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**Accessories.**



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**with the following exceptions :**

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<b>Celluloid Mudguards</b>		
<b>“ Mandaw ” Dynamo Sets</b>		
<b>“ Robbialac, ” “ Robbialoid ” and “ Magic ” Enamels</b>		
<b>“ Judge ” Enamel</b>	}	<b>30 per cent Discount</b>
<b>“ Jupiter ” Covers and Tubes</b>		

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**$3\frac{1}{4}$  per cent Cash in 7 days.**

**ALL PRICES SUBJECT TO ALTERATION  
WITHOUT NOTICE.**

**JANUARY, 1937**





# WHAT RECOGNISED EXPERTS SAY ABOUT THE 'CYCLO' GEAR

"The original Renold Chains are still working without a murmur, the gears change perfectly and I have not experienced the slightest trouble with them, notwithstanding the fact that they have frequently been in the hands of novices and have been changed about in a manner which has not been conducive to faultlessness. Candidly, I can find no criticism of this type of gear, notwithstanding the fact that on the high and low ratios the rear chain is out of line about three-eighths of an inch."—F.J.U., *Bicycling News*. 21/5/30.

"It may be interesting to know that the tandem has now been ridden fairly hard by a variety of people for over eighteen months, and has covered a trifle over 9,000 miles. It is fitted with a 'CYCLO' three-speed gear, and is braked by the 'Cyclbrake' made by the British Hub Co., the brake shoes being lined with 'Ferodo.' During the period of its use I have only once adjusted the gear, and it has worked perfectly, giving ratios of 51, 67 and 75 inches. I had thoroughly anticipated that the rear chain would have required replacement ere this, but at the moment there is no sign of undue wear in that article, notwithstanding the fact that on the low and top ratios it is running slightly out of line, and, of course, taking the thrusts of two people."—F.J.U., *Bicycling News*. 17/9/30.

"I am sometimes asked if the chain does not sustain damage in mounting the cogs. The answer is that it does not . . . . The chain runs quite sweetly on all the gears. There is no grind and practically no noise, and it is almost impossible to detect from the feel of the drive which gear is in use."—"VIDELEX," *Cycling*. 11/3/30.

"Personally, I am well pleased with the service obtained from my 'CYCLO,' and have no hesitation in recommending it to the intelligent cyclist."—"ATTY" (Cycling Contributor to *Western Daily Press*).

**Kew Gardens, Surrey.**—Further to your letter of the 12th inst., I thank you for the two blocks which you have so kindly sent. Regardless of whether you advertise or not, I shall recommend their use as the Deraillleur is one of the most ingenious inventions that I have seen."—J. HARRISON, A.M.I.Mech.E., A.M.A.E. 15/8/31.

**A TOPPING GEAR.**—"After two years' experience with the 'CYCLO' three-sprocket gear I have come to the conclusion that for tandem riding it has no equal."—"INTERMEDIATE" N.C.U. Notes. 4/7/31.

*The C.T.C. Gazette*, May, 1932. Sir,—"I am amazed to see that 'Nutkin,' for all his profound knowledge of high speed engines, is having trouble with a simple deraillleur. If fitted correctly it will be absolutely trouble-free. I may add that I use both a deraillleur and a hub gear, and in my opinion the deraillleur is by far the better gear."

*Sport and Play*, 29/6/35.—"The last few days we have been riding a 'CYCLO'-geared machine eight years old, and are delighted with its slickness and easy change. Except for replacements such as cogs, the gear is as originally fitted."—EDITOR.

"I have been a 'CYCLO' user for ten years and have never known it fail me: at a flick of the lever I get low, high or medium gear, without fuss or fumbling."—R. G., Stechford, Birmingham. Aug. 30th, 1935.

**A UNIQUE HONOUR**  
was conferred to our Company by the  
**BRITISH SCIENCE MUSEUM**  
of Kensington, London, to supply a  
"Cyclo" 6-Speed demonstration model

**SHEER RELIABILITY — THAT'S THE "CYCLO"**



# AN OPEN LETTER FROM OPPY



October 16th, 1935.

## FELLOW CYCLISTS!

Human nature is as difficult to puzzle out as a small scale road map in a yellow fog. If I was to hint mysteriously of a special gymnastic exercise, a definite style of pedalling, or a set position guaranteed to increase your speed some few yards per mile, then you would be as interested as I am.

But for two seasons now I have been flaunting a 5 per cent. increase in bicycle speed in your country, and only a few of you have realised the advantage I have enjoyed when chasing mileage of your excellent roads. Don't think I am swinging my legs on a pedestal of superiority, and throwing down advice because I have managed to race my name alongside some records. Not at all. Believe me, when I state that I like the friendly style of the wheel world here, and the best way I can show my appreciation is by putting you on a good thing which never runs wrong and is always in front—that's "CYCLO."

I've paid for my experience, I hand it to you gratis.

In 1931 I raced in the Tour de France under the designation of an "Ace." The "Aces" were denied derailleurs, the "Tourist-Routiers" were allowed this device. That regulation did not mean so much to me, I had never seen the "changement vitesse" in action. Together with the brother "Aces" I was handed a practical lesson for a month. The despised second-raters won stages, slipped away in the mountains, jammed on the flat and became the "Enfants terrible" of the daily racing, because of their "CYCLO'S." The following season every important race was won by a bicycle equipped in this manner, and now it is understood that the rider facing the starter in a classic without such an attachment automatically becomes the red light of the race.

Averages have improved over two miles per hour over some of the distance events—which progress in bicycle motion is the greatest since the pneumatic tyre was first laughed at.

Use a "CYCLO" boys. Forget that canard about the alteration of pedal pressure with the change of ratio when you flip the lever over. Doesn't your pedal poundage alter on a single gear according to whether you are climbing or descending, revving with the wind or gouging against it.

Gears as provided by "CYCLO" will bring you closer to an even steady pressure and remove that contrast of over pedalling and over pushing. "CYCLO" can offer you the widest range of gears. On a hilly course or a gale day you need a greater variation than just a few inches.

Let my final words be—that I've tried them all, and "CYCLO" is the best. From the broad point of view, for the advancement of your speed and for the popularity of cycling in general, I would like to see one on every bicycle. From the selfish point of view, I wish I were the only one in the world using this labour-saving and speed-raising invention, I know I should then hold all the records.

Good luck, Boys—Faster miles.

*Robert A. Opperman*



**SOME 1931  
UNSOLICITED  
TESTIMONIALS**

**Birmingham.**

18/5/31.

I am sending you herewith my "CYCLO" gear movement, which I have used regularly on a tandem since JUNE, 1927. Without exaggeration, it has covered **25,000 miles**, and quite probably more, and it is with very great pleasure I report it has never given any trouble, and with the exception of having altered it from a pulley type, about three years ago, *no part* has had to be replaced. You will also probably be interested to know that this is one of the first few to be used in the Midlands, and I had to obtain same direct from P. de Vivie, as they were not stocked by any agents in England. E.J.M.

**Handford, Cheshire.**

11/6/31.

I should like to thank you for your very prompt attention to my order, and also say that I find your gear a very fine arrangement. The one I have on has been in constant use for the last three years, and has just completed about **50,000 miles** of good hard riding, a great part of which has been done in the by-ways of Wales. It has taken me over some of the stiffest passes and the roughest roads, and I am pleased with it in every way. Again thanking you. —"BACCIHI."

**Surbiton, Surrey.**

8/1/31.

It has proved an excellent gear in all respects. The machine was so fitted by Mr. F. H. Grubb, of Brixton, S.W.2. —L.W.L.

**Swanley, Kent.**

30/1/31.

During 1930 a number of our members have had "CYCLO" Derailleur Gears fitted, both to single and tandem machines, and they have not failed to live up to their reputation for giving entire satisfaction.

Editor, C.T.C., Kent District Association.

**Victoria, British Columbia.**

22/5/31.

Last December year I started to use a "CYCLO" 3-speed. F. W. Evans made up a new wheel with 3-speed derailleur and cycle hub and sent it out to replace my 3-speed, etc. I have been riding since 1878, and have used all the change-speed gears ever put on the market. In my opinion, for what it is worth, there has never been anything to touch your gear. It has added enormously to the ease and pleasure of riding in this very hilly country, etc. Last year, on my holiday trip in the mainland, on a journey very hilly and exacting riding for 50 miles, of about 70 miles, under similar conditions to the previous year with 3-speed gear, I saved over 1½ hours. I have never had any trouble with gear or hub when riding in all weathers. Etc., etc. —H.T.R.

**Derby.**

18/8/31.

I have had one of your 3-speed gears fitted about a month ago by Mr. Orton, and have just had a fortnight's tour in Devon and Cornwall and *think it a great invention saving a great amount of pedestrianism*. There is a point about your gear that you do not make enough "shout" about, and that is the fact that it is *direct drive* on all gears, which is where it scores over the hub 3-speed, inasmuch as two of the gears in the hub gear are driven through the gearing, the gear wheels carrying the load, so wasting energy, whereas your change gears are *idle*, being on the slack side of the chain. I am looking forward to a cushy time on the old grid in the future. J.H.







**STILL MORE  
TESTIMONIAL  
FRAGMENTS—**

**Redruth, Cornwall.**

26/8/31.

I am writing now about nine months after buying one of your Derailleur Gears, to say how very satisfied I am with it. I have no trouble with it whatever. It is a splendid system of gears; I would never go back to the 3-speed gear I had on my bicycle before. I am ever so satisfied with the gears I bought from you in November, and the trouble I had before has been quite eliminated. The elliptic chain wheel is functioning very well indeed. I give you permission to use my testimonial in any way you like. The gears are excellent.—I am, yours faithfully,

—P. E. H. STOTT (Rev.).

**Penrith, Cumberland.**

20/7/32.

Must say the "CYCLO" Gear I am riding is the best kind of gear I have rode for many years!

**Wood Green, London, N.22.**

2/2/32.

Will you please fit a new wire to cable, I noticed a few strands have broken. We have had the gear in use for two years and it is the only wear.

**West Hartlepool, Co. Durham.**

4/7/32.

I have had a "CYCLO" 3-speed fitted to my cycle for about four years, and no trouble has yet occurred. This 3-speed was the first in West Hartlepool, and I still find people who like me to explain it to them. Most of the "CYCLO" boys in West Hartlepool came to me for advice as to whether the "CYCLO" was worth fitting, and I find that it is worth its weight in GOLD.

**Islington.**

23/7/32.

I have been using one of your 3-speed gears for some time, and am ordering one on my new machine. I think that is proof enough of my satisfaction.

**Stourbridge.**

9/1/32.

As a user of "CYCLO" Gears for over three years, I am writing to tell you I shall never use any other speed gear, as I do not know of any to come within its reach.

**Leicester.**

22/9/32.

I expected to experience difficulty in fitting and adjustment, and I found none. I expected to find difficulty with the gear change, but after a dozen changes, I could change almost noiselessly. I have found the gear very satisfactory in every way, and I should like to congratulate you on turning out such a remarkably fine product.

**SAY "CYCLO"**  
**NOT JUST DERAILLEUR**



**STILL MORE  
TESTIMONIALS—  
1933**

**Southampton.**

It works like a dream. Thanks for prompt service. I will always recommend you. 4/7/33.  
—R.H.C.B

**Essex.**

The "CYCLO" Gear certainly adds a new interest to cycling. 1/8/33.  
—S.W.G.

**Middlesbrough.**

I have done well over 9,000 miles with your Gear, in country and town, from Newcastle to Kent, and I have not had a single minute's trouble. (Same chain is still O.K.). 4/8/33.  
—H.J.

**Brigg.**

I consider the "CYCLO" Gears are the finest and most reliable of gears in use to-day. 5/8/33.  
—L.G.

**Sunderland.**

I find they are 100 per cent. better than an ordinary 3-speed. 7/8/33.  
—T.A.W.

**Swansea.**

All of your fittings have always given me entire satisfaction, and as for your Gears, well, nothing can touch them, they are in a class of their own. 14/8/33.  
—N.P.

**Chester.**

I am now pleased to say that the Gear gives me every satisfaction, and appears to do everything you claim for it. I had been told at one time and another by various people who were supposed to know, that a derailleur gear would not change at very high or low speeds, and that the chain would jump off at every bump in the road. I have ridden over some of the worst roads it is possible to find in North Wales, and have ascended many gradients of 1 in 7 without difficulty. My six-speed conversion gives me the following gears, viz., 45, 53, 60, 71, 80 and 95 ins., and I can always find a gear to suit my need at any time. I shall always recommend the "CYCLO" Gear to any of my friends who contemplate purchasing a variable gear. 17/8/33.  
—G.C.R.

**Gateshead.**

I have not had a wire break in 28,000 miles. 27/8/33.  
—T.C.

**Sutton-in-Ashfield.**

I have had a "CYCLO" on my tandem for 15 months, and up to now have not had anything to complain about. I think they are the best gears on the market. Very little chain wear no rattle and no grinding. 29/8/33.  
—L.V.T.

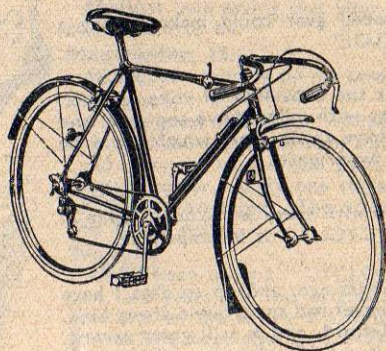
**An after-thought after calling at our Works when on tour. 19/9/33.**

That is a really remarkable Service you give to riders of "CYCLO" Gears, and one must give testimony to the unflinching kindness with which you handle every carelessness on a rider's part. 19/9/33.  
—THOS.CHARLESTON

**Warrington, Lancs.**

I may add that my Raleigh cycle is fitted with your gears and I find them far superior to the other makes of gears, having had experience of three other types. Wishing you every success. 20/9/33.  
—S.H.

**Choose a  
"CYCLO"  
model for  
1937.**



**SPECIFY "CYCLO," THE BEST ALL-ROUNDER VARIABLE GEAR**



# PLEASED WITH THEIR 'CYCLO'

## A Selection from 1934 Batch.



### Warrington.

22/1/34.

I might mention I am a satisfied "CYCLO" Gear user, and have recommended it on many occasions.

### Sheffield, 4.

20/2/34.

My "CYCLO" Gear has given unflinching service over two years of the roughest riding I have ever known in ten years' cycling.

### Manchester.

23/2/34.

I haven't had a moment's trouble, and do not hesitate to say that the "CYCLO" variable gear is the finest on the market.

### Malvern Link.

26/3/34.

I may add that I am completely satisfied with your gear, and for hill-climbing it is unequalled, I am now looking forward to an enjoyable season with same.

### Woking, Surrey.

15/4/34.

There is only one variable gear—the "CYCLO."

### Fleetwood.

10/4/34.

I would not ride without my "CYCLO" Gear for the World. It is everything you say.

### London, N.8.

8/5/34.

I have had a "CYCLO" Two-Speed in use on a single for the past four years, and never had a breakdown.

### Walsall.

21/5/34.

"CYCLO" Gears are the most perfect gears I have ever used, and will recommend to everyone.

### Birmingham.

28/6/34.

May I add that I consider your gear to be the best possible variable—there can be no improvement.

### Wallasey.

8/6/34.

I have found the Three-Speed "CYCLO" a marvellous improvement, particularly on hills on which I previously had difficulty.

### Bradford.

7/7/34.

I never thought a three-speed gear could make cycling a pleasure as does your "CYCLO."

### London, W.12.

3/9/34.

I was agreeably surprised at the behaviour of your product. After being used to speed hubs with miles above top gear, and a minus nothing bottom, to have three gears which could be used was certainly an unusual experience.

### St. Michaels, Aigburth.

9/9/34.

I have ridden machines fitted with every well-known make of hub and derailleur, but the "CYCLO" is incomparable.

### Darlington.

10/9/34.

I fitted a "CYCLO" five years ago, and up to date I have travelled 27,037 miles. I have never had any trouble of any kind. The chain is an ordinary Renold, and is still going strong, with hardly any stretch, and is capable of many miles yet. I cannot speak too highly of "CYCLO" Gears.—C.B.D.

## INSIST ON "CYCLO"—



# AS THE GEARS ROLL ON..

1935.....

**"CYCLO"  
SUPREMACY  
BECOMES  
MORE  
APPARENT —**  
Here is what Club-  
men say.

**Manchester, 13.**

25/3/35.

I can really appreciate the use of a good 3-Speed Gear like the "CYCLO."

**Birmingham.**

27/3/35.

I have ridden over 20,000 miles of rough riding and the gears still run smoothly.

**London, E.16.**

26/3/35.

I consider the "CYCLO" Gear much superior to the Hub type of gear.

**Wigan.**

12/4/35.

I will certainly recommend your gears whenever I can as they are marvellous.

**Cheshire.**

1/4/35.

This is the fourth year of trouble-free riding with "CYCLO" Gears, and I hope to spend many more hours on the best gears on the market.

**Sheffield, 11.**

16/4/35.

I have used your 3-Speed "CYCLO" on my tandem for over three years, in which it has travelled nearly 10,000 miles without the least trouble.

**Birmingham.**

9/5/35.

I have given the gear some very hard riding and have nothing but admiration for your 3-Speed Gear. I have elected myself one of your unpaid propagandists.

**Wallsend-on-Tyne.**

26/5/35.

I think that the "CYCLO" Gear is the best of all.

**Walsall.**

16/5/35.

I cannot help saying that your "CYCLO" Gears are all you claim them to be.

**Manchester, 12.**

1/5/35.

It has been running on my tandem for over three years.

**Liverpool.**

30/8/35.

The original "CYCLO" 4-Speed has now done over 40,000, I changed the sprockets from 20,000 onwards. The only reason I did this was to give me gears that suited the neighbouring country better. Only one replacement sprocket of each gear has been substituted. The actual third gear has been on for the 40,000 miles.

**Walsall.**

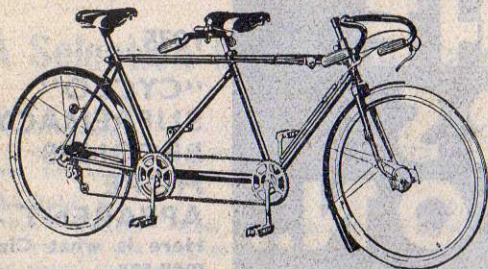
—/10/35.

I have been using a "CYCLO" Gear on my Raleigh for the past two years. It was originally fitted with another variable gear, but on the advice of a clubmate I changed to "CYCLO." It was the best change I ever made, and I feel I must congratulate you for producing the most perfect gear I have ever used.



**THE PROVED PERFORMANCE GEAR**





CYCLO GEAR is the most important feature to look for when choosing your mount for next season. Apart from being the most efficient type of variable gear on the market, it is a sure sign of a good machine.



**Chelmsford, Essex.**

28/4/36.

"Since fitting your gear I have found it satisfactory, and you certainly get more out of cycling with a gear of this type than with an ordinary fixed sprocket."

**Dukinfield, Cheshire.**

1/4/36.

"I have derived complete satisfaction and pleasure from my Cyclo equipped machine—so much that I shall probably be ordering another with similar equipment in the near future, and, of course, I shall recommend you whenever I can."

**Walsall.**

28/4/36.

"I have been riding a cycle equipped with a Cyclo TANK Gear, and after testing it for over 6,200 miles of all conditions of roads, I have nothing but praise for this masterpiece of engineering."

**Manchester.**

3/5/36.

"The gear would no doubt sell itself, but your attention should make its sales doubly sure."

**Hatfield, Herts.**

14/5/36.

"When I went to purchase the machine, I had every intention of buying the ordinary hub three speed, but the salesman pointed out to me the reliability and efficiency of the CYCLO Gear, which I find superior to any other gear."

**Mitcham, Surrey.**

19/1/36.

"My machine was fitted with a 'CYCLO' Gear when new, and is now the only mechanically perfect thing on the machine. It may interest you to know that it has covered something like 5,000 miles in a year, without any trouble."

**Swansea.**

28/9/36.

"My tandem was a single speed model so we fitted a 'CYCLO' Gear, and the hills we used to walk we now ride, and the long stretches seem much shorter."

**Chesterfield, Derbys.**

30/7/36.

"I have been a 'CYCLO' Gear user for the past 6 years, doing approximately 40,000 miles trouble free riding."

**Guildford, Surrey.**

14/8/36.

"It might interest you to know that I have used 'CYCLO' Gears for five years, and have now ordered a new machine, and, of course, my gears will be 'CYCLO.'"

**Crewe.**

2/8/36.

"I have enjoyed 3 years trouble free cycling with the aid of 'CYCLO' Gears, and beg to inform you that I am greatly pleased with their excellent performance."

**St. Albans, Herts.**

16/7/36.

"I have not had a moment's trouble during 26,000 miles of travel, and I do not hesitate to say that the 'CYCLO' Variable is the best on the market."

