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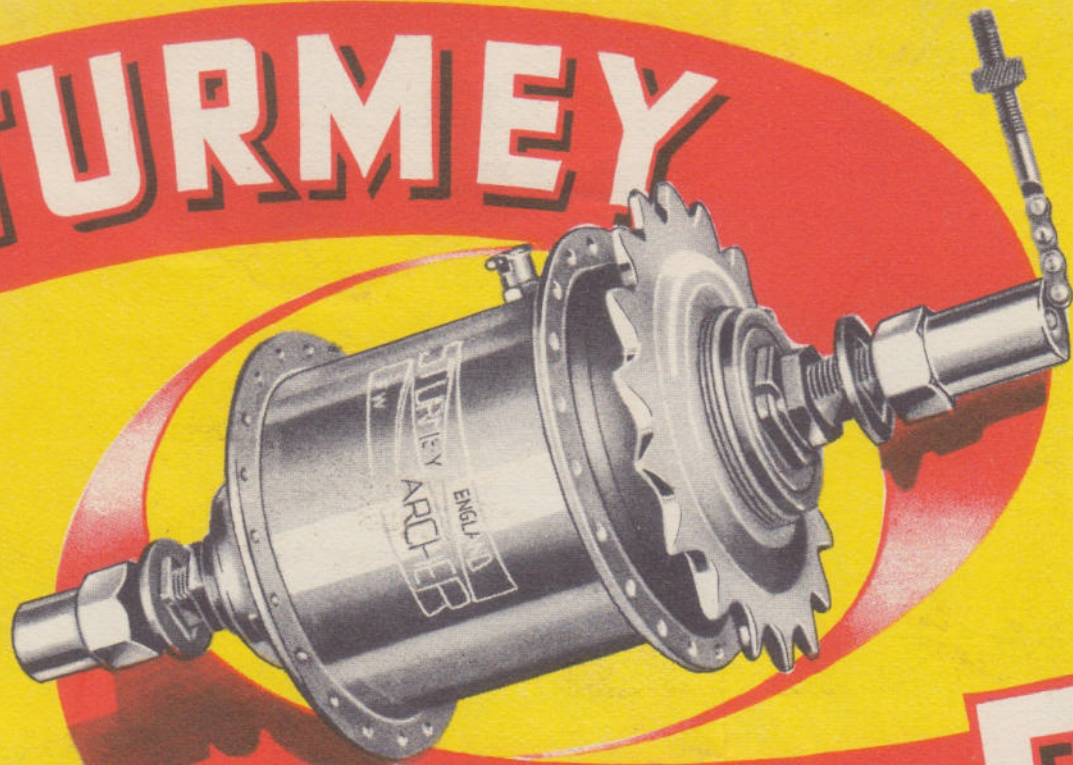
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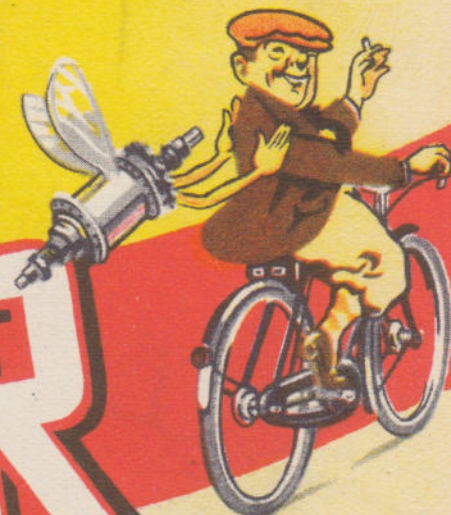
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# STURMEY



# ARCHER



*The Original and Unrivalled*  
**3- & 4-SPEED GEARS**

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**RECORDS MADE WITH  
STURMEY-ARCHER GEARS  
BY FAMOUS RECORD HOLDERS**

S. H. FERRIS 1,000 miles—2 days 22 hours  
40 minutes—3 hours 7 min-  
utes better than previous  
July 1937 record. Including: Land's End  
to John o'Groats (870 miles)  
2 days 6 hours 33 minutes—  
2 hours 28 minutes better  
than previous record.

BERT JAMES 100 miles—3 hours 45 min-  
utes 51 seconds, beating  
March 1938 previous time by nearly 10  
minutes.

TOMMY World's Mileage Record—  
GODWIN 100,000 miles in 499 days.  
May 1940 Including: World's Mileage  
Record for 1 year, 75,065  
miles.

