



BROOKS

REGISTERED TRADE MARK

SADDLES &
EQUIPMENT



CRITERION WORKS — BIRMINGHAM

THE

BROOKS

REGISTERED TRADE MARK

BOOK

CONTAINING illustrations and descriptions of the complete range of BROOKS Saddles and Equipment, besides much general information on the all-important subject of easy wheeling.

1926

J. B. BROOKS & CO. LTD.
Criterion Works, Great Charles Street
Birmingham England
TELEPHONE: CENTRAL 3670
TELEGRAMS: BROOKS, BIRMINGHAM



THE SPRING of another year reminds us that there will be many recruits to the ranks of Wheelmen; many old-timers will be renewing their acquaintance with the best of all pastimes; many keen experts will be needing new machines, and many all-the-year-round riders will, with the lengthening days, see the possibilities of yet more riding.

The wise man who is taking up cycling in any form, or changing his style of riding, due either to age or inclination, will exercise great care in the selection of his saddle.

The BROOKS Books have been issued year after year to help in this very important aspect of wheeling. Comfort is essential for the full enjoyment of the pastime, and equally necessary for *both* self-propelled and motor-driven machines. An unsuitable saddle can be a danger and a disappointment, defaming in the eyes of the rider not only the saddle and its manufacturer, but also cycling or motor cycling in all its many forms.

Too hard a seat for the inexperienced or for those who need resilience and suppleness is sufficient to jolt the ardour out of the most enthusiastic, whilst a too springy seat for the rider who can sit a more rigid type and requires firmness for powerful pedalling, is, of course, equally wrong.

A variety of both styles of Saddles is included in the pages following, ranging, for the cyclist, from the luxury of the B 90 down (or up as the point of view varies) to the "Champion" Sprinter for the racing man, and for the motor cyclist ranging from the Cantilever Saddle to the racing types selected by the Isle of Man and Brooklands habitués.

From this range it should be a fairly easy matter to select the particular type to suit one's style of riding, but at all times we are anxious to guide the choice along the right lines. One point we would emphasise very strongly, that in this matter of comfort price should not be allowed to enter; select the correct model irrespective of its cost. Apart from this choice of type there is also choice of the make. This selection should really come first, so that the buyer shall be assured that whatever the type it will be a reliable article. It would ill become us to depend entirely upon past laurels in expecting riders to buy BROOKS Saddles merely because their fathers and grandfathers did so. That they did, and that some of these saddles are still in active service to-day is undoubtedly a proof that the goods were modelled on right lines and manufactured under sound principles from correct materials, and we can only add that it would be folly for a business which is still growing through offering this satisfactory service to depart from such a practice. To-day the business looks forward rather than back, and by its productions is preserving a time-honoured name for future generations. As we see it, only one policy will achieve this, and that is to continue with "quality first," both in materials and manufacture.



A VARIETY OF STYLES.

We frequently hear the phrase "There is nothing like leather," and anyone who is using leather at all in the manufacture of saddles is entitled to make full use of this expression. Leather, however, is extremely difficult to judge for quality, and in some cases only the experienced eye and hand can detect the substance and finish which proclaims the quality to be of the very best. This is particularly the case with finished articles—two saddles of similar shape and colour may be vastly different in their texture.

To the inexperienced there seems little reason why, with two saddles looking so much alike, there should be any difference in the selling price. Many factors contribute to this. In the first place BROOKS Saddles are more expensive, because the leather used in their construction is more expensive. No foreign hides are used. No rough butts are ever considered suitable The term "rough butts" refers to a hide which has been tanned to give a harder substance—those selected for BROOKS Saddles have been prepared by tanning liquors which preserve the nature of the leather and render it suitable for extended service. Again, in the working of the leather, after it has passed the buyer's scrutiny there are various causes which help to increase the cost of a BROOKS Saddle. Sometimes a butt, otherwise perfect, may have a deep scratch inflicted by barbed wire during the animal's life, which will in no way spoil the bulk of the hide, but must of necessity be cut to waste in that particular area. Similarly insect and fly marks may be quite local in a hide, but to eliminate them in the cutting again adds to the waste, and inevitably to the cost of manufacture.

Only the butts of a skin are of a suitable consistency for saddleware—no shoulders or bellies afford the same regularity of grain as the butt or "middling" as it is sometimes called.

This superfine leather is grease-dressed. The treatment very greatly assists the lasting qualities of BROOKS SADDLES. The mottled appearance of the surface which sometimes results is in no way detrimental and can be brushed off quite easily, when the richness of the leather will be at once apparent.



THE PENALTY OF A BAD CHOICE.

These remarks apply to the Cycle Saddles, where the saddle shape depends entirely on the leather. For the Motor Cycle Saddles and Supple Seats a softer leather is used, Morocco or Goat Skin being selected for these goods, and very beautiful materials they present even in the uncut state. Nevertheless, a certain standard of thickness is observed, which is again proved in the durability of the finished product.

Not only is the leather work produced entirely at the Gt. Charles Street Works, but also the whole of the spring-work is manufactured in the same factory, being coiled, twisted, set and tested for accuracy and consistency of tension in the thorough Brooks manner. The raw material used for the spring-work is the finest British wire obtainable. The clip, too, which forms such an important part of the frame, is stamped out in the heavy presses employed in the Engineering Department of the Works. The utmost care is taken in the preparation of all this metal work, and as an instance of the thoroughness adopted, we would say that all bolts and nuts are machine threaded, and even when it comes to enamelling or plating, these are so treated that the coating is entire, and no one surface of the coating is spoiled by contact with other similar articles during the process.

In BROOKS Saddles the rivets used for attaching the leather to back plate and underframe are of solid copper; a small point, but it prevents considerable damage which might result from rusty steel rivets rotting the leather.

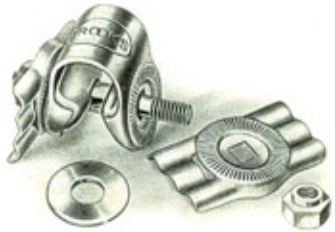
Another point worth emphasising is the sensible design of the clip—the latest pattern takes its bearing on the serrations which occur only at the edge of their circle, the centre portion of both clip and washer being sunk so that there is nothing to obstruct the grip, which is naturally greatest at a distance from the centre of the pin. In this connection it should be remembered when changing over from one saddle to another that the new pattern of clip washer will not register satisfactorily with the old pattern of clip; care should be taken to see that the two parts of any clip are of the same pattern. In tightening up the clip always make sure that the serrations are properly engaged—assurance on this point is obtained by moving the peak of the saddle a trifling amount.

The value of a good clip which renders an adjustment permanent when once fastened cannot be overestimated, as it is decidedly annoying, after arriving at the correct poise of saddle, for this to be altered, due to road vibrations or when handling the machine by the saddle.

Very much of the comfort of cycling depends upon the way in which the saddle is fitted, and it is obvious that the most comfortable of saddles fitted too far forward, too far back, or inclined at the wrong angle,



FULL ENJOYMENT.



A Really Secure Clip.

will only lead to dissatisfaction when on the road. In these days of the light, low machine, there is the desire to have the saddle in such a position that the ground can easily be reached, but this should not be the objective in saddle attachment. Its position should, of course, be in relation to the pedals, the handlebars, if necessary, being subsequently adjusted to suit the saddle. Height, of course, depends to a certain extent on position fore and aft, but the final location should be such that the rider can reach underneath the pedal with the instep.

As regards horizontal position, opinions seem to vary, the peak in some cases being as far forward as to be in direct vertical line with the crank axle ; in others it is some two inches, and in extreme cases as far back as four inches behind this point. Experience is the best judge in this matter, but the most compact-looking machines generally carry the saddle well forward. The remaining adjustment is for the slope ; the peak should, of course, always be canted upwards slightly. This is frequently overdone, and even with the models having sprung fronts this inclination should not be too great, ½ in. to ¾ in. being ample.

