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successfully

E. CLARK'S

NEW CENTURY

CATALOGUE

—: OF :—

THE LEADER.

E. Clark

REGISTERED.

CYCLES

—: WITH :—

ILLUSTRATIONS & PARTICULARS

—: WHERE :—

LEADER CYCLES
Are Made and Sold.

BRISTOL :

T. & W. GOULDING, PRINTERS AND PUBLISHERS,

6 NELSON STREET.

1901

23605

INTRODUCTION.



IN presenting my REVISED CATALOGUE, I take this opportunity of thanking my numerous patrons for past favours. I trust, not only the Machines, but my integrity and method of business, will retain old customers and bring me a considerable number of new ones.

DISCOUNTS. One of the most fictitious guides to the purchase of a Cycle is the ridiculous system of discounts. I list my Cycles at **Nett Cash**, and find that it saves both time and customers' money.

GUARANTEE. All Cycles are fully guaranteed, and should a "Leader" Cycle give trouble, I shall always act up, in every respect, to the conditions of the guarantee. If a defective part should be found, it must be sent to the Works, accompanied by an intimation from the sender that he desires to have it repaired free of cost, stating date of purchase of Machine. I do not guarantee the specialities of other firms, such as

TYRES, SADDLES, BELLS, LAMPS, &c.,
FREE WHEELS & BACK PEDALLING BRAKES,
 supplied with my Machines, or otherwise; but I endeavour to secure the best quality of these articles, and the makers are, in nearly every case, willing to replace any defective parts.

TYRES AND FITTINGS. I will do my best to recommend to customers only goods that I have proved to be of good value.

Trusting to receive your kind patronage,

I am, yours obediently,

E. CLARK.

Particulars

OF

'The LEADER' CYCLES.

THE DESIGNS have the most careful consideration, and are fully up-to-date in every minute detail.

WEIGHT has been reduced as far as possible, after careful consideration and actual practical tests by experts.

MATERIALS. Nothing but the best obtainable are used in the construction of "THE LEADER" CYCLES.

WORKMANSHIP. "The Leader" Cycles are made throughout by skilled mechanics, under direct supervision, and no work leaves the workshops unless perfect in every particular.

TERMS.

THE PRICES in this List are strictly Cash; but, to meet intending customers, I am prepared to accept **GRADUAL PAYMENTS**:—but they must obtain a trustworthy Guarantor.

Terms can be obtained at either of the Depôts.

REPAIRS.

ALL REPAIRS are executed without any undue delay, and as all Enamelling and Plating are done on the premises, no excuse can be given in that respect; and my charges are always fair.

DEPOTS in BRISTOL for

Leader Cycles,

ALSO

REPAIRS, HIRING, &c.



223 Cheltenham Road (North Bristol).

DEPOTS in BRISTOL for LEADER CYCLES,

Also REPAIRS, HIRING, &c.

