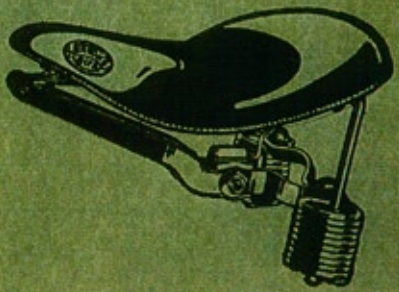
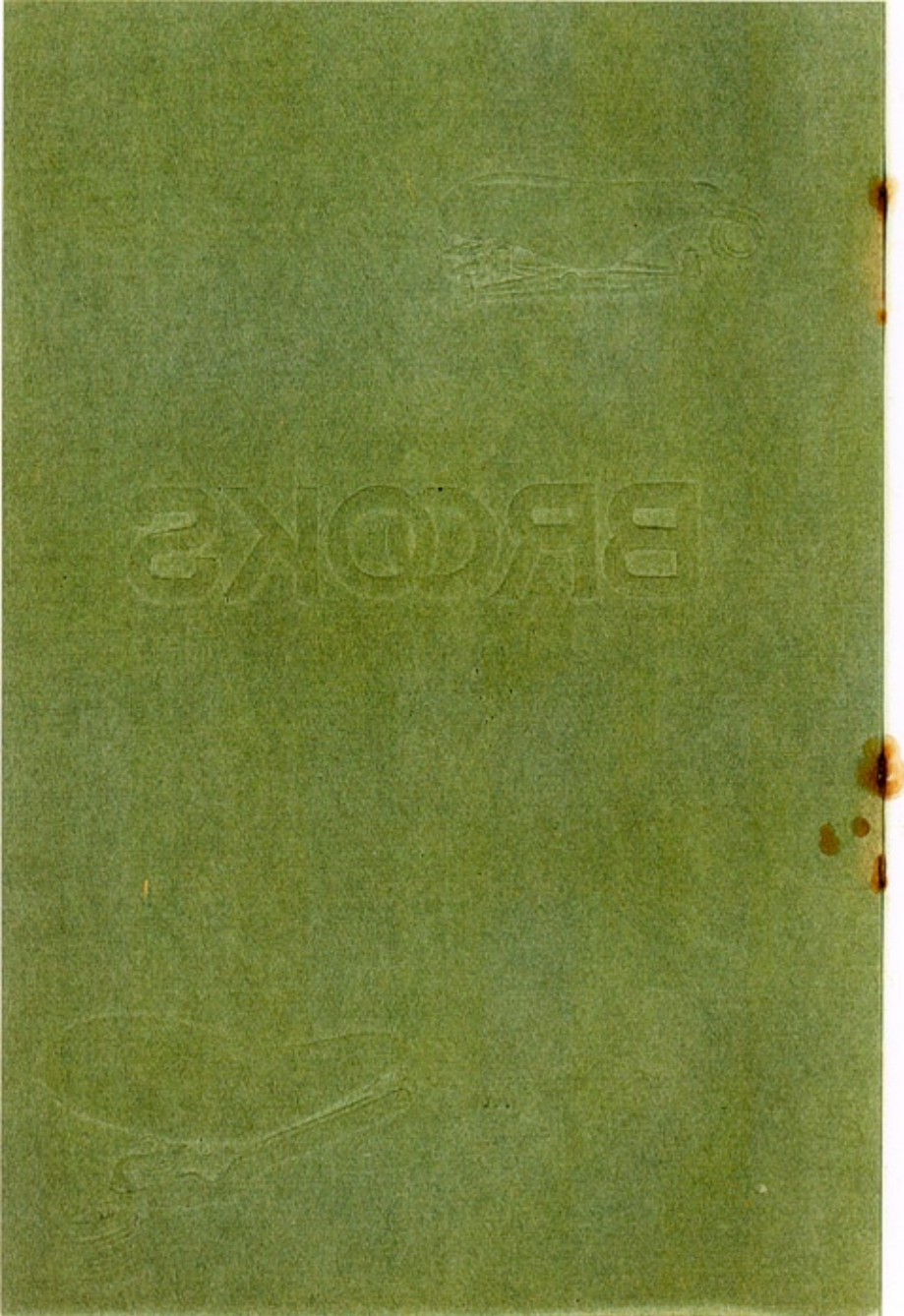


THE BROOKS BOOK FOR 1920





The 34th Annual

BROOKS BOOK

Describing and Illustrating the 1920 Models of

BROOKS

Saddles and Equipment for Motor Cycles and Cycles

J. B. BROOKS & Co. LTD.
Great Charles Street, Birmingham

Telephone (6 lines).
CENTRAL 3670

Telegrams.
"BROOKS, BIRMINGHAM

Quality First

TO maintain that quality for which Brooks Saddles have since their introduction to the Public been so well known, is still the foremost policy adopted in the manufacture of all Brooks productions.

Character

There are three contributory causes to the resulting character of any commodity, and in proportion to the degree in which all three are embodied is the character good, bad or indifferent. These causes are: Design, Workmanship, and Material. We believe that a saddle excellently designed and built, but from inferior material, is a good example of "Love's Labour Lost"; and similarly the lowering of the standard of any one quality is but false economy. Considerations of any kind, whether of price, ease of production or similar nature, are of a secondary order and do not in any way interfere with the policy of Quality First.

Character Exemplified

It is in Brooks Saddles that you see excellence of design, thoroughness in construction and soundness of material all combined. Analysed thus, it can be understood why the finished product is so infinitely superior.