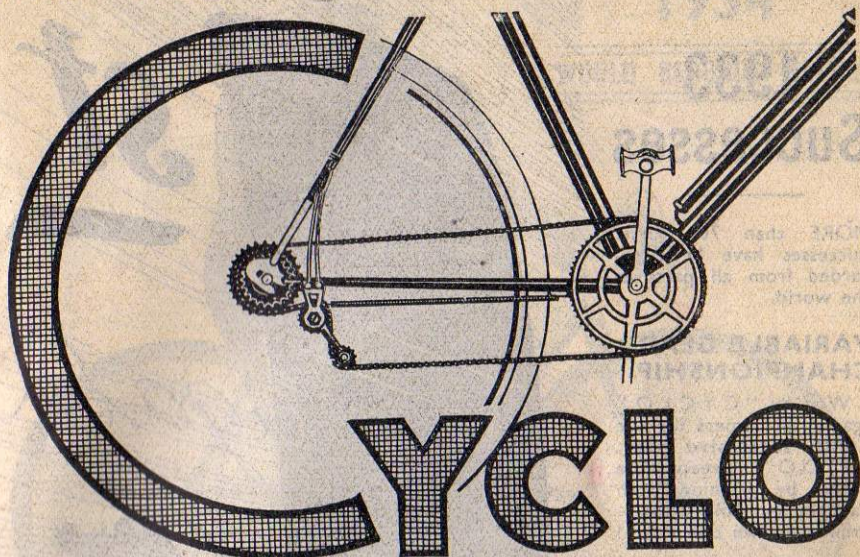
**INVERCARGILL, New Zealand.**

29/7/36.

"I am of the same opinion that nothing can equal 'CYCLO.' There are at present seven 'CYCLO' users in our Club who send their best wishes. My personal testimonial is 'MARVELLOUS,' that is the only way that I can describe it."



1926—1932 OVER 600 SUCCESSES.



Over 25 years' practical experience—that is your guarantee.

**TANDEM VARIABLE GEAR CHAMPIONSHIP**—1st, 2nd, 3rd, 4th, 5th, 6th, 7th, and 8th. Winners 9 years in succession against all comers.

**MIDLAND TANDEM RECORD, August 28th, 1932**—Birmingham to York and back, 246 miles in 13 hrs. 6 mins. 9 secs. by H. J. Holland and F. Allen. Previous time, 15 hours.

**IRISH ROAD RECORD**—24 hours solo.

**INTER-CAPITALS AUSTRALIAN UNPACED ROAD RECORD, October 24th, 1932**—by Frank Thomas. Canberra to Sydney in 9 hrs. 42 mins. 56 secs., beating the previous record by 1 hr. 54 mins. 18 secs., and establishing the 200 miles unpaced Road Record in 10 hrs. 14 mins. 4 secs.

**AWARDED THE CONSTANT BEZIER'S PRIZE** by the French Touring Club of France as THE YEAR'S GREATEST INVENTION.

**CONCOURS DE TOURISME**—1924, FIRST and THIRD. 1926—FIRST, SECOND and FOURTH. 1928—ALL PLACES from FIRST to TWELFTH.

**INTERNATIONAL VARIABLE GEAR CHAMPIONSHIPS in TURIN**—FIRST in 1928. FIRST in 1929.

**1930 IRISH R.R.A. 100 MILES, 12 HOURS, and BELFAST TO DUBLIN** Tandem Records.

**BIRMINGHAM TO LONDON AND BACK** Cycle Record, etc. Confirms late Paul de Vivie's master opinion: "A variable gear does not increase your power, but it enables you to use your strength judiciously"; and SO SAYS FRANK J. URRY.

**TOUR DE FRANCE, 1931**—The Tourist Blue Ribbon Trial of Endurance—Equipped with Reversible Wheels, 10 per cent. finish.

**TOURISTES-ROUTIERS CLASS** :—

Forty Starters—Eight only finished.

THREE STARTED on "CYCLO" }  
THREE FINISHED on "CYCLO" } **100%**

**SPECIFY "CYCLO."** Use a "CYCLO" and lead the way.

**YOUR NEAREST AGENT CAN FIT IT ON YOUR TANDEM OR SINGLE.**



# 1933 Successes

MORE than 700 First Successes have been recorded from all parts of the world.

## VARIABLE GEAR CHAMPIONSHIP

Won by "CYCLO" against all comers for the Tenth successive year. "CYCLO" sweeps the board by winning both Tandem and Solo Class.—*Draw your own conclusion!*

## AUSTRALIA.

One amongst many Australian records: Hubert Opperman's wonderful performance is outstanding—Kalgoorlie to Perth, 377 miles of Australia's worst roads, in 25 hours 37 minutes; lowering the previous record of 27 hours, 23 minutes.

"CYCLO" in Australia is winning everywhere, causing the Victorian Cycling League to ban the use of "CYCLO," as they contend that the gear gives mechanical assistance—What an admission!!

## BELGIUM.

Bruxelles-Rans: *FIRST*. Grand Prix de Range: *FIRST*. Grand Prix de Bruxelles: *FIRST*. Bruxelles-Durbuy: *FIRST*. Grand de Hal: *FIRST*.

## ENGLAND.

Birmingham to Llandudno. Tandem Record, standard time beaten by 21 minutes. Riders: F. Allen and H. J. Holland.

## FRANCE.

The total of *FIRSTS* secured by "CYCLO" equipped Cycles and Tandems during this year are too numerous to be recorded, the average being 15 to 20 successes per week throughout the country.

## MEXICO.

Mexican Road Championship: *FIRST, SECOND, FOURTH, SEVENTH.*

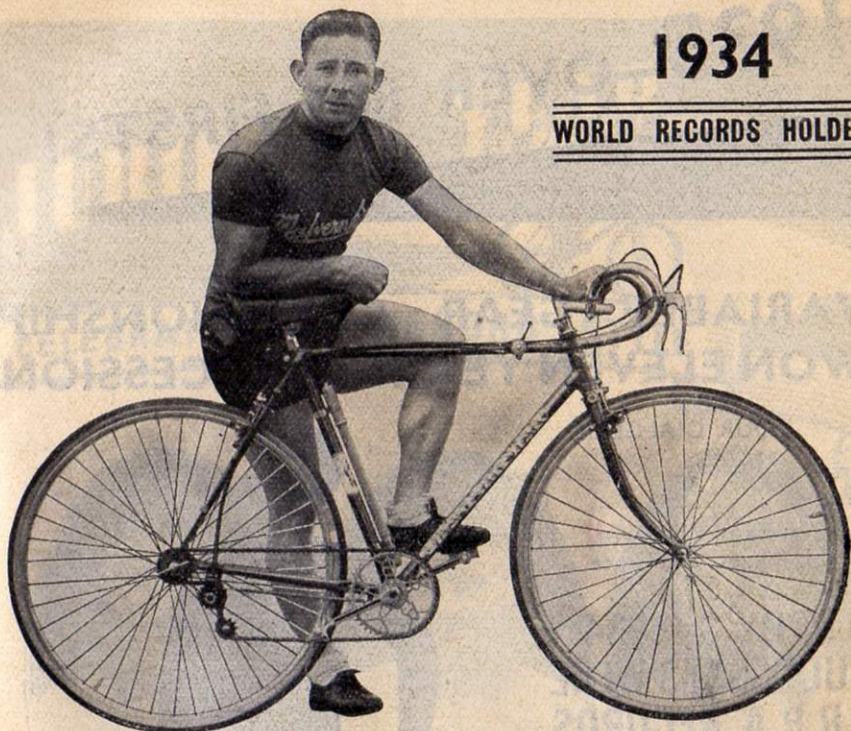


**"CYCLO" FOR BIGGER MILEAGE**



# 1934

## WORLD RECORDS HOLDER



Ossie Nicholson, 1933-1934 World Record Holder.

## UNBEATABLE WORLD RECORD.

**366 Consecutive Centuries in 365 days  
—covering 250 miles on the last day.**

**“THE YEAR’S UNPACED CYCLING MILEAGE”** by Ossie Nicholson riding a Malvern Star Australian cycle equipped with a **STANDARD 3-SPEED “CYCLO”** covering the amazing distance of **43,996 $\frac{1}{2}$  miles.** (Previous Record, 36,007 miles).

**ANOTHER WORLD RECORD FOR RELIABILITY.**

### WORLD’S RECORD ATTACK.

#### 1933 WORLD’S RECORDS—WHAT NICHOLSON HAS ACHIEVED.

On January 1st, 1933, Ossie Nicholson and his Dunlop-shod Malvern Star set out to lower the world’s twelve months’ record of 36,007 miles, established by the famous English Champion, A. A. Humbles, in 1932. Incidentally, the Australian, who competed in 1931 Tour de France, under the captaincy of Australia’s All-Round Champion, Hubert Opperman, essayed to break the intermediate world’s record for the highest number of consecutive centuries, standing at 268 to the credit of A. R. Peebles, also of England.

His “CYCLO,” responding gallantly to Nicholson’s phenomenal riding ability, gave him throughout the year a trouble-free ride. A new triple freewheel was fitted when after 21,000 miles a new chain was required.

The following staggering figures will prove the amazing reliability of “CYCLO” on which he pinned his faith to success.

Total mileage 43,996 miles in 365 days.  
Month’s greatest mileage aggregate,  
4,070 miles.  
Greatest one day’s mileage, 250 miles  
(Dec. 31st).

Monthly average, 3,666 $\frac{1}{2}$  miles.  
Daily Average, 120.  
Consecutive Centuries 365 in 365 days  
Starting date, January 1st, 1933.  
Finishing December 31st, 1933.

The ride was unpaced and under the official control and checked by the Victorian Cycling League and under supervision of the Royal Automobile Club of Australia.

## PROOF OF “CYCLO” RELIABILITY AND SPEED



# 1935—OVER 800 FIRSTS!

## VARIABLE GEAR CHAMPIONSHIP WON ELEVEN YEARS in SUCCESSION

TOUR D'ALGÉRIE.

First ... .. Level  
Second ... .. Gerin  
1,100 miles in 11 stages. North  
Africa, longest road race.

### OPPY'S 1934 SUCCESES WERE 5 R.R.A. RECORDS

including

THE END TO END  
RECORD, 865 miles in  
57 hrs. 1 min., AND 1,000  
MILES UNPACED CYCLING  
ROAD RECORD in 73 hrs.  
52 mins.

### THE BIDLAKE MEMORIAL PRIZE awarded to HUBERT OPPERMAN

FOR THE YEAR'S MOST  
OUTSTANDING ACHIEVEMENT  
IN THE CYCLING  
WORLD.



HUBERT OPPERMAN  
riding a B.S.A. Cycle,  
3-speed "Cyclo" equip-  
ped secured 5 National  
Records in 15 days.

## ONCE AGAIN—PROVED PERFORMANCE



JUBILEE

YEAR



CELEBRATED IN RECORD STYLE



Hefty Stuart

Official Road Champion of Australia who broke the following R.R.A. Records:—

SOLO.

LONDON—PORTSMOUTH AND BACK.

Time: 6 hrs. 34 mins. 7 secs.  
Distance: 137 miles. Broken by 15 mins. 10 secs.

TANDEM (with Ernie Milliken).  
LONDON—PORTSMOUTH AND BACK.

Time: 6 hrs. 1 min. 12 secs.  
Distance: 137 miles. Broken by 19 mins. 3 secs.

LONDON—BRIGHTON AND BACK.

Time: 4 hrs. 9 mins. 43 secs.  
Distance: 104 miles. Broken by 11 mins. 8 secs.

LONDON—YORK.

Time: 8 hrs. 15 mins. Distance: 196½ miles. Broken by 17 mins.

12 HOURS.

Distance: 275 miles. Broken by 22 miles.



Hubert Opperman

Holder of World's 24 hours and 1,000 kilos records (Tandem-paced) who broke the following R.R.A. Records:—

1935. LONDON—BATH AND BACK.

Time: 10 hrs. 14 mins. 42 secs.  
Distance: 211 miles. Broken by 25 mins. 12 secs.

LAND'S END—LONDON.

Time: 14 hrs. 9 mins. Distance: 292 miles. Broken by 59 mins.

24 HOURS.

Distance: 461½ miles. Broken by 8 miles.

TANDEM (with Ernie Milliken)  
LONDON—BATH AND BACK.

Time: 8 hrs. 55 mins. 34 secs.  
Distance: 211 miles. Broken by 49 mins. 39 secs.

Also an Irish Record, BELFAST—DUBLIN, 105 miles, broken by 8 mins.



Ernie Milliken

World's Record Holder at 100 miles (in competition) who broke the following R.R.A. Records:—

SOLO.

TANDEM (with Hefty Stuart).  
LONDON—PORTSMOUTH AND BACK.

Time: 6 hrs. 1 min. 12 secs.  
Distance: 137 miles. Broken by 19 mins. 3 secs.

LONDON—BRIGHTON AND BACK.

Time: 4 hrs. 9 mins. 43 secs.  
Distance: 104 miles. Broken by 11 mins. 8 secs.

LONDON—YORK.

Time: 8 hrs. 15 mins. Distance: 196½ miles. Broken by 17 mins.

12 HOURS.

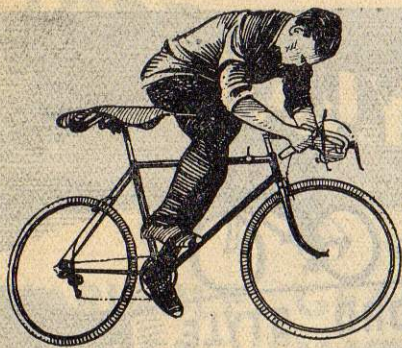
Distance: 275 miles. Broken by 22 miles.

(with Hubert Opperman).  
LONDON—BATH AND BACK.

Time: 8 hrs. 55 mins. 34 secs.  
Distance: 211 miles. Broken by 49 mins. 39 secs.

THEY ALL PREFERRED AND USED "CYCLO"





International Variable Gear  
Championship WON AGAIN.

**CUT  
DOWN  
YOUR  
TIMES**

*with*

**CYCLO**  
*The Gear Champions Use*

1 9 3 6

**'CYCLO'**

THE CHAMPION DERAILLEUR.  
TANDEM CLASS

(5 first places)

WINNERS 13 YEARS IN  
SUCCESSION.

Melbourne, 17/10/36.

Oppy beats another Unpaced  
World record.

Brisbane to Sydney, 615 miles  
of mountain roads, in 47 hours  
10 minutes.

In his cable Oppy says: "Truly believe  
record made possible by Cyclo Gears."

Proves the Truth of its Slogan.  
The Best "All-Rounder" Gear.  
The Choice of Champions.

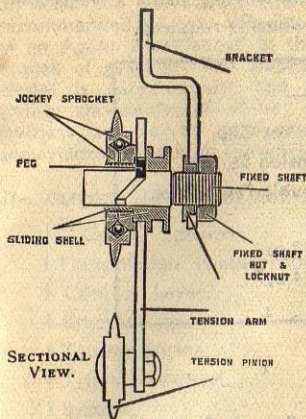
CYCLO holds every long  
distance unpaced cycling Road  
Record.

Over 2,000 Successes and  
World Records in less than  
three years.

An achievement never before  
equalled in the cycle industry.



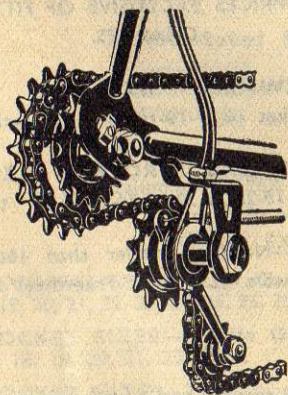
# THE "CYCLO"— HOW IT WORKS AND HOW TO USE IT.



The "CYCLO" Derailleur Gear consists of a Free-wheel with two or three sprockets, a mechanism for moving the chain into line with the respective Free-wheel sprockets, controlled by a double cable and lever from the top tube of the cycle, or Handlebar Twist Grip Control, and a spring to take up the excess of chain between the smallest and the largest sprocket.

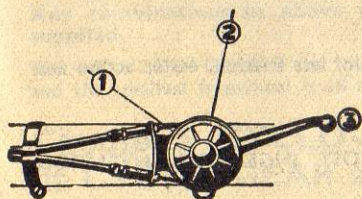
The Chain (6-8 links longer than usual) passes from the Chain Wheel and round the underside of the tension cog to the Actuating Sprocket, and from there round the Freewheel Sprocket, with which it is in line, and back to the Chain Wheel.

Any movement of the control lever or twist grip control, through the double cable, imparts a rotary movement to a quick thread on which the actuating sprocket is mounted, and this moves laterally into line with the cog selected. Providing the adjustment and gear-changing are correct, the cog takes up the chain without any suspicion of snatch or noise, but gear-changing is to a great extent a matter of practice and the expert is distinguishable from the novice by the absence of noise.



When changing gear, pedalling should be kept up, then when the chain is taking up on the next cog, and the drive taken up once again at just the right time, changing will be noiseless. This is all a question of practice.

There is no appreciable friction on any of the gears, although two cogs must necessarily run very slightly out of chain line. This is allowed for by the tensioning cog, which, being of a special shape and small size, allows the chain to run very freely. The actuating cog leads the chain in a straight line on to each sprocket, and all grinding on the drive is thus avoided. It is impossible to tell from the "feel" of the drive which gear is in use on a properly adjusted "CYCLO."





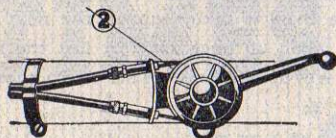
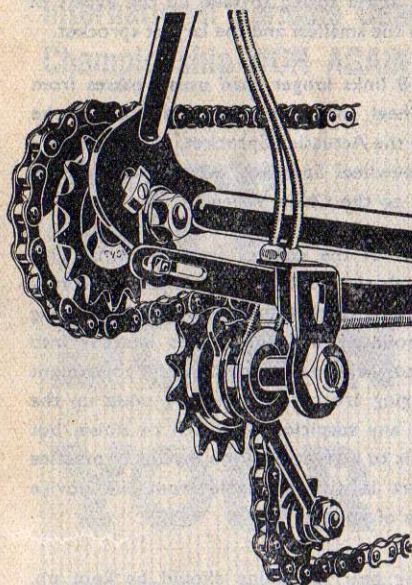
# "CYCLO" TWO-SPEED GEAR

The "CYCLO" Two-Speed Gear can be fitted to any existing wheel and requires NO ALTERATION except a few links of chain to be added to existing chain. We recommend this type of gear in particular when no alteration to wheel is required.

The complete Gear comprises:—

- |                     |                     |
|---------------------|---------------------|
| 1 "Cyclo" Spanner.  | 1 Bracket Clip.     |
| 1 Control Lever.    | 1 Tension Spring.   |
| 1 Transmission W.P. | 1 Double Freewheel. |
| 1 System.           |                     |

Average Weight : Standard, 1 lb. 12 oz.  
Super, 1 lb. 4 oz.



## Two-Speed, Sprocket Type.

Cycle Model ... ..	20/-
Tandem Model ... ..	23/-
Pulley type, extra 2/-.	
Duralumin "SUPER CYCLO" 3/6	
extra, Cycle or Tandem.	
Twist Grip with Dummy to match	
4/3 extra.	

ALL PRICES EXCLUSIVE OF FITTING CHARGES.

**FREEWHEEL SIZES**—Top Gear Sprocket 16-17-18-19-20-21-22 teeth.

**LOW GEAR SPROCKET SIZES**—17-18-19-20-21-22-23-24-25-26-28 teeth

**N.B.**—Nothing smaller than 16th is obtainable in 2-speed Freewheel sizes.

A double Chain Wheel gives four speeds without wheel reversal and a further two-speed freewheel on the other side of a double cog hub makes a total of eight speeds available on the one cycle. Truly a variable gear.

Small Chain Wheels and small Sprockets mean less Chain, less friction, easier action and saving of weight.

**"CYCLO,"**

ACKNOWLEDGED BY EXPERTS TO BE THE MOST INGENIOUS INVENTION EVER SEEN.



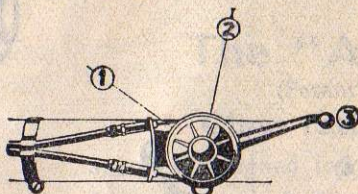
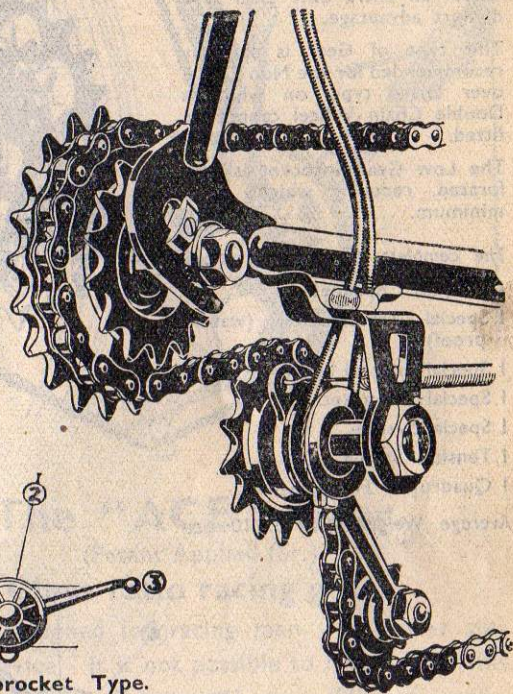
# "CYCLO" THREE-SPEED GEAR.

The "CYCLO" 3-Speed Gear is the ideal gear for use when a new wheel can be fitted, or when the alterations required are effected by an experienced mechanic (preferably recommended by us). We are pleased to assist cyclists at any time by giving the name of an Agent experienced in this branch of gearing. The 3-Speed Model is very popular and is giving thousands of miles of faultless service to tandemists and cyclists throughout the world.