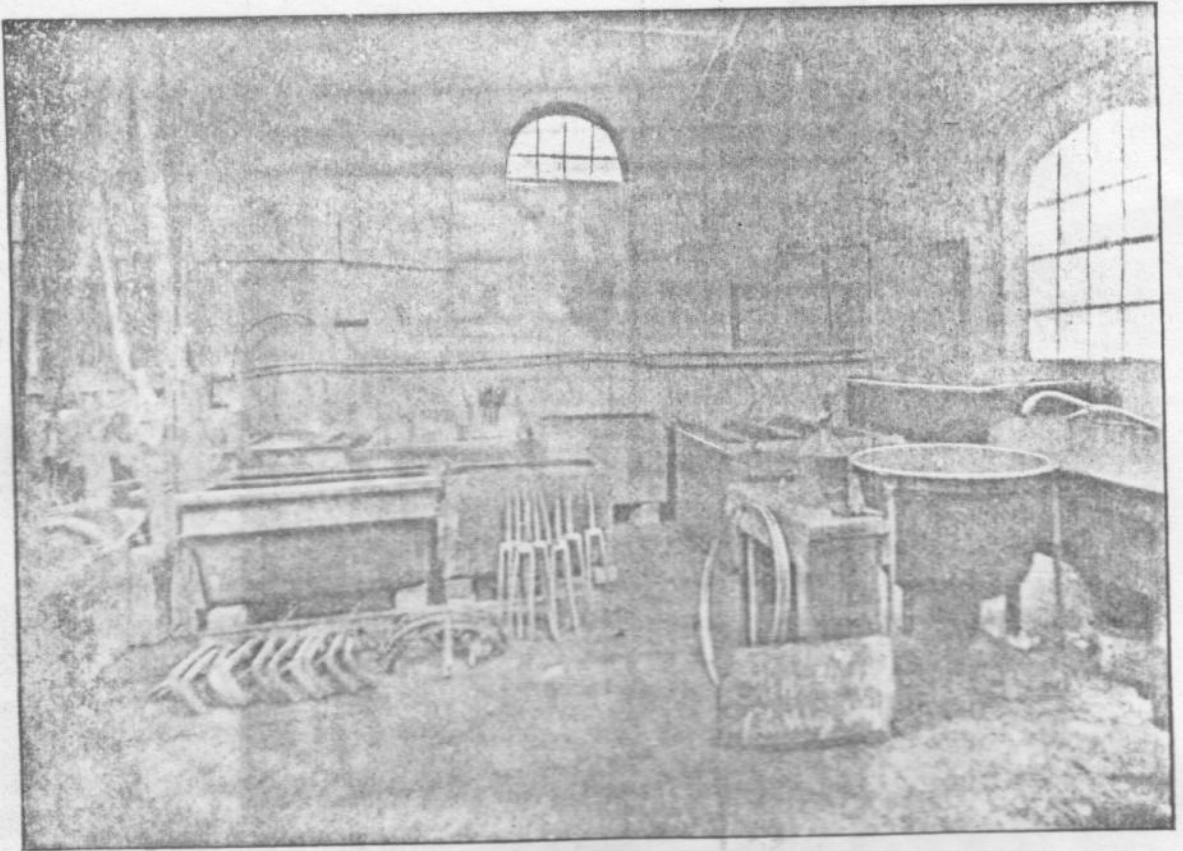


8 Bath Road, Totterdown (South Bristol).

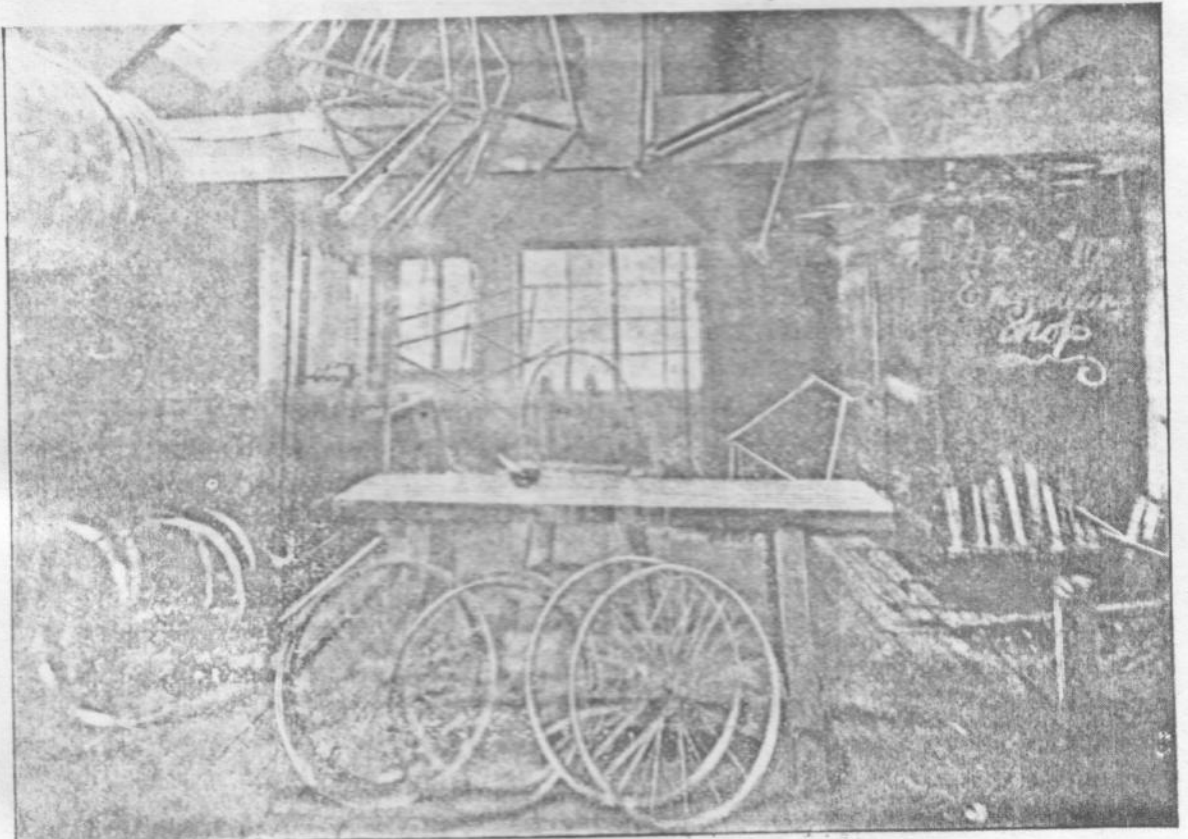


43 Stapleton Road (East Bristol).