Design

The number of patents taken out from time to time is only one indication of the thought expended on the design of a Brooks Saddle. The care taken to produce the most comfortably moulded shape; the strong yet light framework; the ingenious provision for adjustment both for the primary setting of the saddle, and in the event of its having been unduly exposed in the damp, for the subsequent tightening of a stretched leather top.

Construction

To enable the excellence of design to be reproduced without adding greatly to the cost, the most up-to-date machinery and methods are adopted. Any hand operations necessary (and with leather work there are necessarily several) these are executed only by the most experienced operatives.

Materials

The utmost vigilance is exercised in selecting the most suitable materials for all Brooks products. The leather, the quality of which is such an important factor in the production of a saddle of Brooks grade, is cut from the finest bark tanned English quality "middlings," and the scrupulous examination to which all hides are submitted renders it extremely difficult for us to obtain sufficient quantities to meet the enormous demand. Not only when receiving the materials is this rigorous examination applied but also at various stages of the construction; and the use of copper rivets, special hard drawn steel wires for the springs and like details serves to confirm to the buyer the knowledge that in a Brooks saddle he gets everything at its best.

Suitability

WHILST a saddle may be the most perfect production from each of the forenamed view points, it obviously cannot be suited to every rider, nor is one type likely to satisfy both the tourist and racing rider.

The main object of this book is to present a wide range of selections, and from the information given with each illustration, the rider should find no difficulty in choosing the model most suitable for his own needs. A mistake frequently made is that of choosing a saddle by its appearance.

The majority of riders will find that a saddle with good seat-room and ample springs is what is really required for ordinary riding, and that the comfort of such a saddle is of great assistance to the true enjoyment of cycling.

Adjustments

Never take for granted that the position of the saddle is correct when a machine is delivered from the manufacturers, but experiment to find that which is most comfortable.

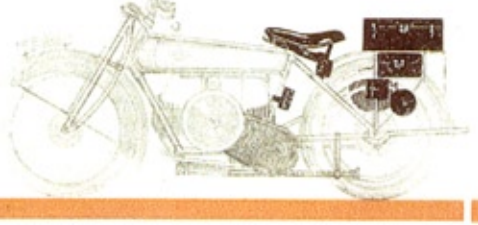
Size, Weight and Height

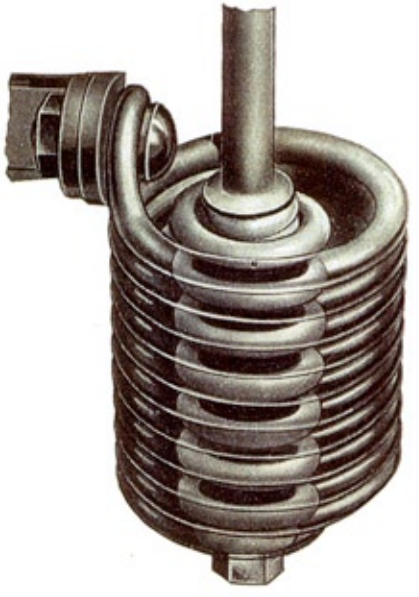
The various sizes and weights of Brooks Saddles (specified throughout this book) have been found extremely useful to many purchasers in time past, and the prospective buyer should (when ordering) state this size and also his own weight. The weights quoted are in every case as accurate as it is possible to make them; slight variations, however, may occur due to the weight and thickness of leather.

The height is measured from the centre of the clip-bolt to the top surface of the leather.

Security

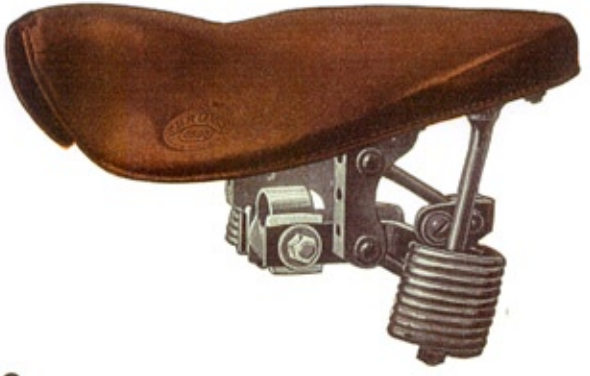
THE name BROOKS is our Registered Trade Mark. It appears on both flaps and in name-plate form at the rear of every saddle that we make. Saddles which do not bear that name are not of our manufacture, neither can they possess the same merits.





The BROOKS World-famed Compound Spring

FOR several years now the Brooks saddle has been referred to as "the saddle with the compound springs," and many are the riders who have experienced the extra comfort which is afforded by these extra springs. The compound spring consists of the usual coil spring (in Brooks Saddles of unusually large dimensions) within which is coiled a second spring, the function of which is to damp out any minor road shocks, and when more violent shocks are received, to compensate the action with the larger spring and so counteract any tendency to unpleasant bouncing. This saddle luxury is incorporated in most of the Motor Cycle models illustrated in the following pages.



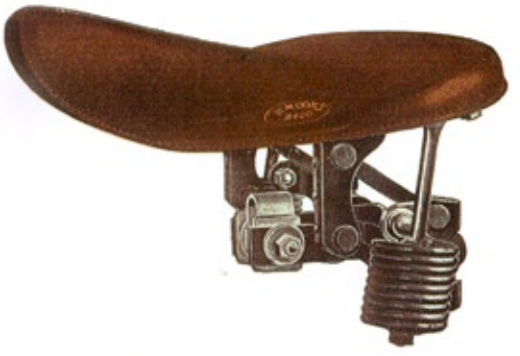
B 500
Patent Motor Cycle Saddle

Size, 14 in. wide × 13 in. front to back. Weight, 10 lb. 10 oz. Height (to top surface of depression), 4½ in. Clearance between rear springs, 8 in.