Even a good saddle can be quickly ruined if grossly mishandled. The expert who knows how to take care of his saddle regards it as his closest association with the machine; he never lets the leather stretch unduly, in fact he takes precautions to see that it is on no account subjected to continual and repeated soakings. As we have mentioned in the past, the best thing to prevent this is to ride it, but if the machine must be left in the wet at times see that the saddle is covered. Supposing, however, another's carelessness has been responsible for the drenching of the leather, provision has been made for adjusting the seat top to its original tautness by means of the nut at the peak of the saddle. Do not overdo it in the matter of tightening here, as the leather when it dries will shrink slightly. There are various preservatives for leather, such as castor oil or dubbin, and even an occasional application of brown boot polish will serve to retain the nature of the leather, and also give it a showerproof surface. The castor oil or dubbin, by the way, should be applied to the underside of the saddle and not to the top, and only very little used at a time.



Saddle position should be such that the leg need never be straightened when pedalling.



B 90.



B 90 Continental.

FOR DE-LUXE TOURING

FOR those who reckon their comfort in terms of resiliency and well-controlled movement, the B 90 makes a strong appeal. The top is cut and moulded from the finest selection of BROOKS hides, matured for a considerable period, and then assembled to the luxurious underframe here depicted.

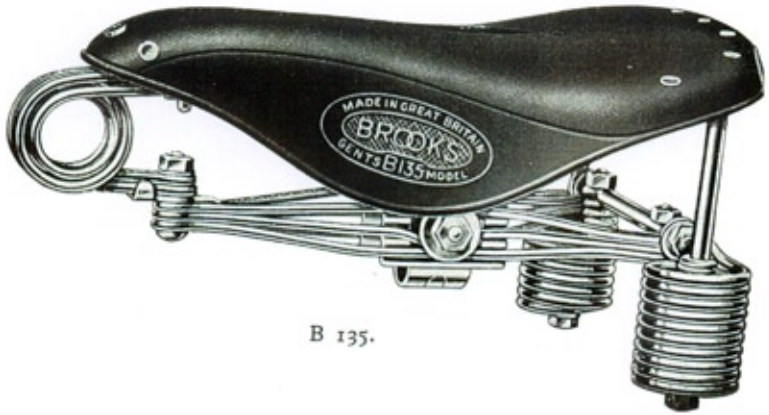
The loop coil at the front gives a steady non-rocking motion, which serves to control the resilience of the back springs. These back springs are of stranded wire, and afford strength without impeding the easy depression under load or when receiving shocks. To complete the insulation, a 6-wire bracket is introduced and secured by the usual clip described earlier in the catalogue. Provision for adjustment is made underneath the peak of the leather.

The CONTINENTAL MODEL, also illustrated, has a pressed steel base frame substituted for the six-wire bracket, and to increase the resilience deeper springs are provided at the back. Greater strength is thereby assured for very rough riding.

B 90 SIZE CYCLE SADDLE.

			ENAMEL	NICKEL
Gentlemen's Model only.	1	Seat measurement, 10½ in. × 8½ in. Weight, 3 lb. Height, 3½ in.	18/-	21/-
	2	Seat measurement, 11½ in. × 9 in. Weight, 3 lb. 8 oz. Height, 3¾ in.	19/6	23/-
Continental Model.	3	Seat measurement, 12 in. × 9½ in. Weight, 4 lb. Height, 3¾ in.	22/6	26/6
			ENAMEL ONLY.	
B 90 Gentlemen's Model only.	2	Seat measurement, 11½ in. × 9 in. Weight, 4 lb. 2 oz. Height, 3½ in.	19/6	
	3	Seat measurement, 12 in. × 9½ in. Weight, 4 lb. 12 oz. Height, 4 in.	22/6	





B 135.

FOR HEAVY WORK

THE description of the B 90 on the previous page applies in large degree to this model also. Its size compares with the B 90/2, but the provision of the compound coils in place of the compression stranded wire springs gives a somewhat slower action. The loop coil front, in conjunction with these compound coils, affords a very easy movement of the seat, which has suited it so admirably to Overseas conditions. The compound springs at the rear of the saddle provide this steady motion. They consist of a compression spring coiled within the outer tension coil, so that when the one is compressed the other is extended. Suitable for 12-14 stone riders and for use on rough roads.



B135 CYCLE SADDLE.

Gentlemen's Model only.

Seat Measurement, 11½ in. × 9 in.
Weight, 4 lb. 10 oz. Height, 3½ in.

ENAMEL. 27/-
NICKEL. 31/-



B 130.

A COLONIAL FAVOURITE

THE strong pressed steel frame, the substantial, large diameter compound coil springs at the rear, the sturdy frame in general, and, of course, the toughness of the leather top, have combined to make this saddle a universal favourite where rough riding is the rule, or where the rider makes a particularly heavy demand upon the seat.

The peak is pivoted, and the movement takes place through the medium of the coil springs, the inner coil moving in compression, whilst the outer one moves in tension, as is seen by the "phantom" illustration of this portion of the saddle.

B130 CYCLE SADDLE.

Gentlemen's Model only.

Seat measurement, 11½ in. × 9 in.
Weight, 4 lb. 8 oz. Height, 3 in.

ENAMEL. 25/-
NICKEL. 30/-





HAMMOCK-LIKE

THE hammock-like action of this saddle is its own recommendation; long wire springs, double-coiled into loops to steady the motion, provide the suspension, and midway between the extremes the seat is fixed.

These long springs, whilst suggesting the hammock, are also reminiscent of the luxurious car spring, which depends for its ease of motion upon the length—nothing hurried or jerky is felt from it, and the rider benefits from this when travelling over rough roads.

The leather top is broad at the back to help in this general scheme of comfort.



"RELEASE" HAMMOCK

Gentlemen's Model only.

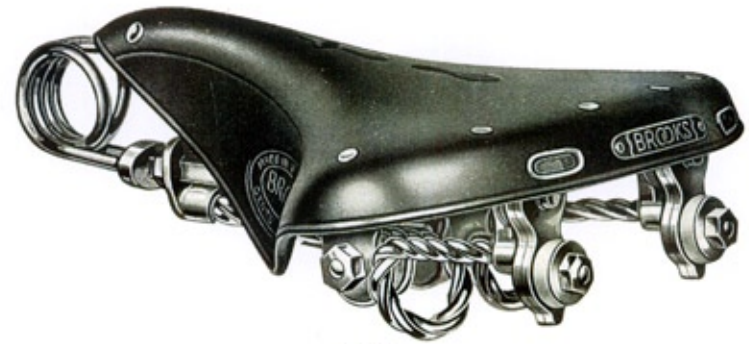
CYCLE SADDLE.

Seat measurement, 11½ in. × 9 in.
Weight, 3 lb. 6 oz. Height, 4 in.

ENAMEL. 21/-

Without Tool Bag. NICKEL. 24/6

Extra for Tool Bag, B 2769, shown above and on page 20, 6/-



B 28.

LOW POSITION

THIS is the clever boy of the family, contriving to give the rider comfort, as indicated by resilience, and this, coupled with an extremely low riding position. Its cleverness in no way detracts from its good looks, but by preserving this low position even contributes to the appearance, which is neat, shapely, and compact.

It is an ideal saddle for those who require neither extreme resilience nor yet the athletic type of saddle, thus catering for the beginner who wants to break himself in, and for the old-timer who does *not* want to break himself out. Once ridden, this saddle becomes a favourite, and for touring remains so to the end.

B 28 CYCLE SADDLE.

Hammock Principle.

Gentlemen's Model only.

ENAMEL. 20/6

Seat measurement, 10½ in. × 8½ in.
Weight, 2 lb. 12 oz. Height, 2¾ in.

NICKEL. 24/6

SIZE

3 Seat measurement, 12 in. × 9½ in.
Weight, 3 lb. 3 oz. Height, 2¾ in.

ENAMEL ONLY. 24/6





B 85.



B 85 L.

FOR RESILIENCE

THE senior in a range of 3-coil saddles, whose object is to supply resilience as the chief source of comfort for certain types of rider; for the lady or gentleman who, whilst enjoying cycling, is anxious to enjoy still more of it, but is not desirous of investing it with the energy sometimes displayed, this is undoubtedly the most suitable type of saddle to employ.

The design particularly lends itself to either lady's or gentleman's construction. Both the B 85 and B 85 L illustrated here have stranded wire coils, a 6-wire bracket, and a leather top machine-moulded from the finest Brooks matured butts.



CYCLE SADDLE.

