LEWIS Lightweight BICYCLES

from

LEWIS CYCLES LTD.

1240 N. Homan Ave.

Chicago, Ill., U.S.A.

POSTMASTER
RETURN POSTAGE
GUARANTEED

CYCLES of DISTINCTION

Hand Made with Watch-like Precision

LEWIS Lightweights



CYCLES of DISTINCTION

Hand Made with Watch-like Precision

A GUARANTEE WITH NO TIME LIMIT

LEWIS Lightweights

Lewis cycles are guaranteed by us against defects of manufacture without regard to time limit.
Should a defect appear, we replace the defective parts without charge.
This guarantee is subject to the conditions specified below.

CONDITIONS OF GUARANTEE

With all cycles and components specified herein, we hereby give a special guarantee instead of the usual guarantee implied by statute or otherwise as to the quality or fitness, for the purpose of cycling, of goods supplied by us, any such implied guarantee being in all cases excluded. In cases of machines which have been used for "hiring out" purposes, or in respect of which our trade-mark or serial number has been removed or tampered with, no guarantee of any kind is to be implied.

NOTE: In certain cases where Rental Agencies have purchased Lewis Cycles for rental purposes with a view of resale after moderate use, we will issue a Special Guarantee to the new owner provided, however, that before said Special Guarantee is issued the Rental Agency or Dealer must supply us with a written certificate stating exact condition of the cycle, the frame number, date and from whom purchased and further certifying that in his opinion the cycle is as good as new less ordinary wear and tear and that cycle has never been seriously damaged or abused.

The cycles herein described are "solo" machines designed to be ridden by a single rider of any weight. In all cases where the machine is used to carry an extra rider, such as on handle bars or on rear mudguards, or on top frame tube, all guarantee and responsibility by us is hereby withdrawn. Such practices not only violate statutory regulations, but are extremely dangerous as the rider is thereby prevented from having proper steering control in an emergency.

We guarantee, subject to the conditions mentioned hereafter, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but damage for which we make ourselves responsible under this guarantee is limited to the free supply of a new part in exchange for the part of the bicycle which may have proved defective, and does not include the cost of fitting or transportation.

This guarantee does not include tires, rims, chains, saddles, variable gears, coaster hubs, etc., in respect of which we give the guarantee furnished by the makers, usually 12 months, and the purchaser shall not be entitled to claim any damage whatever, save replacement of the defective parts. THIS GUARANTEE DOES NOT APPLY TO DAMAGE CAUSED BY WEAR AND TEAR, MISUSE OR NEGLECT.

As so many of the parts are imported, we realize that it would be inconvenient for customers to wait for action while claims were taken up with the foreign manufacturer. As a matter of policy, therefore, and in order that our customers may suffer no inconvenience, we endeavor to carry at all times a full assortment of extra parts such as are used in our cycles, the customer thereby being assured of prompt service.

If a defective part should be found in any of our machines, it must be sent to us charges prepaid, accompanied by a letter from the sender that he desires to have it repaired free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the name of the dealer from whom he purchased it, and the date of purchase.

Failing compliance with the above, no notice will be taken of anything which may arrive, but such articles will lie here at the risk of the sender, and this guarantee and any implied guarantee shall not be enforceable. Our regular guarantee covers only new machines, which are bought either direct from us or from one of our duly authorized dealers. We issue a limited guarantee on slightly used or shopworn machines as stated above under "Note" at end of first paragraph under "Conditions of Guarantee."

TIRE GUARANTEE

Tires are usually sold on a no-time-limit guarantee as to defects of material or workmanship.

Those failing by reason of bad workmanship or defective material will be replaced or repaired at a charge proportionate to the wear they have given, provided, however, that if "rim-cut" or otherwise damaged by reason of improper inflation (too low pressure) no claim will be allowed.

REGISTRATION—Be sure to register your cycle with us as soon as received. Give us your name and address, serial number of cycle to be found stamped on rear fork end, name of Dealer, Date Purchased. A tag should be attached to the cycle when you receive it. This tag should be filled out and mailed to us. Sometimes the tag becomes lost and if so, please write us giving above information. It will be of assistance in case of needed repairs or should cycle be stolen.

SOME WELL INTENDED SUGGESTIONS FOR THE CARE OF YOUR CYCLE

We, the manufacturers of the cycles described herein, take great pride in our product, and we ask you as an owner to share this pride and satisfaction with us.

Do not treat your cycle as a pack mule, to be overburdened, carelessly handled, abused, left out in the rain, starved (of oil and air) and otherwise neglected, but rather treat it as a thoroughbred race horse, sensitive, high-strung, well groomed, ready to do your bidding at a second's notice, and off like the wind at the crack of the pistol shot.

OILING—Oil bearings frequently with a good grade of light machine oil. 3-in-1 oil is highly recommended. Every three or four months pack Head, Hanger and Hub bearings with vaseline or good grade of cup grease.

TIRES—Never ride tires soft—40 to 50 lbs. pressure is about average, depending upon weight of rider. All tires lose pressure over short periods of time. If tires are soft do not ride them until pumped up even though it is only a half block to filling station.

WHEELS—Keep well trued up by tightening spokes when necessary.

THEFT—Get a good padlock and a strong, lightweight chain. Draw a lightweight rubber tube over chain to protect enamel. Chain should be long enough to chain cycle to lamp post or iron railing or any convenient fixed object.

LEWIS CYCLES, LTD.
1240 NORTH HOMAN AVENUE • CHICAGO, U.S.A.

SPECIAL FEATURES

LEWIS Lightweights

SPECIAL FEATURES

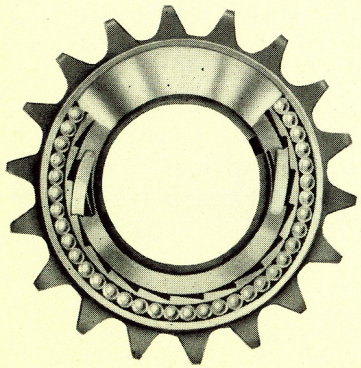
Many persons are under the impression that an imported English cycle purchased in America is more expensive than the same cycle sold at retail in England.

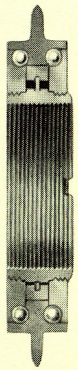
Such would be the case were the purchase made overseas at the retail price, for then a duty charge of 30% of the retail price would have to be paid when brought to America.

The Lewis Cycle may be considered strictly an imported cycle for the reason that various parts are made in England AND YET *the price of a Lewis Cycle in America is not higher than the price of a cycle of equal quality sold in England for the following reasons:* The various parts are sent to us separately in quantities, the duty being figured on the Manufacturers' price to us, which, naturally, is much less than the retail price. Moreover, some parts when shipped separately carry a lower rate of duty; for instance, Rubber Tire outer casings on which the duty is only 10% of the manufacturer's price to us.

There is, of course, no duty on our labor in building and assembling the cycle—cost of enameling, crating, and on the few American parts which are used in our cycles. There is no finer frame tubing in the world than our American made No. 4130 Chrome Molybdenum seamless aircraft tubing which we use exclusively for the main frame, and the High Manganese True-Temper used for Front Forks, Seat and Chain Stays.

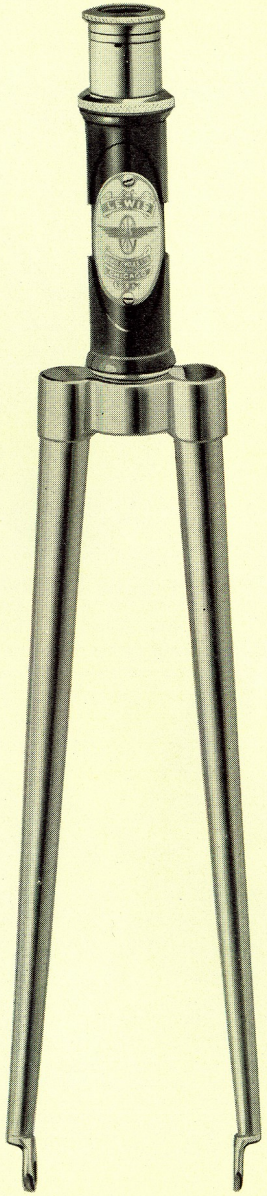
From the foregoing it is readily apparent that a cycle fabricated in America with imported parts may be sold in America at a price no higher than would be asked for a cycle of same quality in England.