The complete Gear comprises:—

- I "Cyclo" Spanner.
- I Transmission (waterproof).
- I Control Lever.
- I Bracket Clip.
- I Tension Spring.
- I Triple Freewheel.
- I System.

Average weight :  
 Standard, 2 lb. 8 oz.  
 Super ... 2 lb.



### Three-Speed Sprocket Type.

Cycle Model	...	each 25/-
Tandem Model	...	each 28/-
Pulley Type	...	extra 2/-

Duralumin "SUPER CYCLO," 3/6 extra. Cycle or Tandem.

Twist Grip with Dummy to match, 4/3 extra.

ALL PRICES EXCLUSIVE OF FITTING CHARGES.

### FREEWHEEL SIZES—Low Gear.

18, 19, 20, 21, 22, 23, 24, 25, 26, 28 teeth.

### SPROCKET SIZES—Middle Gear.

17, 18, 19, 20, 21, 22 teeth.

### SPROCKET SIZES—Top Gear.

13, 14, 15, 16, 17, 18 teeth.

Any combinations as above can be supplied.

N.B.—The LOW GEAR is the freewheel, and the smallest freewheel is 18 teeth

A double Chain Wheel with a "CYCLO" 3-Speed gives six speeds without wheel reversal. A Tandem 6-Speed can only be obtained with the Chater-Lea type of Cross-over Drive. For prices see under "Double Chain Wheels."

### SPECIAL NOTICE.

When specifying Hubs or Expanding Hub Brakes, always insist on our hubs as listed. By so doing, the correct type will be supplied and no further alteration will be required.

**Choose a CYCLO-equipped machine—makers that fit CYCLO GEAR as standard equipment build well.**



# "CYCLO" FOUR-SPEED GEAR.

The "CYCLO" 4-Speed Gear has been specially designed for the benefit of tandemists, for whom an extra Low Gear is a distinct advantage.

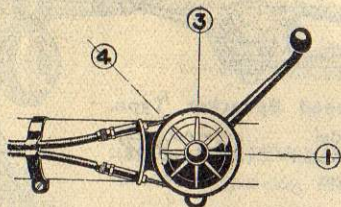
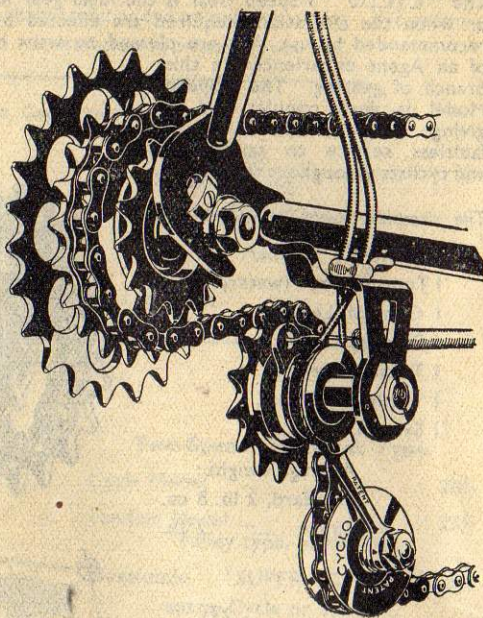
This type of Gear is specially recommended for the Non Cross-over Drive type, on which a Double Chain Wheel cannot be fitted.

The Low Gear Sprocket is perforated, reducing weight to a minimum.

The complete Gear comprises:—

- I "Cyclo" Spanner.
- I Special Transmission (water-proof).
- I Special Control Lever.
- I Special V Bracket.
- I Special System.
- I Tension Spring.
- I Quadruple Freewheel.

Average Weight : 2 lb. 10 oz.



Four-Speed Pulley Type.

Cycle Model	...	each 32/-
Tandem Model	...	each 35/-

**N.B.**—Only supplied with the V Special Braze-on 4-Speed Bracker.

Twist Grip with Dummy to match, 4/3 extra.

## SPROCKET SIZES.

First Gear, 13, 14, 15 and 16 teeth.

Second Gear, 17, 18 and 19 teeth.

Third Gear, Free Wheel, 20, 21 and 22 teeth.

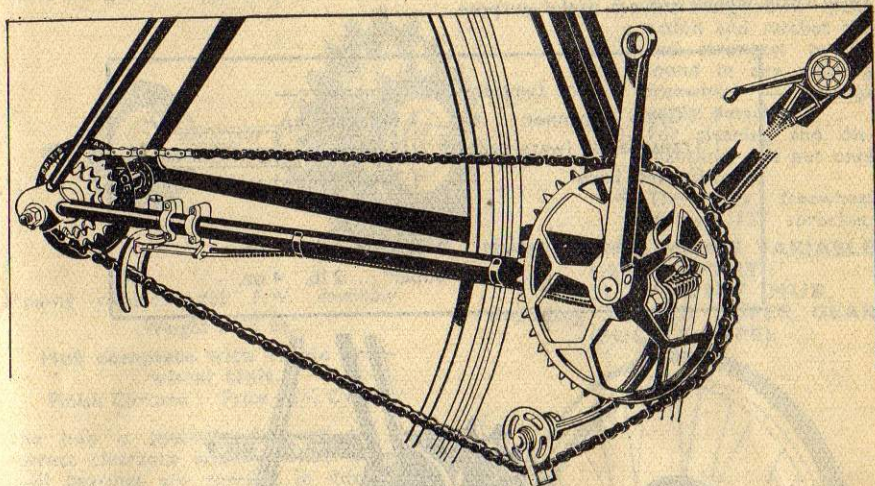
Fourth Gear, 25, 26 and 28 teeth.

THE LOW GEAR SPROCKET IS LEFT-HAND THREAD AND INTERCHANGEABLE. THE THIRD GEAR SPROCKET IS THE FREEWHEEL. THE SECOND AND FIRST GEAR SPROCKETS ARE ALSO INTERCHANGEABLE AND RIGHT-HAND THREAD.

**Choose a CYCLO-equipped machine—makers that fit CYCLO GEAR as standard equipment build well.**



# THE ACE CLOSE RATIO RACING GEAR.



## The "ACE" Gear.

(Patent Applied for.)

### Close ratio racing gear.

Specially designed for racing men who prefer this type of device. It is not possible to recommend this type of gear for "serious" use. We can nevertheless say that it is the best of its type amongst the existing types of derailleurs of this class.

The "Ace" gear retains the twin wire action which remains the supreme and only efficient method of derailleur transmission.

Weight complete, less  
triple free wheel, 10 oz.

Standard Model Solo Type.

Price complete, including  
Triple Free Wheel, 20/-

If supplied with Cyclo-Unit Hub, 5/- extra.

Free Wheel Sizes : Low Gear—18, 19, 20 and 21th.

Middle Sprocket Sizes—17-18th.

Top Sprocket Sizes—15, 16, 17th.

## THE ONLY BRITISH MADE GEAR OF ITS TYPE.



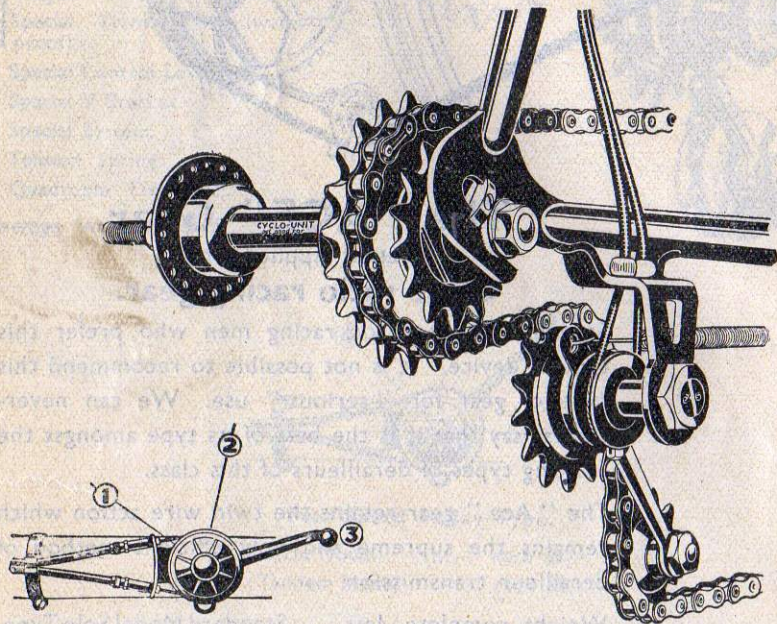
# "CYCLO" THREE-SPEED HUB UNIT

An addition worthy of the "Cyclo" range. This 3-Speed gear is similar to our famous Cyclo gear. The freewheel is incorporated in the hub and the special feature is the middle sprocket sizes ranging from 13 up to 16 teeth. The only type making the use of small chain wheels serve a useful purpose.

The complete Gear comprises :—

1 "Cyclo" Spanner.	1 Bracket Clip.
1 Transmission (waterproof).	1 Tension Spring.
1 Control Lever.	1 Triple Freewheel Hub Unit.
	1 System.

Average weight : Standard, 2 lb. 12 oz.  
 Super ... 2 lb. 4 oz.



### Three-Speed Sprocket Type.

Cycle Model ... each 30/- Pulley Type ... extra 2/-

Duralumin "SUPER CYCLO," 3/6 extra.  
 Twist Grip with Dummy to match, 4/3 extra.

ALL PRICES EXCLUSIVE OF FITTING CHARGES.

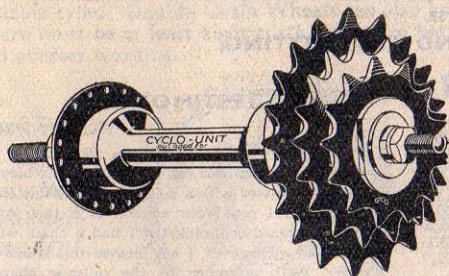
Sprocket sizes :

Low : 17, 18, 19, 20, 21 teeth. Middle : 13, 14, 15, 16 teeth.  
 Top : 12, 13, 14, 15 teeth.

**Choose a CYCLO-equipped machine—makers that fit CYCLO GEAR as standard equipment build well.**



## 3-Speed CYCLO-UNIT HUB Freewheel.



Showing complete hub F.W. assembly.

Weight : 18 oz.

**Hub complete with Triple Freewheel Unit.**

Finish Chrome : Price 12/-, Cycle.

The hub is specially designed to give correct clearance and freewheel support—all bearings are running in dust-proof grease-retaining cups. The width over packing washers is  $4\frac{1}{2}$ ".

The freewheel is incorporated in the hub and the special feature is the middle sprocket sizes ranging from 13 up to 16 teeth. The only type making the use of small chain wheels serve a useful purpose.

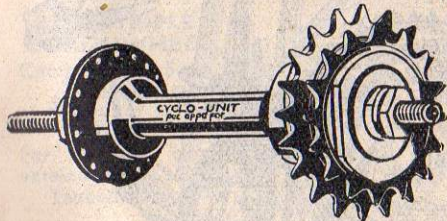
Stock Sprocket Sizes :

Low : 17, 18, 19, 20, 21 teeth.

Middle : 13, 14, 15, 16, 17, 18 teeth.

Top : 12, 13, 14, 15 teeth.

## 2-Speed CYCLO-UNIT HUB Freewheel.



Weight : 16ozs.

Sprocket sizes :

Top : 13, 14, 15 teeth.

Normal : 14, 15, 16, 17, 18 teeth.

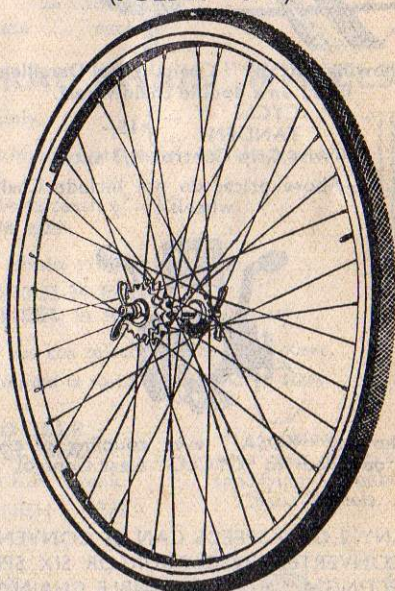
Two-Speed Solo, with sprockets as illustrated, Price 11/-.

The advantages of the "CYCLO" - UNIT are apparent to anyone upon inspection :—

- 1—No loose ball bearings.
- 2—Extra large pawls—pawl action and ratchet are the strongest to be found in any existing freewheel — springs easily detached.
- 3—For cleaning and dismantling, one nut only to unscrew.
- 4—The only freewheel giving a 12T. sprocket.

**THE RACING MAN'S VARIABLE GEAR OUTFIT :**

**"CYCLO" - UNIT HUB, including 3-SPEED SUPER GEAR (PULLEY TYPE).**



Complete with rear tubular wheel, 27" or 26", built with Cyclo-Unit. This wheel is built correctly laced and dished, with D.B. spokes tied and soldered.

Total weight of wheel and gear complete, 3lbs. 10ozs.

Price of complete outfit ... .. 47/6  
If fitted with "Cyclo"-Cross Tubular, Silky Fabric, 15/- extra. (As puncture proof as it can be.) Weight of tubular, 15½ozs.

"Cyclo"-Unit rear wheel, 26" or 27". Wheel only complete, LESS tubular, but as illustrated. Price 29/-.

**"CYCLO"—The Gear that made Cycling Easier and Faster.**

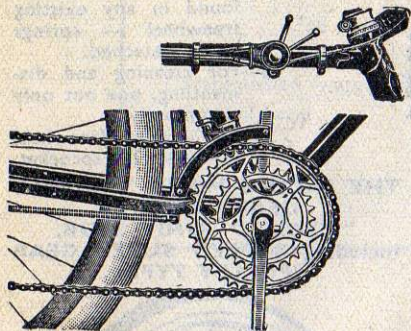


# "ROSA" CHAIN SHIFTING DEVICE.

Patent No. 370853.

Specially designed for double and triple chain wheels to shift the chain automatically from one chain wheel to another and vice-versa.

**EFFICIENT AND EASY FITTING.**



Showing "ROSA" Chain Wheel Derailleur fitted on a double chain wheel.

CYCLE ... } 15/-  
TANDEM ... }  
Twist Grip Control, 4/3 extra.

N.B.—Above prices do not include Chain wheels.



Showing "ROSA" lever coupling of c/w derailleur to "CYCLO" Gear Control.

ANY 2 OR 3 SPEEDS CAN BE CONVENIENTLY CONVERTED INTO FOUR OR SIX SPEED BY FITTING A "ROSA" DOUBLE CHAIN WHEEL. FOR TANDEM SINGLE SIDED DRIVE A TRIPLE C/W IS REQUIRED TO DOUBLE EXISTING GEARS.

FOR CROSS OVER DRIVE TYPES A DOUBLE C/W ONLY IS REQUIRED.

Showing a 9 Speeds Conversion; all gears in direct drive by the adaptation of a "Rosa" triple C/W in conjunction with a 3 Speed "Cyclo."

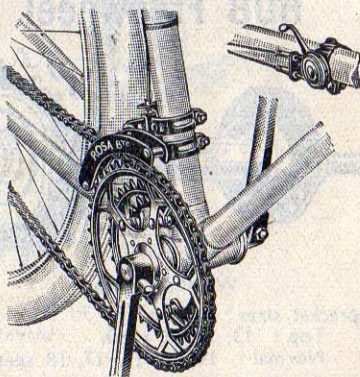
## TESTIMONIAL.

HULL, 12/5/31.

received your letter and am pleased that the chain wheel derailleur can be fitted to any bicycle. My bike is fitted with a 2-speed with double chain wheel, and I read your advert. as if this would mean a brazed-on bracket if I had a chain wheel derailleur. However, I am pleased this is not the case. With reference to the mileage chart I mentioned, I shall be pleased for you to make whatever use of it you like, and enclose same herewith. I think it about speaks for itself, showing exact mileage for every week and month of the year. My riding was done on a 3-speed with gears 76, 63 and 48th (except that I substituted a 41 as the low while touring Cornwall and Devon), and these gears I found very satisfactory. With the low, hills up to 1 in 4 I found I could climb as a matter of course. On club runs it is nothing to see the "Derailleur Boys" ascend previously unclimbable hills in a body. On tour in Devon and Cornwall I found it invaluable on the many 1 in 4's. Altogether, I have ridden 24,500 miles on machines fitted with "CYCLO" Derailleurs since the end of November, 1929, and every week puts on another 300—400 miles. I am, yours truly.—C.A.P.

HULL, 16/6/31.

I received the chain wheel Derailleur on Saturday and got it fixed for our run to Coxwold to the Cyclists' Church Service there. I find it works wonderfully well, and have not had the slightest trouble with it, the chain changing over just as well as on the rear sprockets.—C.A.P.



## MAKE YOUR CYCLING EASIER BY FITTING A "ROSA" DOUBLE CHAIN WHEEL.

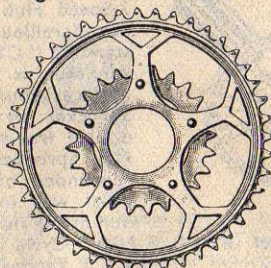


## "CYCLO" DOUBLE CHAIN WHEELS.

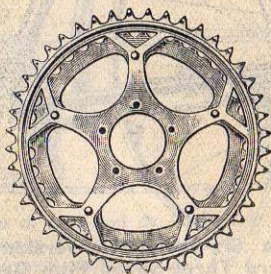
The use of a Double Chain Wheel immediately doubles the number of ratios available, and is advised in all cases where a two-speed gear is used. Chain rings may be rivetted to customer's own Chain Wheels in 5-pin pattern only, and providing the design is of a suitable type. Double Chain Wheels can also be fitted to Tandems with cross-over drive. There must be at least eight teeth difference between the two rings to allow for rivetting and correct working.

Stock Sizes :

5-pin  
Chain Wheel  
36th-38th  
40th-42th  
44th-46th  
48th-52th



44 x 24 Al. 48  
5-Pin pattern only, complete ... each 9/-



Stock Sizes :

Chain Rings  
24th-34th  
26th-36th  
28th-38th  
30th-40th  
32th-42th

## SUPERLIGHT "ROSA" DURAL CHAIN WHEELS.

5-pin type only.

Machined under patent process giving maximum metal hardness almost equal to steel.

STOCK SIZES :—40-42-44-46 teeth  $\frac{1}{2}$ " x  $\frac{1}{8}$ "  
Price ... 12/6 each.

**SUPERLIGHT "ROSA" chain rings to match.**

STOCK SIZES : 24-26-28-30-32-34-36-38 th.

**PRICE FITTED TO CHAIN WHEEL** in set of two 20/- set.

By fitting a "ROSA" Double Chain Wheel you can select any size listed above.  
With "ROSA" Chain Wheels you are not limited to so-called "standard sizes."

"ROSA"  
Double Chain  
Wheels can be  
coupled to suit  
your  
requirements.

### TANDEM DOUBLE CHAIN WHEEL SET.

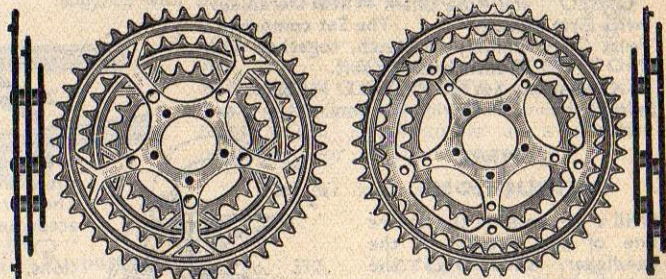
Complete with 5-pin R.H. Crank,  
12/3 CHROME FINISH 12/3

Select  
your own ratios by  
specifying double  
Chain Wheels.

**ROSA TRIPLE  
CHAIN WHEEL**  
Complete with 5-pin  
R.H. Crank

For 6-speed con-  
version of one-sided  
Tandem Drive

Chrome Finish 15/6



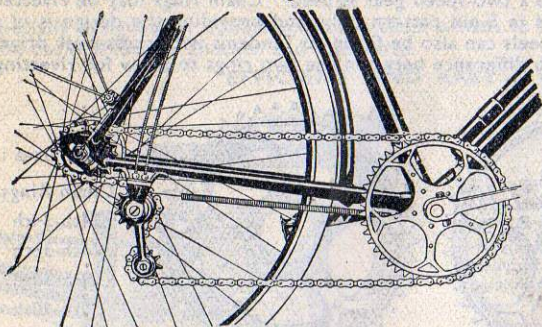
Right Hand Crank, Steel, chrome finish	...	...	...	...	3/-	each.
Right Hand Crank, Dureel, chrome finish	...	...	...	...	5/-	"
Left Hand Crank, Steel, chrome finish	...	...	...	...	2/6	"
Left Hand Crank, Dureel, chrome finish	...	...	...	...	4/-	"

**FIT A ROSA CHAIN WHEEL & DOUBLE YOUR PRESENT GEARS.**



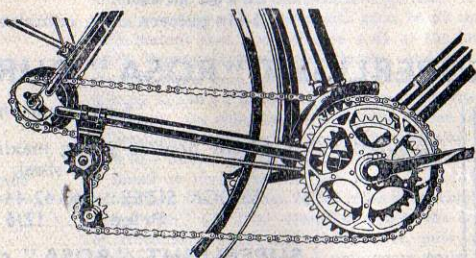
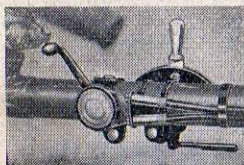
## 3-SPEED HUBS CUM 6-SPEED DERAILLEURS

An efficient six-speed can be obtained with your existing three-speed hub by adopting one or other of the following devices:—



Showing a Six-Speed Conversion of a Standard Three-Speed Hub Gear.