B 85 — For Gentlemen.
Seat measurement, 10½ in. × 8½ in. Weight, 2 lb. 14 oz. Height, 3½ in.
ENAMEL. 17/-
NICKEL. 18/6

B 85L — For Ladies.
Seat measurement, 9½ in. × 8½ in. Weight, 2 lb. 10 oz. Height, 3½ in.
ENAMEL. 17/-
NICKEL. 18/6



B 302.



B 302 L.

FOR RESILIENCE

READERS starting here should first of all acquaint themselves with the characters in the previous chapter. The B 302 model shown on this page represents the middle weight in the range of three, and affords for lighter riders the same degree of resilience as does the B 85 for heavier people.

The illustration shows the broad back and the slender peak—features of the saddle which respectively carry the rider's weight comfortably, and at the same time permit easy pedalling. Stranded wire coil springs form the three vertical supports, and a resilient 4-wire bracket is the base work for the whole construction.

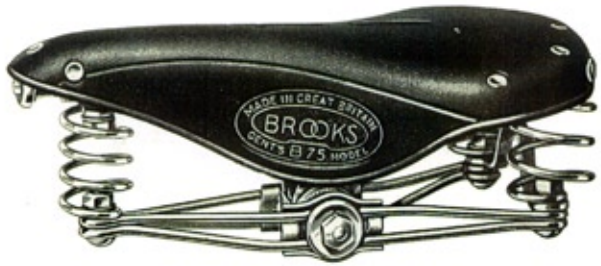
The lady's model (as illustrated) is of similar design, and is a most suitable model for many riders.



LIGHT ROAD SADDLE.

B 302 — For Gentlemen.
Seat measurement, 10½ in. × 8½ in. Weight, 2 lb. 12 oz. Height, 3½ in.
ENAMEL. 14/6
NICKEL. 16/6

B 302L — For Ladies.
Seat measurement, 9½ in. × 8½ in. Weight, 2 lb. 10 oz. Height, 3½ in.
ENAMEL. 14/6
NICKEL. 16/6



B 75.



B 75 L.

FOR LIGHTWEIGHT RESILIENCE

AN inexpensive model in the 3-coil range, suitable for riders of lighter weight than carried by the two previous models. The same principle is employed in the construction, viz. :—three vertical coils which have a perfectly direct action. It is on account of the simplicity of this design that it is produced at the lower price.

Plain wire coils and a 4-wire bracket form the framework, the adjustment for tension being provided, as in the other two models, immediately in front of the front coil. The leather is as carefully blocked and as thoroughly matured as in the more expensive types. For riders of from 7-10 stone we recommend this with every confidence.



B 75

For Gentlemen.

B 75 L

For Ladies.

LIGHT ROAD SADDLE.

Seat measurement, 10½ in. × 8½ in. Weight, 2 lb. 10 oz. Height, 3½ in.

ENAMEL. 12/6

NICKEL. 14/6

Seat measurement, 9½ in. × 8½ in. Weight, 2 lb. 4 oz. Height, 3½ in.

ENAMEL. 12/6

NICKEL. 14/6



B 95.

FOR LIGHTWEIGHT TOURING

A SIMPLIFIED edition of the B 90 pattern illustrated on page 5, and affording the same action and comfort to lighter weight riders. The simplicity of construction which limits it to these lighter weights is the means whereby the price can be reduced. The loop coil at the front is exactly the same as the B 90, but the rear coils are of plain instead of stranded wire, and, as the illustration shows, are of exceptionally large diameter. The supporting bracket is of a 4-wire pattern. The saddle is in size the same as the B 90/1, but approximates very closely to the B 90/2 in its weight-carrying capacity, due to the somewhat heavier gauge of wire used.

B 95

ROAD SADDLE CYCLE

Gentlemen's Model only.

Seat measurement, 10½ in. × 8½ in. Weight, 3 lb. Height, 3½ in.

ENAMEL. 15/-

NICKEL. 17/6





B 10.



B 10 L.

FOR ATHLETIC RIDERS

THE Saddle *looks* athletic in its well-formed body. It has a broad back to carry weight comfortably, yet the shapeliness of the saddle offers the slender peak so essential for energetic pedalling.

Resilience in a saddle of this kind and for the type of cycling indulged in is out of place.

The leather top is responsible for practically all the resilience afforded, though the 4-wire frame, in the arrangement of its loops, gives some slight assistance in this direction, and at the same time provides perfect support.

The ladies' model has our strongest recommendation for the increasingly popular light roadster type of machine.



LIGHT ROAD SADDLE.

B 10 For Gentlemen.	Seat measurement, 10½ in. × 8½ in. Weight, 1 lb. 14 oz. Height, 2 in.	ENAMEL.	14/-
		NICKEL.	15/-
B 10 L For Ladies.	Seat measurement, 9½ in. × 8½ in. Weight, 1 lb. 12 oz. Height, 2 in.	ENAMEL.	14/-
		NICKEL.	15/-



B 18.



B 18 L Lady's Roadster.

FOR LIGHTWEIGHT RIDERS

AN inexpensive edition of the B 10, moulded with the same precision, matured to the same extent, and finished with the same carefulness, but carrying a simpler and less expensive underframe. For this reason it is not adapted to carrying such heavy weights as the previous model.

For the beginner who shows promise of becoming an expert pedaller, and even for the advanced rider who does not exceed the 11-stone mark, this saddle carries every recommendation, and, as will be seen, can also be supplied in ladies' models for meeting the same needs. It is not intended for those who require resilience, but provides well-shaped, easy wheeling support.

PATENT LIGHT ROAD SADDLE.

B 18 For Gentlemen.	Seat measurement, 10¼ in. × 8½ in. Weight, 1 lb. 12 oz. Height, 2 in.	ENAMEL.	10/-
		NICKEL.	11/-
B 18 L For Ladies.	Seat measurement, 9½ in. × 8½ in. Weight, 1 lb. 10 oz. Height, 2 in.	ENAMEL.	10/-
		NICKEL.	11/-





B 17. Champion.



SPRINTER NARROW STANDARD

FOR RACING

THE popularity of the B 17 "Champion" grows apace, and the wonder is where all the riders come from.

The solution to the puzzle seems that there are so many more riders coming within the expert category, and finding in the "Champion" range a saddle that suits them for their road riding. Many attempts to imitate the "Champion" have been made, but there is still only one BROOKS "Champion." The expert knows this by its correctly cambered top, the slender length of the seat, and the assurance that this shape, so essential for his speed, will last for many seasons.

B 17 "Champion"—now recommended for road riding, as well as track work, but only to the expert.

B 17 "Champion" (Narrow)—for long distance track work; suitable also for most sprint riding.

B 17 "Champion" Sprinter—produced especially for mile and half-mile events.



"CHAMPION" PATH RACING SADDLE

B17 — Gentlemen's Model only.
Seat measurement, 11 in. × 6½ in. Weight, 1 lb. 12 oz. Height, 2¾ in.
ENAMEL. 14/- NICKEL. 15/-

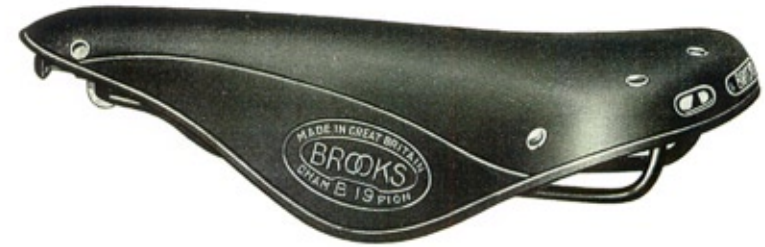
"CHAMPION" NARROW MODEL.

B17N
Seat measurement, 11 in. × 6 in. Weight, 1 lb. 10 oz. Height, 2¾ in.
ENAMEL ONLY. 14/-

"CHAMPION" SPRINTER.

B17S
Seat Measurement, 11 in. × 4½ in. Weight, 1 lb. 8 oz. Height, 2 in.
ENAMEL ONLY. 14/-

BEWARE OF IMITATIONS.



B 19. The Long Champion.



B 19.