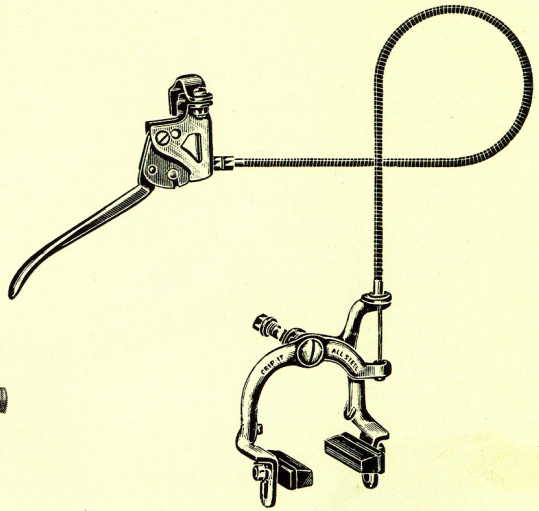


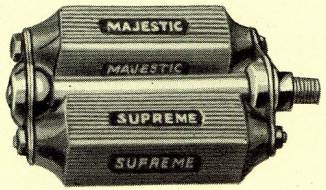
FREE WHEEL

Bayliss-Wiley detachable Free Wheel. Our fixed rear hubs are all equipped with 2 sprockets (one on each end of hub). If desired one sprocket may be removed and this free wheel attached, thereby giving a free wheel which can be readily changed to fixed hub by simply reversing the wheel — a matter of about 20 seconds.



At right we show the latest imported "British Made" rim brake. These hand operated brakes grip by friction on each side of the steel rim. Once used, the rider will never go back to the old method of internal brake as commonly used in a coaster brake.





Persons-Majestic moulded rubber pedals. Best live red rubber. Large balls and bearings. Metal parts handsomely chrome plated. No finer pedal made.

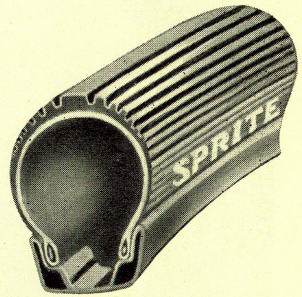
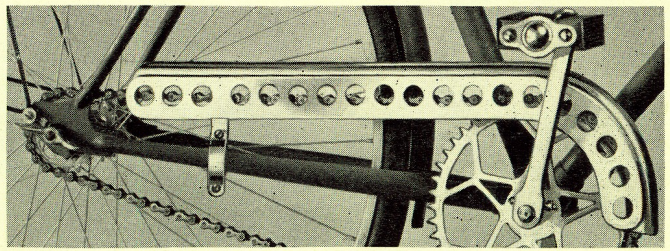


Illustration to right shows one style of the famous English Dunlop double tube tire mounted on an imported chrome plated Dunlop Endrick rim. Please note the rim is hollow and of bridge construction, thereby giving a very light and at the same time a very strong and resilient rim.

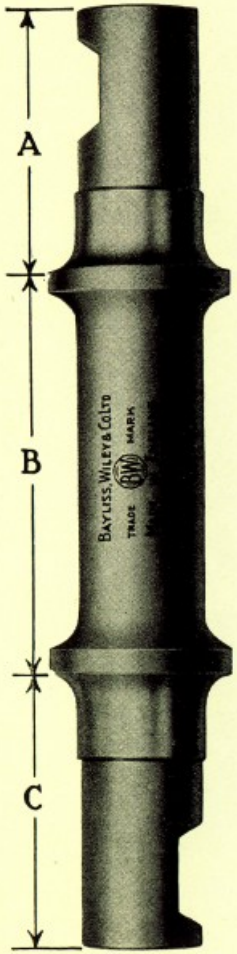


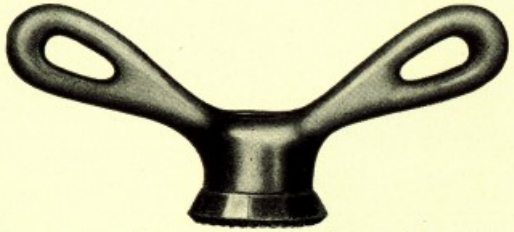
Chrome Plated Chain Guard. Prevents soiling clothing. Regular equipment on Men's and Ladies' Super Club models. Also furnished on Sportsman models at slight extra cost. Weighs only 12 oz. with attachments.

GOOD BEARINGS MAKE LEWIS Lightweights EASY RUNNING CYCLES

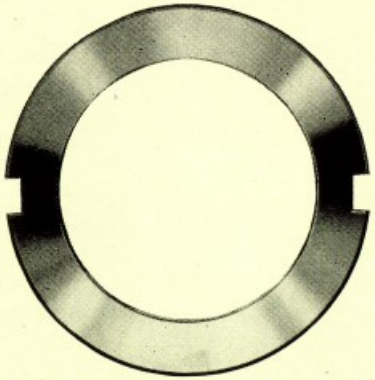
All parts shown on this page are products of the famous Bearing Specialists, Messrs. Bayliss-Wiley, Ltd., Tyseley, Birmingham 11, England.

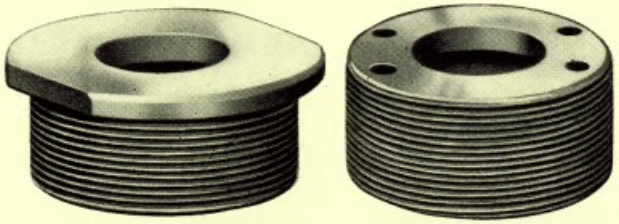
These precision made parts contribute to the easy running qualities of Lewis Cycles even more than does the light weight of the machine itself.





Chrome Plated Wing Nut for quick removal or adjustment of wheels without the use of a wrench, made in special alloy casting with loose, hardened steel, knurled collar—weight only 3½ oz. for set of four. (Weight only 1½ oz. more than the set of four regular nuts and washers displaced.)



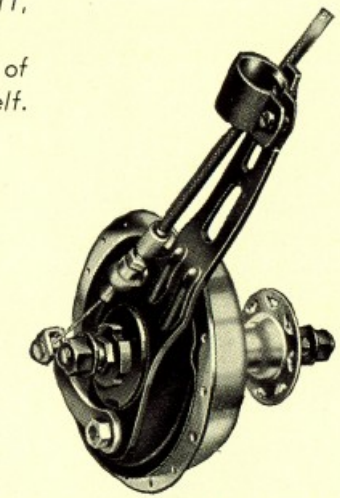


B-W Crank Hanger Bearings. Crank shaft made of special Heat Treated alloy steel turned between centers with the cone portions formed as an integral part of the piece. Made in this way, the cones are absolutely in line and parallel with each other. The piece is then ground between centers—a finer example of precision workmanship cannot be imagined.

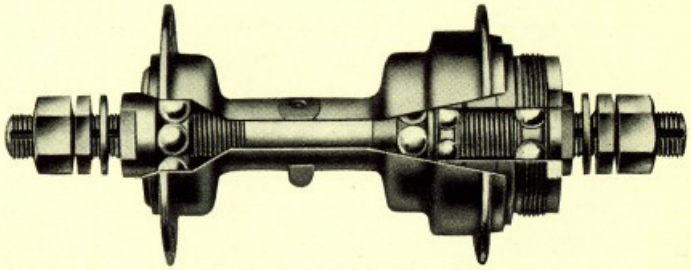
In the three illustrations directly above are shown, reading from the left, the locking ring for crank hanger bearings, the stationary Bracket Cup, and the adjusting Bracket Cup.

In sharp contrast to the American practice of using sheet steel stampings for this most important part of a bicycle, the B-W Hanger Bracket Cups are turned from the solid bar, then hardened, and, lastly, to correct any warping due to hardening, they are ground to perfect form.

NOTE: If the reader has been sufficiently patient to peruse the foregoing, he will realize that in owning a Lewis Cycle he is getting a product which represents "Value Received" to the fullest extent.



Front expanding hub brake. These hubs are all steel (no die castings) with cable control and fitted with Shouldered Spindles. Cones made from Special Cone Steel hardened and ground. Special fitting for holding oil away from brake lining.



B-W Four-Bearing Free Wheel Hub—Finest Free Wheel Hub ever made—two self-enclosed bearings in free wheel unit to take chain pull and torque. Two bearings in hub proper, to take load. Gear changes made by simply changing to screwed-on standard sprocket which can be furnished as small as 12 Tooth ½" Pitch. With other makes of detachable free wheels 16 Tooth is smallest obtainable. This is the most sensational and revolutionary development in Free Wheel Practice in recent years.



B-W No. 10 Road Racing Hub screwed for sprockets of different number of teeth on each end. With this hub in combination with our Drop Out Rear Fork Ends and Wing Nuts, the rear wheel can be taken out, reversed, thereby making a different gear, and then replaced in a matter of less than 20 seconds.

