



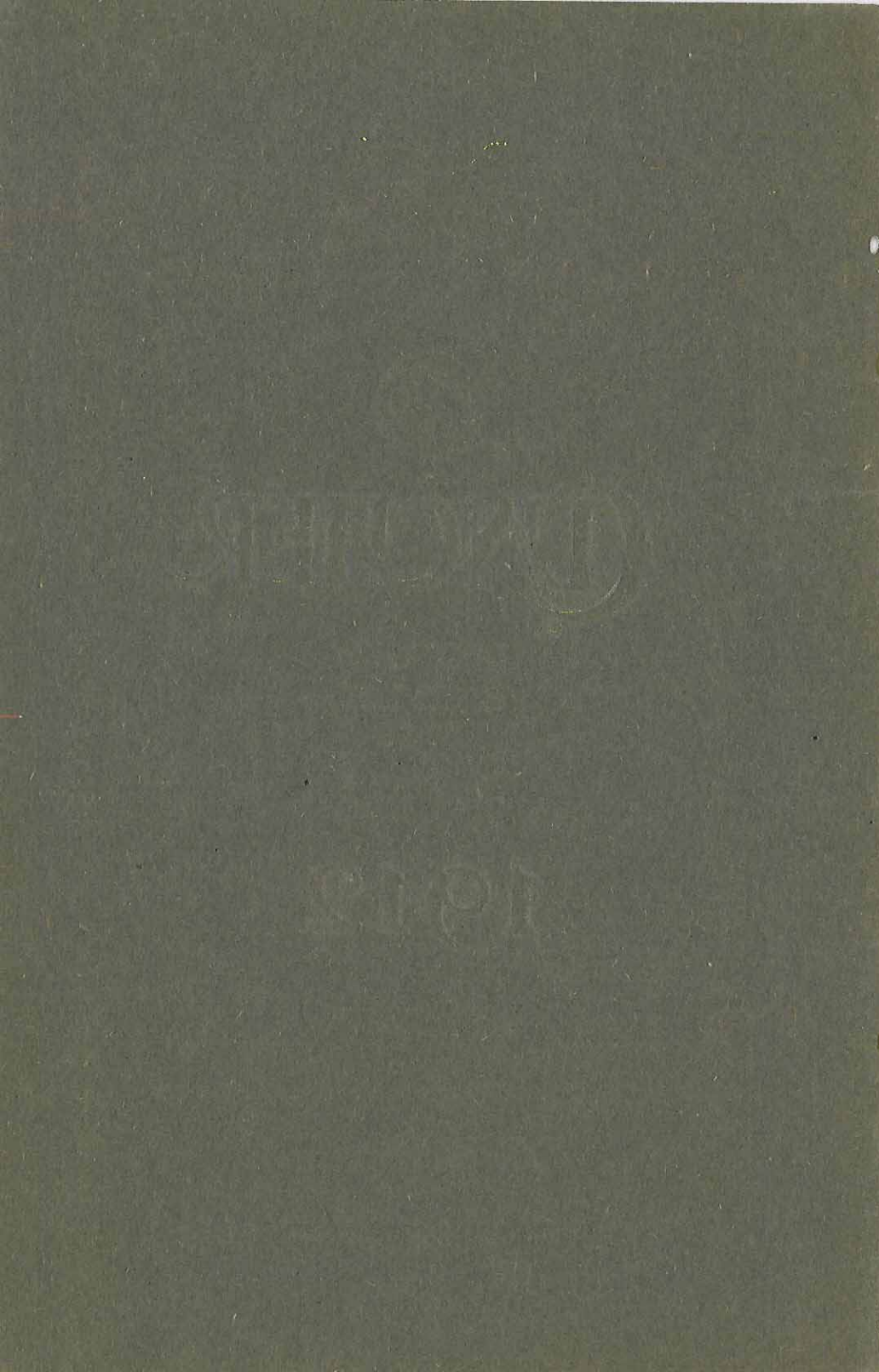
CLINCHER

MOTOR
CYCLE
and
CYCLE
TYRES

1912

*Sole
Manufacturers*

THE NORTH-BRITISH
RUBBER CO. LTD.





CLINCHER

PRICE LIST OF
CLINCHER
 MOTOR CYCLE
and
 CYCLE TYRES

The North British Rubber Co., Ltd.

(TYRE SALES DEPARTMENT).

Bedford Chambers, Covent Garden, London, W.C.

Telegraphic Address:
 "Nobritire, London."

Telephones:
 8578 & 8579 Gerrard.

Works—CASTLE MILLS, EDINBURGH, N.B.

Telegraphic Address:
 "Weba, Edinburgh."

Telephone: No. 3880 Central (5 Lines).
 (Private Branch Exchange).

TYRE BRANCHES—

	Telegraphic Address.	Telephone No.
BIRMINGHAM—25a Albert Street	<i>Weba, Birmingham.</i>	5817 <i>Central.</i>
BRISTOL—37 Victoria Street	<i>Tyres, Bristol.</i>	4225.
COVENTRY—132 Much Park St.	<i>Nobritire, Coventry.</i>	266.
DUBLIN—9 Fowkes Street	<i>Hotspur, Dublin.</i>	3091.
EDINBURGH—Tyre Sales Dept., East of Scotland Office, Castle Mills	<i>Weba, Edinburgh.</i>	3880 <i>Central.</i>
GLASGOW—62 Buchanan Street	<i>Weba, Glasgow.</i>	3566 <i>City and</i> 3627 <i>P.O. Central.</i>
LEEDS—Bishop's Chambers, 14 Albion Place	<i>Vega, Leeds.</i>	600.
LONDON (WEST END STORES), Mercer Street, W.C.	<i>Nobritire, London.</i>	8578, 8579 <i>Gerrard.</i>
MANCHESTER—14 Cumberland Street	<i>Weba, Manchester.</i>	1424 <i>Central.</i>
NEWCASTLE-ON-TYNE—112 Pil- grim Street	<i>Weba, Newcastle.</i>	1160.
BERLIN—The North British Rubber Co., A.G., Oranien Strasse 25, S.O. 26	<i>Albionrubber, Berlin IV.</i>	3950.
BRUSSELS—39 Rue des Charreux	<i>Balance, Brussels.</i>	2667.
MILAN—Via Arco 4 (Angolo) Foro Bonoparte	<i>Clincher, Milan.</i>	11-106.
PARIS—Société Anonyme North British Rubber Co., 27 Rue J. J. Rousseau	<i>Clincher, Paris.</i>	138 53
Factory: St. Denis (Seine)	<i>Clincher, Plaine-Saint-Denis.</i>	
TORONTO (CANADA)—43 Col- borne Street	<i>Weba, Toronto.</i>	2090 <i>Main.</i>
VIENNA—The North British Rubber Co., A.G., Barten- steingasse 4, Vienna I.	<i>Northbritrubber,</i> <i>Vienna.</i>	14,769.

DEPOTS—

AMSTERDAM—82/6 N.Z. Voorburgwal. BUENOS AIRES—Calle Rivadavia 1321.
 CAPE TOWN—16 St. George Street. MONTE VIDEO—Calle Perez Cas-
 tellanos 153 c.

Also COPENHAGEN, CHRISTIANIA, MOSCOW, CONSTANTINOPLE, HONG KONG, etc.

CLINCHER



TYRE SALES ORGANISATION,
Bedford Chambers,
Covent Garden, W.C.

IT is with pleasure and every confidence in our productions that we present our new Price List of "Clincher" Motor Cycle and Cycle Tyres for the Season 1911-12.

