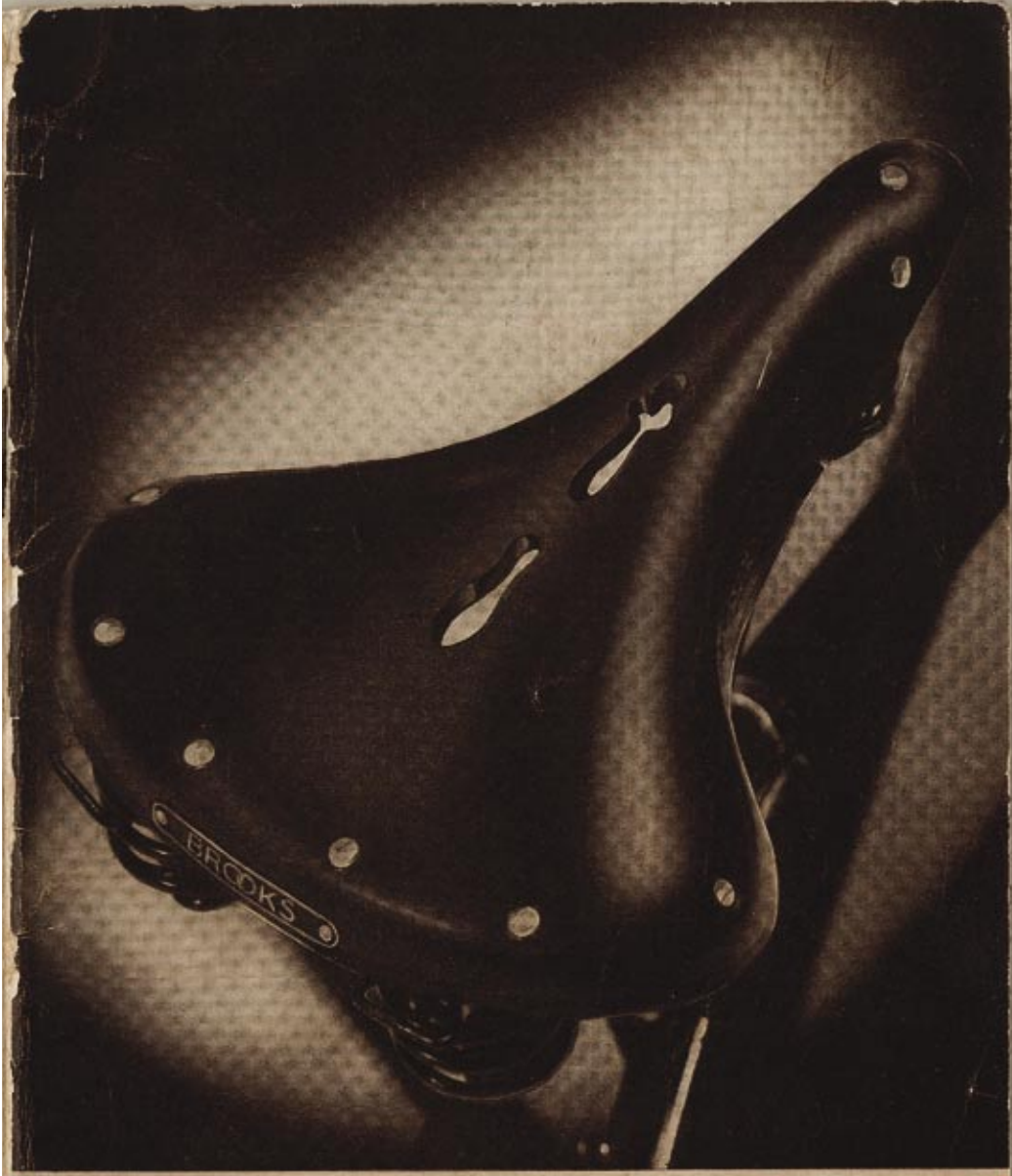
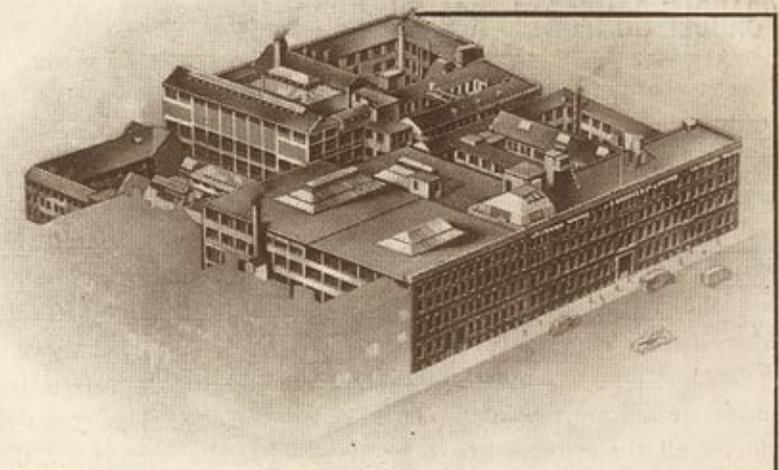


SADDLE-*Comfort*

THE HOME OF BROOKS COMFORT SADDLES



BROOKS

Comfort SADDLE

THE HALL-MARK OF **QUALITY** ON A CYCLE

J. B. BROOKS & CO., LTD., CRITERION WORKS, BIRMINGHAM, 3

DO YOU KNOW WHAT "SADDLE-COMFORT" REALLY IS?

It seems certain that few cyclists really appreciate the true significance of saddle-comfort. Gallons of ink have been deposited on countless reams of paper by writers who have striven to point out the importance of "short wheel-base," "effect of front fork angle on power output" and similar technical problems. The aim of all these discussions has been to make the cyclists' task easier, but *the* most important factor in achieving easier power —*the saddle*—has been greatly neglected except of course, by the experienced road and track men.

What then is this "Saddle-comfort"? More important still, what does it mean to YOU whether you are an ambitious club rider, a tourist or just a potterer?

In the first place it must be realized that cycling differs from other methods of propulsion in the fact that the "passenger" is also the source of power. It is obvious, therefore, that the saddle, upon which the rider "hinges" in creating his own motive force, must provide a perfect "bearing" surface. Not only must the saddle give absolute freedom of leg action but it must be correctly aligned and above all provide the perfect surface, frictionless and cool. These form the secret of saddle-comfort . . . they are the characteristics of all BROOKS *comfort* saddles. Unless you are *comfortably* seated you can never really enjoy your cycling. On the principle that what you never have you never miss, you may not realize this, but subconsciously you are striving against the strains imposed by a saddle that through incorrect design, inferior materials or workmanship is not allowing you the correct cycling "perch." Small wonder that under such conditions you quickly suffer from mental and bodily fatigue.

BROOKS

WHY LEATHER?

CHARACTERISTICS OF THE COMFORT MATERIAL

Leather, like so many of the commonplace things in life, that we take for granted, is in reality one of the most important. It is certain that primitive man recognized the serviceable qualities of leather and used it extensively for footwear and clothing many hundreds of years before the history of mankind came to be written. Leather sandals that were in use more than thirty centuries ago have been found in Egyptian tombs; the ancient Greeks, Romans and Arabians all put leather to a variety of important uses. To-day, leather holds its position of supreme importance more firmly than ever and, paradoxical as it may seem, in view of the ingenuity of modern scientists in producing substances that appear to replace it, *there is in fact no substitute for leather.* Its value in the manufacture of footwear is widely recognized; it is equally indispensible in the production of cycle saddles.

In the first place there are few materials that give such durability. A cycle saddle, subject as it is to hard service, requires a covering of exceptional toughness and it has been proved that only leather will give this durability with the other qualities essential to saddle-comfort. We have many letters on our files written by cyclists who have used the same BROOKS leather *comfort* saddle for as long as twenty or more years to prove the value of leather in this respect. Another important characteristic feature of leather is that it combines flexibility and lightness of weight with durability, thus promoting the ease necessary for the leg movement of cycling. Another and even more important feature peculiar to leather, is that of porosity. Invisible pores in the animal hides provide natural ventilation; that is why a BROOKS leather *comfort* saddle is always cool and we have expert medical opinion to emphasize the health value of leather in this respect.

In its natural form the hide used for saddle leather is a perishable material but the processes which it undergoes during the course of production renders the BROOKS leather *comfort* saddle practically everlasting. The saddles are manufactured throughout at the BROOKS factory whilst all metal parts are rust-proofed by a special BROOKS process.