THIS model has been described as "the Pullman of Saddles," and the suggestion of travelling comfort that is conveyed by this phrase is in no way wasted on this most luxurious of all saddles for Motor Cycles.

The Brooks Compound Springs are fitted and support the whole of the seat which is of unusually comfortable dimensions and extremely well padded. The seat portion moves uniformly and in a vertical direction; this movement being provided by means of parallel links connected between the fixture of the saddle and the springs. Ample bearing surface has been given to all the wearing surfaces so that no discomforts due to minor vibrations shall be felt.

B 500 Enamel finish only - - **113/–**



B 400
Patent Motor Cycle Saddle

Size, 12¼ in. wide × 12¼ in. front to back. Weight, 9¼ lb. Height (to top surface of depression), 4½ in. Clearance between rear springs, 8 in.

THIS model is a replica of the one previously mentioned, except that it is made somewhat smaller and is consequently rather lighter. The compound springs, however, and all motion and bearing surfaces are the same as on the B 500.

The seat is of liberal dimensions, shaped and padded to provide the maximum comfort, and finished to the smallest detail with usual Brooks thoroughness.

The rider's weight should be stated when ordering.

B 400 Enamel finish only - - **78/–**



Size, 12 in. wide × 13½ in. front to back. Weight, 8 lb. 12 oz. Height (to top surface of depression), 4 in. Clearance between rear springs, 8 in.

B 175
Patent Motor Cycle Saddle

THE short time that this model has been on the market, has served admirably to demonstrate its value to the Motor Cyclist as a most luxurious saddle. The rider is completely insulated from road shocks. Not only the main weight bearing portion of the saddle, but the peak is also sprung; a coil spring being fitted to give just a little extra comfort to the front portion of the saddle.

The bulk of the rider's weight is of course carried on the compound coil springs, which have proved themselves so efficient and certain a means of counteracting all vibration, particularly that unpleasant and frequently injurious rebound so common to saddles employing the simple type of spring. To assist these springs and also the coil spring in the peak, the legs connecting the compound spring to the seat base are hinged, thus allowing great freedom of movement to the whole saddle.

B 175 Enamel finish only - - **67/–**



B 170
Patent Motor Cycle Saddle

Size, 12 in. wide × 13½ in. front to back. Weight, 8 lb. Height (to top surface of depression), 3½ in. Clearance between rear springs, 8 in.

THIS is undoubtedly the most popular Motor Cycle saddle on the market; which fact is the best indication of its comfort-giving and wear-resisting properties. It has a large perfectly shaped and comfortably padded seat, the weight bearing portion of which is carried on the Brooks Compound Springs; the peak of the saddle is anchored to the frame by a pivot made sufficiently substantial to withstand the wear at this point.

For the average rider this saddle, combining as it does sturdiness and reliability, with ample elasticity, has very great attractions.

B 170 Enamel finish only - - **60/–**



B 155
Patent Light-Weight Motor Cycle Saddle

Size, 10½ in. wide × 12½ in. front to back. Weight, 8 lb. Height (to top surface of depression), 3¾ in. Clearance between springs, 6½ in.

THIS is a new model, a refinement of the B 150, employing the same principles which have been found so satisfactory in the Brooks B 175; it is, however, smaller and provides a most comfortable seat; particularly suited to the light-weight Motor Cycle.

The seat is sprung in the peak by a coil spring, and at the rear by the Brooks Compound Springs.

The legs are also hinged at the rear, which allows freedom of movement to the spring underneath the peak of the saddle.

B 155 Enamel finish only - - **58/–**



B 150
Patent Light-Weight Motor Cycle Saddle

Size, 10½ in. wide × 12½ in. front to back. Weight, 6 lb. Height (to top surface of depression), 3¼ in. Clearance between springs, 6½ in.

FOR the lower powered Motor Cycle a saddle of somewhat lighter weight than the B 170 is recommended, and the B 150 illustrated on this page is an ideal saddle for the purpose.

The saddle is necessarily somewhat smaller than the B 170, but at the same time is perfectly shaped and as comfortably padded as the larger model.

The Brooks Compound Springs are fitted, which are correctly calibrated to support the rider's weight, and at the same time effectively insulate him from all road shocks and excessive oscillation.

B 150 Enamel finish only - - **51/–**



B 225
Patent Motor Cycle Saddle

Size, 12 in. × 13 in. front to back. Weight, 7 lb. 12 oz. Height (to top surface of depression), 3¼ in.

THIS is another new model; designed primarily for speed work as in the case of the B 220, from which model it has been evolved, but the coil spring fitted in the peak gives rather more resiliency to this portion of the saddle.

To the rider requiring a low firm seat but somewhat less rigid than the B 220, this saddle offers undoubted attractions. Laminated springs are employed to give resilient support to the saddle, and these as in the case of the B 220 are anchored in the centre, giving free movement to either end of the spring, an arrangement which has been found most satisfactory in use.

B 225 Enamel finish only - - **78/-**



B 220
Patent Motor Cycle Saddle

Size, 12 in. × 13 in. front to back. Weight, 7 lb. 3 oz. Height (to top surface of depression), 3 in.

WHERE an extremely low seat for speed work is required—this is undoubtedly the saddle to fit. It has been specially designed to meet the racing rider's needs. Instead of the coil spring a specially designed laminated spring is employed which is anchored in the centre, giving free movement to either end of the springs.

