork blade, French mudguard eyes incorporated in front and rear ends if desired or usual English type, (recommended as mudguard wingnuts can then be used).

CHAIN WHEEL AND CRANKS—Famous Simplex "Durax" alloy set 3-pin fitting with fluted cranks, Tabucchi Ambra Superga alloy 3-pin set, or the new Williams C1200 3-arm racing set with double fluted cranks. All best chrome-plated.

CHAIN—Reynolds best "Elite".

WHEELS—Mechanic-built by men skilled in the construction of racing wheels with guaranteed black D/B spokes on to the superb Airlite Continental large flange hubs either wide flange or D/G giving an exceptionally rigid wheel into Dunlop high pressure racing rims 26" or 27" all chrome.

TYRES—Dunlop high pressure tyres with either rib or rib and file tread or the new Janaty-Simplex oversize high pressure tyres.

GEARS—The Constrictor Osgear in Conloy—the modern super-light racing gear with sprocket sizes to choice. Down tube control or Simplex du Monde.

SADDLE—Brooks latest Flyweight Champion with alloy frame in Flyer size or Narrow, any of the B17 Champion range or the new Mansfield super-light cut-away saddle the "North Road" with RR56 duralumin frame.

SEAT PILLAR—Reynolds RR56.

BRAKES—Two Dural Bulls Italian brakes, with flat springs and ample adjustment for 26" or 27" wheels. Silver cables.

PEDALS—The famous Continental Lyotard in Dural, extra light weight 5½ oz., 3½" wide, hollow spindle, the Fauchaux 155 Solid centre, single sided, or Hicking Bronze Aluminium Alloy No. 120. 5/32" bearings.

HANDLEBARS AND STEM—Tabucchi's exquisite Silvere Maes with specially treated 1" bar and wide Dural centre strengthening ferrule, super-light steel extension in ¼" from 2" to 4". Simplex A.V.A. bars and stem with 2", 3" or 4" overlapped Dural extension. Alternatively W. F. Holdsworth specially made super cut-out lapped joint extension in place of the two above.

MUDGUARDS—Mirror-polished Holdsworth Duralumin with central rib, incorporated Fairlylite reflector, or Holdsworth white (or black with white patch) celluloid mudguards with centre rib and inset reflector. Blumels new Ultralight in black or white and with Duplex reflector can be fitted if desired.

FINISH—Crown, front fork and rear seat and chain stay ends in Holdsworth's Integral Deposit. Frame any shade lustre or enamel as ground, long edged and fishtailed panels to all frame tubes, front forks same shade as panels if desired, your own name hand-written on the top tube near the head in contrasting colour.

CASH £16 - 17 - 6

£17 - 17 - 0 with Sprints.

Or on Friendly Payments 29/- with Order and 12 Monthly Payments of 29/-
(Sprint Model 30/9 and 12 Payments of 30/9)

ROI-DE-VELO

Weight from 19 lbs.



A veritable "King of Cycles" this superb Path-iron will transmit every ounce of energy into sheer speed. Riders all over the country have been scoring successes on this model during the past few seasons. The balance and line are perfect for sprinting.

FRAME—Reynolds super carbon "531" double-butted tubing or Reynolds H.M. built into solid cast Brampton lugs skilfully cut to Holdsworth super new 1939 cut-out and carefully feather-edged right down. Angles 74° head tube, seat 72° or to choice. $\frac{1}{2}$ " fluted tyre-clearance chain stays, 16 $\frac{1}{2}$ " to 18 $\frac{1}{2}$ " as desired, rapid taper seat stays, wheelbase to choice, bracket height 11 $\frac{1}{2}$ " with 27's, long adjustments rear path ends built for Chater-Lea adjusters. Front forks "Richard," $\frac{1}{2}$ " round with 2 $\frac{1}{4}$ " gradual taper built into hand-worked narrow crown.

CHAIN WHEEL SET—Williams sturdy 1" x $\frac{1}{8}$ " track set with 3-pin easily detachable chainwheel 23T and 6 $\frac{1}{2}$ " cranks.

CHAIN—Coventry Elite block chain 1" x $\frac{1}{8}$ ".

WHEELS—Holdsworth guaranteed built with best D/B spokes, gauges to suit rider, on Solite W.F. wide flange hubs single-cog, rims 26" or 27" Alessandro Maple, 13.5mm. Tensioned up perfectly for the track.

TUBULARS—Alessandro Path or any number Dunlop.