Where the 3-Speed Hub Sprocket is of the slide-on type, an efficient 6-Speed conversion can be obtained without any interference with your existing hub by means of the double chain-wheel and "ROSA" tensioning device.



Showing a Six-Speed Conversion (three-speed hub by means of double chainwheel arrangement).

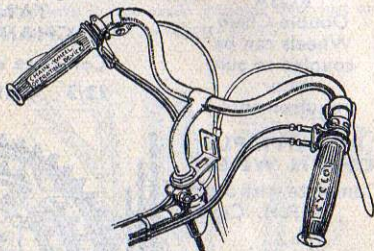
Complete set: Cycle only ... 26/- (The set comprises: double chainwheel with R.H. crank, "ROSA" tension device, spring and bracket). If supplied complete as shown with "ROSA" chain shifting device, as described on page 24 ... 15/- extra.

### "CYCLO" TWIST GRIP CONTROLS.

Invented by a C.T.C. member. Easy to fit—Simple—Efficient—a boon to Tandem Riders. Adopted also by one arm cyclist.

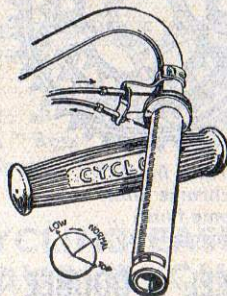
Showing the inventor's machine fitted with "CYCLO" and Rosa Chain Wheel Derailleur, Twist Grip Action. The Set comprises: Twist Grip, Dummy to Match, together with Transmission to suit.

Conversion Set for "CYCLO" Users:  
Solo ... 6/3 Tandem ... 6/9



### FITTING INSTRUCTIONS.

Drill a  $\frac{5}{32}$ " hole on the centre line of the outside of the handlebar, slide over the twist grip sleeve, and insert pin, screwing nut from the inside of the tube. The head of the pin acting as a stop at each extreme end of the slot. To slip the rubber grip easily



over the extra thickness smear the sleeve slightly with grease. The transmission is fitted according to the usual "CYCLO" fitting instructions. Copy free on request. N.B.—When ordering please state size of frame, solo or tandem.

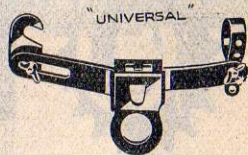
The twist grip sleeve can be shortened to suit any handlebar length.



# CHAIN STAY CLIPS FOR "CYCLO"

When ordering please state which pattern and size are required.

We advise the use of the braze-on attachment wherever practicable. This should not disfigure the machine even when fitted to an existing frame. This makes for rigidity unobtainable with any bolt-on attachment.



Ref.—"UNIVERSAL" suitable for any type of fork-end or chain stay.

(This new type of bracket is shown fitted on page 18).

R Made in 2 sizes for tapered round stays,  $\frac{5}{8}$ in. and  $\frac{3}{4}$ in.

O Made for oval stays, in sizes:  $\frac{3}{4}$ in.,  $\frac{7}{8}$ in.,  $1\frac{1}{8}$ in.

D Made for "D" stays, in sizes:  $\frac{7}{8}$ in. and  $1\frac{1}{8}$ in.

Any of the above patterns ... .. each 2/6

V/3 Type, braze-on pattern for 2 or 3 speeds ... .. each 1/6

V/4 Special ditto, for 4-speed ... .. each 2/6



V/3



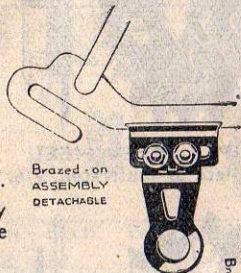
V/4



T/E



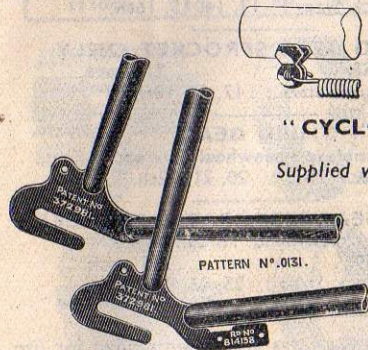
B/L



Braze-on  
ASSEMBLY  
DETACHABLE

## "CYCLO" DETACHABLE AND ADJUSTABLE BRAZE-ON BRACKET.

The top part of this bracket is supplied free of charge to any manufacturers or builders. The bottom of the bracket to be supplied with the gear when ordered.



No. 26.  
"CYCLO" TENSION SPRING.  
Braze-on Eye (as illustrated), 2d. each.

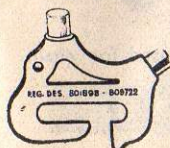
"CYCLO" BRAZE-ON CONTROL LEVER.  
Chrome Finish, 3/6.  
Supplied with Gear if specified at no extra cost.



Braze-on LEVER

No. 373. "CYCLO" PATENT COMBINATION CHAIN STAY incorporating Top Lug Bracket. Highly recommended to all builders and manufacturers as a standard production for all Sport frames.

Price per dozen sets on application.



No. 371. "CYCLO" Double-Purpose Fork-Ends—suitable for all types of Sports frames.

Solo Type ... 1/- per pair.

This Fork-end gives an adjustment for the gear if the owner desires to change his gear ratios by the fitment of new back cogs.

No. 372. "CYCLO" STRAIGHT DROP-OUT FORK-ENDS.

Solo or Tandem,

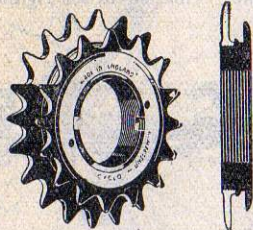
9d. per pair.



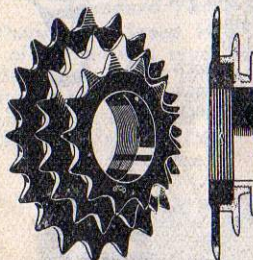


# "CYCLO" FREEWHEELS.

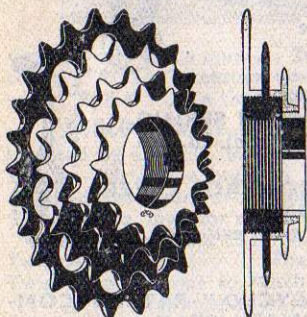
Our Freewheels are made with two complete sets of Ball Bearings, and specially designed for hard wear.



**TWO-SPEED TYPE.**  
Complete as illustrated, 5/3.



**TRIPLE FREEWHEEL.**  
Complete as illustrated, 7/6.



**QUADRUPLE FREEWHEEL.**  
Complete as illustrated, 9/3.



**'CYCLO' DOUBLE FIX COGS**  
As illustrated, 4/7.

**LOW GEAR SPROCKET, No. 47.**  
(Left-hand Thread.)

Stock Sizes : 19, 20, 21, 22, 23, 24, 25, 26, 28th.  
Price, 2/- each.

**TOP GEAR SPROCKET.**  
(Complete Freewheel.)  
3/9 each.

Stock Sizes : 16, 17, 18, 19, 20, 21, 22th.

*N.B.—When ordering LOW GEAR sprocket for double freewheel "CYCLO" or "WITMY," always state number of teeth of top gear sprocket.*

**TOP GEAR SPROCKET.**  
No. 358. 1/9 each.  
Stock Sizes : 13, 14, 15, 16, 17, 18th.

**MIDDLE GEAR SPROCKET.**  
No. 357. 2/3 each.  
Stock Sizes : 17, 18, 19, 20, 21, 22th.

**LOW GEAR SPROCKET.**  
(Complete Freewheel.)  
4/- each.

Stock Sizes : 18, 19, 20, 21, 22, 23, 24, 25, 26, 28th.

**FIRST GEAR SPROCKET ONLY.**  
No. 358. 1/9 each.  
Stock Sizes : 13, 14, 15, 16th.

**SECOND GEAR SPROCKET ONLY.**  
No. 357. 2/3 each.  
Stock Sizes : 17, 18, 19th.

**THIRD GEAR.**  
(Complete Freewheel) 5/- each.  
Stock Sizes : 20, 21, 22th.

**FOURTH GEAR PERFORATED SPROCKET.**  
(Left-hand Thread.)

No. 449. 2/3 each.  
Stock Sizes : 25, 26, 28th.

These Double Fix Cogs are only supplied for use on 3-speed hub gears for conversion into 6-speed-cum-derailleur.

Special form tooth, correctly radiused for chain pick-up

Screwed  $1\frac{3}{8}$ " x 24th. standard size.

Top : 13, 14, 15, 16th. Price 1/9  
Low : 17, 18, 19, 20th. Price 2/3



# RENOLD CHAIN FOR CYCLO GEAR.

For good all round service we fully recommend the Standard Renold Mark chain, ref. 111040, pitch  $\frac{1}{2}$ ", width between inner plates  $\frac{1}{8}$ ", breaking load 2,000 lbs. Complete chain, including spring link fastening, 3/6 each.

**N.B.—THE STANDARD CHAIN LENGTH SUPPLIED IS 120 LINKS, THE LENGTH OF WHICH MUST BE SHORTENED TO REQUIREMENTS.**

"RENOLD" SHORT LENGTH as illustrated. 6 links complete with connecting link.

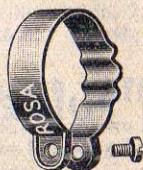
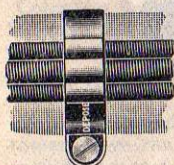
Price 8d.

Extra links, 1d. each.



## RENOLD "CYCLO" CHAIN SPARES, Reference numbers and prices.

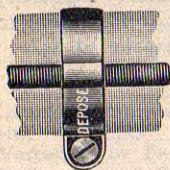
Chain No.	Inner link. No. 4		Outer link. No. 7		Spring clip fastener. No. 27		Connecting link single. No. 26		Cranked link double. No. 30	
	Each	Ten	Each	Ten	Each	Ten	Each	Ten	Each	Ten
111040	1d.	6d.	1d.	6d.	1d.	6d.	2d.	1/5	2d.	1/5



## "ROSA" SCREW-ON CABLE CLIP.

Keeps transmission and brake cables tidy; a small but useful fitment worth recommending. Made with 1 and 3 and 5 grooves. Stock sizes: 1" and 1 $\frac{1}{8}$ ". Finish enamelled black.

Price 2d. each.



## PUSH-ON SEAT STAY SPRING CLIP.

Stock size is  $\frac{1}{8}$ ". Made with one or two grooves. Finish black enamelled.

Price 1d. each.



## "ROSA" CONTROL LEVER SAFETY CLIP.

Supplied to the Trade Carded six per card.

A useful little device to prevent interference with the lever when the machine is left unattended.

Price 9d. each.

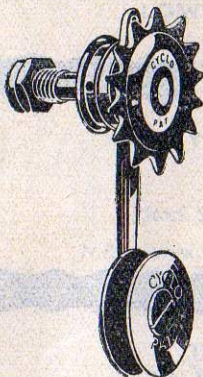
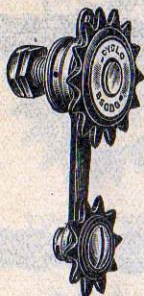


# COMPLETE "CYCLO" AND "ROSA" SYSTEMS.

Standard "Cyclo"  
2-Speed System, 12/3.

Standard "Cyclo"  
3-Speed System,  
Sprocket Type, 14/6.

"Rosa" Sliding Jockey  
Tension Device, 9/6.



Pulley Type, 2/- extra.  
Duralumin System, 3/6 extra.

Specially designed for  
floating chain and other  
various adaptations.

## "ROSA" TENSION SPROCKET CHAIN GUARD.

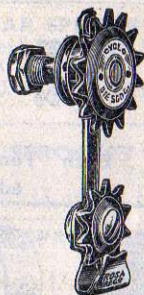
A CYCLIST'S INVENTION.

THOROUGHLY TESTED.

AN EFFICIENT SUBSTITUTE FOR A PULLEY.

ALUMINIUM—WEIGHS ONLY ½oz.

Price : 4d. each.



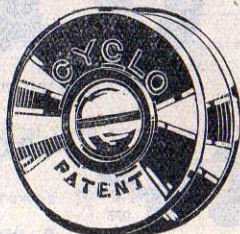
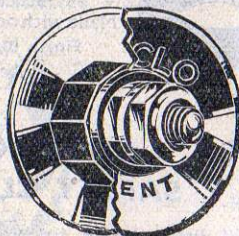
## "ROSA" TENSION PULLEY.

PATENT.

Eliminates the possibility of the chain jumping, over pot holes. Specially recommended for strenuous riding conditions of racing. It tends, also, to perfect chain line.

Dural Flanges.

Weight, 3 oz.



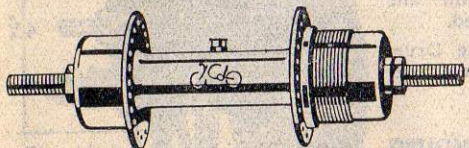
Price : 4/6.

The "Rosa" Tension Pulley is adaptable to any type of derailleurs. Should be fitted to gears where the number of teeth between LOW and TOP exceeds 10.

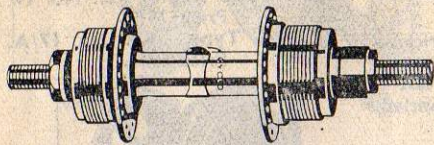


# 'CYCLO' HUBS—SPINDLES—WHEELS

"CYCLO" Hubs are made to an ideal and not to a price standard, bearings are fitted in grease-retaining dust-proof cups and are fully guaranteed. These hubs are preferable in all cases where the three-speed is needed. No spacing washers are required. They are threaded to give full support to triple freewheel, and the chain line is arranged so as to give perfect results on all gears. When using our hubs ("CYCLO" or "CYCLO" Hub Brakes), the rim must be trued centre over the cones and not over hub flanges. When other hubs are used, an extra long spindle with suitable long cones is usually fitted instead of inserting packing pieces. This practice is not recommended owing to the fact that ordinary hubs do not fully support the triple freewheel. Further, by this method, it is necessary to open out the back stays, to suit. It is necessary when effecting such a conversion to re-true the rim centrally over the cones, in order to make the wheel fit quite centrally between the stays. For further information see special "CYCLO" Booklet (*Fitting Instructions, Care and Maintenance*).

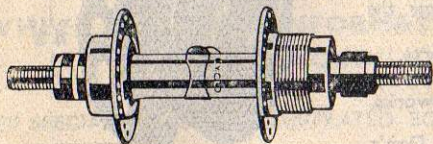


Tandem type 6/- each. 5" width over packing washers.



Standard Drillings 36 and 40 holes. Standard Finish, Chrome.

Double - screwed, Cycle type each 4/6 4½" width over packing washers.



Single-sided, Cycle type each 4/6 4½" width over packing washers.



Conversion Spindles for 'CYCLO' and other fittings when extra spindle length is required.



Ref. No. 60.

Complete Spindle as illustration, 2/6. Standard size : ⅜" x 26th. ; Length, 7".

Ref. No. 61. Spindle with Cones only, as illustration, 1/6.

Long Cones, each 6d. Spindle only, 6d.

Ref. No. 62R. Spindle and threaded packing pieces only, made for Raleigh cycles. Length 7" — 5/16" x 26T. Spindle and packing pieces, 1/6.

## BUILT-UP WHEELS FOR "CYCLO" GEAR

We are prepared to build our own hubs into customer's own rim at the following fixed charges:—

- "CYCLO" Hub, Cycle ... .. per wheel, 3/-
- Tandem ... .. " " 4/-
- "CYCLO" Tank into sprint, spokes soldered at crossing ... .. 5/-
- "CYCLO" Expanding Hub, Cycle ... .. 3/6
- Tandem ... .. 4/6

Complete rear "wheel", correctly dished, built with "CYCLO" Hub into narrow section Westwood or Endrick rims.

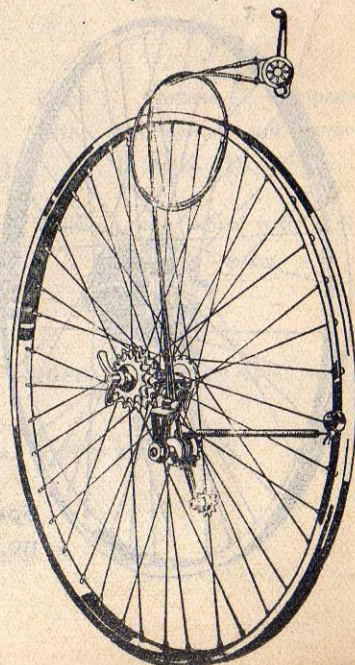
Cycle type, built with 15G. Black Enamelled Spokes. Price, each, 9/6.

Tandem type, built 13G. Black Enamelled Spokes. Price, each, 11/3.

Standard Finish — Chrome, Plated or Black Enamelled; any special finish to order.

N.B.—IF SUPPLIED COMPLETE WITH 3-SPEED "CYCLO" GEAR AS ILLUSTRATED:—

- Cycle type, extra 25/-.
- Tandem type, .. 28/-.





# "CYCLO" EXPANDING HUB BRAKES

Thousands of "CYCLO" Hub Brakes are giving unfailing service to their owners. We were the original designers of equal-sided flanged hubs now adopted by all makers. Designed to suit "CYCLO" Gears, and to fit any standard width.

"CYCLO" Brakes are fitted with alloy shoes—cones and bearings fully guaranteed—all Hubs are supplied with comfortable rustless chrome lever and Terry waterproof outer-casing transmission.

N.B.—Rear Cable-cum-Rod Transmission and braze-on fitting can be supplied if specified.

Standard finish chrome. Standard Brake Drum  $3\frac{1}{2}$ ". Standard drilling, Front 32 holes; Rear 40 holes.

## IMPORTANT NOTICE TO EXPANDING HUB-BRAKE USERS.

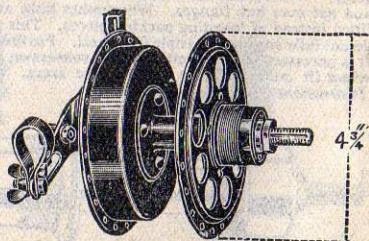
Our own Expanding Hub Brakes have no lubricator and must not be lubricated with thin oil. Bearings are running in grease retaining cups to last a season's riding, when they should be dismantled, cleaned and re-greased and shoes relined.

To get the maximum satisfaction please note the following points:—

1. See that Cable has no sharp bends.
2. Fix Cable Lever and Anchor Arms securely.
3. The Hubs are packed with grease at works, enough for many months.

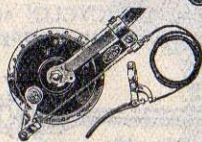
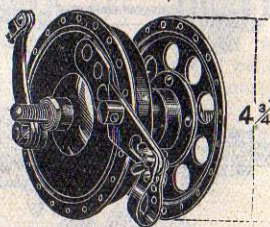
Re-pack with grease when required. Don't use thin oil.

4. Use thin oil for Cable.
5. For greasy liners, a good way is to boil the whole in strong soda water.
6. The Drums or Liners must not be roughened. On no account use paraffin or petrol.



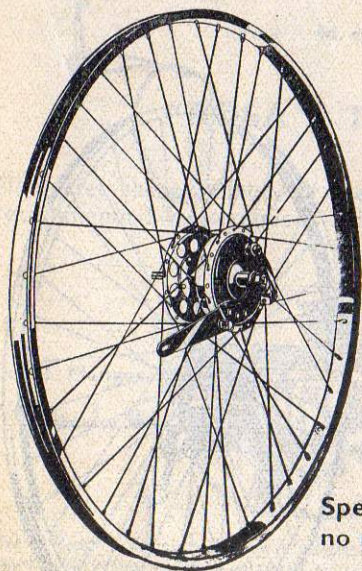
Cycle Type Rear. Ref. No. 17.  
Price 15/9.

Tandem Type. Ref. No. 17/A.  
Price 17/6.



Cycle or  
Tandem  
Front.

Ref. No. 15.  
Price 15/-.



## BUILT UP WHEELS WITH "CYCLO" EXPANDING HUB BRAKES.

Correctly laced and dished. Cycle wheels built with 15G. best quality enamelled spokes; Tandem 13G. spokes, making a perfectly satisfactory wheel for heavy duty.

Endrick or Westwood Rims.

Finish—Available in Chrome, Plated or Black, any special finish to order.

Cycle,	rear	...	...	Price, 22/9
"	front	...	...	" 21/-
Tandem,	rear	...	...	" 24/9
"	front	...	...	" 21/6

N.B.—Above prices include waterproof transmission and chrome rustless lever.