This method of suspension has been found most satisfactory and whilst giving ample resiliency for the particular kind of work for which it has been designed, it at the same time possesses another great requisite for speed work, namely, firmness.

This model is also eminently suitable for Spring Frame Machines.

B 220 Enamel finish only - **71/-**



B 1038
Patent Adjustable Motor Cycle Back Rest

Size of Pad, 12 in. × 3¼ in. Weight, 2 lb. 6 oz. Height, adjustable from 5½ in. to 7 in.

THIS fitment has been designed for the rider who is in the habit of covering long distances at a time, and who feels the need of some relaxation when opportunity affords.

The Back Rest can be either lifted or lowered, and by the use of a simple catch arrangement can be locked in position. The Back Rest is comfortably shaped and adjustable in height.

When ordering, the number of saddle to which it is to be fitted should be stated, and also the distance from centre to centre of the bolts in rear of under plate.

B 1038 Enamel finish only - - **32/6**



B 3150
Motor Cycle Back Rest

Reg No. 648013

Size of Pad, 12 in. × 3¼ in. Weight, 1 lb. 7 oz. Height from top of seat to top of back rest, 7¼ in.

A COMFORTABLE padded leather-covered Back Rest made for easy attachment to Brooks Motor Cycle Saddles.

B 3150 Enamel finish only - - **22/–**

REMEMBER, that a Saddle to be as good as a BROOKS, must be a BROOKS.

B 7978
Motor Cycle Pannier Tool Bag



Size, 8½ in. × 4 in. × 4½ in.

THIS is a neatly designed and strongly constructed Tool Bag. The top, bottom and ends are steel, and the front of stout leather, a gusset being formed between the ends and the opening surface. The Brooks patent cam action lock is fitted and attachment to the carrier is by means of two steel clips.

B 7978 - - 16/3

B 7979

Size, 7½ in. × 4 in. × 4 in.

A similar tool bag to the one illustrated above, but smaller.

B 7979 - - 15/6

Size, 7½ in. × 4 in. × 4 in.

A substantially made and very popular bag, having metal top, bottom and ends, the front being of well chosen grained leather, fastened by means of two straps as illustrated, and provided with two steel clips for attaching to carrier.

B 7992 - - 12/9

B 7992
Motor Cycle Pannier Tool Bag



B 539
Repair Outfit Case



Size,
4½ in. × 4 in. × 1⅞ in.

A neat and handy method of carrying Repair Outfit.

Constructed from three-ply board and covered in best leatheroid. Provided with clip for fixing to Motor Cycle frame.

B 539 - 9/3

B 7584
Motor Cycle Tool Roll-up

Size, 19½ in. × 7½ in.

Constructed from stout canvas, bound with leather, a pocket on end is provided and the securing strap passes through steel loops.

B 7584 - 7/6

B 3147
Motor Cycle Tool Roll-up

Size, 27½ in. × 7⅛ in.

A strongly made leather Tool Roll provided with large pocket on end for oddments, and strap for securing the various tools. This is a very substantial article.

B 3147 - 12/3





B 944
Motor Cycle Carrier Case

Size, 16½ in. × 10½ in. × 6½ in., outside measurements.

THE Motor Cyclist who has frequent need to carry a fair amount of luggage, finds the usual Kit Bag somewhat of a nuisance, especially when it is necessary to be continually fixing and removing this. Furthermore, the wear and tear is sufficient to make the use of such a bag entirely unsuitable for this purpose. This Carrier Case has been specially designed for use on the Carrier of a Motor Cycle, and is constructed of the finest leatheroid on a special three-ply board, thereby rendering it extremely light, yet at the same time very strong. It is fitted with Brooks Patent Lock and two straps, and has a special dust excluding arrangement.
Supplied with four steel clips for fixing to carrier.

B 944 - - 46/6

B 2782
Motor Cycle Carrier Case

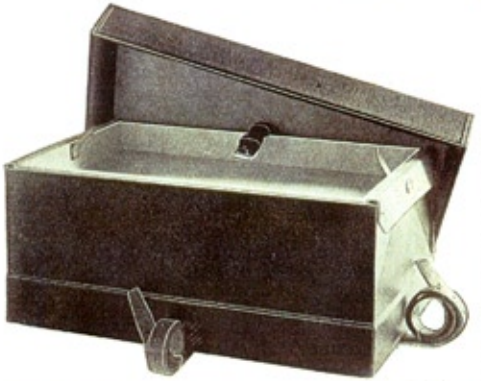
Size, 16½ in. × 10½ in. × 6¾ in., outside measurements.



This Case is similar in construction to the model described above, but has, in addition, a removable inner case. This feature possesses undoubted advantages in that the inner case can be packed in the house and carried straight to the Motor Cycle, and at the end of the journey taken therefrom to the rider's rooms. Being thoroughly protected from all elements by this double casing, the detachable case is kept perfectly clean and free from all travel stain.

B 2782 - 70/6

Size—outside measurements, when extended, 16½ in. × 10½ in. × 7 in. Outside measurements, when collapsed, 16½ in. × 10½ in. × 2 in.