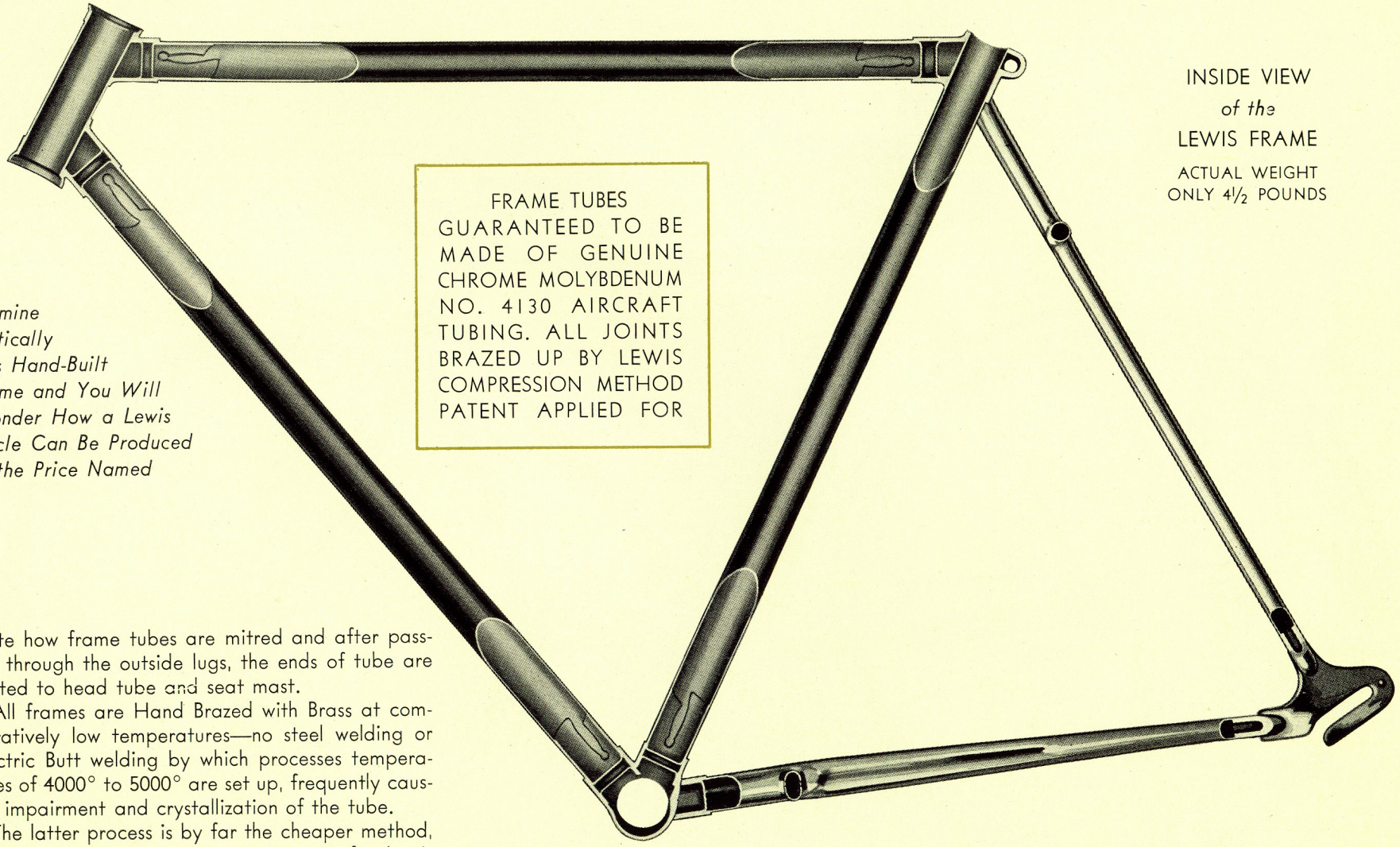
The rider may use a standard detachable free wheel on one side and a fixed sprocket on the other side. The rear hub with front hub weighs only 18 ozs. (Detachable free wheel described on page 3.)



B-W No. 9 Front Road Racing Hub—small diameter barrel, steel alloy shell exceptionally light and wide flanges, locking cones and special shouldered spindles.

LEWIS Lightweights

SPECIAL FEATURES



INSIDE VIEW
of the
LEWIS FRAME
ACTUAL WEIGHT
ONLY 4½ POUNDS

FRAME TUBES GUARANTEED TO BE MADE OF GENUINE CHROME MOLYBDENUM NO. 4130 AIRCRAFT TUBING. ALL JOINTS BRAZED UP BY LEWIS COMPRESSION METHOD PATENT APPLIED FOR

Examine Critically This Hand-Built Frame and You Will Wonder How a Lewis Cycle Can Be Produced at the Price Named

Note how frame tubes are mitred and after passing through the outside lugs, the ends of tube are butted to head tube and seat mast.

All frames are Hand Brazed with Brass at comparatively low temperatures—no steel welding or Electric Butt welding by which processes temperatures of 4000° to 5000° are set up, frequently causing impairment and crystallization of the tube.

The latter process is by far the cheaper method, but it will not stand test requirements for Lewis Cycles.

SPORTSMAN TOURING MODELS

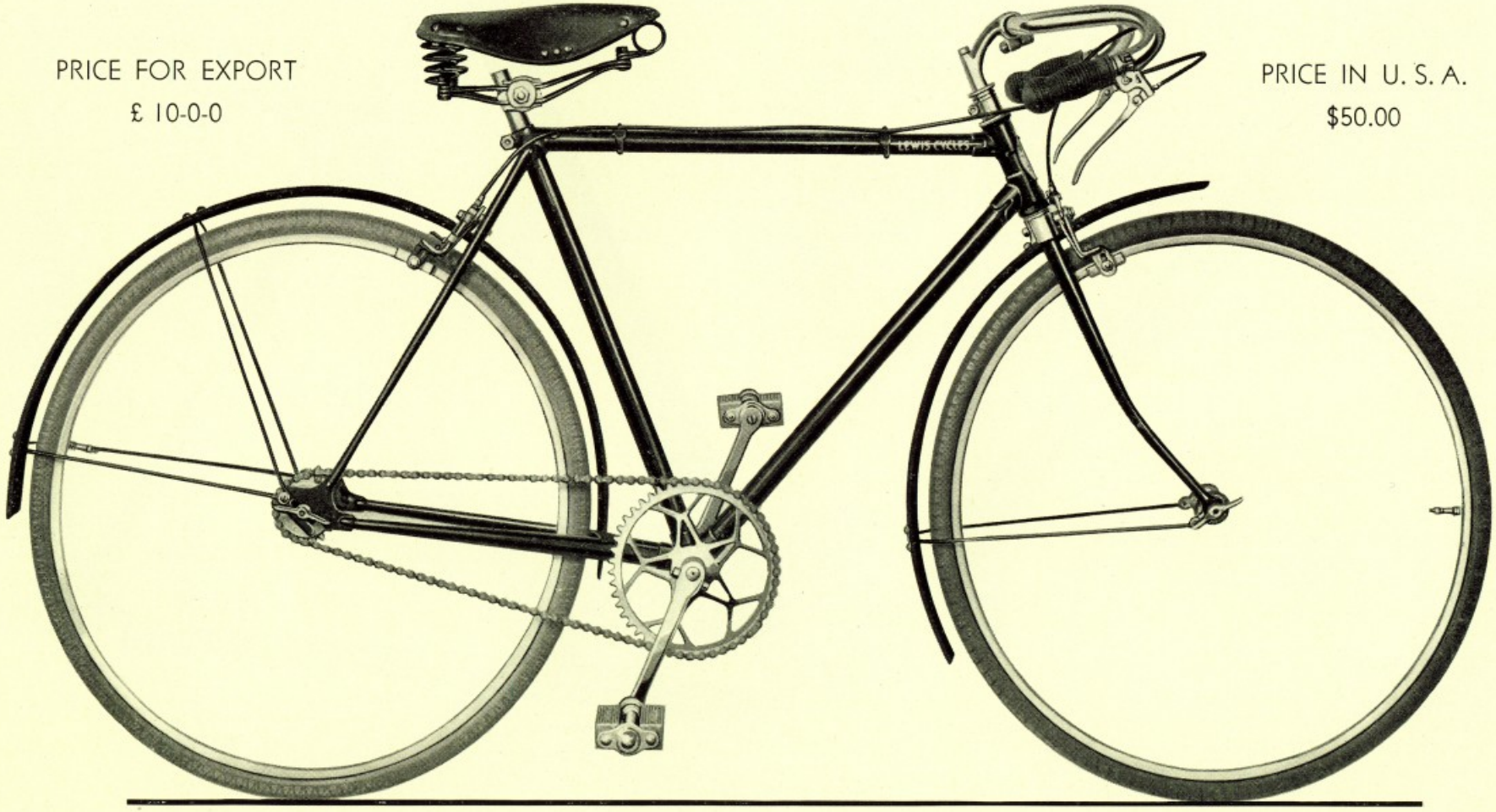
LEWIS Lightweights

For every-day use in all weathers—for business trips, or for week-end touring —for a short sprint, or an all-day ride without fatigue, the Sportsman is an ideal mount.

Beautifully finished in a handsome, lustrous, ebony black, with usual parts chrome plated, the Sportsman is a handsomely built, sturdy, light-weight cycle which, with occasional replacement of tires and with ordinary care, should last a lifetime. A Good Cycle is Cheaper in the Long Run.

PRICE FOR EXPORT
£ 10-0-0

PRICE IN U. S. A.
$50.00



SPORTSMAN TOURING MODEL

LEWIS Lightweights

FRAME

21-inch Standard (23-inch on special order). Top horizontal tube 1 inch x 22 gauge. Lower Reach Bar and Seat Mast 1⅛x22 gauge. All tubing in main frame seamless, chrome molybdenum, aircraft tubing reinforced at all joints and hand brazed by Lewis Compression method. Seat and Chain Stays made of seamless High Manganese alloy.