**Views of Works—
THE PADDOCK, STAPLETON ROAD,
Where LEADER CYCLES are MADE.**

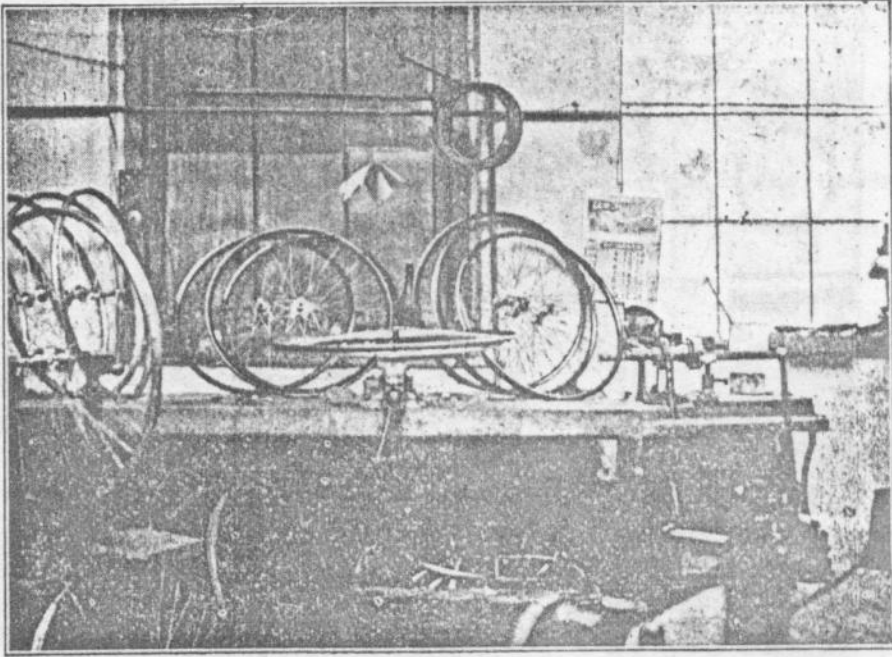


PLATING SHOP.

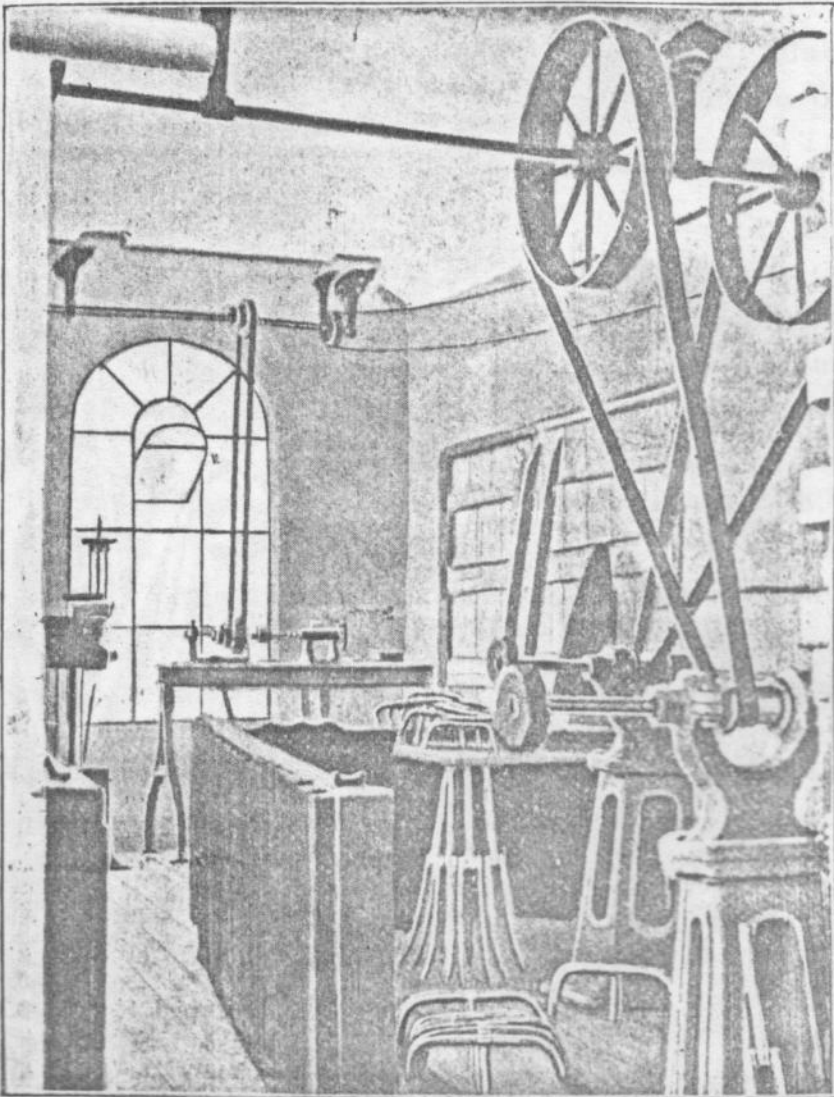


ENAMELLING SHOP.