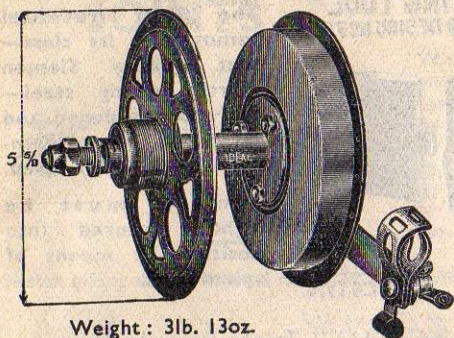
If required complete with "CYCLO" 3-Speed Gear:—

Cycle Type, extra 25/-.  
Tandem Type, extra 28/-.

Specify "CYCLO" Hub Brakes—They cost no more. "CYCLO" hub for "CYCLO" gear—The Perfect Combination.



# SUPER-IDEAL TANDEM HUB BRAKE.



Weight : 3lb. 13oz.

These Hubs are specially designed for heavy tandem duty. Smooth and extremely powerful finger touch, giving you full security. There is nothing to equal a "SUPER-IDEAL."

The Rear Hub has equal flanges both sides, ensuring uniform spoke length, perfect wheel building, and easy spoke replacement, if necessary.

Width over Cones, 5in.  
Flange width, 5½in. diameter.  
Made for 1½in. Chain Line.  
Rear drilled 40 holes.  
Front drilled 32 holes.

Standard Finish : Chrome Super Finish.

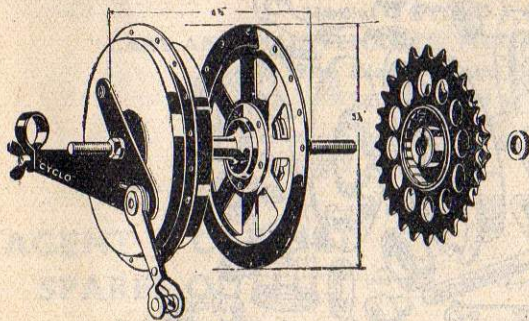
PRICE—REAR, 27/-. FRONT, 25/-.  
COMPLETE WHEEL BUILT UP—  
Rear, 33/6. Front, 31/6.

13G Black Spokes with narrow section Westwood type Rim, 26in. x 1½in. Any Finish.

## WHEEL BUILDING INFORMATION FOR SUPER-IDEAL AND "CYCLO"-IDEAL HUBS.

SEE SPECIAL "CYCLO" ILLUSTRATED BOOKLET "FITTING INSTRUCTIONS,  
CARE AND MAINTENANCE." FULL OF USEFUL INFORMATION. Price 2d.

## "CYCLO" SUPER IDEAL TANK EXPANDING HUB BRAKE.



Finish : Chrome. Complete with transmission and lever.

Price 32/-

Built up into wheel with 12 G spokes, 6/- extra.

Complete with CYCLO 3-Speed Tandem. Price 43/-

Stock Sprocket Sizes :

Low : 17, 18, 19, 20, 21, 22, 23, 24, 26, 28 teeth.

Middle : 16, 17, 18, 19 teeth.

Top : 12, 13, 14, 15, 16 teeth.

— Spare Price List, see page 38.



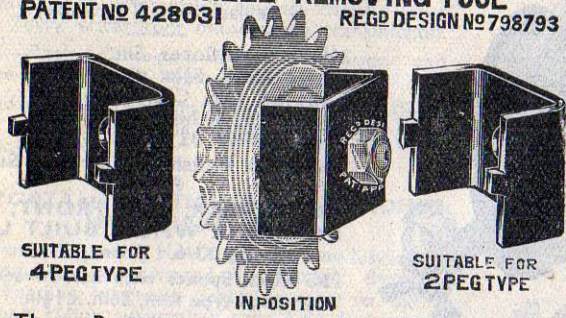
# FREE-WHEEL REMOVERS.

Make the removal of the tight Freewheel a simple matter. Place the Remover face upwards in a vice and, with the pegs inserted in the slots in the Freewheel, turn the wheel round. The leverage obtained is sufficient to move the tightest Freewheel.

## "CYCLO"

**FREE WHEEL REMOVING TOOL**  
 PATENT NO 428031 REGD DESIGN NO 798793

The finest freewheel remover in its class—best quality Siemen Martin spring steel—correctly hardened and tempered, cannot damage if correctly used.



Remover must be tightly secured into position by means of spindle nut.

These Removers are made for "CYCLO" Triple Freewheels—  
 4-Peg Remover. 2-Peg Remover.

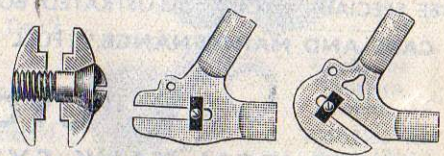
For "CYCLO" Double and Standard Freewheels—2-Peg Remover.

All types ... each 1/6 When ordering state which type is required.

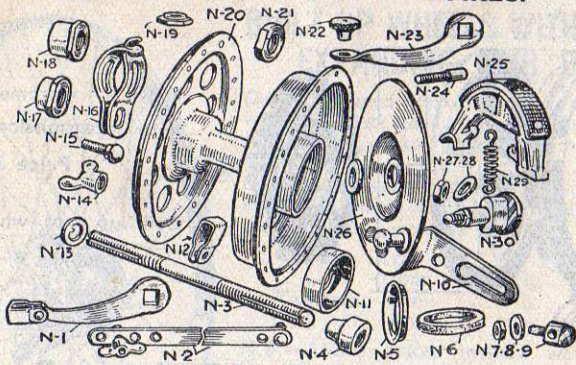
## "ROSA" WHEEL STOPS

Reg. Des. 753064.  
 For Instantaneous Chain Adjustment.  
 Per pair, 9d.

Just the thing for your "Cyclo"-equipped mount. The fitting of "ROSA" stops enables the wheel to be replaced in correct position after wheel removal.



## "CYCLO" HUB-BRAKE SPARES.



### PRICE LIST.

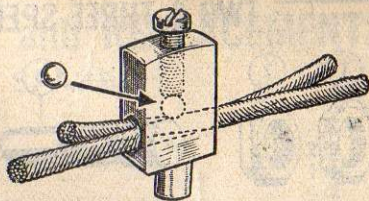
No. 1 6d. each.	No. 7 2d. each.	No. 13 2d. each.	No. 19 3d. each.	No. 25 2/6 each
No. 2 2d. "	No. 8 2d. "	No. 14 3d. "	No. 20 5/- "	No. 27 3d. "
No. 3 1/- "	No. 9 3d. "	No. 15 2d. "	No. 21 3d. "	No. 28 1d. "
No. 4 6d. "	No. 10-26 2/9 "	No. 16 3d. "	No. 22 4d. "	No. 29 3d. "
No. 5 2d. "	No. 11 7d. "	No. 17 4d. "	No. 23 4d. "	No. 30 1/6 "
No. 6 2d. "	No. 12 2d. "	No. 18 4d. "	No. 24 4d. "	

Lining with Rivets to suit : per set (2 to a set), fitted to old shoes, 2/6.  
 Aluminium Rivets, 4d. dozen.

N.B.—When ordering state type of hub—Cyclo-Ideal or Super Ideal—as shown on this page.



# "CYCLO" PATENT CONNECTION JOINTS



Patent Connecting Nipple No. 32A.

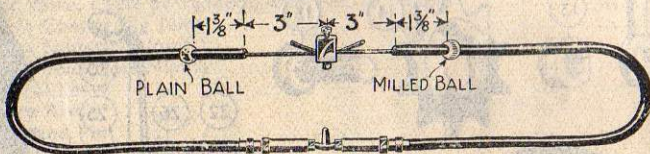
With this latest improvement, the inner wire may be replaced by the roadside. No soldering—no tools—and yet the repair can be carried out quickly, satisfactorily and permanently. Inner wire only, with No. 30 Nipple, each 10d. Full length of best quality 14-strand, non-fray wire, complete with connecting joint. Cycle or Tandem, each 1/3. Connection Joint No. 32A only, each 5d.



No. 30/a. Price, each 3d.

Top solderless nipple.

Sketch giving measurements for cable replacement of Two or Three-Speed Transmissions.



Distance  $8\frac{1}{2}$  in. between stop balls.

## TRANSMISSION REPAIR SERVICE

Any appointed "CYCLO" agent will exchange your old cycle or tandem transmissions for re-conditioned ones, for a fixed charge of 2/-. If there is no agent in your district, send your old transmission to the Works with a remittance of 2/-, and it will be replaced by return of post.

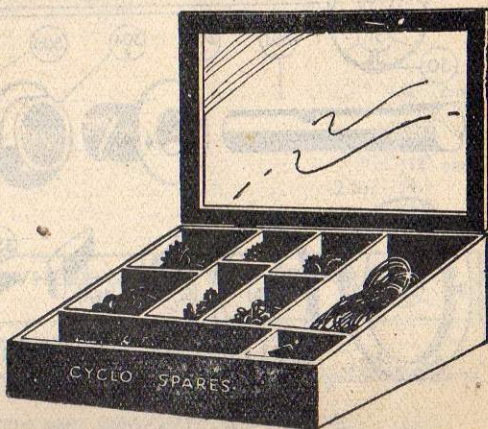
Special "CYCLO" Booklet  
"CARE AND MAINTENANCE, FITTING INSTRUCTIONS,"  
With Diagrams and Pointers,  
2d. post paid.

## "CYCLO" AGENT CABINET SPARES OUTFIT

Ref. No. 142.

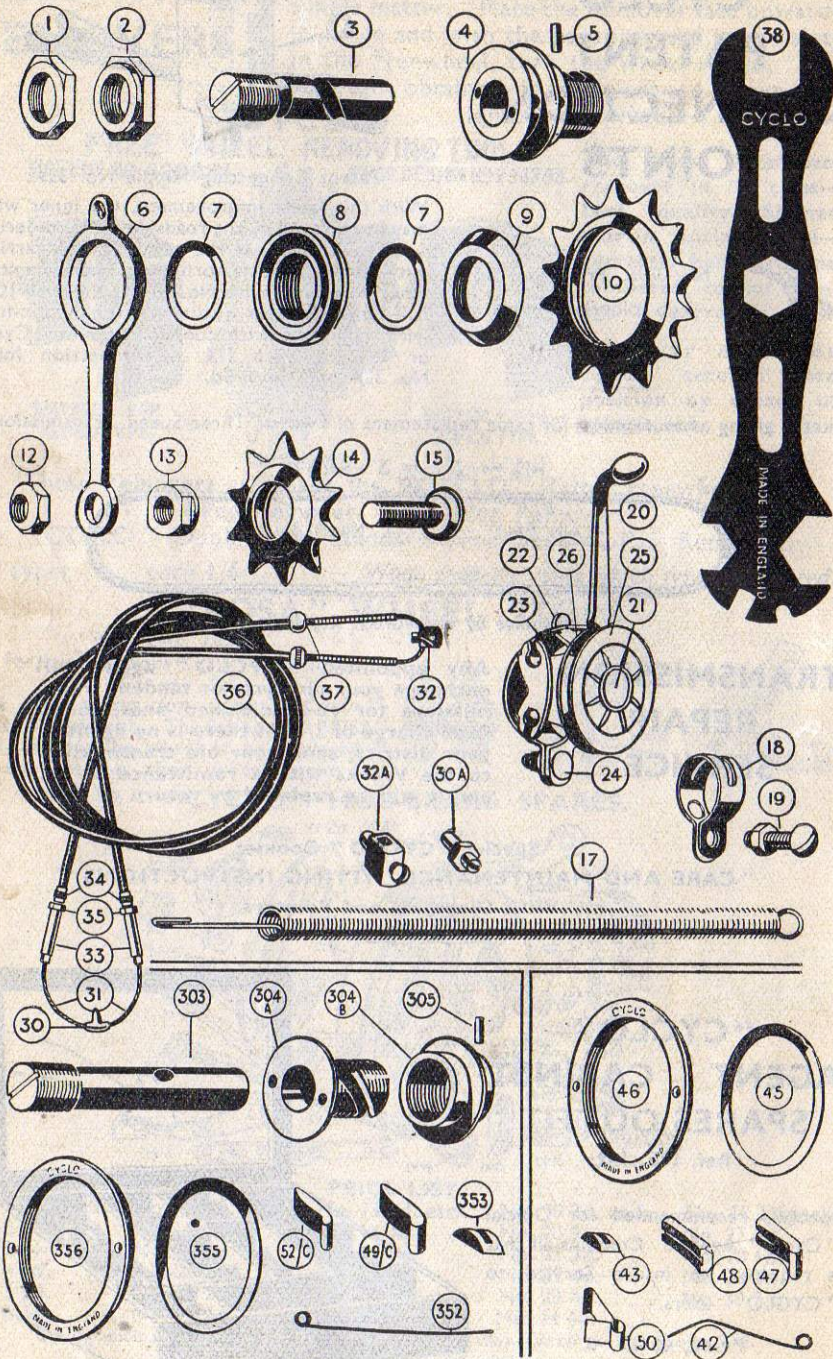
Specially recommended for Official "Cyclo" Agents. Contains all that is required to insure Service to "CYCLO" users.

Price, £6 17 0.





# TWO & THREE-SPEED "CYCLO" SPARES.



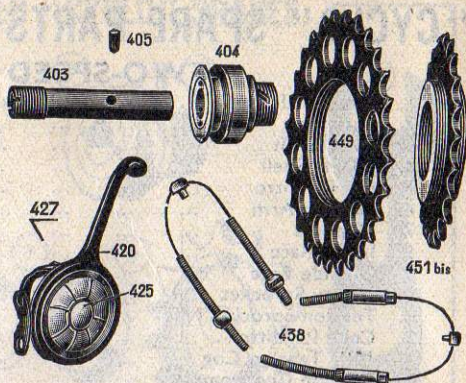




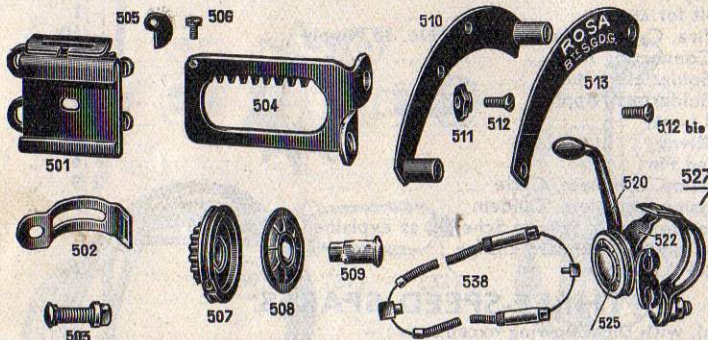


# FOUR-SPEED "CYCLO" SPARES

No. 403	...	...	...	1/8
No. 404	...	...	...	6/-
No. 405	...	...	...	2½ d.
Nos. 420/427,	complete	Control Lever	...	3/6
No. 438	...	...	...	3/9
No. 449	...	...	...	2/3
No. 451b	...	...	...	5/-



# "ROSA" CHAIN WHEEL DERAILLEUR SPARES

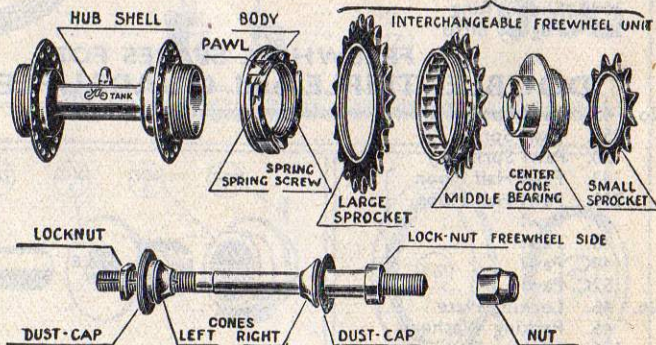


No. 501	2/6
No. 502	4d.
No. 503	2½ d.
No. 504	2/6
No. 505	2½ d.
No. 506	1d.
No. 507	2/6
No. 508	5d.
No. 509	8d.
No. 510	1/3
No. 511	1d.
No. 512	1d.
No. 513	10d.
No. 520	1/3
No. 522	8d.
No. 525	4d.

No. 538 (complete Transmission) ... 3/-.

No. 527 (complete Control Lever ... 3/6

# "CYCLO" TANK 3-SPEED HUB DERAILLEUR SPARES



Hub Shell, complete	...	...	4/9
Hub Spindle	...	...	1/-
Left-side Cone	...	...	8d.
Left-side Nut	...	...	3d.
Left-side Dust Cap	...	...	5d.
Right-side Cone	...	...	1/8
Right-side Locknut	...	...	5d.
Nut	...	...	5d.
Freewheel Body (complete as illustration)	...	...	2/2

Pawl	...	...	2d.
Spring	...	...	1d.
Spring Screw	...	...	1d.
Distance Washer	...	...	1d.
Large Sprocket	...	...	2/6
Middle Sprocket	...	...	5/-
Small Sprocket	...	...	2/6
Centre Cone Bearing	...	...	5/9
Freewheel Unit (complete Freewheel Body)	...	less	10/-



## SPARES AND REPAIR SERVICE DEPARTMENT

For the convenience of the Trade and "CYCLO" users, we overhaul any of our listed parts and guarantee to despatch on the day of receipt. For Hub-Brake re-linings or freewheel repairs, it will be more convenient for you to send the complete wheel to us.



We recommend Wakefields Everymans Oil, exclusively prepared for cycle lubrication.

\* \* \*

Price 6d.

\* \* \*

*Obtainable from all good cycle Agents.*

### GUARANTEE.

We guarantee that every possible care is taken in manufacture, and that the material and workmanship used in "CYCLO" Gears are the finest obtainable. Our guarantee is valid for a period of twelve months from the date of despatch of new goods from our Works.

This guarantee is void if damage is caused by incorrect fitting, misuse, neglect or by undue wear through lack of adjustment.

The "CYCLO" Gear Co., Ltd., only guarantee to replace or repair any part or parts of their gears which have proved to be defective; but they will not be responsible for any expense incurred in removing or refitting same, and their liability is limited to the replacement of such parts.

This guarantee applies only to gears purchased direct from our works or from authorised agents.

### CONDITIONS.

A part which is considered defective must be sent to the Company, carriage paid. The sender must give notice that he claims to have the part exchanged or repaired free of charge under the terms of the guarantee, at the same time stating the name and address of the agent from whom he purchased the gear, and on what date. If these conditions are not complied with, the article or articles will remain at the works at the owner's sole risk and expense.

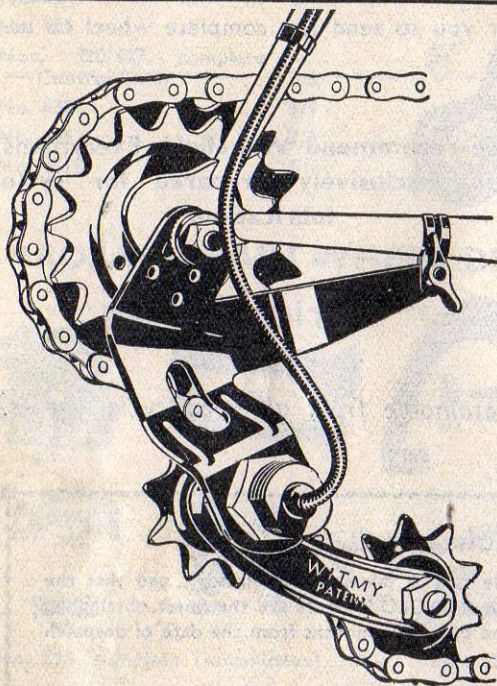
This guarantee is given in lieu and in exclusion of all other warranties, conditions and obligations imposed or implied by statute or otherwise, and no alteration is authorised whether a copy of the guarantee has been received by the purchaser or not.



# WITMY

TRADE MARK

## PATENT TWO-SPEED CLOSE RATIO GEAR



### A FEW WITMY ADVANTAGES—

Weight—a mere 15 oz.

Freedom from complications, minimum of revolving parts, no extra chain.

Instantly adaptable and accessible—so simple is its construction that it can be instantly fitted to any cycle not fitted with gear case or coaster hub.

Instantly fitted or removed, being held by the wheel spindle nut and one wing nut only.

Made by the Cyclo Gear Co., Ltd., a firm specialising in chain gears for over 25 years, backed by the most unique after sales service in the cycle trade—ask your friends.

The "WITMY" can be specified in a wide range of sprocket sizes, and will give thousands of trouble-free miles to its owner as it has done to thousands of others.

**Simple to operate. Absolutely fool-proof. Almost as frictionless as a single cog.**

No alterations are required other than adding a link or two to the chain. A Double Freewheel on both sides of the Hub would make an ideal 4-Speed.