# Sturmey-Archer

**D**URING the last 40 years, Sturmey-Archer Gear  
manufacture of Three- and Four-speed Hubs, to  
demands are catered for in this comprehensive range.

We would particularly draw your attention to our  
introduction some years ago, is gaining in popu-  
discriminating cyclists appreciate the additional ge-  
when climbing very steep gradients or encountering



*Fit*  
**STURMEY-**  
*a change*  
*better*

# Guarantee

Sturmey-Archer Hubs (which expression shall include spare parts thereof) are guaranteed against defects of manufacture for a period of 12 months from the date of sale providing they are still the property of the first retail purchaser. This guarantee is subject to the conditions specified below.

With all hubs we give a special guarantee instead of the guarantee implied by statute or otherwise as to the quality or fitness for the purpose of cycling of hubs supplied by us, any such implied guarantee being in all cases excluded.

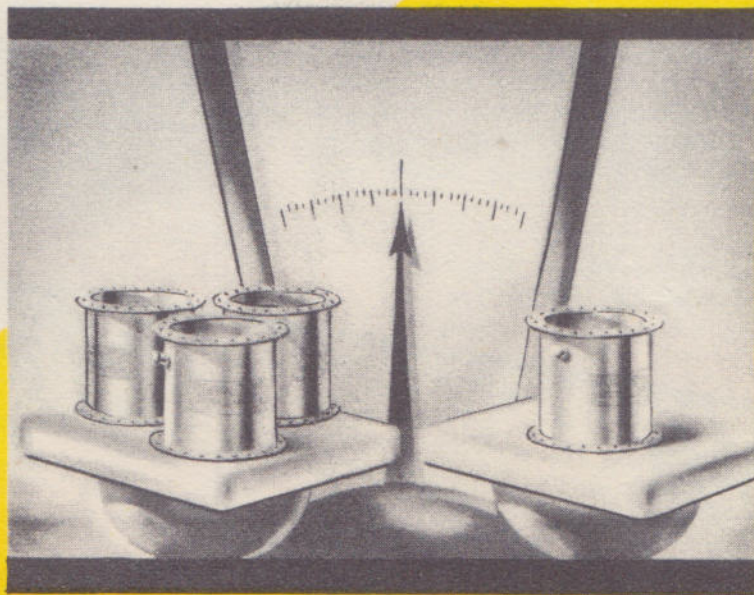
We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but damage for which we make ourselves responsible under this guarantee is limited to the free supply of a new part in exchange for the part of the hub which may have proved defective, and does not include the cost of

# r leads again

s have been the undisputed leaders in design and together with a range of Brake Hubs. All cyclists' which offers Wide, Medium and Close Ratio Hubs.

FW Four-speed Wide Ratio Gear, which since its rarity week by week. There is no doubt that ar which offers them that "extra pair of legs" g strong headwinds.

**ARCHER**  
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*Sturmey-Archer leads again with*

## A NEW ALLOY HUB SHELL

**one-third of the weight of steel**

Carefully manufactured from the most modern light alloy and processed by the finest precision engineering in Britain, these new hub shells have been fully tested under all conditions. By fitting an alloy shell a saving in weight of 4 ounces is effected.

This latest refinement keeps Sturmey-Archer where it belongs—far ahead in the field of variable hub gears for cyclists—with a complete range of close, medium and wide ratios to suit all types of riders.

These new shells are now in production and will be available first on the new F.C. and A.S.C. Hubs.

F.C.—Close Ratio, 4-speed.

A.S.C.—Medium Close Ratio, 3-speed, fixed gear.

fitting. The purchaser shall not be entitled to claim any damage whatever save replacement of the defective parts. This guarantee does not apply to defects caused by wear, misuse or neglect.

If a defective part should be found in any of our hubs, it must be sent to us carriage paid, accompanied by an intimation from the sender that he desires to have it replaced free of charge under our guarantee, and he must also furnish us at the same time with the date of purchase. Failing compliance with the above no notice will be taken of anything which may arrive, but such articles will lie here at the risk of the senders and this guarantee shall not be enforceable.