FORK

Fork sides round. Made of High Manganese seamless tubing with drop forged front fork tips drilled out for lightness. Built up crown, brazed solid. Accles & Pollock imported butted fork stem, 13 gauge at bottom, tapered inside to 17 gauge at top. Chrome plated fork crown.

MUDGUARDS

Mudguards featherweight steel, black enameled, with white end tip. Double braces for rear.

HEAD FITTINGS

Imported self-aligning thrust bearing type with all visible parts chrome plated.

WHEELS

26 inch with steel clincher rims, straight side to take rim brakes.

TIRES

Double tube detachable, 26 by 1¼ or 26 x 1⅜.

FRONT HUB

Imported Bayliss-Wiley spindle racing hubs with locked adjustment. Rear hub Bayliss-Wiley double sprocket hub fitted with fixed sprocket on one hub-end and screwed-on free wheel on the other end of sprocket. See description of free wheel on Page 3. With our special drop-out frame construction, the rear wheel can be reversed to give either fixed wheel or free wheel within 20 seconds.

WING NUTS

Both front and rear hubs equipped with wing nuts for quick removal of wheels. No wrenches or special tools required.

BRAKES

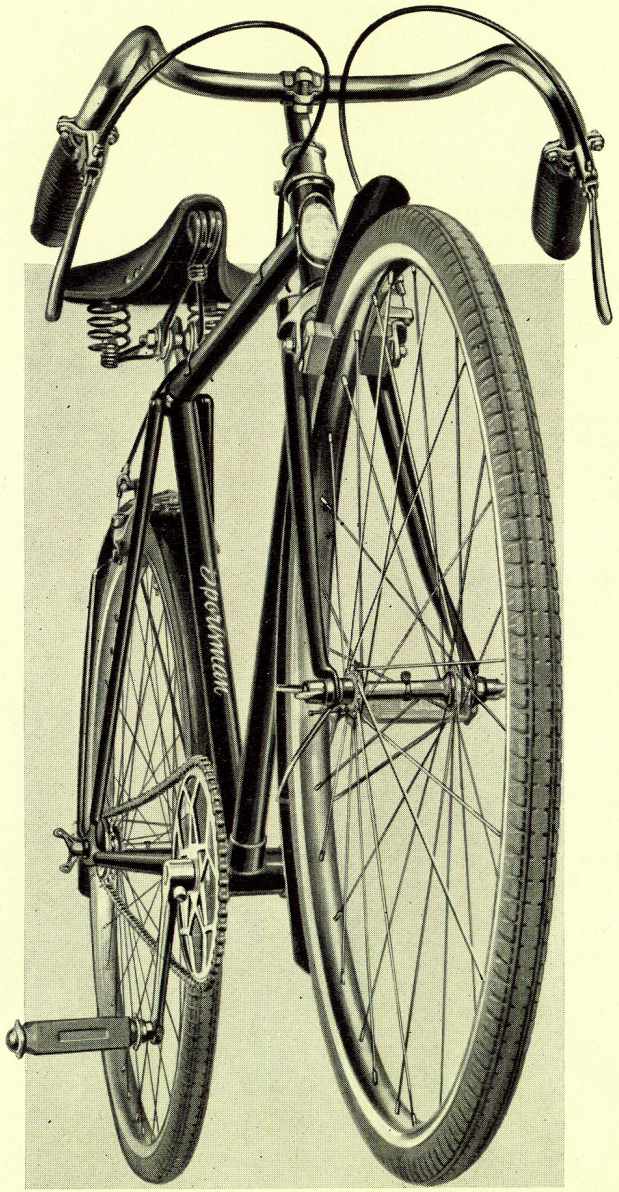
Front and rear rim brakes, cable control, operated by hand levers on handle bars.

CHAIN WHEEL

Imported Williams Utility Offset Chain Wheel with Williams square cranks.

PEDALS

Majestic square live rubber moulded or square British-made Rat Trap.



HANDLE BAR

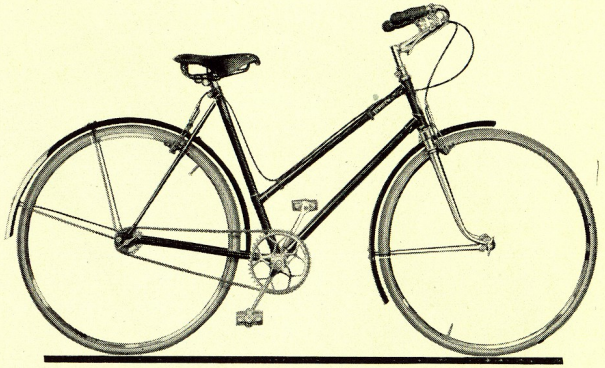
Full adjustable 20 inch Tourist style. Readily adjusted from "drop" to "upturn" position. Large, live rubber ball grips to absorb vibration. Gooseneck adjustable stem.

SADDLE

Mesinger real leather English type suspension. Large size and very comfortable.

FINISH

The standard finish is a handsome, lustrous, ebony black. The frame is first brought to a bright finish, then sand blasted all over and given a coat of red oxide anti-rust. This coat, after having been thoroughly baked, is rubbed down to a smooth finish, and the frame next given a coat of rubber black, the last coat being the handsome, glossy black finish.



LADIES' MODEL

The specification of the Ladies' Model is identical with the Men's Model with the exception of the style of the frame, the Ladies' Model having the top tube dropped to a lower position for ease in mounting and dismounting. All Ladies' Models are equipped with Chromium Plated Chain Guard described on Page 3.

OPTIONS

Should the rider prefer a Coaster-Brake in the rear wheel in preference to the English style free wheel and rim brake, the cycle will be so equipped; that is, in place of the rear free wheel hub and rear rim brake as shown in specifications, we will supply any make of American coaster-brake in rear wheel without extra charge when specially so ordered. This applies to Men's or Ladies' models.

SUPER CLUB — LEWIS Lightweights — MODEL *for* MEN

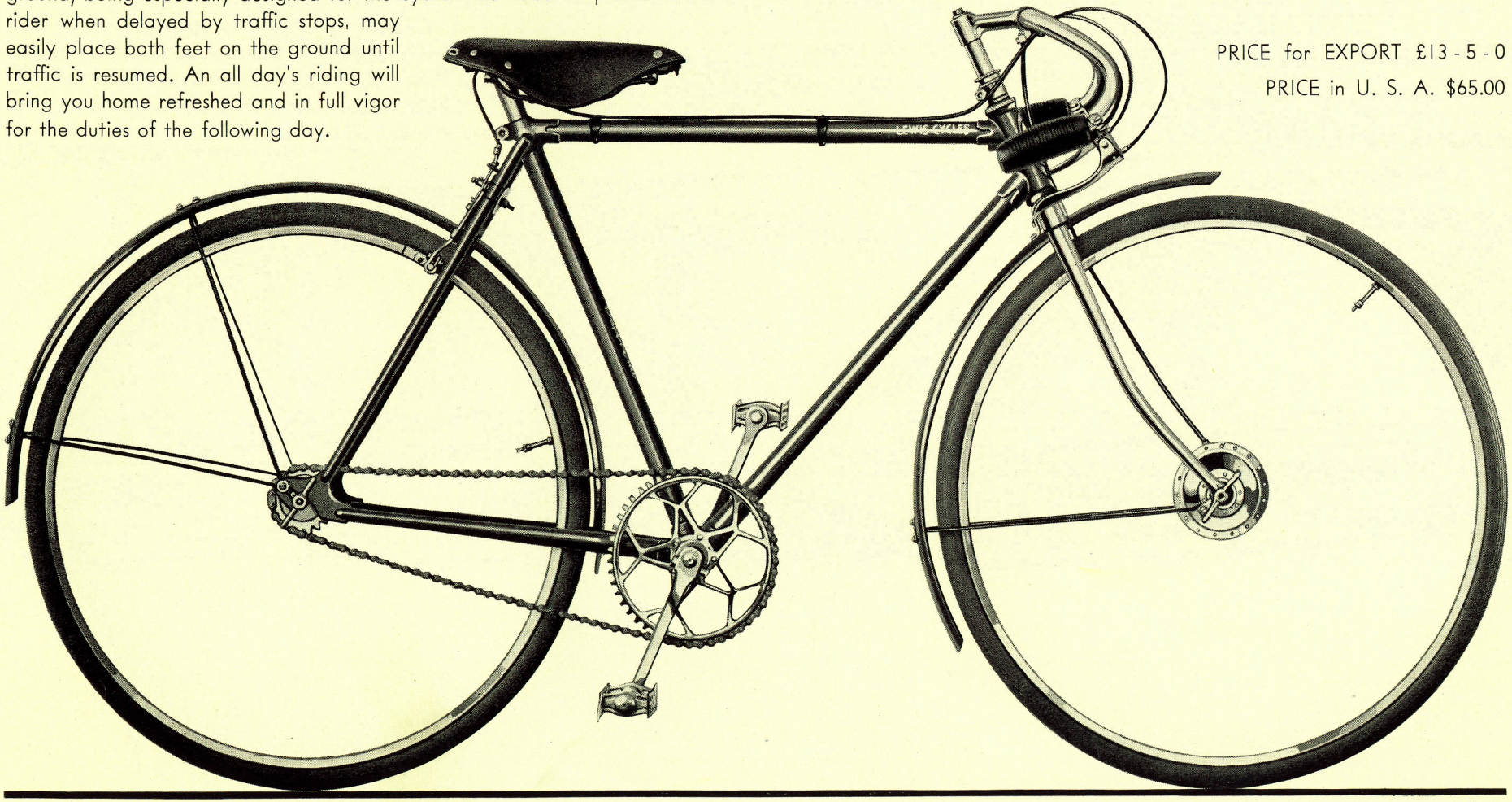
The Super Club Cycle is a True English model. It is hand made with watch-like precision—a cycle for particular people who take pride in their possessions. The easy running qualities of the Super Club are due not alone to its lightness in weight (approximately 28 lbs.) but also to the fine quality of the imported perfectly ground and hardened bearings throughout.