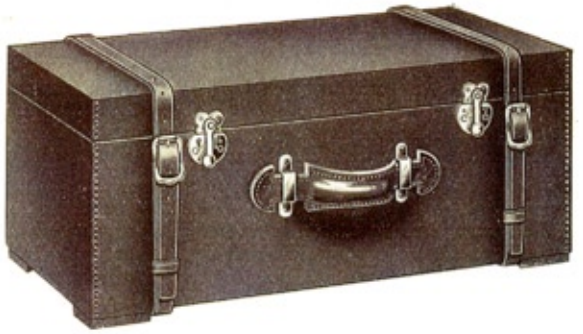
IT is claimed for this bag that it is "always handy yet never in the way." Its handiness is proved by its ability to carry a considerable amount of luggage, and the fact that it can be collapsed to a total height of 2 inches, renders it, when in that state, quite insignificant. As in the previous models, it is made for attachment to the carrier by means of four steel clips. This method of fixing is so much more satisfactory than the straps usually employed for fixing an ordinary kit bag to the carrier, and you are thereby saved the constant anxiety of wondering whether your luggage is still on the carrier.
At an extra cost a tray, which is recommended, can be fitted as illustrated. Made of finest leatheroid on three-ply board.

B 1795
Motor Cycle Collapsible Carrier Case

B 1795 - - 50/-

Tray, extra - 8/6





B 3666
Sidecar Trunk

Size, 21½ in. × 10½ in. × 8¼ in., outside measurements.

THE Motor Cycle and Sidecar is daily becoming more widely used for serious touring and travel, and it is to help the Motor Cyclist in this direction that a specially designed Sidecar Trunk has been produced.

The model illustrated is developed from the Carrier Case, B 944, but is somewhat larger and is fitted with straps for attaching to the luggage grid. It is exceedingly light yet strong, due to its construction from selected three-ply board, and is rendered entirely waterproof by its covering of finest black leatheroid cloth, and to further assist in its weatherproofing objective, it is provided with deep lips which register with a felt-surrounded slot in the lid, and the security of the whole is provided by means of two Brooks Patent Locks. The finish is beyond reproach, and after removing from the luggage grid, this trunk is suitable for carrying, a handle being provided for this purpose.

B 3666 - 98/-



B 2367
B 2400
B 3523
Sidecar Trunk

THESE Trunks were originally designed and supplied for use on Light Cars, and give a somewhat larger capacity than the models previously described. They are, however, suitable for high-powered Motor Cycle combinations; and actually the additional capacity only very slightly increases the weight. This is due to the method of construction employed. They are made from three-ply board covered with leatheroid, and are fitted with the famous Brooks "Instantus" Holders for attachment to the luggage grid. This does away with all straps, and renders the fixing or removal of the whole case the work of a few seconds.

Two tension fasteners and a strong lock are also fitted, which greatly assist in rendering the Trunks absolutely water and weatherproof.

A tray is fitted as shown in the illustration, and this Trunk can be supplied in black or biscuit colour, with brass fittings.

	Outside measurement	
B 2367	24 in. × 12 in. × 10 in.	Prices on application.
B 2400	26 in. × 14 in. × 12 in.	
B 3523	28 in. × 16 in × 12 in.	

B 3600
Spare Wheel Wrapper

THE spare wheel being now a recognised fitment on many of the larger Sidecar Outfits, some means of protecting the tyre from the effect of the sun, and at the same time for neatly encasing it, has been found necessary. The pattern illustrated is similar to one of the models which has proved so valuable to car owners.

The wear at the hub is taken on a double thickness of hide. It is divided circumferentially and no straps are needed to hold it in position—each edge being threaded with best aircraft elastic cord. The material is black polished leatheroid of the finest quality.



B 3600 - Price on application.

B 2889 & B 2890
Motor Cycle Belt Cases

Size, 8¾ in. diam. × 2½ in. deep.



This case provides a neat and effective means of carrying a spare belt.

B 2889 is made of finest leatheroid and is provided with two steel clips for securing to the carrier.

B 2890 is of similar design, but of best quality leather.

B 2889 - **18/6**
B 2890 - **25/9**

B 963
Motor Cycle Spare Belt and Tube Case



Size, 9½ in. diameter × 3¾ in. deep.

Of finest leatheroid on three-ply board. Spare belt is carried in the outer and spare tube in the inner compartment; a leather cap for the valve, and felt pads top and bottom, being provided for the tube space. For further protection, wrap the tube in a cloth dusted with French chalk, and, if loose, inflate sufficiently to make a firm fit.

B 963 - **28/6**



Size, 5 in. diameter × 4 in. deep.
To take 26 in. × 2½ in. tubes.

B 535 is made of finest leather, the lid and bottom are lined felt, and a leather cap is provided for the valve of spare tube. Attached by steel clip provided.

B 548 is similar, but of best leatheroid on three-ply board.

B 535 - **16/–**
B 548 - **11/9**

Also **B 3661** and **B 3662** to take 28 in. × 3 in. tubes.

B 3661 Leatheroid - **14/6**
B 3662 Leather - **19/3**

B 535 & B 548
Motor Cycle Spare Tube Boxes

B 7265
Spare Tube Case



Size, $9\frac{3}{4}$ in. × $2\frac{7}{8}$ in. × $3\frac{1}{8}$ in.

A convenient means of carrying a spare tube. This case is made of leather, lined baize, and fitted with the Brooks Patent Lock and clips for securing in position.

B 7265 - - 20/3

B 5674/1
Motor Cycle Plug Case

Size, $2\frac{3}{4}$ in. × $1\frac{1}{2}$ in. × $3\frac{1}{2}$ in.



This small case fills a long felt need, as by its use spare sparking plugs may be kept in good condition for any length of time; whereas, if left amongst a mass of tools in the Pannier Bag, they are rendered useless after a few miles travelling. The case is strongly made of leather fitted with a wooden base, into which the plugs are screwed, thus preventing damage to the points.