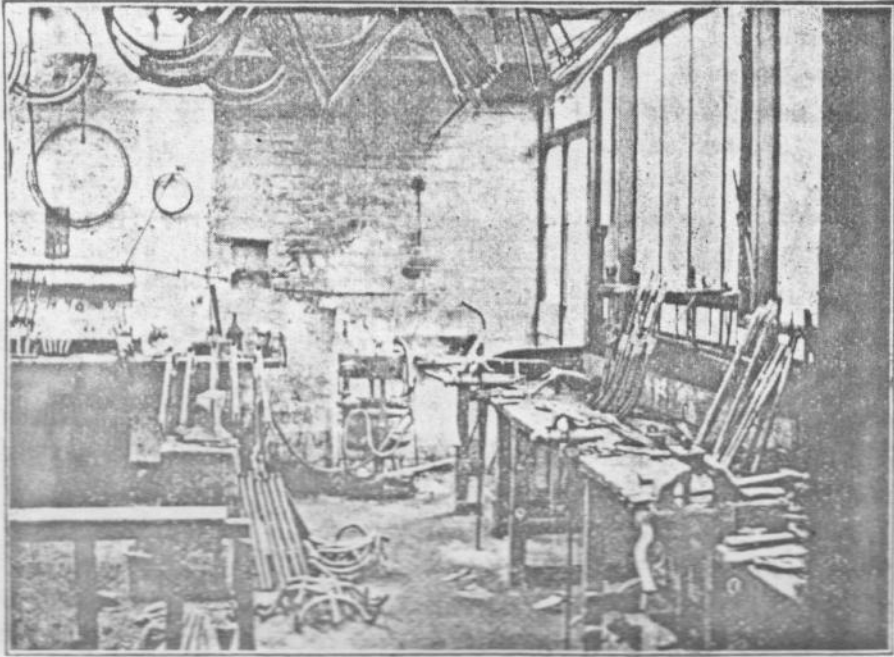
Views of Works: THE PADDOCK, STAPLETON ROAD,
Where **LEADER CYCLES** are **MADE.**



WHEEL BUILDING SHOP.



Views of Works: THE PADDOCK, STAPLETON ROAD,
Where **LEADER CYCLES** are **MADE.**



FRAME MAKING SHOP.



SAND-BLASTING OPERATION.

Reprinted from "The Bristol Bicycle and Tricycle Club Gazette," October 1st, 1900.

"Men of the Club—Mr. E. CLARK.



"THIS gentleman started his cycling career on the G.O.O. in the year 1882. In 1885 he joined a now defunct club, the Bristol Jockey C.C., in which he held membership until the date of its dissolution, 1898, winning many of its racing trophies, road and path, including a 12 hours' record, ordinary bicycle, for that club, and also for the West of England. The distance was 136 miles, unbeaten to the present day on that type of machine. He was fairly successful on the racing track in

open competitions, his special forte being grass courses.

"Mr. Clark became a member of the B.B. & T.C. in 1898, and the same year scored in the Club '12 hours' with 168 miles, a feat he dis counted in 1899 with 171, and further so this present year with 180, both the latter being unpaced rides.

"He admits a regard for cycle touring, and favours the Sunday Roving Fixtures, sometimes appearing at these on his motor tricycle to the delight and wonderment of the natives of out-of-the-way places often visited by the members on these unofficial runs. He was elected a Sub-Captain this year, and is to the fore on all occasions when business permits, and is always ready to forward the interest of the Club in any way at his command. Needless to recount for 'Club runners' that he is generally liked, and that his ready services in the cause of punctured or otherwise distressed riders are greatly appreciated by those 'fortunate' unfortunates."

NOTES ON



CYCLE BUYING,

By E. CLARK.

DEAR SIR OR MADAM,

I hope that my endeavours to put a few facts clearly before you respecting the purchase of your new machine will meet with your approval, as my intentions are to make your path as smooth as possible. In past years I have issued a price list of my cycles, but to my mind it is of no use, as the cycle buying public know what they want quite as well as the manufacturer of cycles, and in most cases their knowledge of Component Parts, Tyres, &c. (thanks to our up-to-date Cycle Journals), is right up-to-date, as all new things are brought to the notice of everyone that takes any interest in the pastime of Cycling.

My endeavour will always be to advise only the articles that I know by experience to give good results, and throughout the season it is my good fortune to receive patronage from new converts to our glorious pastime, and my one aim is to give them my advice as to what kind of cycle will suit their requirements best, and I can with pleasure always meet them, knowing I have made their cycling pleasure as happy as possible.

A wise maker never sells a machine that he has any doubt about.

It is vital to your comfort and peace of mind that your cycle should be made to fit you and suit your purpose.

Always remember that your life is at stake, whether you ride a good machine, an old crock, or a shoddy made new one.

When you buy a locally built machine *from a man that understands his business, and has the proper tools to use, and a reputation at stake*, you have no fear, as he would be worse than a fool to deceive you.

Buying direct from the maker greatly facilitates any arrangements which you desire to make as to components, tyres, saddles, rims, chains, and other fitments, and you have the advantage of discussing with a practical man the advisability or otherwise of having embraced in the build of your cycle certain special points which have been from time to time brought to your notice, and for which you have a liking. Should any repairs be required, or you have a grievance, you have only to apply to the builder of your cycle, and have every opportunity of preventing delays and disputes through the medium of third parties of the description which occur when the machine has to be forwarded to the big factory for the purpose.