All "CYCLO" Freewheels are specially designed for this Gear. *No other make is therefore suitable.*

### THE FOLLOWING DOUBLE FREEWHEEL COMBINATIONS ARE OBTAINABLE FROM STOCK:—

16×17 teeth	17×18 teeth	18×19 teeth
16×18 teeth	17×19 teeth	18×20 teeth
16×19 teeth	17×20 teeth	18×21 teeth
16×20 teeth	17×21 teeth	18×22 teeth
19×20 teeth	20×21 teeth	21×22 teeth
19×21 teeth	20×22 teeth	21×23 teeth
19×22 teeth	20×23 teeth	21×24 teeth
19×23 teeth	20×24 teeth	21×25 teeth

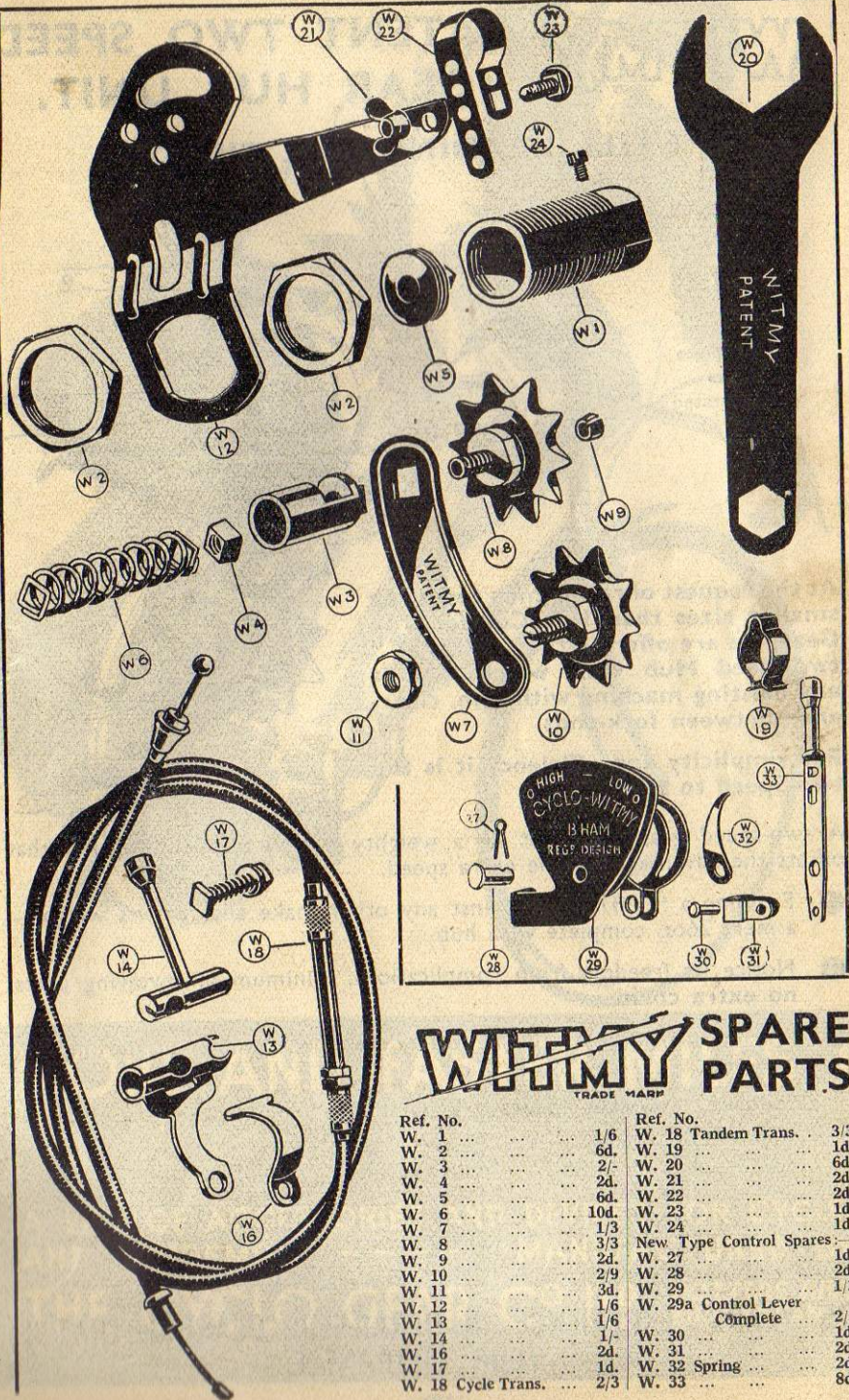
(Complete with Spanner.)



**WATERPROOF TRANSMISSION. CHROME FINISH. TOP TUBE CONTROL.**

**Prices including Double Freewheel—Solo, 15/-. Tandem, 17/-. Postage, 6d.**





# WITMY SPARE PARTS

TRADE MARK

Ref. No.		Ref. No.	
W. 1	1/6	W. 18	Tandem Trans. 3/3
W. 2	6d.	W. 19	1d.
W. 3	2/-	W. 20	6d.
W. 4	2d.	W. 21	2d.
W. 5	6d.	W. 22	2d.
W. 6	10d.	W. 23	1d.
W. 7	1/3	W. 24	1d.
W. 8	3/3	New Type Control Spares:—	
W. 9	2d.	W. 27	1d.
W. 10	2/9	W. 28	2d.
W. 11	3d.	W. 29	1/3
W. 12	1/6	W. 29a	Control Lever Complete 2/3
W. 13	1/6	W. 30	1d.
W. 14	1/-	W. 31	2d.
W. 16	2d.	W. 32	Spring 2d.
W. 17	1d.	W. 33	8d.
W. 18	Cycle Trans. 2/3		

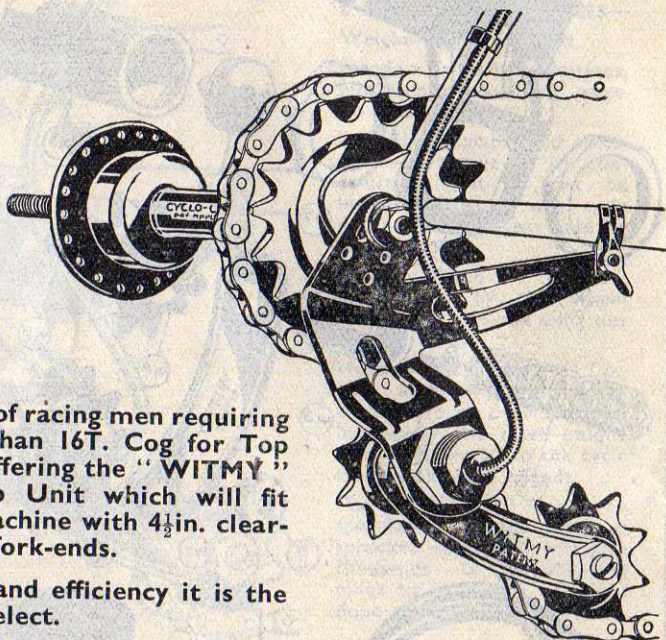


**WITMY**  
TRADE MARK

# PATENT TWO SPEED GEAR HUB UNIT.

**STILL LEADING THE FIELD.**

Weight  
complete  
as  
illustrated  
26 oz.



At the request of racing men requiring smaller sizes than 16T. Cog for Top Gear, we are offering the "WITMY" two-speed Hub Unit which will fit any existing machine with  $4\frac{1}{2}$  in. clearance between fork-ends.

For simplicity and efficiency it is the two-Speed to select.

A two-speed gear need not be a weighty complicated contraption that offsets the advantages of the extra speed.

- Examine a "WITMY" against any other make and feel its weight—a mere 26oz. complete with hub.
- Notice its freedom from complications, minimum of revolving parts, **no extra chain.**
- It is instantly removed, being held by the wheel spindle nut and one wing nut only.

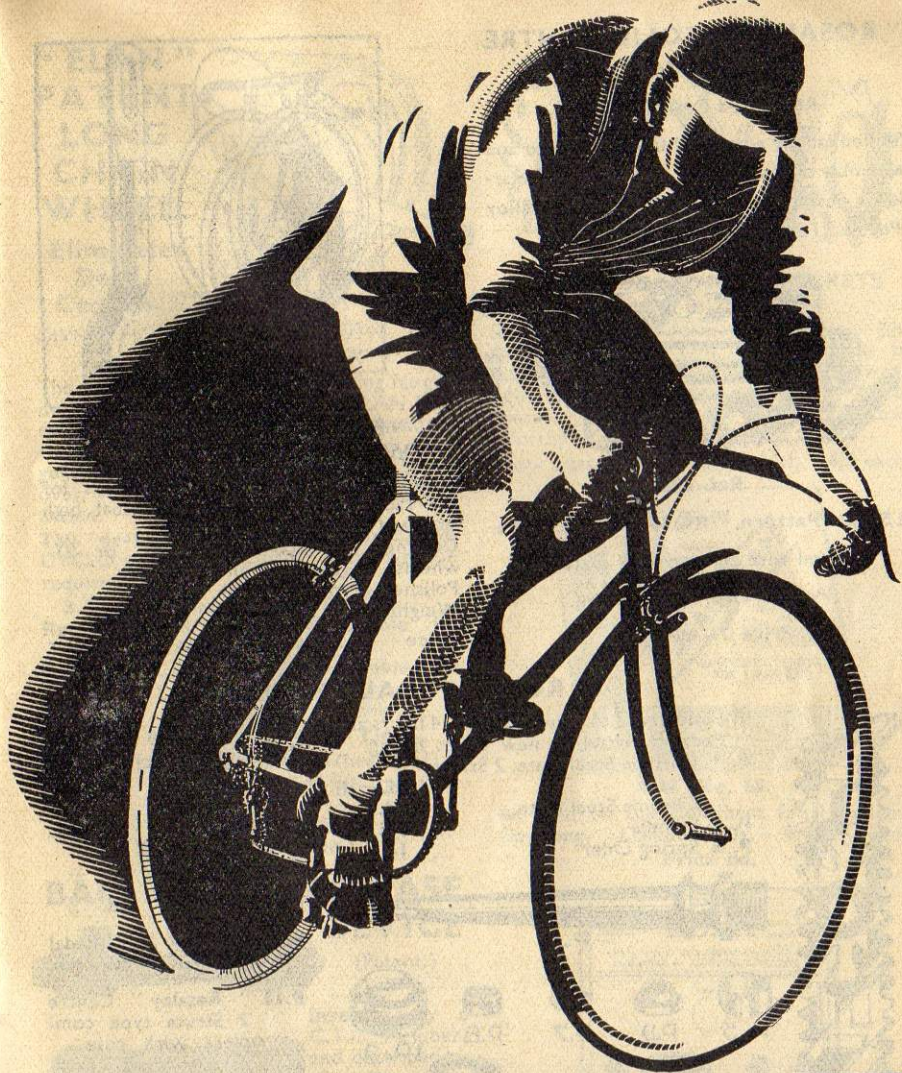
The following sprocket ranges are obtainable from stock : 12 different combinations :—

13 × 14 teeth.	14 × 15 teeth.	15 × 16 teeth.
13 × 15	14 × 16	15 × 17
13 × 16	14 × 17	15 × 18
13 × 17	14 × 18	15 × 19

Price complete including hub, 22/6. Postage, 9d.

**25 YEARS' EXPERIENCE IN DERAILLEUR GEARING—THAT IS  
YOUR GUARANTEE.**





**MORE AND FASTER MILES !**

A LIST OF ACCESSORIES AND DEVICES FOR CYCLES  
AND TANDEMS — — — MANUFACTURED BY

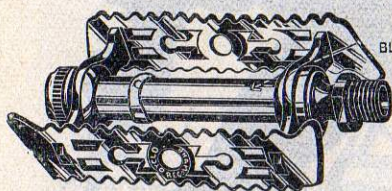
**THE CYCLO GEAR CO. LTD.** POTTERS HILL  
BIRMINGHAM-6



# " ROSALOY " SOLID CENTRE PEDALS.

Registered Design 797338.

Skilled labour employed in manufacture and assembly of these Pedals. They are the market's best production at the price in alloy Pedals. Fully guaranteed.



SOLID BLOCK CENTRE  
HOLLOW SPINDLE

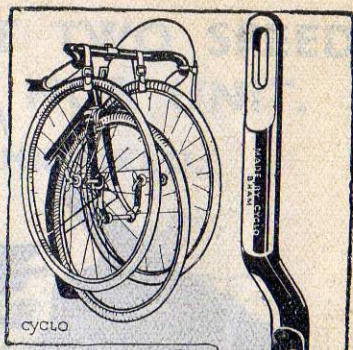
Ref. 600.

## 2 Struts Pattern. " ROSALOY " Centre.

Fitted with chrome steel plates.

Weight 13oz. Width 3 3/4 in.

Price 7/- per pair.



Ref. 361.

## " ROSA " SPRINT WHEEL CARRIER.

Something better in Spring Carriers for the racing man, made to the usual high standard of Cyclo quality.

Designed to accommodate 26" or 27" wheels. Light, rigid and strong.

Polished chromium finish.

Weight 5 ozs. per pair.

Price ... .. 1/6 per pair

## " ROSA " PEDAL SPARES.

We undertake to return within 24 hours any Pedal overhaul or new plates fitting.

P. 1 Chrome Steel Plate, 2 Struts

type ... .. 9d. each

Chrome Steel Plate... .. 9d. "

P. 4 Spindle ... .. 1/3 "

P. 5 Spring Oiler ... .. 1d. "

P. 6 Cone ... 4d. each

P. 7 Washers ... 6d. doz.

P. 8 Nut ... 2d. each.

P. 9 Cap ... 6d. "

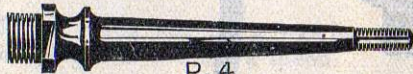
P.10 Plain Cup 3d. "

P.11 Threaded Cup (Pedal Cap Side) 4d. each.

P.12 " Rosaloy " Centre 2 Struts type complete with cups, 2/3 each.



P. 1



P. 4



P. 5



P. 6



P. 7



P. 8



P. 9



P. 10



P. 11

## THE " OPpy " TOE CLIP.

(Ref. 751)

Regd. Design 808917.

(Patent).

The Toe Clip of the Season.

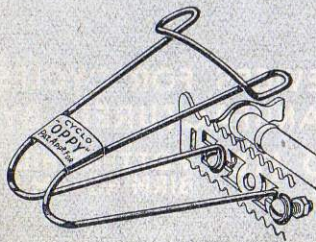
Here is a Toe Clip worthy of the very best machine, made from one piece piano wire, light, strong and indestructible.

Adaptable to any machine fitted with Rat-trap pedals—the simplest and neatest Toe Clip on the market.

All black finish.

Weight 2 1/2 ozs. per pair.

PRICE ... 1/3 per pair.



## " Cam-Serfor "

BRITISH SELECTED CHROME LEATHER STRAPS.

Ref. No. 76

Made to meet the demand for a good quality Strap at a low price.

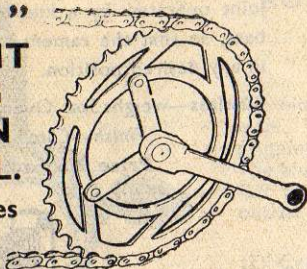
Price 1/3 per pair





# "ELAN" PATENT LONG CHAIN WHEEL.

Eliminates Dead Centres.



GIVES MORE MILEAGE WITH LESS FATIGUE.

The most simple and efficient saving fatigue device yet invented. The 48 T ELAN long chain wheel being equal to a 44 T standard round pattern you increase thereby your gear without that extra effort, and moreover, you will still retain the normal pedal action.

This device is only recommended for CYCLO equipped machines. No alteration required.

- 3 Types.** One size only, 48th  $\frac{1}{2} \times \frac{1}{8}$ ".
- Ref. 203/W** 3 claw-type, suitable for Williams Crank.
- Ref. 203/CL** 3 claw-type, suitable for Chater Lea Crank.
- Ref. 205** 5 Pin Standard Crank.

**Price 8/6. Chain Wheel Only.**

- Ref. 205/D** Double Chain Wheel 48TH  $\times$  30TH, supplied for 5-pin type only.

**Price 12/6 each.**  
Standard Finish Chrome.

## BAG QUICK RELEASE DEVICE

(Patent.)



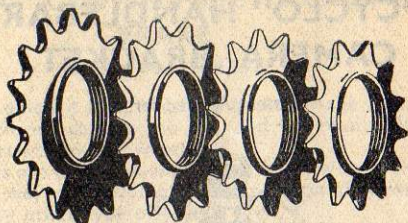
Invented by a C.T.C. Member, and described by all cycling critics as the neatest and most efficient device yet invented.

**THERE ARE NO LOOSE PARTS ONCE FITTED.**

**There is Nothing to Remove. It's Foolproof and Instantaneous.**

**Ref. No. 67.**

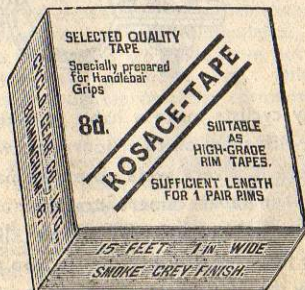
Weight  $4\frac{1}{2}$  oz. Finish : Gun Black. Complete Attachment as illustrated ... **2/3**  
Your bag will last longer if detached from the saddle. It will keep clean and dry, and save cost of attachment on bag renewal. Can be fitted to any standard Touring Bags by anyone in a few minutes without alteration. Fitted as Standard on all "Mansfield" Touring Bags.



## "ROSA" RACING SPROCKETS for those in the know.

Standard Renold form tooth.  $\frac{1}{2}$  in.  $\times$   $\frac{1}{8}$  in Bore standard :  $1\frac{1}{8}$  in.  $\times$  24th. Made of genuine phosphor bronze material to wear equal to steel. Gives a silent silky drive, worthily recommended for track work. Worthy of the best machine.

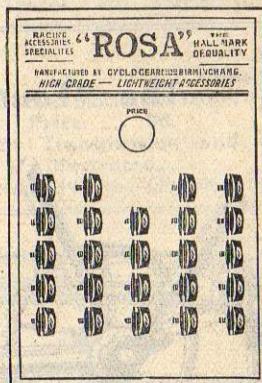
Stock sizes : 13, 14, 15 and 16th. **4/6 each.**



**Ref. No. 68.**

As used on the Continent for Handlebar Covering. Colour Grey. British made.

**Price 8d.**



Registered Design 753064.

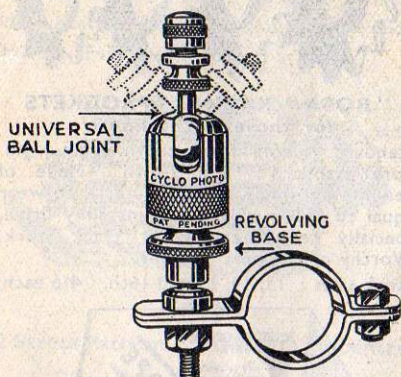
## Ref. No. 74. "ROSA" WHEEL STOPS.

For Instantaneous Chain Adjustment. Per pair, **9d.** 12 pairs carded, **9/-** per card. **JUST THE THING FOR YOUR "CYCLO" equipped mount.** The fitting of "ROSA" Stops enable the wheel to be replaced in correct position after wheel removal.



# "CYCLO" HANDLEBAR CAMERA BRACKET.

Patent Applied for.

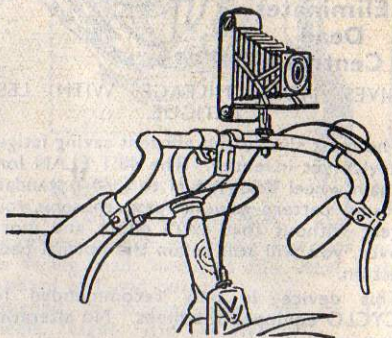


joint operated by a knurled adjustable base, so that the camera can be locked in any desired position.

Rustless—weight 3oz. Overall length 2in.

Finish—Chrome.

Price 2/6 each.



So many cyclists make a habit of taking a camera with them on their journeys a wheel that there is a very wide potential market for the handlebar camera bracket. The sketch is self-explanatory. The clip is made to fit either  $\frac{7}{8}$ in. bars or 1in. top tube, and may be left permanently in position ready to act as a camera stand whenever the bicycle is propped in a convenient position. It is fitted with a universal ball



**TRIPOD ADAPTOR**

This small Adaptor makes it possible to use the "Cyclo" Camera Bracket in conjunction with any standard tripod.

Price 6d.

## The "Fournes" Swinging Crank

Patent.

**The Most Efficient and Safest Device yet Invented for Disabled Riders.**

Can be fitted to Right or Left-hand Crank for Free Wheel Cycle.

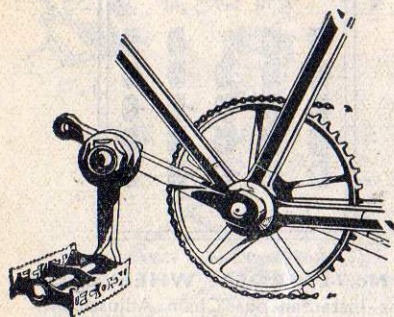
WELWYN GARDEN CITY. 1/4/31.

Dear Sirs,—Many thanks for your letter of the 24th March and for the special crank received safely.

I have given it a very good try out and find it excellent and comfortable in use. The movement is extremely easy, and makes cycling much more pleasurable, especially after always using a fixed wheel. I shall be happy to recommend it to any one-legged cyclist, and shall not revert to a fixed wheel while a swinging crank is obtainable.

Again thanking you for your trouble. I enclose remittance for same.—Yours faithfully, H.E.S.

**The only Roller Bearing Swinging Crank giving perfect riding control for One-legged Riders using Artificial Limb.**



Price 19/6 Chrome Finish.  
(Complete with Pedal.)

Ref. No. 66.



# " ROSA " CROWN PATENT CALIPER BRAKE

Patent No. 394,277.

