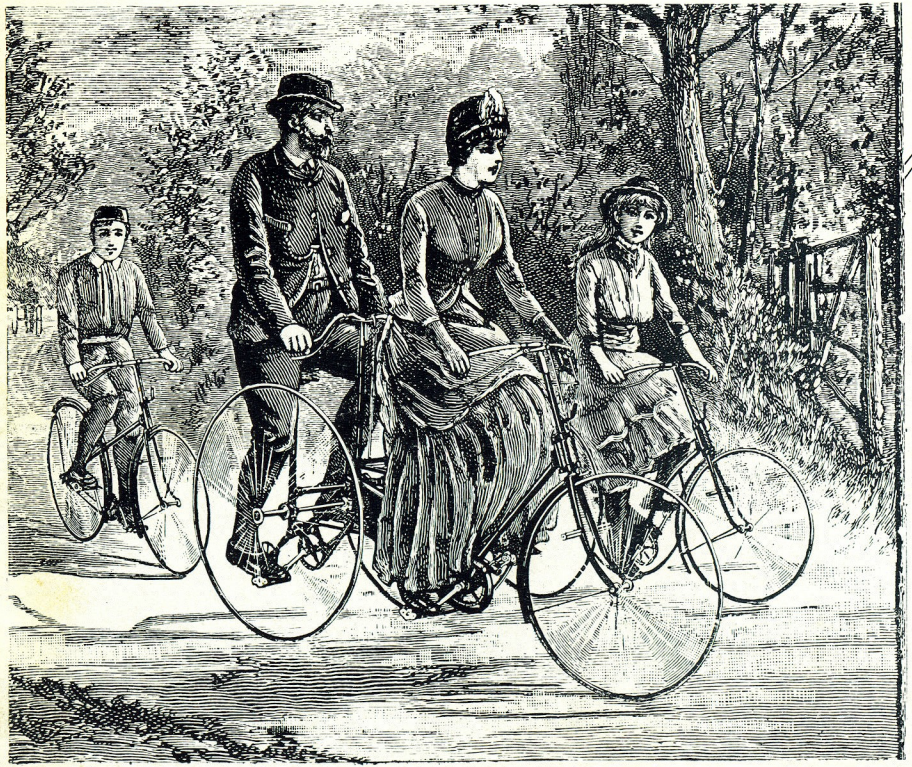


1869
1939

RUDGE

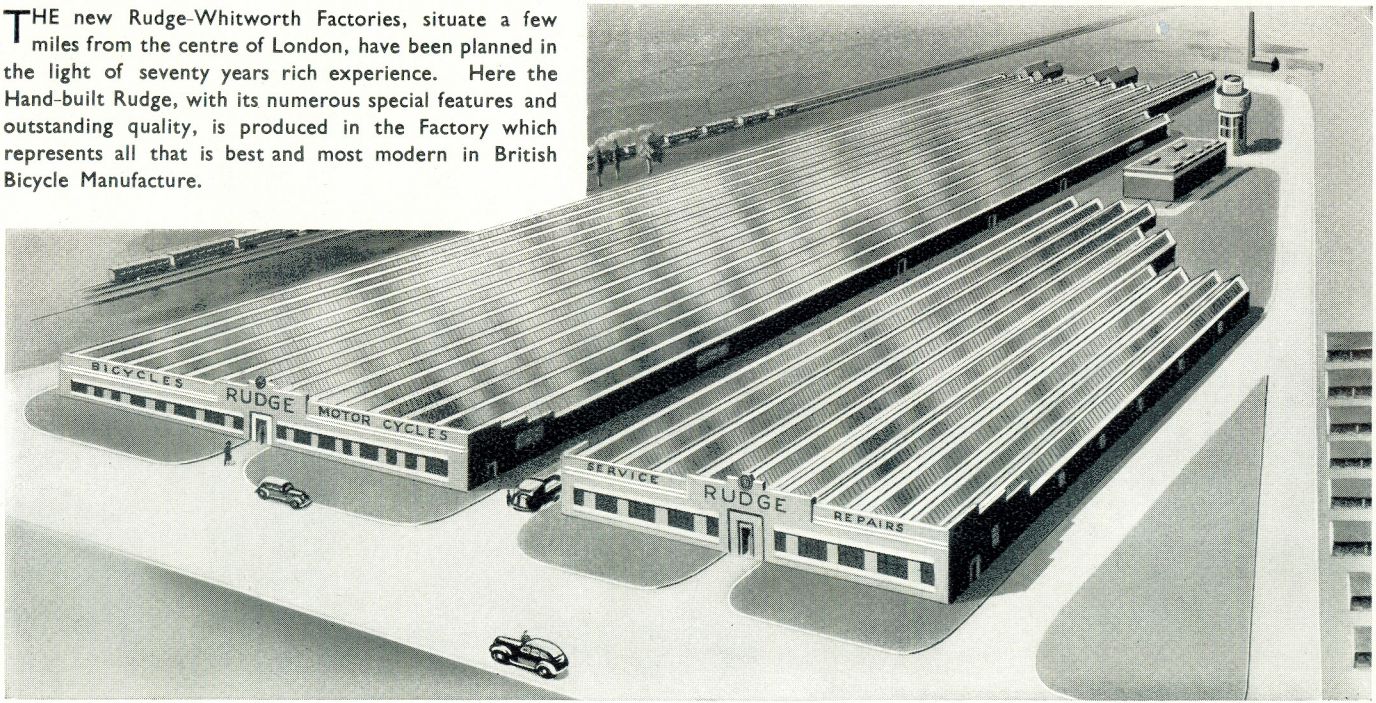
HANS OHRT
LIGHTWEIGHT BICYCLES
9544 Santa Monica Blvd.
Beverly Hills, California
CRestview 6-4711
North Hollywood Branch
5153 Laurel Canyon Blvd.
Sunset 2-6822



For Seventy Years Supreme

The new home of Rudge - Whitworth Limited . . .

THE new Rudge-Whitworth Factories, situate a few miles from the centre of London, have been planned in the light of seventy years rich experience. Here the Hand-built Rudge, with its numerous special features and outstanding quality, is produced in the Factory which represents all that is best and most modern in British Bicycle Manufacture.



RUDGE-WHITWORTH LIMITED

HAYES, MIDDLESEX

Telephone : SOUthall 2468 ENGLAND Telegrams : RUDGE, HAYES-MDX.



SOME OF THE MANY PROCESSES WHICH CONTRIBUTE TO RUDGE PERFECTION

1. Every wheel is finally trued in this micrometer truing machine.

2. Part of the huge "DURA-CHROME" plating plant.

3. Although a conveyor track is used for main assembly, every Rudge is hand-built.

4. An impression of the enamel vats, and the conveyor system which takes the enamelled parts through a thermostatically controlled stove.

5. To ensure perfect truth and alignment, Rudge frames are built in special "jigs" and spot welded before brazing.

6. The final process in Rudge frame building —liquid brazing in high-temperature power furnaces.

7. Rudge fork columns are screw-threaded after building—this ensures absolute truth.

8. Automatic SPRA-BONDERISING ensures rustproof foundation for four coats of super-gloss enamel.

9. Finished Rudge bicycles are elaborately wrapped to prevent damage.

And now — Rudge introduce **"TRUE-POISE"** *riding!*

"TRUE-POISE"



THE SCIENTIFIC PRINCIPLE UNDERLYING THE DESIGN AND CONSTRUCTION OF EVERY RUDGE BICYCLE

Are you certain that you are not *wasting* a considerable amount of energy every time you ride your bicycle ? If your bicycle fixes an unscientific riding position—If there are even minute mal-alignments of vital parts, or unsuspected frictional losses, the result is a waste of your energy—and it may be a considerable waste.

THE SOLUTION—" TRUE-POISE " RIDING.

Rudge research engineers have for years been carrying out experiments in order to obtain the maximum degree of forward motion in a bicycle with the minimum of energy output. The result is offered to you to-day in RUDGE " TRUE-POISE " RIDING.

" TRUE-POISE " RIDING POSITION. Let us consider for a moment what is involved in establishing a correct riding position. Firstly, the all-important angles of RUDGE " TRUE-POISE " models have been scientifically designed so that not only is the weight of the rider perfectly balanced, but the full power of leg thrust is translated into forward motion without waste of energy.

Having scientifically fixed and practically tested the exact frame angles for each particular model, Rudge Designers proceed to define the correct wheel base—steering angle and STEERING TRAIL. (" Trail " is the dimension measured along the ground from the front wheel contact to the point where the centre line of the steering head intersects the ground line. This sounds fearfully technical ; but safe riding, and light, easy steering depend upon it).

Many of the important features which Rudge engineers have employed in developing the " TRUE-POISE " bicycles are PATENTED and are TO BE HAD ONLY ON RUDGE BICYCLES.

Every Rudge " TRUE-POISE " model is designed for its particular purpose. It is not merely a collection of mass-produced standard parts assembled in different combinations for different models.

The famous World Champion, KAREL KAERS, rode RUDGE " TRUE-POISE " in his World Record-breaking.

RENE MENZIES rode 171 miles a day for 585 days, totalling 100,000 miles, on a RUDGE " TRUE-POISE " bicycle. " BILLIE " DOVEY rode RUDGE " TRUE-POISE " during her famous " Keep Fit by Cycling " campaign—29,604 miles in 12 months.

POISE IS BALANCE. TRUE POISE IS TRUE BALANCE.
EVERY 1939 RUDGE IS A " TRUE-POISE " MODEL.

" TRUE-POISE " riding is ready for you NOW and once you have tried it you will never again be content with ordinary cycling.

The Rudge "TRUE-POISE" Range for 1939

"SUPERSAFE TRAFFIC" MODELS ... ... Pages 12-15

LIGHT ROADSTER MODELS ... ... Pages 16-19

SPORTS MODELS ... ... Pages 20-24

SUPER SPORTS MODELS ... ... Pages 25-28

LIGHT TOURIST MODELS ... ... Pages 8, 9, 29-33

ROADSTER MODELS ... ... Pages 6, 7, 10, 11, 34-38

TRADESMEN'S CARRIER MODEL ... ... Page 39

GEAR TABLES, HINTS AND TIPS ... ... Page 40

LIST OF AVAILABLE EXTRAS.

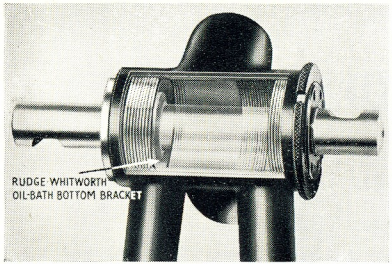
Built-in Dynamo Lighting Set and Bell. Available on all models except 41, 41 N.Z., 42, 42 N.Z., 43, 44, 66, 90, 91, 92, 93, 94 and 95.

Sturmey-Archer Three-Speed Gear.

Sturmey-Archer Three-Speed Gear and Internal Expanding Brakes.

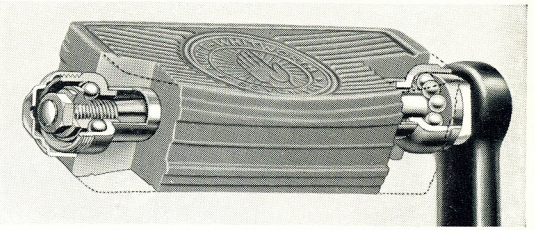
Internal Expanding Brakes.

Rudge-Whitworth Gearcase (Patent No. 270062). Available on models 55, 61, 63, 86 and 88.



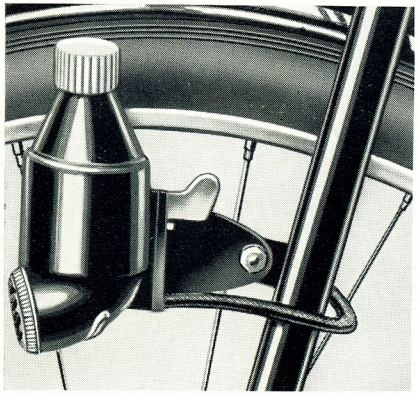
BOTTOM BRACKET

This specially designed unit, produced from a sheet of steel, is a COMPLETELY SEALED CHAMBER, assembled with a grease soaked felt washer—NOT A DROP OF MOISTURE OR A SPECK OF GRIT CAN FIND ITS WAY IN. Even condensation moisture from inside the tubes is excluded. Rudge bottom bracket bearings, therefore, do their work under ideal conditions, being continually oil-bathed and fully protected from grit or any corroding element. The advantages are obvious—SMOOTHER RUNNING—UTTER RELIABILITY—LONGER LIFE.



THE ALL-RUBBER CUSHION PEDALS

(Rudge Patent No. 338563). These pedals combine a touch of distinction with practical common sense. There are no sharp corners and the pedals have longer life as there is no direct contact with the pedal spindle.

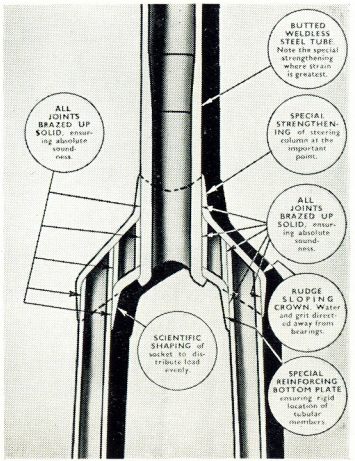


RUDGE-WHITWORTH (Patent No. 417895) BUILT-IN THIEF-PROOF DYNAMO LIGHTING SET

This feature, is ABSOLUTELY EXCLUSIVE TO RUDGE and is the ONLY COMPLETE SOLUTION to the problem of lighting as applied to a bicycle.

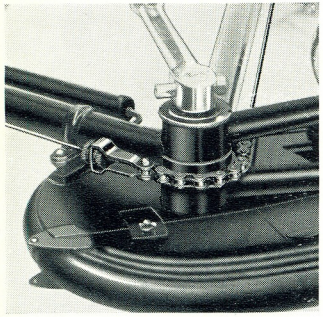
It consists of a dynamo lighting set complete with motor car type head lamp, incorporating a dimming device and walking light. A live rear light is neatly housed in the dynamo casing. EXPOSED CABLES ARE REDUCED TO THE MINIMUM. HEAD LAMP AND DYNAMO ARE DEFINITELY THIEF-PROOF AND ALWAYS IN ADJUSTMENT. THIS IS A FEATURE THAT ONLY RUDGE-WHITWORTH CAN OFFER. An important point is that it can be added at any time. Lugs are pierced with the necessary holes, and white pegs are fitted so that should a Rudge owner desire to add the electrical equipment to his machine, it is only necessary to take out the pegs and wire up the machine, which will then have all the advantages of the Rudge exclusive lighting system.

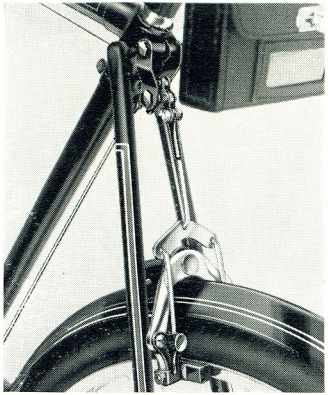
Available on all models, except Nos. 41, 41 N.Z., 42, 42 N.Z., 43, 44, 66, 90, 91, 92, 93, 94 and 95, at an extra cash price, including bell.



RUDGE FRONT FORK

ENSURE DEPENDABILITY AND SAFETY . . . . . .





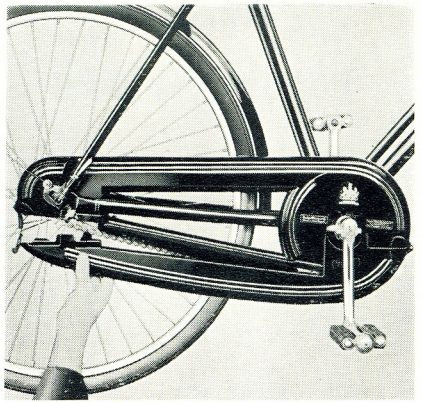
RUDGE ROD-OPERATED CALIPER BRAKES . . . . .

The two illustrations above show details of the rod and chain operated caliper brakes available on the " Supersafe Traffic " Models. They are positive in action and adjustment of the rear is quickly and easily effected by the two knurled nuts clearly illustrated on left. Available on Models Nos. 86, 87, 88 and 89 at an extra cash price, including Endrick Rims.

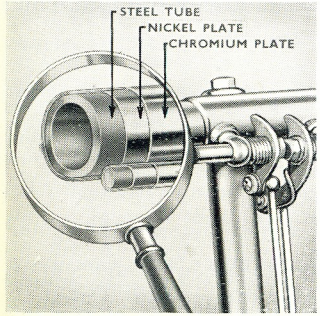
RUDGE-WHITWORTH PATENTED OIL BATH GEARCASE

(Patent No. 270062)

This oil bath gearcase (Patent No. 270062), is a sound practical job. It is of the handsome open type, hinged at the front and secured at the rear with a neat spring catch. It is as easy to open as a pocket knife. Just unhook a simple spring catch and the lower half drops, while a stop prevents any oil running out. There are NO LOOSE PARTS, NO INTERFERENCE with WHEEL REMOVAL, the chain need not be disturbed, while the CONTINUOUS OIL BATHING, and COMPLETE PROTECTION from mud and dust, prolongs the life of the chains and sprockets almost indefinitely. Operation is A MOMENT'S JOB.

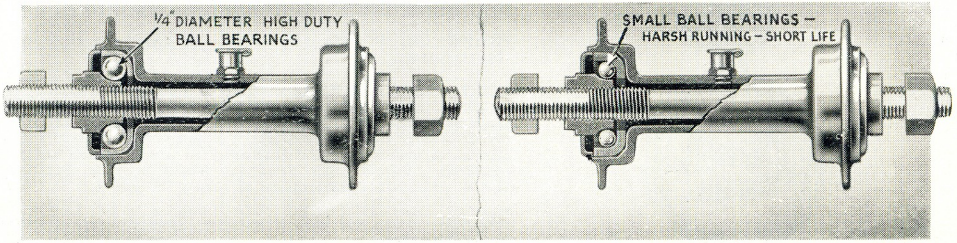


Available on Models Nos. 55, 61, 63, 86 and 88. at an extra cash price.



RUDGE DURA-CHROME PLATING

WHY RUDGE IS RUST-LESS ! The steel is highly polished and electrolytically etched to give maximum adhesion. A base coating of nickel twice usual thickness is then provided. Finally a heavy coat of chromium is deposited by Rudge process on highly polished nickel.



