

**LIGHTWEIGHT
FRAMES and
CYCLES**



HOLDSWORTH

**Handbuilt
by Craftsmen
1964**

The Golden *HURRICANE*



*in a super
Gold
Flamboyant
offset by
Campagnolo
Blue
frame contrast
and guards*

TEN SPEED

INC. PURCHASE TAX

£36.8.0

FRAME Standard as listed but available in Super Gold Flamboyant finish only with head tube and divided seat panel in Campagnolo Blue.

WHEELS Dunlop High Pressure rims on Racelite large flange alloy hubs with Dunlop H.P. Road Racing tyres and tubes.

CHAINWHEEL SET Williams 6 $\frac{1}{2}$ " fluted C34 with 3/32" rings.

BRAKES Powerful acting Universal operated by finger light hooded levers with built-in adjusters.

SADDLE Brooks B15 "Narrow" with special perforated side flaps and chrome plated frame.

GEARS Campagnolo Gran Sport front and rear with twin down tube levers on ten speed models.

TRANSMISSION Regina Gran Sport five speed freewheel and 3/32" chain.

BENDS AND STEM G.B. alloy Maes with white embossed tape and II Primo steel stem with metal badge.

PEDALS Chrome plated Lyotard racing pattern.

MUDGUARDS Deep sectioned Blue plastic with regulation reflector.

PUMP 18" Apex Ultralite in polished alloy.



GRAN SPORT

FIVE SPEED

INC. PURCHASE TAX

£32.12.6



*The
Clubman's
favourite
every - day
mount*

HURRICANE

BUILT WITH REYNOLDS "531" TUBING FOR TOP PERFORMANCE TO A 72° PARALLEL DESIGN. CONTINENTAL LUGS, FORGED CROWN, FORGED AGRATI REAR ENDS, BRAZED GEAR AND BRAKE EYES.

**FRAME IN
ANY COLOUR**

Stoved Enamel, Lustre or Flamboyant. Lugs picked out OR head tube enamelled in contrasting colour. Metal head-plate, transfer seat crest, model name, etc.

COSTING

Owing to the competitive price at which Hurricane models are offered we regret that the standard specification must be adhered to. Should shortages force us to substitute other components these will be of comparable value.

FRAME SIZES

Standard sizes 21" - 23½" have a 22½" top tube and 24" - 25" have a 23" top tube. 22" or smaller frames can be built to our, 21½" top tube 72° Head and 73° Seat, 'short reach' design if required.

**FRAME SET
ONLY**

£10.10.0

EX WORKS



Italian styled road frame

The best tubing available—Reynolds butted “531” is used throughout this thoroughbred frame, which features the modern long Italian lug cut-out and the very popular, sloping shoulder, Italian crown. First-class from start to finish the “531” fork blades and stays are brazed into the famous Campagnolo forged drop-outs designed for use with quick release hubs. A tremendously strong rear triangle is achieved, without extra weight, by using 5/8” seat stays fully wrapped-over at the seat cluster by means of a long tapered chamfer. Curved bridges, brazed-on cable eyes and gear lever “check-stop”, are all supplied with the usual “Holdsworth” attention to detail.

MISTRAL

This is a first-class frame designed for road use with five or ten speed gearing. The forks are raked for positive yet light handling and a fairly long but rigid triangle with 10½” bracket height ensures stability when using “windmill” gears. Sturdy, responsive, steady in a fast bunch, you give yourself a fair chance in the winning sprint if mounted on a new — MISTRAL ITALIAN-STYLED ROAD FRAME.

FINISH

ANY COLOUR FLAMBOYANT, LUSTRE OR ENAMEL, CONTRAST PANEL AND BANDS TO SEAT TUBE. HEAD TUBE CONTRAST AND ALL LUGS LINED
—TO CHOICE.

**FRAME
SET ONLY
£13.19.6**

ex works



MONSOON

an outstanding model in its class

Double butted "531" tubing is brazed into a lugwork of a balanced scroll pattern, designed and cut by our own craftsmen, making a pleasant change from the stereotyped pressings found on most frames today. Careful selection based on long experience of angles, forks, bracket height and wheelbase measurements ensure for the Monsoon rider a stable yet lively design.