We are glad to be able to state that the sale of "Clincher" Tyres has reached an unprecedented level. Without doubt this may be taken as an absolute public endorsement of the new method of construction which we now employ. "Clincher" Tyres have established a new standard of Tyre efficiency, and we may say without exaggeration that the unforeseen demand has taxed our immense resources to the utmost, but this has only made us more determined to go still further in catering for public requirements by incorporating yet newer features and every improvement and refinement which science and technical skill can suggest, so that we may deserve in even greater measure the confidence which the public have placed in our manufactures.

Clincher Cycle and Motor Cycle Tyres were awarded the **GRAND PRIX** (the highest possible award) at the 1910 Brussels International Exhibition.

Clincher Cycle Tyres will this season be made in three grades, viz. :—

The "A Won Clincher" Tyre.—Without a doubt the finest high-grade Cycle Tyre on the market at the present time. Its popularity during the past year with the cycling public is extremely gratifying, and there is no question as to its retaining the premier position for the 1911-12 Season.

The "Vacuum Grooved" Tyre.—So called on account of the specially designed tread which forms the most effective non-skid yet introduced. In addition to this unique and valuable feature, we have no hesitation in saying that its wearing qualities will be found to be exceptional, as, in contra-distinction to other non-skidding Tyres, the whole of the bulk rubber is utilised as wearing surface, and this renders the Tyre fast, and extremely durable.



**MOTOR-CYCLE
& CYCLE TYRES**





CLINCHER

“B Grade Clincher” Tyre.—We have given serious attention to the production of a good quality second-grade Tyre, and the “Clincher B” is the result. To those who do not wish to buy the more expensive Tyre we can recommend this grade with every confidence. The quality has been further improved for the forthcoming Season, and these Tyres will be found to be fully equal to the majority of so-called high-class Tyres now being sold to the public.

Guarantee.—The Guarantee applying to each grade will be found on page 5. “Clincher” Tyres fit the rims supplied on all well-known makes of machines, but it is very necessary to call attention to the fact that there are rims of wrong size and section on the market which do not co-ordinate with any known standard, and to which the higher grade Standard Cycle Tyres of to-day will not conform. The British Standard sizes and sections will be found on page 28, and these sizes have been adopted by all the leading makers.

“Clincher” Motor Cycle Tyres have always held the highest reputation for sterling quality and worth, due to our policy of using only the best materials in their construction, and this line will be strictly followed. Three grades in various patterns are listed, each the best of its kind, for the purpose it is intended, but special attention should be paid to the “A Won” Rubber Studded Non-skid (Bailey’s Patent) and the “Dreadnought” Rubber Studded Non-skid Tyre (Bailey’s Patent), the two most popular Tyres ever produced owing to their durability, resiliency and remarkable non-skidding qualities.

To meet the demand for a good quality second-grade Motor Cycle Tyre we have decided to retain the “B” quality. Although the price is moderate, this Tyre has given splendid results. The quality has been further improved, and we can recommend it with every confidence to the Motor Cyclist whose initial expenditure is the first consideration.

The North British Rubber Co., Ltd.,
Tyre Sales Department,
Bedford Chambers, Covent Garden,
LONDON, W.C.



MOTOR-CYCLE
& CYCLE TYRES



CLINCHER

CLINCHER

GUARANTEE.

SPECIAL NOTICE.



IN view of the fact that so much misunderstanding exists on the subject of Tyre Guarantees, we should like to draw attention to the following :—

It will be easily understood that the period during which a Tyre lasts depends so much upon circumstances over which the Manufacturer can have no control whatever, viz.: the condition under which the Tyre is used, the nature and the amount of use to which the Tyre is subjected, and the care and attention given it by the user. It will therefore be seen that no Manufacturer could guarantee Tyres to last for any definite length of time, and it must be understood that the "Clincher" Guarantee has reference only to defects of material or workmanship which may develop within the period of the Guarantee.



MOTOR-CYCLE
& CYCLE TYRES



GUARANTEE.

Clincher "A Won" Roadster Cycle Tyres of Standard sizes, which fail by reason of bad workmanship or faulty materials within a period of fifteen months from the date upon which such Tyres were issued by the Company, will be replaced or repaired by the Company at a charge proportionate to the wear which the Tyres have given.

This undertaking lasts for fifteen months from the date upon which such Tyres are issued by the Company, after which period no claim can be entertained by the Company.

"Vacuum-Grooved" Cycle Tyres of Standard sizes, which fail by reason of bad workmanship or faulty materials within a period of fifteen months from the date upon which such Tyres were issued by the Company, will be replaced or repaired by the Company at a charge proportionate to the wear which the Tyres have given.

This undertaking lasts for fifteen months from the date upon which such Tyres are issued by the Company, after which period no claim can be entertained by the Company.

Clincher "B" Grade Cycle Tyres of Standard sizes, which fail by reason of bad workmanship or faulty materials within a period of thirteen months from the date upon which such Tyres were issued by the Company, will be replaced or repaired by the Company at a charge proportionate to the wear which the Tyres have given.

This undertaking lasts for thirteen months from the date upon which such Tyres are issued by the Company, after which period no claim can be entertained by the Company.

Clincher Juvenile Tyres are guaranteed upon similar terms for twelve months.

No claim can be entertained in respect of Tyres which have been subjected to unfair treatment, or which have been fitted to unsuitable rims. To ensure immunity from trouble on the latter point, customers are recommended to fit Rims of manufacture approved of by the Company.

Unfair treatment of Tyres comes under the following heads:—

1. Riding Tyres insufficiently inflated.
2. Injury owing to wrong fitting.
3. Damage caused by the action of oil, undue brake action, or friction with any part of the machine.
4. The casing failing owing to wet being allowed to penetrate.

Also the Company does not accept responsibility for minute superficial cracking not detrimental to the Tyre in practical use.

If the Company's private marks inside the Tyres are altered or obliterated, the Guarantee on such Tyres is thereby cancelled.

No allowance will be made for expenses incurred in connection with alleged defective Rims or Tyres.

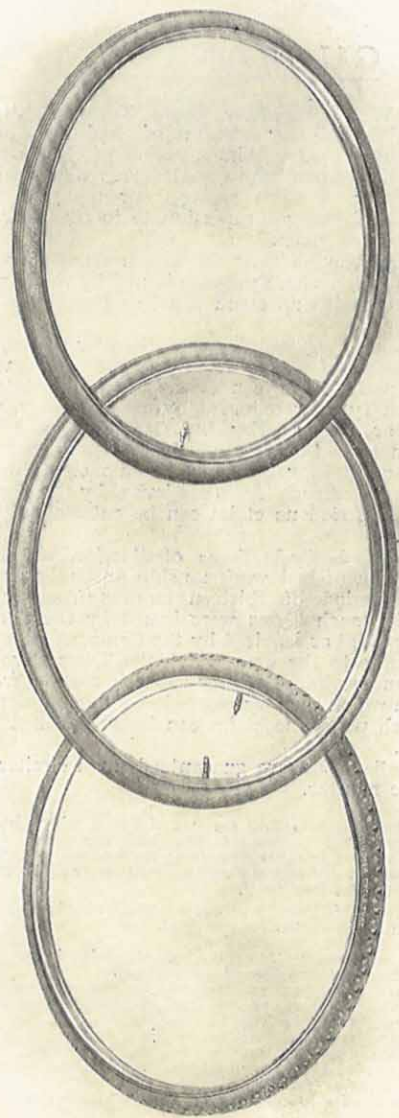
No Guarantee applies to Road-racing, Path-racing, Sprint, or Motor-Cycle Tyres.



