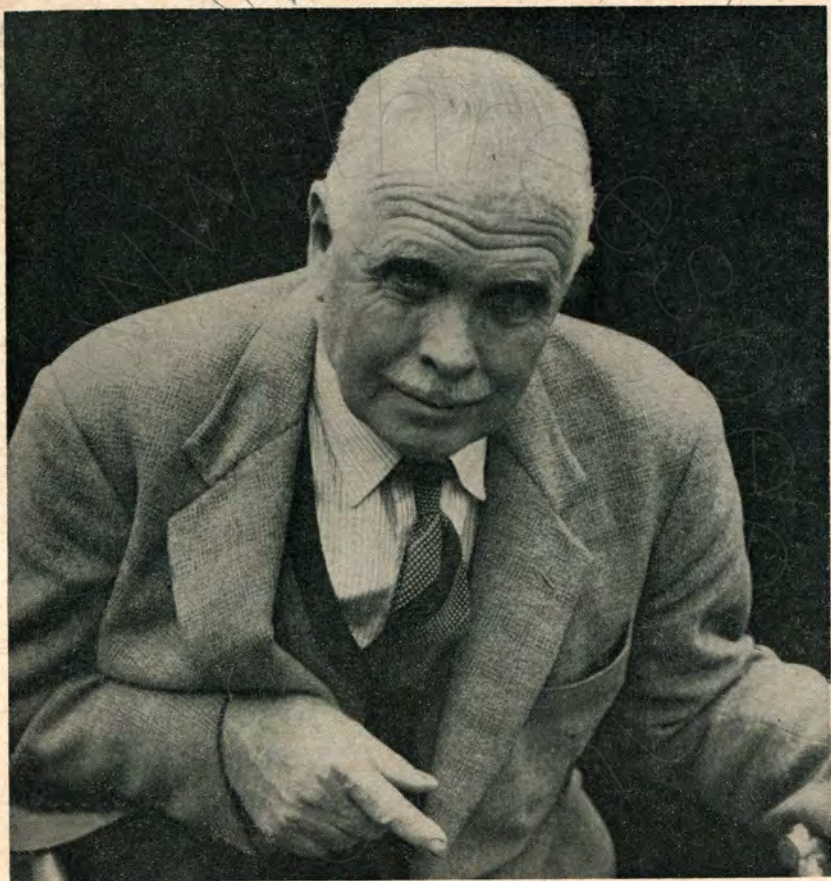


**TALKING OF  
CYCLES**

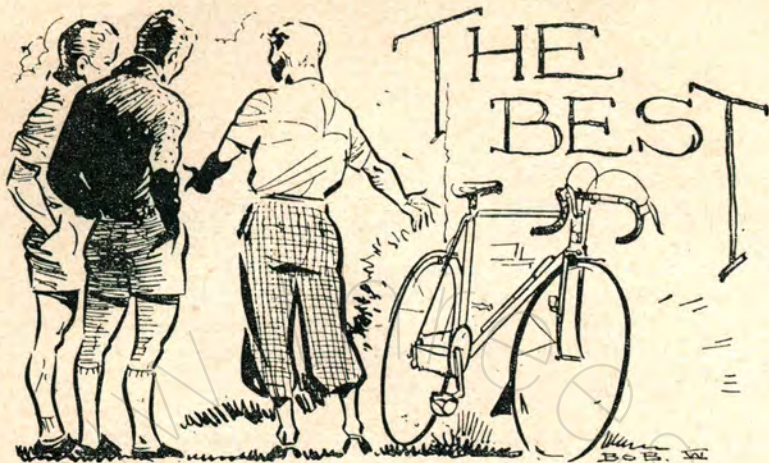
Oliver  
Cogan



Harvey

**LET ME SHOW YOU THE  
1956 range of**

**Holdsworth Cycles**

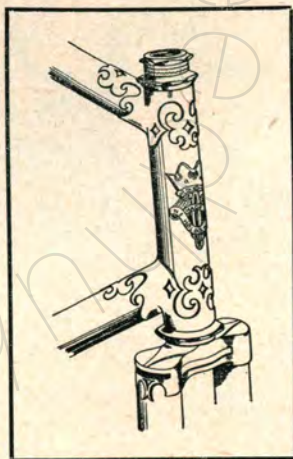


**undoubtedly is**  
*the* **WHIRLWIND**

Built by men who take a pride in their work and who excel themselves when its a "regardless of cost" job. Lugs are hand-picked and finished into the intricate design shown here.

With the addition of first-class Continental "Stronglight" head fittings, attractive Bayliss Wiley Featherweight bottom bracket fittings and genuine Agrati ends, the frame has a perfection unsurpassed in the trade.