Only a few years ago the locally built machine was a novelty, a rarity, which you only came across in isolated cases. To-day 90 out of every 100 cycles are locally made machines, and in Bristol "The Leader" takes first place. And why do the public demand a locally built machine? (Why) the man who is selling Agency machines can with ease shift from one firm to another, and so rid himself of the onus which naturally results in the event of dissatisfaction. The local maker sells you yesterday, to-day, and for all time one machine—his own—and built into that machine is his reputation—*but above all get to know if your local maker has not bought his machine from some outside source with his own transfer fixed on* (a very common practice, I am sorry to say, at the present time). I take this opportunity of asserting that all the cycles turned out by me are made at my own works—THE PADDOCK, STAPLETON ROAD, BRISTOL. As regards prices of cycles, one maker might quote, say, £8 17s. 6d. for gent's cycle, made with B.S.A. fittings throughout, with any tyres—but the fittings and tyres are not all you require, you will want a chain, saddle, gear-case, mud-guards, brakes (either rim or tyre), free-wheel, handle grips, spokes and nipples, and the machine has to be made, which requires steel tube, forks, stays, rims, &c., and you will see if you go into the thing fairly no man can quote a price for a thing that has so many different kinds, as my past experience teaches me that very few cycles are alike in every particular. Any maker can quote a price for a stock pattern machine, but my advice is get a specification of all your requirements, then give me the opportunity of quoting you my price for same. At the end of this catalogue I have printed two specification forms, one filled in with particulars of a gent's cycle, with my prices for same; kindly use the other for your own specification, and return it to me, and I will quote my lowest price for same. In this catalogue I have also issued four complete specification machines, with prices. These are my foundation to work upon to arrive at the cost of any specification. Also in these pages I have quoted the prices of a few leading makers' specialities, priced at the lowest rates. I have illustrated some of the leading styles of cycles, made from their components, including:—

Fittings.

B.S.A. Fittings.
Eadie Fittings.
Lloyds Fittings.
Cycle Components Fittings.
Chater Lea Fittings.
New Cooper Fittings.

Chains.

Chains vary in prices, but only very little, and in that particular any high grade chain can be specified, and the same price rules, but the few chains that I recommend are as follows:—

Renolds, B.S.A., Eadie, Cycle Components, Perry's, Brampton's.

With respect to tyres (see my prices for new tyres in this catalogue), at the present time they vary so much in price that my advice is, have the tyre that you think will suit your requirements, but have the best by all means if your pocket will allow, and the tyre you decide to have will be the one you will be charged for. My choice of tyres is in the order arranged, and I have had a rather big experience with tyres, as my hiring business is the largest in Bristol and district, and the tyres

are the parts that get the rough use. I always put any new tyre that I want to test on my hiring cycles, and I never advise my customers any tyres that will not give good results.

My advice with rims is to have the rim that the makers of the tyre recommends, such as—

Tyres.

Palmer Tyres on Palmer Hollow or Jointless Rim.
 Clincher Tyres on Clincher Hollow or Jointless Rim.
 Dunlop-Bartlett on Westwood Rim.
 Clipper Reflex on Jointless Rim.
 Dunlop-Welch on Westwood Rim.
 Clipper on Jointless Rim.

Saddles.

With respect to saddles (and that is a sore point), the same thing rules, viz., price of same. My advice is to have a good make and you will not repent it. Saddles are like boots and shoes, the old ones as a rule fit best. The following makers' saddles I have found give good results—Brooks, Middlemoors, Lamplough, Bleumels, Coventry Gear Case Co., Hunt, Brampton.

Gear cases are like other things—good, bad, and indifferent; but my advice is, don't have one if you can do without, as they are all right for some purposes but not for others. The cases I have found to give good results are—

Gear Cases.

Dover Transparent or Black.
 Revod Chain Guard.
 Bransom, No. 116, *Patent Calf*.
 Presto Metal.
 Carter's Detachable Metal.

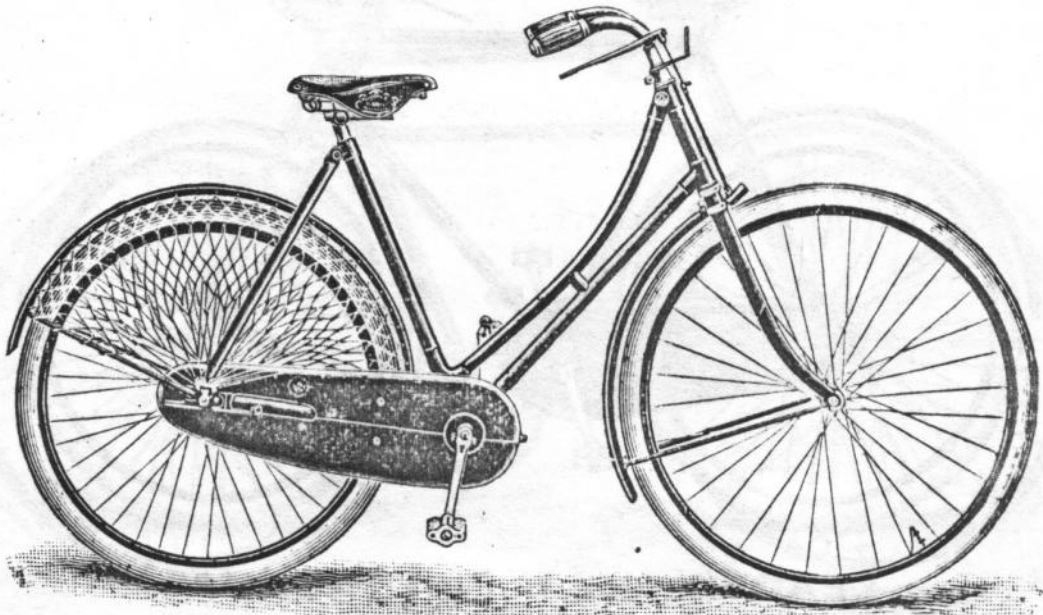
Two Speed Hub Gears. I am sure that it is a boon to any rider, except racing men. I have used one myself, and it has stood the trial very well; also I have fitted a large number, and in no case up to the present have I known one fail to give advantage and comfort to the rider, but I find that the majority are at first under the impression that with the two speed hub they can do with a gear much higher than they are in the habit of using, but it is quite a mistake, as it robs the two speed hub of its charm. I find that your highest gear should be only a few inches higher than the one you are used to, then you can ride up hills with pleasure that you used to walk or struggle up.