**MOTOR-CYCLE
& CYCLE TYRES**



CLINCHER



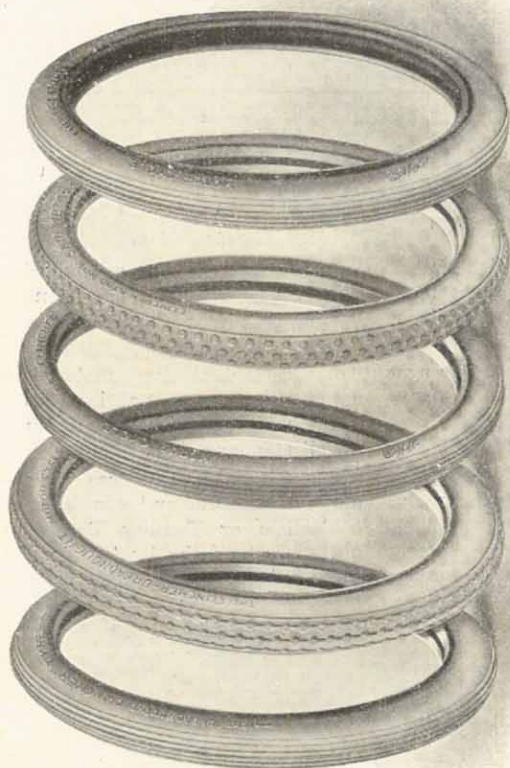
"CLINCHER" Standard Cycle Tyres.
"A Won." "Vacuum Grooved," and "B" Grade.



MOTOR-CYCLE
& CYCLE TYRES



CLINCHER



CLINCHER Standard Motor Cycle Tyres.

"A Won" Plain Ribbed (Wired or Beaded Edge), "A Won" Rubber Studded (Wired or Beaded Edge), "B" Quality Rubber Studded, "Dreadnought" Plain Ribbed, "Dreadnought" Rubber Studded.



MOTOR-CYCLE
& CYCLE TYRES



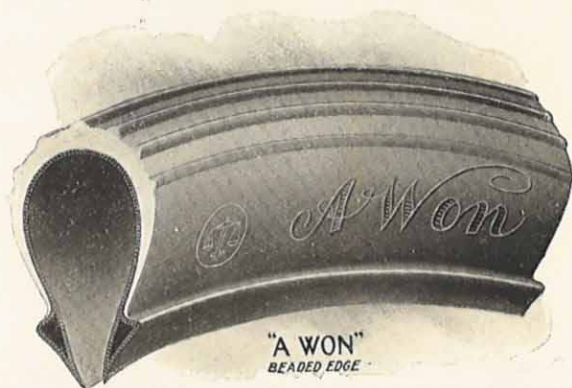
RPAIR.—Having located the puncture, remove from around it the grey coating of sulphur on the surface, so as to expose the dark rubber underneath. This is very important to effect a sound repair, and it can be done by rubbing with glass-paper, or wetting the spot and rubbing with head of a lucifer match. Then rub tube dry. Select the size of the patching rubber large enough to extend a quarter of an inch round the puncture, and see that this also is free from the coating of sulphur. Then cover both the surface of the tube and the surface of the patch evenly with a thin layer of rubber solution, and leave them for a few minutes until the solution becomes tacky and *almost* dry. Carefully place the patch over the puncture, pressing it down firmly, so that the whole of the patch adheres firmly to the tube, which it will do almost immediately. Put the patch in the right position on the tube, and do not attempt to shift it afterwards. Dust a little French chalk over the part repaired, so as to neutralise the adhesiveness of any solution remaining round the patch. This will prevent it sticking to the inside of the outer cover when replaced on the rim.

Whilst the cover is removed from the rim, it is as well to examine the inside to see if there are any objects projecting through, which might again puncture the air-tube and cause it to leak. Also examine for any small cuts that may have penetrated to the inside of the cover, and repair these with the prepared canvas generally found in a tyre repair outfit. This should be done in the same manner as in the case of the inner tube, with the exception that there is no coating of sulphur to remove.



CANCHER

"A WON" GRADE.



PRICES.

TYRE.	SIZE.	PRICE, Wired or Beaded Edge.		
		Cover.	Tube.	Per Pair, Covers and Tubes.
Roadster	26, 28 × 1 ³ / ₄ in.	11/6	5/6	34/0
	26, 28 × 1 ¹ / ₂ in.			
	26, 28 × 1 ³ / ₄ in.			
Tandem and Touring	26 × 1 ³ / ₄ in.	13/0	7/6	41/0
	28 × 1 ¹ / ₂ in.			
	28 × 1 ³ / ₄ in.			

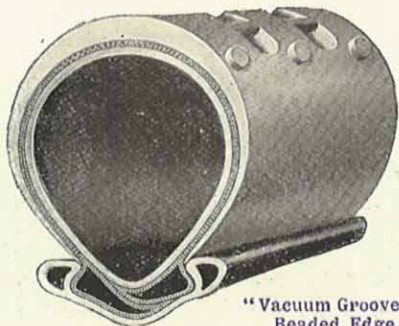
NOTE.

The Prices for Covers and Tubes do not include fitting to Wheels.

MOTOR-CYCLE
& CYCLE TYRES

CLINCHER

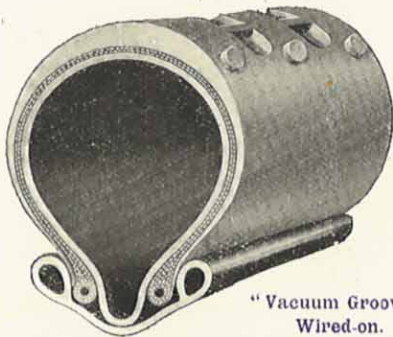
"VACUUM GROOVED."



"Vacuum Grooved"
Beaded Edge.

SO called on account of the specially designed tread which forms the most effective non-skid yet introduced. In addition to this unique and valuable feature, we have no hesitation in saying that its wearing qualities will be found exceptional, as in contra-distinction to other non-skidding Tyres the whole of the bulk rubber is utilised as wearing surface, and this renders it very fast and durable. The quality is exactly the same as the "A Won" Clincher.

After the most exhaustive and severe tests, this Tyre has been adopted by the General Post Office authorities, and is giving every satisfaction. It is also particularly suited to those who use their Bicycles regardless of weather conditions.



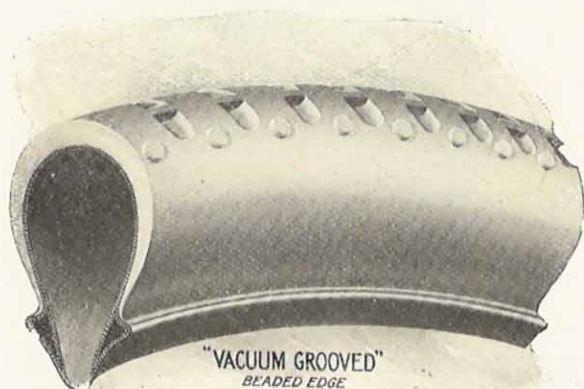
"Vacuum Grooved"
Wired-on.



**MOTOR-CYCLE
& CYCLE TYRES**



"VACUUM GROOVED."



PRICES.

