

HOLDSWORTH





121, LENNARD ROAD
BECKENHAM
KENT

Dear Reader,

A new bike—what a joy! You must have it just right though—you'll miss a deal of pleasure if you don't.

All Holdsworth cycles are built at my Putney workshops—you can have any frame design you fancy—all my expert builder wants is full and exact details.

To the less experienced my own 30 years' cycling knowledge is at your service. Drop me a line about any knotty point. Ask as many questions as you like. I want to help you get that perfect cycle.

Remember a Holdsworth cycle is a real thoroughbred. See one at any of my depots or agents. I am really proud of them and I know that you will be of yours.

Yours faithfully,

W. F. Holdsworth

A Founder Member
of the



Lightweight Manufacturers
Association.

W. F. HOLDSWORTH

121, LENNARD ROAD BECKENHAM - KENT

PHONE

SYDENHAM 4461

Sale Shops and Show Rooms.

132, LOWER RICHMOND ROAD
PUTNEY

59-60, CHALK FARM ROAD
CAMDEN TOWN

Holdsworth's Provincial Depot

185, MARKHOUSE ROAD
WALTHAMSTOW

5, THESIGER ROAD
PENGE

- 575, MOSELEY ROAD, BIRMINGHAM

WHEN ORDERING YOUR MACHINE

THE FOLLOWING WILL BE FOUND USEFUL :—

FRAME SIZE

This is arrived at by deducting 10 inches from your inside leg measurement. Example : if you have a 32 inch measurement, a 22 inch frame will be found most suitable. The 10 inch reduction is needed for crank length and saddle.

SADDLES

Narrow and firm saddles with very little springs are most suitable for fast riding with dropped handlebars, they enable all the riders' push to be put into the right place.

Springy saddles are more comfortable for touring and easy riding, especially with flat handle bars. REMEMBER a comfortable saddle means a lot.

TYRES

Select the lightest possible for your needs. Many good specifications are spoiled by the fitting of heavy tyres. Roads are, in the main, excellent and punctures are few. Light tyres will give every satisfaction. Tubulars are recommended for very fast work and, of course, for racing.

GEARS

If your choice is for a fixed wheel, by all means have normal gear say 67 in. for general use with $6\frac{1}{2}$ in. cranks, for road racing from 75 in. to 85 in., and for path racing on good cement from 85 in. to 95 in., on grass 72 in. to 81 in. Variable gears are strongly recommended for touring. It is a matter of personal choice between a derailleur or hub gear.

HANDLEBARS

A slightly dropped bar is most suitable for general use. Be careful to choose one which has a good "top" position. Flat bends are ideal for touring when time is no object.

DON'T make the popular mistake of having a long forward extension. It is far better to have a bar going fairly well forward, this gives more positions on the bar itself and gives you more control over the machine.

BRAKES

With a fixed wheel, generally speaking, one is enough. Fashion shows the front to be more popular but it is a matter of choice. Two brakes should always be specified if a free wheel is intended.

Hub brakes are excellent and strongly advised for touring.

FINISH

This is entirely a matter of personal opinion. A coloured machine looks nice, but an "all black" is recommended for touring and hard everyday use.

SADDLE POSITION

Straight pins are most popular, they give a rider the position most usually desired. "L" pins and curved pins are only really suitable for path racing.

RIDE THE "HOLDSWORTH" WAY.

THE SHAWBURY



Introduced as an example of Quality combined with Economy. The result is far and away the best value cycle that money can buy for 1936. Clubmen will appreciate the possibility of owning a Holdsworth "thoroughbred" at a low cost.

SPECIFICATION

HIDUMINIUM
Saves 1½ lb. weight
Costs 14/6 extra
(See page 15)

FRAME.

The lugs are specially angled, to effect easy running. Reynolds "A" double butted special 19/22 tubing. Straight brazed-up taper seat stays. Forward, opening drop outs. Pump pegs, reflector and mudguard eyes. Brampton solid cast lugs throughout, the tubing is carefully mitred, and brazing takes place in Holdsworth's workshop, under the the best conditions imaginable.