BROOKS

SUMMARISED DATA OF ALL LEATHER SADDLES

	Type	Weight	Size	Finish	Price
Sports Type	B 17 Ch. Standard ...	1 lb. 12 ozs.	11″ × 6¾″ × 2⅝″	Enamel	15/3
	B 17 Ch. Narrow ...	1 lb. 9 ozs.	11″ × 6″ × 2⅝″	Enamel	15/3
	B 17 Ch. Flyer ...	1 lb. 8 ozs.	11″ × 5¼″ × 2⅝″	Enamel	15/3
	B 17 Ch. Sprinter ...	1 lb. 8 ozs.	11″ × 4⅜″ × 2¼″	Enamel	15/3
	B 17 Ch. Flyweight Flyer	1 lb. 2 ozs.	11″ × 5¼″ × 2⅝″	Polished	16/9
	B 17 Ch. Flyweight N.	1 lb. 3 ozs.	11″ × 6″ × 2⅝″	Polished	16/9
	Champion Swallow ...	1 lb. 9 ozs.	11¼″ × 6″ × 3″	Enamel	20/3
	B 19 Champion N. ...	1 lb. 14 ozs.	12¼″ × 6″ × 2¾″	Enamel	19/-
	B 15 Champion ...	1 lb. 8 ozs.	11″ × 6″ × 2⅝″	Enamel	12/6
	B 11 Champion ...	1 lb. 8 ozs.	11″ × 6″ × 2¼″	Enamel	11/6
	B 32	1 lb. 8 ozs.	11″ × 6″ × 2¼″	Enamel	8/3
	B 5	1 lb. 7 ozs.	10¾″ × 6″ × 2⅜″	Enamel	6/6
	B 22	1 lb. 7 ozs.	10¾″ × 6″ × 2⅜″	Enamel	6/-
	B 18 Champion ...	1 lb. 10 ozs.	11″ × 6¾″ × 2″	Enamel	14/9
	B 18 Champion L. ...	1 lb. 10 ozs.	10¾″ × 6¾″ × 2″	Enamel	14/9
	B 66 Champion ...	2 lbs. 6 ozs.	11″ × 6¾″ × 3¼″	Enamel	15/3
	B 66 Champion L. ...	2 lbs. 6 ozs.	10¾″ × 6¾″ × 3¼″	Enamel	15/3
Three-coil	B 75	2 lbs. 6 ozs.	10¼″ × 8¼″ × 3¼″	Enamel	11/6
	B 75	2 lbs. 6 ozs.	10¼″ × 8¼″ × 3¼″	Nickel	13/-
	B 75 L	2 lbs. 5 ozs.	9¾″ × 8¼″ × 3¼″	Enamel	11/6
	B 75 L	2 lbs. 5 ozs.	9¾″ × 8¼″ × 3¼″	Nickel	13/-
	B 73	2 lbs. 6 ozs.	10¼″ × 8¼″ × 3¼″	Enamel	10/3
	B 73	2 lbs. 6 ozs.	10¼″ × 8¼″ × 3¼″	Nickel	11/6
	B 73 L	2 lbs. 5 ozs.	9¾″ × 8¼″ × 3¼″	Enamel	10/3
	B 73 L	2 lbs. 5 ozs.	9¾″ × 8¼″ × 3¼″	Nickel	11/6
	B 31	2 lbs. 4 ozs.	10¼″ × 8¼″ × 3¼″	Enamel	8/3
	B 31 L	2 lbs. 4 ozs.	9¾″ × 8¼″ × 3¼″	Enamel	8/3
	B 2	2 lbs. 2 ozs.	10¼″ × 8¼″ × 3¼″	Enamel	6/6
	B 2 L	2 lbs. 1 oz.	9¾″ × 8¼″ × 3¼″	Enamel	6/6
	B 21	2 lbs. 2 ozs.	10¼″ × 8¼″ × 3¼″	Enamel	6/-
	B 21 L	2 lbs. 1 oz.	9¾″ × 8¼″ × 3¼″	Enamel	6/-
Four-wire	B 18	1 lb. 11 ozs.	10¼″ × 8¼″ × 2¼″	Enamel	11/-
	B 18 L	1 lb. 10 ozs.	9¾″ × 8¼″ × 2″	Enamel	11/-
	B 72	1 lb. 11 ozs.	10¼″ × 8¼″ × 2¼″	Enamel	9/6
	B 72 L	1 lb. 10 ozs.	9¾″ × 8¼″ × 2″	Enamel	9/6
	B 30	1 lb. 12 ozs.	10¼″ × 8¼″ × 2¼″	Enamel	8/-
	B 30 L	1 lb. 8 ozs.	9¾″ × 8¼″ × 2″	Enamel	8/-
	B 3	1 lb. 9 ozs.	10¼″ × 8¼″ × 2″	Enamel	6/6
	B 3 L	1 lb. 8 ozs.	9¾″ × 8¼″ × 2″	Enamel	6/6
	B 20	1 lb. 9 ozs.	10¼″ × 8¼″ × 2″	Enamel	6/-
	B 20 L	1 lb. 8 ozs.	9¾″ × 8¼″ × 2″	Enamel	6/-
Loop Front	B 90/1	3 lbs. 4 ozs.	10¼″ × 8¼″ × 3¼″	Enamel	18/6
	B 90/2	3 lbs. 8 ozs.	11¼″ × 9¼″ × 3¼″	Enamel	20/3
	B 90/2	3 lbs. 8 ozs.	11¼″ × 9¼″ × 3¼″	Nickel	22/9
	B 90/2	3 lbs. 8 ozs.	11¼″ × 9¼″ × 3¼″	Chrome	24/6
	B 90/3	4 lbs. 2 ozs.	12¼″ × 9¼″ × 3¼″	Enamel	22/9
	B 90/3	4 lbs. 2 ozs.	12¼″ × 9¼″ × 3¼″	Nickel	25/9
	B 90/3	4 lbs. 2 ozs.	12¼″ × 9¼″ × 3¼″	Chrome	27/6
	B 35	3 lbs. 8 ozs.	11¼″ × 9¼″ × 3¼″	Enamel	15/-
	B 35	3 lbs. 8 ozs.	11¼″ × 9¼″ × 3¼″	Nickel	17/6
	B 35	3 lbs. 8 ozs.	11¼″ × 9¼″ × 3¼″	Chrome	19/3
	B 33	3 lbs. 4 ozs.	12¼″ × 9¼″ × 3¼″	Enamel	9/9
	B 33	3 lbs. 4 ozs.	12¼″ × 9¼″ × 3¼″	Nickel	10/6
	B 6	2 lbs. 6 ozs.	10¼″ × 8¼″ × 3¼″	Enamel	7/6
	B 23	2 lbs. 4 ozs.	12″ × 8¼″ × 3¼″	Enamel	6/6
Hammock	B 80	4 lbs. 0 ozs.	11¼″ × 9¼″ × 4″	Enamel	19/9
	B 80	4 lbs. 0 ozs.	11¼″ × 9¼″ × 4″	Nickel	22/6
	B 80	4 lbs. 0 ozs.	11¼″ × 9¼″ × 4″	Chrome	24/3
	B 12	3 lbs. 10 ozs.	11¼″ × 9¼″ × 4″	Enamel	15/-
	B 12	3 lbs. 10 ozs.	11¼″ × 9¼″ × 4″	Nickel	17/-
	B 12	3 lbs. 10 ozs.	11¼″ × 9¼″ × 4″	Chrome	18/6
Tension Coil	B 130	4 lbs. 10 ozs.	11¼″ × 9¼″ × 3″	Enamel	21/6
	B 130	4 lbs. 10 ozs.	11¼″ × 9¼″ × 3″	Nickel	28/3
	B 130	4 lbs. 10 ozs.	11¼″ × 9¼″ × 3″	Chrome	32/-
Juvenile	Junior J 3	1 lb. 8 ozs.	8¾″ × 6″ × 3″	Enamel	3/9
	Junior J 4	1 lb. 8 ozs.	8¼″ × 6¼″ × 3¼″	Enamel	3/9
	Juvenile J 5	1 lb. 8 ozs.	10¼″ × 7″ × 2¼″	Enamel	4/9

NOTE.—Saddle heights are measured from centre of clip bolt to seat surface.

SPORTS TYPE LEATHER SADDLES

BROOKS CHAMPION SADDLES—used by the world's most famous cycling road and track champions and record breakers—have proved unequalled for competitive and general sports requirements whilst there are many riders who use a BROOKS Champion for touring purposes. The Champion range as detailed here provides the correct model for every type of sports rider.

Models B 17, Champion Standard; B 17 Champion Narrow; B 17 Champion Flyer; and B 17 Champion Sprinter have two-wire frame, Brooks de luxe quality solid butt hide top with chamfered flaps.



B 17. CHAMPION STANDARD.
Size: 11″×6¾″×2⅝″. Weight 1 lb. 12 ozs. Enamel, **15/3**



B 17. CHAMPION NARROW.
Size: 11″×6″×2⅝″. Weight 1 lb. 9 ozs. Enamel, **15/3**



B 17. CHAMPION FLYER.
Size: 11″×5¼″×2⅝″. Weight 1 lb. 8 ozs. Enamel, **15/3**

BROOKS

SPORTS TYPE LEATHER SADDLES



B 17. CHAMPION SPRINTER.
Size : 11″×4⅜″×2½″. Weight : 1 lb. 8 ozs. Enamel, **15/3**



B 17. CHAMPION FLYWEIGHT FLYER. The lightest saddle made. Manufactured from special lightweight materials. Non-rigid wire frame. Shape and size as the B 17 Champion Flyer. Brooks de luxe quality solid butt hide top. Chamfered flaps.
Size : 11″×5¼″×2⅜″. Weight : 1 lb. 2 ozs. Polished, **16/9**

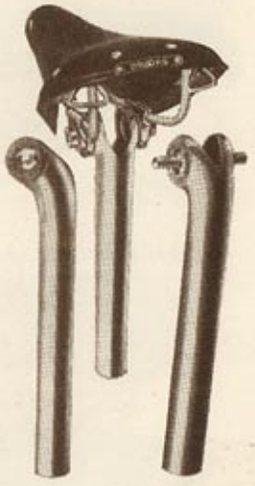


B 17. CHAMPION FLYWEIGHT NARROW. Recently introduced for those who want a lightweight saddle with a slightly wider seat. The same specification as the B 17 Flyweight Flyer, but B 17 Champion Narrow size.
Size : 11″×6″×2⅜″. Weight : 1 lb. 3 ozs. Polished, **16/9**

BROOKS

PATENT SEAT PILLAR

Introduced to meet the needs of the discerning rider, the BROOKS Patent Seat Pillar provides benefits that the experienced road-man will appreciate instantly. Chief of these advantages is the powerful grip on the saddle providing a riding position that is as firm as a rock. In spite of immense strength, the BROOKS Patent Pillar is lighter in construction than the standard pattern—an important point for the racing man. It is adjustable to a forward racing position or back to a normal riding position—achieved by simply turning the pillar round. Undoubtedly this new pillar, by its simple efficiency, is absolutely the last word in modern cycle equipment.



No.	Diameter	Length	To Telescope Seat Tubes
1	1″	9″ or 12″	Any size with liner
2	1 1/32″	9″ or 12″	1⅛″×19 gauge
3	1 5/64″ or 1.043″	9″ or 12″	1⅛″×20 ,,
4	1 1/16″	9″ or 12″	1⅛″×22 ,,
5	1 5/64″ or 1.072″	9″ or 12″	1⅛″×24 ,,

PRICE **2/6** each in the sizes shown.

EXPERIENCED RIDERS CHOOSE BROOKS ALL THE WORLD OVER

1302 Henry Clay Avenue
New Orleans, La.
25th February, 1938.

Messrs. Otto C. Ling & Son, Inc.,
12 Warren Street, NEW YORK.

Dear Sirs,

I believe you are the Agents for Brooks Saddles. I sold these as long ago as 45 years. I was then the Buyer of the Tinkham Cycle Co., New York City, Sundry Department.

I have used a B.17 Champion for over 50 years and still ride centuries although I will be 80 years old next August—still use 84 gear.

I noticed looking over an English catalogue that they list a weatherproof top. I am a believer in the hide they use but feel I might like to try a weatherproof top although I doubt if I could get the comfort in a long ride.

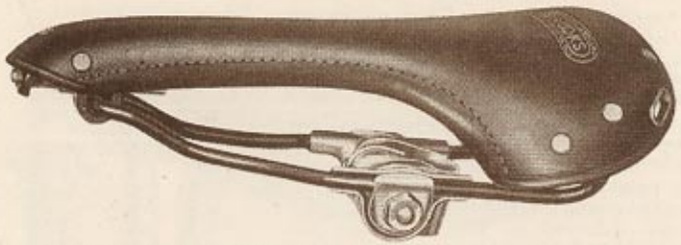
Do you stock Plyflex P 209 and what is its price ?.

Yours very truly,

(*Signed*) CHAS. C. CAREY.

BROOKS

SPORTS TYPE LEATHER SADDLES



CHAMPION SWALLOW (*Patent*) cut-away design gives great freedom of leg action and is extremely cool under racing or touring conditions. Brooks de luxe quality solid butt hide top. Rolled edges reinforced with spring steel wire. Two-wire frame.
Size : 11¼″×6″×3″. Weight : 1 lb. 9 ozs. Enamel, **20/3**



B 19 . CHAMPION NARROW. General specification as B 17 Champion range but lengthened frame.
Size : 12½″×6″×2¾″. Weight : 1 lb. 14 ozs. Enamel, **19/-**



B 15. CHAMPION. A popular saddle for fast road and track work. Brooks super quality butt hide top on two-wire frame.
Size : 11″×6″×2⅜″. Weight : 1 lb. 8 ozs. Enamel, **12/6**

BROOKS

SPORTS TYPE LEATHER SADDLES



B 11. CHAMPION. For the fast tourist. Unlooped four-wire frame gives added resilience. Brooks super quality solid butt hide top.
Size : 11″×6″×2½″. Weight : 1 lb. 8 ozs. Enamel, **11/6**



B 32. A light saddle, similar shape to B 17 Champion Narrow. Ideal for speed. Brooks best quality leather top. Two-wire frame.
Size : 11″×6″×2⅝″. Weight : 1 lb. 8 ozs. Enamel, **8/3**



B 5. Popular sports-type saddle. Brooks good quality leather top. Two-wire Champion type frame.
Size : 10¾″×6″×2¾″. Weight : 1 lb. 7 ozs. Enamel, **6/6**



B 22. Giving the benefits of Brooks scientific racing design at a competitive price. Brooks good quality leather top.
Size : 10¾″×6″×2⅝″. Weight : 1 lb. 7 ozs. Enamel, **6/-**