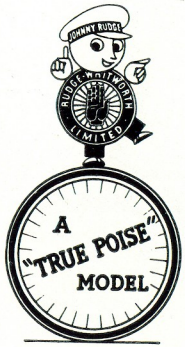
PENCIL TYPE HUB

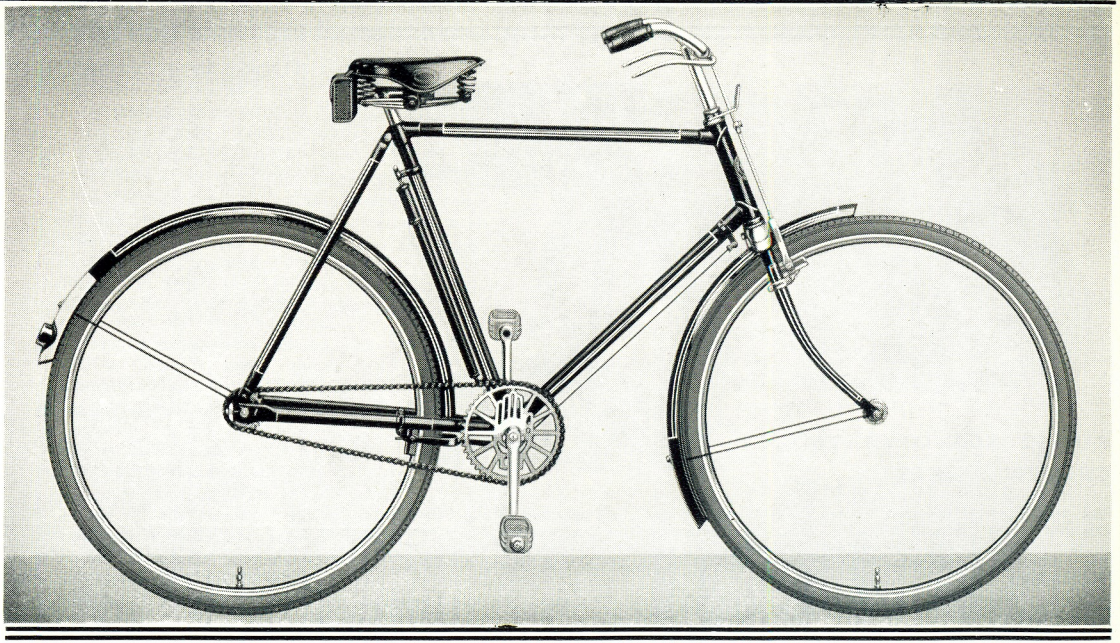
Hubs fitted to Rudge machines have a narrow barrel and ¼in. DIAMETER HIGH-DUTY BALL BEARINGS, much superior to smaller bearings usually fitted. This advanced design combines GREAT STRENGTH and LONG LIFE with LOW WEIGHT.

No. 41

Roadster Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3





FRAME—22″, 24″, 26″, with Bolted up back stays. Fitted with chain adjusters.

FORK—Fitted with Rudge-Whitworth sloping crown, designed to direct water and grit away from bearings and gives neat appearance. SUPER-BUTTED STEM SPECIALLY STRENGTHENED where strain is greatest. Scientifically shaped socket distributes load evenly and brazing of all joints ensures absolute soundness. Fitted with SPECIAL REINFORCING BOTTOM PLATE to ensure rigid location of tubular members.

BRAKES—Front and back wheel rim. Independently operated by rolling levers.

FINISH—Black enamel, bronze lines. All usual bright parts chromium plated.

GEAR—68″. 46T chainwheel and 19T freewheel.

HANDLEBAR—No. 76 raised. Chromium plated.

MUDGUARDS—Arc section.

CRANKS—6½″ chromium plated.

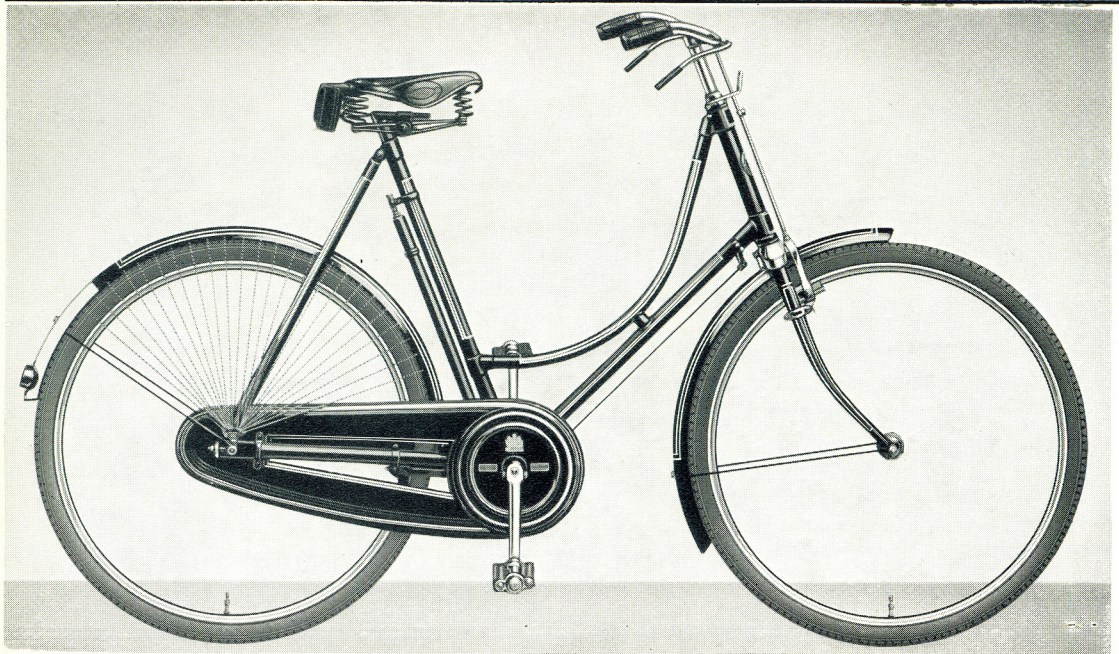
PEDALS—Rudge-Whitworth patented all rubber cushion (Patent No. 338563) or 4″ solid rubber, optional.

SADDLE—Three coil.

WHEELS—28″ × 1½″ fitted with Dunlop Champion, wired-on tyres.

HUBS—RUDGE-WHITWORTH PENCIL TYPE, fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

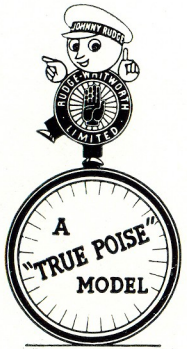
EQUIPMENT—Toolbag, tools, oiler, pump and rear reflector.



No. 42

Roadster Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3



FRAME—22″, 24″, with Bolted up back stays to facilitate packing and fitted with chain adjusters.

FORK—Fitted with Rudge-Whitworth sloping crown, designed to direct water and grit away from bearings and gives neat appearance. SUPER- BUTTED STEM SPECIALLY STRENGTHENED where strain is greatest. Scientifically shaped socket distributes load evenly and brazing of all joints ensures absolute soundness. Fitted with SPECIAL REINFORCING BOTTOM PLATE to ensure rigid location of tubular members.

BRAKES—Front and back wheel rim.

FINISH—Black enamel, bronze lines. All usual bright parts chromium plated.

GEAR—61·5″. 46T chainwheel and 21T freewheel.

HANDLEBAR—No. 76, chromium plated.

MUDGUARDS—Arc section.

CRANKS—6½″ chromium plated.

PEDALS—3½″ solid rubber, or Rudge-Whitworth patented all rubber cushion (Patent No. 338563).

SADDLE—Three-coil.

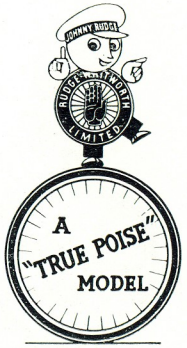
WHEELS—28″×1½″ fitted with Dunlop Champion, wired-on tyres.

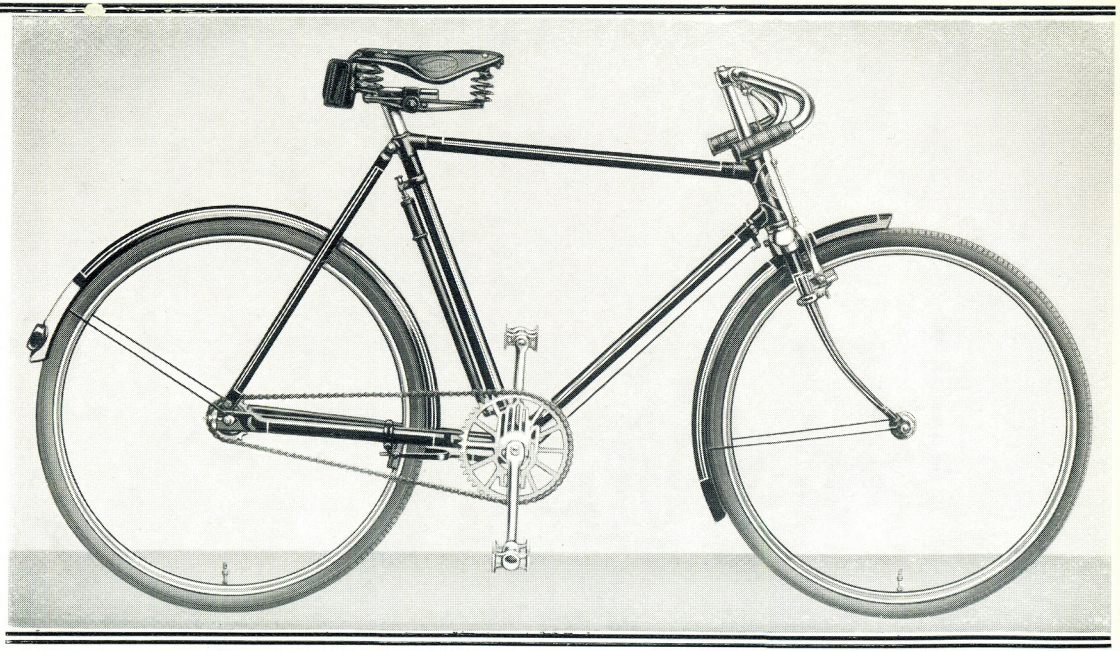
HUBS—RUDGE-WHITWORTH PENCIL TYPE, fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

EQUIPMENT—Toolbag, tools, oiler, pump and rear reflector.

No. 43
Light Tourist Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3





FRAME—22″, 24″, with Bolted up back stays. Fitted with chain adjusters.

FORK—Fitted with Rudge-Whitworth sloping crown, designed to direct water and grit away from bearings and gives neat appearance. SUPER-BUTTED STEM SPECIALLY STRENGTHENED where strain is greatest. Scientifically shaped socket distributes load evenly and brazing of all joints ensures absolute soundness. Fitted with SPECIAL REINFORCING BOTTOM PLATE to ensure rigid location of tubular members.

BRAKES—Front and back wheel rim. Independently operated by dwarf levers.

FINISH—Black enamel, bronze lines. All usual bright parts chromium plated.

GEAR— 66·5″. 46T chainwheel and 18T freewheel.

HANDLEBAR—No. 87, half-dropped. Chromium plated.

MUDGUARDS—Arc section.

CRANKS—6½″ chromium plated.

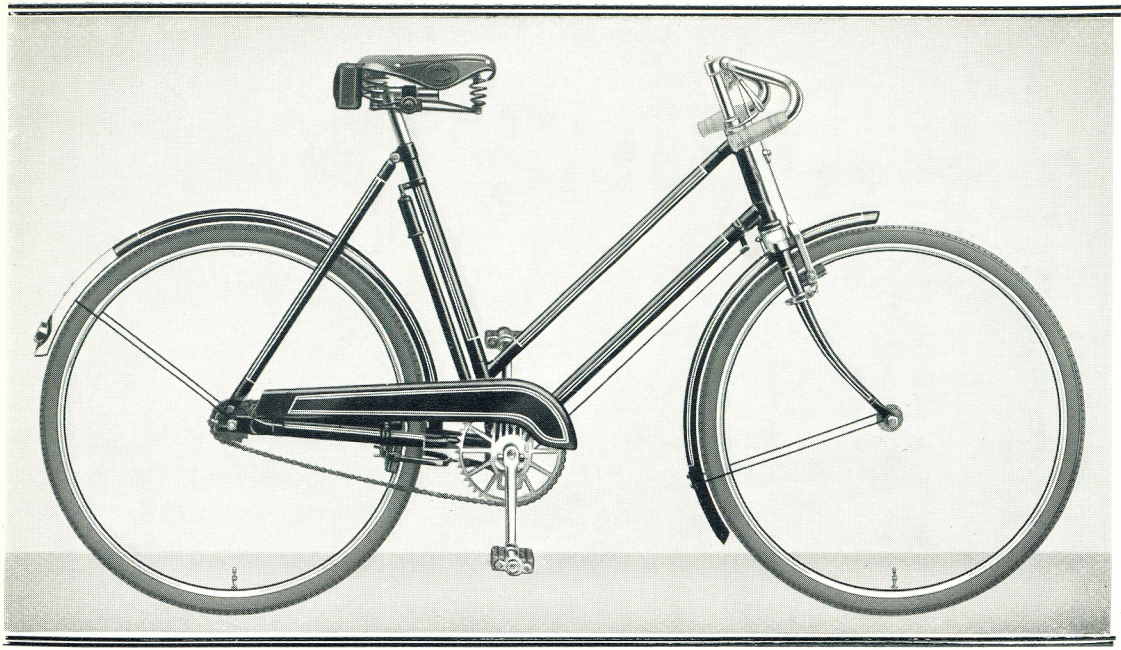
PEDALS—Rat-Trap—Rudge-Whitworth patented all rubber cushion (Patent No. 338563) or 4″ solid rubber, optional.

SADDLE—Three-coil.

WHEELS—26″×1⅜″ fitted with Dunlop Champion, wired-on tyres.

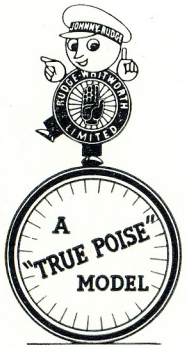
HUBS—RUDGE-WHITWORTH quick-release PENCIL TYPE, fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

EQUIPMENT—Toolbag, tools, oiler, pump and rear reflector.



No. 44
Light Tourist Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3



FRAME—22″, 24″, with Bolted up back stays to facilitate packing and fitted with chain adjusters.

FORK—Fitted with Rudge-Whitworth sloping crown, designed to direct water and grit away from bearings and gives neat appearance. SUPER-BUTTED STEM SPECIALLY STRENGTHENED where strain is greatest. Scientifically shaped socket distributes load evenly and brazing of all joints ensures absolute soundness. Fitted with SPECIAL REINFORCING BOTTOM PLATE to ensure rigid location of tubular members.

BRAKES—Front and back wheel rim.

FINISH—Black enamel, bronze lines. All usual bright parts chromium plated.

GEAR—60″. 46T chainwheel and 20T freewheel.

HANDLEBAR—No. 87. Half-dropped. Chromium plated.

MUDGUARDS—Arc section.

CRANKS—6½″ chromium plated.

PEDALS—3½″ solid rubber, or Rudge-Whitworth patented all rubber cushion (Patent No. 338563).

SADDLE—Three-coil.

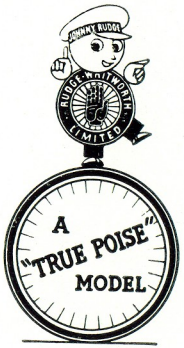
WHEELS—26″ × 1⅜″ fitted with Dunlop Champion, wired-on tyres.

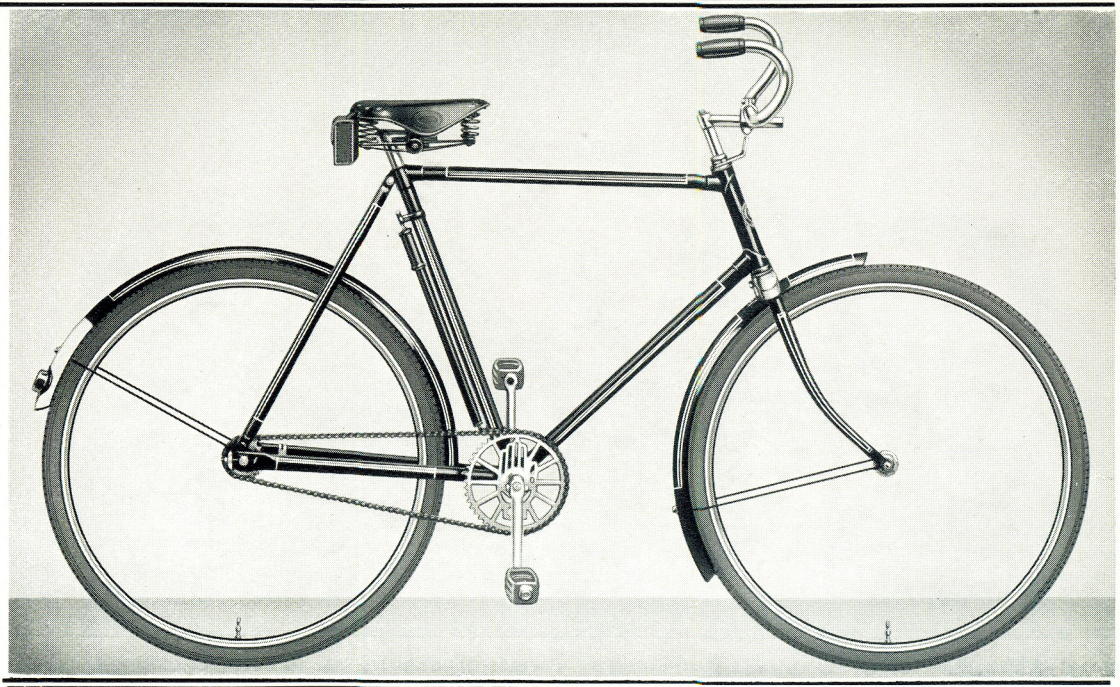
HUBS—RUDGE-WHITWORTH PENCIL TYPE, fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

EQUIPMENT—Toolbag, tools, oiler, pump and rear reflector.

No. 41 N.Z.
Roadster Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3





FRAME—22″, 24″, 26″, with Bolted up back stays to facilitate packing and fitted with chain adjusters.

FORK—Fitted with Rudge-Whitworth sloping crown, designed to direct water and grit away from bearings and gives neat appearance. SUPER-BUTTED STEM SPECIALLY STRENGTHENED where strain is greatest. Scientifically shaped socket distributes load evenly and brazing of all joints ensures absolute soundness. Fitted with SPECIAL REINFORCING BOTTOM PLATE to ensure rigid location of tubular members.

BRAKE—Coaster hub to rear wheel.

FINISH—Black enamel, bronze lines. All usual bright parts chromium plated.

GEAR—68″. 46T chainwheel and 19T freewheel.

HANDLEBAR—Major Taylor, chromium plated. (Forward extension extra).

MUDGUARDS—Arc section.

CRANKS—6½″ chromium plated.

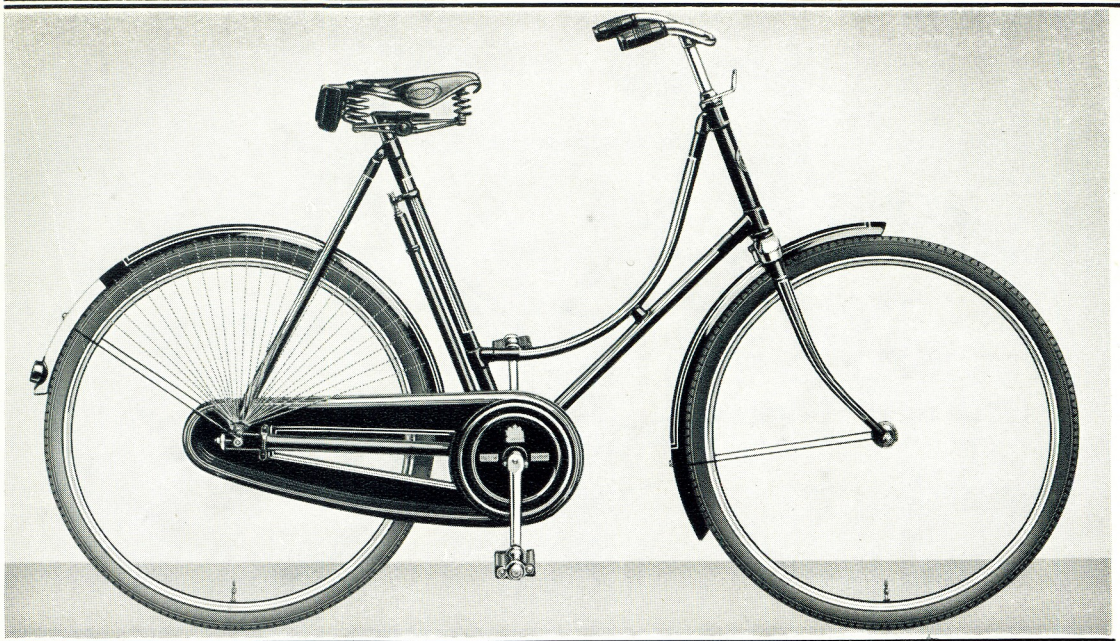
PEDALS—Rudge-Whitworth patented all rubber cushion (Patent No. 338563) or 4″ solid rubber, optional.