BARS AND STEM—Bailey, Sibbit or Bulls to choice, chrome, on 2" or 3" "Kromo" light steel extension. Bars fitted with "Pathgrip," or taped as you desire.

SADDLE—Brooks B17 Ch. Sprinter or Mansfield Ormond Sprint, on 12" light steel straight seat pillar.

PEDALS—The well-known "Webb" solid centre with quill-pattern ends and 5/32" balls.

FINISH—Rustproofed, chrome crown, any colour lustre or enamel long contrasting colour band to seat tube, front forks same colour if desired, all frame tubes double-lined out in attractive interlock design. Red, White and Blue Continental bands to seat tube.

MIDDLESBRO' VELO

Similar but specially designed for steep Velodromes and Board Tracks.

Shore back (16 $\frac{1}{2}$ ") and wheel base, 38 $\frac{1}{2}$ ". Seat tube angle 72°, head 75°, $\frac{1}{2}$ " round forks with 1" rake. Chain stays $\frac{1}{2}$ ", taper to $\frac{1}{4}$ ". Seat stays $\frac{1}{2}$ " to $\frac{3}{4}$ " with chamfered ends.

£11 11s. 0d. or 20/5 with order and 12 payments of 20/5.

£11 - 11 - 0 CASH

Or on Friendly Payments 20/5 First Payment and 12 Payments of 20/5

EMPIRE CHAMPION PATH

Weight from 17½ lbs.



The very best path-iron obtainable. Introduced last year it was an immediate success enabling the riders to beat the best on Cement and Grass. The highest quality materials and best workmanship combine to produce the perfect sprint machine.

FRAME—Latest Path design as used with great advantage by many of our prominent grass and cement track riders during 1938. Head and seat angles 74° and 71° or to your choice. Rear triangle with 1" fluted chain stays to prevent whip and ensure that every ounce of effort is transmitted into sheer speed. Length of chain stays from 16½" upwards but we definitely recommend 18"-18½" as ridden by the leading Professionals and Amateurs at home and abroad, to give a steady drive. Free advice on drawing up your specification given willingly by return. Tubing is Reynolds best tensile alloy steel. "531," long taper double-butted. All lugs cut out by hand to Holdsworth's super new 1939 design which, in addition to giving a very attractive appearance, increases the brazing surface and strengthens the whole machine. Seat stays ½" or ⅝" rapid taper as desired. Forks, exclusive "Richard" ½" round gradual taper with 2½" rake, built into hand cut 2-piece crown. Holdsworth special rear patch ends with long slide giving simple adjustment. Pegged for Chater-Lea special track chain adjusters. Bracket height 11½".

CHAIN WHEEL AND CRANKS—Genuine Williams C1000, 1" x ⅝" track-racing set, 3-pin fitting, will respond instantly to a jump. Cranks non-fluted for extra strength, 6½" or 7".

WHEELS—Tension-built by skilled racing-wheel mechanics in Holdsworth's own workshops with guaranteed best black spokes, all double-butted, on Airlite "Continental" single cog large flange hubs, giving exceptionally responsive wheels. Alessandro Supreme Maple 12.5mm. wood or Simplex Sportal Dural rims, 27".

TUBULARS—Alessandro Path, Dunlop, any number, Constrictor or Tabucchi Grass, Path.

BAR AND STEM—Latest "Huca" bend which gives maximum sprinting position, on W. F. Holdsworth special hand-made lapped-joint stem or hand-made downward curved Morkens stem. Sizes 2", 2½", 3", 3½" or 4". Finest chromium plated.

SADDLE—Brooks Champion Sprinter, Mansfield Ormond Sprint on RR56 framework or to choice, on straight RR56 seat pillar.

PEDALS—Super-light Lyosard Duralumin, chromed. Quill pattern.

CHAIN—Coventry Elite best black chain, 1" x ⅝".

FINISH—Super Holdsworth Continental finish. Any colour enamel or lustre as base, fishtailed and edged long Continental panels to all frame tubes, in contrasting colour to your choice, front forks same colour if desired. Riders own name on top tube near head. Crown, front fork ends, rear seat and chain stay ends all chrome plated in super-quality Integral Deposit chrome, edges fishtailed to coloured base.

BRAMPTON FITTINGS.

£13 - 19 - 6 CASH

CHATER-LEA or B.S.A.

£15 - 10 - 6 CASH

Or on Friendly Payments 24/9 with Order and 24/9 for 12 Subsequent Months.