In conclusion, I beg to thank all those who have supported me in the past, and hope to receive a continuance of their favours, assuring both them and any new customers that my best endeavours will always be used, as before, to give satisfaction in every respect.

Yours truly,

E. CLARK.

LADY'S LEADER CYCLE.



LEADER No. 1—Lady's Cycle.

THIS Cycle is built entirely of the celebrated B.S.A. Fittings. This Machine is sent out complete with Pump, Bag, Oil Can, Repair Outfit, Pump Clips, and set of Spanners.

SPECIFICATION.

FRAME—Any height to order ; best butted weldless Tube, Forks, and Stays.

WHEELS—Equal 26 or 28-in., or any size to order : best double-butted plated Spokes ("Anchor" Brand).

CHAIN.—B.S.A., or Renolds' or Garrard's $\frac{1}{2}$ -in. pitch Roller.

BRAKEWORK. — Rubber Plunger, made perfect in every detail.

CRANKS.—6, $6\frac{1}{2}$, or 7 inch.

GEAR CASE.—Bransom best Calf.

MUD GUARDS.—Steel.

SADDLE.—Brooks' L302.

GEAR.—60, or to order.

HANDLE BAR.—Raised, or new pattern Flat.

GRIPS.—Cooper's Felt.

FINISH.—Enamelled Black, guaranteed 3 coats, with usual parts plated.

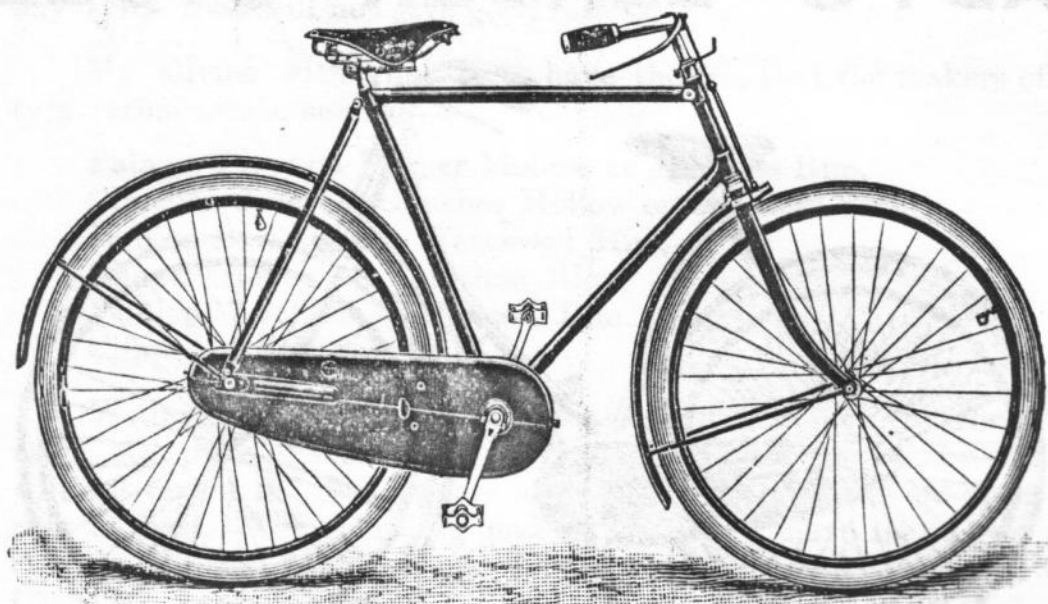
Prices—Nett Cash.

	£	s.	d.
Fitted with Dunlop or Palmer Tyres on Jointless or Westwood Rims ...	11	11	0
Enamelled any Art Colour, as durable as Black ...	0	5	0
Gold Lining or Colour Lining ...	0	3	6
Lining in Gold Leaf ...	0	7	0
B.S.A. Free Wheel and Back Pedalling Brake ...	1	15	0
B.S.A. Free Wheel and Bowden Rim Brake, with Lever ...	1	6	0
Plated Rims ...	0	4	0

Fully Guaranteed for 2 years.