FOR ROAD-SPEED

RE-INTRODUCED some few years ago in the interests of hardened riders who prefer this type of seat for road work. A saddle admirably suited for 12's and 24's, End-to-end records and similar events. The width of the cantle plate is only very slightly wider than the standard model B 17, but there is 1½ inches extra in length. This length is a feature of the design; it affords a change of riding position to the tired rider, and, moreover, it provides a speed saddle for very large riders. The claims of this model should be compared with that of the B 70 (overleaf).



B19 "CHAMPION" MODEL ROAD RACING SADDLE.

Gentlemen's Model only.

Seat measurement, 12½ in. × 7 in. Weight, 1 lb. 15 oz. Height, 2¾ in.

ENAMEL ONLY. 15/6



B 70. Champion.

FOR EASY SPEED

THE Standard " Champion " top, as used in the B 17, has been wedded here to an underframe work very similar to the B 302. It was first done some years ago at the request of our French agent, to meet the needs of the Tour-de-France type of long distance road rider.

The coil springs are slightly shorter and stiffer than in the touring model 3-coil saddle, in order to prevent any slight tendency to side roll, and also to obviate too great a degree of vertical movement. For long distance speed work this extra resilience will make a distinct appeal, since it is coupled with the slender well-cambered top of the " Champion," thus permitting continued energetic effort.



B70 " CHAMPION " MODEL ROAD RACING SADDLE.

Gentlemen's Model only.

Seat measurement, 11 in. × 6½ in.
Weight, 2 lb. 12 oz. Height, 3½ in.

ENAMEL ONLY.
15/6



Tradesmen's Carrier No. 3.

FOR SERVICE

THE heading should not be taken as an indication that this is the only hard-working saddle of the family, but it has, as it were, been brought up for the job.

In general design it is very similar to the B 10, but has been stiffened up to fit it for the continuous hard work dealt out to it by Government Departments, postmen, army service riders, and the everyday knock-about use given it by carriers and errand boys.

The top of the saddle is made with a 2-ply leather which goes a long way towards preserving the shape of the saddle even when left out in all weathers.

No. 3 CARRIER SADDLE.

Gentlemen's Model only.
Army. Mark 3.

Seat measurement, 11½ in. × 9 in.
Weight, 2 lb. Height, 2 in.

ENAMEL FINISH ONLY.
15/6





TOOLS & TRAPS

GOOD sound equipment for carrying one's tools or week-end kit is a very wise provision. Substantial material, strong stitching, reliable straps and fastenings are essential features where durability is demanded. BROOKS productions answer all these requirements, and the following range meets all needs.

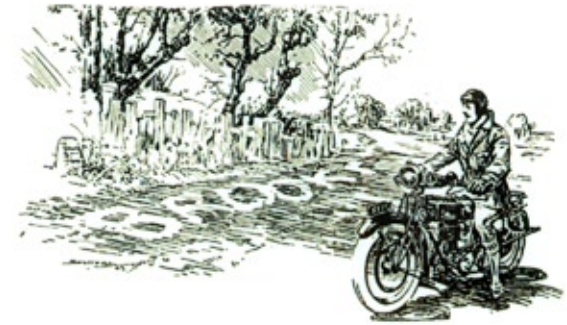
TOOL BAGS.

		SIZE.	PRICE.
B 7599	Square ends, N.P. ring lock, address pocket	6 × 3½ × 1½"	3/3
B 7520	Similar bag, but without address pocket	6 × 3½ × 1½"	3/-
B 4004	A capacious bag, with deep flap and address pocket	6 × 3¾ × 1¾"	3/9
B 7519	Stiff oval ends, deep flap, N.P. ring lock	6 × 3¼ × 1¼"	2/9
B 2769	Designed for the Release Saddle, detachable inner case	6½ × 2½" diam.	6/-
B 2763	Gusseted ends. Straps passed round contents inside bag	7 × 3 × 2"	3/-
B 2501	An inexpensive but serviceable bag, gusset ends	6½ × 3½ × 1¼"	2/-

FRAME BAGS. — Carry your week-end kit packed snugly in a frame bag—the wind resistance here is negligible, and the extra weight so carried is well balanced. These bags have been designed to miss gear levers and such fitments. Size, 19 × 12 × 3 in.



B 2038	With lock as illustrated, of brown, tan waterproof canvas, stiffened all over.	22/6
B 2036	Similar bag, but with ends gusseted, not stiffened, three straps instead of lock. Good waterproof canvas.	17/-
B 2034	Tweed canvas. Two straps and ring lock for fastening.	14/-



MOTOR Cycling in all its many aspects demands comfort for its complete enjoyment. Whether it be for business, touring, sport, or even speed-work, a type of saddle to suit the form of travelling can make a wonderful difference to the appreciation of the use of two wheels. That the public *is* appreciating this is shown by the fact that even inexpensive motor cycles are being specified for equipment with " luxury " saddles.

A cheap saddle, even if it gives temporary comfort, cannot be expected to maintain this for a long ride, nor yet over a long life, and at the risk of over-grinding our axe we must emphasise the importance of the choice of a good saddle, and the correct type of saddle.

A good saddle is one into which only the best of materials have been built—leather or waterproof cloth which will withstand all weathers and all roads, and even all riders, for many motor cyclists regard their saddle as a ladder, grand stand, anvil, and general tool bench.

The correct *type* of saddle is the one that particularly suits the motor cyclist's riding attitude, his weight, and the general nature of his running, e.g. the Brooklands crack and the T.T. rider will not seek their comfort in the luxuriously sprung models, nor should the tourist follow the racing man's choice by specifying speed models for ordinary road touring. Again, even with the correct type of seat, it is still possible to be uncomfortable. The rider must select a saddle with springs to suit his weight. Where road springs are fitted in addition to any springing in the seat itself, these are available in a range of strengths, so that riders of from 8 to 18 stone can be comfortably accommodated.

BROOKS Motor Cycle Saddles are marked with the weights they are intended to carry, the marking appearing on the offside frame member, and this detail should be rectified for suitability before taking delivery of any machine.

The manner of fitting a saddle has far greater bearing on the comfort derived than is generally believed. It should be arranged so that the rider's weight is carried on the broad portion of the saddle, and often it will be found that although showroom position suggests the ideal, this is not the fact when on the road, as the tendency is to creep or slide forward ; a saddle offering a low forward position is generally the solution of this trouble.

In an endeavour to obtain a low position, do not forget that a saddle with flexible road springs requires room for movement, also a supple mattressed type of saddle requires room for the deflection of the mattress. This latter may necessitate a special seat pillar fitting which we can supply.

Generally speaking, saddles with spring peaks require the front of the saddle set higher than rigid peaked models. All these points suggest that every facility for the adjustment of a saddle should be afforded, and vigorous protest should be made against any design of machine that offers only one riding position, as it is practically impossible for this to be equally suitable for 5-ft. riders and 6-ft. riders.

Do not hesitate to write us on any subject affecting the comfort of your pastime ; we should like to make this a lasting comfort.

LUXURY UNLIMITED

THE luxury of this Cantilever Saddle is undeniable. Its higher price is sometimes pointed out before buying, but once ridden it is always appraised as the most comfortable saddle ever produced, and worth far more than its cost. So much comfort is only paralleled by a spring frame and its relatively still higher price. The disadvantages of the spring frame are, however, not present in the saddle; there is no pivoted frame joint to wear, with its resultant danger of skidding, neither does this luxury necessitate any movement of the frame in relation to transmission.

The unlimited luxury is provided by the long slender springs, which give compensated parallel motion to the seat. Lateral stability is assured by the substantial bearings and the 4-point anchorage.

There is provision for adjusting the tension of the springs so that riders of all weights can be exactly accommodated. The seat can be tilted as desired, and adjusted fore and aft to suit the convenience of the rider. The seat is padded with horse-hair and covered with morocco, thus affording a durable and perfectly shaped seat.