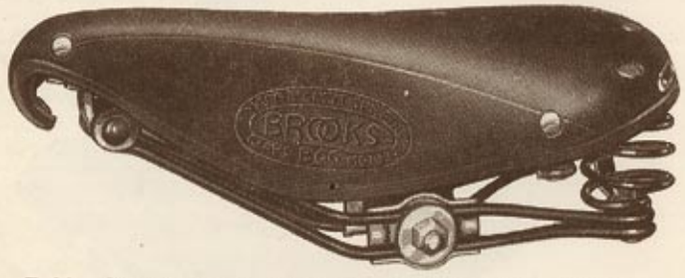
SPORTS TYPE LEATHER SADDLES



B 18 CHAMPION. Similar in shape and size to the B 17 Standard, but the four-wire fitting provides greater resilience. Suitable for long distance touring. Brooks de luxe quality solid butt hide top. Chamfered flaps. Single loop four-wire frame.
Gent's size: 11″ × 6¾″ × 2″. Weight: 1 lb. 10 ozs. Enamel, **14/9**
Ladies' size: 10¾″ × 6¾″ × 2″. Weight: 1 lb. 10 ozs. Enamel, **14/9**



B 66. CHAMPION. Short rear coil springs give added comfort for the sports rider with a taste for exploration "off the beaten track." Brooks de luxe quality solid butt hide top. Chamfered flaps. Four-wire upswept bracket. Pivoted peak to reduce side sway.
Size: 11″ × 6¾″ × 3¼″. Weight: 2 lbs. 6 ozs. Enamel, **15/3**



B 66. CHAMPION. LADIES. A popular semi-sports type saddle with the same specifications as the Gent's model.
Size: 10¾″ × 6¾″ × 3¼″. Weight: 2 lbs. 6 ozs. Enamel, **15/3**

BROOKS

"KUKLOS" DISCUSSES "SADDLE-COMFORT"



Lady de Chumleigh, who was giving a social "crush," noticed that the famous but aged Professor Knozitt, F.R.S., was standing. So she floated to him and graciously enquired, "Haven't you found anything to sit on, dear Professor?" "I've had that all my life, my Lady," he replied, "but I can't find a good place to put it."
The man of science was right, as usual. The most important thing in Life, which includes cycling, is having the right thing to sit on. Cyclists spend so much of their time in cycling that they have little left for scientific thought. This they should leave to Brooks, men of Science, of Saddles, of Sumptuous Sitting and Swift Skedaddling.

The cent-per-cent cyclists, experts of the sport, the boys and girls of the good clubs, the enthusiasts of distance and speed, the veterans of many continental tours—all these have learned much saddle wisdom in the hard school of experience; and so they sit on Brooks, and swear by them, but never at them. The expert cyclist was born on Brooks and suckled on Brooks.

The racer, too, has found that while he doesn't use a lot of saddle, because so much of his weight is on grips and pedals, it is essential that what he has in that line should be of the highest quality—

"He wants but little here below
But wants that little Brooks."

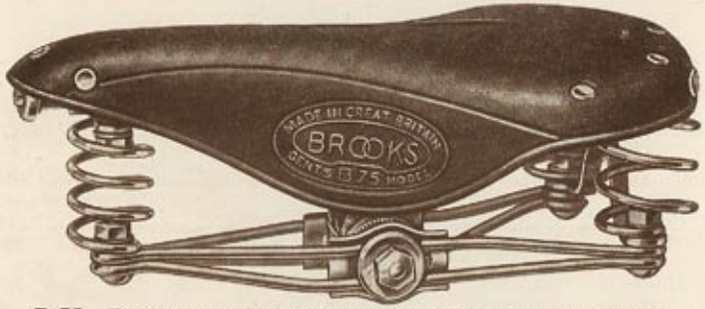
But the Average Cyclists, the ordinary everyday riders, whose machines are for utility first and pleasure second or not at all, these go miserably wrong in the matter of saddles. They chose their bicycles because there were beautiful transfers on and because the agent had a beautiful tongue. They did not notice the saddle particularly, or they would have seen that the name "Brooks" wasn't on it. And so, after six weeks and seven showers, it goes like this—



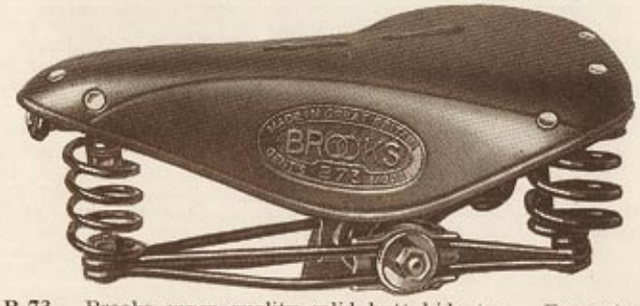
How can you expect to be comfortable on a contorted crescent of rubbish? Some wise man—I fancy he was myself—has said that only the very young can enjoy discomfort! But they don't; they only endure it. Thousands of cyclists who only use their machines for work-and-back are heard to say that they "hate cycling." They don't know that the chief reason for their hostility is this: They have never known "Saddle Comfort."
Yet Saddle Comfort is of the utmost importance to the Utility Cyclist, because nearly all his weight is on the saddle: and if the saddle is not comfortable, the whole bicycle becomes at once an undesirable and almost beastly thing. I would rather have a poor bicycle with Brooks than a good bicycle with no Saddle Comfort.
Ever hear of Samuel Butler? He wrote a famous story called "The Way of All Flesh," and one of his wisecracks was this: "We have all sinned and come short of the glory of making ourselves as comfortable as we easily might have done." That can only mean that there wasn't a Brooks on his bicycle and so he thought that the way of all flesh was to be saddle-sore!
He was wrong. Be wise. Go Brooks.

BROOKS

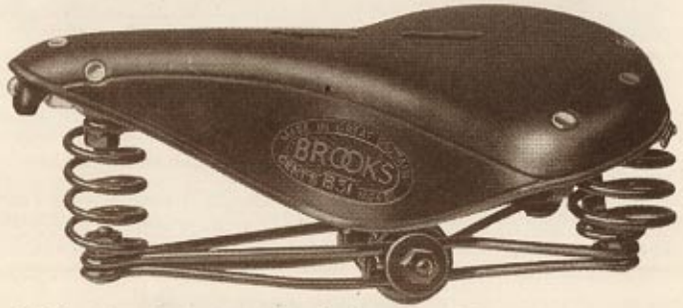
THREE-COIL LEATHER SADDLES



B 75. Ensures correct cycling pose for riders of roadster model cycles where an upright position is usually assumed. Three large diameter fine pitch coil springs ensure even resilience. Brooks de luxe quality solid butt hide top on four-wire bracket.
Gent's size: 10½″×8½″×3½″. Weight: 2 lbs. 6 ozs. Enamel, **11/6**
Nickel, **13/-**
Ladies' size: 9½″×8½″×3½″. Weight: 2 lbs. 5 ozs. Enamel, **11/6**
Nickel, **13/-**

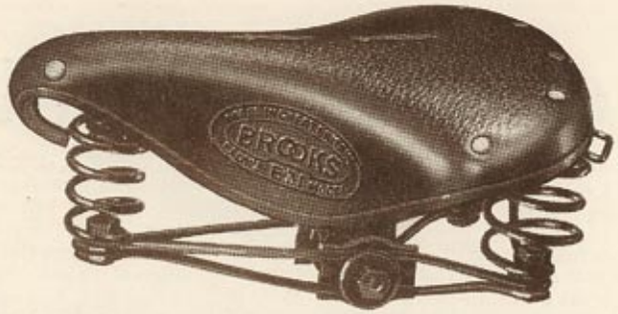


B 73. Brooks super quality solid butt hide top. Four-wire bracket. Three large diameter fine pitch coil springs.
Gent's size: 10½″×8½″×3½″. Weight: 2 lbs. 6 ozs. Enamel, **10/3**
Nickel, **11/6**
Ladies' size: 9½″×8½″×3¼″. Weight: 2 lbs. 5 ozs. Enamel, **10/3**
Nickel, **11/6**



B 31. Brooks best quality leather top. Four-wire bracket. Three large diameter fine pitch coil springs.
Size: 10½″×8½″×3½″. Weight: 2 lbs. 4 ozs. Enamel, **8/3**

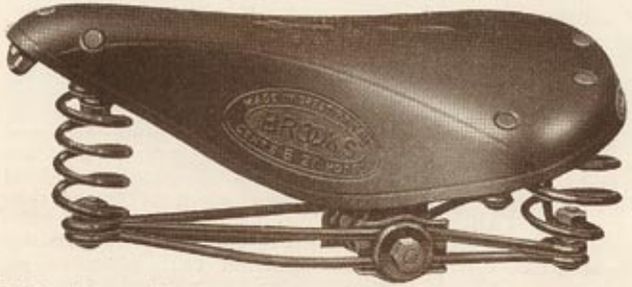
THREE-COIL LEATHER SADDLES



B 31. LADIES. Specification as B 31 Gent's., but shortened top and turned down peak typical of the B 75L, B 73L, B 2L and B 21L.
Size: 9½″×8½″×3¼″. Weight: 2 lbs. 4 ozs. Enamel, **8/3**



B 2. Brooks good quality leather top. Four-wire bracket. Three coil springs.
Gent's size: 10½″×8½″×3½″. Weight: 2 lbs. 2 ozs. Enamel, **6/6**
Ladies' size: 9¾″×8½″×3¼″. Weight: 2 lbs. 1 oz. Enamel, **6/6**



B 21. Three coil construction on a four-wire frame at a popular price. Brooks good quality leather top.
Gent's size: 10½″×8½″×3½″. Weight: 2 lbs. 2 ozs. Enamel, **6/-**
Ladies' size: 9¾″×8½″×3¼″. Weight: 2 lbs. 1 oz. Enamel, **6/-**

BROOKS

76 MILES IN AN HOUR ON A CYCLE!

Sounds fantastical doesn't it ? It's true. Leon Vanderstuyft, a Belgian, ten years ago touched that speed during the course of an hour's ride in which he actually covered 76 miles 503 yards. Just sit back for a moment and realize what that means. Seventy-six miles in one hour on a bicycle. There are not many express trains that maintain such a speed. From London to Portsmouth in sixty minutes . . . on a bicycle !

Of course he was paced by a specially equipped motor-cycle ; but even so it needed iron courage and no mean ability. The bicycle he used was just an ordinary machine, although his front wheel was a few inches smaller than the rear wheel in order that he could get closer behind his pacing motor. His chainwheel was nearly as big as his front wheel and consequently his gear was so enormous that every time the chainwheel went round once the bicycle moved forward 51 feet. On a normal geared bicycle, such as is used by an average man to ride to work, the machine would have moved forward 16½ feet. Vanderstuyft put up this world's record, which still stands to-day, on the famous racing track at Monthlery, France.

This amazing ride culminated the lust for sheer sustained speed on a bicycle that started with the old Ordinary bicycle. You know the sort of machine I mean ; the one that grandfather used to ride, with a big wheel in front and a small one trailing along behind. Yes, they even used to race on those. So far as I can trace, the first hour record was put up by F. L. Dodds, who, paced by other Ordinaries, covered 15¾ miles in an hour at Cambridge 62 years ago.

Six years after Dodds's record H. L. Cortis carved himself a niche in cycling history by becoming the first man to ride 20 miles in the hour. He was paced by relays of other riders and quite rightly, his ride was looked upon as a remarkable athletic achievement. They had solid tyres in those days. Yet to-day, 56 years later, on a bicycle constructionally not very much different to the one used by Cortis, a Frenchman named Archambaud has actually ridden, entirely unpaced on a steeply banked track in Italy, a distance of 28 miles 851 yards in one hour.