The most efficient type of caliper brake for the racing man. Will not damage the rim, and yet retains full gripping power in wet weather.

The blocks are of best quality compressed felt and the fact that they can revolve in any position they will outlast any other type of blocks.

## SPECIAL FEATURES :

- (1) Cylindrical felt pads, ideal for sprints, cannot damage rims, yet retain full braking power under all conditions.
- (2) Minimum of working parts ensures most direct application of power between lever and blocks, also swivel arrangement of clips allows for all widths of forks, thereby presenting no fitting difficulties.
- (3) Main pivots are screwed, allowing for adjustment and easy detachment of brake arms, also swivel arrangement of clips allows for all widths of forks, thereby presenting no fitting difficulties.
- (4) Brake arms and bridge are made from hot stampings in non-rustable gunmetal alloy ; this is the strongest and toughest material combined with lightness known.
- (5) Each brake arm is independently operated by means of steel wire link, giving compensating action on brake pads, while independent bow spring ensures snappy return action.
- (6) Waterproof transmission with central adjuster, rustless solid lever handle, chrome finish.
- (7) Made in two patterns :—Ref. No. 60 for lin.

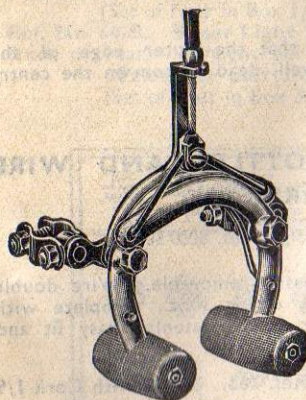
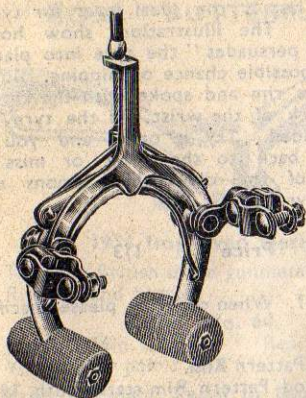
Sprints and Endrick.  
Ref. No. 61 for 1 $\frac{1}{8}$  in. and 1 $\frac{1}{2}$  in. Westwood.

Standard Clips :—Rear  $\frac{9}{16}$  in. and  $\frac{3}{4}$  in. Round ; Front D to Round.  
Special Clips supplied for Oval or Round Forks to order.

Price : Front ... 7/6                      Rear ... 7/9  
Replacement Felt Roller Blocks, per sets of 4 per brake :  
Price ... 9d.

Complete with Transmission and Lever as illustrated.

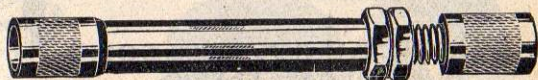
Standard Finish—Chrome.



## " ROSA " DYNAMO BLACK BAKELITE MUD-SHIELD

Registered No. 797308.

Clips direct on neck of dynamo—specially designed for Lucas and Miller patterns, entirely rust-proof. A boon to all-weather men. Price 1/3



Full Size.

## " ROSA " CENTRE CABLE ADJUSTER.

The Best of its Kind.

Ref. 45.

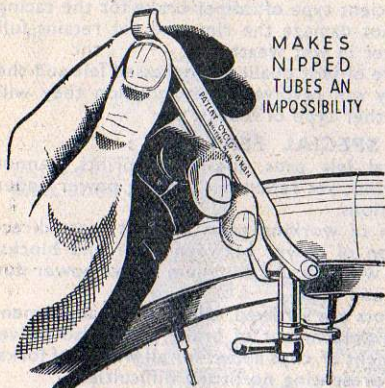
Price ... 9d.

Chrome Finish.

Overall length 2 $\frac{1}{2}$  in.



# Rosa NON NIP



MAKES  
NIPPED  
TUBES AN  
IMPOSSIBILITY

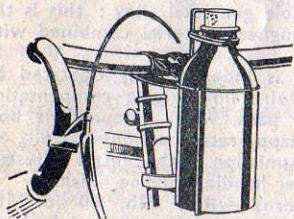
Here at last is the ideal lever for tyre refitment. The illustrations show how easily it "persuades" the tyre into place with no possible chance of nipping. Just engage the rim and spoke with the Non-Nip, a flick of the wrist and the tyre is safely bedded. Try it once, and you'll never go back to the "hit or miss" methods of the old table spoons or ordinary tyre levers.

Price ... 1/3

**IMPORTANT.** When ordering please specify type.

If Endrick Pattern Rim,  
Westwood Pattern Rim state width,  $1\frac{3}{8}$ "  
or  $1\frac{1}{2}$ ".

**N.B.** See that the outer edge of the tyre lies well, dead bottom on the centre of the rim.



Ref. No. 761.

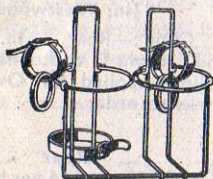
## ALUMINIUM BOTTLES AND WIRE CARRIERS.

Registered Design, Nos. 800730-31.

Featherweight Bottles easily removable. Wire double cage very light, weighs under 10oz., complete with bottles. Double leather straps fastening easy fit and provided with special rubber rings.

Single Cage ... 1/6 Ref. 763. Bottle with Cork 1/9  
Double .. ... 2/- Extra Corks ... 2/- doz.

2½oz. Capacity 1 pint approx.



Ref. No. 762.

## "ROSA" SPORT FOAM RUBBER SPONGE GRIPS

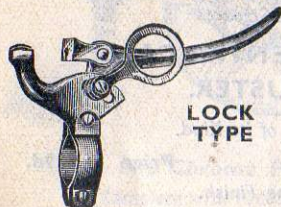
Ref. No. 77.

2oz. per pair. Non-absorbent skin surface. Thickest part of grip is on top to give more resilience. 5in. long.

Try a pair ... 2/- pair.

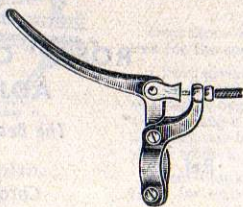


## "ROSA" RUSTLESS SOLID BRAKE LEVERS.



Ref. No. 72

LOCK  
TYPE



Ref. No. 22.

Regd. Design 797339.

For  $\frac{7}{8}$ in. Bar. Finger-tight locking device. Specially recommended for Touring and Tandem users. Chrome finish. Complete as illustrated. Weight : 4 oz.

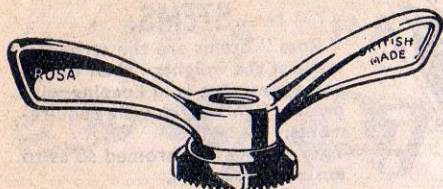
Ref. No. 72. Price 3/-  
Weight : 3½ oz.

No. 22.

For  $\frac{7}{8}$ in. Bar. Our own design.  
Chromium Finish ... 2/-  
Black Oxydised ... 2/3



## " ROSA " BUTTERFLY NUT



### 1936 Improved Design.

The only British made gunmetal Wing Nut.  
Rustless and butted.

Ref. No. 64.

Front, 5/16in. x 26th. Rear, 3/8in. x 26th.  
Weight per pair : 2oz.

Price per pair, Front or Rear, 10d.

(Set of Four in Box 1/8)

Ref. No. 64/R. Super Light " Rosaloy. "  
Front or rear. Weight per pair : 1oz.

Price per pair 1/6  
(Set of Four in Box 3/-)



Supplied to the trade carded, 3 sets per card  
(4 to set).

Ref. 64 ... Per card ... 5/-  
Ref. 64/R ,, ,, 7/-



## " ROSA " LOCK NUT FOR HUB SPINDLES.

Ref. No. 61/A.



Well made with large serrated hardened swivel washer giving maximum gripping surface. An efficient job, fitted if specified by all makers.

Specially recommended for " Cyclo " equipped cycles, racing machines and tandems.  
Finish—Polished Chrome.

Standard B.S.A. size, Rear 3/8in. x 26th.  
" " " Front 5/16in. x 26th.

Supplied to the trade carded, 3 sets per card  
(4 to set).

Price 5/6 card.

## " ROSA " SUPER LIGHT HIDU-MINIUM LOCK NUT FOR HUB SPINDLES.

Ref. No. 61/B.



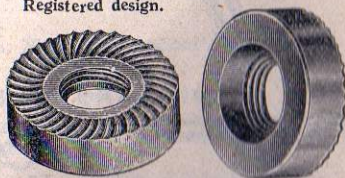
Polished all over, serrated hardened steel washer. Weight per pair 3/4oz. A super job.  
Price per pair, front or rear, 1/3 pair.  
Supplied to the trade carded, 3 sets per card  
(4 to set).

Ref. 61/B. Price 7/3 per card.

## " OPpy " SERRATED WASHERS.

Ref. No. 62.

Registered design.



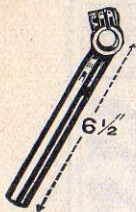
For use on drop-out fork ends with adjusters. Specially recommended for racing men. Will stop wheel pulling over.

Specify " Oppy " Washers on your machine. Made to fit 3/8in. x 26th standard size rear spindle ; 7/8in. diameter, 7/32in. thick.  
Gun Black Finish.

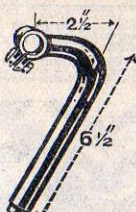
Price per pair 6d.



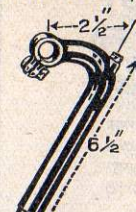
Ref. No. 51.



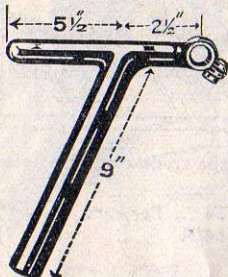
Ref. No. 57.



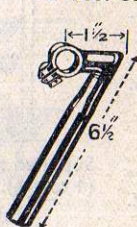
Ref. No. 57/E.



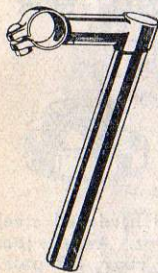
Ref. No. 56.



Ref. No. 58.



Ref. No. 53.



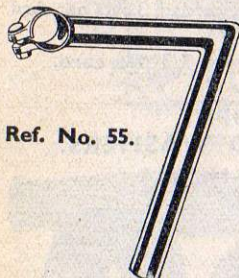
Ref. No. 52.



Ref. No. 50.



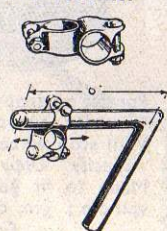
Ref. No. 55.



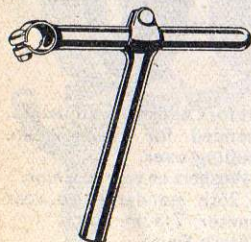
Ref. No. 54.



Ref. No. 28.



Ref. No. 59.



Ref. No. 27.

## "ROSA" HANDLEBAR STEMS.

"Rosa" Stems are the strongest made at the weights. Their design and appearance is in keeping with present lightweight cycle requirements.

They are heavily chromed so as to ensure satisfaction.

### Ref. Nos. and Standard

No.	Prices.	Weight ozs. Chrome
51	Straight Pattern	6 1/2 2/6
51A	" 10 1/2 in. long	9 2/9
57	Curved. Not Expander ...	8 3/-
57E	Curved. Expander Type ...	10 1/2 3/9
56	TANDEM Rear Stem.	
	Sizes: 15/16in.x1in., 15/16in.x1 1/16in., 15/16in.x1 3/64in.	11 4/3
58	TANDEM Front Stem, 1 1/2 in., 2 in. and 3 in. Extension, 15/16in.x1in.	— 3/9
	Ditto, Expander type ...	— 4/5
59	Adjustable to 5 in. extension ...	... 5/3

Any Stems listed can be supplied with 1 in. Stem for Tandem at an extra cost of 6d. each.

### FORWARD EXTENSION ADJUSTABLE STEMS.

#### Ref. Nos. and Standard

No.	Prices.	Weight ozs. Chrome
50	1 1/2 in. Extension	6 1/2 } 3/6
52	2 in. "	8 }
53	3 in. "	9 }
N.B.	— Ref. Nos. 52 and 53 are oval shape extensions.	
54	4 in. Extension .	9 1/2 } 4/3
55	5 in. "	10 }

If fitted with Expander 8d. extra. All our stems are to fit 15/16in. Ferrules.

### "CAM" DOUBLE CLIP.

#### Ref. No. 28.

Our own design. Profiled all over. Weight 5 ozs. Stocks sizes: 1 x 3/8 in. and 1 1/16 x 1/8 in.

Price: Chrome ... 2/6

As Neat as it Looks.

### "CAM" HANDLEBAR STEM.

#### Ref. No. 27.

5 in. Extension, 3/8 in. x 3/8 in. Weight complete, 12 oz.

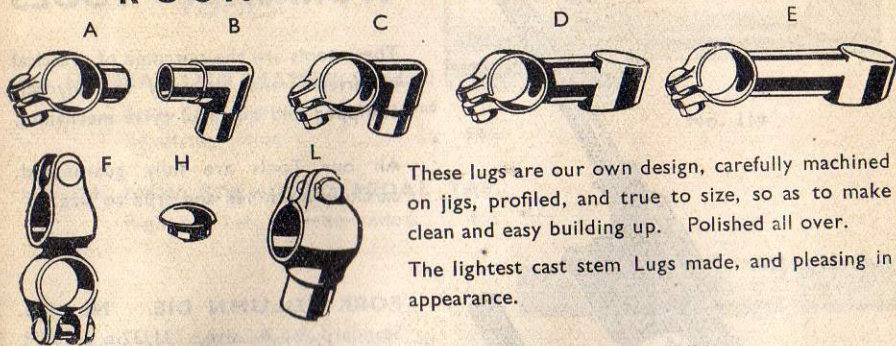
Price: Chrome ... 4/3 each.

Expander Type ... 4/11



# BUILDERS' SECTION.

## "ROSA" HANDLEBAR LUGS



These lugs are our own design, carefully machined on jigs, profiled, and true to size, so as to make clean and easy building up. Polished all over.

The lightest cast stem Lugs made, and pleasing in appearance.

Ref. A.	Extension Lug for straight stem or any length—type 15/16in. to telescope 16 or 17G. x $\frac{7}{8}$ in.	...	...	...	...	1/2 each.
" B.	Elbow extension for above, ditto	...	...	...	...	1/4 "
" C.	1 1/2 in. Extension, ditto	...	...	...	...	1/6 "
" D.	2in. Oval shape Extension, 15/16in. to telescope $\frac{7}{8}$ in.	...	...	...	...	1/6 "
" E.	3in. ditto	...	...	...	...	2/3 doz.
" H.	Push-on End Cap	...	...	...	...	1/9 each.
" F.	"Rosa" Double Lug, 15/16in. x $\frac{7}{8}$ in. and 1in. x $\frac{7}{8}$ in.	...	...	...	...	1/9 each.
" L.	Ditto, TANDEM 1 1/16 in. x $\frac{7}{8}$ in.	...	...	...	...	1/9 each.
" L.	Upright Stem Top Lug, 15/16in. to telescope 16 or 17G. x $\frac{7}{8}$ in.	...	...	...	...	1/- "



No. 23.



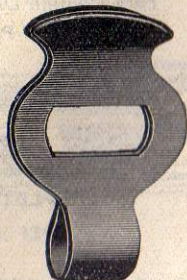
No. 26.

N.B.—All these illustrations are full size.

No. 23. **MUDGUARD EYES**, braze-on type, pressed steel, standard type.



No. 24A



No. 31.

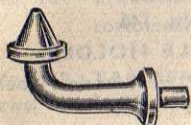
No. 24A. **REFLECTOR EYES**, with 5/16in. round hole.

No. 25. **SOLID STEEL BRAZE-ON TYPE PUMP PEGS**.

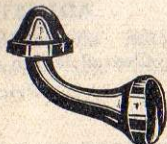
Price per gross or per 1,000 lots.

No. 25C. Ditto, concaved type.

No. 25/D Ditto, Continental pattern.

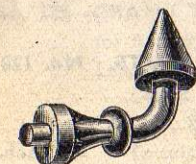


No. 25.



No. 25C

No. 26. **CHAIN HOOK**. Neat and Light. Per Gross.



No. 25D



No. 30.

No. 30. **OPEN CABLE EYELET** for brazing on. Adjustable to requirement.

No. 31. **BRAKE EYE**. Brazed-on Type.

Per Dozen.

Per Gross.

All Prices on Application.

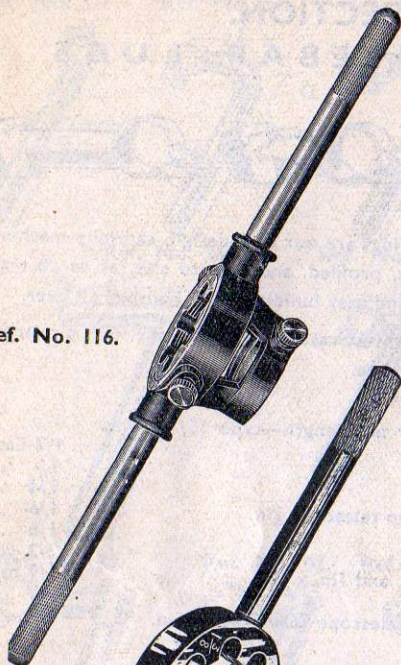


# "ROSA" WORKSHOP TOOLS

These tools are the outcome of practical experience and necessity for any all-equipped and qualified cycle mechanics.

All our Tools are fully guaranteed, carefully machined and true to size.

Ref. No. 116.



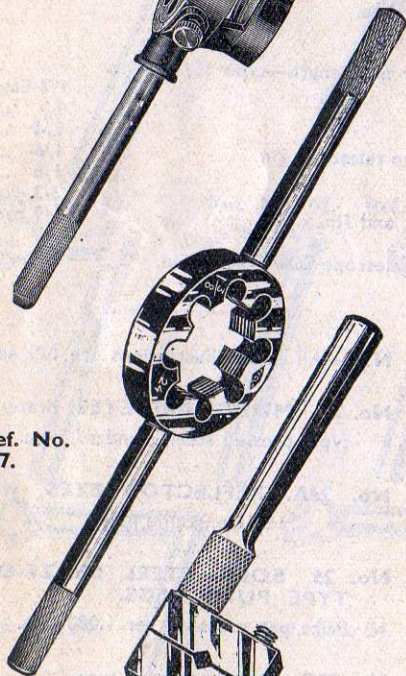
## FORK COLUMN DIE. No. 116.

Standard B.S.A. size :  $31/32$ in. x 30TH.  
Also made in 1in.x24TH and 1in.x26TH.

Complete as illustrated, 16/- each.  
Spare Die ... 6/9 each.

No. 109. Tandem, Standard Brampton.  
Size :  $1\frac{1}{8}$ in.x26TH ... 5/- extra.

Ref. No. 117.



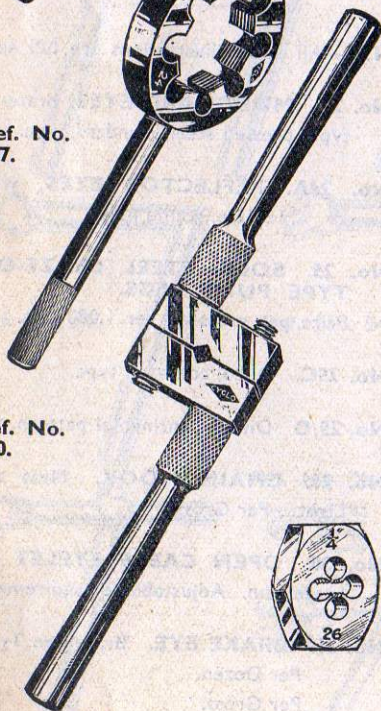
## FORK COLUMN DIE REDUCER.

No. 127.

Will reduce butted part of Column to Standard Cutting size, viz. :  $31/32$ in. with ease. Made to suit our own Fork Column Die as illustrated.

Price 6/9.

Ref. No. 140.



## No. 117. HUB DIE AND HOLDER COMPLETE ... 15/-

## Ref. No. 140. ADJUSTABLE HOLDER.

An efficient and well-made Tool. Overall length :  $8\frac{3}{8}$ in. Hardened jaws.

Price 6/6 each.