CHAINWHEEL AND CRANKS

Williams chromium plated 5-pin 44th detachable chainwheel set, with 6½" cranks. ½" x ⅜". Chain line 1½".

PEDALS.

Brampton mark 1 (1936) race pedals. Chromium plated.

CHAIN.

Coventry ½" x ⅜" snap fastening.

HANDLEBAR & EXTENSION.

Marsh level-grip black bends on 1" extension, chrome plated, adjustable clip. Rubber grips.

SADDLE.

Holdsworth B17 design saddle.

HUBS.

British race hubs, double-cog.

WHEELS.

Dunlop Endrick light 23-gauge, black rims, 26 x 1¼". "Worthy" built with best quality black spokes.

TYRES.

Dunlop black "Champion" tyres and tubes.

BRAKE.

Latest 1936 Webb caliper, bolt-on. Chrome plated.

MUDGUARDS.

Bluemels black Featherweight celluloid, spearpoint.

GEARS.

Two "Holdsworth" fixed cogs.

EQUIPMENT.

Bluemels black pump, White safety-flap and reflector combined.

FINISH.

Finished in three coats finest Black on rust-proof foundation. With a chromium plated crown the finished model is a striking example of what can be supplied at a low price.

£6/15/0

Cash, or Easy Payments

DEPOSIT 20/-

Twelve
monthly payments of 11/3

THIS MODEL ALSO MADE IN
LADIES OPEN FRAME DESIGN.
£6/15/- Deposit 20/- 12 payments of 11/3

THE UPRIGHT TYPHOON



GILBERT &
10 & 11, CXT
LINC
CYCLE & MOTOR

Following the past season's heavy demand for the upright design, new plant and new methods now enable us to produce this elegant model at the low price of **£7 17s. 6d.**

Nothing like it at the price has been catalogued before, and to those riders who are in contemplation of a new mount, we can recommend the model to entirely satisfy, being without comparison in the "value for money" class.

SPECIFICATION

HIDUMINIUM
Saves 1½ lb. weight
Costs 14/6 extra
(See page 15)

FRAME.

Seat tube is set at an angle of 70 degrees. Solid cast lugs, with wide drifted profiled "D" section cast crown.

Reynolds' 19/22 butted tubes. Straight brazed up taper seat-stays. Fluted chain stays. "Russ" pattern fork blades. Solid fork ends, front and rear. Brazed on adjustable lamp bracket, reflector and mudguard eyes, and pump pegs.

All lug work fish-tailed and feathered down. 12" straight chrome seat-pin. Brampton fittings throughout.

CHAINWHEEL & CRANKS.

Williams C.34 chrome chain-wheel set. 46th or to order. 6½" cranks, with detachable 3-pin right-hand crank, allowing chain-wheels to be changed easily and quickly.

PEDALS.

Brampton mark "10" 1936 pedals, or Phillips' "Grande Vitesse"

CHAIN.

Coventry Roller chain ½" x ⅛".

HANDLEBAR & EXTENSION.

Chrome plated S. Highgate bend on adjustable clip, with Holdsworth 1936 Pathgrip.

SADDLE.

Brooks' B.17 champion saddle (Narrow, Standard or Sprinter).

HUBS.

Bayliss Wiley chrome plated 9/10 narrow barrel race hubs, double-cog, fixed cones, absolutely reliable. Or Brampton Race hubs.

WHEELS.

Are genuine Holdsworth built 23-gauge black Endricks, with best black double butted spokes. Rims 26x1¼". Tyres: 26x1¼".

Dunlop Black Sports or John Bull Black Speed.

BRAKES

Black "A" Resilion brake to rear, or Phillips' latest Agrippa calliper (bolt on).

MUDGUARDS.

Bluemels' White Featherweight guards with Hiduminium stays (4 ozs. less to carry), Black guards if required.

GEARS.

Two fixed cogs. 66 and 74 or choice.

EQUIPMENT.

Wing-nuts, Bluemels pump, reflector, combined with safety flap. Tecalemit lubrication.

FINISH.

Genuine rust-proofed by positive process, and brushed and stoved four coats, Ruby Red. Front fork ends and crown chrome plated.