It was not until 1893 that Henri Desgrange, a Frenchman, set up the first unpaced hour record with a ride of approximately 22 miles on a bicycle in Paris. That was 45 years ago and Desgrange has lived to see another six miles added to the total that he crammed into sixty unpaced minutes. So much has speed increased that an Englishman named A. H. Glass has actually ridden on a tricycle a greater distance in one hour than Desgrange rode on a bicycle.

Meanwhile activity contined unabated among aspirants for the paced hour record which, early in the present century had developed the use of motor cycle pace ; but the quest for faster and faster speeds behind these powerful motor-cycles became so dangerous that eventually the world controlling body of cycle racing called a halt and designed the pacing motors so that the shelter afforded a rider—and consequently his speed—became considerably reduced ; so much so that we have the queer position to-day of having upon the world's record books a speed for the official paced record which is slower than Vanderstuyft's epic ride of 76 miles 503 yards in 1928. Nevertheless this is as it should be ; otherwise we we shall get men being paced by motor cars or even railway trains and then records would become freak performances and nothing else.

Chas. H. Bartlett

Winner of the 100 kilometre Olympic Championship of the World. 50 miles English Championship, King George's Cup, etc.

FOUR-WIRE LEATHER SADDLES



B 18. Designed for riders whose cycling does not include racing and yet who do not desire the full springing of a 3-coil Saddle. The light single loop four-wire frame gives resilience without interfering with free leg action. Brooks de luxe quality solid butt hide top.
Size : 10½″×8½″×2¼″. Weight : 1 lb. 11 ozs. Enamel, **11/-**



B 18. LADIES. Specification as B 18 Gents, but shortened top and turned down peak as fitted to B 72L, B 30L, B 3L and B 20L.
Size : 9½″×8½″×2″. Weight : 1 lb. 10 ozs. Enamel, **11/-**



B 72. Brooks super quality solid butt hide top. Single loop four-wire chassis.
Gent's size : 10½″×8½″×2¼″. Weight : 1 lb. 11 ozs. Enamel, **9/6**
Ladies' size : 9½″×8½″×2″. Weight : 1 lb. 10 ozs. Enamel, **9/6**

BROOKS

FOUR-WIRE LEATHER SADDLES



B 30. Brooks best quality leather top. Single loop four-wire frame.
Gent's size: 10½″×8½″×2½″. Weight: 1 lb. 12 ozs. Enamel, 8/-
Ladies' size: 9½″×8½″×2″. Weight: 1 lb. 8 ozs. Enamel, 8/-



B 3. Brooks good quality leather top. Single loop four-wire frame.
Gent's size: 10½″×8½″×2″. Weight: 1 lb. 9 ozs. Enamel, 6/6
Ladies' size: 9½″×8½″×2″. Weight: 1 lb. 8 ozs. Enamel, 6/6



B 20. A single loop four-wire saddle at a popular price. Brooks good quality leather top.
Gent's size: 10½″×8½″×2″. Weight: 1 lb. 9 ozs. Enamel, 6/-
Ladies' size: 9½″×8½″×2″. Weight: 1 lb. 8 ozs. Enamel, 6/-

BROOKS

BROOKS LEADERS OF THE SADDLE INDUSTRY

AN ASSOCIATION WITH CYCLISTS OF OVER FIFTY YEARS

To cyclists of all ages the name BROOKS signifies far more than a world-famous firm . . . far more than a great business organization.

In the first place BROOKS and saddles are, of course, synonymous terms, but the unique position occupied by the firm has an even greater significance than that.

In the cycling world, BROOKS has become an institution . . . an organization deeply rooted in the confidence of all who cycle—to whom young and old, racing and tourist riders down to the most humble of potterers turn for advice on all problems relating to saddle comfort.

This unique position is the result of more than fifty year's close association with cyclists' requirements and is based on the BROOKS policy, unswervingly adhered to during the whole history of the Company, of producing only the best.

Early in the company's activities it was realized that the saddle was one of the most important cycle components—certainly *the* most important component so far as it affected cycling comfort, health and enjoyment.

Those, therefore, who were responsible for guiding the early destinies of J. B. BROOKS & Co., Ltd., realized with acute foresight that any permanent success the Company was likely to enjoy would depend on *quality*, since quality would be most appreciated in such a vital item of cycle equipment as the saddle. In making this decision the BROOKS executives of fifty years ago were in a particularly fortunate position, since the Company was already a well-established producer of the finest class of leather goods and for some years before 1882 had been saddlers and harness makers of repute.

This, then is the background of the vast modern BROOKS organization, but it is still imbued with the spirit of the craftsman whilst the standard of workmanship to-day is even higher than it was, aided as it is by the precision of modern production methods. One could eulogise BROOKS quality to immeasurable length but others have already done this work as the huge file of letters from cyclists of all ages and types, exists to prove. These letters are from *users* of BROOKS *Comfort* Saddles headed by such famous record-breakers as Ossie Nicholson (62,855 miles in one year on a BROOKS *Comfort* Saddle) and René Menzies (61,561 miles in one year also on a BROOKS *Comfort* Saddle). These riders all join in acclaiming the wonderful riding qualities of the BROOKS *Comfort* Saddle and the remarkable length of life enjoyed by these saddles.

In these letters of enthusiastic praise for the quality of the BROOKS *Comfort* Saddle we see the justification of those early leaders of the cycle saddle industry—the men who said with shrewd foresight, "In this important matter of the cycle saddle we believe that only the best is good enough." Firm adherence to this policy has maintained the position of J. B. BROOKS & CO., LTD., as the undisputed leaders of the saddle industry to-day.



The BROOKS advertisement in the first issue of "Cycling"—January 24th, 1891

BROOKS

Saddle Comfort CHART



ENABLES YOU TO CHOOSE THE CORRECT SADDLE

★ Leather • Spring Seat or Weatherproof

MAKE SURE YOUR CYCLE IS COMFORT FITTED - CHOOSE YOUR BROOKS SADDLE FROM THIS CHART

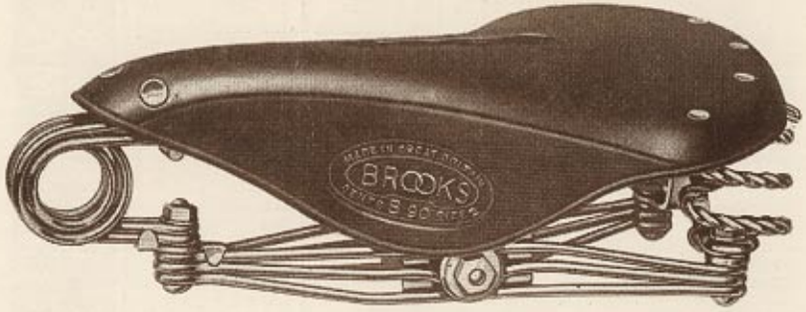
		LEATHER	SPRING SEAT	WEATHERPROOF
Roadster – Tourist	GENT'S LOOP FRONT	B 90 1 B 90 2 B 90 3 B 35 B 33 B 6 B 23		P 207
	GENT'S THREE-COIL	B 75 B 73 B 31 B 2 B 21	S 20/1 H Solid Leather Top Rear Coil S 20 1 Rear Coil	P 205
	LADIES' THREE-COIL	B 75 L B 73 L B 31 L B 2 L B 21 L	S 20 1 H Solid Leather Top Rear Coil S 20 1 Rear Coil (Illustrated above)	P 205 L
Lt. Roadster–Lt. Tourist–Safety	GENT'S FOUR-WIRE	B 18 B 72 B 30 B 3 B 20	S 30 1 GIRDER	P 205 THREE-COIL (Illustrated above)
	LADIES' FOUR-WIRE	B 18 L B 72 L B 30 L B 3 L B 20 L	S 30 1 (Illustrated above)	P 205 L THREE-COIL (Illustrated above)

		LEATHER	SPRING SEAT	WEATHERPROOF
Club – Sports	GENT'S TWO-WIRE	B 19 Champion Narrow B 17 Ch. Standard B 17 Ch. Narrow B 17 Ch. Flyer B 15 Ch. B 32 B 5 B 22	S 25 NH Solid Leather Top Twin-wire S 30 N GIRDER	P 209
	TWO-COIL	B 66 Ch.		
	FOUR-WIRE	B 18 Ch.		
	FOUR-WIRE	B 11 Ch.		
	LADIES' TWO-COIL	B 66 Ch. L	S 25 NH (Illustrated above)	
	FOUR-WIRE	B 18 L	S 30 N (Illustrated above)	
Sprint – Lightweight	GENT'S TWO-WIRE	Champion Swallow B 17 Ch. Flyweight Narrow B 17 Ch. Flyweight Flyer B 17 Ch. Standard B 17 Ch. Narrow B 17 Ch. Flyer B 17 Ch. Sprinter B 15 Ch. B 32	WIDTHS OF RACING SADDLES: 4½" B17 Ch. Stand. B68 Ch. B66 Ch.; 4" B17 Ch. N. B17 Ch. Fly. N. B19 Ch. N. Ch. Swallow B15 Ch.; B11 Ch. B32 B22 P209; 3½" B17 Ch. Flyer B17 Ch. Narrow Flyer; 3" B17 Ch. Sprint.	

YOUR DEALER WILL ARRANGE TO FIT THE CORRECT BROOKS COMFORT SADDLE TO YOUR NEW OR PRESENT MACHINE

In order to help you in your choice of the correct BROOKS Comfort Saddle for your particular type of riding this Chart has been prepared. By following the recommendations it gives you will be certain of getting the best out of cycling, for you will have the finest saddle it is possible to produce and the model scientifically suited to your requirements. Your local cycle dealer can show you this chart and help you in your choice.

LOOP FRONT LEATHER SADDLES

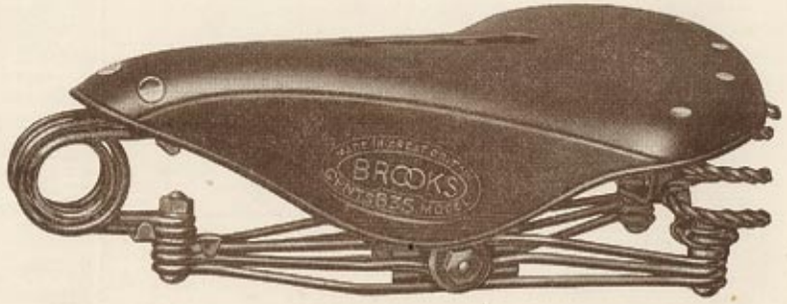


B 90. Six-wire bracket, double loop front spring and stranded wire rear coil springs combine to provide the ideal comfort saddle for the cyclist to whom speed is a secondary consideration. Brooks de luxe quality solid butt hide top.