Chater Lea or B.S.A., 27/6 and 12 Payments of 27/6

STELVIO



The ideal model for touring, camping, etc., either at home or abroad. The oversize tyres ensure easy running over all classes of roads and country lanes, while the Cyclo Dural gear and Resilion or Hub brakes give comfort with security when doing the "heights." Lugs for the special Quill tubular pannier carrier can be fitted when building, so that the carrier itself (which can be supplied with corresponding brazed-on eyes for 5s. 0d. extra) is easily and quickly detachable.

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 High Manganese Aircraft tubing or "531." Head and seat tubes set at angles of 68° to give comfort and easy steering. All lugs are solid cast Brampton, cut out to "W.F.H." design and carefully lightened. Front forks are of "D" to round pattern rake as shown, blades of 18/21 gauge specially stiffened. All gear and brake eyes and usual bits brazed on.

CHAIN WHEEL AND CRANKS—Williams 3-arm detachable C34 set all chrome.

CHAIN—Renolds best—the "Elite."

GEARS—Super Dural Cyclo 3-speed fitted with brazed-on eye to chain stay ensuring perfect alignment. The latest Dural pulley is fitted in place of the bottom jockey sprocket preventing possible derailment, and water-proof cable is standard. You can have any gears to order and we suggest 52-65-75 for normal use. As the Cyclo Unit rear hub is used, sprockets are easily interchangeable. Sturmey hub gears can be fitted to order.

TYRES—Oversize Dunlops to fit 26" x 1 1/4" or 1 1/2" rims.

SADDLE—Brooks B66 Ch. with 2-coil springs at back, B75, B16 or any of the B17 range. Also Lycetts Aero Dural 6: Terry Super-spring.

WHEELS—Holdsworth built with 26" x 1 1/4" or 26" x 1 1/2" black Dunlop Endrick rims and best quality black D/B spokes, rear 14/16 and front 15/17 for strength. Hubs are British Hub Co's well known Super Solo Cycle-brakes front, and rear screwed for Cyclo. Alternatively if you desire the Cyclo Unit rear hub, this can be had fitted with hub brake. If Resilion Cantilevers are specified, front hub will be a Bayliss-Wiley and rear a normal Cyclo Unit.

HANDLEBAR AND STEM—"W" flat touring bend black celluloid covered give the wrists an ease and the hands a freeness that has to be experienced to be believed. Stem Reynolds lapped joint. Long Constrictor anti-shock grips.

PEDALS—Webb solid centre chromed, with 5/32" balls.

BRAKES—Two Resilion Cantilever "A" brakes in all-black finish, or British Hub or Cyclo Hub brakes with brazed on attachments, and compensating spoke flanges.

MUDGUARDS—Holdsworth special central rib strengthened with reflector built-in. Guards black with white patch.

FINISH—Complete frame and forks positively rust-proofed and finished with four coats finest black enamel. All frame tubes and forks neatly double-lined in gold.

£11 - 11 - 0 CASH

Or on Friendly Payments of 20/6 with Order and 12 Payments of 20/6

CYCLONIC TANDEM

RACE MODEL

UPRIGHT DESIGN

Weight (stripped) 43 lbs.



This 72° head and 70° seat angle Tandem is proving more popular than ever. Of graceful non-freakish lines, built in sensible dimensions for real speed, we are confident it will be in still greater demand. With $\frac{1}{2}$ " balls in lower race for easy steering. Note the close up back, the steering head, and amount of room generally. Wheelbase 61 $\frac{1}{2}$ ".

FRAME—Chater Lea $\frac{1}{2}$ " bottom head race for easy steering. 21 $\frac{1}{2}$ " x 21 $\frac{1}{2}$ " or to order, built of H.M. tubing 19 gauge down tube 20 gauge "drain pipe" 19/22 butted seat tubes, 19/22 gauge front top tube, 22 gauge rear top tube, 24 strut tube. Lugs carefully cut and hand filed to Continental design. "D" to round fork blades in special cast crown. Special "W.F.H." rear ends. Seat tubes 70° to ground. Head 72°. Brackets 10 $\frac{1}{2}$ " with 26" wheels. 22" top tube centres rear, 22 $\frac{1}{2}$ " front top tube giving ample room. Wheelbase 61 $\frac{1}{2}$ ".

CHAIN WHEELS AND CRANKS—Specially built-up Williams 3-arm 40, 40, 52, $\frac{1}{2}$ " x $\frac{1}{2}$ " with 6 $\frac{1}{2}$ " cranks or to order.