£7/17/6

Cash, or Easy Payments

DEPOSIT **20/-**

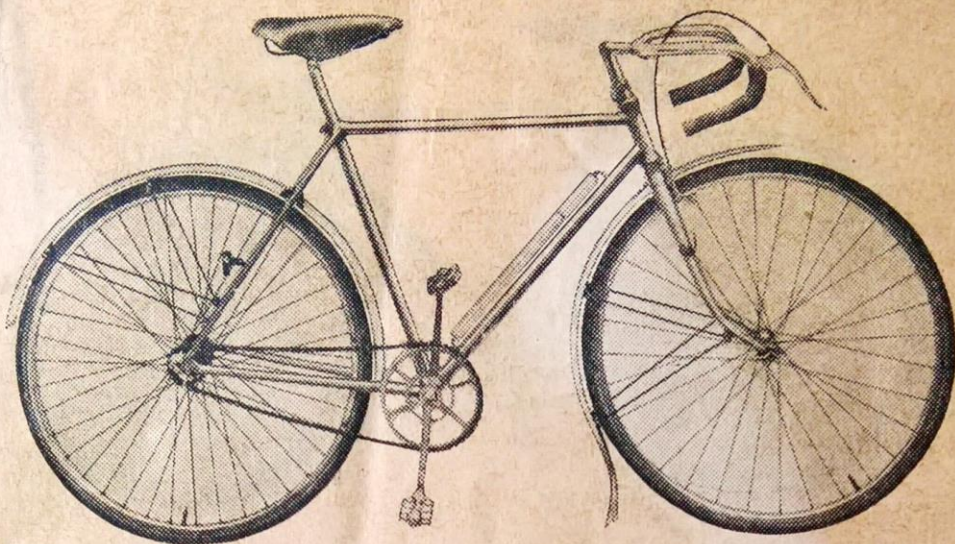
Twelve
monthly
payments of **13/5**

Approx. Weight 27½ lb.

WITH SPRINTS £9 0s. 0d.

Tabucchi Maple Rims. Constrictor "Viper," Tabucchi "All-Rounder" or Dunlop Tubulars. No Guards.

TORNADO



HIDUMINIUM
Saves 1½ lb. weight
Costs 14/6 extra
(See page 15)

SPECIFICATION

FRAME.

20", 21", 22" or to order. Made from Reynolds High manganese Aircraft double butted tubing. 20-24 seat tube s.b. 22-24 top tube. 20-24 down tube. 20 gauge head tubing. Wheelbase 41½". Bracket Height 10½". Top tube 21⅝".

The ⅜" round taper chain stays of 20 g. are designed to the greatest possible degree of rigidity, allowing maximum wheel clearance; there is no fluting, flattening, etc., of the chain-stays, all the tubes are perfectly round and straight.

The plain ½" round seat-stay is quite exclusive, and stiffens the back triangle beyond belief.

FORKS.

Fitted with the exclusive Australian Fork with a special rake and set, giving the utmost resilience and greatest strength.

CHAINWHEEL.

Williams chrom. C.1,000 racing set 44T, 3-pin fixing chain-wheel.

PEDALS.

Brampton solid centre Race pedals chrom. plated. "Boa" or B.S.A. quill pattern to order.

CHAIN.

"Coventry Elite" with spring clip fastening, the best cycle chain.

HANDLEBAR & EXTENSION.

H/Bar extension. Best light-weight welded design patent No. 340856, clip fitting. Bend. Shallow Highgate 15" wide or to order.

GRIPS.

Constrictor Antishock 5" or 7" or Shockstops to order.

SADDLE.

B.17 Narrow saddle. B 18. Lycett Aero Dural or Terry C.T.C.

WHEELS.

Bayliss Wiley feather-weight or Blumfield High Carbon hubs, D.G. chrom. plated. Coventry Swaging Co's best spokes and nipples with Dunlop 26" or 27" High Pressure Rims. Light-weight wing-nuts.

TYRES.

Dunlop High Pressure.

BRAKE.

Rear Resilion Cantilever Model "A" or Cyclo End-to-End as used by "Oppy."

MUDGUARDS.