TYRE.	SIZE.	PRICE.		
		Wired or Beaded Edge.		
		Cover.	Tube.	Per Pair, Covers and Tubes.
Roadster	26, 28 × 1 $\frac{3}{8}$ in.	12/6	5/6	36/0
	26, 28 × 1 $\frac{1}{2}$ in.			
	26, 28 × 1 $\frac{3}{4}$ in.			
Tandem and Touring	26 × 1 $\frac{3}{8}$ in.	14/0	7/6	43/0
	28 × 1 $\frac{1}{2}$ in.			
	28 × 1 $\frac{3}{4}$ in.			

NOTE.

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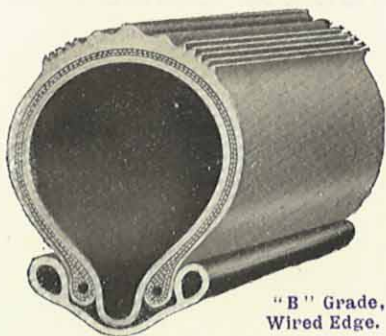


MOTOR-CYCLE
& CYCLE TYRES



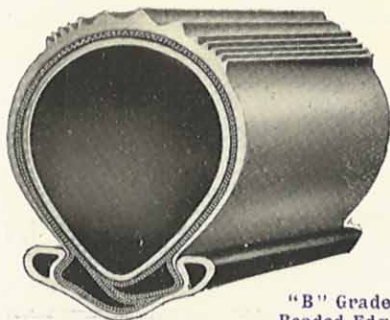
CLINCHER

"B" GRADE.



"B" Grade,
Wired Edge.

WE have given serious attention to the production of a good Second Grade Tyre, and the "Clincher B Grade" is the result. To those who do not wish to buy the more expensive Tyres we can recommend this quality with every confidence. The quality has been further improved for the forthcoming Season, and it will be found to be fully equal to the majority of so-called high-class Tyres now being sold to the public. Made in all Standard sizes, Wired and Beaded Edge.



"B" Grade,
Beaded Edge.

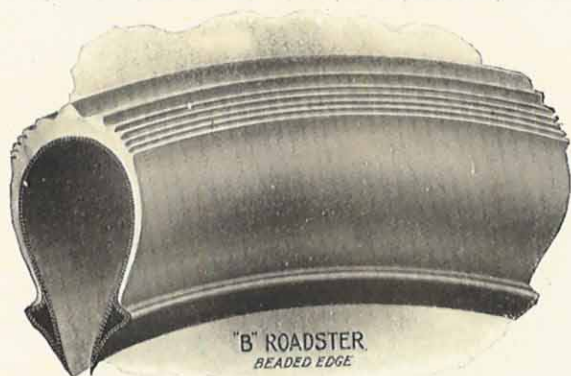


MOTOR-CYCLE
& CYCLE TYRES



CUNCHER

"B" GRADE.



"B" ROADSTER.
BEADED EDGE

PRICES.

TYRE.	SIZE.	PRICE.					
		Cover.		Tube.		Per Pair, Covers and Tubes.	
		s.	d.	s.	d.	s.	d.
Beaded Edge	26, 28 × 1 $\frac{3}{8}$ in.	9	4	4	0	26	8
	26, 28 × 1 $\frac{1}{2}$ in.						
	26, 28 × 1 $\frac{3}{4}$ in.						
Wired Edge	26, 28 × 1 $\frac{3}{8}$ in.	9	1	4	0	26	2
	26, 28 × 1 $\frac{1}{2}$ in.						
	26, 28 × 1 $\frac{3}{4}$ in.						

NOTE.

The Prices for Covers and Tubes do not include fitting to Wheels.



**MOTOR-CYCLE
& CYCLE TYRES**



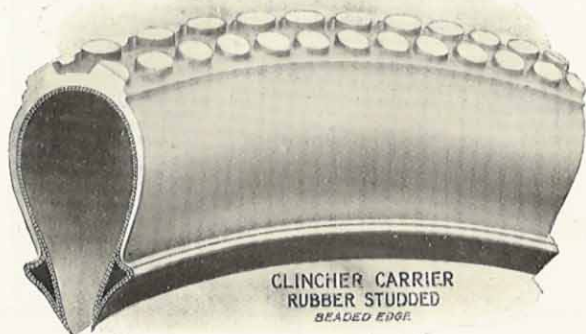
CLINCHER

**"A WON"
CARRIER TYRES.**



A WON CARRIER
RUBBER STUDED
BEADED EDGE

**"CLINCHER"
CARRIER TYRES.**



CLINCHER CARRIER
RUBBER STUDED
BEADED EDGE

For Prices of "Clincher" Carrier Tyres see page 16.



**MOTOR-CYCLE
& CYCLE TYRES**



"A WON" CARRIER TYRES
 FOR
BICYCLES
 AND
TRICYCLES

HAVE given universal satisfaction during the past season, and are fitted as standard by a large number of Manufacturers. Very strong and durable.

We are Contractors for, and have supplied Carrier Tyres to H.M. POST OFFICE for many years. We also supply similar Tyres to H.M. WAR OFFICE, INDIA OFFICE, etc., etc.

WIRED OR BEADED EDGE.

TYRE.	Dimen- sions.	PRICES.		
		Cover.	Tube.	Per Pair, Covers and Tubes
	Inches.			
"A WON"—				
"Ordinary" {	26 x 1 $\frac{1}{2}$	18/0	8/6	53/0
	26 x 1 $\frac{3}{4}$			
	28 x 1 $\frac{1}{2}$			
	28 x 1 $\frac{3}{4}$			
"Vacuum Grooved" {	26 x 1 $\frac{1}{2}$	19/3	8/6	55/6
	26 x 1 $\frac{3}{4}$			
	28 x 1 $\frac{1}{2}$			
	28 x 1 $\frac{3}{4}$			
"Rubber Studded" {	26 x 1 $\frac{1}{2}$	19/3	8/6	55/6
	26 x 1 $\frac{3}{4}$			
	28 x 1 $\frac{1}{2}$			
	28 x 1 $\frac{3}{4}$			

NOTE.

The Prices for Covers and Tubes do not include fitting to Wheels.

CLINCHER

"CLINCHER" CARRIER TYRES FOR BICYCLES AND TRICYCLES.

THE Clincher Carrier is a thoroughly durable and reliable Tyre produced to meet the increasing demand for a good quality Tyre at a competitive price. It has given splendid results on the lighter type of Carrier, for which it is eminently suitable.

WIRED OR BEADED EDGE.

TYRE.	Dimen- sions.	PRICES.		
		Cover.	Tube.	Per Pair, Covers and Tubes
	Inches.			
CLINCHER	$26 \times 1\frac{1}{2}$	11/0	5/4	32/8
"Ordinary" ..	$26 \times 1\frac{3}{4}$			
	$28 \times 1\frac{1}{2}$			
	$28 \times 1\frac{3}{4}$			
"Rubber Studded"	$26 \times 1\frac{1}{2}$	11/6	5/4	33/8
	$26 \times 1\frac{3}{4}$			
	$28 \times 1\frac{1}{2}$			
	$28 \times 1\frac{3}{4}$			

NOTE.

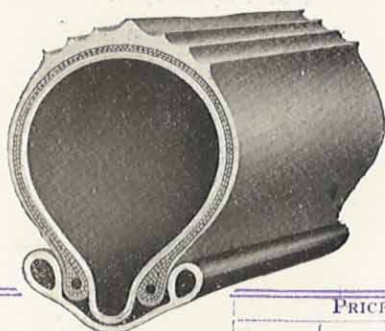
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**MOTOR-CYCLE
& CYCLE TYRES**



JUVENILE TYRES.