B 90/1 Size : $10\frac{3}{4}''\times8\frac{3}{4}''\times3\frac{1}{2}''$. Weight : 3 lbs. 4 ozs. Enamel, **18/6**

B 90/2 Size : $11\frac{3}{4}''\times9\frac{1}{4}''\times3\frac{1}{2}''$. Weight : 3 lbs. 8 ozs. Enamel, **20/3**
Nickel, **22/9**
Chrome, **24/6**

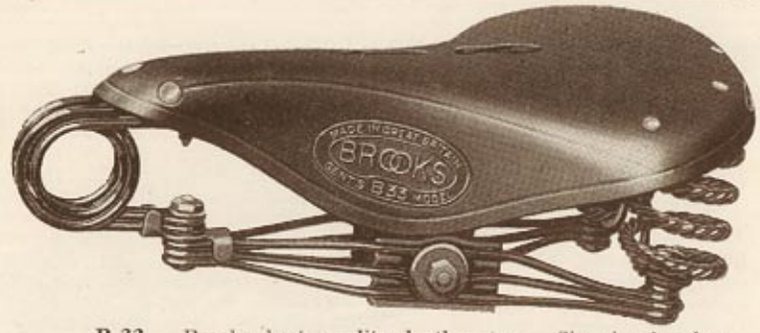
B 90/3 Size : $12\frac{1}{4}''\times9\frac{3}{4}''\times3\frac{3}{4}''$. Weight : 4 lbs. 2 ozs. Enamel, **22/9**
Nickel, **25/9**
Chrome, **27/6**



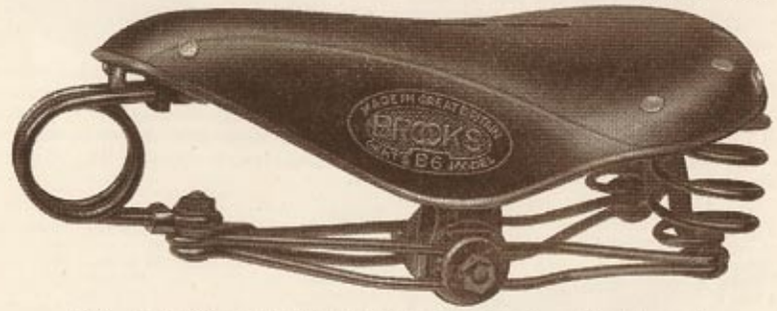
B 35. Brooks super quality leather top. Six-wire bracket. Double loop front spring. Stranded wire rear coil springs.
Size : $11\frac{3}{4}''\times9\frac{1}{4}''\times3\frac{1}{2}''$. Weight : 3 lbs. 8 ozs. Enamel, **15/-**
Nickel, **17/6**
Chrome, **19/3**

BROOKS

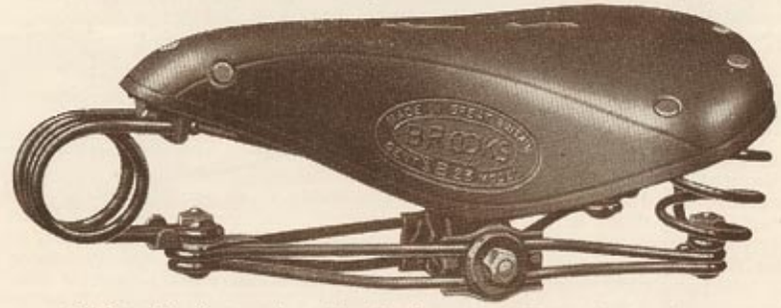
LOOP FRONT LEATHER SADDLES



B 33. Brooks best quality leather top. Six-wire bracket. Double loop front spring. Stranded wire rear coil springs.
Size : $12\frac{7}{8}''\times9\frac{3}{4}''\times3\frac{3}{4}''$. Weight : 3 lbs. 4 ozs. Enamel, **9/9**
Nickel, **10/6**



B 6. A reliable comfort model at a popular price. Brooks good quality leather top. Four-wire bracket. Single loop front spring. Plain wire rear coil springs.
Size : $10\frac{1}{2}''\times8\frac{1}{4}''\times3\frac{3}{4}''$. Weight : 2 lbs. 6 ozs. Enamel, **7/6**



B 23. Brooks good quality leather top. Four-wire bracket. Single loop front spring. Plain wire rear coil springs.
Size : $12''\times8\frac{1}{4}''\times3\frac{3}{4}''$. Weight : 2 lbs. 4 ozs. Enamel, **6/6**

BROOKS

IT'S A RECORD!

CYCLING A THOUSAND MILES WITHOUT SLEEP

The "1000" Mile is one of 15 Official British Road Records.

By an Old-time Record Breaker.

The Road Records Association, formed fifty years ago to "continue the work of certifying claims to records made by male cyclists on the road," recognizes 15 records ranging in distance from 50 miles to 1,000 miles and such is the remarkable reputation of the Association that when the R.R.A. accepts a claim to record, then the ride is automatically looked upon as being properly authenticated. The rules of the Association impose no hardship upon the potential record breaker; but if the claim to record is to succeed then all the rules must have been sincerely observed; otherwise the claim is rejected without more ado.

Undoubtedly the most romantic of all these famous records—all of which must be ridden entirely unpaced—is the route from Land's End to John O'Groats—a journey of some eight hundred miles. S. H. Ferris, the current holder of this record, rode the whole journey and then went on for the thousand mile record—entirely without sleep! Can you imagine cycling from one end of the British Isles to the other, over moor and mountain, for more than two days without sleep? Ferris did. And a few days later he rode back to London again with his wife on the tandem to have a look at the roads, in leisure, over which he had raced so courageously and so hurriedly on his way to the North.

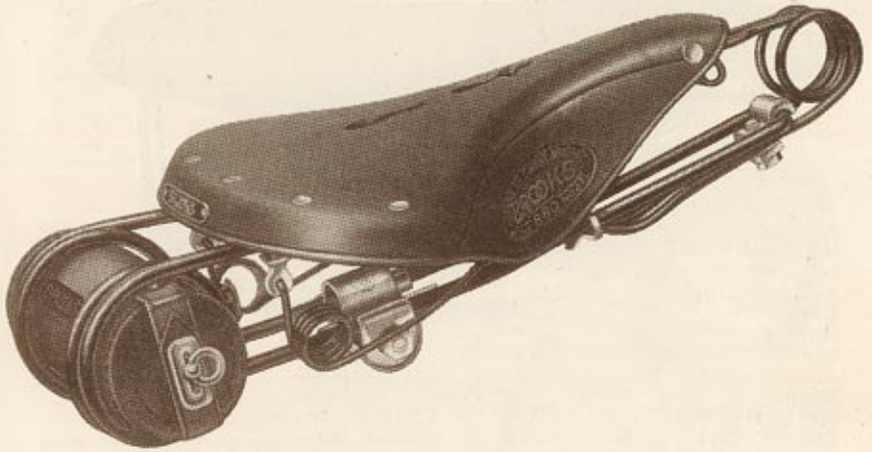
Here is a list of the present holders of the 15 bicycle records. The Association also recognizes records over the same distances and periods of time, on tricycle, tandem tricycle and tandem bicycle.

Record.	Holder.	Time or Distance.
50 miles	F. W. Southall	1 hour, 46 minutes, 31 seconds
100 miles	F. W. Southall	3 „ 55 „ 44 „
1,000 miles	S. H. Ferris	2 days, 22 hours, 40 „
12 hours	F. W. Southall	253 miles
24 hours	H. Opperman	461¾ miles
London to York	F. W. Southall	9 hours, 0 minutes, 0 seconds
York to Edinburgh	F. W. Southall	8 „ 37 „ 0 „
London to Liverpool	H. James	9 „ 27 „ 0 „
Liverpool to Edinburgh	F. W. Southall	10 „ 12 „ 0 „
London to Edinburgh	S. H. Ferris	20 „ 19 „ 19 „
Lands End to John O'Groats	S. H. Ferris	2 days, 6 minutes, 33 minutes
Lands End to London	H. Opperman	14 hours, 9 minutes, 0 seconds
London to Bath and Back	H. Opperman	10 „ 14 „ 42 „
London to Brighton and Back	F. W. Southall	4 „ 38 „ 27 „
London to Portsmouth and Back	H. Opperman	6 „ 33 „ 30 „

THE WORLD'S MOST GRUELLING CYCLE RACE

Each year the crack professional riders of many nations set out on the greatest endurance test that any cyclist could undertake . . . riding in the notorious Tour de France. Competitors in this great race have to cover 2,776 miles that take them right round France and over some of the most difficult Alpine passes—a searching test of the fitness of the rider and machine—a test that lasts for nearly four weeks. It is significant that *every* rider in the Tour de France during recent years has ridden on a BROOKS *Comfort* Saddle, as the strength and correct degree of resilience provide the perfect seat when utmost power is required over rough roads and against stiff gradients. There can surely be no greater proof of the wonderful riding qualities of BROOKS *Comfort* Saddles than this popularity in the Tour de France. Remember, these professional riders are riding for substantial prizes and cannot afford to prejudice their chances in the slightest degree. They ride bicycles built by many different manufacturers; components produced by many different firms but on the question of the most important cycle fitment—the saddle—they are unanimous in their choice . . . *it is always a BROOKS Comfort Saddle.*

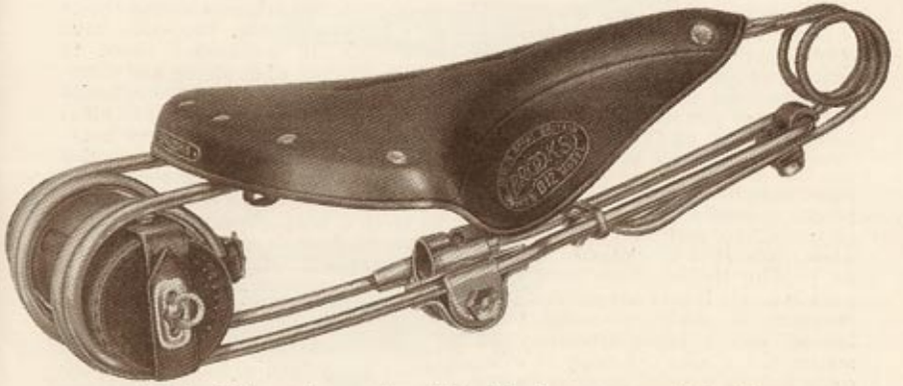
HAMMOCK LEATHER SADDLES



B 80. Utilising more than 6 feet of wire this superb release hammock model is in great demand overseas where rough roads and tracks impose the need for out of the ordinary standards of comfort. Brooks de luxe quality solid butt hide top. Hammock-spring frame with front and rear loops and auxiliary steadying springs.

Size: 11½″×9¼″×4″. Weight: 4 lbs.

Enamel, **19/9**
Nickel, **22/6**
Chrome, **24/3**



B 12. Release hammock saddle. Brooks super quality leather top. Hammock spring frame with front and rear loops.

Size: 11½″×9¼″×4″. Weight: 3 lbs. 10 ozs

Enamel, **15/-**
Nickel, **17/-**
Chrome **18/6**

BROOKS

TENSION COIL LEATHER SADDLES



B 130. Specially designed for use over bad roads and where the rider's entire weight is carried by the saddle. Girder bracket for strength; pivoted peak to stimulate easy action and counteract any side roll. Large diameter, closely wound tension coil rear springs absorb all road shocks. Brooks de luxe quality solid butt hide top.
Size: 11¾" × 9¼" × 3". Weight: 4 lbs. 10 ozs.
Enamel, **21/6** Nickel, **28/3** Chrome, **32/-**

MAINTAINING SADDLE PERFECTION

Much has been written about BROOKS quality and it is an unquestionable fact that every BROOKS *Comfort* Saddle, when it leaves Criterion Works, Birmingham, represents the highest pitch of perfection. In this condition it will provide perfect service for a very long period but inevitably constant use—and occasional misuse—tends to mar the state of perfection and then the well organized BROOKS Service becomes of inestimable value.

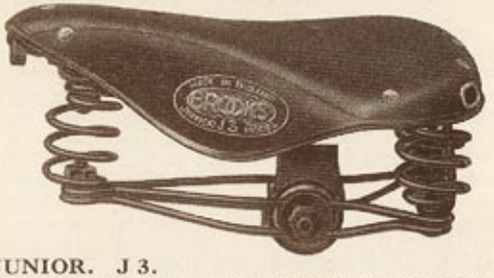
Apart from free service for a reasonable period, a saddle can be returned for attention, no matter what the age, when BROOKS will be pleased to quote for putting the necessary renovation work in hand. It may happen that your favourite, a saddle of many years faithful service needs attention. A matter of this kind can easily be overcome and for a small nominal charge BROOKS are willing to undertake the necessary work and thus add many years of good service to a saddle, that has already proved its suitability to a particular requirement.