Bluemels white "No-weight" with separate front extension. All brazed on.

GEARS.

16-18 fixed cogs, and lock rings, giving gears of 63-71.

FINISH.

Flamboyant on Nickel. Also in Black, Silver, Gold, Morocco Blue or Signal Red. Heavily chromed front fork tips and rear stay ends.

EQUIPMENT.

Bluemels "Sterling" pump. Box and Cone spanners. Prismatic reflector.

£10/15/0

Cash, or Easy Payments
DEPOSIT **20/-**

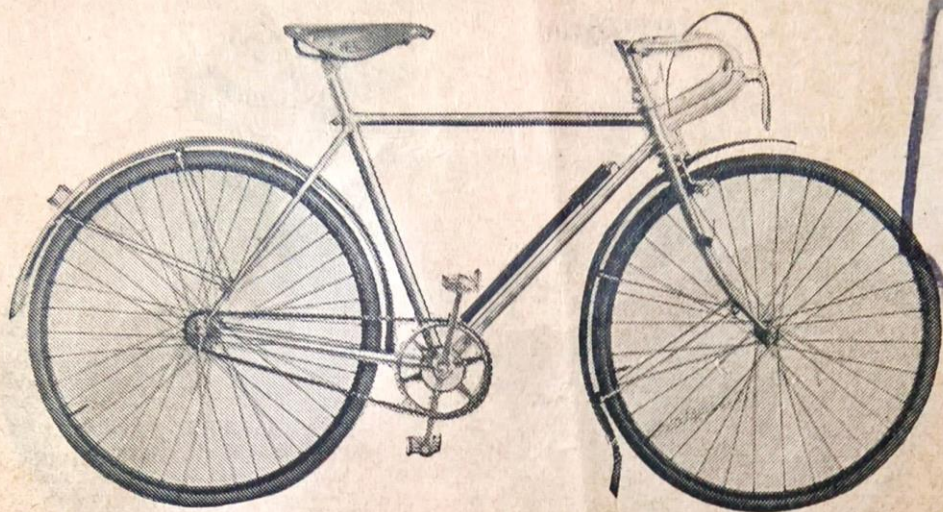
Twelve
monthly payments of **18/11**

Approx. Weight, 22½ lbs.

This Cycle can be produced specially lightened down to 14¾ lbs. Sprints, no guards or brake.

£13 13s. 0d.

THE CURLEW



GILBERT &
10 & 11, OXFORD
INC
CYCLE & MOTOR

Built to the standard seat-tube angle of 68 degrees, this model is intended to interest those who find the upright design does not suit them.

SPECIFICATION

HIDUMINIUM
Saves 1½ lb. weight
Costs 14/6 extra
(See page 15)

FRAME.

Solid cast Brampton lugs are used, carefully filed and cut away. Round section front forks of 2½" rake, make a distinctive design, and give great lateral rigidity. Wheel-base 42"

This model will appeal to the experienced clubman! High Manganese or Chrome Molybdenum used throughout! Brampton lugs finely filed down. Reynolds tubing 22/24 gauge, or Chrome Molybdenum. Brampton fittings in chrome throughout. Solid front and rear fork ends (forward opening). Mudguard eyes, pump pegs, lamp bracket, all brazed on.

CHAINWHEEL & CRANKS.

Williams C.34 3-pin chrome chain-wheel set. 44 × ½ × ⅛". with 6½" cranks.

HANDLEBARS & EXTENSION.

1" adjustable extension (or to order).
15" Shallow Highgate. Chrome bends.

HUBS.

Bayliss Wiley Narrow barrel race hubs.

RIMS.

23 gauge Chrome plated Endrick rims, by Dunlop.

WHEELS.

"Worthy-well-built" transfer guaranteed. Best quality spokes only used.

SADDLE.

Brooks B.17 Narrow saddle.

PEDALS.

Webb quill pattern solid centre pedals,—plenty of room.

CHAIN.

Renolds Roller chain. ½ × ⅛".

GEARS.

"Worthy" Cogs and lock rings.
Bayliss Wiley wing nuts.

BRAKE.

Tabucchi Dural bolt-on front brake.

TYRES.