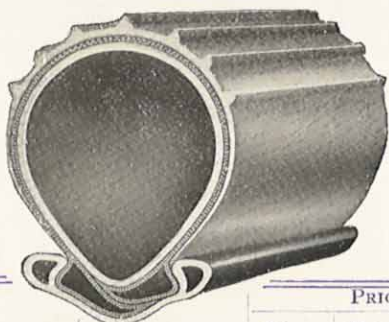


Juvenile Tyres, Wired on.

TYRE.	SIZE.	PRICE.					
		Cover.		Tube.		Per Pair, Covers & Tubes.	
		<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>
Beaded ..	24 × 1 ³ / ₈ in.	7	9	3	9	23	0
Wired ..	24 × 1 ³ / ₈ in.	7	6	3	9	22	6

FEATHERWEIGHT TYRES.

Weight of Cover—Beaded Edge, about 17 ozs. Wired Edge (26 × 1 ³/₈), about 15 oz.



Featherweight, Beaded Edge.

TYRE.	SIZE.	PRICE.					
		Cover.		Tube.		Per Pair, Covers & Tubes.	
		<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>
Beaded ..	28 × 1 ³ / ₈ in.	11	9	5	6	34	6
Wired ..	26 × 1 ³ / ₈ in.						

NOTE.—The Prices for Covers and Tubes do not include fitting to Wheels.



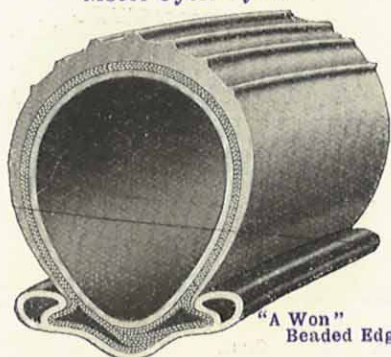
MOTOR-CYCLE & CYCLE TYRES



CLINCHER

"A WON" QUALITY.

Motor Cycle Tyre.



"A Won" Beaded Edge.

IT is necessary, owing to the severe strain occasioned by the weight of the rider and machine, that a Motor Cycle Tyre should combine not only strength but resiliency, to give the utmost protection to engine and mechanism. Only by the use of the very best materials in its construction will a tyre successfully withstand the continuous ordeal to which it is subjected, and at the same time afford the greatest immunity from puncture, give long "life" to the engine, and consequent pleasure to the rider.

The "A Won" Clincher Motor-Cycle Tyre fulfils these conditions in every way; is fast, durable and resilient, while excellent mileages have been obtained during the past season. (See testimonials).

SIZES.	PRICE (BEADED EDGE).		
	Cover.	Tube.	Per Pair, Covers and Tubes.
26 x 2 in.	28/8	11/4	79/2
26 x 2 1/4 in.	31/7	11/4	85/10
26 x 2 1/2 in.	36/2	13/10	100/-
	WIRED EDGE.		
26 x 2 in.	20/8	11/4	64/-
26 x 2 1/4 in.	22/8	11/4	68/-
26 x 2 1/2 in.	25/4	13/10	78/4

NOTE.

The Prices for Covers and Tubes do not include fitting to Wheels.
Butt-ended Tubes 1/6 each extra.



**MOTOR-CYCLE
& CYCLE TYRES**

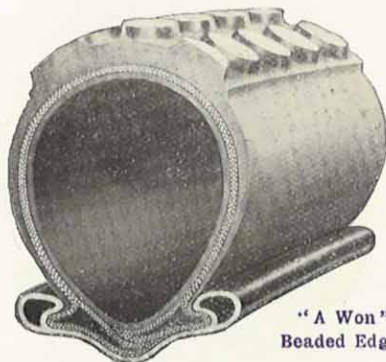


CLINCHER

"A WON" QUALITY.

RUBBER STUDDED NON-SKID.

Motor Cycle Tyre.



"A Won"
Beaded Edge.

(Bailey's Patent, No. 13,457 of 16/10/97.)

THIS pattern has helped considerably in the building up of the splendid reputation held by "Clincher" Motor Cycle Tyres, and for those who use a machine over all sorts of roads, in every kind of weather, there is no Tyre that will give better service. The formation of the studs form an extremely efficient non-skid, and the Tyres will stand up on roads of the worst description.

The 1912 construction is still further improved, the tread being composed of a specially tough rubber, that will conduce to even greater mileages than obtained heretofore. A further feature is that the studs wear down evenly, and after they have entirely disappeared the Tyre is quite as good as the ordinary plain tread.

SIZES.	PRICE, Beaded Edge.		
	Cover.	Tube.	Per Pair, Covers and Tubes.
26 × 2 in.	35/-	11/4	92/8
26 × 2½ in.	37/9	11/4	98/2
26 × 2½ in.	46/2	13/10	120/-
		Wired Edge.	
26 × 2 in.	26/8	11/4	75/-
26 × 2½ in.	29/-	11/4	80/8
26 × 2½ in.	35/8	13/10	99/-

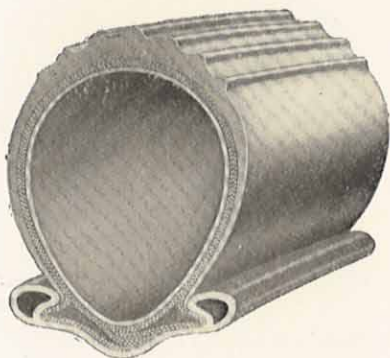
NOTE.—The Price for Covers and Tubes do not include fitting to Wheels.
Butt-ended Tubes 1/6 each extra.

MOTOR-CYCLE
& CYCLE TYRES

CANCHER

THE "DREADNOUGHT."

"A WON" PLAIN RIBBED PATTERN
MOTOR CYCLE TYRE.



THIS Tyre is altogether stouter and stronger than any other make on the market. It is specially intended for use on high-powered machines, or side cars. Although it fits the same rim, the resiliency is much greater, and it gives considerably more mileage. As a proof of its sterling worth we need only point to its universal popularity.

SIZES.	PRICE.		
	Cover.	Tube.	Per Pair, Covers and Tubes.
24 x 2 in.	39/-	11/-	100/-
24 x 2¼ in.	42/-	11/-	106/-
26 x 2¼ in.	45/-	11/4	112/8

NOTE.

The Prices for Covers and Tubes do not include fitting to Wheels.

Butt-ended Tubes 1/6 each extra.



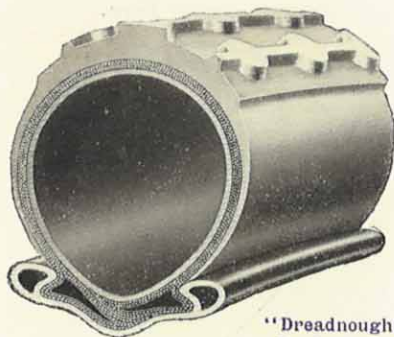
**MOTOR - CYCLE
& CYCLE TYRES**



LANCHER

THE "DREADNOUGHT."

RUBBER STUDDED NON-SKID MOTOR CYCLE TYRE.



"Dreadnought"
Beaded Edge.

(Bailey's Patent, No. 13,457 of 16/10/97.)

THE "Dreadnought" Motor Cycle Tyre is designed on the same principle as the "Dreadnought" Ribbed, but with a unique non-skid tread, which will be found most effective on wet or greasy roads. Specially designed for use on high-powered or heavy touring machines, there is no doubt it is the last word in Motor Cycle Tyre construction.