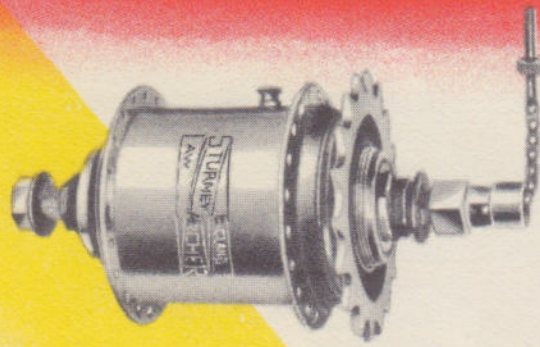
We guarantee only new hubs. A hub bought second-hand is not guaranteed by us.

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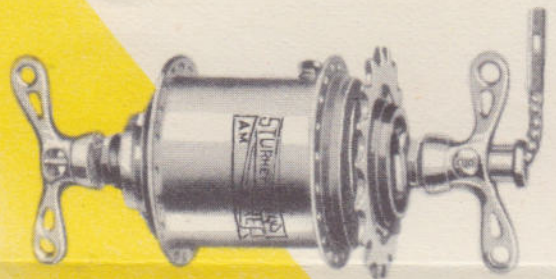
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# The **GEARS** that make Cycling



**AW** Standard Wide Ratio Three-speed Hub with handlebar 'flick' Trigger or Top-tube control. The Gears of the **AW** are always in mesh and are entirely dustproof. A water-excluding device prevents the ingress of moisture and the whole mechanism runs in oil. Gear-changing is simplicity itself. A glance at the table relating to this Hub will show what a wide variety of ratios is available. The Gear Ratios provide an increase of 33.3% from normal to high and 25% decrease from normal to low. Suitable for tourist, sports and all types of Roadster machines.



**AM** Medium Ratio Three-speed Hub with handlebar 'flick' Trigger control. Designed to meet the exacting demands of the clubman and other enthusiastic sports riders. Particularly suitable for massed start racing. Provides an instantaneous change of gear under all riding conditions either driving or freewheeling. The Gear Ratios give an increase of 15.55% from normal to high and 13.46% from normal to low. Suitable for clubmen and riders of all types of sports machines.

**ABC** Standard Wide Ratio Three-speed Hub with internal expanding brake with cable control. Suitable for tourist, sports and all types of Roadster machines. Riders greatly appreciate the many advantages of the Sturmey-Archer expanding brake Three-speed Hub. The brake ensures perfect control of one's machine and the range of gears makes riding a continuous pleasure. Available with handlebar 'flick' Trigger or Top-tube control. The Gear Ratios give an increase of 33.3% from normal to high and 25% decrease from normal to low.

**AB** Similar to **ABC** but fitted with rod Brake control and suitable for tourist and all types of Roadster machines.



## FW

| Chain Wheel | Spr'ckez | 26" WHEELS |      |      |        | 28" WHEELS |      |      |        |
|-------------|----------|------------|------|------|--------|------------|------|------|--------|
|             |          | 1 Low      | 2    | 3    | 4 High | 1 Low      | 2    | 3    | 4 High |
| 44          | 16       | 47.7       | 56.5 | 71.5 | 90.5   | 51.3       | 60.8 | 77.0 | 97.5   |
|             | 17       | 44.9       | 53.2 | 67.3 | 85.2   | 48.3       | 57.3 | 72.5 | 91.8   |
|             | 18       | 42.4       | 50.2 | 63.6 | 80.5   | 45.6       | 54.0 | 68.4 | 86.6   |
|             | 19       | 40.1       | 47.6 | 60.2 | 76.2   | 43.2       | 51.2 | 64.8 | 82.0   |
|             | 20       | 38.1       | 45.2 | 57.2 | 72.4   | 41.1       | 48.6 | 61.6 | 78.0   |
|             | 22       | 34.7       | 41.1 | 52.0 | 65.8   | 37.3       | 44.2 | 56.0 | 70.9   |
| 46          | 16       | 49.8       | 59.0 | 74.7 | 94.5   | 53.7       | 63.6 | 80.5 | 101.9  |
|             | 17       | 46.9       | 55.5 | 70.3 | 89.0   | 50.5       | 59.9 | 75.8 | 95.9   |
|             | 18       | 44.3       | 52.5 | 66.4 | 84.0   | 47.7       | 56.5 | 71.5 | 90.5   |
|             | 19       | 41.9       | 49.7 | 62.9 | 79.6   | 45.2       | 53.6 | 67.8 | 85.8   |
|             | 20       | 39.9       | 47.2 | 59.8 | 75.7   | 42.9       | 50.9 | 64.4 | 81.5   |
|             | 22       | 36.3       | 43.1 | 54.5 | 69.0   | 39.1       | 46.3 | 58.6 | 74.2   |
| 48          | 16       | 52.0       | 61.6 | 78.0 | 98.7   | 56.0       | 66.4 | 84.0 | 106.3  |
|             | 17       | 49.0       | 58.0 | 73.5 | 93.0   | 52.7       | 62.5 | 79.1 | 100.2  |
|             | 18       | 46.2       | 54.7 | 69.3 | 87.7   | 49.8       | 59.0 | 74.7 | 94.6   |
|             | 19       | 43.8       | 51.9 | 65.7 | 83.2   | 47.1       | 55.8 | 70.7 | 89.5   |
|             | 20       | 41.6       | 49.3 | 62.4 | 79.0   | 44.8       | 53.1 | 67.2 | 85.0   |
|             | 22       | 37.8       | 44.8 | 56.7 | 71.8   | 40.7       | 48.3 | 61.1 | 77.3   |
| 24          | 34.8     | 41.1       | 52.0 | 65.8 | 37.3   | 44.2       | 56.0 | 70.9 |        |