SADDLE—Three-coil.

WHEELS—28″×1½″ fitted with Dunlop Champion, wired-on tyres.

HUBS—RUDGE-WHITWORTH PENCIL TYPE, fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

EQUIPMENT—Toolbag, tools, oiler, pump and rear reflector.



No. 42 N.Z.
Roadster Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3

FRAME—22″, 24″, with Bolted up back stays to facilitate packing and fitted with chain adjusters.

FORK—Fitted with Rudge-Whitworth sloping crown, designed to direct water and grit away from bearings and gives neat appearance. SUPER-BUTTED STEM SPECIALLY STRENGTHENED where strain is greatest. Scientifically shaped socket distributes load evenly and brazing of all joints ensures absolute soundness. Fitted with SPECIAL REINFORCING BOTTOM PLATE to ensure rigid location of tubular members.

BRAKES—Coaster hub. Front rim brake extra.

FINISH—Black enamel, bronze lines. All usual bright parts chromium plated.

GEAR—61·5″. 46T chainwheel and 21T freewheel.

HANDLEBAR—No. 76, chromium plated.

MUDGUARDS—Arc section.

CRANKS—6½″ chromium plated.

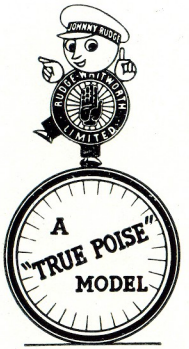
PEDALS—3½″ solid rubber, or Rudge-Whitworth patented all rubber cushion (Patent No. 338563).

SADDLE—Three-coil.

WHEELS—28″ × 1½″ fitted with Dunlop Champion, wired-on tyres.

HUBS—RUDGE-WHITWORTH PENCIL TYPE, fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

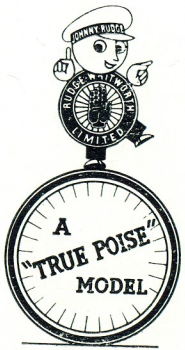
EQUIPMENT—Toolbag, tools, oiler, pump and rear reflector.

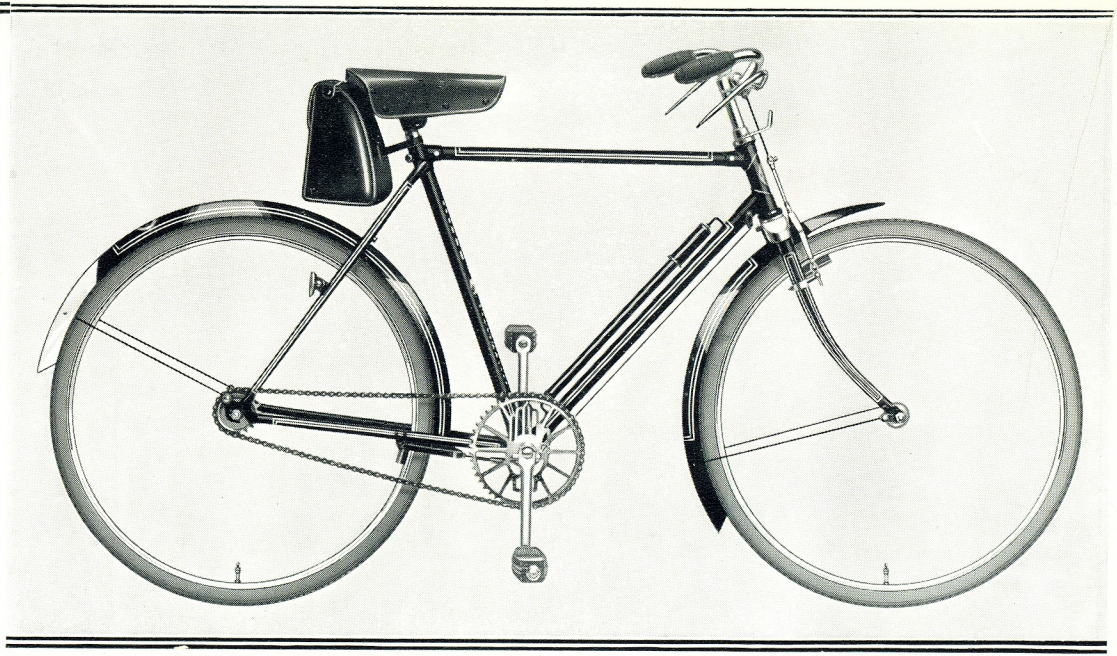


No. 86

"Supersafe Traffic" Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3





FRAME—19″, 21″, 23″. Precision built from HIGH-GRADE STEELS. Sports angles with all joints brazed, cut-away head lugs, round tapered chain and back stays. Neat brazed-on chain hook and pump pegs. LOW-BUILT OIL BATH BOTTOM BRACKET.

FORKS—Rudge-Whitworth sloping crown. Brazed-on mudguard plates.

HUBS—RUDGE-WHITWORTH quick-release, fitted ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

WHEELS—26″ × 1⅜″ Westwood rims with RUSTLESS SPOKES.

TYRES—Dunlop Black Sports.

GEAR—66½″, 46T chainwheel and 18T freewheel sprocket.

CRANKS—6½″ chromium plated.

PEDALS—Rudge Patent No. 338563, all rubber cushion.

HANDLEBAR—No. 85 North Road raised. Chromium plated. High-grade Rudge-Whitworth rubber grips.

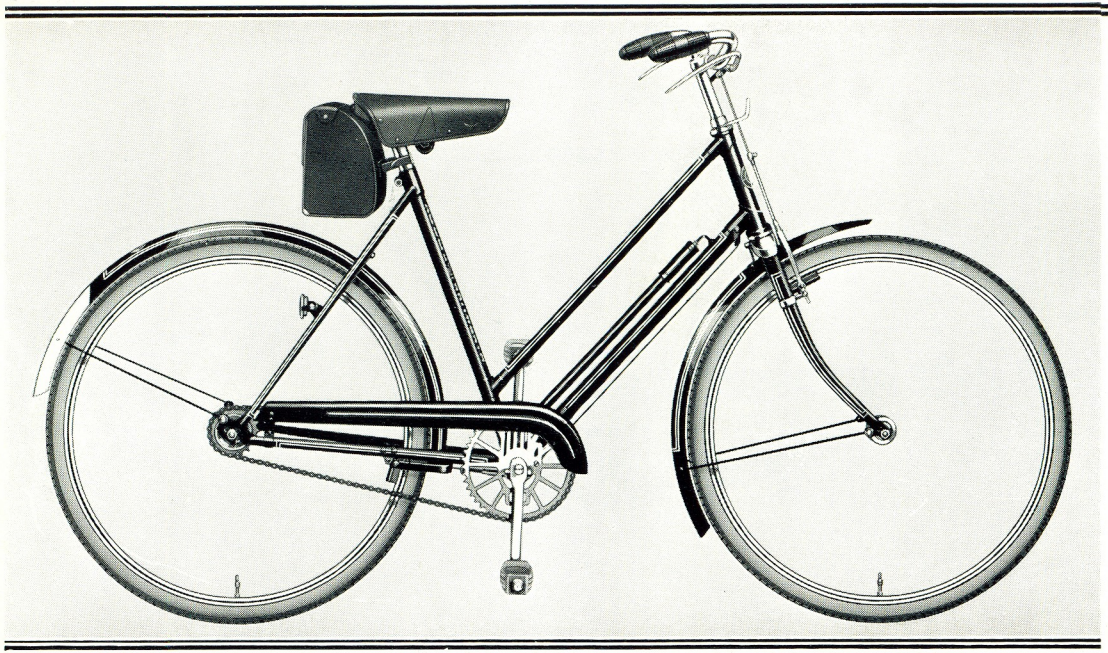
BRAKES—Front and rear rim, independently operated by roller levers.

MUDGUARDS—Narrow "V" section steel with front spear-point extension. Stays attached to frame and forks for easy wheel removal.

SADDLE—Brooks' best quality soft top.

FINISH—Rudge high gloss multi-coat black enamel, with bronze lines. Usual bright parts heavily chromium plated.

EQUIPMENT—Commodious kitbag, with side pocket, tools, oiler and pump. Rear reflector (approved by National Physical Lab.).



No. 88

"Supersafe Traffic" Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3

FRAME—21″, 23″. Precision built from HIGH-GRADE STEELS. Sports angles with all joints brazed, cut-away head, round tapered chain and back stays. Neat brazed-on chain hook and pump pegs. LOW-BUILT OIL BATH BOTTOM BRACKET.

FORKS—Rudge-Whitworth sloping crown. Brazed-on mudguard plates.

HUBS—RUDGE-WHITWORTH quick-release fitted with ½″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

WHEELS—26″ × 1⅜″ Westwood rims with RUSTLESS SPOKES.

TYRES—Dunlop Black Sports.

GEAR—60″, 46T chainwheel and 20T freewheel sprocket.

CRANKS—6½″ chromium plated.

PEDALS—Rudge Patent No. 338563, all rubber cushion.

HANDLEBAR—No. 85 North Road raised. Chromium plated. High-grade Rudge-Whitworth rubber grips.

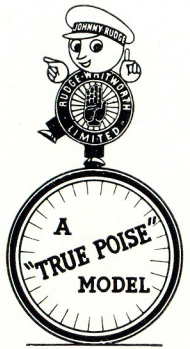
BRAKES—Front and rear rim, independently operated by roller levers.

MUDGUARDS—Narrow " V " section steel with front spear-point extension. Stays attached to frame and forks for easy wheel removal.

SADDLE—Brooks' best quality soft top.

FINISH—Rudge high gloss multi-coat black enamel, with bronze lines. Usual bright parts heavily chromium plated.

EQUIPMENT—Commodious kitbag, with side pocket, tools, oiler and pump. Rear reflector (approved by National Physical Lab.).

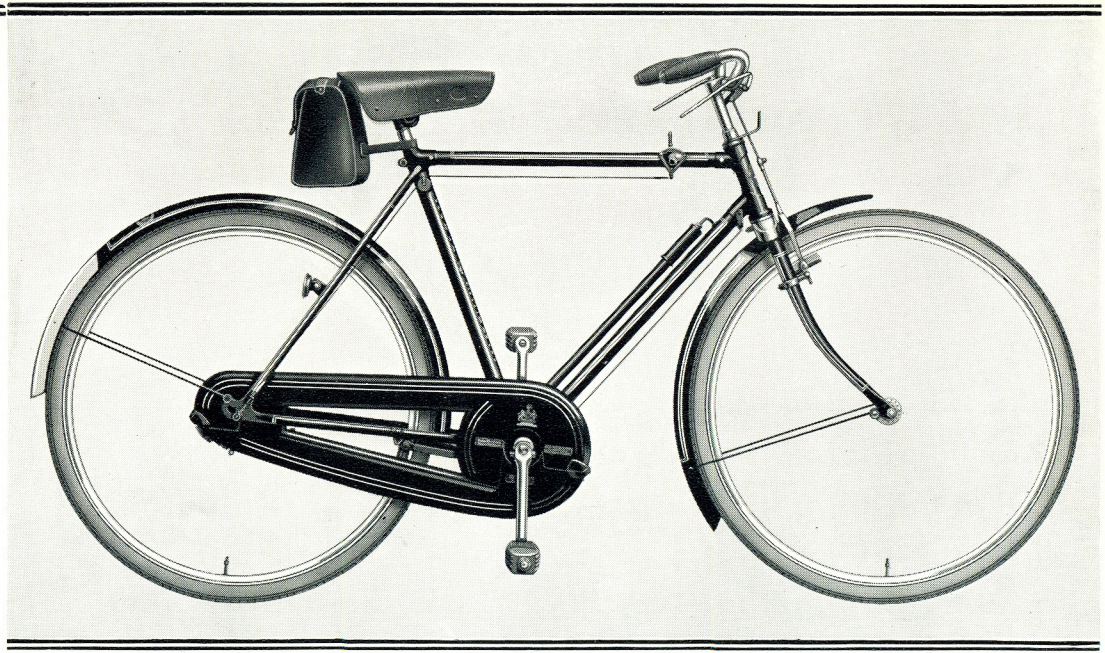


No. 87

"Supersafe Traffic" Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3





FRAME—19″, 21″, 23″. Precision built from HIGH-GRADE STEELS. Sports angles with all joints brazed. Round tapered chain and back stays. Neat brazed-on chain hook and pump pegs. LOW-BUILT OIL BATH BOTTOM BRACKET.

FORKS—Fitted with Rudge-Whitworth sloping crown. Brazed-on mudguard plates.

HUBS—Rudge-Whitworth quick release, fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

WHEELS—26″ × 1⅜″ Westwood rims, with RUSTLESS SPOKES.

TYRES—Dunlop Roadster.

GEAR—46T chainwheel and 19T sprocket with Sturmey-Archer three-speed hub giving a normal gear of 63″. Top tube control.

GEARCASE—Rudge-Whitworth Patent No. 270062. Handsome panelled type, hinged at front and secured at rear with simple neat spring catch. Lower half swings away for EASY WHEEL REMOVAL. COMPLETE OIL BATH, NO LOOSE PARTS.

CRANKS—6½″ Chromium plated.

PEDALS—Rudge Patent No. 338563, all rubber cushion.

HANDLEBAR—No. 85 North Road raised. Chromium plated. High-grade Rudge-Whitworth rubber grips.

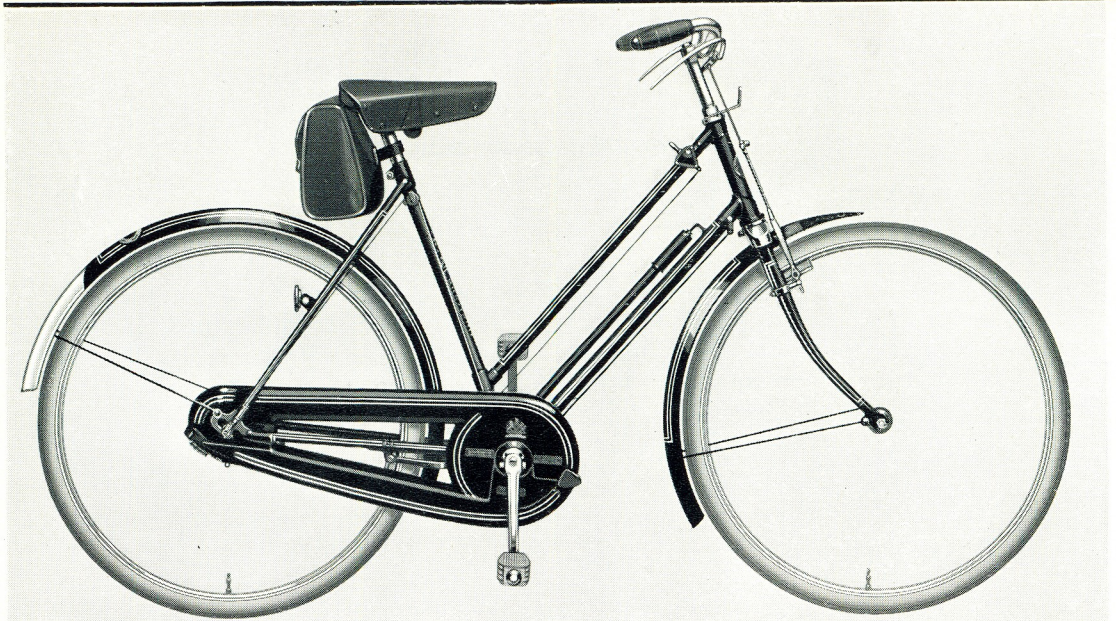
BRAKES—Front and rear rim, independently operated by roller levers.

MUDGUARDS—Narrow "V" section steel with front spear-point extension. Stays attached to frame and forks for easy wheel removal.

SADDLE—Brooks' best quality soft top.

FINISH—Rudge high gloss multi-coat black enamel, with bronze lines. Usual bright parts heavily chromium plated.

EQUIPMENT—Commodious kitbag with side pocket, tools, oiler and pump. Rear reflector (approved by National Physical Lab.).



No. 89

"Supersafe Traffic" Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3

FRAME—21″, 23″. Precision built from HIGH-GRADE STEELS. Sports angles with all joints brazed. Round tapered chain and back stays. Neat brazed-on chain hook and pump pegs. LOW-BUILT OIL BATH BOTTOM BRACKET.

FORKS—Fitted with Rudge-Whitworth sloping crown. Brazed-on mudguard plates.

HUBS—Rudge-Whitworth quick-release, fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

WHEELS—26″ × 1⅜″ Westwood rims, with RUSTLESS SPOKES.

TYRES—Dunlop Black Sports.

GEAR—46T chainwheel and 18T sprocket with Sturmey-Archer three-speed hub giving a normal gear of 66·5″. Top tube control.

GEARCASE—Rudge-Whitworth Patent No. 270062. Handsome panelled type, hinged at front and secured at rear with simple neat spring catch. Lower half swings away for EASY WHEEL REMOVAL. COMPLETE OIL BATH. NO LOOSE PARTS.

CRANKS—6½″ chromium plated.

PEDALS—Rudge Patent No. 338563, all rubber cushion.

HANDLEBAR—No. 85 North Road raised. Chromium plated. High-grade Rudge-Whitworth rubber grips.

BRAKES—Front and rear rim independently operated by roller levers.

MUDGUARDS—Narrow "V" section steel with front spear-point extension. Stays attached to frame and forks for easy wheel removal.

SADDLE—Brooks' best quality soft top.

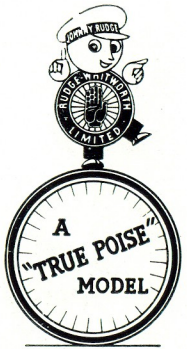
FINISH—Rudge high gloss multi-coat black enamel, with bronze lines. Usual bright parts heavily chromium plated.