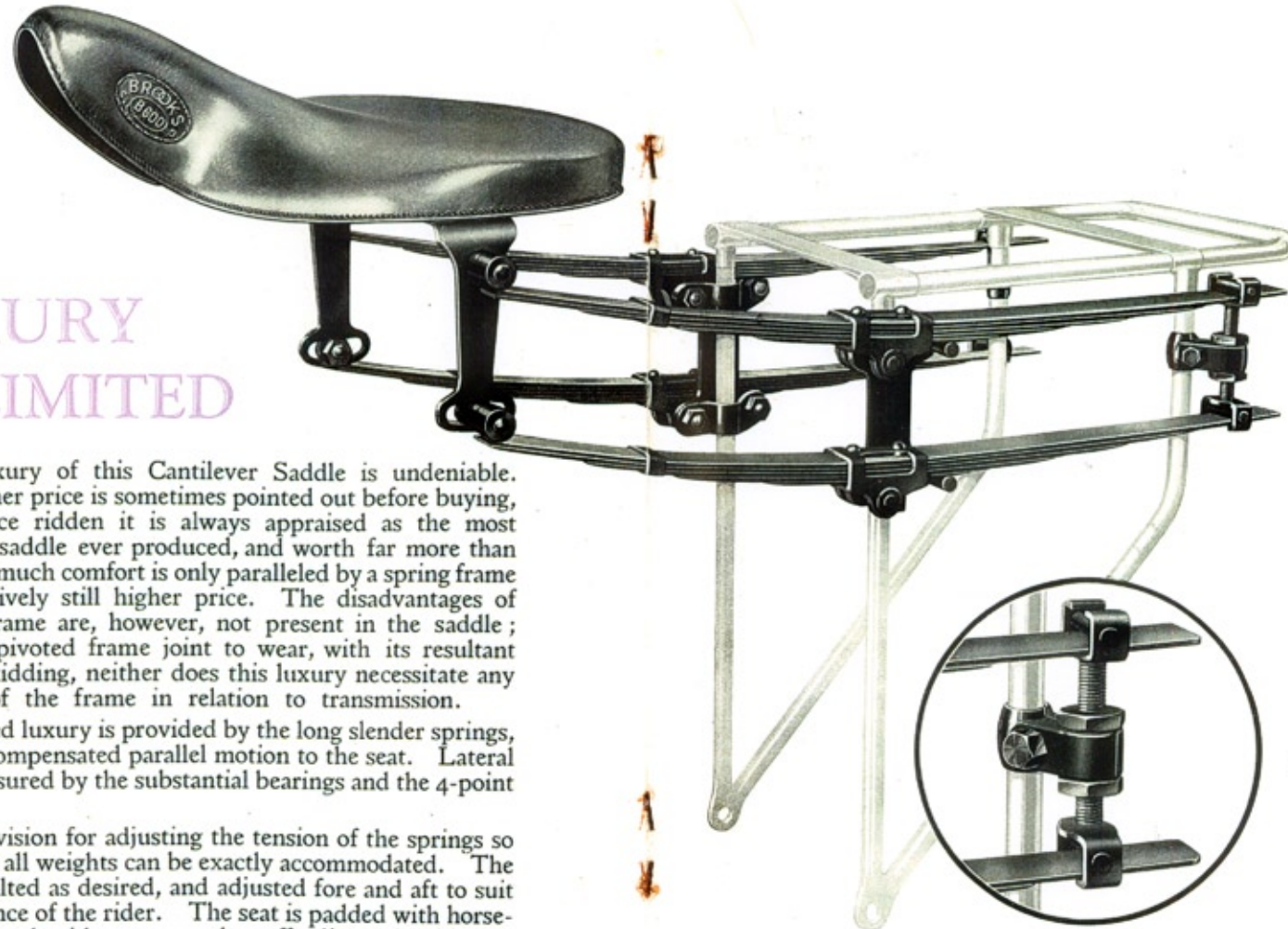
Universal attachment may, on some machines, be necessary where there is no vertical carrier stay, and in the absence of a rear vertical stay a small peg can be supplied.



Showing the peg attachment necessary on some machines.



The Universal attachment for carriers without vertical stay.



B 600.

COMPENSATING CANTILEVER SPRING SADDLE

(PATENT).

B 600	Seat measurement, 12¼ in. front to back × 12¼ in. wide. Weight, 16 lb.	65/-
B 650	Seat measurement, 12 in. front to back × 10½ in. wide. Weight, 14 lb.	60/-
B 700	Seat measurement, 13 in. front to back × 14 in. wide. Weight, 17 lb. 6 oz.	80/-

Pegs for fitting to certain carriers, 3/- per pair.
Springs can be varied in span to suit all carriers.
(Prices do not include the carrier to which the saddle is fixed.)
B 600 and B 700 can be supplied with extra long springs, suitable for some big twin machines. *No extra charge.*



SUPPLE MATTRESS

(PATENT)

FOR the seat pillar type of Saddle where the whole of the suspension must be included in the one attachment, a mattress type of seat can afford much assistance to the actual "road" springs; in fact, as in the Racing-Supple Seat illustrated on page 27, the mattress in itself can provide a considerable degree of comfort where it is found expedient to dispense entirely with any movement of the saddle-frame.

The suppleness of a saddle-top is a feature which impresses even in the showroom, and to sit on such a seat at once conveys an idea of armchair comfort. This leaves much less work for the road springs to do when actually travelling.



The supple mattress, which is common to each of the Supple Seats illustrated on the three following pages, is built up with fourteen* vertebræ springs which radiate from the 9-leaf centre lamination. Any one of these radiating springs can act independently, thereby taking up any pressure or shock where most necessary.

Their action is assisted by the light piano-wire coil springs which support their extremes, and also remove that hard ridge from the edge of the saddle. A great feature of the flat spring is that there is no possibility of lateral movement, thus providing a most stable seat for solo riding.

* In the size 1 Supple Seats only twelve radiating springs are used.



TOURIST-SUPPLE

FITTED with the patent Supple Spring Steel Mattress.

For the tourist type of machine with upturned handle-bars, or where the riding position need not be particularly low, this saddle is undoubtedly the one to choose, since it permits the rider's weight to enjoy the full benefit of the large diameter coils. The mattress is wonderfully flexible, and added to the resilience of the road springs there is considerable latitude of movement, thus relieving the rider from all injurious shocks, jolts, jars, or mechanical vibration.

Two sizes are made, both available with either morocco leather or a particularly substantial black waterproof leather-cloth covering.

TOURIST-SUPPLE SEAT (Patent).

		ENAMEL ONLY.
B 195/1	Morocco covered. Seat measurement, 13½ in. front to back × 14 in. wide. Weight with clips, 8 lb. ; *with seat pillar, 8 lb. 10 oz. Clearance between road springs, 8½ in.	38/6
B 195/1C	Black waterproof cloth covered.	36/-
B 195/2	Morocco covered. Seat measurement, 13½ in. front to back × 14½ in. wide. Weight, with clips, 8 lb. 9 oz. ; with seat pillar, 9 lb. 3 oz. Clearance between springs, 8½ in.	41/-
B 195/2C	Black waterproof cloth covered.	37/6
	* Extra for patent seat pillar and clip instead of ⅞ in. clip.	3/6

Your riding weight should be stated when ordering.





PATENT
SEAT PILLAR.

SPORTS-SUPPLE

FOR the sports machine the Sports-Supple seat provides the essence of comfort combined with easy riding position. It is impossible to overestimate the importance of riding position on this type of machine. With the rider's weight carried forward on to the handlebars, a low peak position is essential, hence the divided front of the Sports-Supple which enables the leather top to be fitted actually touching the tank tube. The stranded wire coils at the rear, the absence of that hard ridge at the back of the saddle, and the gracefully moulded shape all contribute to the comfort.

To obtain the lowest riding position, it will, on some machines, be found advisable to discard the usual "L" pillar and substitute the BROOKS Patent Seat Pillar* which is described on page 27.

SPORTS-SUPPLE SEAT (Patent).

		ENAMEL ONLY.
B 190/1	Morocco covered. Seat measurement, 13½ in. front to back × 14 in. wide. Weight with clip, 6 lb. 10 oz.; *with seat pillar, 7 lb. 4 oz.	38/6
B 190/1 C	Black waterproof cloth covered.	36/-
B 190/2	Morocco covered. Seat measurement, 13½ in. front to back × 15 in. wide. Weight, with clip, 7 lb. 10 oz.; *with seat pillar, 8 lb. 4 oz.	41/-
B 190/2 C	Black waterproof cloth covered.	37/6
	* Extra for patent seat pillar instead of clip.	3/6

Your riding weight should be stated when ordering.