## FM

| Chain Wheel | Spr'ckez | 26" WHEELS |      |      |        | 27" WHEELS |      |      |        |
|-------------|----------|------------|------|------|--------|------------|------|------|--------|
|             |          | 1 Low      | 2    | 3    | 4 High | 1 Low      | 2    | 3    | 4 High |
| 44          | 14       | 54.5       | 70.1 | 81.7 | 91.9   | 56.5       | 72.6 | 84.8 | 95.5   |
|             | 15       | 50.9       | 65.4 | 76.3 | 85.8   | 52.8       | 67.8 | 79.2 | 89.1   |
|             | 16       | 47.7       | 61.3 | 71.5 | 80.4   | 49.5       | 63.6 | 74.2 | 83.5   |
|             | 17       | 44.9       | 57.7 | 67.3 | 75.7   | 46.6       | 59.9 | 69.9 | 78.6   |
|             | 18       | 42.4       | 54.5 | 63.6 | 71.5   | 44.0       | 56.5 | 66.0 | 74.2   |
|             | 19       | 40.1       | 51.6 | 60.2 | 68.2   | 41.7       | 53.6 | 62.5 | 70.3   |
| 46          | 14       | 56.9       | 73.2 | 85.4 | 96.1   | 59.1       | 76.0 | 88.7 | 99.7   |
|             | 15       | 53.1       | 68.4 | 79.7 | 89.7   | 55.2       | 70.9 | 82.8 | 93.1   |
|             | 16       | 49.8       | 64.1 | 74.7 | 84.0   | 51.7       | 66.5 | 77.6 | 87.3   |
|             | 17       | 46.9       | 60.3 | 70.3 | 79.1   | 48.7       | 62.4 | 73.0 | 81.9   |
|             | 18       | 44.3       | 56.9 | 66.4 | 74.7   | 46.0       | 59.1 | 69.0 | 77.6   |
|             | 19       | 41.6       | 53.9 | 62.9 | 70.8   | 43.6       | 55.8 | 65.4 | 73.3   |
| 48          | 14       | 59.4       | 76.4 | 89.1 | 100.2  | 61.7       | 79.3 | 92.5 | 104.1  |
|             | 15       | 55.5       | 71.3 | 83.2 | 93.6   | 57.6       | 74.0 | 86.4 | 97.2   |
|             | 16       | 52.0       | 66.9 | 78.0 | 87.7   | 54.0       | 69.4 | 81.0 | 91.0   |
|             | 17       | 49.0       | 63.0 | 73.5 | 82.7   | 50.8       | 65.3 | 76.2 | 85.0   |
|             | 18       | 46.2       | 59.4 | 69.3 | 78.0   | 48.0       | 61.7 | 72.0 | 81.0   |
|             | 19       | 43.8       | 56.3 | 65.7 | 73.9   | 45.5       | 58.4 | 68.2 | 76.7   |
| 20          | 41.6     | 53.5       | 62.4 | 70.2 | 43.2   | 55.5       | 64.8 | 72.9 |        |