SIZES.	PRICE.		
	Cover.	Tube.	Per Pair, Covers and Tubes.
26 × 2¼ in.	52/5	11/4	127/6
26 × 2½ in.	56/6	13/10	140/8

NOTE.

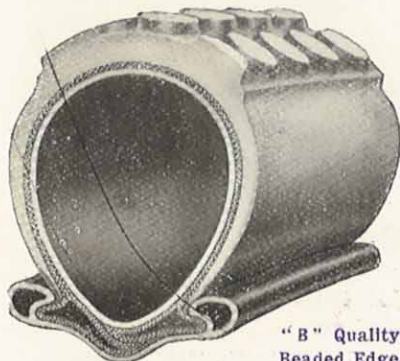
The Prices for Covers and Tubes do not include fitting to Wheels.
Butt-ended Tubes 1/6 each extra.

MOTOR-CYCLE
& CYCLE TYRES

LANCHER

"B" QUALITY

RUBBER STUDDED
Motor Cycle Tyre.



"B" Quality,
Beaded Edge.

IS a thoroughly reliable Motor Cycle Tyre at a moderate price, the quality is excellent, and the results obtained have proved entirely satisfactory. Strongly constructed to stand rough usage and hard wear.

SIZES.	PRICE.		
	Cover.	Tube.	Per Pair, Covers and Tubes.
26 x 2 in.	21/0	8/6	59/0
26 x 2 $\frac{1}{4}$ in.	27/6	9/6	74/0

NOTE.

The Prices for Covers and Tubes do not include fitting to Wheels.
Butt-ended Tubes 1/6 each extra.



**MOTOR-CYCLE
& CYCLE TYRES**



Hints on the Care of Tyres.

TYRES should never be needlessly exposed to the extremes of temperature. Avoid keeping them in a place where the direct rays of the sun will fall on them, or where the fumes of burnt gas will reach them. Do not bring them into contact with oil, grease, lime, benzine, petrol or any chemicals. Should any oil drop on them whilst oiling the bearings, no harm will be done if it is wiped off at once, but never let oil get into the fabric, or remain on the rubber.

Inflation of Tyres.—Never ride your tyres, even for a short distance, without having them properly inflated, but do not pump too hard. If a pressure gauge is used, 25 lb. to 30 lb. to the square inch will be found to give the best results; should they be inflated too hard, the smooth and easy running of the bicycle will be destroyed. Should they be insufficiently inflated, they will wear out quickly, as the rubber and fabric will be likely to disintegrate, and this is not fair usage of a pneumatic tyre. A good means of ascertaining whether the tyres are sufficiently inflated, is to press the two thumbs on the tread, whilst grasping the rim with the fingers, and if a slight depression be made, it is about right. The front tyre does not require to be pumped quite so hard as the back one. When the rider is in the saddle, if the tyres, where they touch the ground, are just a little bulged out—but only slightly—the pressure is sufficient. Looked at from the side, it should be scarcely possible for another rider to see that the tyres are flattened on the road.

It is not necessary to remove the wheel from the machine to get at the air-tube. Always detach the cover of the back wheel on the side opposite that of the chain, taking care that the air-tube is fully deflated before doing so, and that it does not come in contact with oil that may be on the chain or bearing.



DETACHING Beaded Edge Cover.—The method of detaching the cover from the rim is the simplest and easiest extant. Deflate the tube, and the narrow edge can be removed with ease by pushing the beaded edge of the cover out of the inturned edge of the rim, the edge of the cover can then be lifted over the edge of the rim, and the tube be exposed for examination and repair. If it is desired to remove the cover entirely, the valve nut should be unscrewed, and the valve itself pushed into the bed of the rim.

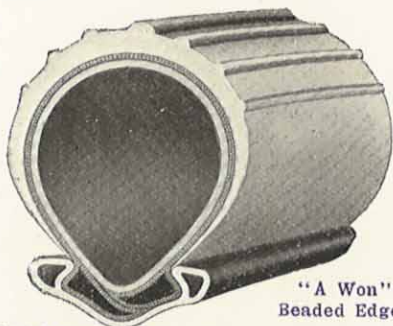
Detaching Wired Edge Cover.—To remove wired-edge tyres it is necessary to first loosen the milled nut of the valve, which will allow of the stem of the valve being pushed up out of the rim ; then press the edge of the tyre inwards and downwards towards the bed of the rim ; when the tyre is loosened all round, commencing with the part of the tyre that lies opposite to the point required to be detached, press the tyre well into the rim with the thumbs, and run them round the wheel in opposite directions ; this will bring the edge of the tyre up above the level of the rim at the place where it is required to be detached, and it can then be brought over the rim by the fingers, or with the aid of a tyre lever.

Tube Punctures.—If unable to detect the puncture by examining the outside of the tyre, it will be necessary to remove one side of the cover from the rim and feel round the inside for any object projecting through, which will indicate the position of the puncture in the air-tube. Should this be unsuccessful, remove the air-tube from the rim and slightly inflate it. Immerse the tube in water, in successive short lengths, and, stretching it slightly, look for a stream of bubbles ; go all round the tube and mark the place where the bubbles occur. If unable to obtain water, inflate the tube slightly and hold it close to the cheek or the eye, stretching it in short lengths.



CLINCHER

"A WON" GRADE.

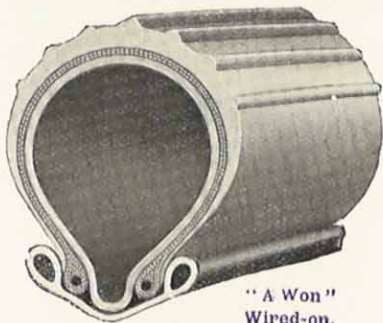


"A Won"
Beaded Edge.

THIS High-grade Tyre has always been acknowledged to be the finest on the market, and there is no doubt it will retain the premier position for the 1912 Season.

It is made throughout of the highest class materials procurable—best Para, and beautifully fine fabric—thus ensuring a highly resilient and durable Tyre. Made in Beaded and Wired Edge, in all standard sizes.

To meet the requirements of Cyclists who use their machines all the year round, on all sorts and conditions of roads, the "Clincher" Tandem or Touring Tyre is recommended. Although not so fast as the lighter Tyre, it is remarkable for its sterling reliability and longevity.



"A Won"
Wired-on.



MOTOR-CYCLE
& CYCLE TYRES



The Scientific Testing of Materials in the Manufacture of "Clincher" Tyres.

IN keeping with the continual extension of its factory, the North British Rubber Co., Ltd., has recently found it necessary to build and equip a new laboratory and experimental department in order to cope with the ever-increasing demand for the scientific control of its varied manufactures. It may be mentioned that this is the third laboratory that this company has found necessary to install within the past two years, which fact accounts largely for the uniformity of its products. Everything which enters into the manufacture of North British goods is carefully checked against standard samples and specifications for supply. Fabrics, chemicals and crude rubber all have to pass specified standard tests of quality before being accepted for delivery to the works. Such other commodities as lubricating oils, fuels, etc., are carefully watched, as well as all other necessary supplies which are as important to the smooth running of the factory as is the quality of the ingredients to be employed in the output.

The laboratory has been installed in a self-contained building, which is electrically lighted, and is supplied with electric power from its own installation, which installation also supplies current to the motors by which the testing machines, mills, etc., in the experimental department are driven, and also those for operating the stirrers, etc., in the physical and chemical laboratories. The necessary power is derived from a suction-gas engine and two dynamos—one of high and one low voltage.