Not only does BROOKS Service provide for repairs, but it includes the important task of offering advice on any saddle or kit problem with which the rider may happen to be confronted. By guiding the beginner on the choice of a suitable saddle, BROOKS have been able, in numberless cases, to assure comfort when riding and therefore full appreciation of the splendid opportunities that cycling has to offer. Experienced cyclists, too, have benefited by an exchange of ideas on this most individual of cycling topics. To enable suitable advice about saddles to be given it is an advantage to have as much information as possible and those applying to BROOKS Service Department for advice should state the rider's age, weight, height; type of machine, freewheel or fixed; handlebar shape preferred and also whether the enquirer is new to cycling, or has some experience with a particular type of machine. Your local BROOKS dealer will always be pleased to advise you on any question relating to saddle-comfort to ensure that the saddle is detail perfect and entirely suited to the rider's individual requirements.

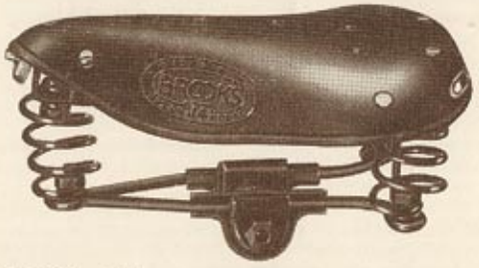
BROOKS

JUVENILE LEATHER SADDLES

The BROOKS range of Juvenile *Comfort* Saddles provides the same degree of unsurpassed quality, precision of design and thoroughness of workmanship that has made the adult models world-famous. The BROOKS *Comfort* Saddle allows the child to assume the correct riding position and ride with the minimum of effort. The value of commencing cycling under these ideal conditions cannot be over-estimated.



JUNIOR. J 3.
Three coil springs on a four-wire frame provides even resilience. BROOKS best quality leather top.
Size: 8¾" × 6" × 3". Weight: 1 lb. 8 ozs.
Enamel, **3/9**



JUNIOR. J 4.
Three coil springs on two-wire frame. A strong well-sprung model. BROOKS best quality leather top.
Size 8¼" × 6½" × 3½". Weight: 1 lb. 8 ozs.
Enamel, **3/9**



JUVENILE. J 5.
Four-wire single loop frame suitable for older children. BROOKS best quality leather top.
Size: 10¼" × 7" × 2¼". Weight: 1 lb. 8 ozs.
Enamel, **4/9**

BROOKS

YOUR SADDLE AND YOU

CHARLES B. FEARNLEY—WELL-KNOWN HEALTH EXPERT—ANALYSES SADDLE-COMFORT

The secret of saddle comfort is the same as that of a shoe—it must fit. It should neither be too large nor too small and the shape should match. But like shoes, the subject of saddles sometimes conjures up "tender" memories, of happy times marred by a small but painful trouble, the seat of which trouble being trouble at the seat. And yet if a saddle is suitable, a cyclist should be able to sit astride it for more than three times as long as he could sit comfortably in an easy chair.

It may truly be said that a saddle is the medium between cycling joy and cycling misery. Road racing men ride through a 12-hour race non-stop, without experiencing any saddle soreness whatever, whilst I have known men to ride throughout a "6" day race —and ride well—despite injury during the first few days, but I have never heard of a "6" man completing a race despite saddle soreness accrued early on.

Just as a tailor makes a garment for every occasion, so BROOKS make a saddle for every type of rider, but the trouble is that we do not always know which type of saddle suits us best. More often than not we think of a saddle as a seat—which is quite wrong. When you sit on a seat your muscles are at rest; but when astride your saddle, the action of pedalling brings into play various sets of muscles which are constantly contracting and relaxing against the surface of the saddle. This pressure should be shared by the whole surface of the saddle, for if only a portion of the saddle surface is utilized it means that too great a weight is being borne by one small area of your seat, thereby resulting in strain and soreness to that part.

When about to select a saddle you should bear in mind two main points. 1st: The type of riding you intend to follow; 2nd: Your physical build. Let us take the type of cycling first. If you intend to race, there should be hardly any springiness, so that you will not bounce. The saddle surface should taper gradually from medium wide shoulders to a very narrow peak and the saddle must be horizontal. The fast tourist requires much the same type of surface, but because he does not hurry all the time, I recommend a saddle which has some springiness, such as the four-wire frame. These models enable you to hurry without bouncing, yet they afford smooth comfort whenever you wish to sit up and take notice of the scenery.

The potterer and utility rider not wishing to reduce wind resistance to a minimum, prefer to sit more upright than their fast friends. This calls for a softer saddle, as more body weight is pressing upon the tissues of the buttocks. A saddle with a larger surface and springs is indicated here and although the peak should be tilted upward slightly, most riders are inclined to overdo this with resultant discomfort to the upper backs of the thighs.

Regarding your build; you will notice that some types of saddles are duplicated so, if you happen to be of "heavy design," you will be wise if you choose the larger edition of the type you select. Finally, always wear absorbent pants next to your skin so that free ventilation and absorption of perspiration will take place. Avoid leaving your cycle exposed to a downpour of rain, because it will injure your saddle, but in the event of this happening be sure to allow your saddle to dry thoroughly and as slowly as possible. If time permits, always let the saddle dry naturally and a useful tip is to apply a good dressing of "Proofide" which will condition the leather and save time in drying after the saddle has become wet.

In conclusion, the more you can come to look upon your saddle as part of you, rather than a part of your cycle, the better will be your selection and upkeep of what is admittedly the cyclist's nearest and dearest friend—his saddle.

WHY SPRING SEAT?

CYCLING IN "ARMCHAIR" COMFORT

During recent years there has arisen a class of cyclist who sees in the saddle of the "mattress" type the quintessence of all ideas of comfort. The seating area suggests an easy riding position whilst the suppleness of the spring construction gives a restful feeling.

It must be admitted that the choice of Spring Seat is largely a matter of personal preference and for those who do favour this type then the BROOKS Spring Seat is the logical choice. The possibilities of the Spring Seat were considered by BROOKS years ago and they immediately applied their huge resources and wide knowledge of cyclists' requirements to the task of providing the range of models that would meet every need. The saddles shown in the next pages are the finest of existing types on the market to-day —in every way maintaining the BROOKS position as leaders of the saddle industry. Every part of the BROOKS Spring Seat is manufactured throughout in the BROOKS factory —springs and frame parts as well as the leather or weatherproof covering —whilst all metal parts are rust-proofed by a special BROOKS process. In this manner the high standard of quality can be maintained by constant supervision of materials and production and the individual attention given to each saddle ensures that it shall in every way be "The hall-mark of quality on a cycle."

SUMMARISED DATA OF SPRING SEAT SADDLES

Type	Weight	Size	Finish	Price
S 25/NH	2 lbs.	10⅜" × 6¾" × 2¾"	Enamel	**11/6**
S 30/N	2 lbs. 1 oz.	10¾" × 7" × 3¼"	Enamel	**8/9**
S 20/2	3 lbs. 12 ozs.	11" × 11" × 3¾"	Enamel	**13/-**
S 20/2	3 lbs. 12 ozs.	11" × 11" × 3¾"	Enamel with nickel rear coils... ...	**13/-**
S 20/2	3 lbs. 12 ozs.	11" × 11" × 3¾"	Nickel	**14/6**
S 20/1H	2 lbs. 10 ozs.	10½" × 8" × 3¼"	Enamel	**12/6**
S 20/1	2 lbs. 8 ozs.	10" × 8" × 3¼"	Enamel	**11/-**
S 30/1	2 lbs. 3 ozs.	10¾" × 8¼" × 3¼"	Enamel	**9/-**

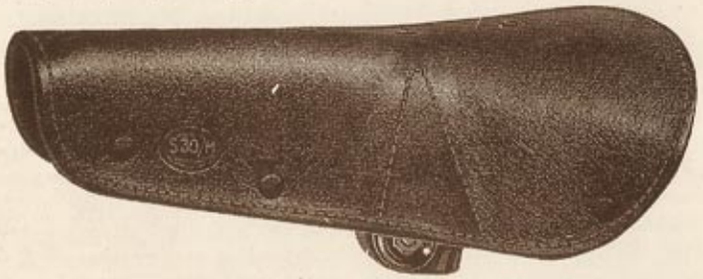
NOTE.—Saddle heights are measured from centre of clip bolt to seat surface.

BROOKS

SPRING SEAT SADDLES



S 25/NH. The narrowest of the Spring Seat range. Brooks super quality butt hide top on Suplex spring mattress; felt interlay. Two-wire frame.
Size: $10\frac{3}{4}'' \times 6\frac{3}{4}'' \times 2\frac{3}{4}''$. Weight: 2 lbs. Enamel, **11/6**



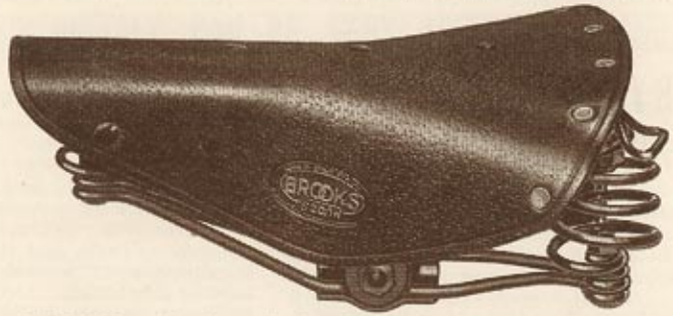
S 30/N. Rigid girder frame. Brooks super quality black weatherproof leathercloth top on Suplex spring mattress; felt interlay.
Size: $10\frac{3}{4}'' \times 7'' \times 3\frac{1}{4}''$. Weight: 2 lbs. 1 oz. Enamel, **8/9**



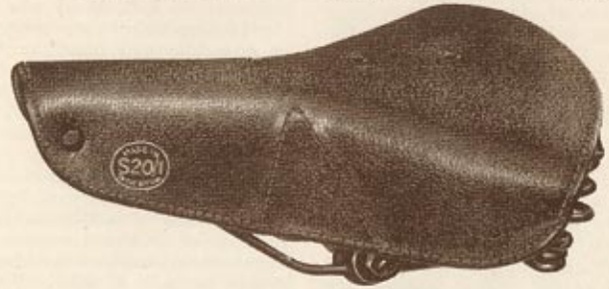
S 20/2. Girder bracket; three coil springs, front being shallow, rear large diameter to obviate side roll. Brooks super quality black weatherproof leathercloth top on Suplex spring mattress; felt interlay.
Size: $11'' \times 11'' \times 3\frac{3}{4}''$.
Weight: 3 lbs. 12 ozs.

Enamel **13/-**
Enamel, with nickel rear coils **13/-**
Nickel **14/6**

BROOKS



S 20/1 H. The four-wire bracket and three-coil springs give additional resilience. Brooks super quality leather over Suplex spring mattress; felt interlay.
Size: $10\frac{1}{2}'' \times 8'' \times 3\frac{1}{2}''$. Weight: 2 lbs. 10 ozs. Enamel **12/6**



S 20/1. Four-wire bracket and two-coil springs. Brooks super quality black weatherproof leathercloth top on Suplex spring mattress; felt interlay.
Size: $10'' \times 8'' \times 3\frac{1}{4}''$. Weight: 2 lbs. 8 ozs. Enamel, **11/-**



S 30/1. Rigid girder frame. Brooks super quality black weatherproof leathercloth on Suplex spring mattress; felt interlay.
Size: $10\frac{3}{4}'' \times 8\frac{1}{2}'' \times 3\frac{1}{4}''$. Weight: 2 lbs. 3 ozs. Enamel, **9/-**

BROOKS

THE RACING MAN AND HIS SADDLE

BY W. J. BAILEY
FOUR TIMES WORLD CHAMPION

To ride a cycle quickly, in comfort or with any degree of pleasure, one must be properly seated. The wrong type of saddle will soon cancel out the virtues of a good cycle; therefore it behoves all cyclists to pay due consideration to this on purchasing a new mount and ensure that they have the right type of saddle for the purpose to which it is to be put.