B 5674/1 - 5/6

B 961
Motor Cycle Carbide Carrier



Capacity, $\frac{1}{2}$ lb. Size—$2\frac{3}{4}$ in. diameter, $4\frac{3}{4}$ in. deep, $4\frac{3}{4}$ in. over clip.

THE Motor Cyclist who does much night riding finds it imperative to carry a supply of fresh carbide. This case, which is strongly made of best leatheroid and is absolutely waterproof, is a most satisfactory and neat method of carrying a $\frac{1}{2}$ lb. tin, and can be attached to the frame or sidecar by a wing-nut clip.

B 961 - - - 6/–

B 6510
Motor Cyclists' Belt

The Motor Cyclist who enters frequently for competition events, will find this Belt particularly useful. The pouches afford a very accessible position in which to carry small tools and spares, and thereby greatly assist a speedy repair or renewal, as the case may be.

It is made of selected leather and perfectly finished. Can also be supplied without pouches.

B 6510 -

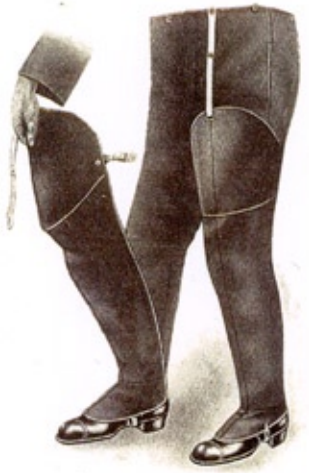


Belt only, 38/44 in. **3/6**

Belt only, 45/52 in. **4/–**

Belt, 38/44 in. and Pouches **- 13/–**

Belt, 45/52 in. and Pouches **- 13/6**



B 2658 & B 2657
Brooks Patent Spring Leggings
Full Length Pattern

Size 1—11½ in., 12½ in.
Size 2—13 in., 14 in.
Size 3—14½ in., 16 in.
Size 4—16 in., 17½ in.
} Round calf outside trousers.

THESE Leggings possess undoubted advantages over the ordinary pattern, "they just spring on," and because of this the nuisance of having to struggle into or wriggle out of a weatherproof garment at the beginning and end of a journey is avoided, and seconds, instead of minutes, suffice to protect the rider from the most inclement weather.
The springs are anatomically shaped and fit below the knee and above the ankle.
When ordering, give the measurement round the calf outside the trousers (not too tightly.)

B 2658, good quality black rubber-proofed cloth, per pair - - - - **47/–**
With top straps as illustrated - **50/–**

B 2657, finest khaki waterproof canvas, per pair **42/6**
With top straps as illustrated - **45/6**



B 2049 & B 2050
Brooks Patent Spring Leggings
Short Pattern

Size 1—11½ in., 12½ in.
Size 2—13 in., 14 in.
Size 3—14½ in., 16 in.
Size 4—16 in., 17½ in.
} Round calf outside trousers.

THE short pattern spring-on leggings are made on the same principle as the full length, described on the previous page, and possess all the advantages of ready attachment or removal and cleanliness.

A great advantage of these leggings, both long and short patterns, is that one's clothing is not soiled due to its coming in contact with that portion of the overalls which has previously been drawn against a dirty boot.

B 2049, good quality black rubber-proofed cloth, per pair - - - **32/–**

B 2050, finest khaki waterproof canvas, per pair **28/6**

"Champion" Model Racing Saddle



A SADDLE in order to meet the racing cyclist's particular needs must be very thoughtfully designed and produced, and great care taken to eliminate every ounce of unnecessary weight. It must enable the rider to get a firm grip of his machine and at the same time permit unlimited thigh action.

That all these requirements for a racing saddle have been carried out, and carried out in a most satisfactory manner, is the verdict of many hundreds of speed-men who have ridden the Brooks "Champion" Saddle, and the degree of comfort attained in spite of the many conditions which naturally militate against luxury, is a remarkable testimony to the value of a correctly shaped seat.



B 17C Path Saddle "Champion" Model

Gentlemen's model only—Size, 11 in. × 7 in. Weight, 1 lb. 8 oz. Height, 2¼ in.

THIS model is undoubtedly the most popular speed-man's saddle that has ever been made. All the points emphasized on the preceding page have been embodied, and although lightness has been one of the principal aims, this has not been attained at the sacrifice of strength.

B 17 C { Enamel - **23/3** / Nickel - **25/9**

B10 & B10L Light Road Saddle

For Gentlemen—Size 1, size 10½ in. × 8½ in. Weight, 1 lb. 11 oz. Height, 1⅞ in. Size 2, size 11 in. × 9¼ in. Weight, 2 lb. 3 oz. Height, 2 in. For Ladies—Size 1 only, size 9½ in. × 8½ in. Weight, 1 lb. 9 oz. Height, 2 in.

The enormous numbers which have been produced of this model are sufficient proof of its popularity, and as a light road saddle it is pre-eminent. It has a correctly blocked and carefully finished leather top, which is supported by a four-wire frame, spread outwardly at the rear. This construction strengthens the frame against side thrust and prevents sagging, and at the same time perfect ease and a fair amount of resiliency is afforded.

B 10 { Enamel **25/9** / **B 10 L** { Nickel **29/6**

B 10/2 { Enamel **28/9** / Gents' only { Nickel **35/6**





B 18 & B 18 L Light Road Saddle

For Gentlemen—Size, 10½ in. × 8 in. Weight, 1 lb. 10 oz. Height, 2 in. For Ladies—Size, 9½ in. × 8 in. Weight, 1 lb. 7 oz. Height, 2 in.