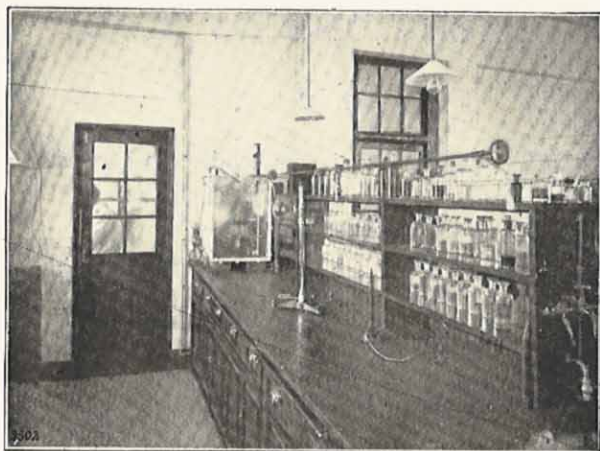


Research chemical laboratory.



MOTOR-CYCLE
& CYCLE TYRES





The physical laboratory.

The work is divided into several departments:—Research chemical laboratory; routine chemical laboratory; physical laboratory; electrical laboratory; experimental department; and the mechanical laboratory.

In the research chemical laboratory—a well-lighted and fully-equipped room a ny class of chemical work can be undertaken, from the examination for chemical purity, of factory supplies, to intricate research work necessitating the most elaborate apparatus; investigations of the most varied character are always to be found in process here.

All standard goods are periodically tested as a check on the factory operations.

In the routine laboratory, the daily routine consists of tests of supplies to the factory, comprising crude rubber, chemicals, etc., in order to ensure absolute uniformity in the finished products. The North British Rubber Co. recognizes that it is of little value to examine for fault after goods are manufactured and fall short of requirements; the management prefer to have the materials tested first, eliminating any that do not fully fill the bill before they ever enter into the manufacturing stage. By this means the quality of the North British goods is fully maintained, and the reliability of the products are assured before ever leaving the factory.

The two illustrations give some idea of the equipment of the North British Rubber Co.'s factory—the largest in the British Empire. With such scientific control over supplies and processes, little hesitation can be felt that the very best materials are used, and that the final products are the most suitable any rubber manufacturer can offer for their respective requirements. Nothing is left to chance or rule-of-thumb, but everything is carefully reasoned out and manufactured on well-defined lines from the raw materials to the finished article.



**MOTOR-CYCLE
& CYCLE TYRES**



DIMENSIONS OF RIM.



CUSTOMERS are recommended to see when replacing Tyres that the Rims are of the correct dimensions.

The measurement for Wired-edge Rims, taking the diameter from edge to edge of the Rims, as shown, should be :—

	Size.			Diameter.
	26 in. × 1 $\frac{3}{8}$ in.	..	..	23 $\frac{1}{16}$ in.
	26 ,, × 1 $\frac{1}{2}$ ,,	..	..	23 $\frac{9}{16}$,,
	26 ,, × 1 $\frac{3}{4}$ ,,	..	..	23 $\frac{3}{8}$,,
	28 ,, × 1 $\frac{3}{8}$ ,,	..	..	25 $\frac{1}{16}$,,
	28 ,, × 1 $\frac{1}{2}$ ,,	..	..	25 $\frac{9}{16}$,,
	28 ,, × 1 $\frac{3}{4}$ ,,	..	..	25 $\frac{1}{16}$,,

While for Beaded-edge Rims the diameters should be :—

	Size.			Diameter.
	26 in. × 1 $\frac{3}{8}$ in.	..	..	23 $\frac{9}{16}$ in.
	26 ,, × 1 $\frac{1}{2}$ ,,	..	..	23 $\frac{5}{16}$,,
	26 ,, × 1 $\frac{3}{4}$ ,,	..	..	23 ,,
	28 ,, × 1 $\frac{3}{8}$ ,,	..	..	25 $\frac{1}{16}$,,
	28 ,, × 1 $\frac{1}{2}$ ,,	..	..	25 $\frac{5}{16}$,,
	28 ,, × 1 $\frac{3}{4}$ ,,	..	..	25 $\frac{1}{8}$,,

It is recommended that the diameter should be taken both vertically and horizontally across the centre of the Hub.



LUNCHER

PERPETUAL TIME-TO-LIGHT-UP TABLE.

GREENWICH TIME.

Day	Jan. H.M.	Feb.	Mar.	Apr.	May	June
5th	5-4	5-55	6-45	7-38	8-27	9-9
10th	5-10	6-4	6-45	7-46	8-35	9-13
15th	5-18	6-13	7-3	7-54	8-43	9-16
20th	5-25	6-22	7-11	8-3	8-50	9-18
25th	5-35	6-31	7-19	8-11	8-56	9-19
30th	5-43	—	7-28	8-19	9-3	9-19
	July	Aug.	Sept.	Oct.	Nov.	Dec.
5th	9-16	8-40	7-36	6-27	5-24	4-50
10th	9-13	8-31	7-25	6-16	5-16	4-49
15th	9-9	8-21	7-13	6-5	5-9	4-49
20th	9-3	8-11	7-2	5-55	5-2	4-50
25th	8-57	8-0	6-50	5-45	4-57	4-53
30th	8-50	7-49	6-39	5-35	4-53	4-57

VARIATION OF SUNSET IN different sections of the Kingdom.

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Aberdeen	24	13	—	14	28	31	44	33	18	4	9	23
Birmingham	20	3	6	8	10	13	13	11	9	6	5	3
Brighton	6	6	5	4	2	1	1	2	3	4	5	6
Bristol	10	10	10	10	10	10	10	10	10	10	10	10
Carlisle	7	1	7	15	24	32	34	27	18	10	1	6
Cardiff	13	13	13	13	13	13	13	13	13	13	13	13
Derby	2	1	4	7	11	15	15	13	9	5	2	1
Dundee	17	7	5	17	30	41	44	34	21	9	4	15
Edinburgh	13	4	6	18	29	39	41	43	21	10	1	11
Exeter	19	18	15	13	11	8	8	10	12	15	16	19
Glasgow	9	—	10	22	33	43	45	37	25	14	3	7
Hull	2	2	6	11	16	21	22	18	13	8	3	—
Inverness	19	7	8	24	39	54	57	44	28	13	2	17
John o'Groats	34	17	1	20	37	59	62	46	25	7	11	30
Leeds	1	4	1	5	10	16	18	13	6	1	1	7
Leicester	10	9	6	4	2	1	1	1	3	6	7	9
Liverpool	2	2	6	11	16	21	22	18	13	8	3	—
Manchester	2	2	6	11	16	21	22	18	13	8	3	—
Newcastle	13	7	1	9	18	26	28	21	12	4	5	12
Norwich	10	9	6	4	2	1	1	1	3	6	7	9
Nottingham	2	1	4	7	11	15	14	13	9	5	2	1
Oxford	3	3	4	5	7	8	8	7	6	5	4	3
Perth	15	5	7	19	32	43	46	36	23	11	2	13
Peterborough	4	3	—	2	4	7	7	5	3	—	1	3
Plymouth	22	21	18	16	14	11	11	13	15	18	19	22
Portsmouth	6	6	5	4	2	1	1	2	3	4	5	6
Sheffield	2	2	6	11	16	21	22	18	13	8	3	—
York	9	5	—	6	12	18	20	15	8	2	2	8

The figures printed in heavy type—thus, **13**—read Earlier, whilst the figures in lighter type all read Later than one hour after sunset at Greenwich.