In the finish, here again, no expense is spared. Chrome Crown and Drop-outs, first-class Flam, Lustre or Enamel with bands, either the new multiple narrow, split or full six-inch, on seat tube. Contrasting colour head tube if desired, and any type of frame linings, whilst the lacey pattern of the lug-work is accentuated by hand linings.



**FRAME SET £17 . 17 . 0**





## STANDARD SET

Finished in Gold Lustre  
(other colours 7/6 extra)

**£13 . 2 . 6**

With Endricks and Sprites.

With H.P. Rims and Tyres, 15/- extra.

If used with freewheel, a hub brake can be fitted to near-side hub (proved to be the most efficient position), £2/2/6.

Hanger brazed on for derailleur gear, 3/6 extra.



**THE**

# **HURRICANE**

In response to many requests, we have decided to market the FRAME SET which has been the basis for our so-popular HURRICANE CYCLE during the past two seasons.

This is a frame which, although offered at a figure below any price of HOLDSWORTH since the war, is an example of the skill of the specialist lightweight builder.

The world-famous Reynolds "531" tubing. Fancy-cut lugs on the brazed models. Oval-to-round fork blades in best Continental crown. All brazed-on refinements. "Box" design—7° parallel—produces a stable and nippy frame. Agrati rear ends with hanger.

FINISH. Rustproof foundation with any colour to choice. Flamboyant on Lustre. Frame lined gold and light blue or Lugs picked out. Head plate and full set of transfers, including signature. **FRAME SET £10 . 10 . 0**

## **Complete HURRICANE CYCLES with the following class specification:—**

**WHEELS.**—Dunlop speedy High Pressure Rims built with double-butted 15/17 Spokes and British Hub Company or Bayliss Wiley Hubs. Dunlop open-sided High Pressure Tyres.

**CHAIN-WHEEL SET.**—Williams detachable C34 set (four-, five-eight- and ten-speed models have  $\frac{3}{32}$ " rings).

**BRAKES.**—The famous British "G.B." alloy brakes.

**SADDLE.**—Brooks popular B15, either Narrow or Flyer, with chamfered edges for comfort.

**BARS and STEM.**—Maes alloy Bend in steel or alloy Stem. Plastic taped Bars.

**PEDALS.**—Chromed rat-trap design.

**GUARDS.**—The latest vivid coloured celluloid guards in Red, Blue, White or Black, incorporating rear reflector.

**PUMP.**—18" (Continental size) for easy and rapid inflation.

You can take your choice from ten different models. With single speed; with Simplex or Huret Tour de France four- or five-speed, or the latter with the addition of a Campagnolo Front Changer giving eight- or ten-speeds. All these types can be ordered with either welded or brazed frames.

### **Prices for complete Cycles, including Tax:—**

#### **Single speed and fixed cog—**

Welded model ... .. £26 0 0      Brazed model ... .. £26 15 6

#### **Four-speed with Simplex or Huret Tour de France Gear—**

Welded model ... .. £28 1 3      Brazed model ... .. £28 16 9

#### **Five-speed with Simplex or Huret Tour de France Gear—**

Welded model ... .. £28 7 6      Brazed model ... .. £29 3 0

#### **Eight-speed with Campagnolo Front Changer, Simplex or Huret Tour de France Gear and Double Chain Wheel—**

Welded model ... .. £30 18 6      Brazed model ... .. £31 14 0

#### **Ten-speed with Campagnolo Front Changer, Simplex or Huret Tour de France Gear and Double Chain Wheel—**

Welded model ... .. £31 4 9      Brazed model ... .. £32 0 3



**WHATEVER YOUR PLEASURE**

**THERE IS A SPECIALIST DESIGN HERE**



**For The Clubman we suggest that the  
TYPHOON**

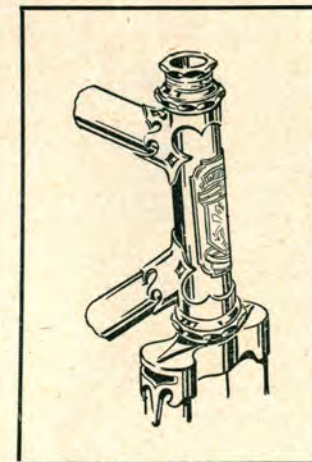
is ideal. This light and lively mount is constructed with Continental Lugs cut to the attractive design shown, brazed into Reynolds best "531" or A. & P. "Kromo" butted tubing. Oval to round Fork Blades,  $2\frac{3}{4}$ " rake, frame angles  $73^\circ$  head and  $71^\circ$  seat, and with Continental-type head fittings.