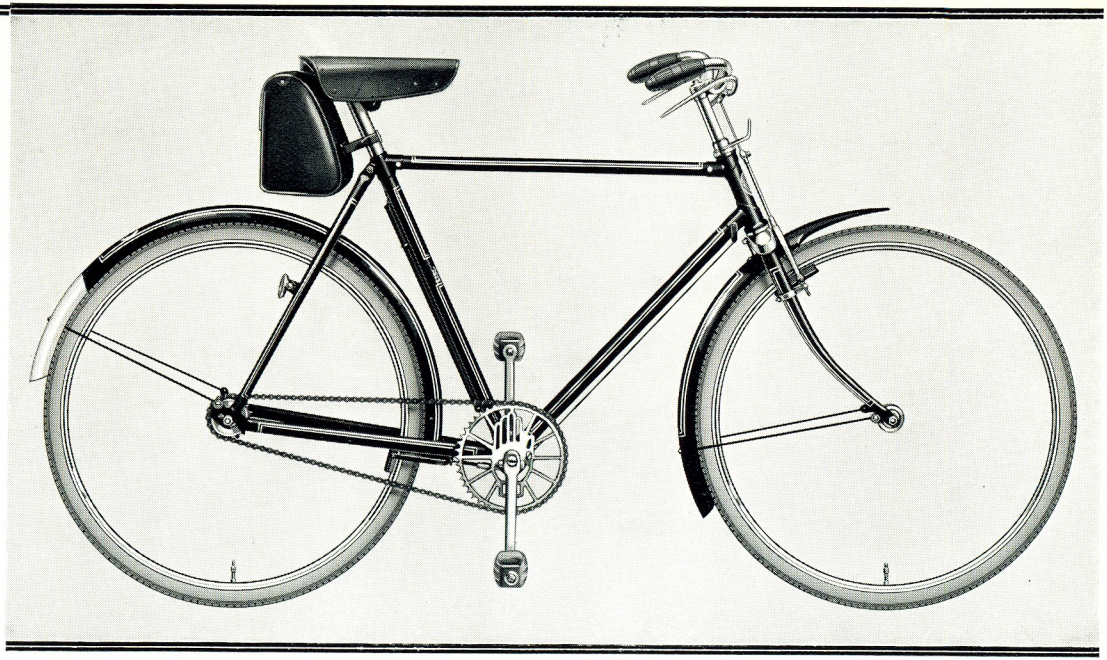
EQUIPMENT—Commodious kitbag with side pocket, tools, oiler and pump. Rear reflector (approved by National Physical Lab.).



No. 63
Light Roadster Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3





FRAME—20″, 22″, 24″. Precision built from HIGH-GRADE STEELS. Scientifically designed angles give comfortable riding position. Cut-away head lugs. Neat brazed-on pump pegs. OIL BATH BOTTOM BRACKET.

FORKS—Fitted with Rudge-Whitworth sloping crown. Brazed-on plates for mudguard attachment.

WHEELS—26″ × 1⅜″ Westwood rims with RUSTLESS SPOKES.

HUBS—RUDGE-WHITWORTH PENCIL TYPE fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

TYRES—Dunlop Black Sports.

GEAR—66·5″. 46T chainwheel and 18T freewheel.

CRANKS—6½″ chromium plated.

PEDALS—Rudge Patent No. 338563, all rubber cushion.

HANDLEBAR—No. 85 North Road raised. Chromium plated. High-grade Rudge-Whitworth rubber grips.

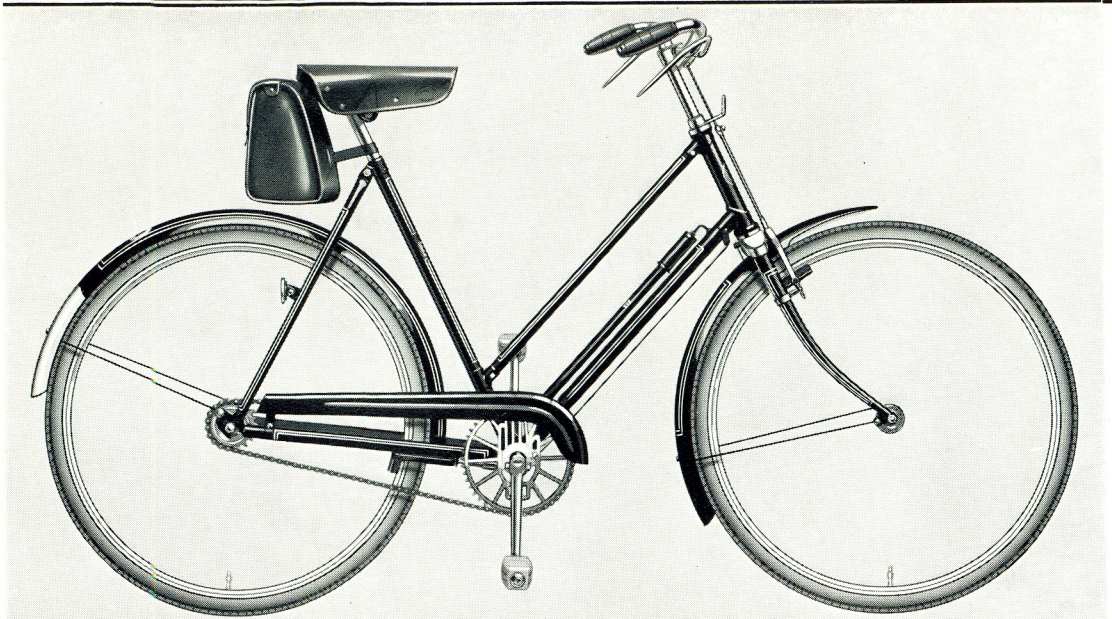
BRAKES—Front and rear rim. Independently operated by roller levers.

MUDGUARDS—Arc section steel with spear-point front extension. Stays attached to frame and forks for easy wheel removal.

SADDLE—Brooks' best quality soft top.

FINISH—Rudge high gloss multi-coat black enamel, Bronze lines. All usual bright parts heavily chromium plated.

EQUIPMENT—Commodious kitbag, tools, oiler and pump. Rear reflector (approved by National Physical Lab.).



No. 55
Light Roadster Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3

FRAME—22″. Precision built from HIGH-GRADE STEELS. Scientifically designed angles give comfortable riding position. Cut-away head lugs. Neat brazed-on pump pegs. OIL BATH BOTTOM BRACKET.

FORKS—Fitted with Rudge-Whitworth sloping crown. Brazed-on plates for mudguard attachment.

WHEELS—26″ × 1⅜″ Westwood rims with RUSTLESS SPOKES.

HUBS—RUDGE-WHITWORTH PENCIL TYPE fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

TYRES—Dunlop Black Sports.

GEAR—60″. 46T chainwheel and 20T freewheel.

CRANKS—6½″ chromium plated.

PEDALS—Rudge Patent No. 3385635, all rubber cushion.

HANDLEBAR—No. 85 North Road raised. Chromium plated. High-grade Rudge-Whitworth rubber grips.

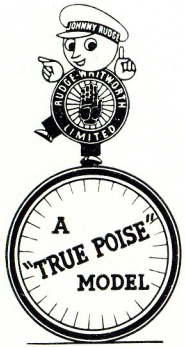
BRAKES—Front and rear rim. Independently operated by roller levers.

MUDGUARDS—Arc section steel with spear-point front extension. Stays attached to frame and forks for easy wheel removal.

SADDLE—Brooks' best quality soft top.

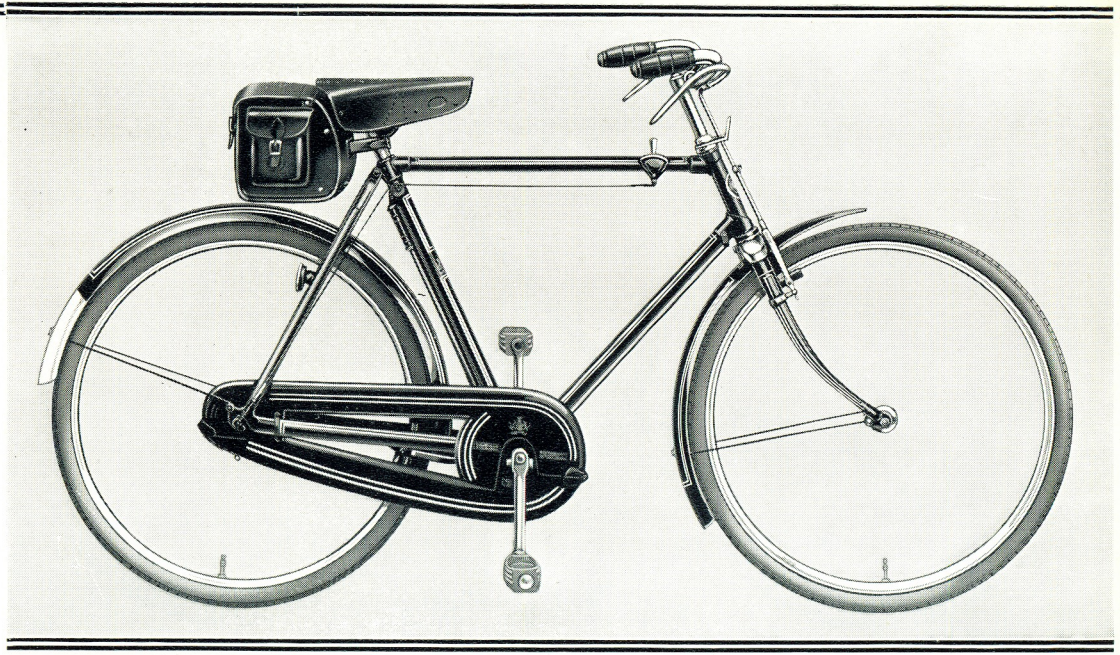
FINISH—Rudge high gloss multi-coat black enamel. Bronze lines. All usual bright parts heavily chromium plated.

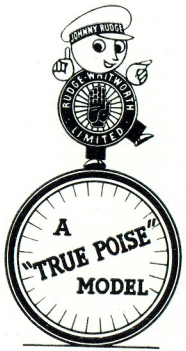
EQUIPMENT—Chainguard, commodious kitbag, tools, oiler and pump. Rear reflector (approved by National Physical Lab.).



No. 60
Light Roadster Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3





FRAME—22″, 24″. Precision built from HIGH-GRADE STEELS. Scientifically designed angles give comfortable riding position. Cut-away head lugs. Neat brazed-on pump pegs. OIL BATH BOTTOM BRACKET.

FORKS—Fitted with Rudge-Whitworth sloping crown. Brazed-on plates for mudguard attachment.

WHEELS—26″ × 1⅜″ Westwood rims with RUSTLESS SPOKES.

HUBS—RUDGE-WHITWORTH fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

TYRES—Dunlop Roadster.

GEAR—46T chainwheel and 19T sprocket with Sturmey-Archer three-speed hub giving a normal gear of 63″. Top tube control.

CRANKS—6½″ chromium plated.

PEDALS—Rudge Patent No. 338563, all rubber cushion.

GEARCASE—RUDGE-WHITWORTH Patent No. 270062. Handsome panel type hinged at front and secured at rear with simple, neat spring catch. Lower half swings away for EASY WHEEL REMOVAL. COMPLETE OIL BATH. NO LOOSE PARTS.

HANDLEBAR—No. 85 North Road Raised. Chromium plated. High-grade Rudge-Whitworth rubber grips.

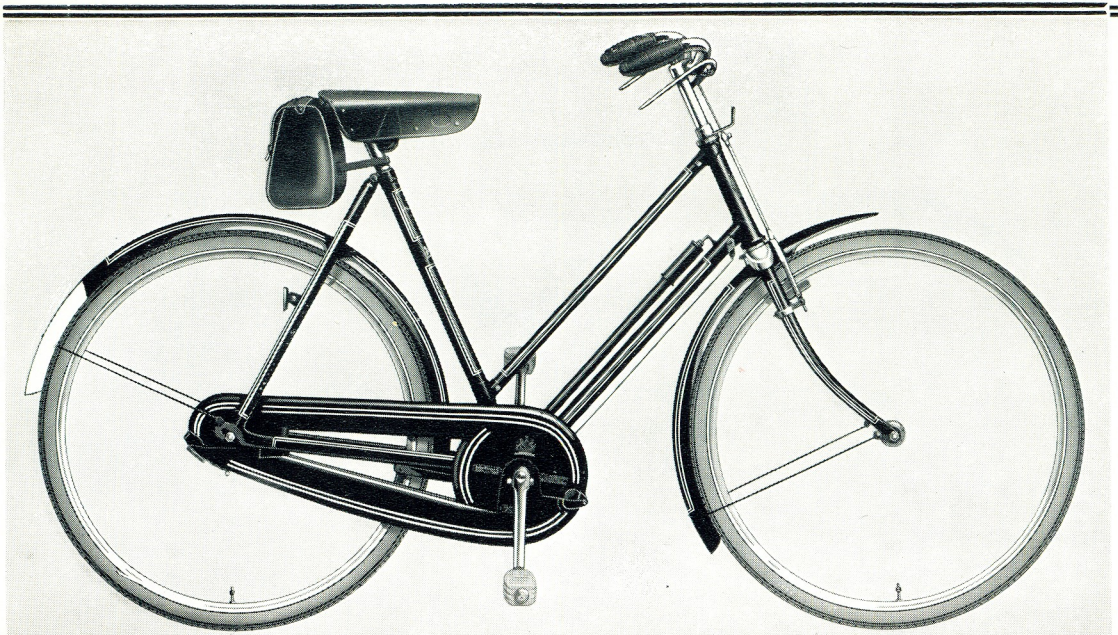
BRAKES—Front and rear rim independently operated by roller levers.

MUDGUARDS—Arc section steel with spear-point front extension. Stays attached to frame and forks for easy wheel removal.

SADDLE—Brooks' best quality soft top.

FINISH—Rudge high gloss multi-coat black enamel with bronze lines. All usual bright parts heavily chromium plated.

EQUIPMENT—Commodious kitbag with side pocket, tools, oiler and pump. Rear reflector (approved by National Physical Lab.).



No. 79
Light Roadster Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3

FRAME—22″. Precision built from HIGH-GRADE STEELS. Scientifically designed angles give comfortable riding position. Cut-away head lugs. Neat brazed-on pump pegs. LOW-BUILT OIL BATH BOTTOM BRACKET.

FORKS—Fitted with Rudge-Whitworth sloping crown. Brazed-on mudguard plates.

HUBS—RUDGE-WHITWORTH quick-release PENCIL TYPE, fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

WHEELS—26″ × 1⅜″ Westwood rims with RUSTLESS SPOKES.

TYRES—Dunlop Black Sports.

GEAR—60″, 46T chainwheel and 20T freewheel sprocket.

GEARCASE—RUDGE-WHITWORTH Patent No. 270062. Handsome panelled type hinged at front and secured at rear with simple, neat spring catch. Lower half swings away for EASY WHEEL REMOVAL. COMPLETE OIL BATH. NO LOOSE PARTS.

CRANKS—6½″ chromium plated.

PEDALS—Rudge Patent No. 338563, all rubber cushion.

HANDLEBAR—No. 85 North Road raised. Chromium plated. High-grade Rudge-Whitworth rubber grips.

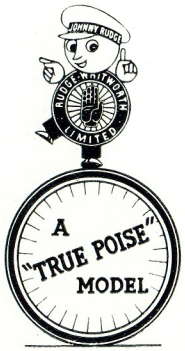
BRAKES—Front and rear rim independently operated by roller levers.

MUDGUARDS—Arc section steel with spear-point front extension. Stays attached to frame and forks for easy wheel removal.

SADDLE—Brooks' best quality soft top.

FINISH—Rudge high gloss multi-coat black enamel, with bronze lines. All usual bright parts heavily chromium plated.

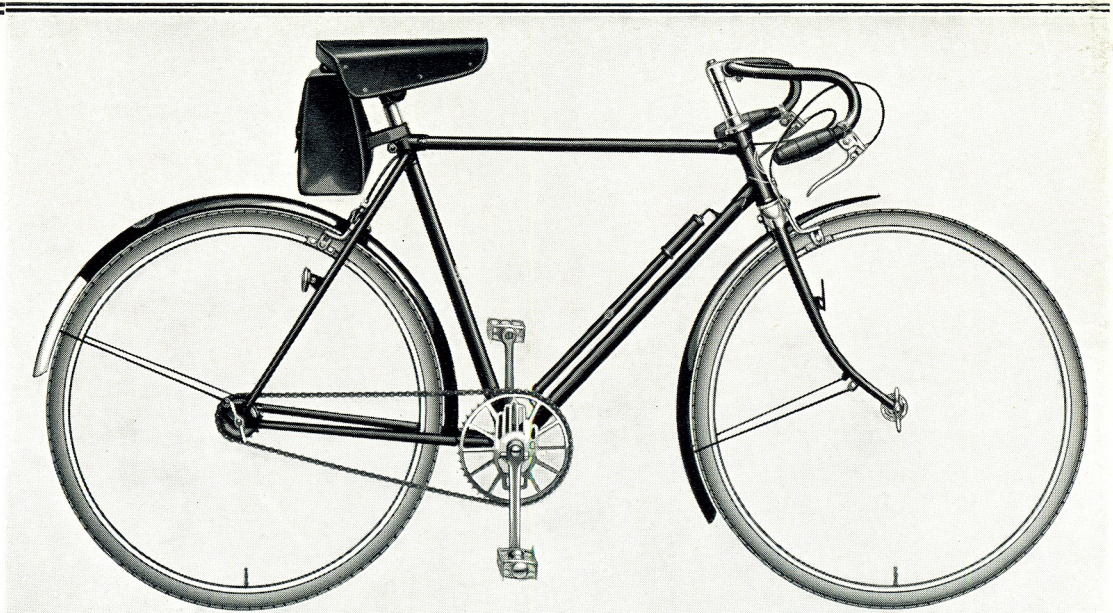
EQUIPMENT—Kitbag, tools, oiler and pump. Rear reflector (approved by National Physical Lab.).

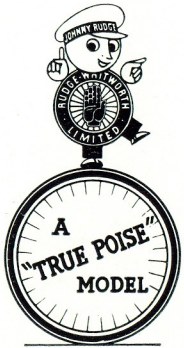


No. 67

Sports Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3





FRAME—21″, 23″. Precision built from HIGH-GRADE STEELS. Sports angles with all joints brazed, cut-away head and seat lugs, round tapered chain and back stays. Neat brazed-on chain hook and pump pegs. LOW-BUILT OIL BATH BOTTOM BRACKET.

FORKS—Racing pattern with solid ends and fitted with Rudge-Whitworth sloping crown. Brazed-on lamp bracket lug and mudguard plates.

HUBS—RUDGE-WHITWORTH quick-release PENCIL TYPE fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS This advanced design combines GREAT STRENGTH with LOW WEIGHT. Wing nuts front and rear.

WHEELS—26″ × 1¼″ Endrick rims with RUSTLESS SPOKES.

TYRES—Dunlop Black Sports.

GEAR—66·5″. 46T chainwheel, 18T fixed and 18T freewheel sprockets.

CRANKS—6½″ chromium plated.

PEDALS—Racing type.

HANDLEBAR—Rudge bend, adjustable. Black enamelled. High-grade Rudge-Whitworth rubber grips.

BRAKES—Caliper front and rear. Operated by adjustable levers.

MUDGUARDS—Narrow section steel with front spear-point extension. Stays attached to frame and forks for easy wheel removal. Black or White finish optional.

SADDLE—Brooks' best quality soft top on straight seat pillar.

FINISH—Rudge high gloss multi-coat black enamel.

EQUIPMENT—Commodious kitbag, tools, oiler and pump. Rear reflector (approved by National Physical Lab.).



No. 68
Sports Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3

FRAME—21″, 23″. Precision built from HIGH-GRADE STEELS. Sports angles with all joints brazed, cut-away head and seat lugs, round tapered chain and back stays. Neat brazed-on chain hook and pump pegs. LOW-BUILT OIL BATH BOTTOM BRACKET.

FORKS—Racing pattern with solid ends and fitted with Rudge-Whitworth sloping crown. Brazed-on lamp bracket lug and mudguard plates.

HUBS—RUDGE-WHITWORTH quick-release PENCIL TYPE fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT. Wing nuts front and rear.

WHEELS—26″ × 1¼″ Endrick rims with RUSTLESS SPOKES.