THIS model (as in the B 10) employs a four-wire framing, which, however, has only one coil in each wire, and the saddle is therefore slightly firmer than the previous model, and at the same time somewhat lighter. This saddle affords a comfortable seat at a very reasonable price.

The Ladies' model (B 18 L) is of similar construction.

B 18 & B 18 L	Enamel	-	19/3
	Nickel	-	22/3

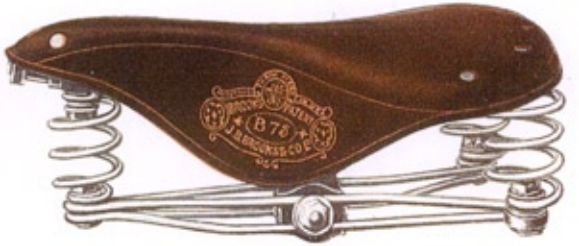
B 32 Light Road Saddle

Gentlemen's model only—Size, 10½ in. × 8½ in. Weight, 2 lb. 4 oz. Height, 2¼ in.

The well-known Brooks four-wire type of framing as fitted to the B 10, is embodied in this model, with, however, the addition of a front loop coil spring and sliding tension rods. All the firmness and neatness of the B 10 is retained, and the loop coil spring referred to ensures somewhat greater elasticity than in models that have not this feature, whilst the sliding tension rods give extra support to the leather.



B 32
Enamel,
31/3
Nickel,
37/-



B 75 & B 75 L Light Road Saddle

For Gentlemen—Size, 10½ in. × 8½ in. Weight, 2 lb. 6 oz. Height, 3¼ in.
For Ladies—Size, 9½ in. × 8½ in. Weight, 2 lb. 4 oz. Height, 3¼ in.

IN this model a different principle of construction is adopted from those described on the preceding pages. Three coil springs and a four-wire base give resiliency and support to the seat. The leather top is specially selected and finished throughout in the most thorough manner. All the rivets are of copper, so that the effects of damp shall not in any way spoil the leather.

B 75 & B 75 L	Enamel	-	23/3
	Nickel	-	27/9

B 302 & B 302 L Light Road Saddle

For Gentlemen—Size, 10½ in. × 8½ in. Weight, 2 lb. 7 oz. Height, 3¼ in.
For Ladies—Size, 9½ in. × 8½ in. Weight, 2 lb. 5 oz. Height, 3¼ in.

A similar saddle to the one previously described, except that the coil springs are made of stranded wire, thereby rendering it slightly stronger for extra rough travelling.



B 302 & B 302 L
Enamel,
26/6
Nickel,
30/6



B 85 & B 85 L Road Saddle (Patent)

For Gentlemen—Size, 10½ in. × 8½ in. Weight, 2 lb. 11 oz. Height, 3½ in.
For Ladies—Size, 9½ in. × 8½ in. Weight, 2 lb. 8 oz. Height, 3½ in.

THIS is a particularly comfortable saddle and suitable for very heavy use. The leather top is cut from the finest middlings, being most carefully shaped and exceedingly well finished, and this is supported on three stranded wire coil springs, which are in turn supported on the Brooks Patent Six-wire Bracket.

B 85 L (Ladies' model) is similarly designed.

B 85 { Enamel - **30/6**
B 85 L { Nickel - **35/–**

B 95 Road Saddle

Gentlemen's model only—Size, 10½ in. × 8½ in. Weight, 2 lb. 11 oz. Height, 3½ in.

In this model the two coil springs at the rear are supplemented by a loop spring at the front. This arrangement of spring has been found to give very great comfort. The base of this saddle is formed from a four-wire bracket which, while strong and sufficiently rigid, gives a certain amount of springiness to the seat.



B 95
Enamel, **29/6**
Nickel, **34/6**



B 28 Road Saddle

Gentlemen's model only—Size, 10½ in. × 8½ in. Weight, 2 lb. 10 oz. Height, 2¾ in.
Size 3—Size, 12 in. × 9½ in. Weight, 2 lb. 15 oz. Height, 2¾ in.

THIS is an exceedingly comfortable saddle affording a very low seating position without detracting from its resiliency. The front loop coil spring is adopted, and a stranded wire loop coil at the rear is assisted by rubber buffers. The whole arrangement is very neat and compact, and the tension screw for adjustment is readily accessible.

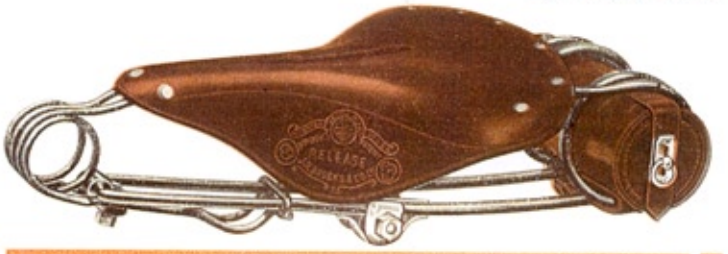
B 28 Size 1—Enamel, **33/3** Nickel, **39/6**
Size 3—Enamel only, **39/–**

"The Release" Hammock Saddle

Gentlemen's model only—Size, 11½ in × 9 in. Weight, 3 lb. 6 oz. Height, 4 in.

This model is designed on unusual lines and provides a most easy riding seat. The weight is evenly supported on extra long springs, which are extended both in front and behind the seat. The spring-wire frame is looped at front and rear to give additional smoothness to the motion.