## FC

| Chain Wheel | Spr'ckez | 26" WHEELS |      |      |        | 27" WHEELS |      |      |        |
|-------------|----------|------------|------|------|--------|------------|------|------|--------|
|             |          | 1 Low      | 2    | 3    | 4 High | 1 Low      | 2    | 3    | 4 High |
| 44          | 14       | 61.3       | 73.5 | 81.7 | 89.2   | 63.6       | 76.3 | 84.8 | 92.6   |
|             | 15       | 57.3       | 68.7 | 76.3 | 83.3   | 59.4       | 71.2 | 79.2 | 86.5   |
|             | 16       | 53.6       | 64.3 | 71.5 | 78.1   | 55.7       | 66.8 | 74.2 | 80.9   |
|             | 17       | 50.5       | 60.6 | 67.3 | 73.4   | 52.4       | 62.9 | 69.9 | 76.2   |
|             | 18       | 47.7       | 57.2 | 63.6 | 69.3   | 49.5       | 59.4 | 66.0 | 72.0   |
|             | 19       | 45.2       | 54.2 | 60.2 | 65.7   | 46.8       | 56.2 | 62.5 | 68.2   |
| 46          | 14       | 64.0       | 76.9 | 85.4 | 93.2   | 66.5       | 79.9 | 88.7 | 96.7   |
|             | 15       | 59.8       | 71.7 | 79.7 | 87.0   | 62.1       | 74.5 | 82.8 | 90.4   |
|             | 16       | 56.0       | 67.2 | 74.7 | 81.5   | 58.2       | 69.8 | 77.6 | 84.7   |
|             | 17       | 52.7       | 63.3 | 70.3 | 76.8   | 54.8       | 65.7 | 73.0 | 79.7   |
|             | 18       | 49.8       | 59.8 | 66.4 | 72.4   | 51.7       | 62.1 | 69.0 | 75.3   |
|             | 19       | 47.2       | 56.6 | 62.9 | 68.6   | 48.9       | 58.8 | 65.4 | 71.4   |
| 48          | 14       | 66.8       | 80.1 | 89.1 | 97.2   | 69.3       | 83.2 | 92.5 | 100.4  |
|             | 15       | 62.4       | 74.9 | 83.2 | 90.8   | 64.8       | 77.8 | 86.4 | 94.3   |
|             | 16       | 58.5       | 70.2 | 78.0 | 85.1   | 60.7       | 72.9 | 81.0 | 88.5   |
|             | 17       | 55.1       | 66.1 | 73.5 | 80.2   | 57.1       | 68.6 | 76.2 | 83.1   |
|             | 18       | 52.0       | 62.4 | 69.3 | 75.6   | 54.0       | 64.8 | 72.0 | 78.5   |
|             | 19       | 49.3       | 59.1 | 65.7 | 71.7   | 51.1       | 61.4 | 68.2 | 74.4   |
| 20          | 46.8     | 56.2       | 62.4 | 68.1 | 48.6   | 58.3       | 64.8 | 70.7 |        |

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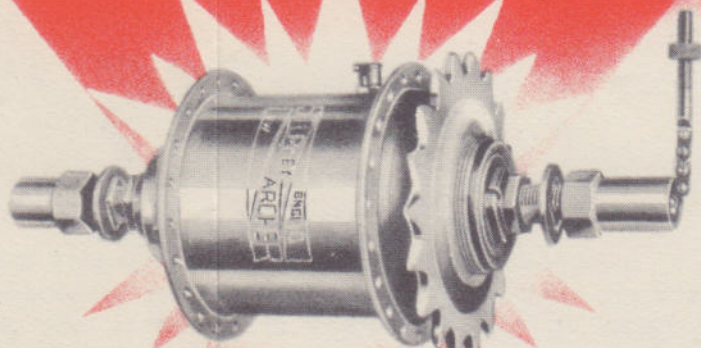
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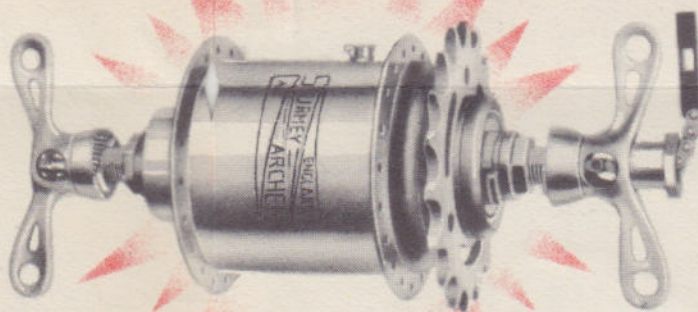