The Super Club is low built (only 10¼ inch road clearance from hanger to ground) being especially designed for the cyclist who rides for pleasure. The rider when delayed by traffic stops, may easily place both feet on the ground until traffic is resumed. An all day's riding will bring you home refreshed and in full vigor for the duties of the following day.

The various parts, such as Hanger Sets, Cranks, Sprockets, Head and Frame fittings, Tires and Rims, are imported direct from the manufacturers of such parts in England, and the cycles then built up in America from English Blueprints. Should you tour Great Britain or any of the European countries, the Super Club is the style you will see ridden and *you will not see a cycle superior to the Super Club* in design, quality, or workmanship.

PRICE for EXPORT £13 - 5 - 0

PRICE in U. S. A. $65.00



SUPER CLUB DETAILED SPECIFICATIONS

FRAME

21 inch. Standard size (23-inch on special order). Tapered seat and chain stays with solid terminals drilled out for lightness. Forward "drop-out" rear fork ends. Cut-away frame lugs. Seamless drawn tubing throughout. Main tubes Chrome-Molybdenum with reinforcements at all joints. Top horizontal tube 1" O. D. x 22 Ga. Lower reach tube and seat mast 1 1/8 O. D. x 22 Ga. Seat and chain stays High Manganese straight tapered and round. Entire frame brazed up by Lewis Compression Method of brass brazing.

FORKS

Fork sides round. Made of High Manganese Seamless with drop forged fork tips drilled out for lightness. Built-up crown, brazed solid. Accles & Pollock imported butted fork stem 13 gauge at bottom, tapered inside to 17 gauge at top. Crown and fork sides handsomely chrome plated.

HEAD FITTINGS

Imported Thrust-Bearing type of self-aligning bearings. All ball races and cones turned from solid bar stock and hardened (no stampings). All visible parts handsomely chrome plated.

WHEELS

26-inch with imported Endrick hollow section steel rims for double tube tires. Rims drilled 36 holes front and rear and handsomely chrome plated. Option—Reduced price for American Steel Clincher Rims and Tires.

TIRES

Imported Dunlop double tube detachable 26x1 1/4 or 26x 1 3/8. Option—Reduced price for American tires.

REAR HUB

Single unit imported Bayliss-Wiley Free Wheel Hub—the most expensive and lightest running Free Wheel Hub made.

FRONT HUB

Imported Bayliss-Wiley Spindle Racing Hubs with locked adjustment. Option—B-W Front Hub Brake as shown in illustration in place of Front Spindle Hub and Rim Brake at slight extra cost.

WING NUTS

Imported hubs have quick release wing nuts for instant removal of wheels—special wrenches unnecessary.

CHAIN WHEEL

Imported Williams 5-Pin detachable flanged sprockets hobbed for accuracy.

PEDALS

Imported Phillips or Brampton Rattrap or Persons-Majestic square moulded rubber.

HANDLE BAR

Tourist No. 10. Reversible from upturned to drop position —2 1/2-inch forward bend, 3-inch drop, 20-inch wide C.C. Handsomely chrome plated. All bars have large translucent pure rubber ball grips. Large diameter to absorb vibration.

BRAKES

Imported front and rear cable-operated rim brakes with friction grip on each side of wheel rim front and rear. *Note*—Illustration shows Bayliss-Wiley cable-operated front hub brake which may be supplied at slight extra cost in place of spindle hub and front rim brake.

MUDGUARDS

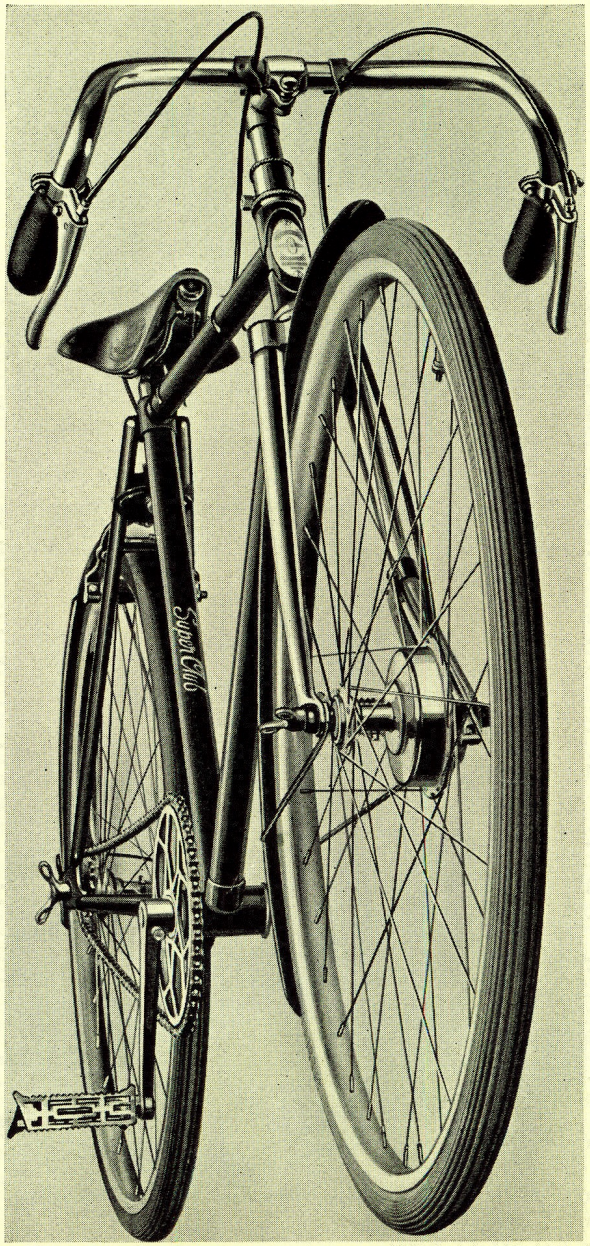
Featherweight steel handsomely enameled to match frame and secured to frame by latest English practice which causes them to be as free from rattle as the frame itself. Bolts and nuts positively cannot loosen.
Option—Stainless steel guards at slight extra charge.

SADDLE

Genuine English type full leather suspension saddle with coil springs (coils not shown in illustration) size 11 1/4 inches long by 9 1/2 inches wide. Extremely comfortable and easy riding. Option—Many other styles and makes to suit the rider.

FINISH

The finish on the Super Club is in keeping with the superb quality of the mechanical parts of the cycle. After the naked frame has been brought to a mirror finish, it is then sand blasted to form a microscopic roughness for the adherence of the red oxide anti-rust coat. After baking the first coat, the frame is then hand rubbed and a second coat of rubber enamel is applied. After the rubber coat has been thoroughly baked, the final lustrous, high gloss, finish coat is applied and thoroughly baked.
Only cycles of the very highest quality will justify such meticulous care.