This Cycle is Built with B.S.A. Fittings. Ask for B.S.A. Hand Book.

GENT'S LEADER CYCLE.



LEADER No. 1—Full Roadster.

THIS Cycle is built entirely of the celebrated B.S.A. Fittings. The Machine is sent out complete with Pump, Bag, Oil Can, Set of Spanners, Repair Outfit, and Pump Clips.

SPECIFICATION.

<p>FRAME.—Any height to order ; best butted weldless Tube, Forks, and Stays.</p> <p>WHEELS.—Equal 28 or 30-in., or any size to order ; best double-butted plated spokes (“Anchor” Brand).</p> <p>CHAIN.—B.S.A. or Renolds’ $\frac{1}{2}$-in. pitch Roller.</p> <p>BRAKEWORK. — Rubber Plunger, made perfect in every detail.</p> <p>CRANKS.—$6\frac{1}{2}$, 7, $7\frac{1}{2}$, or 8-in.</p> <p>GEAR CASE.—Bransom best Calf.</p>	<p>MUD GUARDS.—Steel or Celluloid, fixed, or Bleumel’s Celluloid Detachable.</p> <p>SADDLE.—Brooks’ B 28 or 10.</p> <p>GEAR.—To order.</p> <p>HANDLE BAR.—Raised, Flat, Rover or Rudge-Whitworth pattern.</p> <p>GRIPS.—Cooper’s Felt or best Cork.</p> <p>FINISH. — Enamelled Black, guaranteed 3 coats ; usual parts highly plated.</p>
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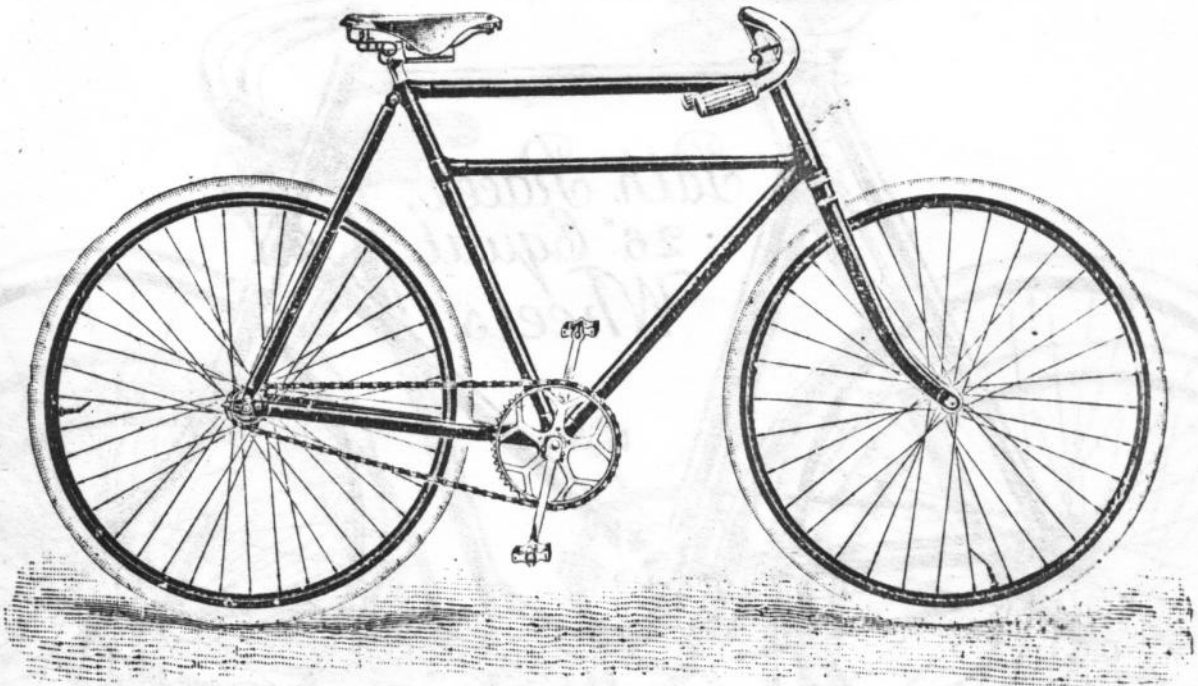
Prices—Nett Cash.

	£	s.	d.
Fitted with Dunlop or Palmer Tyres on Jointless or Westwood Rims...	11	11	0
Enamelled any Art Colour, as durable as Black ... extra	0	5	0
Gold Lining or Colour Lining	0	3	6
Lining in Gold Leaf	0	7	0
B.S.A. Free Wheel and Back Pedalling Brake	1	15	0
B.S.A. Free Wheel and Bowden Back Rim Brake, with Lever ..	1	6	0
Plated Rims	0	4	0

Fully Guaranteed for 2 years.

ycle is built with B.S.A. Fittings. Ask for B.S.A. Hand Book.

GENT'S LEADER CYCLE.



LEADER No. 1—Road Racer.