## HEXAGON DIE NUTS. No. 128.

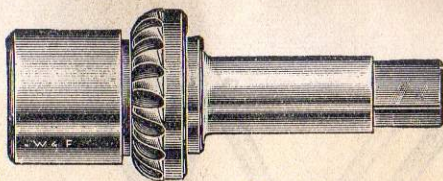
Stock Sizes :

$\frac{3}{10}$ x 26TH	}	... 3/- each.
$\frac{1}{4}$ x 26TH		
$\frac{5}{16}$ x 26TH		
$\frac{3}{8}$ x 26TH		



WORKSHOP  
**" ROSA " WORKSHOP**  
**TOOLS.**

**No. 119 HEAD LUG REAMER.** Standard type, complete with Holder and Revolving Guide ... .. 15/-



**No. 119**

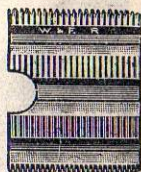
**No. 120—NEW STANDARD PEDAL TAP.** Right and Left. Double ended... 4/6



**No. 120**

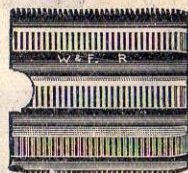
**No. 120/2—DOUBLE-ENDED.** Right and Left. **NEW STANDARD PEDAL TAP** ... .. 4/6

**No. 121—BOTTOM BRACKET MACHINE TAP.** 1 3/8 in.x24TH 10/6



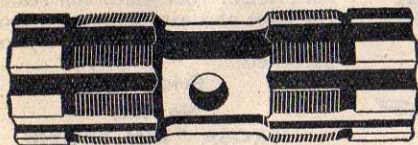
**No. 121**

**No. 122—BOTTOM BRACKET MACHINE TAP.** Any size to order ... .. 12/6



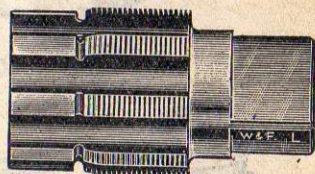
**122**

**No. 123—BRACKET TAP.** Right or Left Hand Thread, 1 3/8 in.x24TH ... 5/9



**No. 124**

**No. 124—BRACKET TAP,** Right and Left combined, 1 3/8 in.x24TH ... .. 8/-



**No. 123**

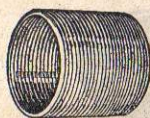
**No. 118—TANDEM BRACKET TAP.** Standard Brampton. Size : 1.45x 26TH ... .. 12/6

**No. 125—CRANK TAP AND REAMER** for Rebushing Cranks, Right and Left ... .. 5/6



**No. 125**

**CRANK BUSHES.—No. 141.** To suit Tap No. 125. Right or Left ... 2/8 dozen.



**No. 141**



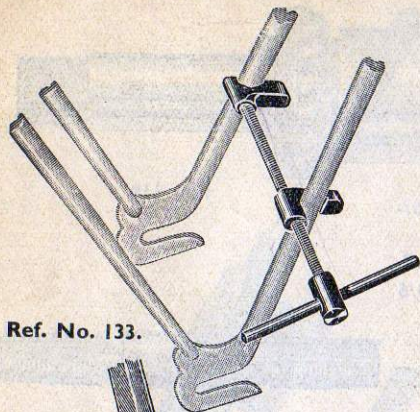
**" ROSA " WORKSHOP TOOLS.**

No. 133.

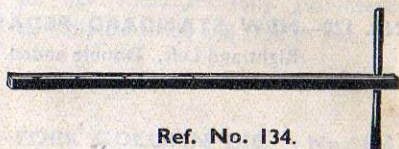
**" ROSA " IMPROVED FORK EXPANDER.**

SIMPLE AND EFFECTIVE.  
Price 4/6

**LONG REACH " CYCLO " SPANNER.**



Ref. No. 133.



Ref. No. 134.

12in. Long Square Tubular Spanner  
Useful for "CYCLO" chain stay  
bracket bolts ... 1/3 each.

No. 131.

**MUNRO'S PATENT  
BOTTOM BRACKET CUP  
REMOVER.**

Will remove any type of cups, milled  
or peg-hole type, with the utmost  
ease ; the tighter the cup is the more  
amazing the performance will be.  
Described by "The Cycle Trader"  
as an item of equipment which has  
long been needed.

Price 10/-

No. 130.

" ROSA "

**SPROCKET REMOVER.**

An efficient Tool which will remove  
the most obstinate sprocket without  
damage. Perfect fit on "Cyclo"  
Sprockets.

Price 1/6

No. 132.

**" ROSA " RIM TRUER.**

Efficient and simple in operation.

Per Pair 3/6

No. 129.

" CAM "

**FREEWHEEL HOLDERS.**

Indispensable for repairs, dismantling,  
assembling any type of freewheels.  
A first-class Tool.

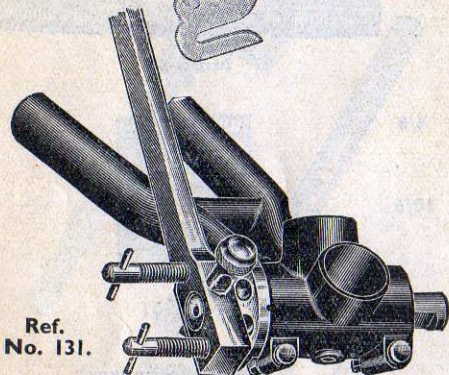
Price 5/6

No. 126.

**FREEWHEEL PAWL  
RETAINER.**

A useful Tool for freewheel  
assembling.

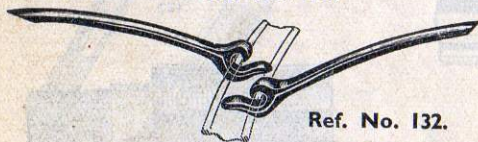
Price 2/3



Ref.  
No. 131.



Ref. No. 130.



Ref. No. 132.



Ref. No. 129.



Ref. No. 126.]



Ref. No. 14.

**UNIVERSAL NIPPLE KEY.**

The best of its type. Accurately machined and hardened,  
a most handy little tool.

Price 9d. each.



**JUPITER TOURING BAGS.**



No. 823RD.

**THE "WEEKENDER"**

Size 13½ in. by 8 in. by 5 in.

Specification :

Black Rubber Drill, heavy texture.  
Two front fastening straps.  
Steel stiffener and three straps for attaching to saddle, etc.  
Two side pockets with hooded flaps, fitted with straps for fastening.  
Inner map pocket and inside auxiliary flap.  
**Model No. 823RD.** Black Rubber Drill,  
**4/-** each.

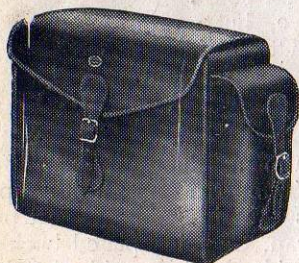


"Victor" No. 1.

**"VICTOR" No. 1. Model No. 680.**

Specification :

Black Rubber Drill.  
Two front fastening straps.  
Saddle Straps.  
Two side pockets. Steel Stiffener.  
Size 13 in. by 7½ in. by 4½ in. **3/6** each  
Fitted with Cape Straps. **4/-** each



"Victor" No. 2.

**"VICTOR" No. 2. Model No. 681.**

Specification :

Black Rubber Drill.  
One front fastening strap.  
Saddle straps. One side pocket.  
Steel stiffener.  
Size 10 in. by 7½ in. by 4½ in. **3/-** each

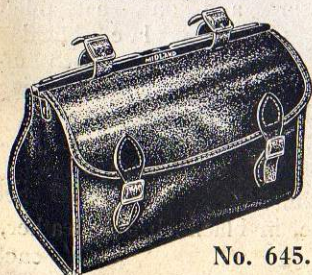


"Victor" No. 3.

**"VICTOR" No. 3. Model No. 682.**

Specification :

Black Rubber Drill.  
One front fastening strap.  
Saddle straps. Steel stiffener.  
Size 10 in. by 7½ in. by 3½ in. **1/11** each



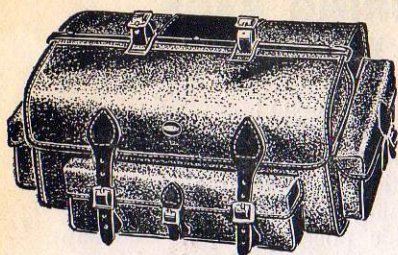
No. 645.

**Model No. 645.**

Specification :

Rubber faced material.  
Two front fastening straps.  
Two suspension and one pillar strap.  
Cadmium plated buckles.  
Size 9 in. by 6½ in. to 6 in. to 4 in. **2/3** ea.



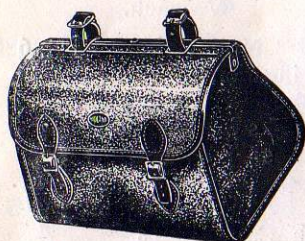


No. 180.

**Model No. 180.**

Specification: "Hidene" Material. Two front fastening straps. Two suspension and one seat pillar strap. Cadmium plated buckles. Wire cape strap loops. Two outside side pockets. One large front extension pocket. Leather protecting belt.

Size 13in. by 9in. by 7in. to 5in.  
Complete with Cape Straps. **9/-** ea.



No. 650.

**Model No. 650.**

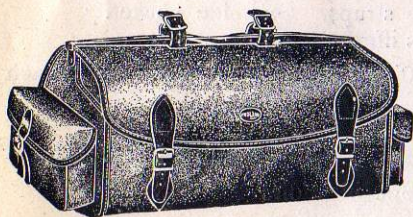
Specification: Rubber-faced material. Two front fastening straps. Two suspension and one seat pillar strap. Cadmium plated buckles. Wire cape strap loops. One inside pocket.

Size 9in. by 7in. by 8in. to 5in.

**2/6** each**Model No. 650P.**

As above, but one outside pocket substitutes inside pocket.

Size 9in. by 7in. by 8in. to 5in.

**2/10** each

No. 1314.

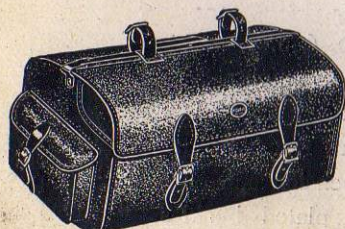
**Model No. 1314.**

Specification: Rubber-faced material. Two front fastening straps. Two suspension and one seat pillar strap. Cadmium plated buckles. Two side pockets with hooded flaps, fitted with straps for fastening.

Size 13in. by 8in. by 6½in. to 6in.

**3/11** each**Model No. 1317.**

A similar bag to No. 1314, but made from double texture material and with strengthened ends.

**5/3** each

No. 765.

**Model No. 765.**

Specification: "Hidene" Material. Two front fastening straps. Two suspension and one seat pillar strap. Cadmium plated buckles. Wire cape strap loops. Two outside pockets. Leather protecting ing belt.

Size 13in. by 9in. by 7in. to 5in.

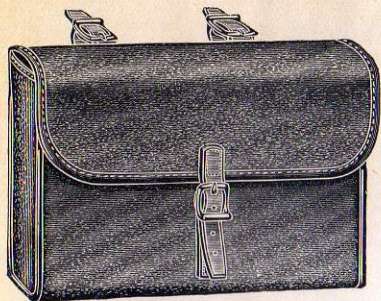
Complete with Cape Straps.

**6/6** each

**Model No. 765L.**  
As above, in black chrome leather,  
**9/-** each



# JUPITER TOURING BAGS.



**No. 81.** "Competition Junior."  
Well proportioned with cane stiffener, and two stout fixing straps 6in. by  $\frac{1}{2}$ in. Size 9in. by 7in. by  $2\frac{1}{2}$ in. ... .. **1/3** each



**No. 89.** "POPULAR TWO POCKET."  
Having two roomy side pockets, three stout fixing straps. Supplied in different coloured piping. Size  $12\frac{1}{2}$ in. by 7in. by 5in. **3/3** each

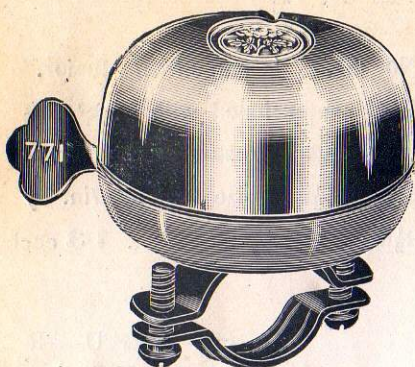
**No. 87.** As above.  
Size:  
12in. by 7in. by 4in. **2/9** each



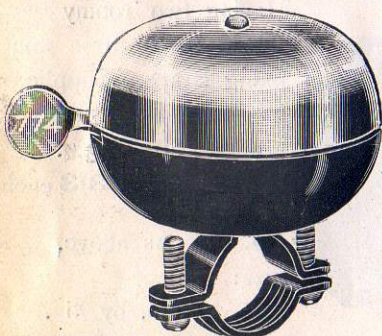
**No. 77.** "SHAPED" BAG.  
Is completely stiffened with a strong leather-board interior, and the two pockets complete a perfectly elegant design. COMPLETE with two Cape Straps, 12in. long. **4/9** each



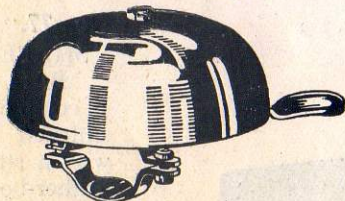
# BELLS. First Quality Only (F).



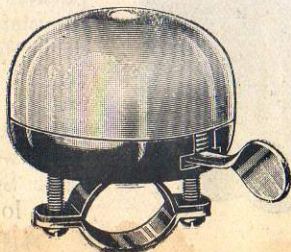
"JUPITER" (F) ROTARY



THE "DING-DONG"  
No. 774. 2  $\frac{3}{8}$  in.



"JUPITER" (F)  
CHALLIS PAT. BELL



JUPITER "H"

## THE JUPITER ROTARY

A Popular Bell  
at a Popular Price.

Chromium Plated ... **6d.** each  
Black ... **5d.** each

## SPECIAL JUVENILE MODEL

Fits all size Bars.  
Nickel Plated ... **5  $\frac{1}{2}$ d.** each

## THE "DING-DONG"

Something with  
a Different Ring.

Chromium Plated ... **9d.** each

## "JUPITER" CHALLIS

Meets all competition.

Nickel Plated ... **10  $\frac{1}{2}$ d.** ea.  
Black ... **10  $\frac{1}{2}$ d.** ea.  
Chromium Plated ... **1/-** each

## JUPITER "H"

A well-known Bell  
of British Manufacture.

Black ... **8d.** each  
Chromium Plated ... **9d.** each



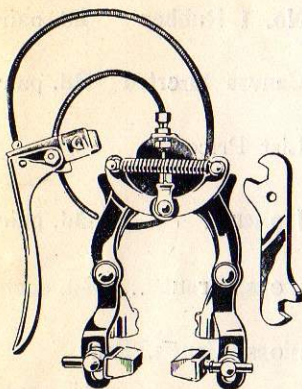
# BRAKES.

## JUPITER CENTRE PULL CALLIPER

A well-made Brake.

The Brake Shoes are so arranged that an easy two-way adjustment for position and clearance is available.

Powerful Braking under all conditions.



### Front or Rear, Lady's and Gent's,

Nickel Plated	...	<b>2/8</b> each
Chromium	...	<b>3/-</b> each

### J. A. PHILLIPS' "SELWELL,"

FRONT CALLIPER	<b>3/7</b> each
REAR CALLIPER	<b>3/8</b> each

## JUPITER FRONT PULL-UP BRAKES

With Short Levers only. **1/7** each

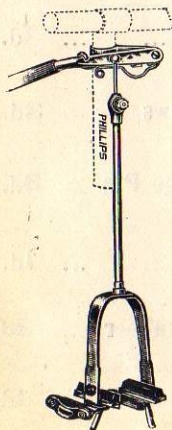
## JUPITER REAR PULL-UP BRAKES

With Short Levers only. **1/11** each

### J. A. PHILLIPS' "QUICKFIT,"

FRONT PULL-UP BRAKES	<b>1/10</b> each
REAR PULL-UP BRAKES	<b>2/8</b> each

With Long or Short Levers.



### J. A. PHILLIPS' "COSMOS,"

FRONT ROLLER BRAKES	<b>2/-</b> each
REAR ROLLER BRAKES	<b>2/11</b> each

### "Quickfit" Front or Rear Levers, complete

**1/3** each

### "Quickfit" Front Bottom Parts

**1/5** each

### "Quickfit" Rear Bottom Parts

**2/6** each

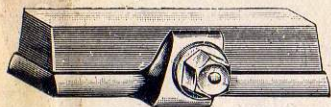
## Rear Brake Stirrups

Complete with Adjusting Screw and Leg Clip

**1/9** each



## BRAKE PARTS.



J.A.P. Brake Shoes & Blocks 4d. pair

Jupiter Brake Shoes & Blocks 3½d. pair

Brake Blocks, Rubber ... 1d. pair

Brake Blocks, No. 1 Rubber 2d. pair

Brake Blocks, Canvas Inserted 3d. pair

"Fibrax" at List Prices

Brake Guides, Jupiter ... 3d. pair

Brake Transmissions, Front ... 4d. each

Brake Transmissions, Gent's, Rear  
5½d. each

Brake Transmissions, Lady's, Rear  
7½d. each

Brake Springs ... 1d. each

Brake Adjusting Screws ... 3d. each

Brake Yoke and Hinge Pin ... 3d. each

Brake Draw Bolts ... 1d. each

Brake Cable Clips, Rubber ... 3d. pair

Brake Cable Clips, Metal ... 1d. pair

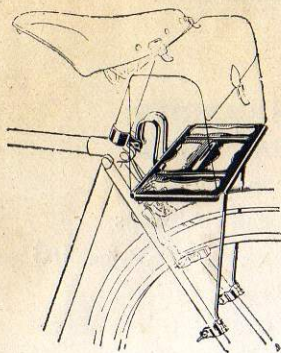
Sturmey-Archer Speed Wires... 6d. each

B.S.A. Speed Wires ... 6d. each





## BAG SUPPORTS.



### No. 47. A New Pattern

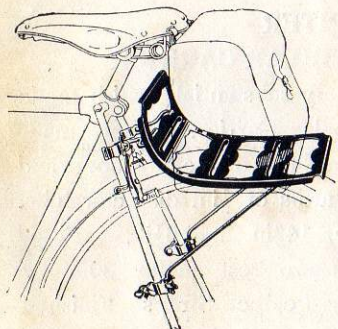
Designed to give full support for  
long narrow Touring Bags.

Clears all Calliper Brakes.

Size  $10\frac{3}{8}$  in. long  $\times$   $5\frac{3}{8}$  in. wide.

Weights only 15 ounces.

**1/6** each.



### No. 46. A 4-Clip Fixing Bag Support

Curved Pattern.

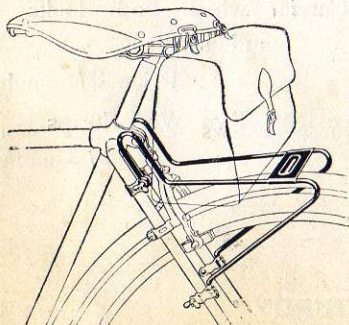
Extra Long Platform.

Adjustable Fittings.

Clears all Calliper Brakes.

Enamelled Black.

**1/6** each.

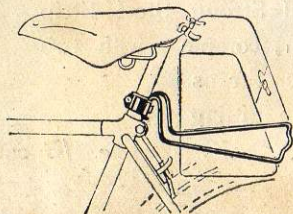


### No. 36. 4-Clip Fitting Bag Support

Clears all Calliper Brakes.

Weight 11 ounces.

**1/-** each.



### No. 48. Bag Support.

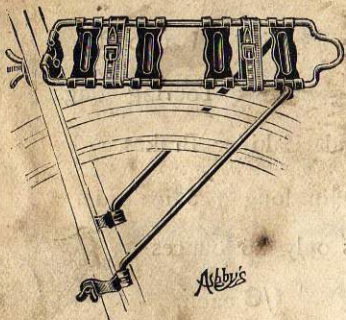
A New Pattern in heavy gauge wire

Weight  $4\frac{3}{4}$  ounces.

**6d.** each.



# CARRIERS

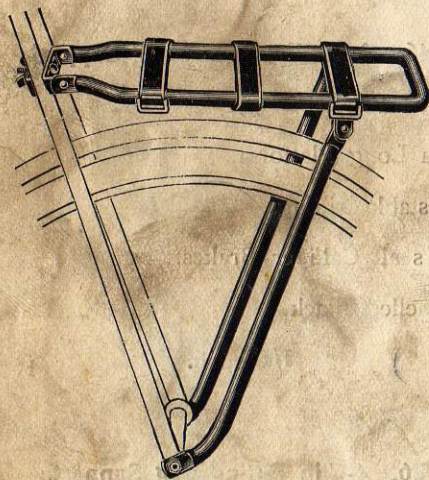


## No. 14 CARRIER SPECIAL OFFER

Size 12in. by 5½in.

Two Leather Straps.

Price **1/6** each



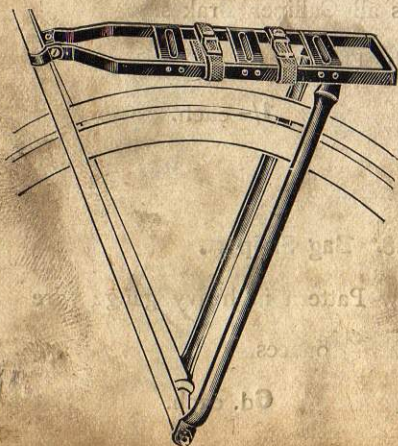
## JUPITER TUBULAR CARRIER

A very substantial British made Tubular Carrier. Frame made from  $\frac{5}{8}$  in. diameter tube, and the arms of  $\frac{1}{2}$  in. diameter tube. Size, 14¾ in. by 6¼ in. Fitted with two best quality 30in. by  $\frac{9}{16}$  in. Leather Straps. Finished in Ebony Black. Weight, 2lbs. A Carrier which both looks and is sturdy.

Price **3/-** each

Price with Two Web Straps,

**2/9** each



## "STURDY" CARRIERS.

Special Strong Steel Strip Carrier, complete with two Leather Straps. Spindle Fitting.

Price **1/6** each



# IceniCAM Information Service



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