RACING-SUPPLE



ALL the suppleness is in the mattress, and the mattress plays its part so well that the speedman is enthusiastic over its virtues. One of the chief of its virtues naturally is the position it affords, which, coupled with this all-sufficient resiliency, gives the racing man every confidence in his machine. The saddle can be fitted with the leather actually touching the tank tube, and with the underside of the back-bar within a fraction of the mudguard. The rubber buffers damp out the ultra-viciousness of road shocks and vibrations.

PATENT SEAT PILLAR

To obtain this extremely low position it is necessary to remove the average saddle "L" pillar, which would not permit the mattress to "flex" fully, and in place of this we supply as standard the Patent Seat Pillar, which fits after the manner of a handlebar stem, gripping by means of an expanding cone in a split tube.

RACING-SUPPLE SEAT (Patent).

		ENAMEL ONLY.
B 185/1	Morocco covered. Seat measurement, 13½ in. front to back × 14 in. wide. Weight, with seat pillar, 7 lb.	*43/6
B 185/1C	Black waterproof cloth covered.	*41/-
B 185/2	Morocco covered. Seat measurement, 13½ in. front to back × 15 in. wide. Weight, with seat pillar, 7 lb. 12 oz.	*46/-
B 185/2C	Black waterproof cloth covered.	*42/6
	* Prices include patent seat pillar.	





B 170.

PADDED PAN SEAT

THE comfort of a Pan saddle is derived from two sources, viz.:— seat-shape and resilience of the road springs. Many riders will prefer this to the mattress seat, but the points mentioned must be very carefully considered when making a choice.
The seat in this B 170 model is broad in the back, the covering is of the highest-grade morocco, and curled horsehair is stuffed between the shaped pan and this leather covering. There is ample bearing surface at the peak to take any wear, and the easy motion of the saddle is assisted by the hinged pillar support at the back. The compound coils are of large diameter, using 89 in. of wire.



B 170 MOTOR CYCLE SADDLE.

Seat measurement, 13½ in. front to back × 12¾ in. wide.
Weight, 8 lb. 12 oz.
Height (to top surface of depression), 3 in.
Clearance between road springs, 8 in.

ENAMEL FINISH ONLY.
31/-

Your riding weight should be stated when ordering, as we stock in strengths suitable for 8/10, 10/12, 12/14 and 14/16 stone.



B 175.

WITH INSULATED PEAK

THOUGH so similar to the previous model, the introduction of the light coil spring under the peak has earned for it the favour of many riders who sit well forward, or who prefer a semi T.T. position. The bulk of the weight is of course carried by the compound coil springs, which have the hinged support at the top of the pillars. These springs (which are coiled and calibrated throughout at our own works as are all Brooks Springs) can be supplied in strengths to suit any riding weight. Accordingly riding weight should be specified when ordering.

B 175 PATENT MOTOR CYCLE SADDLE.

Seat measurement, 13½ in. front to back × 12¾ in. wide.
Weight, 9 lb.
Height (to top surface of depression), 3½ in.
Clearance between road springs, 8 in.

ENAMEL FINISH ONLY.
34/6



Your riding weight should be stated when ordering, as we stock in strengths suitable for 8/10, 10/12, 12/14 and 14/16 stone.



B 150.

LIGHTWEIGHT PAN SEAT

THE same shape and proportions are preserved in this smaller model as in the large pan seats described in the previous pages. It is therefore suited to lightweight and medium-powered machines. Naturally the seat does not offer the same amount of support as the larger models, but nevertheless many riders have actually mentioned their preference for this smaller type.

For a firm, reliable, compact seat, this model offers every attraction; the suspension is above criticism, embodying as it does the compound coil springs; the inner coil being in compression and working in the opposite direction to the outer coil tends to damp out any prolonged oscillations.



B150 LIGHTWEIGHT MOTOR CYCLE SADDLE.

Seat measurement, 12½ in. front to back × 10½ in. wide.
Weight, 7 lb. 2 oz.
Height (to top surface of depression), 3 in.
Clearance between springs, 7 in.

Your riding weight should be stated when ordering.

ENAMEL FINISH ONLY.

26/6



B 155.

WITH INSULATED PEAK

A LIGHTWEIGHT Saddle for the rider of the Sports type of machine; it has the insulated peak, which affords exceptional comfort over long distances, and is a secure type of saddle for rough riding. It carries a perfectly-shaped pan seat, curled horsehair padding, and durable morocco covering.

The coil springs are supplied in different strengths to suit riders of any weight—this point should be investigated when taking delivery of a new machine and duly rectified, if incorrect, before riding. On taking over a used machine, or a used saddle, we can supply coils correctly calibrated for your weight.

B155 PATENT LIGHTWEIGHT MOTOR CYCLE SADDLE.

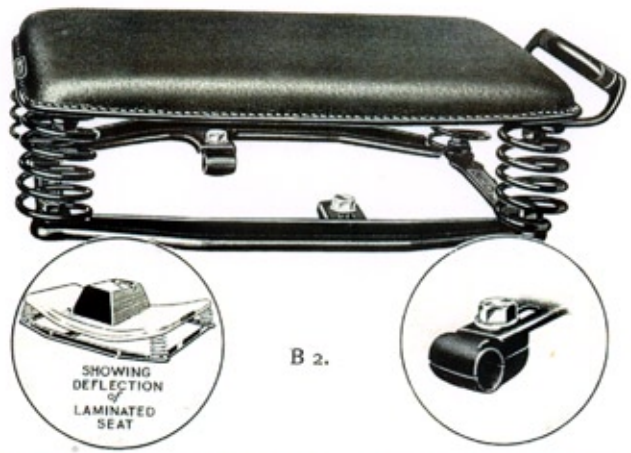
Seat measurement, 12½ in. front to back × 10½ in. wide.
Weight, 8 lb.
Height (to top surface of depression), 3¾ in.
Clearance between springs, 6½ in.

ENAMEL FINISH ONLY.

30/-



Your riding weight should be stated when ordering.



B 2.

LAMINATED PILLION

THE simplicity and the comfort obtainable from this laminated Pillion Seat have, during the few years it has been on the market, served to establish its popularity.

The simplicity is partly responsible for the comfort. There are no riveted joints or controlling links to work loose and rattle—a distinctly favourable feature to the sensitive rider, and, moreover, it also adds to the security of the seat.

The idea of springing the seat itself, i.e., building up the cushion portion on a wide laminated spring, has also proved itself a very successful feature, and enables the 4 coil road springs to be made stiff enough to obviate any possibility of side roll. Padded with thick felt and covered in morocco or waterproof leather-cloth. Safety handle at front. If ridden astride and used with footrests, this pillion is approved by the Co-operative Insurance Society, Ltd., for their minimum extra premium.



B 2 PATENT LAMINATED PILLION. ENAMEL FINISH ONLY.

Seat measurement, 14¼ in. × 10 in. Frame measurement, 14¼ in. × 12 in. Weight, 8 lb. Covered Morocco. **27/6**

B 2C Ditto, covered Black Waterproof Cloth **25/-**



B 3.

FOR ASTRIDE RIDING

A DEVELOPMENT of the B 2, specially designed for astride riding, and when used in conjunction with the B 7 Footrests has the approval of the Co-operative Insurance Society, being accepted by them at 25% increase instead of 50%. The same stiff ⊥ section frame is used, slightly tapered at the front to afford easier riding, and for this same reason the seat itself is narrower at the front, as will be seen from the illustration.

The safety handle is fitted at the front, and the two simple clips adapt the seat for attachment to practically any carrier.

B 7 FOOTRESTS.

An absolute necessity for comfortable and safe astride riding, moreover, by their use, some Insurance Societies approve pillion riding on specified seats at minimum additional premiums.

The rests can be fitted in practically any position, and the link fitment (with a slot for adjustment to suit any machine) prevents the rests turning on the frame. Extra large rubbers give ample support, and can be turned to a new position when worn.

B3 PATENT LAMINATED PILLION (Astride).

Seat measurement, 14¼ in. × 10 in., tapering at front to 5 in. Frame measurement, 14¼ in. × 12 in. Weight, 7 lb. 8 oz. Covered Morocco **27/6**

B3C Covered Black Waterproof Cloth **25/-**

PATENT FOOTRESTS Per pair

B7 Will fit D, Oval or Round Tube up to 1 in. Measurements of rubber, 4¼ in. × 2 in. Weight, 2 lb. 10 oz. **6/-**





B 5.