TYRES—Dunlop Black Sports.

GEAR—66·5″. 46T chainwheel, 18T fixed and 20T freewheel sprockets, giving 60″ gear.

CRANKS—6½″ chromium plated.

PEDALS—All rubber cushion or rat-trap optional.

HANDLEBAR—North Road half-dropped, adjustable. Black enamelled. High-grade Rudge-Whitworth rubber grips.

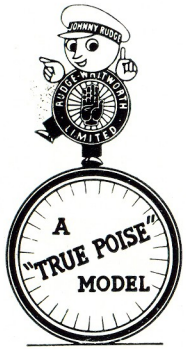
BRAKES—Caliper front and rear. Operated by adjustable levers

MUDGUARDS—Narrow section steel with front spear-point extension. Stays attached to frame and forks for easy wheel removal. Black or white finish optional.

SADDLE—Brooks' best quality soft top on straight seat pillar.

FINISH—Rudge high gloss multi-coat black enamel.

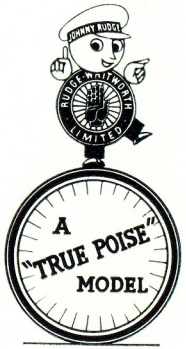
EQUIPMENT—Commodious kitbag, tools, oiler and pump. Rear reflector (approved by National Physical Lab.).

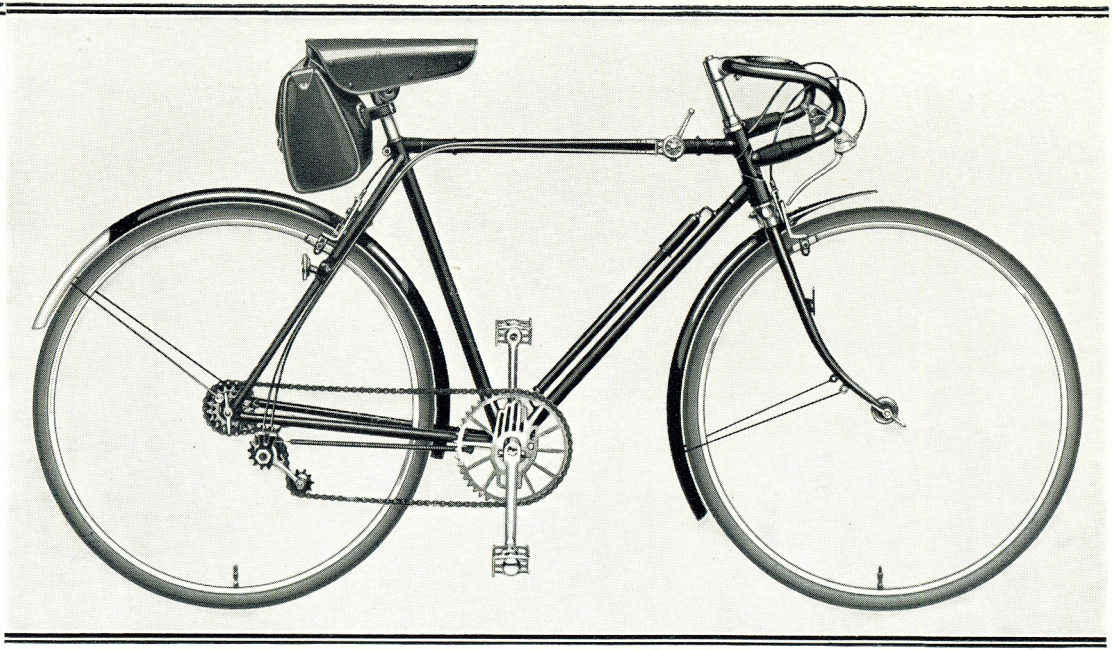


No. 72

Sports Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3





FRAME—21″, 23″. Precision built from HIGH-GRADE STEELS. Sports angles with all joints brazed, cut-away head and seat lugs, round tapered chain and back stays. Neat brazed-on chain hook and pump pegs. LOW-BUILT OIL BATH BOTTOM BRACKET.

FORKS—Racing pattern with solid ends and fitted with Rudge-Whitworth sloping crown. Brazed-on lamp bracket lug and mud-guard plates.

HUBS—RUDGE-WHITWORTH quick-release PENCIL TYPE fitted with ½″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

WHEELS—26″ × 1¼″ Endrick rims with RUSTLESS SPOKES.

TYRES—Dunlop Black Sports.

GEAR—Derailleur three-speed. 46T chainwheel and 14T, 18T and 22T sprocket giving gears 85½″, 66½″ and 54½″.

CRANKS—6½″ chromium plated.

PEDALS—3½″ white all rubber or rat-trap optional.

HANDLEBAR—Rudge bend, adjustable. Black enamelled, fitted with high-grade Rudge-Whitworth rubber grips.

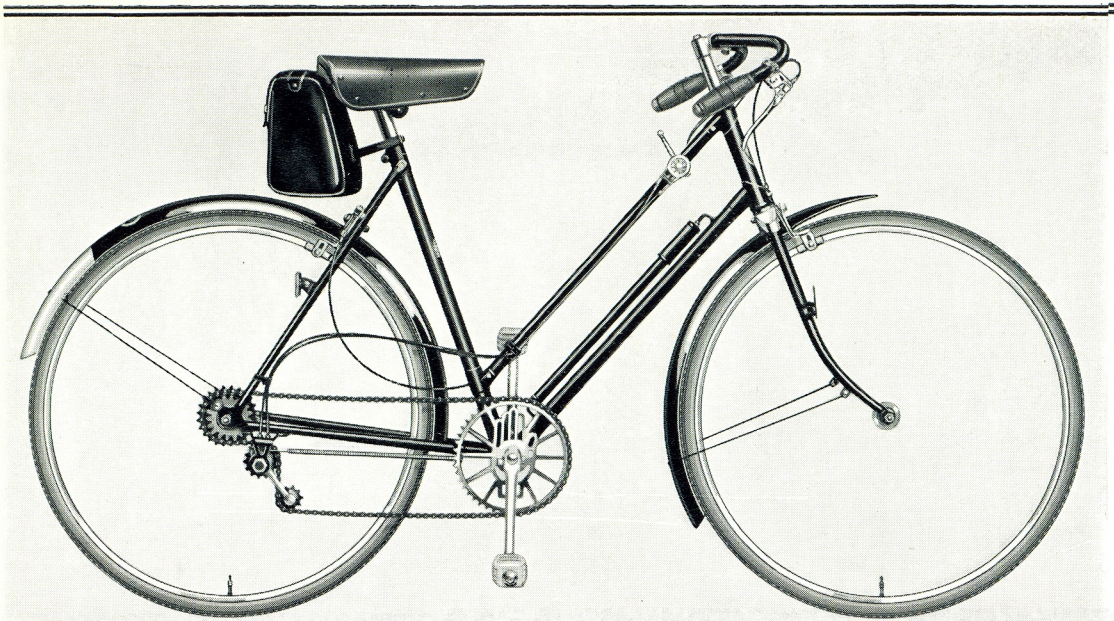
BRAKES—Caliper front and rear. Operated by adjustable levers.

MUDGUARDS—Narrow section steel with front spear-front extension. Stays attached to frame and forks for easy wheel removal. Black or White finish optional.

SADDLE—Brooks' best quality soft top on straight seat pillar.

FINISH—Rudge high gloss multi-coat black enamel.

EQUIPMENT—Commodious kitbag, tools, oiler and pump. Rear reflector (approved by National Physical Lab.).



No. 82
Sports Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3

FRAME—21″, 23″. Precision built from HIGH-GRADE STEELS. Sports angles with all joints brazed, cut-away head and seat lugs. round tapered chain and back stays. Neat brazed-on chain hook and pump pegs. LOW-BUILT OIL BATH BOTTOM BRACKET.

FORKS—Racing pattern with solid ends and fitted with Rudge-Whitworth sloping crown. Brazed-on lamp bracket lug and mudguard plates.

HUBS—RUDGE-WHITWORTH quick-release PENCIL TYPE fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

WHEELS—26″ × 1¼″ Endrick rims with RUSTLESS SPOKES.

TYRES—Dunlop Black Sports.

GEAR—Derailleur three-speed. 46T chainwheel and 17T, 20T and 24T sprocket giving gears 70·5″, 60″ and 50″.

CRANKS—6½″ chromium plated.

PEDALS—3½″ white all rubber or rat-trap optional.

HANDLEBAR—North Road half-dropped, adjustable, black enamelled, fitted with high-grade Rudge-Whitworth rubber grips. No. 85A North Road raised optional.

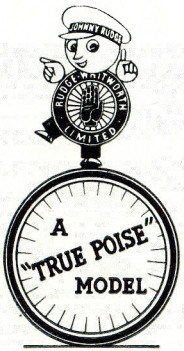
BRAKES—Caliper front and rear. Operated by adjustable levers.

MUDGUARDS—Narrow section steel with front spear-point extension. Stays attached to frame and forks for easy wheel removal. Black or White finish optional.

SADDLE—Brooks' best quality soft top on straight seat pillar.

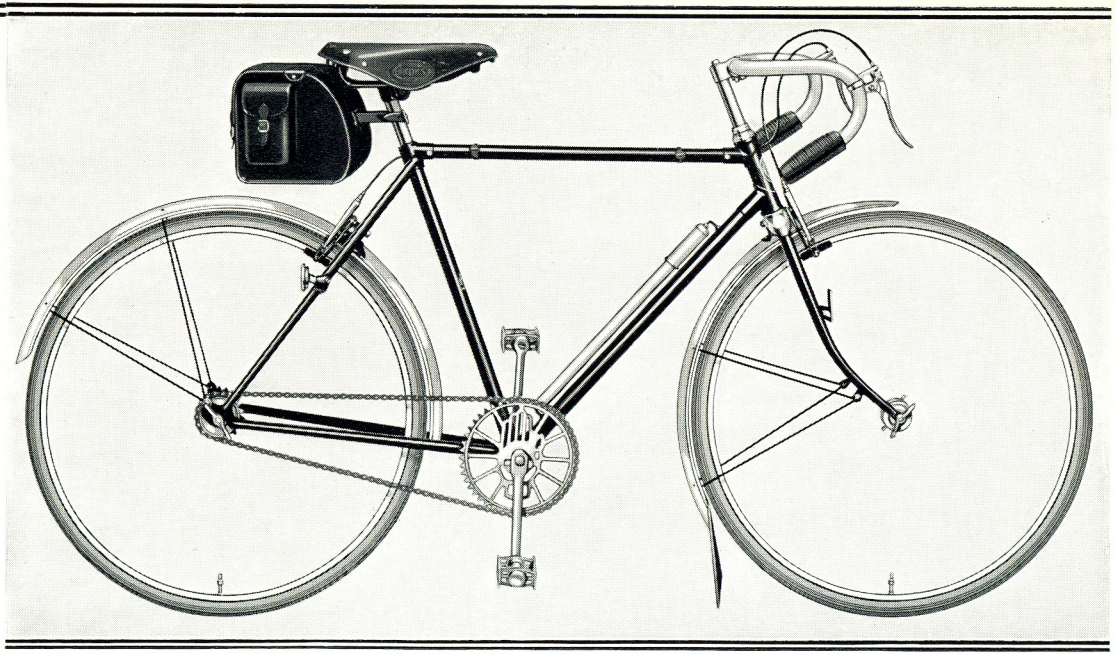
FINISH—Rudge high gloss multi-coat black enamel.

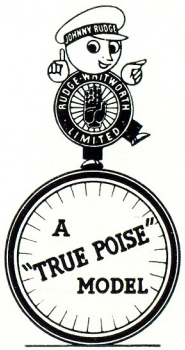
EQUIPMENT—Commodious kitbag, tools, oiler and pump. Rear reflector (approved by National Physical Lab.).



No. 56
Sports Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3





FRAME—21″, 23″. Precision built from HIGH-GRADE STEELS. Sports angles with all joints brazed, round tapered chain and back stays. Neat brazed-on chain hook and pump pegs. LOW-BUILT OIL BATH BOTTOM BRACKET.

FORKS—Racing pattern with solid ends and fitted with Rudge-Whitworth sloping crown. Brazed-on lamp bracket lug and mudguard plates.

HUBS—RUDGE-WHITWORTH quick-release PENCIL TYPE fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT. Wing nuts front and rear.

WHEELS—26″ × 1¼″ Endrick rims with RUSTLESS SPOKES.

TYRES—Dunlop Sprite.

GEAR—46T chainwheel. 18T freewheel sprocket (66·5″ gear) 16T fixed sprocket (74·7″ gear).

CRANKS—6½″ chromium plated.

PEDALS—Racing type.

HANDLEBAR—Rudge bend, adjustable. White celluloid covered. Fitted with sponge grips.

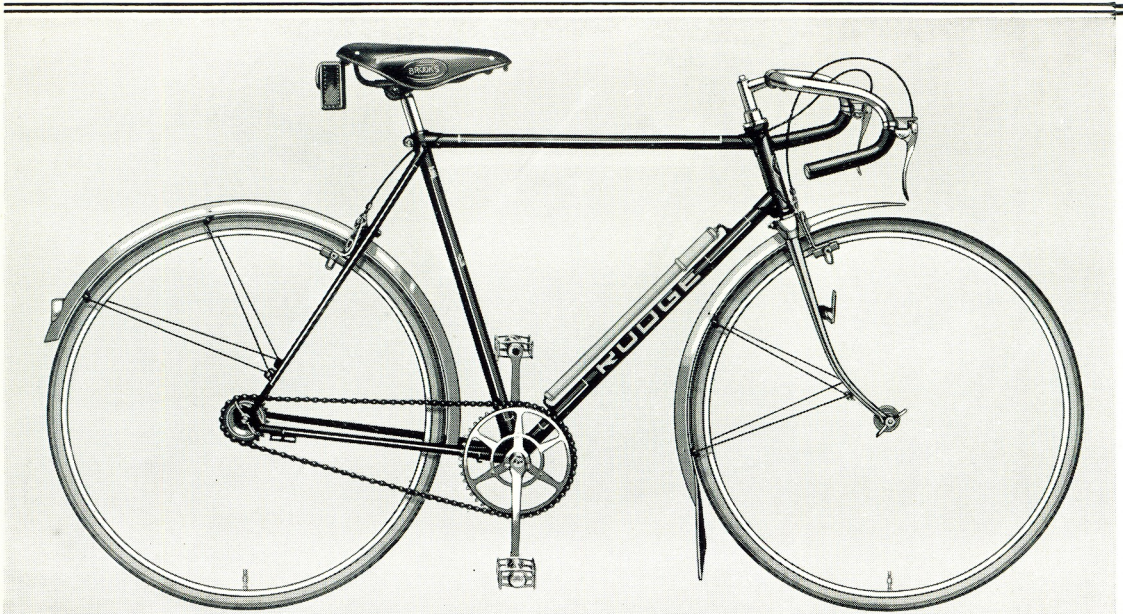
BRAKES—RUDGE-WHITWORTH Patented (Patent No. 388207) caliper front and rear. The neat handlebar levers with their unobtrusive fastenings are adjustable, adding comfort with efficiency.

MUDGUARDS—White "V" section celluloid. Double stays attached to frame and forks for easy wheel removal. Front guard fitted with mudflap and spear-point front straight extension.

SADDLE—Brooks' 32″. Leather or best quality soft top on straight seat pillar.

FINISH—Rudge high gloss multi-coat Black, Maroon, Blue or Ivory enamel. All usual bright parts heavily chromium plated.

EQUIPMENT—Commodious kitbag with side pocket, tools, oiler and white pump. Rear reflector (approved by National Physical Lab.).

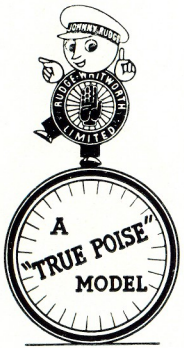


No. 90
Aero Club Model

No. 91
Aero Club 3-Speed Model

Specification as **No. 90,** but fitted as standard with Sturmey-Archer 3-Speed Gear A.M.

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3



FRAME—21″, 22″, 23″. Precision built from SEAMLESS STEEL TUBING. Sports angles. " V " tapered chain stays. Pencil tapered seat stays. Forward drop-out fork ends.

FORKS—Resilient type, with Rudge sloping crown. " 531 " blades with solid ends. Brazed-on lamp bracket lug and mudguard plates. All chromium plated.

WHEELS—26″ × 1¾″ Endrick rims with RUSTLESS SPOKES.

TYRES—Sprite. Speed tyres optional.

HUBS—Bayliss Wiley (9 front, 10 rear) quick-release. Wing nuts front and rear.

GEARS—46T 3-pin chainwheel. 16T fixed sprocket (74·7″ gear), 18T freewheel sprocket (66·5″ gear), (44 or 48T optional).

CRANKS—6½″ chromium plated.

PEDALS—4″ racing type.

HANDLEBAR—Steel, chromium plated, with long flexible celluloid or rubber racing grips. Rudge, Bailey, Continental or Lauterwasser bends optional. Adjustable on 2″ or 3″ forward extension.

BRAKES—Side-pull caliper with Rudge-Whitworth Levers.

MUDGUARDS—" V " section celluloid, quickly detachable.

SADDLE—Brooks' B32 or Springtop.

FINISH—Rudge high gloss multi-coat enamel in Black, Blue, Green or Tango, with bold box lining. All usual bright parts heavily chromium plated.

EQUIPMENT—Toolbag, tools, oiler and pump. Rear reflector (approved by National Physical Lab.).

WEIGHT (Model 90)—28 lbs. 12 ozs.

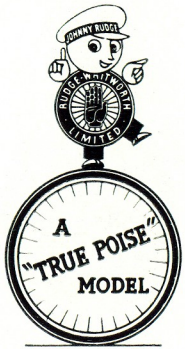
WHEELBASE—41¼″.

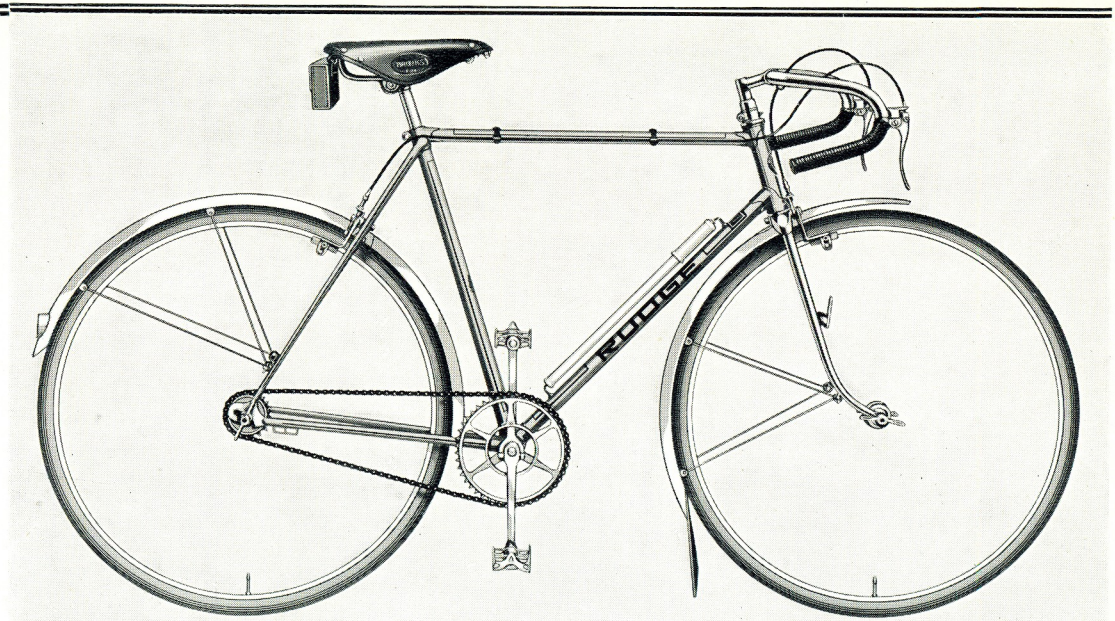
No. 92
Olympic Road Model

No. 93
Olympic Road 3-Speed Model

Specification as **No. 92,** but fitted as standard with Derailleur 3-Speed Gear.