Equipment includes such world-famous items as Brooks B17 Saddle, Williams C34 chain set,  $27" \times 1\frac{1}{4}"$  Dunlop high pressure rims built on to British Hub Co.'s or Bayliss Wiley 9/10 hubs, Dunlop skin-sided speedy H.P. tyres and tubes, Perry chain and HOLDSWORTH'S famous "Allez" quill pattern alloy pedals, two British "G.B." alloy brakes, Maes or South of France bends in popular steel or alloy stem, guards and pump, brazed on stops, boss for gear, lamp bracket and pump pegs.

Finish in any colour, Flam, Lustre or Enamel to choice; hand-lined lugs, top eyes and crown. Head plate and complete set of transfers.

**FRAME SET £11. 11 . 0**

Complete cycle to this fine specification, including Tax **£28 14 3**  
Or with simplex or Huret Tour de France or Benelux Gear **£31 10 3**



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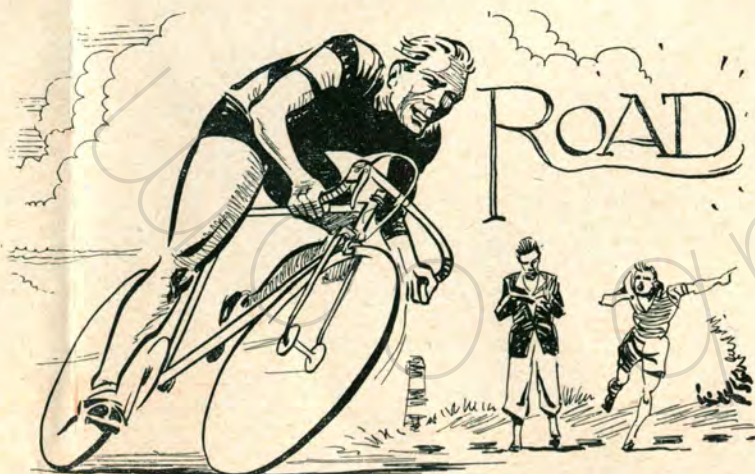
Specifications for complete cycles will, of course, vary with the use to which it is proposed the cycle will be put, but we suggest that many will find the following specification suitable:—

Williams C34, Dunlop H.P.s, B.W.9 and 10 hubs, two "G.B." brakes, "Allez" pedals, Maes bends, Brooks B17, Bluemel guards and pump.

Complete cycle, as the above specification, including Tax **£34 . 10 . 9**

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**B. A. R. Enthusiasts find that the  
CYCLONE**

gives them the comfortable and fast position essential to speed for long periods.

The design of this model is subject to specification, but we find that for the average rider a  $22"$  to  $23"$  frame with angles of  $73^\circ$  head and  $71^\circ$  seat tube, combined with a  $22\frac{1}{2}"$  top tube gives the most comfortable position. For the taller rider the  $24"$  frame has a  $23"$  top tube, whilst the man who requires a "short-reach" model is usually best suited by a  $21\frac{1}{4}"$  top tube and angles of  $72^\circ$  head and  $73^\circ$  seat tubes.

Finished in any colour Flam, Lustre or Enamel; lined or lugs picked out; split band to seat tube.

FRAME SET, including the popular NERVEX PROFESSIONAL Lugs and Continental-type Bottom Bracket Fittings **£14 . 7 . 6**  
CAMPAGNOLO self-centring fork ends 10/- extra.



## For the Nippy Massed-start Rider

### the **MONSOON**

with its low bracket and long back—giving stability—and the popular “box” design—72° parallel—produce a manoeuvrable mount which is safe in the tightest bunch.

Best Continental ends with hanger. Brazed-on fittings include cable eyes, brake cable eyelets under top tube for exposed cables, gear lever boss. In conformity with modern practice, no lamp bracket boss or pump pegs are brazed on.

FRAME-SET, including “Alatet” head set

£12 . 12 . 0

Extra for CAMPAGNOLO self-centring ends 10/-



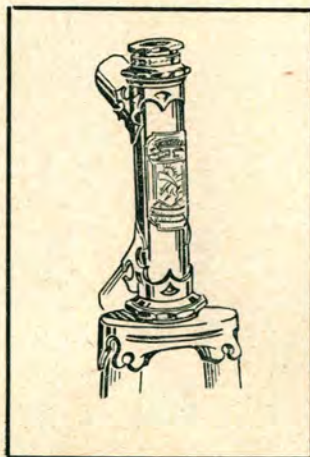
Complete Cycles with the HURRICANE specification as detailed overleaf, which includes Simplex or Huret Tour de France gears are priced as follows (including Tax):—

Four-speed ... .. £31 8 3

Five-speed ... .. £31 14 6

Eight-speed ... .. £34 5 6

Ten-speed ... .. £34 11 9



## For those who like to “Mix-it”

### the **ZEPHYR**

The 73° parallel angles, combined with round fork blades and exceptionally strong back, incorporating the W.F.H. heavy plate path ends and wrapover seat stays, will meet all the stresses found when “mixing it.” Bare guard clearance is provided and crown drilled for brake.