Release Hammock { Enamel, **39/6** Nickel, **47/–** (Without Tool Bag). Enamel, **49/–** Nickel, **56/6** (Complete with Tool Bag, as B2769 shown on page 37).





B 90
Road Saddle (Patent)

Gentlemen's Model only.—Size 1: Size, 10½ in. × 8½ in. Weight, 3 lb. Height, 3¼ in. Size 2: Size, 11½ in. × 9 in. Weight, 3 lb. 4 oz. Height, 3¼ in. Size 3: Size, 12 in. × 9¼ in. Weight, 4 lb. Height, 3¾ in.

THIS saddle possesses all the qualities which go to provide the cyclist with the maximum amount of comfort. Every thought has been given to its design and every care expended in its construction; and its ever increasing popularity is a most certain testimony to the fact that it achieves its objective.

The leather top is perfectly blocked and finished, and as with all Brooks Saddles, this attention given to provide a correctly shaped seat plays no small part in providing maximum comfort. The loop coil front spring, stranded wire coil rear spring, and patent six-wire bracket, are all items which contribute to the excellence of the whole.

B 90	Size 1	Enamel -	33/3
		Nickel -	40/6
	Size 2	Enamel -	36/3
		Nickel -	44/-
	Size 3	Enamel -	42/-
		Nickel -	50/6



B 130
Cycle Saddle

Gentlemen's model only, plain top. Size, 11½ in. × 9 in. Weight, 4 lb. 8 oz. Height, 3 in.

THIS saddle is modelled on the same lines as our Motor Cycle Saddles. It embodies the Brooks compound coil springs described on page 5, the action of which is to absorb the minutest vibration due to rough roads; these springs possess an additional advantage in that they eliminate prolonged oscillations or bounce, an unpleasant feature which is common to saddles employing a simple spring

The saddle top is correctly blocked from best English leather of a most durable nature, supported by a light yet strong frame-work.

B 130	Enamel	-	43/3
	Nickel	-	56/3

B 2763
Challenge Tool Bag



Size, 7 in. × 3 in. × 2 in.

A REALLY excellent bag with exceptional features. The strap for closing the bag encircles the tools and prevents rattling, and the buckles of the attaching straps are inside the bag, thus making wrongful removal difficult.

B 2763 - - - 5/3

B 7599
Tool Bag



Size, 6 in. × 3½ in. × 1¼ in.

B 7599 is well made of best quality leather, fitted with ring lock and celluloid address pocket in front.

B 7599 - - - 5/9

B 7520 is a similar bag without address pocket

B 7520 - - - 5/6

B 2501
Tool Bag



Size, 6½ in. × 3½ in. × 1¼ in.

A soft gusseted bag, well made throughout from superior leather.

B 2501 - 3/3

B 7519
Tool Bag



Size, 6 in. × 3 in. × 1½ in.

Stout leather is the material used in this bag, which is fitted with ring lock, as illustrated.

B 7519 - 4/6

B 2769
Tool Bag



Size, 6¼ in. × 2¼ in. diam.

This bag is made to fit inside the rear springs of the "Release" Saddle, and has a full length pull-out inside case.

B 2769 - 9/6



Cycle Frame Bag

B 2038 is an excellent frame bag, being roomy and perfectly weatherproof.

It is made of the best waterproof canvas, brown tan, or tweed, and cloth lined—it is stiffened and fitted with rubber buffers to keep it clear of the top frame tube, thus avoiding the fouling of gear levers, wires, etc.

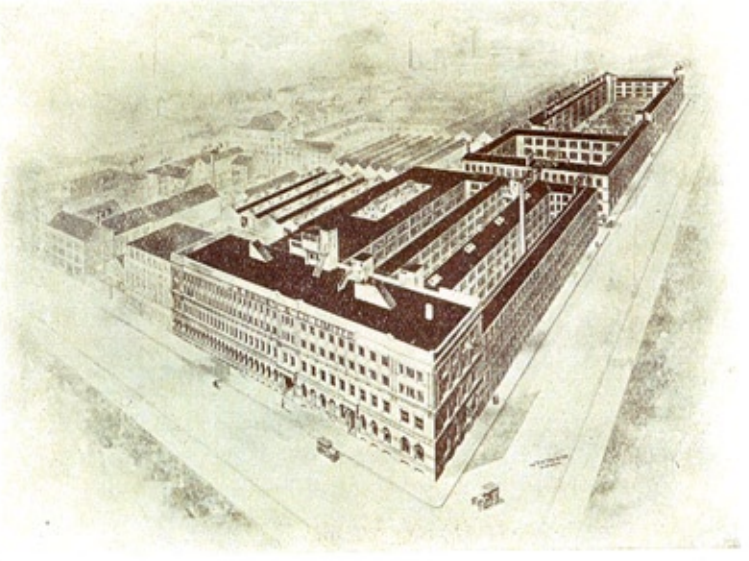
B 2036 is very similar, in both size and shape, to the pattern illustrated and described above. The material is superior waterproof canvas, three straps are fitted instead of lock, and the sides only are stiffened, the gussets being collapsible. Lined cambric throughout.

B 2034 is a somewhat similar bag, but two straps and ring lock are fitted instead of three straps, and the material of which it is made is a cheaper quality canvas.

B 2038, with lock as illustrated - **38/-**

B 2036, with three straps instead of lock **29/6**

B 2034, with two straps and ring lock - **22/-**



Note

UNDER present conditions all prices are subject to revision without notice.

Orders can only be accepted at the prices current on the date of despatch of goods.

Current prices will always be quoted on application.

BROOKS

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