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3





FRAME—21″, 22″, 23″. Reynolds "531" butted tubing, with tapered lugs and tapered tube chain and back stays. Upright angles. ALL JOINTS BRAZED.

FORKS—Resilient type, with Rudge sloping crown. "531" blades with solid ends. All chromium plated. Brazed-on lamp bracket lug and mudguard plates.

WHEELS—26″ or 27″ × 1¼″. High pressure Endrick rims with RUSTLESS SPOKES.

TYRES—High Pressure.

HUBS—Airlite fitted with high-duty ball bearings. Wing nuts front and rear.

GEARS—46T 3-pin chainwheel. 15T fixed sprocket—79·7″ gear. 17T freewheel sprocket—70·3″ gear (44 or 48T chainwheel optional).

CRANKS—6½″ chromium plated.

PEDALS—4″ racing type.

HANDLEBAR—Steel, chromium plated, with long flexible celluloid grips. Rudge, Bailey, Continental or Lauterwasser bends optional. Adjustable on 2″ or 3″ forward extension.

BRAKES—Side pull caliper with Rudge-Whitworth levers.

MUDGUARDS—"V" section celluloid, quickly detachable.

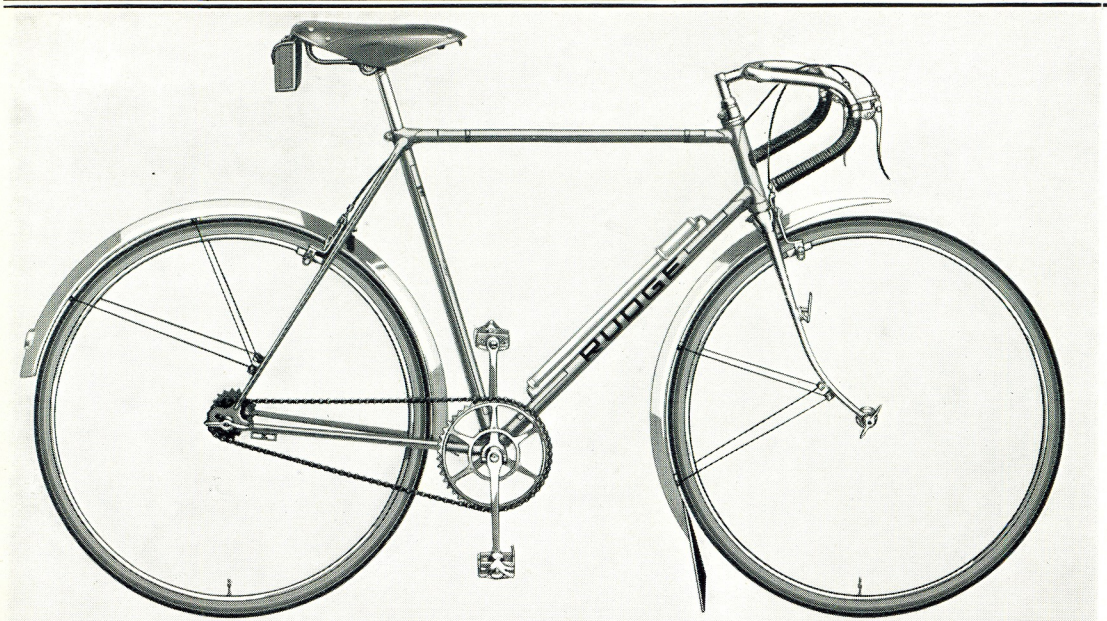
SADDLE—B.17 Champion Standard.

FINISH—Rudge high gloss multi-coat enamel, in Black, Blue, Green or Tango with bold box lining. All usual bright parts heavily chromium plated.

EQUIPMENT—Toolbag, tools, oiler and pump. Rear reflector (approved by National Physical Lab.).

WEIGHT (Model 92)—24 lbs. 14 ozs.

WHEELBASE—41¼″.



No. 94

Aerotour Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3

FRAME—21″, 22″, 23″. High tensile CHROME MOLYBDENUM tubing, with fishtail lugs and round taper tube chain and back stays. Sports angles, all joints brazed. Brazed-on pump pegs.

FORKS—Resilient pattern. "531" blades, with solid ends and fitted with Rudge sloping crown. All chromium plated. Brazed-on lamp bracket lug and mudguard plates.

WHEELS—26″ × 1¼″ high pressure, with double butted RUSTLESS SPOKES.

TYRES—High pressure.

HUBS—Bayliss Wiley 9 and 10. Quick-release. Wing nuts front and rear.

GEARS—46T 3-pin chainwheel. 16T fixed sprocket—74·7″ gear. 18T freewheel sprocket—66·5″ gear (44 or 48T optional).

CRANKS—6½″ chromium plated.

PEDALS—Webb racing type.

BRAKES—Side-pull with Rudge-Whitworth levers.

HANDLEBAR—Steel, chromium plated, with long flexible celuloid grips. Rudge, Continental, Lauterwasser, Bailey or "All-rounder" bend. Adjustable on 2″ or 3″ forward extension.

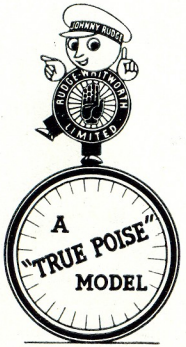
MUDGUARDS—"V" section celluloid, quickly detachable.

SADDLE—Brooks' B.17 Champion Standard.

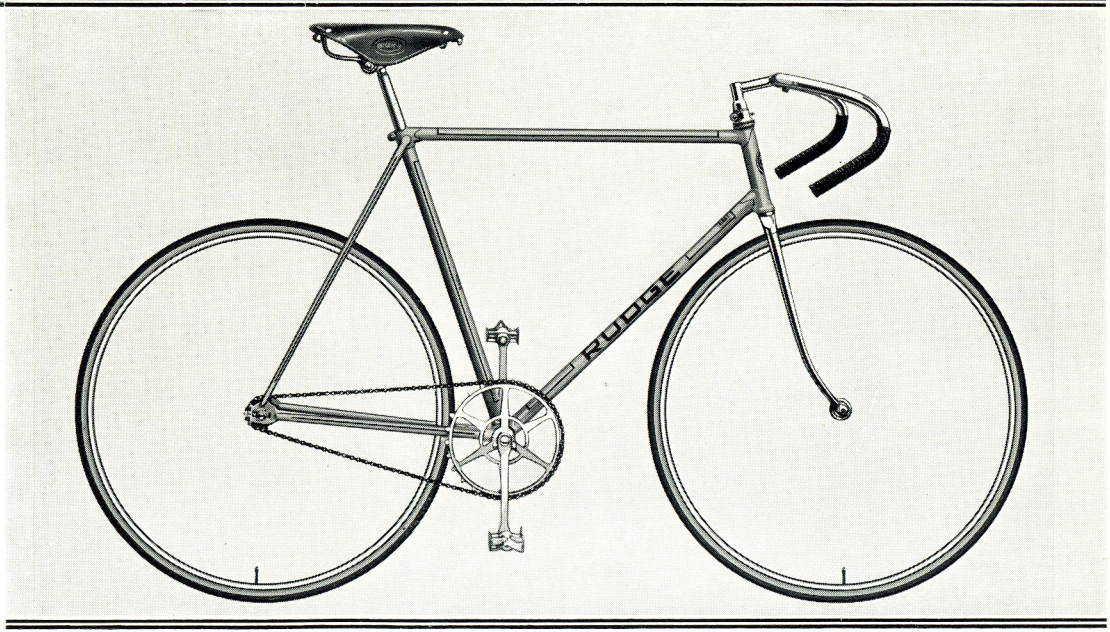
FINISH—Rudge high gloss multi-coat enamel in Black, Blue, Green or Tango. All usual bright parts heavily chromium plated.

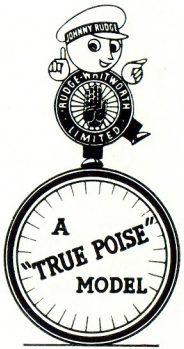
WEIGHT—26 lbs. 8 ozs.

WHEELBASE—41¼″.



No. 95
Aero Path Model





FRAME—21″, 22″, 23″. 72° Seat—75° Head. Reynolds "531" butted tubing. Cut-away lugs, neatly filed. Draw-back fork ends and adjusters.

FORKS—Special track offset. "531" blades, with solid ends. Rudge sloping crown.

WHEELS—27″ Constrictor Conloy, or best type wood.

TYRES—Dunlop or Constrictor Path.

HUBS—Airlite. Rear hub single cog.

GEARS—24T 3-pin chainwheel. 1″ × $\frac{3}{16}$″, 7T fixed cog—gear 92·6″ (23 or 26T chainwheel optional). 6½″ cranks (7″ optional).

HANDLEBARS—Bailey or Continental bends on 3″ adjustable stem, or brazed-up. Chromium plated. Flexible celluloid grips.

PEDALS—Boa or light alloy.

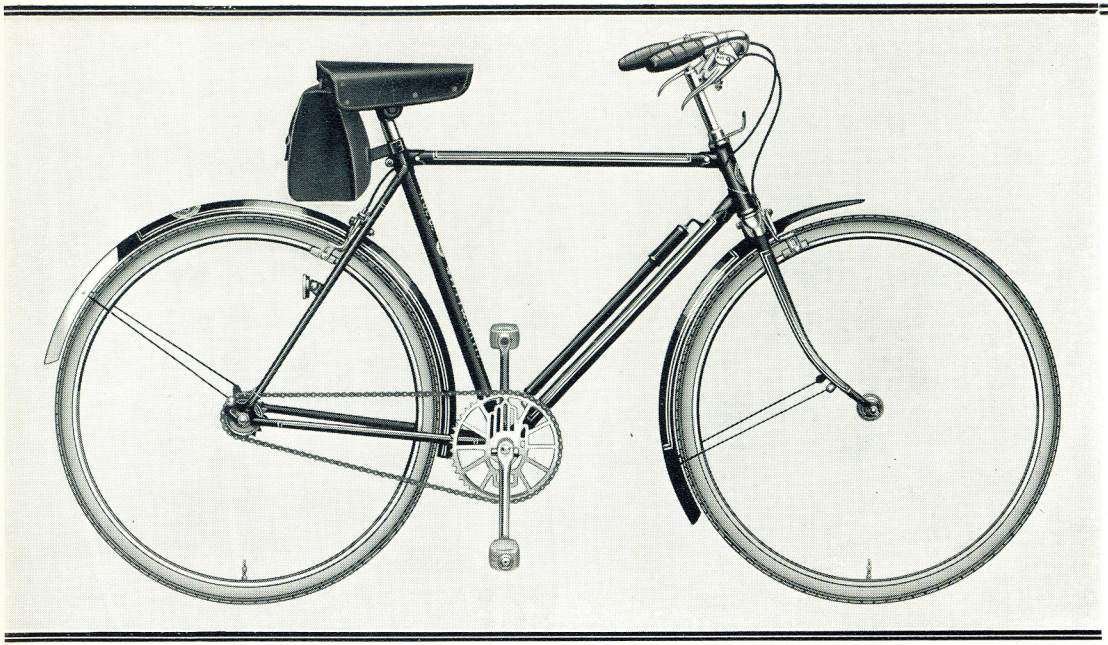
SADDLE—Brooks' B.17 Sprinter Flyweight, narrow.

FINISH—Rudge high gloss multi-coat enamel in Red, Black, Blue, Tango or Green, with bold box lining.

EQUIPMENT—Toolbag, tools, oiler and pump.

WEIGHT—20 lbs.

WHEELBASE—40¾″.



No. 53
Light Tourist Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3

FRAME—21″, 23″. Precision built from HIGH-GRADE STEELS. Sports angles with all joints brazed, cut-away head and seat lugs, round tapered chain and back stays. Neat, brazed-on chain hook and pump pegs. LOW-BUILT OIL BATH BOTTOM BRACKET.

FORKS—Fitted with solid ends and Rudge-Whitworth sloping crown. Brazed-on mudguard plates.

HUBS—RUDGE-WHITWORTH quick-release PENCIL TYPE fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

WHEELS—26″×1⅜″ Endrick rims with RUSTLESS SPOKES.

TYRES—Dunlop Black Sports.

GEAR—66·5″. 46T chainwheel and 18T freewheel sprocket.

CRANKS—6½″ chromium plated.

PEDALS—Rudge Patent No. 338563, all rubber cushion.

HANDLEBAR—No. 85 North Road raised, with adjustable clip. Chromium plated. High-grade Rudge-Whitworth rubber grips.

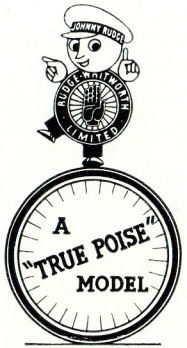
BRAKES—Caliper front and rear. Operated by adjustable levers.

MUDGUARDS—Narrow "V" section steel with front spear-point extension. Stays attached to frame and forks for easy wheel removal.

SADDLE—Brooks' best quality soft top on straight seat pillar.

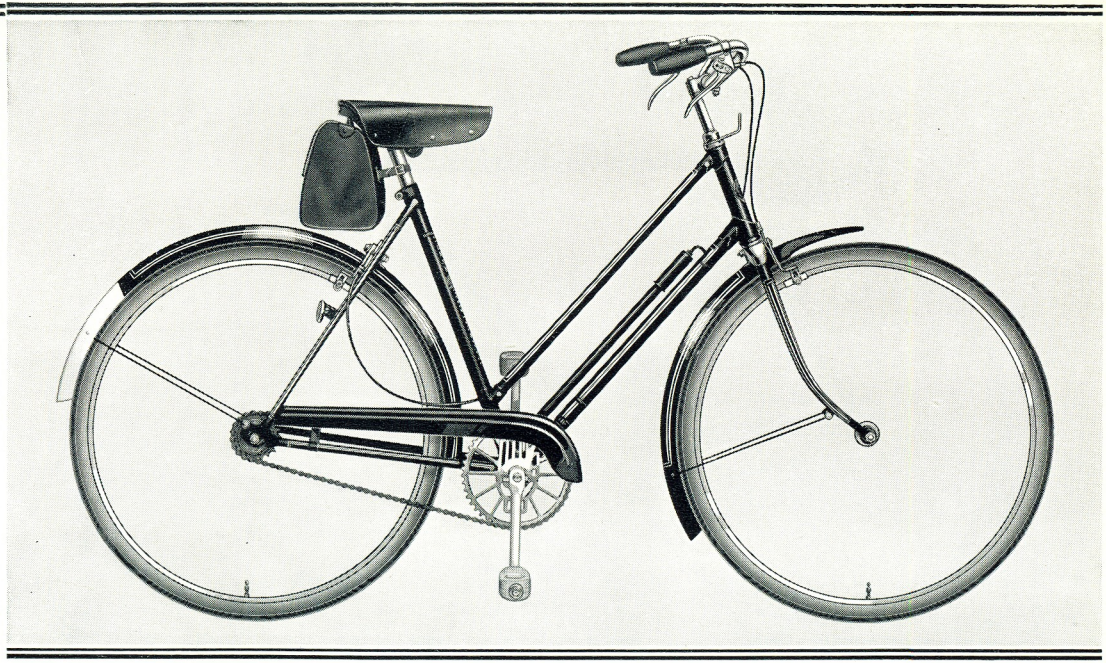
FINISH—Rudge high gloss multi-coat Black enamel, with bronze lines. All usual bright parts heavily chromium plated.

EQUIPMENT—Commodious kitbag, tools, oiler and pump. Rear reflector (approved by National Physical Lab.).



No. 54
Light Tourist Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3



FRAME—21″, 23″. Precision built from HIGH-GRADE STEELS. Sports angles with all joints brazed, cut-away head and seat lugs, round tapered chain and back stays. Neat brazed-on chain hook and pump pegs. LOW-BUILT OIL BATH BOTTOM BRACKET.

FORKS—Fitted with solid ends and Rudge-Whitworth sloping crown. Brazed-on mudguard plates.

HUBS—RUDGE-WHITWORTH quick-release PENCIL TYPE, fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

WHEELS—26″×1⅜″ Endrick rims with RUSTLESS SPOKES.

TYRES—Dunlop Black Sports.

GEAR—60″, 46T chainwheel and 20T freewheel sprocket.

CRANKS—6½″ chromium plated.

PEDALS—Rudge Patent No. 338563, all rubber cushion.

HANDLEBAR—No. 85 North Road raised, with adjustable clip. Chromium plated. High-grade Rudge-Whitworth rubber grips.

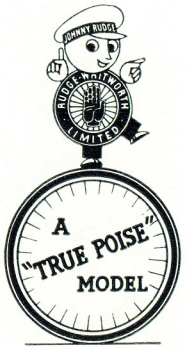
BRAKES—Caliper front and rear. Operated by adjustable levers.

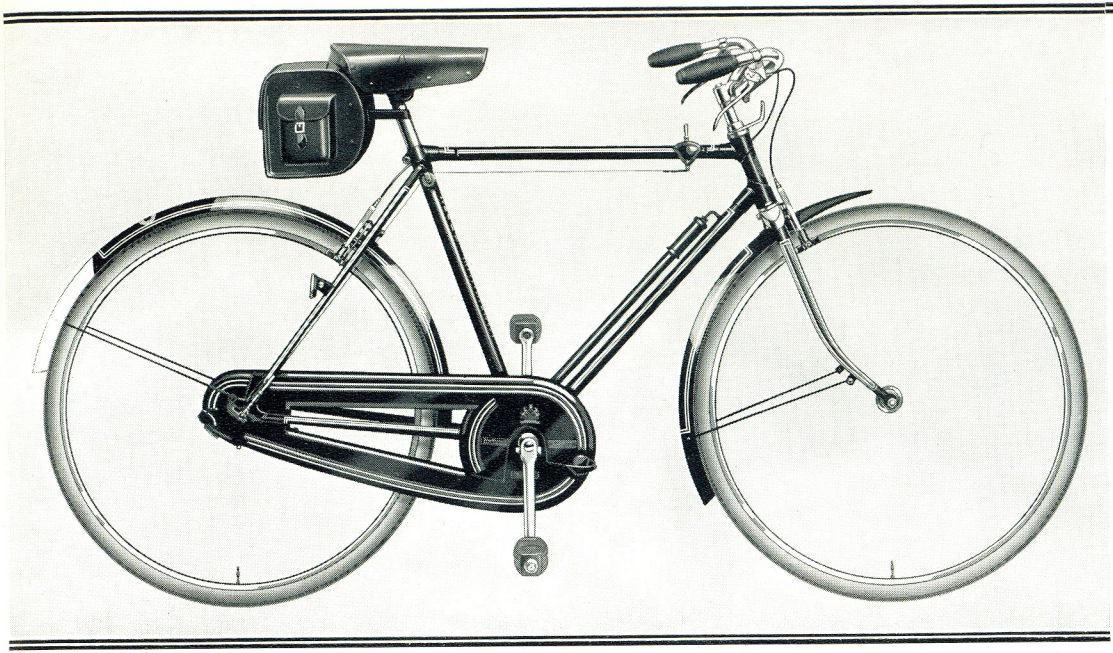
MUDGUARDS—Narrow "V" section steel with front spear-point extension. Stays attached to frame and forks for easy wheel removal.