SUPPLE PILLION

INCORPORATING the supple mattress as illustrated on page 24, the seat lends itself particularly to astride riding, though there is no reason why it should not be fixed also for side saddle position, but in this direction it has not the approval of the Insurance Company for "minimum-extra" insurance schemes. For those who would offer their passengers the luxury of really comfortable pillion travel this model will undoubtedly prove the solution.

The mattress permits flexibility at every point of the seating surface; there is no hard ridge at the rear edge; it affords a perfectly shaped seat, and the four large diameter coil springs give ample road support. There is a three-point suspension by means of simple clips, attachable through slots in the oval frame, and the peak itself can be adjusted for height.

Fitted with safety handle as standard.

For footrests see p. 33.



B5 SUPPLE PILLION (PATENT).

Seat measurement, 13½ in. × 15 in. Weight, 8 lb. 8 oz. Height, 6 in. to top surface. Morocco covering. 49/-

B5C With waterproof fabric covering. 45/6



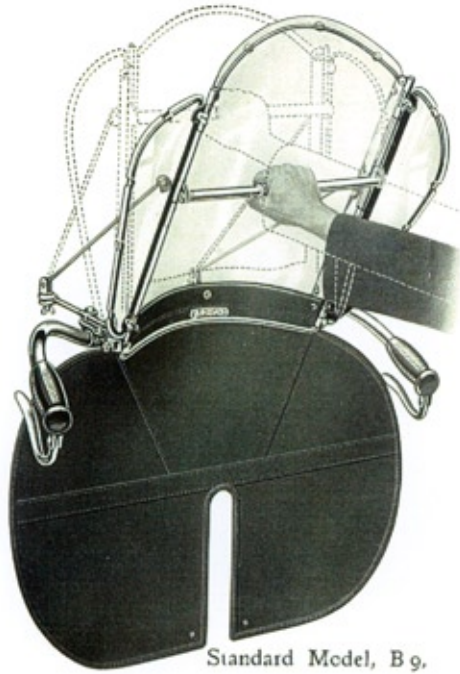
SIDE-CAR SCREEN

EASE of operation was the objective in designing this screen, and in achieving this many other features have been added. For instance, in devising the supporting pillars to be rapidly removable from sockets it was also found possible to provide a degree of adjustment for height. Greater protection is afforded by lifting the standards during a heavy storm, a low riding position is obtainable for fine weather, and again, a very trim stream-line position when riding with an unoccupied side-car. The adjustments are simplicity itself—merely raising or lowering the standards, the position being secured by a very ingenious sliding clip, to lock where desired. For the degree of slope of the screen the quadrant adjustment is extremely simple and absolutely rigid; there are no serrations to wear out, and a half turn of the clamping nuts suffices to release or fasten. The fixing sockets are designed for letting neatly into the side-car elbow rail, following car side-curtain practice; this is particularly neat and effective, and leaves no uncomfortable or unsightly brackets in the way.

The apron is of black waterproof leather cloth, arranged for attachment to the side-car by means of aluminium beading (also supplied). The celluloid is easily renewable by means of the wire sprung frame.

B167 Panel, 10¾ in. high × 34 in. wide. Plunger permits raising or lowering 4 in. Apron length, 26 in. Width at top, 46 in.; at bottom, 28 in. ⅜ in. half-round aluminium beading, 20 in. wide. Weight, 4 lb. 6 oz. PRICE 34/-





Standard Model, B 9.

ADJUSTABLE SCREEN

THE all-weather rider finds the windscreen equally useful both in summer and winter, in the latter no doubt particularly so, since it is infinitely more effective than waterproof clothing.

In the summer it helps to make the other fellow's dust less objectionable.

The adjustable model shown here offers the rider a choice of various positions. By a simple turn of the cross bar the screen can be released, moved to any desired position, and clamped by a reverse turn of the bar. The screen is carried on substantial cast gun-metal clips, and stout supports having universal movement at all joints.

This adjustable feature also adapts it for garaging in a low-roofed shed.

The adjustable and movable side wings and the apron are fitted as standard. The celluloid is readily removable.

WINDSCREEN (PATENT).

NICKEL PLATED.

B9

Weight, 9 lb. 12 oz. Handlebar Tube Clips, $\frac{7}{8}$ in., $\frac{13}{16}$ in., 1 in. Width of Screen with side wings, $25\frac{1}{2}$ in. Height of Screen, Centre Panel, 20 in. Size of Apron, 20 in. × 28 in. Wings, 5 in. wide, 20 in. high.

63/-

Complete with Apron.



BROOKS "JUNIOR"

A SIMPLE yet effective transparent body shield, light in weight and neat in finish. The height is adjustable in the first instance by means of the handlebar clips, and still further by means of four wing nuts; these latter permit alteration of the height without recourse to the use of tools; the slope of course can also be adjusted by means of the handlebar clips, and by bringing these closer together or further apart variation in the width is allowed.

A detachable black leather-cloth waterproof apron is supplied if required, and the celluloid panel can easily be removed for renewal.

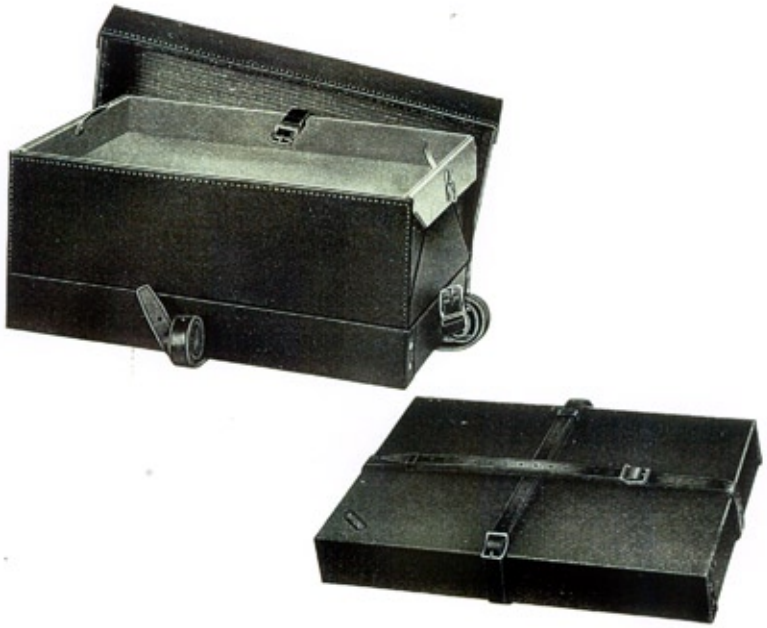
JUNIOR WINDSCREEN.

B53

Weight with Apron, 4 lb. 10 oz.; without, 4 lb. Clips, $\frac{7}{8}$ in., $\frac{13}{16}$ in., and 1 in. Width, 15 in. Height of Panel, 17 in.

Price with Apron, 28/-

Price without Apron, 20/-



FOR WEEK-END LUGGAGE

ALWAYS neat, yet never in the way, is the remark generally made about this case. In its extended form it affords a commodious kit case for holiday or week-end kit. When not required it can be folded to a mere 2 in. so as not to offend the eye of even the sports machine owner.

There is a 3-ply foundation, a stout waterproof covering, tight-fitting lid, steel clips for fixing to the carrier, and two long straps for securing the lid. The case is lined with striped canvas. A 2 in. deep tray can be supplied as an extra, as shown in the above illustration. This is useful for packing small articles.

B1795 COLLAPSIBLE CARRIER CASE. **31/-**

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

TRAY EXTRA. **6/6**



ON THE CARRIER.

B 2782 Complete.
B 944 Outer Case.
B 955 Inner ,,

FOR TOURING KIT

THE ordinary leather kit bag or suit case on the carrier is an expensive and unsatisfactory method of luggage transit for motor cyclists. Such cases are not designed for the job, being neither water, dust, nor vibration-proof, and one journey in a good drenching rain is sufficient to ruin both case and contents.