WHEELS—"Solite" Race Hubs D.G. or S. Sided built with 12/14 S. butted spokes. Endrick rims, chromium plated. "Holdsworth" special cogs and lock rings.

TYRES—Dunlop Speed or John Bull Speed 26" x 1 $\frac{1}{4}$ ".

BRAKES—Resilion "A" cantilevers front and rear. Chrome finish.

MUDGUARDS—White celluloid with strengthening rib or highly polished Dural, Incorporated reflector.

PUMP—White Celluloid 15" x $\frac{1}{2}$ ".

PEDALS—Solid centre chromium plated. Webb Quill pattern with 5/32" balls and plenty of room on the plates.

CHAIN—Renold Elite, $\frac{1}{2}$ " x $\frac{1}{2}$ ".

SADDLES—B17N or Standard (or equivalent) front and rear.

HANDLEBARS—17" Highgate C.P. front bend with Chater Lea specially made extension chromium plated. At rear 18" "Speen Tandem Rear" bend.

GRIPS—"Holdsworth Pathgrip" sleeving—or Shock-stops.

EQUIPMENT—Reflector, pump and track nuts.

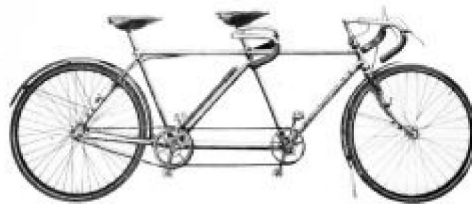
FINISH—The whole frame positively rust proofed Brilliant Silver Blue or Emerald Green Lustre or any glasshard coloured enamel, with heavily chrome plated crown and front fork ends and rear ends, by Holdsworth "integral chrome" process.

£19 - 10 - 0 CASH

Or by Friendly Payments of Payment with Order of 34/4 and 12 Monthly Payments of 34/4

Double Diamond ROAD RACE TANDEM

Approximate weight 48 lbs.



The Clubman's Joy. A really "nippy" job for the lads who know. All lugs lightened to **Continental Design** and brazed-on fittings.

It should be noted that this is the TRUE double-diamond design, all four tubes at rear bracket being carried into the bracket shell. This gives extreme rigidity at this most important point.

FRAME—Wheelbase 63½". Top tubes, 21½". Built of Reynolds best quality double butted tubing throughout. Brampton fittings cut away carefully to Continental design, 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 machine has proved to be the finest value on the market. Note rear fork ends, "W.F.H." special design, note the Continental lug work, and general finish.

CHAIN WHEEL AND CRANKS—Williams tandem 3-arm chromium plated chainwheel set, 44, 44, 48 x 2½". 6½" cranks. "Worthy" cogs and rings any sizes.

WHEELS—Chrome Endrick rims 26" x 1½", built with 12-14 gauge spokes, "Worthy" tandem hubs, "Worthy" built. Transfer guaranteed.

TYRES—Dunlop Speed, 26" x 1½"

BRAKES—Two Resilion "A" cantilever brakes giving immediate control. Chromed finish.

MUDGUARDS—White celluloid with strengthening ribs and built in reflector.

PEDALS—Brampton Universal Race, chromium plated.

CHAINS—Coventry, ½" x ½", front and rear.

SADDLES—Holdsworth race-pattern "Champion" leather top.

HANDLEBARS—Front, 17". Highgate bar on 3" extension. Chromium. Rear, 17" Speen bend on seat pillar clip. Chromium.

GRIPS—Holdsworth sleeve grip or Shockstops.

EQUIPMENT—Reflector, pump and track nuts.

FINISH—Four coats "Continental Blue" enamel or other colour to choice, on definite rust-proof foundation. Chrome crown.

£15 - 19 - 6 CASH

Or Friendly Payments of 28/6 with Order and 12 Monthly Payments of 28/6

No. 2 TANDEM

Approximate weight 52 lbs.



A Tandem in a class on its own for amazingly easy and silky running. 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.

Alternatively fitted Sturmey "KT" Hub.

FRAME—Special comfortable touring design. Wheelbase 52½" or to order. Holdsworth unique rear ends.

CHAIN WHEELS AND CRANKS—Special Williams 3-pin tandem set, direct drive. 6½" cranks. Chrome.

WHEELS—"Worthy-well-built" transfer guaranteed wheels. 12/14 gauge. British make black spokes, with Dunlop 26" x 1½" or 1¾" Endrick countersunk spoke hole rims, especially made to suit the hub brakes used.