A racing cyclist, for example, who is distributing his weight between the saddle and the handlebars, requires a different type of saddle from the cyclist who, by sitting upright, places the whole of his weight on the saddle. The tradesman's cycle, requires still a different type if it is to withstand for any considerable time the rough usage to which it is usually subjected.

Complaints of discomfort and soreness which from time to time are heard are not always attributable to the saddle itself, but rather to the position the cyclist has adopted. Therefore, to get maximum comfort and pleasure out of cycling, one should make quite certain that the saddle adjustment is correct.

It is not within the scope of this short article to go fully into the question of position, but suffice it to say in passing that the saddle should never be so high from the pedals that the leg is unduly extended for the foot to reach the pedal and the lateral position should be with the saddle slightly raised at the peak.

While shapeliness, suppleness, and coolness are desirable qualities in a saddle, nothing can be more disappointing than lack of durability, as without this all the other qualities are soon lost. Therefore, in my opinion, there is nothing to beat a good solid leather seat, which not only permits freedom of action—which makes for easy pedalling—but also, through its smooth shapeliness, minimizes the friction created by the moving limbs and thus preserves a coolness which is most essential for hard or long riding.

Racing cyclists the world over show a distinct preference for the good leather saddle, due in no small degree to the fact that leather is a healthy substance on which to ride, as well as having a tendency to mellow by use and age. Hard riding makes very heavy demands on a saddle and only the very best leather can be expected to stand up to and give the lasting service that is required.

BROOKS saddles are world-famous and anyone in search of a really fine saddle cannot do better than benefit by the unparalleled experience which this firm has of saddle making.

They offer a most extensive range from which the most fastidious cyclist should be able to satisfy his requirements.

W. J. BAILEY.



BROOKS

EVER CYCLED ABROAD?

A CYCLING HOLIDAY CAN BE VERY INEXPENSIVE AND VERY ENJOYABLE

Have *you* ever thought about a cycling holiday abroad? Have you ever considered the possibilities of taking your bicycle across the channel and riding it through France to the famous Austrian Alps?

The queer costumes of the natives; the beautiful flowers; the different foods; the fun and the thrill of travelling among the people of another land—all these things go to make up the unforgettable atmosphere of a real continental cycling holiday.

And it is all so very easy. And so very moderate in expense. Let us examine the question practically.

Get a bicycle to fit you; have no hesitation in cleaning up the one you ride to work and using that. Tighten up the nuts; see that your brakes are in good working order; that your saddle is really comfortable—and there is no excuse if it is not, because there are dozens of different shapes and sizes—and fit a new pair of fairly hefty tyres.

Then you will need a passport. It will cost you 15/-. Write to the Passport Office, Dartmouth Street, London, S.W.1. (or the branch office at 36 Dale Street, Liverpool), for an application form and full details of how to obtain a passport will be sent to you. Next join the Cyclists Touring Club, 3 Craven Hill, Paddington, London, W.2 (10/- a year), or the National Cyclists' Union, 35 Doughty Street, London, W.C.1 (6/6.). The C.T.C. have specialised in foreign cycle touring for many years, but either body will answer any questions, issue the special customs pass and, in respect of certain countries, special tax exemption passes. They will plan your routes and tell you where to stay the night. They will sell you, at reduced rates in some instances cyclists' maps of all the countries you are ever likely to cycle in and will tell you all about any special traffic laws affecting cyclists. The money problem and the language problem are only problems to those who have never been abroad because frankly they are not problems! If you are going to tour abroad you will naturally use as currency the "registered money" specially arranged for tourists. Full details of this money, which must be purchased before you leave England, can be obtained at Cooks or any travel agency, or from your bank.

You will have to decide—easier still, ask the C.T.C. to decide for you—where to book to. You can book direct to your continental destination, wherever it is and I would advise you to travel third class in England and first class on the cross-channel boat and second class on any Continental train. Naturally you will have to study these fares because they will be a fairly big item in your budget; to Paris and back for instance, will cost you about £3 10. You will have to register your bicycle at the station of departure and once you have registered it you have no need to bother further—it will be at your destination, in the customs, waiting to be ridden away. The C.T.C. will send you the correct labels to use and you can get a rebate off the charge if you are travelling in a party. That of course applies to your own tickets too, providing there are enough of you.

As for luggage, well, take as little as possible. A few underclothes is all you want. If your bag at the back is inclined to be bulky get a small luggage carrier. Don't let the bag rub on the mudguard. If you must have two bags strap a smaller one on the handlebars—never carry a pack on your back when cycling. Don't forget your cape and leggings, a spare inner tube and a puncture repair outfit.

Language? Don't bother about it. A pronouncing phrasebook is all that you want. On my last Continental tour in Austria, France and Italy, I had to go out of my way deliberately to avoid all the people who could speak English. Well, here's to a happy cycling holiday.

by "K.M.D." of "Cycling"

CYCLING 171 MILES EVERY DAY OF THE YEAR

The story of a year's battle between a Frenchman and an Australian to see who could ride the greatest distance during 1937

In a heavy downpour of rain, 48-year old French born René Menzies left London at 7 am.. on January 1st, 1937, in a determined quest to beat the year's world cycling record, held by a Britisher, Walter Greaves, with the astounding total of 45,384 miles. Over ten thousand miles away, Ossie Nicholson, a well-known Australian who had competed in many famous international races including the Tour de France, set off in glorious sunshine the same morning also determined to beat the record.

For three hundred and sixty five days these two men, the middle aged Frenchman and the much younger Australian, battled, half the world apart for supremacy. At first the Frenchman led the way; Nicholson fell heavily in February and for several days consequently he was seriously hampered with a poisoned toe. Then he was ill with sunstroke and no sooner had he recovered from that than he developed tonsillitis which was so serious that it kept him from his bicycle for three days Meanwhile in England, Menzies was troubled with bitterly cold weather and one day snow completely blocked his road. But doggedly the two rivals continued to keep their wheels rolling, each riding approximately 170 miles a day. Just think of it. One hundred and seventy miles a day—every day, in rain, snow, sunshine, gales.

And so through the months the battle went on, neither man's mileage a great deal ahead for long over his rivals'. In September they were nearly level and then it was that Menzies had his bad luck. When seven hundred miles off the previous record, held by Walter Greaves, he was involved in an accident with a motor vehicle and broke a bone in his wrist. In extreme pain Menzies was taken away for medical treatment; but the plucky Frenchman was impatient at the delay. He demanded to be put back upon his bicycle. And so, his arm encased in plaster of Paris, he continued his ride. Four days later he beat the previous world record —but Nicholson too, had beaten it at about the same time. It was a disappointment to Menzies who, one-armed, had ridden the colossal distance of 247 miles in one day, in a last minute effort to beat the Australian.

But Menzies was not daunted. The battle was still on; it did not finish until December 31st. But youth had its way. Now averaging more than 190 miles every day the Australian gradually pulled away from his older rival and when the bells clanged out the New Year, Nicholson, fitter than when he started, finished his years' ride with the new world record of 62,657 miles. Menzies, who received a wildly enthusiastic reception in London was a gallant loser. His distance was 61,561 miles. The difference between them was just over a thousand miles —approximately three miles a day, for Nicholson's daily average was 171 miles and Menzies' 168.

Both men, of course rode Brooks saddles.



Rene Menzies



Ossie Nicholson

WHY WEATHERPROOF?

THE PROBLEM OF ALL-WEATHER CYCLING

There are certain classes of cyclists who, because of the exceptional nature of their riding, need a saddle covering that will remain unaffected in spite of constant exposure to the rigours of the weather. For most cyclists, a solid leather saddle properly grease dressed, is adequate and will be found proof against all ordinary showers and is in fact recommended in the majority of cases. But there are the other riders—amongst whom are included postmen and messenger boys, using ordinary cycles and carrier outfits—whose duties involve riding whatever the weather may be and whose machines have of necessity to be left in the rain uncovered whilst the riders' duties are performed. It is for riders such as these, therefore, that the BROOKS range of *Weatherproof Comfort* Saddles was originally produced and their undoubted popularity to-day shows how well these saddles have met the special requirements. Leather is the basis of the BROOKS Weatherproof *Comfort* Saddle thus ensuring the correct degree of tension and a surface that will retain its shape in spite of the hardest usage. **A special weatherproof covering is provided which is cool for riding and also provides a smooth, frictionless surface absolutely non-clinging and non-cracking, flexible and durable.**

As with other types of saddles, the great experience of production methods and an intimate knowledge of cyclists' requirements have enabled BROOKS to take the lead in the sphere of weatherproof saddles. Every part of the weatherproof saddle is manufactured throughout in the BROOKS factory—all metal parts being rustproofed by a special BROOKS process. And so if your cycling is of such a nature as to require a saddle, proof against *any* weather, the range of models on the next pages have been specially designed for you and can be relied upon to give long and satisfactory service.

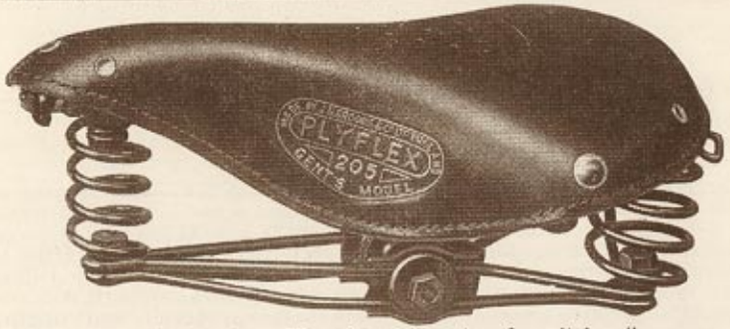
SUMMARISED DATA OF WEATHERPROOF SADDLES

Type	Weight	Size	Finish	Price
P 205	2 lbs. 4 ozs.	$10\frac{3}{4}'' \times 8\frac{1}{4}'' \times 3\frac{1}{2}''$	Enamel	**10/6**
P 205 L	2 lbs. 6 ozs.	$9\frac{3}{4}'' \times 8\frac{1}{4}'' \times 3\frac{1}{2}''$	Enamel	**10/6**
P 208	3 lbs.	$10\frac{3}{4}'' \times 8\frac{1}{4}'' \times 3\frac{1}{2}''$	Enamel	**10/9**
P 209	1 lb. 11 ozs.	$11'' \times 6'' \times 2\frac{1}{2}''$	Enamel	**10/-**
P 207	3 lbs. 10 ozs.	$11\frac{3}{4}'' \times 9\frac{1}{4}'' \times 3\frac{1}{2}''$	Enamel	**15/-**
P 211	3 lbs. 12 ozs.	$11\frac{1}{4}'' \times 9\frac{1}{4}'' \times 4''$	Enamel	**14/9**

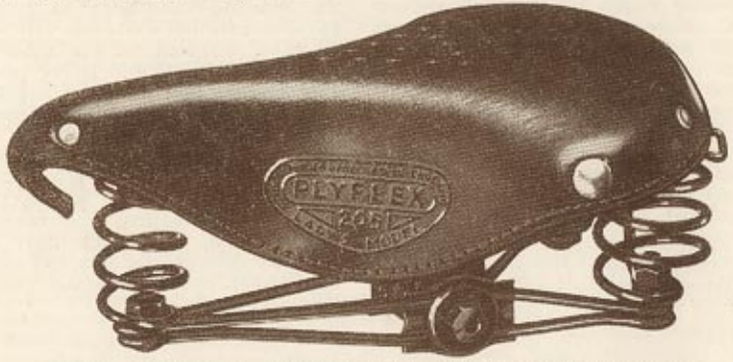
NOTE.—Saddle heights are measured from centre of clip bolt to seat surface.