Dunlop 26" × 1¼" Sprite tyres, or John Bull Firefly.

EQUIPMENT.

Bluemels Black Pump, and reflector with safety flap.

FINISH.

In Black, Green, Silver, Fire Red, Blue, Yellow, or Purple enamel,—best quality, three coats on rustproof foundation. Front fork tips and fork crown heavily chromed,—a plating that will not peel.

£8/19/6

Cash, or Easy Payments

DEPOSIT 20/-

Twelve monthly payments of 15/6

Approx. Weight, 23 lbs.—Steels as above.

WITH SPRINTS £10 13s. Od.

EASY PAYMENTS, Deposit 20/- and twelve of 18/9
Tabucchi maple Rims. Constrictor "Viper," Tabucchi, "All-Rounder" or
Dunlop Tubulars. No guards.

THE STELVIO TOURER.



This model is absolutely ideal for week-ending, camping, touring and European or Abyssinian mountaineering. The special "Quill" pannier carrier can be fitted to brazed on lugs, when building, and is then easily and quickly detachable. **5/6 extra.**

HIDUMINIUM
Saves 1½ lb. weight
Costs 14/6 extra
(See page 15)

SPECIFICATION

FRAME.

Frame size to order,—designed to ride easily over the worst roads, oversize tyres giving balloon effect. This is a Continental tip, and has been much sought after. Plenty of clearance is allowed, and it is built throughout of Reynolds' 19/22 gauge Aircraft tubing, 20-gauge head-tube, and 19-gauge fluted chain-stays. The front forks are specially stiffened, and their "D—round" section is 18/21-gauge.

The Brampton lugs are considerably lightened to the "W.F.H." cut-out design. Brampton races, and Hoffman balls, with 12" straight seat-pillar, complete. A fine touring frame! All brake-work fittings and mudguard eyes are brazed on.

CHAINWHEEL & CRANKS.

C.34 set by Williams, amply respond to the lightest touch, and the chain-wheel is easily detachable.

CHAINS.

Renold improved roller. Ideal for hard wear, with clip fastening.

WHEELS.

26" × 1½" or 26" × 1¾". Endrick or Westwood rims, 23 gauge, in black finish, with Sturmey-Archer rear hub brake. "Worthy-well-built" wheels with best English spokes, 14/16 butted rear, and 15/17 front.

TYRES.

Fort Dunlop, Roadster, or Sports in 26" × 1½" × 1¾", or 26" × 1¾" × 1½"

SADDLE.

Brooks' B.66, B.75 B.17 champion or B.18 Roadster. Lycett's Aero Dural or Terry.

BRAKES.

Sturmey-Archer Rear hub brake, absolutely dependable. Strong front calliper brake, or Resilion. If desired, a front hub brake can be fitted instead of a rim brake!

HANDLEBAR & EXTENSION.

19" "W" flat bend, celluloid covered, give the wrists an ease and the hands a free-ness that has to be experienced to be believed.

GRIPS.

5" or 7" Constrictor Anti-shocks.

GEARS.

Cyclo 3-speed with waterproof cable, all parts brazed on neatly,—an efficient and reliable gear. You can obtain practically any gears you require. We suggest as standard—52—65—75. Sturmey gears to order.

MUDGUARDS.

Bluemels No-weight with front extension complete, all fittings brazed on.

FINISH.

Finest black enamel (Four coats) on positive rust-proof foundation. Tecalemit grease system throughout!

EQUIPMENT.

Box and Cone spanner, Cyclo spanner, Pump, Reflector and White "Belisha."