A specially designed case is essential for satisfactory service. The B 944 outer case is built up on a 3-ply foundation, and has dust and waterproof joints to lid, and a waterproof black leather-cloth covering. Fixing to the carrier is by means of four steel clips. The cam-wedge lock, and two straps and buckles, seal the lid against rain or dust. For the commercial traveller, or indeed for ordinary touring, the inner case is a great boon. It is made of a stiff black leather-cloth, lined with canvas, fitted with fasteners and handle, and can be simply lifted out on arrival at one's destination, leaving the outer case still on the machine.

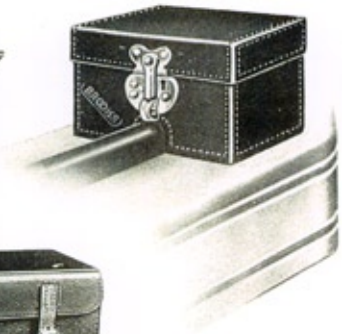
MOTOR CYCLE CARRIER CASE.

B 2782	Outer Case complete with inner valise. Size, 16½ × 10½ × 6½ in. outside measurements.	45/-
B 944	Outer Case only. Size, 16½ × 10½ × 6½ in. outside measurements.	30/6
B 955	Inner Cases for B 944, to make as B 2782.	14/6

B 7978.



B 8324.





B 7992.

FOR TOOLS & SPARES

NO motor cyclist needs to be reminded of the value of tools, but perhaps this hint of the need for a good case may prevent the annoyance through loss from an unsatisfactory container.

A strong metal-plated leather case with stout strap or lock seems to offer the solution to the problem; the difficulty here is very similar to that of saddles —they all look so much alike at a casual glance.

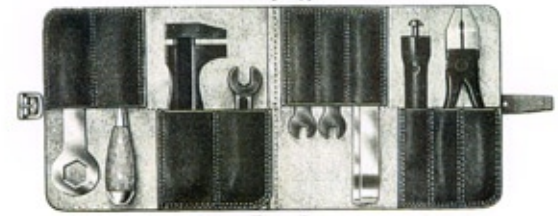
B 7978	Steel plated at top, back and ends, stout leather front with strong gusset to prevent tools working out. Leather lining and patent "Camwedge" catch with lock. Size, 8½ × 4 × 4½ in.	9/3
B 7992	With grained leather front, two straps and buckles for fastening. Metal-plated case. Size, 7½ × 4 × 4 in.	8/-
B 8348	A similar case to 7978, but size 7⅞ × 2⅞ × 3¾ in.	8/-
B 8324	Tank rail tool case attached to the top tube of the frame in the position indicated by means of spring clips inside the case. Position renders it particularly accessible to the rider, and security is assured by means of the "Camwedge" lock. Size, 6½ × 5⅞ × 4 in.	20/-



B 6510.



B 3147.



B 4060.

HANDINESS

TWO things are required of a Tool Kit apart from its protection from loss, viz., accessibility and security from damage by internal strife among the occupants.

The adjustable spanner should be kept in its place, the pliers in theirs, so that no burring of edges is permitted. A stoutly made tool roll, with strongly stitched pockets or looped strap, ensures this desirable state of affairs.

TOOL ROLL-UPS. (Tools not supplied.)

B 4060	Made with stout leather, tool pockets sewn with double stitching. Arranged for folding up compactly. Secured by all-round strap and buckle.	5/3
B 3147	Cut from similar leather, but having pocket for spares at one end, and long strap fitted with loops serving to secure the tools and fasten the roll.	7/-
B 7584	Similar in design to B 3147, but made of canvas, the security strap passing through steel loops.	5/-

RIDING BELT.

A convenient means of carrying small spares or tools. The belt and pouches are of stout hide; two snap buttons are fitted to each case. The Belt can be supplied separately, if required.

B 6510	Belt only, 38/44 in.	1/9	
	„ „ 45/52 in.	2/-	
	Belt with pouches, 38/44 in.		6/6
	„ „ 45/52 in.		6/9





B 4786 with
B 4798.



SNAP-ON LEGGINGS

FOR the busy man or lazy man, or the average motor cyclist, there are no more suitable motor-cycle leggings. They are neat and smart for the business man, only a few seconds' work for the lazy man, and all these as well as thoroughly effective for all motor cyclists.

The illustration shows the complete way in which they encase the leg (the deep cut at the back enabling them to cover even a low shoe); it also shows the simplicity of attachment—each garment is merely wrapped round the leg and secured in two places by the encircling straps, at the top "back" by a snap fastener, and at the top by an adjustable strap to the brace button.

No. 4786 is of thinner material, made for folding into a small compass. Designed for packing in a special waterproof envelope to be carried in the pocket.

Both patterns are now of seamless construction.

SNAP-ON LEGGINGS (PATENT).

B 4787	Size 1 for 13 to 15 in. round calf. Size 2 for 15½ to 17½ in. round calf. (Measurements taken round calf, outside trousers.)	21/-
B 4786	Lighter pattern, for folding. Sizes as above.	19/-
B 4798	Waterproof Envelope for carrying B 4786 Pattern Leggings. Size, 10 × 6½ × 3 in.	3/3





SPRING-ON

INVENTED by a doctor, and having a particular appeal to all professional men by reason of their ever-readiness. Donned in a moment, and as easily removed. It is never necessary for the soiled boots to come into contact with the inner surface of the leggings. The garments just spring on, attaching to the leg by means of concealed springs at the ankle and below the knee, contrived in such a way that no unhealthy pressure is exerted.

The short pattern is suitable for about-town riding, whilst the full-length pattern is suitable for all-weather riding. In the full-length pattern a third fastening is provided above the knee, and a top strap is fastened to the brace button.

All patterns are now of seamless construction.

SPRING-ON LEGGINGS (PATENT).
(Full-length Pattern.)

B 2657	Khaki Waterproof Canvas.	26/6
B 2658	Black Rubber-proofed Cloth.	28/6
B 4170	Fawn Rubber-proofed Cloth.	28/6

SPRING-ON LEGGINGS (PATENT).
(Short Pattern.)

B 2049	Black Rubber-proofed Cloth.	18/6
B 2050	Khaki Waterproof Canvas.	17/-

In both long and short patterns, 3 sizes are made :—
Size 2—13 to 14 in. Size 3—14½ to 16 in. Size 4—16 to 17½ in. round the calf.
Measurements should be taken round the calf, outside trousers, not too tightly.





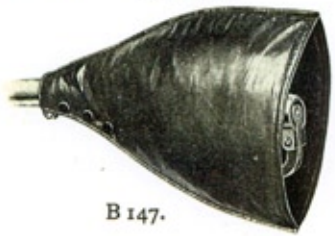
FOR

TYRE PROTECTION

For transport the tube should be very slightly inflated and dusted with French chalk; in this condition it should withstand the ravages of travel.

SPARE TUBE BOXES.

B 535	Of solid leather, lined top and bottom with felt and supplied with leather cap for valve (to prevent damage to rubber), two clips for fastening to machine. Size, 5 in. diameter × 4 in. deep. To take tube 26 in. × 2½ in.	9/6
B 548	Similar size, but of leatheroid on 3-ply foundation.	7/3
B 3662	Similar to B 535, but for larger tyres. Size, 5½ in. diameter × 4¾ in. deep. To take tube 28 in. × 3 in.	12/-
B 3661	Similar to B 3662, but of leatheroid on 3-ply foundation.	9/3



B 147.



B 161.

HANDLEBAR MUFFS

WINTER or all-weather riding calls for some form of waterproof protection to the hands, and the Handlebar Muff supplies an ever-ready solution.

Two patterns are made—one for the sports type of handlebar, the other for the touring style. Both are made in thoroughly waterproof material, lined with felt. They are easily attached to the handlebars, so that riders can have an inexpensive waterproof hand protection always in position on the machine.

HANDLEBAR MUFFS.

B 147	TOURING PATTERN. Length 14½ in. Opening for hands, 11 in. Weight, 15 oz. To fit handlebars ⅞ in. to 1¼ in.	7/6
B 161	SPORTS PATTERN. Length 14½ in. Opening for hands, 12 in. Weight, 1 lb. 4 oz. To fit handlebars ⅞ in. to 1¼ in.	10/-

REMROSE, DERBY



BROOKS

SADDLES