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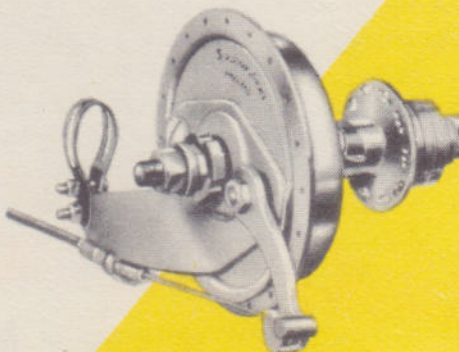
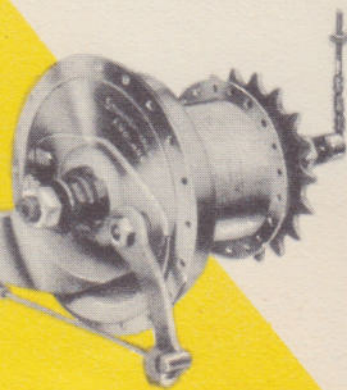


**FW** Four-speed Wide Ratio with handlebar 'flick' Trigger control. 26.6% increase, 21% and 33.3% decrease from normal. Suitable for all types of Roadster and sports machines.



**ASC** Medium Close Ratio Three-speed Fixed Gear with handlebar 'flick' Trigger control. This Hub has been specially designed for the club and sports riders who have in the past preferred a Fixed Gear. Wing Nuts and Quick Release Connections are standard fitments. Gear Ratios give 10% and 25% reduction from direct drive.

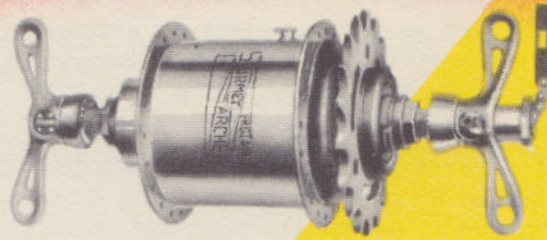
FITTED WITH AN ALLOY SHELL



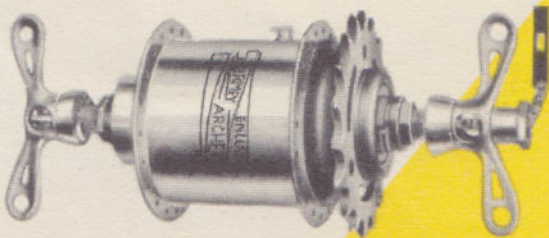
DIUM &- CLOSE RAT

YOUR HUB FROM THIS COMPLETE

# BRAKES that make Cycling safe



**FM** Four-speed Medium Ratio with handlebar 'flick' Trigger control, Quick Release Fittings and Wing Nuts. This gear is very suitable for the club rider who requires a gear giving three fairly close ratios and an emergency low gear. Ratios 12.5% increase from direct drive, reductions of 14.3% and 33.3%. An ideal all-round "Clubman" gear.



**FC** Four-speed Close Ratio with handlebar 'flick' Trigger control, Quick Release Fittings and Wing Nuts. This Hub is very similar to the **FM** except that it provides closer ratios which are suitable in every way for racing. The Low Gear in this instance is particularly useful for making a quick getaway in massed start races. Ratios 9.1% increase, direct drive and reductions of 10% and 25%.

FITTED WITH AN ALLOY SHELL

**BFC** Front Hub with internal expanding Brake and cable control. Suitable for sports and sports tourist machines.

**BF** Hub. Similar to **BFC** but having rod Brake control and suitable for tourist and Roadster machines.

**BRC** Rear Single-speed Hub with internal expanding Brake and cable control. Suitable for sports and sports tourist machines.