£10/15/0

Cash, or Easy Payment

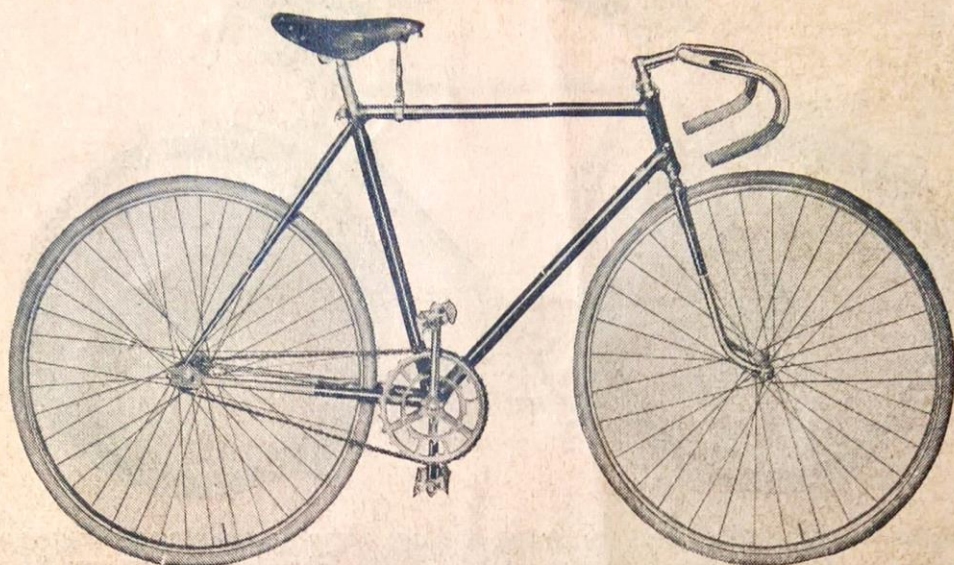
DEPOSIT **20/-**

Twelve monthly payments of **18/6**

CHATER or B.S.A. fittings throughout
£12 12s. Od.

EASY PAYMENTS, Deposit 20/- and 12 payments of 22/6

CYCLONE (PATH ROAD)



Built either for exclusive Path work with specially long draw back fork-ends or dual Path/Road with forward drop-outs, this machine is the real "goods," every ounce being utilised for propulsion. As used by several of the fastest men in the country and by an English representative at the World's Championships, 1935.

SPECIFICATION

HIDUMINIUM
Saves 1½ lb. weight
Costs 14/6 extra
(See page 15)

FRAME.

Special H.M. Aircraft Tubing (or Chrome Molybdenum), built into solid cast Brampton lugs expertly cut and feathered. Seat tube angle to ground 73 degrees. Russ pattern front forks, 2" rake, 7/8" round. Fine taper seat stays and 3/4" fluted chain stays. Solid front fork ends and special cut W.F.H. Rear ends, giving ample sliding adjustment (forward opening if desired). Wheelbase, 41". Bracket height 11½". Fork crown drilled for bolt on brake if required.

CHAINWHEEL AND CRANKS.

William C34 1" pitch by 1/8" or 3/16" or 1/2" by 1/8" chrome.

WHEELS.

"Worthily-well-built" 26" or 27" with Bayliss Wiley narrow barrel race hubs into Tabucchi 13 mm. Rims. or Dunlop High Pressure. Track nuts fitted.

TYRES.

26" or 27" Dunlop No. 3 Tabucchi "Grass" Constrictor "Zone."

SADDLE.

B.17 Narrow or Sprinter, Mansfield Ormond.

PEDALS.

"Webb" Quill design with solid centre, a good pedal with plenty of room.

CHAIN

Coventry Elite 1" x 1/8" or 3/16" or 1/2" x 1/8".

COGS.

"Worthy," Trusty and True, or Villiers.

HANDLEBARS and STEM.

"Bulla," "Sibbit," "Bailey," etc., on specially built 1", 2" or 3" extension chrome with Holdsworth "Path-Grip."

SEAT PILLAR.

Special H.M. light steel.

FINISH.

Coslettised frame and forks finished Silver Gold, Flamboyant. Chrome tips and ends.

FOR ROAD WORK.

(Supplied only when H.P. Tyres and 1/2" x 1/8" chain is selected).

BRAKE.

Tabucchi Dural Brake.

MUDGUARDS.

Bluemels No-weight.

£10/10/0

Cash, or Easy Payments

DEPOSIT **20/-**

Twelve
monthly
payments of **18/5**

Approx. Weight, 19 lbs.

CHATER or B.S.A. fittings throughout

£12/12/0

EASY PAYMENTS, Deposit 20/- and 12 payments of 22/6