Parallel head and seat angles of 72° have been combined with a low bracket height and fairly long back which allows even a wide ratio ten speed to function efficiently. Forged Agrati ends give a good gripping surface for quick release hubs and a stop under the down tube prevents any make of gear lever clip from "creeping". Eyelets and a tunnel for bare brake and gear cables are brazed-on but pump-pegs and lamp bracket are not fitted unless requested.

FINISH To individual choice of any colour Flam Lustre or Enamel with contrasting panel or bands to the seat tube. The head tube may also be in a contrasting colour, or all the lugs picked out as preferred.

*for the road man with
an individual
taste—*

*hand cut
lugs of
artistic design
produced in
our own
workshops*



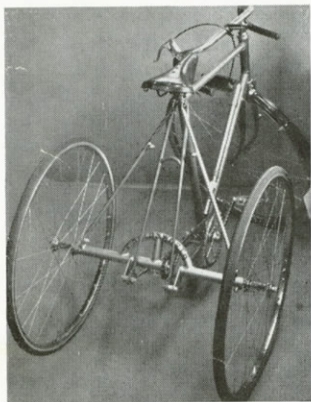
FRAME SET
£12.12.0
ex works

HOLDSWORTH POLICY

PROVED IN PRACTICE

Last year the Holdsworth workshops took the significant step of combining the very best in frame building and design that both Britain and the Continent had to offer. British craftsmanship in frame building has for decades been undisputed, and since 1933 Holdsworth have consistently maintained this high standard. Equally, so have the Continentals, through their vast racing experience been famed for evolving and standardizing frame design. Their riders, "ACES" and Clubmen alike, have been pleased to accept the lead of the great racing "marques" on matters of specification. By adopting this Continental policy, the frames presented here represent a "break through" in greater value for less money. In offering them in set specifications only (*thereby dispensing with tedious and unnecessary operations to satisfy various individual whims and fancies*) and incorporating our high standard of workmanship and finish allied to the finest quality materials — Reynolds butted "531" tubing throughout, best French and Italian lugs, Campag. ends etc.—Better material CANNOT be obtained—we have proved that these are the finest frames available today at prices below anything of comparable nature.

TRIKE CONVERSION SET



FITTED WITH 26" STEEL ENDRICK
WHEELS & DUNLOP SPEED COVERS

FINISHED
IN

£14.5.0

SET LESS RIMS & COVERS

WHITE ENAMEL **£10.7.8**

ANY OTHER COLOUR EXTRA 7/6

Alternative fittings extra

Dunlop High Pressure Wheels
and Tyres

15/-

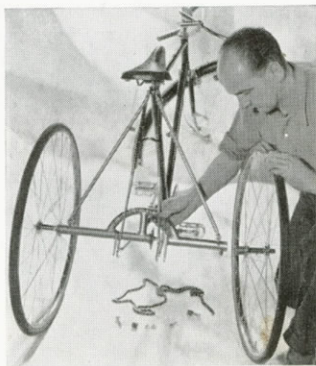
Hub brake fitted to offside wheel

60/-

N.B. STATE WHETHER REQUIRED
FOR FIXED WHEEL OR GEAR

Easy to fit—

Detach offside wheel and thread axle through rear triangle of solo machine. Insert bolts through large ears on axle, spacers and rear ends of frame. 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. To tension chain, swing axle and/or adjust in rear end slots. Finally tighten all nuts, checking that wheels lie parallel to frame which must be vertical.



OVERALL WIDTH ONLY 28"

W. F. Holdsworth strongly advise all cyclists to join one of the National Cycle Organizations which offer insurance while riding, a social club life, touring and racing facilities. Write to:—

C.T.C. Cyclists' Touring Club,
3, Craven Hill,
LONDON, W.2.

B.C.F. British Cycling Federation,
21, Blackfrairs Road,
LONDON, S.E.1.