SUPER CLUB — LADIES' MODEL

Lewis Lightweights

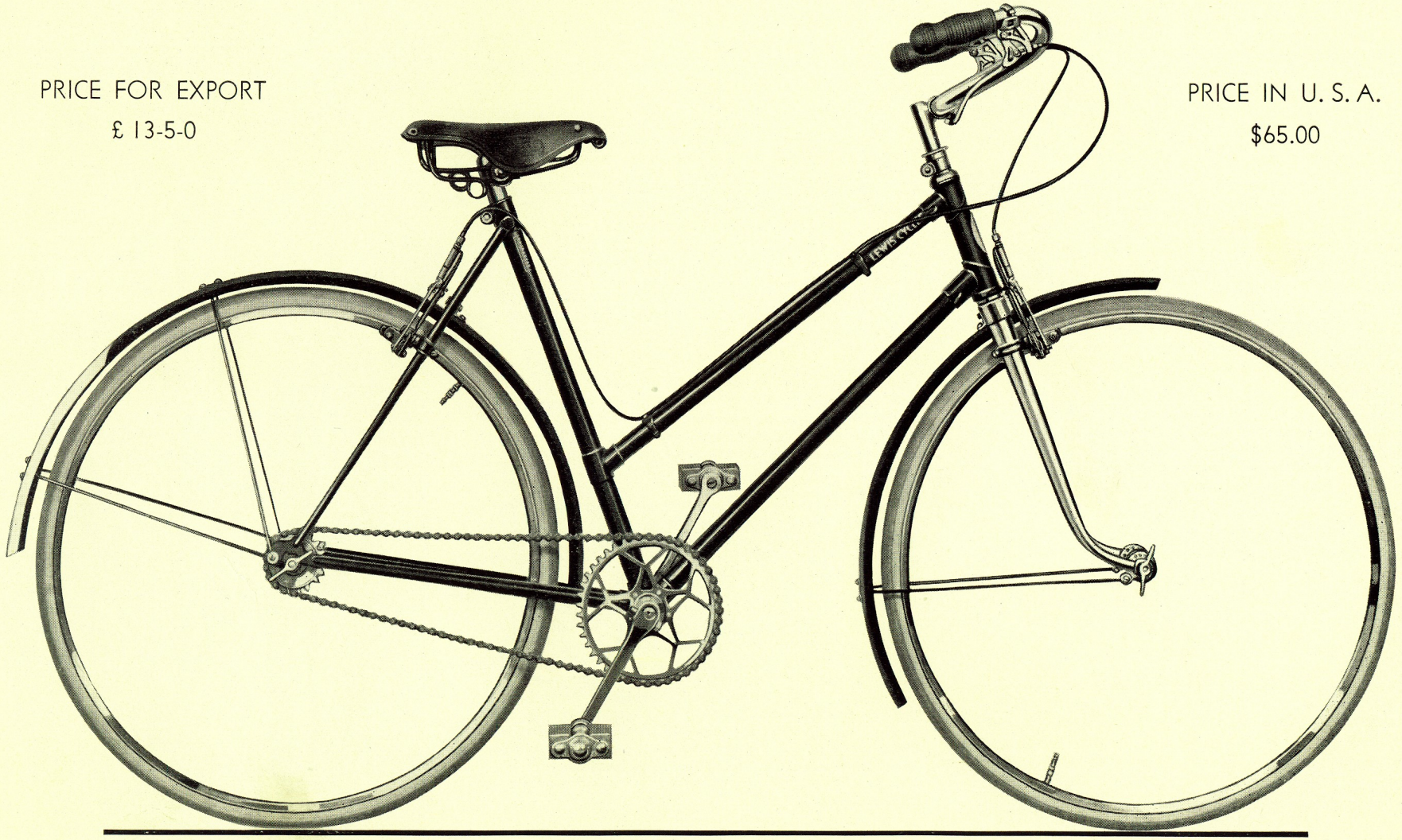
This Super Club model is a "Sister-cycle" to the Gentlemen's model shown on the two preceding pages. It has, therefore, the same DeLuxe equipment throughout. Mounted on one of these light-weight easy-running 1939 models, "My lady" will easily hold her place with the leaders on the weekly club run. The men will not have to slow up on hills or long runs if the cyclist is mounted on a Super Club "Sister model."

PRICE FOR EXPORT

£ 13-5-0

PRICE IN U. S. A.

$65.00



LADIES' SUPER CLUB — LEWIS Lightweights — 3 SPEED MODELS

FRAME
21 inches high is standard size (23 inches high may be supplied on special order). Main Tubes Chrome Molybdenum Seamless. Seat and Chain Stays High Manganese Seamless. Rear fork ends quick release drop-out with wing nuts for hubs.

FORK
Round, High Manganese Seamless with drop forged fork tips. Handsomely chrome plated forks and fork crown.

FRONT HUB
Bayliss-Wiley Spindle front hub with shouldered axle and locked cones.

REAR HUB
Bayliss-Wiley Unit Free Wheel described on Page 4.

BRAKES
Cable operated, hand control rim brakes front and rear.

HANGER
Williams 5-Pin detachable flanged chain wheel with Williams square cranks. Bayliss-Wiley bracket axle and hanger bearings described on Page 4.

PEDALS
Persons-Majestic live, moulded, square, rubber pedals with metal parts chrome plated.

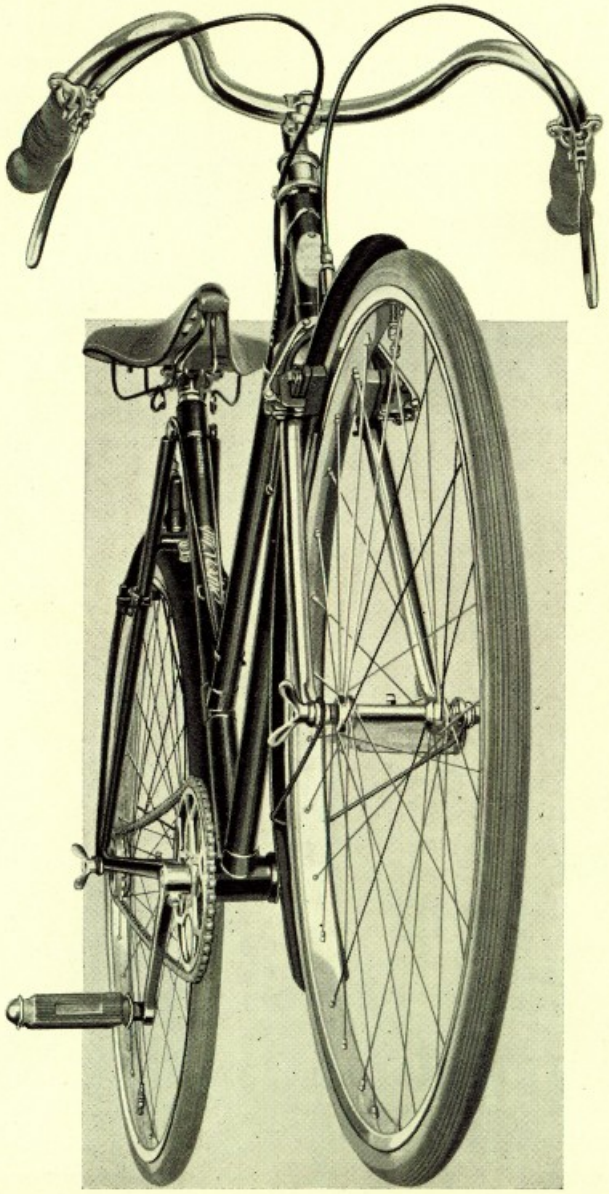
HANDLE BARS
"Up-turned," adjustable to "drop" position when desired.

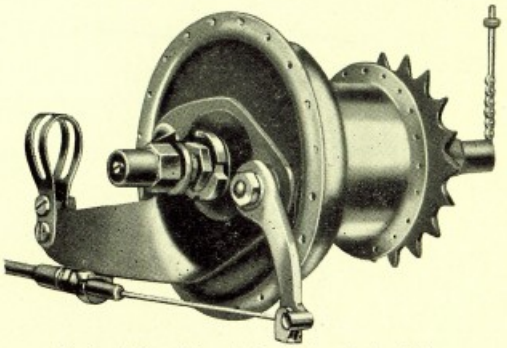
SADDLE
Easy riding all leather suspension Ladies' saddle with coil springs.

WHEELS
See specifications of Men's models.

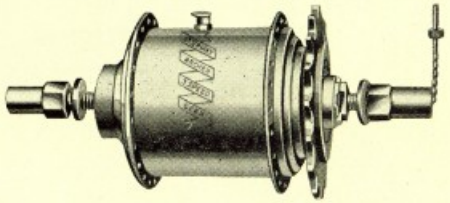
CHAIN GUARD
All Super Club models are equipped with light weight chrome plated chain guard as described on Page 3.

FINISH
The finish on the Super Club is in keeping with the superb quality of the mechanical parts of the cycle. After the naked frame has been brought to a mirror finish, it is then sand blasted to form a microscopic roughness for the adherence of the red oxide anti-rust coat. After baking the first coat, the frame is then hand rubbed and a second coat of rubber enamel is applied. After the rubber coat has been thoroughly baked, the final, lustrous, high gloss, finish coat is applied and thoroughly baked.
Only cycles of the very highest quality will justify such meticulous care.





Bayliss-Wiley 3-Speed Expanding Brake Hub



Sturmey-Archer 3-Speed Gear

3-SPEED GEARS ARE MADE IN TWO RATIOS AS FOLLOWS:

WIDE RATIO for very hilly country
High Gear = Intermediate gear plus 33⅓%
Intermediate Gear = Determined by size of rear sprocket
Low Gear = Intermediate gear minus 25%

CLOSE RATIO for Sports and Road Racing
High Gear = Intermediate gear plus 12.5%
Intermediate Gear = Determined by size of rear sprocket
Low Gear = Intermediate gear minus 11%

PRICES — Prices given provide for omission of rear rim brake for Bayliss-Wiley 3-speed gears as the brake is incorporated in the gear. When Sturmey-Archer 3-speed gears are ordered the rear rim brake remains on the cycle.