SADDLE—Brooks' best quality soft top on straight seat pillar.

FINISH—Rudge high gloss multi-coat Black enamel, with bronze lines. All usual bright parts heavily chromium plated.

EQUIPMENT—Commodious kitbag, tools, oiler and pump. Rear reflector (approved by National Physical Lab.).





No. 57
Light Tourist Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3

FRAME—21″, 23″. Precision built from HIGH-GRADE STEELS. Sports angles with all joints brazed. Round tapered chain and back stays. Neat brazed-on chain hook and pump pegs. LOW-BUILT OIL BATH BOTTOM BRACKET.

FORKS—Fitted with solid ends and Rudge-Whitworth sloping crown. Brazed-on mudguard plates.

HUBS—RUDGE-WHITWORTH quick-release fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

WHEELS—26″ × 1⅜″ Endrick rims with RUSTLESS SPOKES.

TYRES—Dunlop Black Sports.

GEAR—46T chainwheel and 18T sprocket with Sturmey-Archer three-speed hub giving a normal gear of 66·5″. Top tube control.

GEARCASE—RUDGE-WHITWORTH Patent No. 270062. Handsome panelled type hinged at front and secured at rear with simple, neat spring catch. Lower half swings away for EASY WHEEL REMOVAL. COMPLETE OIL BATH. NO LOOSE PARTS.

CRANKS—6½″ chromium plated.

PEDALS—Rudge Patent No. 338563, all rubber cushion.

HANDLEBAR—No. 85a North Road raised, adjustable. Chromium plated. High-grade Rudge-Whitworth rubber grips.

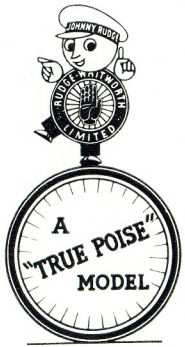
BRAKES—RUDGE-WHITWORTH Patented (Patent No. 388207). Caliper front and rear. The neat handlebar levers with their unobtrusive fastenings are adjustable, adding comfort with efficiency.

MUDGUARDS—Narrow "V" section steel with front spear-point extension. Stays attached to frame and forks for easy wheel removal.

SADDLE—Brooks' best quality soft top on straight seat pillar.

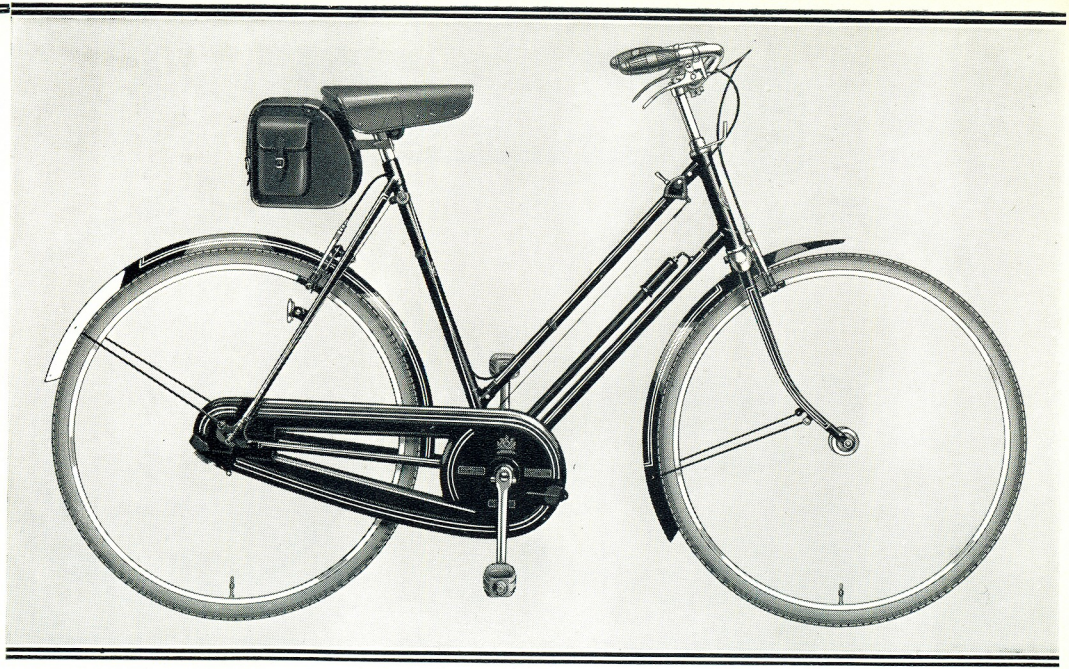
FINISH—Rudge high gloss multi-coat black enamel, with bronze lines. Usual bright parts heavily chromium plated.

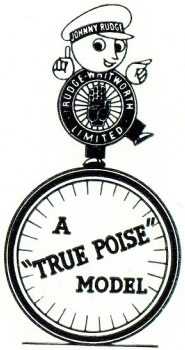
EQUIPMENT—Commodious kitbag, with side pocket, tools, oiler and pump. Rear reflector (approved by National Physical Lab.).



No. 58
Light Tourist Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3





FRAME—21″, 23″. Precision built from HIGH-GRADE STEELS. Sports angles with all joints brazed. Round tapered chain and back stays. Neat brazed-on chain hook and pump pegs. LOW-BUILT OIL BATH BOTTOM BRACKET.

FORKS—Fitted with solid ends and Rudge-Whitworth sloping crown. Brazed-on mudguard plates.

HUBS—RUDGE-WHITWORTH quick-release fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

WHEELS—26″ × 1⅜″ Endrick rims with RUSTLESS SPOKES.

TYRES—Dunlop Black Sports.

GEAR—46T chainwheel and 18T sprocket with Sturmey-Archer three-speed hub giving a normal gear of 66·5″. Top tube control.

GEARCASE—RUDGE-WHITWORTH Patent No. 270062. Handsome panelled type hinged at front and secured at rear with simple, neat spring catch. Lower half swings away for EASY WHEEL REMOVAL. COMPLETE OIL BATH. NO LOOSE PARTS.

CRANKS—6½″ chromium plated.

PEDALS—Rudge Patent No. 338563, all rubber cushion.

HANDLEBAR—No. 85a North Road raised, adjustable. Chromium plated. High-grade Rudge-Whitworth rubber grips.

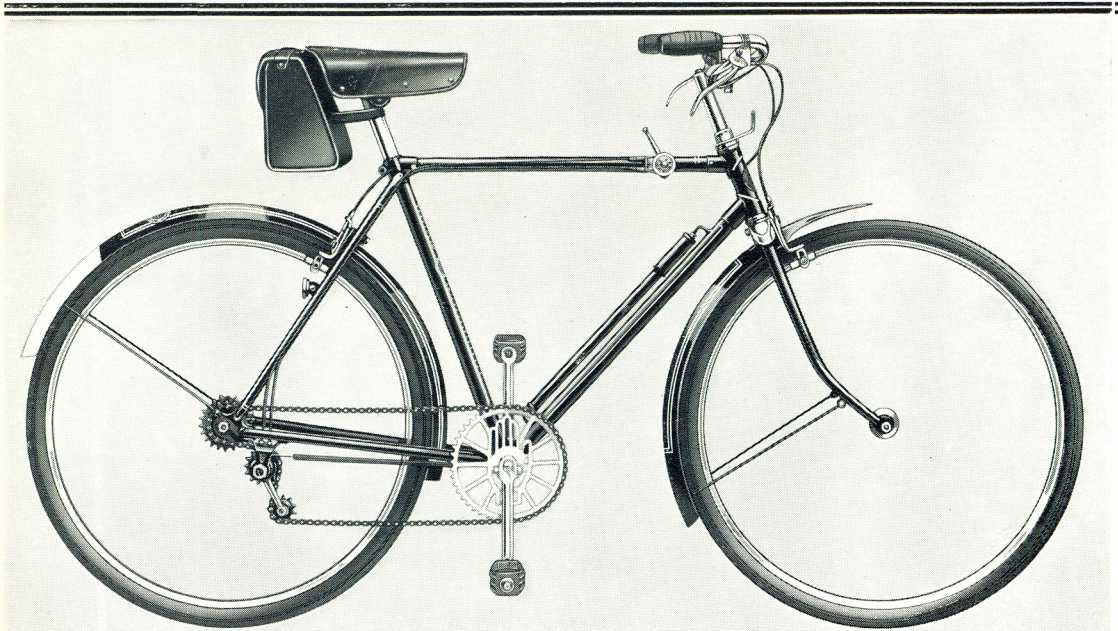
BRAKES—RUDGE-WHITWORTH Patented (Patent No. 388207). Caliper front and rear. The neat handlebar levers with their unobtrusive fastenings are adjustable, adding comfort with efficiency.

MUDGUARDS—Narrow "V" section steel with front spear-point extension. Stays attached to frame and forks for easy wheel removal.

SADDLE—Brooks' best quality soft top on straight seat pillar.

FINISH—Rudge high gloss multi-coat black enamel, with bronze lines. Usual bright parts heavily chromium plated.

EQUIPMENT—Commodious kitbag, with side pocket, tools, oiler and pump. Rear reflector (approved by National Physical Lab.).



No. 80
Light Tourist Model

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3

FRAME—21″, 23″. Precision built from HIGH-GRADE STEELS. Sports angles with all joints brazed, cut-away head and seqt lugs, round tapered chain and back stays. Neat brazed-on chain hook and pump pegs. LOW-BUILT OIL BATH BOTTOM BRACKET.

FORKS—Fitted with solid ends and Rudge-Whitworth sloping crown. Brazed-on mudguard plates.

HUBS—RUDGE-WHITWORTH quick-release PENCIL TYPE fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

WHEELS—26″ × 1⅜″ Endrick rims with RUSTLESS SPOKES.

TYRES—Dunlop Black Sports.

GEAR—Derailleur three-speed. 46T chainwheel and 14T, 18T and 22T sprocket, giving gears of 85″, 66·5″ and 54″.

CRANKS—6½″ chromium plated.

PEDALS—Rudge Patent No. 338563, all rubber cushion.

HANDLEBAR—No. 85 North Road raised, with adjustable clip. Chromium plated. High-grade Rudge-Whitworth rubber grips.

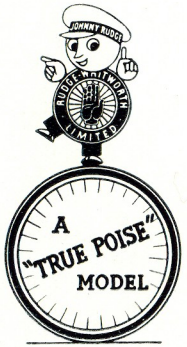
BRAKES—Caliper front and rear. Operated by adjustable levers.

MUDGUARDS—Narrow " V " section steel with front spear-point extension. Stays attached to frame and forks for easy wheel removal.

SADDLE—Brooks' best quality soft top on straight seat pillar.

FINISH—Rudge high gloss multi-coat Black enamel, with bronze lines. All usual bright parts heavily chromium plated.

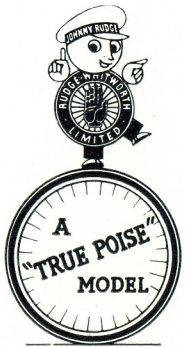
EQUIPMENT—Commodious kitbag, tools, oiler and pump. Rear reflector (approved by National Physical Lab.).

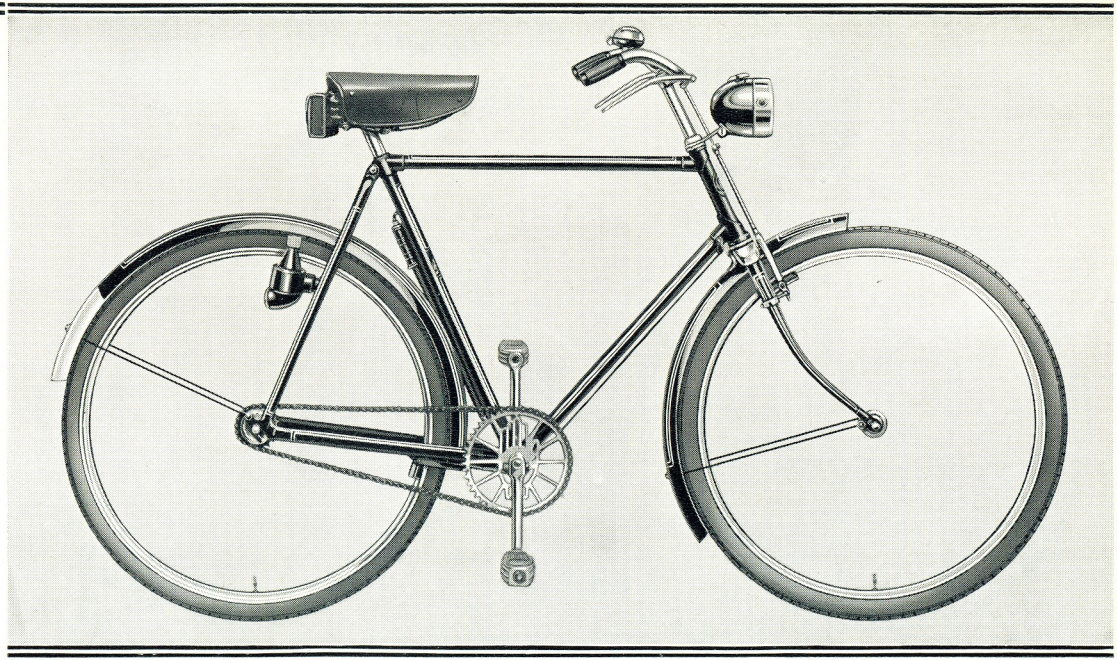


No. 61
Roadster Model

With Dynamo Lighting Set and Bell (as illustrated), extra.

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3





FRAME—22″, 24″, 26″. Precision built from HIGH-GRADE STEELS. Scientifically designed angles give comfortable riding position. OIL BATH BOTTOM LOW BRACKET. Cut-away head lugs. Neat, brazed-on pump pegs.

FORKS—Fitted with Rudge-Whitworth sloping crown. Brazed-on plates for mudguard attachment.

WHEELS—28″ × 1½″ Westwood rims with RUSTLESS SPOKES.

HUBS—RUDGE-WHITWORTH PENCIL TYPE, fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

TYRES—Dunlop Roadster.

GEAR—68″. 46T chainwheel and 19T freewheel.

CRANKS—6½″ chromium plated.

PEDALS—Rudge Patent No. 3385631, all rubber cushion.

HANDLEBAR—No. 76 raised. Chromium plated.

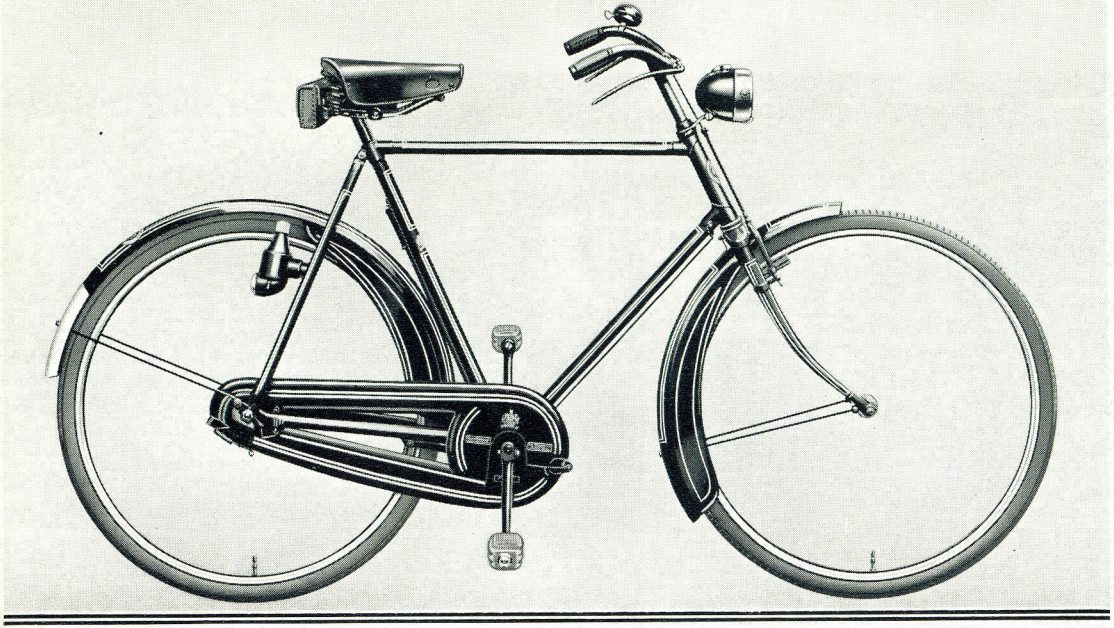
BRAKES—Front and rear rim independently operated by roller levers.

MUDGUARDS—Arc section steel. Stays attached to frame and forks for easy wheel removal.

SADDLE—Brooks' best quality soft top.

FINISH—Rudge high gloss multi-coat black enamel. Bronze lines. All usual bright parts heavily chromium plated.

EQUIPMENT—Commodious toolbag, tools, oiler and pump.



No. 78
Roadster Model

With Dynamo Lighting Set and Bell (as illustrated), extra.

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3

FRAME—Gent's 22", 24", 26". Precision built from HIGH-GRADE STEELS. Scientifically designed angles give comfortable riding position. Cut-away head lugs. Neat brazed-on pump pegs. OIL BATH BOTTOM BRACKET.

FORKS—Fitted with Rudge-Whitworth sloping crown. Brazed-on plates for mudguard attachment.

WHEELS—28" × 1½" Westwood rims with RUSTLESS SPOKES.

HUBS—RUDGE-WHITWORTH PENCIL TYPE fitted with ¼" DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

TYRES—Dunlop Roadster.

GEAR—68" freewheel. 46T chainwheel and 19T freewheel.

GEARCASE—RUDGE-WHITWORTH Patent No. 270062. Handsome panel type hinged at front, and secured at rear with simple, neat spring catch. Lower half swings away for EASY WHEEL REMOVAL. COMPLETE OIL BATH. NO LOOSE PARTS.

CRANKS—6½" black enamelled.

PEDALS—Rudge Patent No. 338563, all rubber cushion.

HANDLEBAR—No. 76 raised. Black enamelled.

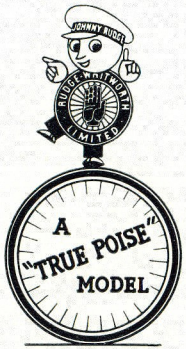
BRAKES—Front and rear rim independently operated by roller levers.

MUDGUARDS—Arc section steel, generously valanced. Stays attached to frame and forks for easy wheel removal.

SADDLE—Brooks' best quality soft top.

FINISH—Rudge high gloss multi-coat black enamel with bronze lines. All usual bright parts heavily chromium plated.

EQUIPMENT—Commodious toolbag, tools, oiler and pump. Rear reflector (approved by National Physical Lab.).