BROOKS

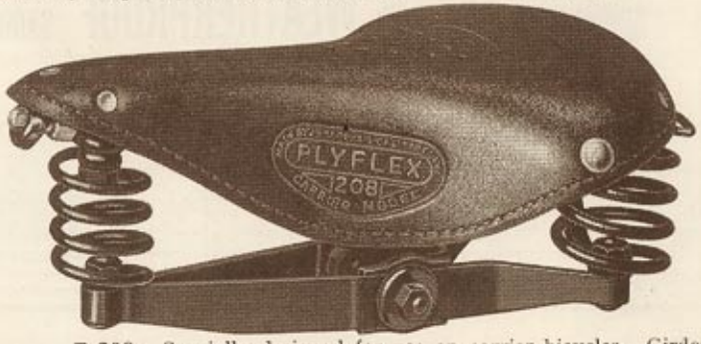
WEATHERPROOF SADDLES



P 205. Four-wire bracket. Three large diameter, fine pitch coil springs. Plyflex patent weatherproof top, moulded multi-ply construction ; stout leather foundation.
Size : $10\frac{3}{4}''\times8\frac{1}{2}''\times3\frac{1}{2}''$. Weight : 2 lbs. 4 ozs. Enamel, **10/6**

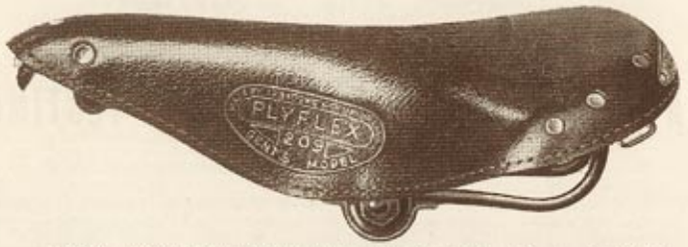


P 205. LADIES' Specification as Gent's, P 205, but with shortened top and turned down peak.
Size : $9\frac{3}{4}''\times8\frac{1}{2}''\times3\frac{1}{4}''$. Weight 2 lbs. 6 ozs. Enamel, **10/6**

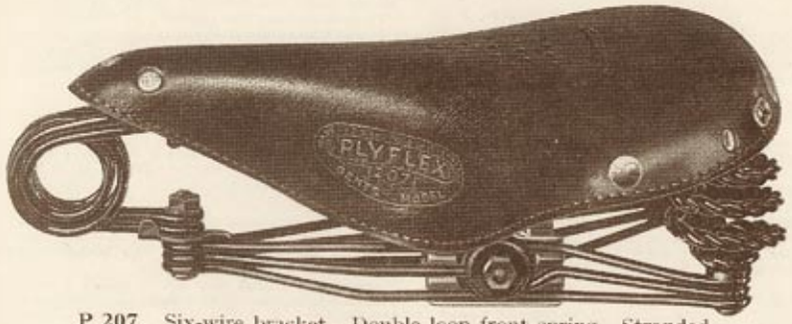


P 208. Specially designed for use on carrier bicycles. Girder bracket. Three large strong coil springs. Plyflex patent weatherproof top, moulded multi-ply construction ; stout leather foundation.
Size : $10\frac{3}{4}''\times8\frac{1}{2}''\times3\frac{1}{2}''$. Weight : 3 lbs. Enamel, **10/9**

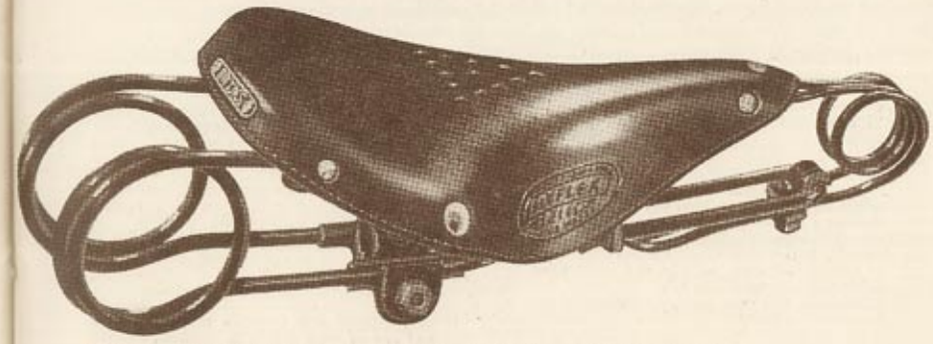
WEATHERPROOF SADDLES



P 209. The sports-type weatherproof saddle. Two-wire frame. Plyflex patent weatherproof top, moulded multi-ply construction ; stout leather foundation.
Size : $11''\times6''\times2\frac{1}{2}''$. Weight : 1 lb. 11 ozs. Enamel, **10/-**



P 207. Six-wire bracket. Double loop front spring. Stranded wire rear coil springs. Plyflex patent weatherproof top, moulded multi-ply construction ; stout leather foundation.
Size : $11\frac{3}{4}''\times9\frac{1}{4}''\times3\frac{1}{2}''$. Weight : 3 lbs. 10 ozs. Enamel, **15/-**



P 211. Release Hammock saddle as B 12. Plyflex patent weatherproof top, moulded multi-ply construction ; stout leather foundation.
Size : $11\frac{1}{2}''\times9\frac{1}{4}''\times4''$. Weight : 3 lbs. 12 ozs. Enamel, **14/9**

BROOKS

AS OTHERS SEE US

A SELECTION OF UNSOLICITED TESTIMONIALS

Wolverhampton.
". . . . I have, in regular use, one of your Cycle Saddles which was purchased direct from your Company by my father about 35 years ago. After my father had used this saddle for many years, I transferred it to my own cycle in the year 1908. From that time up to the present I have ridden on it just over 106,000 miles (nearly eleven complete revolutions of my "Veeder" Cyclometer). W.G.B.—

Southgate, N.14
". . . . Obviously one remedy is to buy a new saddle but the present one has been such an old and staunch friend for about 150,000 miles that I hesitate to part with it. —J.B.

Wembley Park.
". . . . I am one of the visiting Australian professional cyclists and have been competing in various road and track events both here and elsewhere in Europe in company with my friend Hubert Opperman . . . I have brought a saddle over with me that I have been using in competitive road and track racing for the last 10 years including races behind the motor to 1,000 miles and a try from the South to North of Australia and it has been a grand old friend."
—J. J. BAKER.

Middleton, Lancs.,
". . . One of my B 17's, a friend of almost eight years' standing, if that is not an inappropriate word to use. . . . May I add my voice to the chanting of the faithful, 'There is nothing like leather and there is no leather like Brooks.'"
—G.H.O., *B.A., B.Sc.*

Cambridge.
"I thought you might be interested to know that I have in daily use a Raleigh cycle which was purchased in Hull in 1910 and it still has the **original** Brooks Saddle.
"I think this speaks well for your leather and springs." H.B., *B.A.*

From a well-known Racing Man:
"Re Swallow saddle which you sent me for my latest B.S.A. cycle, I have now covered several thousand miles on it and I can truthfully state that it is without question the most comfortable saddle I have ever ridden. The complete absence of friction between the legs is a great asset to speed and coolness.
"Thanking you very much for designing such a wonderful saddle."

North Reddish, Stockport.
"This saddle (Brooks B 90), is in perfect condition after 19 years' wear. —A.H.

Ossett, Yorks.
"I think I shall have had it for more than 40 years and I have never sat on one as comfortable. No saddle soreness with it at all. I am an old cyclist from the Grand Old Ordinary days and am now close to my 70th birthday." —E.D.

Ontario, CANADA.
"Incidentally it (B 90/2), has carried me nearly 30,000 miles and is—well! perfect yet . . . .
"There is nothing like leather . . . "
"As one who cycles all the year round in a varied climate and can fully recognize the superb quality of your product and you are only too welcome to use this letter as you like." C.B.R.—

Rylands Street,
Warrington.
"May I add that I had already done very near 60,000 miles on this saddle—Brooks B 19."
—F.L.

Pulloxhill, Beds.
"After some 11 years riding your saddles I can honestly say there's nothing like leather and nothing like "Brooks."
"Assuring you that any new machine I may purchase in future will be fitted with one of your saddles." —A.B.

Waterloo.
"Having a B 70 bicycle Saddle in use which has done at least 30,000 miles without **ever** being adjusted, I do not think I can do better than specify another of your saddles. —T.W.D.

Failsworth, Nr. Oldham.
"As an old timer, I have got a lovely saddle which I have returned to you to have the spring repaired. I am nearly 62 and do over 8,000 miles a year. I got a new B.S.A. on February, 1932, and have done nearly 25,000 miles on it up to the present and the saddle I have returned to you was on my previous machine, so I have covered well over 60,000 miles on it." —J.H.W.

Crewe.
"The Brooks saddle I am still using (B 70), has, during the past 9 years, eaten about 50,000 miles. "Saddle soreness or any other form of discomfort is absolutely unknown. " —T.B.

Norwich.
"It may interest you to know that my father has had one of your B 90's in constant use for over 20 years and is now using it on another new cycle! This, I think, you will agree is a splendid performance." —R.A.Y.

BROOKS

CYCLISTS TAKE CARE

A code of cycling conduct approved and issued by the Cyclists' Touring Club, 3 Craven Hill, London, W.2.

THE LAW requires that you

Carry on your machine, when cycling during the hours of darkness, a white front light and an unobscured and efficient rear reflector plus a white surface of not less than 12 square inches. (If you elect of your own free will to carry a lighted red rear lamp, instead of a reflector, you may dispense with the white surface).

Carry a white front light also on the sidecar, if one is attached to your cycle, when riding at night.

Do not hold on to other vehicles unless you have lawful authority or reasonable cause.

Give way to pedestrians at all pedestrian crossings not controlled by police or light signals.

Obey traffic signals whether you are riding or wheeling your machine.

Go slowly or come to a stop before entering a major road from a minor road if there is a traffic sign requiring you to do so.

THE HIGHWAY CODE exhorts you to

Keep as near to the left as practicable unless about to overtake or turn to the right.

Avoid riding too many abreast and thus impeding other traffic.

Be able always to pull up within the distance for which you can see the road is clear.

Overtake only on the right, except when a driver in front has signalled his intention to turn to the right. (Subject to any local provisions to the contrary, tramcars may be overtaken on either side).

Avoid overtaking at a pedestrian crossing, at cross-roads, or at a blind corner. Give the appropriate signal clearly and in good time before you stop or slow down or change direction and when approaching a constable or other person controlling traffic.

COMMON SENSE impels you to

See that your brakes and tyres are dependable.

Avoid cutting corners on the wrong side.

Dismount when it is risky to proceed.

Beware of skidding on greasy or muddy roads, through applying your brakes suddenly, or through carelessly negotiating manholes, drain covers and tram lines.

Avoid depending on "the other fellow."

Keep an eye on the movements of other traffic.

ORDINARY COURTESY implies that you will

Always behave towards other road users as you would like them to behave towards you.

Always be a true sportsman.

Help to promote goodwill on the roads.