MOTOR-CYCLE & CYCLE TYRES

CLINCHER

A FEW Recent Testimonials.

"In constant use for five years."

NEWTOWN, LEEDS,

DEAR SIRS,

7th August, 1911.

I enclose for your inspection one of your "Clincher" Cycle Covers, and I desire to state that no other cover used by me has given such satisfaction and value for money.

It has been *in constant use for five years*, during which time I have covered a distance of (approx.) 8,000 miles.

Need I add that my only connection with your firm is that of a well-satisfied customer?

Yours truly,

The North British Rubber Co., Ltd.

(Signed) WM. HEBRON.

"The best that I can find."

NORTH GATE, COTTINGHAM,

DEAR SIRS,

25th June, 1911.

I have now ridden a cycle for two years and two months, and except for about ten days, averaging six miles a day, representing nearly 5,000 miles. I had 28 in. by 1½ in. Beaded "Clincher A Won" Tyres on the machine. I always give "Clincher" Tyres a good name, as they are *the best that I can find*.

If you care to use this as an advertisement for your Tyres you may do so with the greatest of pleasure.

Yours truly,

The North British Rubber Co., Ltd.

(Signed) W. STEPHENSON.

"In use since 1900."

June 13th, 1911.

DEAR SIRS,

I don't know whether it would be of interest to you to know that I have had one of your outer covers on my machine that I have had since the early part of 1900, eleven years ago.

I was at Shrewsbury a few days ago purchasing one of your inner tubes for the machine, and I happened to mention to the shopman that I thought this was the first inner tube I had bought for the machine, and that I had one of the covers on now that I had when I first had the machine; and he suggested me writing and letting you know, as he thought it was a very unusual thing.

I may say that it used to be on the driving wheel, but I have had it now for some time on the front wheel. I bought a new outer cover of your make a few years ago from Warrilow, Weston-super-Mare, for the hind wheel, as it is a smooth cover the one I have now, and which used to be on the back wheel.

I would not mind sending you on the cover, only I am still using it, and I have knocked about the country a good deal, including North Wales, where I had the only puncture I believe while riding, and that was through an ordinary square-headed boot-nail penetrating the outer cover.

I remain, yours truly,

(Signed) C. LLOYD,

The North British Rubber Co., Ltd.

Wellington, Salop.

"Covers 5,200 Miles."

LANCASTER,

GENTLEMEN,

May 22nd, 1911.

Please send price of "Clincher A Won" Tyre; with beaded edge 28 in. by 1½ in.

In 1906 I bought a Royal Enfield bicycle fitted with your tyres, and after 5,200 miles the front one is now beginning to show signs of wear.

Yours faithfully,

The North British Rubber Co. Ltd.

(Signed) JNO. CHURNSIDE.



MOTOR-CYCLE
& CYCLE TYRES



Recent Testimonials—continued.

"Remarkable Mileages."

READING,
June 9th, 1911.

DEAR SIRS,

It may interest you to know that I am riding a "Meteor" bicycle, purchased from Messrs. Callas, Sons & May, Ltd., Reading, about the middle of 1899 or 1900, with the *front wheel tyre* that was on it when I bought it, and it looks like standing a considerable amount of wear still—a *B Clincher*.

Can you supply me with a B Clincher for back wheel to correspond with the front one, which is rather larger than the ordinary tyre?—if so please state price.

The North British Rubber Co., Ltd.

Yours faithfully,
(Signed) R. M. NEWMAN.

"Consistent Successes."

SHEFFIELD,
10th September, 1911.

DEAR SIRS,

I have had splendid results again this year with your tyres and tubes.

I have won four Flying Kilometre Competitions, making fastest single cylinder time of day in each. Gold medal for creating fresh club records at rate of 70 miles an hour.

Also won three classes in Hill Climb. Fastest time of day.

Won Hutton Shield for 360 mile Reliability Trial; and in another reliability Trial. Also awards in Petrol Consumption Trial, &c. I ride a Norton.

The North British Rubber Co., Ltd.

Yours faithfully,
(Signed) DANIEL BRADBURY.

"Tyres outwearing an Engine."

CARDIFF,
March 25th, 1911.

GENTLEMEN,

Seeing so many advertisements of the mileage of certain makes of tyres, I feel that I must tell you of the wonderful results I have had with your "A Won" tyres. I purchased a motor cycle in 1903, fitted with an M.M.C. engine and 26 in. by 2 in. "A Wons."

Unfortunately I have kept no record of the mileage, but I've no doubt you are aware that the M.M.C. engines were strongly built; well, this is a case of *tyres outwearing an engine*.

A reversal of the usual order of things. The engine has been twice re-lushed and new rings, and now needs a complete overhaul, and I still have one of the original tyres in use on the front wheel in good condition; it looks good for a few hundred miles yet, in fact I think it is worth retreading. If you think it advisable after such an amount of use, I will send it on for your inspection and advice. I am fitting up a new motor cycle, and will need tyres, one, if not a pair, as perhaps the "A Won" will not stand another season's wear. I have another make tyre on the back wheel, but it is not worth considering; will you please quote price for retread and price of 26 in. by 2 in. "A Wons" for 26 in. by 2 in. rims.

The North British Rubber Co., Ltd.

Yours faithfully,
(Signed) E. JONES.

"12,000 Miles on a Motor Cycle."

TORPOINT, CORNWALL,
15th September, 1911.

DEAR SIRS,

I ride a 1909 Triumph, and I still have in use one of your "Clincher" Non-Skid Covers on the front wheel. This tyre has been in continual use for nearly 12,000 miles, except for a few weeks when being re-vulcanised.

The tyres are *most excellent*, and I shall be glad if you will let me know the price of a new cover, and whether you make them in more than one grade.

The North British Rubber Co., Ltd.

Yours truly,
(Signed) R. G. KITSON.




MOTOR-CYCLE
& CYCLE TYRES



CLINCHER

CYCLE PONCHOS & CAPES.

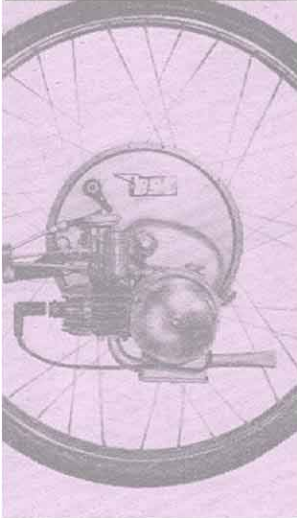


	Ponchos		Ponchos		Capes		Capes		Bag		Overalls		
	Patt. 1538	Patt. 1156	Patt. 1557	Patt. 1261	to hold Pogeho or Cape	Patt. 1358	Patt. 547	Patt. 1465					
	36 in. back, 34 in. front.	30 in. back, 33 in. front.	36 in. back, 34 in. front.	33 in. back, 33 in. front.									
Q2494 E.	5/1	—	6/7	—	2/9	4/8	7/6						
Q2494 C.	8/11	—	10/8	—	3/-	6/7	10/-						
Q2499	8/11	—	10/8	—	3/-	6/7	10/-						
6062	—	11/3	—	13/7	3/3	6/4	9/10						
5822	—	12/4	—	14/11	3/3	6/11	10/7						
5821	—	16/-	—	19/6	3/6	8/11	13/4						
5820	—	17/3	—	21/-	3/9	9/6	14/2						





IceniCAM Information Service



www.icenicam.org.uk