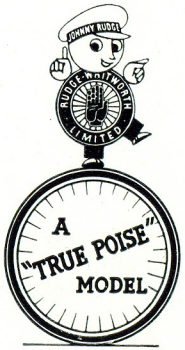


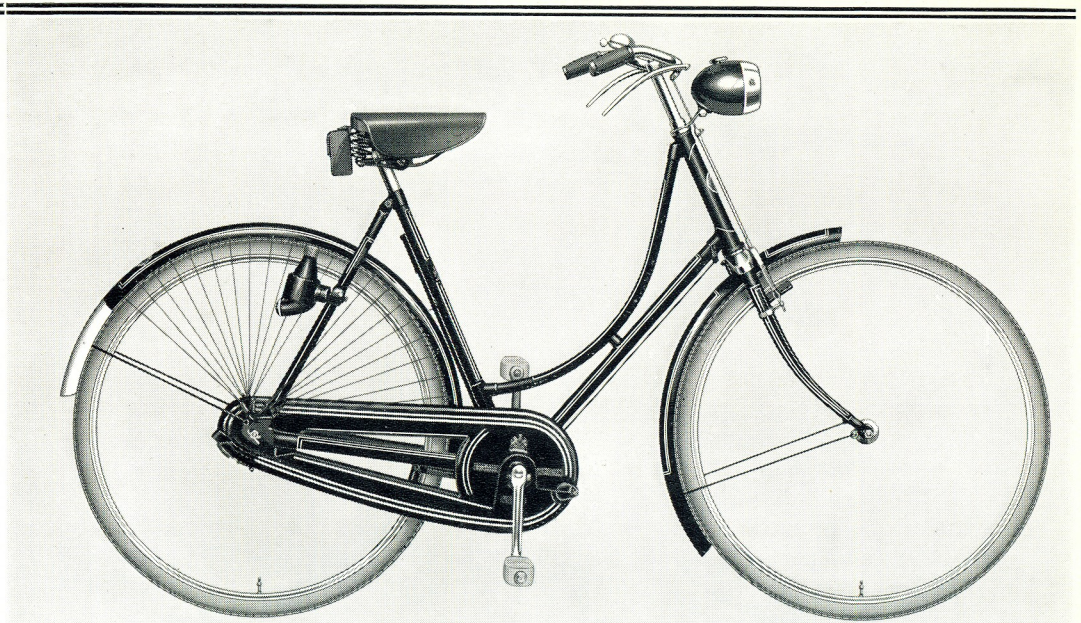
No. 62

Roadster Model

With Dynamo Lighting Set and Bell (as illustrated), extra.

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3





FRAME—22″, 24″. Precision built from HIGH-GRADE STEELS. Scientifically designed angles give comfortable riding position. Cut-away head lugs. Neat brazed-on pump pegs. OIL BATH BOTTOM BRACKET.

FORKS—Fitted with Rudge-Whitworth sloping crown. Brazed-on plates for mudguard attachment.

WHEELS—28″ × 1½″ Westwood rims with RUSTLESS SPOKES.

HUBS—RUDGE-WHITWORTH PENCIL TYPE fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

TYRES—Dunlop Roadster.

GEAR—61·5″. 46T chainwheel and 21T freewheel.

GEARCASE—RUDGE-WHITWORTH Patent No. 270062. Handsome panel type hinged at front, and secured at rear with simple, neat spring catch. Lower half swings away for EASY WHEEL REMOVAL. COMPLETE OIL BATH. NO LOOSE PARTS.

CRANKS—6½″ chromium plated.

PEDALS—Rudge Patent No. 338563, all rubber cushion.

HANDLEBAR—No. 76 raised. Chromium plated.

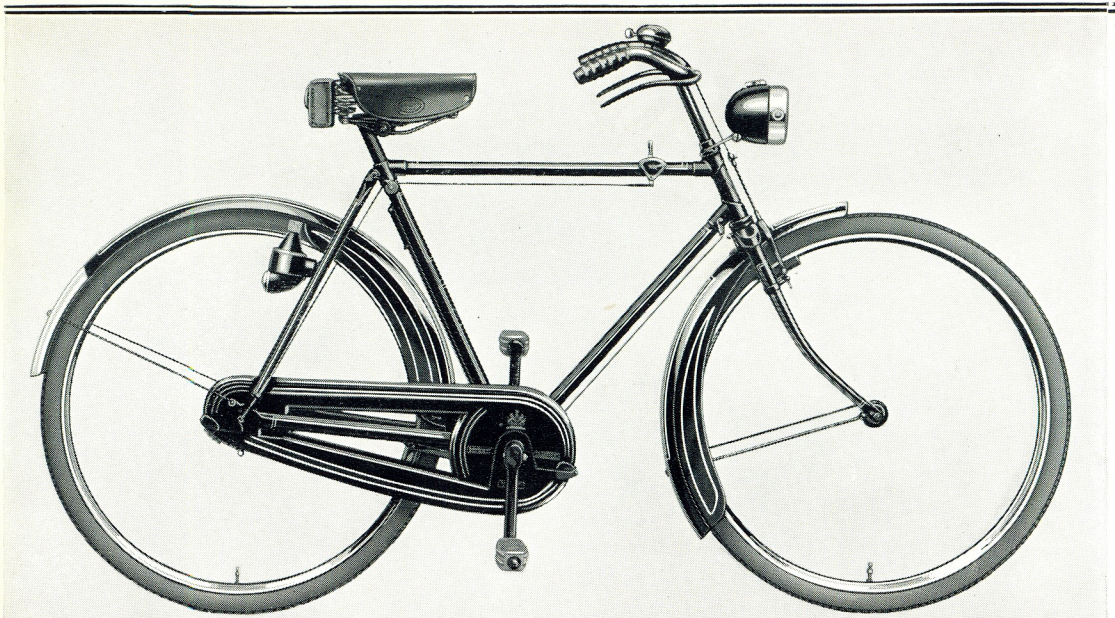
BRAKES—Front and rear rim independently operated by roller levers.

MUDGUARDS—Arc section steel, generously valanced. Stays attached to frame and forks for easy wheel removal.

SADDLE—Brooks' best quality soft top.

FINISH—Rudge high gloss, multi-coat black enamel with bronze lines. All usual bright parts heavily chromium plated.

EQUIPMENT—Commodious toolbag, tools, oiler and pump. Rear reflector (approved by National Physical Lab.).



No. 36
Roadster Model

With Dynamo Lighting Set and Bell (as illustrated), extra.

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3

FRAME—22″, 24″, 26″. Precision built from HIGH-GRADE STEELS. Scientifically designed angles give comfortable riding position. Cut-away head lugs. Neat brazed-on pump pegs. OIL BATH BOTTOM BRACKET.

FORKS—Fitted with Rudge-Whitworth sloping crown. Brazed-on plates for mudguard attachment.

WHEELS—28″ × 1½″ Westwood rims with RUSTLESS SPOKES.

HUBS—RUDGE-WHITWORTH fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

TYRES—Dunlop Fort.

GEAR—46T chainwheel and 19T sprocket with Sturmey-Archer three-speed hub giving a normal of 68″. Top tube control.

CRANKS—6½″ black celluloid covered.

PEDALS—Rudge Patent No. 338563, all rubber cushion.

GEARCASE—RUDGE-WHITWORTH Patent No. 270062. Handsome panelled type hinged at front and secured at rear with simple, neat spring catch. Lower half swings away for EASY WHEEL REMOVAL. COMPLETE OIL BATH. NO LOOSE PARTS.

HANDLEBAR—No. 76 raised. Black celluloid covered.

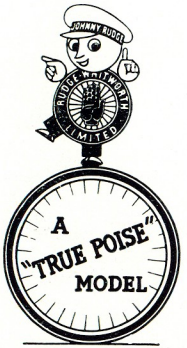
BRAKES—Front and rear rim. Operated by RUDGE-WHITWORTH patented (Patent Nos. 257739 and 260656). Proportional coupled system. Independent operation optional.

MUDGUARDS—Arc section steel, generously valanced. Stays attached to frame and forks for easy wheel removal.

SADDLE—Brooks' S.20/1H or Lycetts' L.36/2 optional.

FINISH—Rudge high gloss multi-coat black enamel with bronze lines.

EQUIPMENT—Commodious toolbag, tools oiler and pump. Rear reflector (approved by National Physical Lab.).

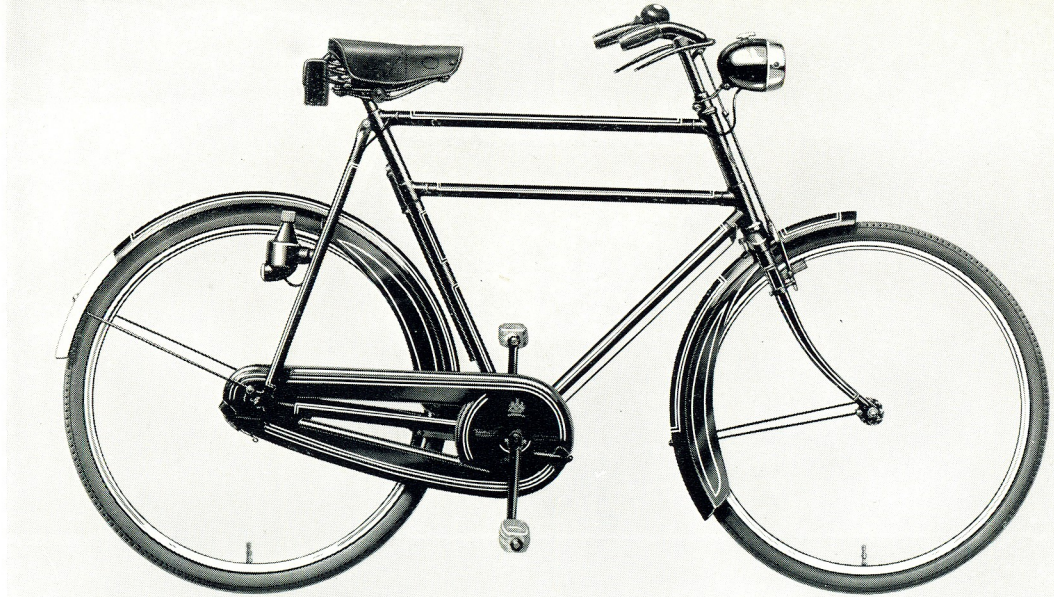


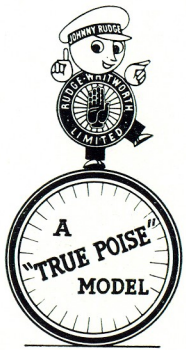
No 85

Roadster Model

With Dynamo Lighting Set and Bell (as illustrated), extra.

FOR LIST OF AVAILABLE EXTRAS — SEE PAGE 3





FRAME—24″, 26″. Double Top Tube. Precision built from HIGH-GRADE STEELS. Scientifically designed angles give comfortable riding position. Cut-away head lugs. Neat brazed-on pump pegs. OIL BATH BOTTOM BRACKET. Wheel base—44½″.

FORKS—Fitted with Rudge-Whitworth sloping crown. Brazed-on plates for mudguard attachment.

WHEELS—28″×1½″ Westwood rims with RUSTLESS SPOKES.

HUBS—RUDGE-WHITWORTH fitted with ¼″ DIAMETER HIGH-DUTY BALL BEARINGS. This advanced design combines GREAT STRENGTH with LOW WEIGHT.

TYRES—Dunlop Roadster.

GEAR—68″. 46T chainwheel and 19T freewheel.

CRANKS—6½″ black enamelled.

PEDALS—Rudge Patent No. 338563, all-rubber cushion.

GEARCASE—RUDGE-WHITWORTH Patent No. 270062. Handsome panelled type hinged at front and secured at rear with simple, neat spring catch. Lower half swings away for EASY WHEEL REMOVAL. COMPLETE OIL BATH. NO LOOSE PARTS.

HANDLEBAR—No. 76 Raised. Black enamelled.

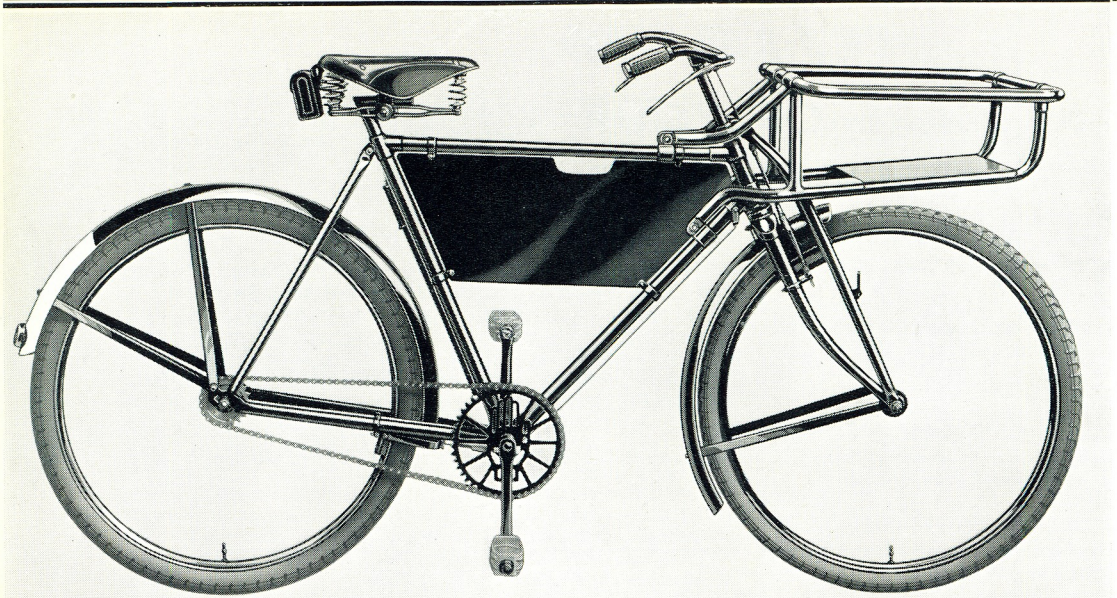
BRAKES—Front and rear rim. Independently operated by roller levers.

MUDGUARDS—Arc section steel, generously valanced. Stays attached to frame and forks for easy wheel removal.

SADDLE—Brooks' best quality soft top.

FINISH—Rudge high gloss multi-coat black enamel with bronze lines.

EQUIPMENT—Commodious toolbag, tools, oiler and pump. Rear reflector (approved by National Physical Lab.).



No. 66

Tradesmen's Carrier Model

FRAME—22″, 24″. Built of best quality steel tubes with strong tubular carrier. The RUDGE-WHITWORTH oil bath low bottom bracket ensures easy running and traffic safety. Complete with nameplate.

WHEELS—26″×1¾″. All black. RUSTLESS SPOKES.

HUBS—RUDGE WHITWORTH, fitted with ¼″ DIAMETER HIGH-DUTY ball bearings. This ADVANCED DESIGN combines GREAT STRENGTH with LOW WEIGHT.

TYRES—Dunlop Clipper carrier.

BRAKES—Front and rear wheel rim independently operated.

GEAR—61½″. 46T chainwheel and 20T freewheel.

HANDLEBAR—No. 76.

FORKS—Girder type, with lamp bracket.

MUDGUARDS—Arc section.

PEDALS—Rudge Patent all rubber, black.

SADDLE—First quality three-coil Dunlop.

CHAIN—Heavy carrier.

FINISH—Rudge high gloss multi-coat black enamel.

CARRIER—As illustrated or with flat type optional. Strong wicker basket extra.

EQUIPMENT—Rear reflector (approved by National Physical Lab.). Toolbag, tools, oiler and pump.



TAKE CARE OF YOUR RUDGE

A Few Hints to Help You

Oil all bearings a little about every 100 miles. Always use a good grade oil. Too much oil is harmful, as it draws dirt and grit into the bearings in dry weather. Mud should always be removed from the enamel, otherwise it eats the enamel away. Rub off with a soft brush or cloth, apply paraffin, gently brush and rub down with dry soft cloth.

Keep plated parts slightly greased in winter and very wet weather. This prevents rust.

Keep all nuts and screws tight. A clicking noise in bearings means a broken ball or worn cone. Renew immediately to save more damage. The chain must not be tight at any point. A tight chain means wear and loss of power. Keep chain oiled and greased, adjust all bearings to run free with very little shake, well inflate tyres—especially the back tyre.

When fitting a tyre make sure that the moulded line on both sides of the cover is concentric with the edge of the rim. This is essential to ensure true running of the tread.

GEAR TABLE

26in. WHEELS		28in. WHEELS	
46×14 Fixed	85·5″	46×14 Fixed	92″
46×15 ,,	79·7″	46×15 ,,	86″
46×16 Fixed or Free	74·7″	46×16 Fixed or Free	80·5″
46×17 ,, ,,	70·3″	46×17 ,, ,,	76″
46×18 ,, ,,	66·5″	46×18 ,, ,,	71·5″
46×19 ,, ,,	63″	46×19 ,, ,,	68″
46×20 ,, ,,	60″	46×20 ,, ,,	64·5″

GUARANTEE

We give the following Guarantee with our Bicycles, which is given in place of any implied Conditions, Warranties, or Liabilities whatsoever statutory or otherwise, all such implied Conditions, Warranties and Liabilities being in all cases excluded. We accept no liabilities whatsoever for consequential loss or damage. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet, or other publications shall not be construed as enlarging, varying or overriding this guarantee. In the case of a machine which has been used for " hiring out " purposes or from which the trade mark, name, or manufacturing number has been removed, or which has been bought second-hand or at a price below that quoted for its type in our catalogue current at the time of purchase, or not bought direct from us or one of our duly authorised Dealers, no guarantee of any kind is given or is to be implied.

THIS IS THE EVERLASTING GUARANTEE

We guarantee, subject to the Conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to ensure excellence of materials and workmanship. If any defect should appear within the periods stated below, we will make good or replace the defective part free of charge. Enamelling, plating, aluminium, flexible parts (springs, etc.) and all parts not made of metal, one year from date of invoice. This guarantee shall not apply to any parts of the bicycle which are not manufactured by the Company or any of its allied Companies, and all conditions, warranties and liabilities which exist by Common Law, statute or otherwise, relating to such parts, are hereby excluded, but the Company shall give to the Purchaser the benefit of any guarantee given to it by the manufacturer of such parts as shall not have been manufactured by the Company.

Racing tyres and wood rims are not guaranteed in any way. Subject to the following conditions, every other part of

THE BICYCLE IS GUARANTEED AS LONG AS RIDDEN

The damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for or the making good of the part of the bicycle which may have proved upon examination by the Manufacturers to be defective. We do not undertake to replace or refix or bear the cost of replacing or refixing such new or repaired part in the bicycle.

As the bicycles are liable to derangement by neglect or misuse this guarantee does not apply to defects caused by wear and tear, misuse or neglect. Any bicycle sent to us to be plated, enamelled or repaired will be repaired upon the following conditions, i.e., we guarantee that all precautions which are usual and reasonable shall be taken by us to secure excellence of material and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed and this guarantee is in lieu and in exclusion of any common law or statute warranty or condition and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

CONDITIONS OF THE GUARANTEE

If a defective part should be found in our bicycles or in any part supplied by way of exchange before referred to, it must be sent to Rudge-Whitworth Ltd., Dept. F, Hayes, Middlesex, England, CARRIAGE PAID, and accompanied by an intimation from the owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the date of the purchase, or the date when the alleged defective part was exchanged as the case may be.

Failing compliance with the above such articles will lie here AT THE RISK OF THE OWNER, and this guarantee and any implied guarantee, warranty or condition shall not be enforceable.

The judgment of the Manufacturers in any cases of claims shall be final and conclusive and the Purchaser agrees to accept this decision on all questions as to defects and to the exchange of parts.

RUDGE-WHITWORTH LTD.

Printed in England by Buckler and Webb Ltd., Church Street, Birmingham, 3.



RUDGE-WHITWORTH LIMITED
HAYES, MIDDLESEX
ENGLAND