HUBS AND BRAKES—The front hub is the peerless British Hub Co's tandem hub brake. Smooth and efficient it is fitted with the famous "Torque" arm to distribute the braking strain over the whole forks. The rear brake is the latest Super Cyclibrake 5" broken 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 1½" or 1¾".

MUDGUARDS—Central rib white celluloid or black with white patch. Incorporated reflector. All eyes brazed on.

GEAR—Cyclo 3-speed gear. 58-72-85 or to choice with waterproof control, and brazed on bracket ensuring perfect alignment.

CHAINS—Coventry roller chains. ½" x 1".

SADDLES—Holdsworth "Champion" leather top or Lycett spring 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 in chrome. 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. Tocalmit force feed throughout. "The lubricating system that gets there."

£17 - 17 - 0 CASH

Or Friendly Payments of 31/7 with Order and 12 Monthly Payments of 31/7

Lady-Back Design - 10/- extra.

I shall be happy to quote this Tandem in CHATER fittings throughout as steered by "Sandy" himself.

HOLDSWORTH FRAMES

IMPORTANT.—When ordering frames it is essential to give size of wheels and width over cones or lock nuts, also whether mudguard clearance is required for 27 in. wheels on road models, before building can be commenced.

When a frame and forks only is 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, chainwheel, cranks and straight seat pin exactly as corresponding machine specification. Tecaletit lubrication throughout.

Special designs and specifications quoted for by return.

All have brazed on mudguard eyes, pump pegs, chain rest, and detachable and adjustable chromed Chater Lea fork lamp bracket.



Model	Angles	Chain Set	Cash Price	Friendly Terms :	
				With Order	And then 8 payments
TYPHOON	73° 70°	C34	£4 5 0	10/10	10/10
SUPER-RAPIDE	73° 70°	C34	£5 5 0	13/5	13/5
TORNADO	71° 68°	C1000	£5 15 0	14/8	14/8
CYCLONE	73° 71°	C1000	£6 0 0	15/4	15/4
L'INTERNATIONALE	73½° 71¼°	Durax	£6 12 6	16/11	16/11
LA QUELDA CLUB	To choice	C34	£5 7 6	13/9	13/9
LA QUELDA FLYER	do.	Durax	£6 6 0	16/1	16/1
LA QUELDA SUPREME	do.	C1200	£7 2 6	18/3	18/3
ROIDE-VELO	74° 72°	C34—1°	£5 13 6	14/6	14/6
EMPIRE CHAMPION	74° 71°	C1000—1°	£6 12 6	16/11	16/11
EMPIRE CHATER OR B.S.A.	74° 71°	C.L. or B.S.A.	£7 17 6	20/2	20/2
ROAD RACE TANDEM	70° 68°	Williams	£9 15 0	17/3	12 payments 17/3
No. 2 TANDEM	68° 68°	do.	£9 15 0	17/3	17/3
CYCLONIC TANDEM	72° 70°	do.	£11 10 0	20/4	20/4



For the real enthusiast, there is the latest "Divided Axle" type. With this type you actually reduce your ordinary wheelbase by $1\frac{1}{2}$ " thus making for exceptional liveliness.

This "Divided Axle" type is 10/- extra to the prices below.

PRICE

Including chromium plated sliding seat stays and the rest of the set finished in any colour enamel or lustre.

With Maple Sprint Wheels	...	£6 : 10 : 0
" High-Pressure "	...	£6 : 2 : 6
" Endrick W/O "	...	£5 : 17 : 6

Or all Chrome Plated 15/- extra.

**YOUR BIKE'S A TRIKE
IN 5 MINUTES**

THE TRICYCLE CONVERSION SET

The Conversion Set enables any cyclist to taste the joys of Tricycling without being put to the expense of buying a new tricycle.

The would-be racing tricyclist, too, finds this a great help, as he has the knowledge that Tricycle Records and even Tandem Tricycle records have been broken on this Conversion Set.

It is remarkably easy to fit. You just remove your rear wheel and guard, place the set in their place; tighten up the nuts on the set in the place of your wing nuts, place the seat stays on your seat bolt; tighten the nuts on the chromed telescopic stays and it is ready to ride.

Here are a few details of the specification:—

1. Direct drive to rear side wheel on annular bearings.
2. Axle width only 28" over cones—will go through most doors.
3. With sprints is only 7 lbs. more than your rear wheel.
4. Reduces bracket height by 1".
5. Fits either road or path ends.
6. Takes fixed, free or derailleur gears.
7. Fits any size frame.
8. Offside wheel runs free.
9. Conforms to latest tricycle design.