This frame design, with its specially cast crown and long 2” path ends, sacrifices nothing of its appearance to sturdiness.

Finish any colour Flam, Lustre or Enamel. Lugs picked out or frame lined. Split band on seat tube.

FRAME SET (Featherweight Bottom Bracket assembly)

£14 . 14 . 0

Complete Cycles as CYCLONE specification, including Tax £34 18s. 9d.

Purely Path Frames, similar to those on which National, British Empire and World honours were won, supplied to specification.



## EXTRA FINISHES TO STANDARD

(Purchase Tax, which is payable where the extras apply to a complete cycle, is shown in brackets.)

“MIRROR” Flamboyant on polished base ... .. 21/- (4/10)  
 Diamond Panel to seat tube ... .. 7/6 (1/7)  
 Diamond Panel in place of ordinary band ... .. 3/3 (8d.)  
 Five-inch band to seat tube ... .. 5/- (1/1)  
 Six-inch split band to seat tube ... .. 7/6 (1/7)  
 Six-inch split band in place of ordinary band ... .. 3/3 (8d.)

Small 3/16” bands in contrasts ... .. each 2/- (6d.)  
 Lining all lugs in contrast ... .. 11/6 (2/5)  
 To all models except “Whirlwind”  
 Enamelled head tube in contrast ... .. 7/6 (1/7)  
 Flamboyant head tube in contrast ... .. 9/6 (1/11)

### CHROME PLATING

Front fork crown ... .. 7/- (1/6)  
 Front and rear ends, approximately six inches ... .. 23/6 (5/-)  
 Front and rear drop-out plate only ... .. 16/- (3/6)  
 Front fork all over ... .. 22/6 (4/10)  
 Head lugs ... .. 19/6 (4/2)



# TRICYCLE CONVERSION SET

enabling the cycle to be converted into a three-wheeler in a few minutes.

In ever-increasing numbers Clubmen are becoming "barrow boys." Apart from the multitude of "private owners" up and down the country, the all-male Tricycle Association now has around 400 names on its membership list.

The lure of the three-wheeler is something quite inexplicable. No trike man to whom we have spoken has yet produced an adequate answer to the inquiry, "Why three wheels?"

We think the charm of the three-wheeler lies in the fact that it is different. A delightful new slant is given to a familiar pastime, new riding problems present themselves and the mere mastery of the technique of trike-riding does something to a fellow's ego. For although the acquisition of riding skill soon comes, it does not come all that easily.

BUT there were two bogies to be overcome by the cyclist proposing to join the ranks of the tricyclists.

Firstly, the **Cost Bogy**. The price of the tricycle conversion set is but £13 2s. 6d., which includes Endrick rims and Sprite tyres. This at once puts the pleasure of owning a "barrow" within the immediate reach of a great number of lads with a yen for this sort of wheeling.

Secondly, **Parking Space**. With practice the unit can be dismantled for stowing in the cupboard under the stairs, in a matter of two minutes. But as the overall width is 28 inches from cone to cone, the trike will pass neatly through most doors.

Broadly speaking, the axle can be fitted to any type of bicycle frame, including those with track ends, which makes it a very versatile piece of equipment.

There are, however, a couple of points prospective trike men might bear in mind. The use of a bicycle with a low bracket is desirable to keep the centre of gravity low, and with stays of a minimum length to keep the drive relatively short.

A specially built tricycle usually has a bracket height of 9½ inches. When a conversion set is fitted to a bicycle normal bracket height is automatically reduced an inch by virtue of the axle's design.

A 72° head is best, and anything steeper is likely to prove tricky. The fitting of gears is easily carried out, and the Simplex, Benelux, and Standard Cyclo with two-wire control, will work satisfactorily.

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**FRAME SETS** quoted in this list include the best Continental or British Head and Bracket fittings ( $\frac{5}{32}$ " diameter bearings top and bottom) all as available. Alloy seat pillar and adjustable lamp bracket.

Usual brazed on fittings as applicable to the model.

## TUBING

ALL HOLDSWORTH'S frames are built from BEST BRITISH TUBING—Reynold's "531," the High Carbon Steel, or "KROMO" Accles and Pollock's Chrome Molybdenum. These produce light, responsive, but sturdy frames and should not be confused with the much inferior tubing used in so many of the imported Continental frames.

## PRICES

In a fluctuating world we must reserve the right to make adjustments of prices where necessary.

We regret that owing to the price at which "HURRICANE" models are offered we are unable to depart from the standard specification but, so there may be no undue delay in the despatch of your order, we reserve the right, should any fitment not then be available, to substitute one of similar value.