When 3-speed gears are ordered on the cycle, the following prices are to be added to the list prices of the cycle:

Super Club or Sportsman with Bayliss-Wiley 3-speed hub brake (Wide Ratio) ..... Extra $12.75

Super Club or Sportsman with Stumey-Archer 3-speed gear
Wide Ratio ..... Extra $ 9.75
Close Ratio ..... Extra 12.75

CLUB RACER *for* ROAD OR TRACK

LEWIS Lightweights

In the Club Racer is to be found a sturdy, speedy, light-running machine with refined lines. It meets all the requirements of the Speedy Sports Rider and will give a good account of itself on Road or Track. We have not sacrificed strength to lightness in weight. The machine weighs 21 pounds with Mitten "Six Day" Road Racing Tires and Laminated Wood Rims.

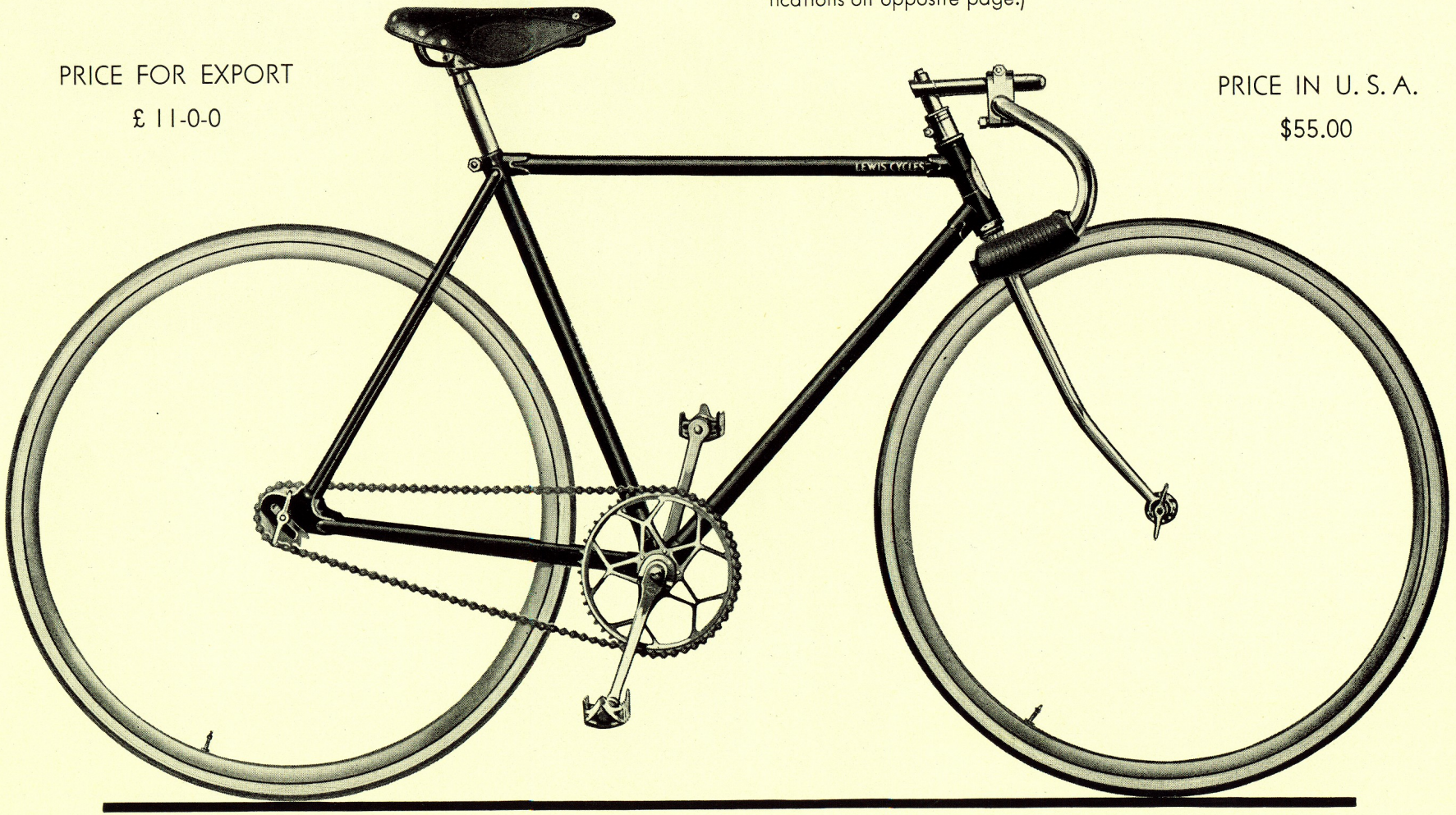
For extra heavy road work we recommend that the machine be ordered with an extra pair of wheels containing Steel Rims with Road Tires. Rear hub to be equipped with free wheel on one side and fixed sprocket on other side, also Rim Brake for rear wheel. A special price is made in cases where extra wheels are ordered to be sent with the machine. (See various options under specifications on opposite page.)

PRICE FOR EXPORT

£ 11-0-0

PRICE IN U. S. A.

$55.00



CLUB RACER Lewis Lightweights *for* ROAD OR TRACK

FRAME—21-inch standard size (20-inch and 23-inch on special order.) Top horizontal tube I inch by 22 gauge. Reach Bar and Seat Mast 1 1/8 inch by 22 gauge tubing. Main frame Chrome Molybdenum reinforced at all joints and mitred to head tube and seat mast. Chain Stays and Seat Stays straight tapered and round, and made of seamless High Manganese tubing. Terminals are turned from solid stock and drilled out for lightness. Drop-out, quick release, rear fork ends, standard. Straight pull back rear fork ends on special order. Wheel base 42 inches.

FRONT FORK—Round fork sides with drop-forged tips drilled out for lightness. Fork crown box style, built up of laminations, all laminations brazed solid. Fork stem Accles & Pollock, butted 13 gauge at bottom, inside tapered to 17 gauge at top. Double lock for handle bar; i. e., clamp bolt on head fitting and expander bolt in stem.

HANGER—2 3/4 inches drop. Distance of ground clearance 11 1/4 inches from center crank hanger to ground with 28 inch wheels, 10 1/4 inches from center to ground with 26 inch wheels. Imported Bayliss-Wiley Bracket Axle bearings as described on Page 4. Williams flanged 5-Pin detachable sprocket 1/2 inch pitch by 1/8 inch with Williams square 6 1/2 inch cranks.

FRONT HUB—Imported Bayliss-Wiley Spindle Racing Hubs with lock adjustment and shouldered axle, complete with wing nuts. See description Page 3.

REAR HUB—Imported Bayliss-Wiley No. 10 Racing Hub with double sprockets, one on each end of hub. Shouldered spindle and wing nuts. See description on Page 3.

RIMS—28-inch Lobdell-Emery laminated wood racing rims for 1 1/8 inch single tube tires.

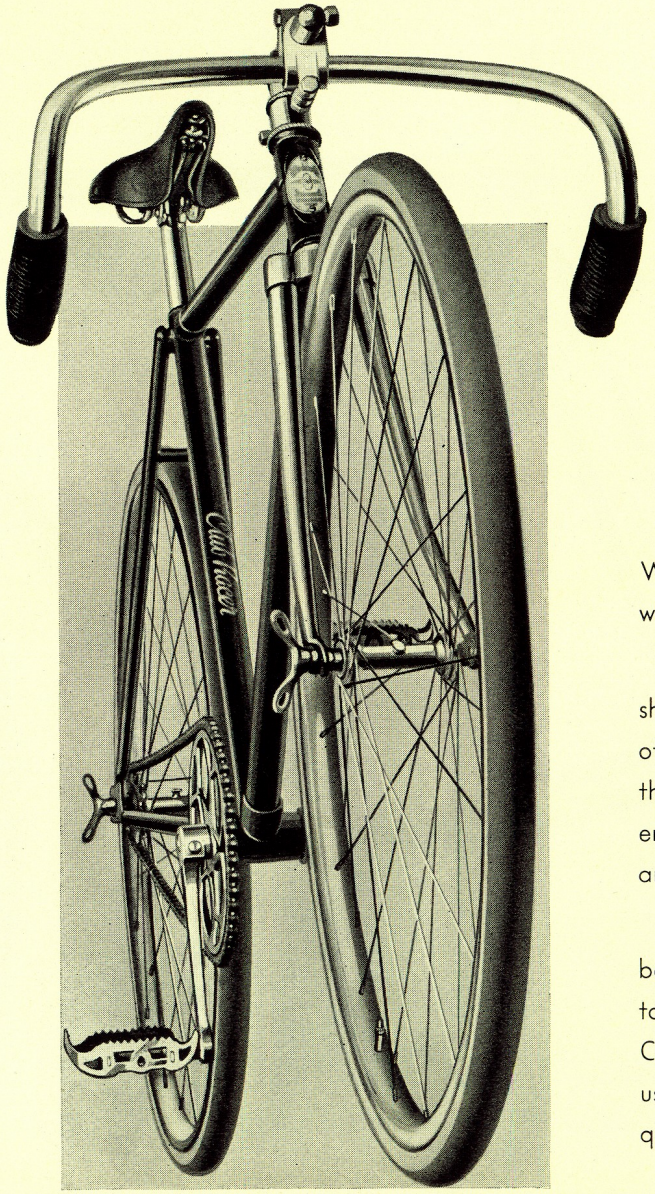
TIRES—28 inch by 1 1/8 inch single tube road racing tires. U. S., Gillette, or Continental, as ordered. Mitten professional six-day tires supplied when specially ordered—$10.00 per pair extra.