**BR** Hub. Similar to **BRC** but having rod control and suitable for tourist and Roadster machines.

## AW, AB and ABC

| Bracket Chain Wheel | No. of Teeth on Hub Spr'ket | 26" WHEELS |      |       | 28" WHEELS |      |       |
|---------------------|-----------------------------|------------|------|-------|------------|------|-------|
|                     |                             | Low        | Mid. | High  | Low        | Mid. | High  |
| 44                  | 16                          | 53.6       | 71.5 | 95.3  | 57.8       | 77.0 | 102.7 |
|                     | 17                          | 50.5       | 67.3 | 89.8  | 54.4       | 72.5 | 96.7  |
|                     | 18                          | 47.7       | 63.6 | 84.8  | 51.3       | 68.4 | 91.2  |
|                     | 19                          | 45.2       | 60.2 | 80.3  | 48.6       | 64.8 | 86.4  |
|                     | 20                          | 42.9       | 57.2 | 76.3  | 46.2       | 61.6 | 82.1  |
| 46                  | 16                          | 56.0       | 74.7 | 99.6  | 60.4       | 80.5 | 107.3 |
|                     | 17                          | 52.7       | 70.3 | 93.7  | 56.9       | 75.8 | 101.1 |
|                     | 18                          | 49.8       | 66.4 | 88.5  | 53.6       | 71.5 | 95.3  |
|                     | 19                          | 47.2       | 62.9 | 83.9  | 50.9       | 67.8 | 90.4  |
|                     | 20                          | 44.9       | 59.8 | 79.7  | 48.3       | 64.4 | 85.9  |
| 48                  | 16                          | 58.5       | 78.0 | 104.0 | 63.0       | 84.0 | 112.0 |
|                     | 17                          | 55.1       | 73.4 | 98.0  | 59.3       | 79.1 | 105.5 |
|                     | 18                          | 52.0       | 69.3 | 92.4  | 56.0       | 74.7 | 99.6  |
|                     | 19                          | 49.3       | 65.7 | 87.6  | 53.0       | 70.7 | 94.3  |
|                     | 20                          | 46.8       | 62.4 | 83.2  | 50.4       | 67.2 | 89.6  |

## AM

| Bracket Chain Wheel | No. of Teeth on Hub Spr'ket | 26" WHEELS |      |       | 27" WHEELS |      |       |
|---------------------|-----------------------------|------------|------|-------|------------|------|-------|
|                     |                             | Low        | Nor. | Top   | Low        | Nor. | Top   |
| 44                  | 14                          | 70.7       | 81.7 | 94.2  | 73.6       | 84.8 | 97.9  |
|                     | 15                          | 66.2       | 76.3 | 87.9  | 68.7       | 79.2 | 91.3  |
|                     | 16                          | 62.1       | 71.5 | 82.6  | 64.3       | 74.2 | 86.6  |
|                     | 17                          | 58.3       | 67.3 | 77.7  | 60.7       | 69.9 | 80.8  |
|                     | 18                          | 55.2       | 63.6 | 73.5  | 57.2       | 66.0 | 76.2  |
| 46                  | 14                          | 74.0       | 85.4 | 98.6  | 77.0       | 88.7 | 102.5 |
|                     | 15                          | 69.1       | 79.7 | 92.0  | 71.8       | 82.8 | 95.6  |
|                     | 16                          | 64.8       | 74.7 | 86.2  | 67.3       | 77.6 | 89.5  |
|                     | 17                          | 61.2       | 70.3 | 81.3  | 63.3       | 73.0 | 84.2  |
|                     | 18                          | 57.6       | 66.4 | 76.8  | 59.8       | 69.0 | 79.6  |
| 48                  | 14                          | 77.4       | 89.1 | 103.0 | 80.3       | 92.5 | 107.0 |
|                     | 15                          | 72.1       | 83.2 | 96.0  | 75.0       | 86.4 | 100.0 |
|                     | 16                          | 67.7       | 78.0 | 90.0  | 70.2       | 81.0 | 93.5  |
|                     | 17                          | 63.7       | 73.5 | 85.0  | 66.1       | 76.2 | 88.0  |
|                     | 18                          | 60.0       | 69.3 | 80.2  | 62.5       | 72.0 | 83.2  |

