



The New Hudson Model G. 51, described below, on which a great deal of care has been lavished, with the result that a first-class machine is available at £7 2s. 6d. Specification is on the right

NEW HUDSON'S WIDE RANGE Special Points of 'Wonder Sports' Model

THE very widespread interest that is being taken in Bernard Bennett, the World's Amateur Year's Mileage record holder, who is now touring and visiting dealers all over the country, makes even keener everybody's curiosity about the machine he is riding, this, of course, being one of the popular "New Hudson" machines, the production of a firm that is nowadays making a big speciality of catering for the club rider and the keen mile-eater.

One of the latest and most interesting productions of this firm is the G.51 "C.M." Wonder Sports Model. This machine, upon the design and production of which a great deal of care has been lavished, weighs approximately 26½ lb., and the price is the really reasonable one of £7 2s. 6d., or, with Cyclo Gear, £8 3s. 6d.

There are, of course, a great many other models, to suit every pocket and every type of rider, in the complete New Hudson catalogue, an attractively-produced book with a coloured cover, containing illustrations and descriptions of nearly thirty machines, at least fourteen of which will be of interest to the average club rider.

Several ladies' and gents' models of the "light tourist" type are illustrated, and then begins the list of club machines proper, which includes the inexpensive Model G.17, a smart and well-produced bicycle for hard and speedy riding, which is offered at the competitive price of £5 10s., the ladies' model being the same price.

The page of this catalogue over which keen riders will linger the longest, however, is the one on which is described the New Hudson "Silver Featherlight" racer, which, at £11 11s. is a de luxe production in every sense of the word, with a specification which includes: Frame: size 20 in., built with Reynolds "531" butted tubing throughout, 63 deg. head and seat tubes, neatly tapered and brazed-up seat and chain stays, specially lightened fittings, brazed-on mudguard eyes, inflator pegs and reflector boss; wheel base 40½ in.; rear fork ends chromium plated 6 in. up. Front fork: choice of "Russ" type "531," Reynolds taper "531," or A. and P. taper resilient blades in chrome molybdenum, solid machined fork ends, chromium plated 6 in. up, narrow chromium-plated machined racing crown, brazed-on mudguard eyes and boss for detachable lamp bracket; grease gun lubricator to top and bottom head races. Wheels: Special lightweight racing hubs, black double-butted spokes 16 by 18 G.; Dunlop high pressure rims, 26 in. by 1½ in., chromium plated. Tyres: Dunlop high pressure, 26 in. by 1½ in. Saddle: Mansfield "Or-

monde" racing saddle, on 12 in. aluminium alloy straight seat pillar. Finish: Frame and fork silver with Continental colour band, red head with chromium badge, after rustproofing, bright parts New-Hudson chromium plated. Weight: 26½ lb. without kitbag, tools and pump.

There are several "classy" speed bicycles in the New Hudson catalogue, and two "twicers," of an attractive type—the model T.I. twin tube tandem, made on the New Hudson patent twin-tube construction principle, and selling at £12 12s., and the model T.5 (D.G.), a good-looking mount, made on the single-tube principle, also selling at £12 12s.

NEW HUDSON G.51 "C.M." WONDER SPORTS MODEL

FRAME.—20-in., 21-in., 22-in., 23-in. Normal design. "A and P" Chrome Molybdenum tubing throughout—parallel top tube—brazed-up taper seat and chain stays—cut-away and specially lightened lugs—quick release fork ends—brazed on pump pegs—mudguard fittings and reflector boss. Wheel base, 41½ in.

FORKS.—"A and P" Resilient Chrome Molybdenum taper blades or Russ pattern. Solid ends, chromium plated 3 in. up. Narrow chromium-plated machined crown—detachable and adjustable lamp bracket on brazed-on boss.

WHEELS.—Special lightweight Endrick, 26-in. x 1½-in. rims, chromium-plated wing nuts, "Rustless" spokes, BAYLISS WILEY Unit Freewheel Hub, also fixed cog.

TYRES.—Dunlop "Silver Sprite," 26 in. x 1½ in.

MUDGUARDS.—White Celluloid with extension and mudflap. "Moulded-in" reflector.

BRAKES.—Special Caliper rim brakes to both wheels.

CHAIN.—Perry.

GEAR.—44T chainwheel, 6½-in. Cranks.

PEDALS.—Racing Rat-Trap.

SADDLE.—Brooks S/25 hide top spring seat on 10-in. seat pillar, large kit-bag to match—also New-Hudson special kit-bag support.

HANDLEBAR.—Lauterwasser—Bailey—Highgate—or Continental bend—chromium plated, New-Hudson Patent Shock-absorber stem—head clip fixing—Rubber Grips—or 8-in. Sleeves or tape with end stoppers.

FINISH.—Frame and Fork PALE BLUE with Continental colour bands. Red panel on head. Fully rustproofed—handlebar and front fork-ends chromium plated.

PRICES £7 2 6
With CYCLO £8 3 6

THE IMPORTANCE OF OIL Attraction

THAT a machine oiled if it is to run satisfactorily is an obvious fact that gives his machine up. What is realised is the type of oil used thoroughly satisfactory way is needed is—then C. C. Ltd., of 30 Cheapside, London, market what is required: Wakefield Everyman cycle oil.

The firm of the following three good reasons for First, frequent

Quality

OVER for of the weight in the extremely vertised sued by Lillie-ro turers machine was Ellis maine weight Qual firm. as so n but to ics are tion, natural Sev the and the Club smart which club duct built and to some Ar tand uprig model £21



Catalogue number N0262
Price code —
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