SADDLE—Persons special racing saddle made from imported English oak tanned leather.

PEDALS—Torrington racing rat-trap No. 4 Star.

CHAIN—Diamond Roller chain 1/2 inch pitch by 1/8 inch. Option: I inch pitch chain and I inch pitch sprockets may be supplied on special order.

HANDLE BAR—Continental type Ram's Horn with long, forward extension handle bar stem equipped with translucent ball grips.



PROFESSIONAL CUSTOM BUILT RACING MODELS MADE TO ORDER

Owing to the various requirements of professional riders, it would be impossible for us to attempt to show a racing cycle which would suit all riders.

We are prepared, however, to build special racing models to any required design and will assist the rider in designing a special frame to meet his requirements.

We are in a position to secure any imported parts which may be desired.

Some riders prefer upright frames with extremely short wheelbase; others require D fork sides in place of round; some require Russ style forks in place of the usual rake; then, there is the matter of preference in respect to hangers, hubs, chains, saddles, and bars.

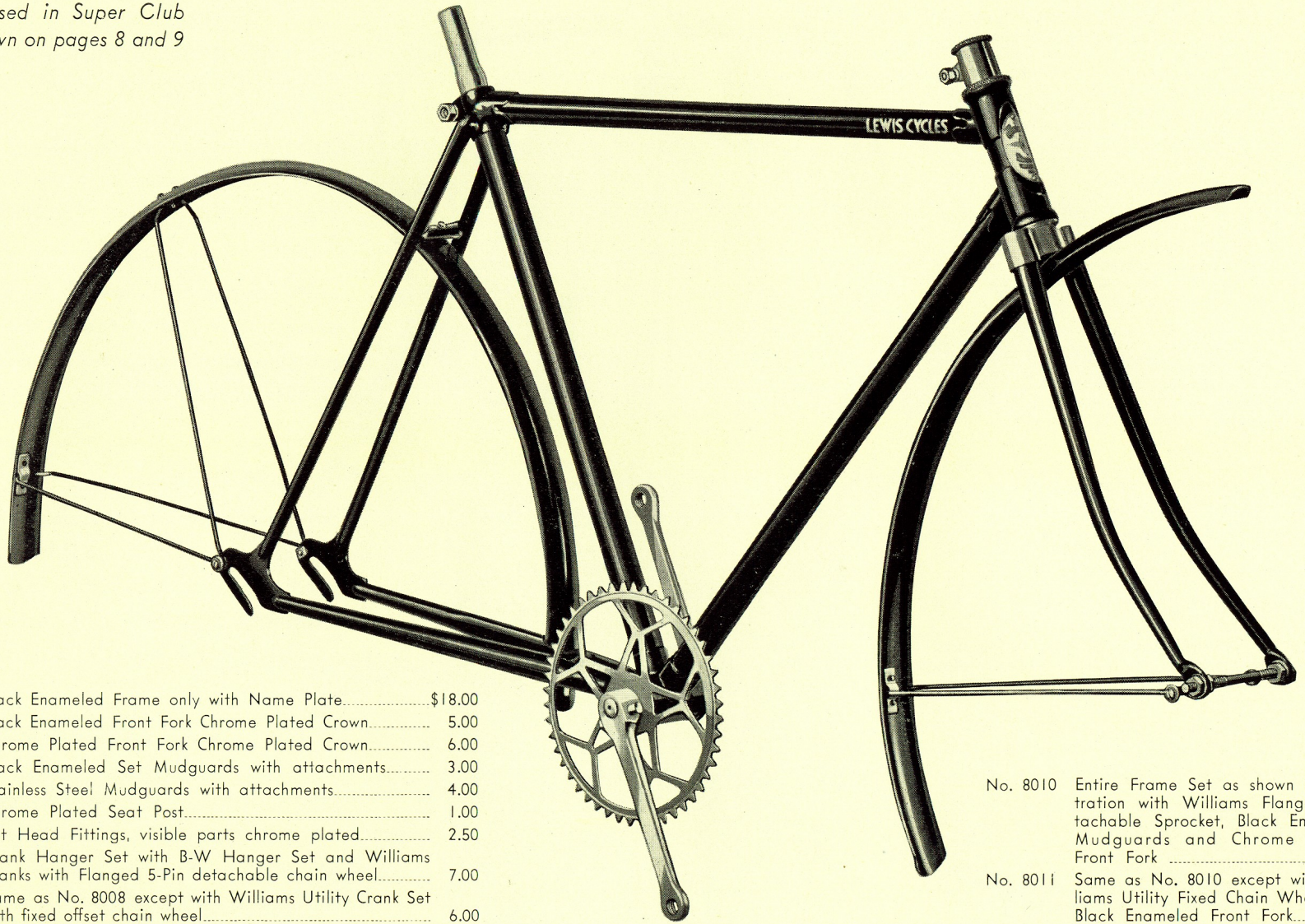
We shall be glad to give to any professional the benefit of our Engineering Department and build to order such a cycle as he may desire. Naturally, Custom Built cycles require some little time as it is usually necessary to secure some of the parts required from overseas.

SUPER CLUB

LEWIS Lightweights

FRAMES

Same as used in Super Club Model Shown on pages 8 and 9



No. 8001	Black Enameled Frame only with Name Plate	$18.00
No. 8002	Black Enameled Front Fork Chrome Plated Crown	5.00
No. 8003	Chrome Plated Front Fork Chrome Plated Crown	6.00
No. 8004	Black Enameled Set Mudguards with attachments	3.00
No. 8005	Stainless Steel Mudguards with attachments	4.00
No. 8006	Chrome Plated Seat Post	1.00
No. 8007	Set Head Fittings, visible parts chrome plated	2.50
No. 8008	Crank Hanger Set with B-W Hanger Set and Williams Cranks with Flanged 5-Pin detachable chain wheel	7.00
No. 8009	Same as No. 8008 except with Williams Utility Crank Set with fixed offset chain wheel	6.00

No. 8010	Entire Frame Set as shown in illustration with Williams Flanged Detachable Sprocket, Black Enameled Mudguards and Chrome Plated Front Fork	$35.00
No. 8011	Same as No. 8010 except with Williams Utility Fixed Chain Wheel and Black Enameled Front Fork	30.00

MANUFACTURERS OF LEWIS Lightweights LEWIS COMPONENTS

Below we show a partial list of some of the well-known British manufacturers whose products may be supplied in Lewis Cycles:

BAYLISS-WILEY & CO., LTD.
(The Bicycle Bearing Specialists)
TYSELEY, BIRMINGHAM
ENGLAND

DUNLOP RUBBER CO., LTD.
(Dunlop Tires and Endrick Rims)
LONDON, S. W. I.
ENGLAND

WALTON & BROWN, LTD.
(Cycle Fitments)
HANDSWORTH, BIRMINGHAM
ENGLAND

EDWARD WILLIAMS
(Chain-Wheels and Cranks)
FOUNDRY LANE, BIRMINGHAM
ENGLAND

STURMEY-ARCHER GEARS, LTD.
LANTON, NOTTINGHAM
ENGLAND

BRAMPTON FITTINGS, LTD.
OLDBURY, BIRMINGHAM
ENGLAND

J. A. PHILLIPS & CO.
(Cycle Fitments)
SMETHWICK, BIRMINGHAM
ENGLAND

ACCLES & POLLOCK, LTD.
OLDBURY, BIRMINGHAM
ENGLAND

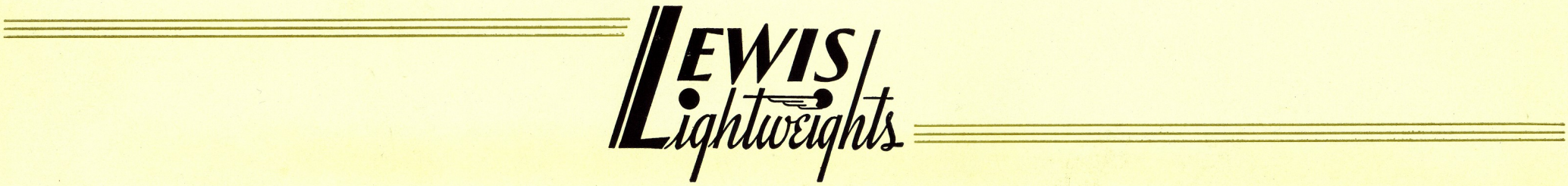
E. A. RADNALL & CO.
(Cycle Fitments)
DARTMOUTH STREET, BIRMINGHAM
ENGLAND

CYCLO GEAR CO., LTD.
(Variable Gears)
ASHTON, BIRMINGHAM
ENGLAND

LEWIS CYCLES LTD.

Quality Cycles Since 1894

1240 NORTH HOMAN AVENUE, CHICAGO, ILL., U. S. A.


LEWIS
Lightweights