## ASC

| Chain Wheel | Spr'ket | 26" WHEELS |      |      | 27" WHEELS |      |      |
|-------------|---------|------------|------|------|------------|------|------|
|             |         | 1          | 2    | 3    | 1          | 2    | 3    |
| 44          | 14      | 61.3       | 73.5 | 81.7 | 63.6       | 76.3 | 84.8 |
|             | 15      | 57.3       | 68.7 | 76.3 | 59.4       | 71.2 | 79.2 |
|             | 16      | 53.6       | 64.3 | 71.5 | 55.7       | 66.8 | 74.2 |
|             | 17      | 50.5       | 60.6 | 67.3 | 52.4       | 62.9 | 69.9 |
|             | 18      | 47.7       | 57.2 | 63.6 | 49.5       | 59.4 | 66.0 |
|             | 19      | 45.3       | 54.2 | 60.2 | 46.8       | 56.2 | 62.5 |
|             | 20      | 42.9       | 51.5 | 57.2 | 44.5       | 53.4 | 59.4 |
|             | 14      | 64.0       | 76.9 | 85.4 | 66.5       | 79.9 | 88.7 |
| 46          | 15      | 59.8       | 71.7 | 79.7 | 62.1       | 74.5 | 82.8 |
|             | 16      | 56.0       | 67.2 | 74.7 | 58.2       | 69.8 | 77.6 |
|             | 17      | 52.7       | 63.3 | 70.3 | 54.8       | 65.7 | 73.0 |
|             | 18      | 49.8       | 59.8 | 66.4 | 51.7       | 62.1 | 69.0 |
|             | 19      | 47.2       | 56.6 | 62.9 | 48.9       | 58.8 | 65.4 |
|             | 20      | 44.9       | 53.0 | 59.8 | 46.5       | 55.9 | 62.1 |
|             | 14      | 66.8       | 80.1 | 89.1 | 69.3       | 83.2 | 92.5 |
|             | 15      | 62.4       | 74.9 | 83.2 | 64.8       | 77.8 | 86.4 |
| 48          | 16      | 58.5       | 70.2 | 78.0 | 60.7       | 72.9 | 81.0 |
|             | 17      | 55.1       | 66.1 | 73.5 | 57.1       | 68.6 | 76.2 |
|             | 18      | 52.0       | 62.4 | 69.3 | 54.0       | 64.8 | 72.0 |
|             | 19      | 49.3       | 59.1 | 65.7 | 51.1       | 61.4 | 68.2 |
|             | 20      | 46.8       | 56.2 | 62.4 | 48.6       | 58.3 | 64.8 |

WIDE

MEDIUM

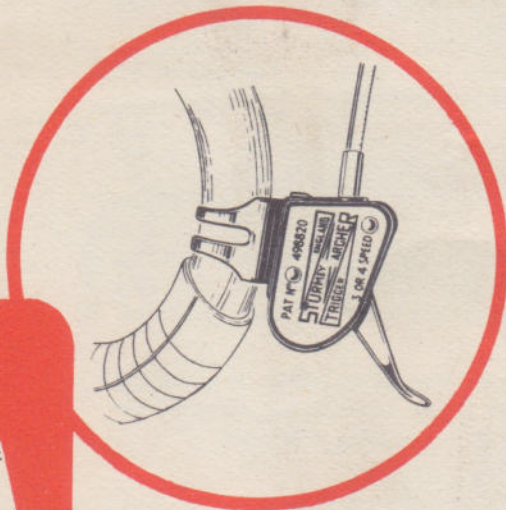
CLOSE

# RATIO GEARS

E RANGE



# "Flick" TRIGGER



## STURMEY-ARCHER 3- AND 4-SPEED TRIGGER CONTROL

### FEATURES:

This control has been primarily designed for sporting and racing riders, but it can be used with equal advantage on any Sturme-Archer 3- and 4-speed hub.

Fitted on the handlebar in close proximity to the grip, it provides an instantaneous change either up or down by the flick of a finger.

On changing up from low gear (by pressing lever down) a positive stop mechanism is incorporated, making it impossible to jump through the next gear. A second pressure in this gear immediately gives a higher gear. In the case of a 4-speed hub, merely press once more.

When changing down, no such stop is incorporated, as there is considerably less risk of missing gear; also it is sometimes necessary to change from top to low direct, in order to ensure a quick getaway.

The pressure required to change gear either up or down is very light and only one finger is required for manipulation.

The lever being placed conveniently to the grip renders it unnecessary to move the hand from the grip, thus ensuring that there is no loss of steering control when changing gear.

The cable is detachable for replacement without dismantling the control, and complete with wires and pulleys, the control weighs only 5 oz.

### THREE IMPORTANT POINTS ON MAINTENANCE

1. Change Gear correctly in accordance with our instructions.
2. Check indicator adjustment periodically.
3. Lubricate with R.I. "All-purpose" Oil every fortnight.

Product of

# RALEIGH INDUSTRIES LTD., NOTTINGHAM, ENGLAND