THIS Cycle is built entirely of the Celebrated B.S.A. Fittings. This machine is sent out complete with Pump, Bag, Oil Can, Set of Spanners, Repair Outfit, and Pump Clips.

. . . SPECIFICATION. . .

FRAME.—Any height to order; best butted weldless steel Tube, Forks, and Stays: also made without the extra Top Tube.

WHEELS.—Equal 28 or 30-in., or any size to order; best double-butted plated Spokes ("Anchor" Brand).

CHAIN.—B.S.A. or Renolds' $\frac{1}{2}$ in. pitch Roller.

CRANKS.— $6\frac{1}{2}$, $7\frac{1}{2}$, or 8-in.

SADDLE.—Brooks' B 10 or 11.

HANDLE BAR.—Racing, or Rover, Rudge-Whitworth or new pattern Flat.

GEAR.—To order.

GRIPS.—Cooper's Felt or best Cork.

FINISH.—Enamelled Black, guaranteed 3 coats; usual parts highly plated.

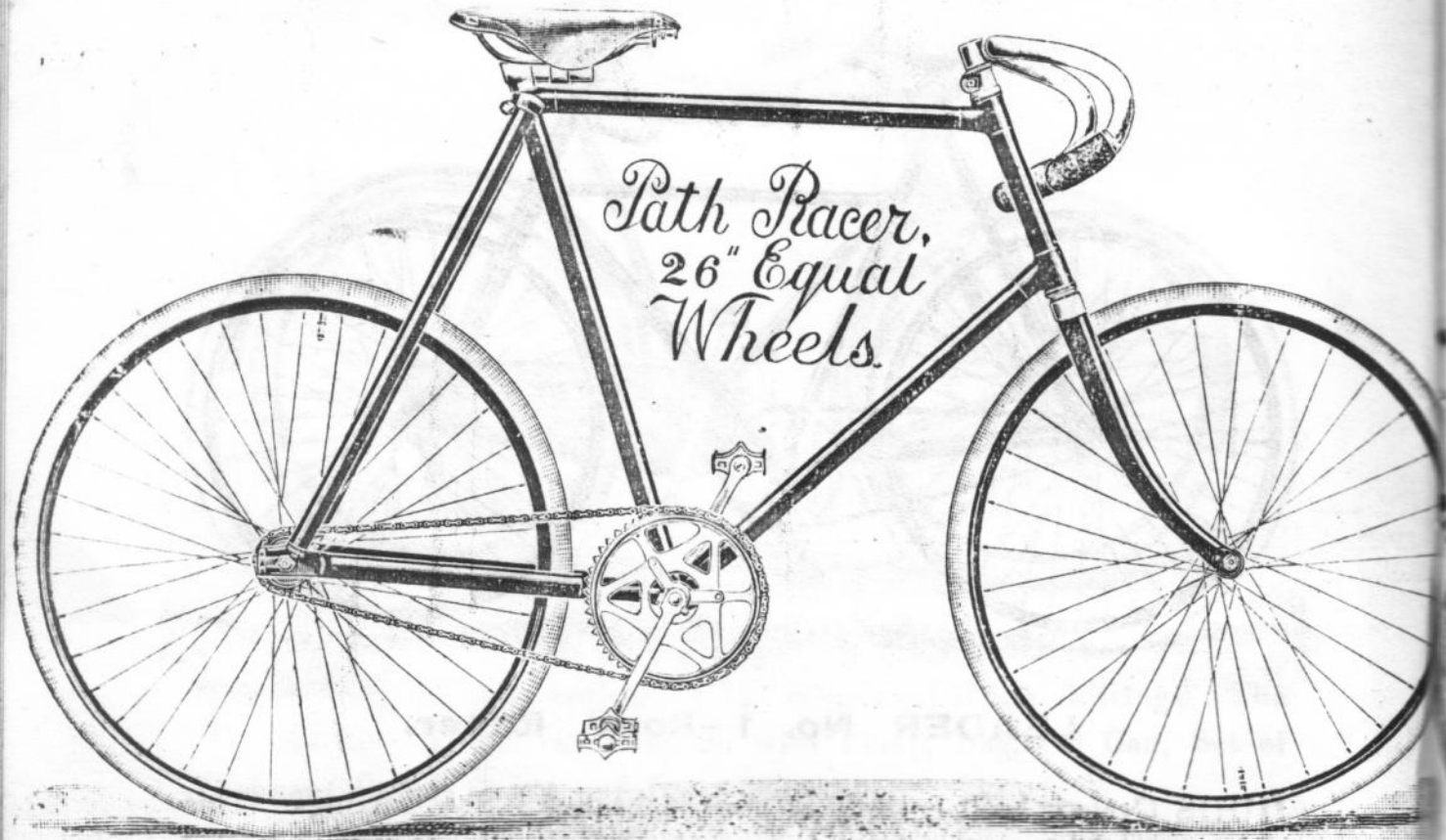
Price—Nett Cash.

	£	s.	d.
Fitted with Dunlop or Palmer Tyres on Westwood or Jointless Hollow Rims	10	10	0
Enamelled any Art Colour, as durable as Black	0	5	0
Gold or Colour Lining	0	3	6
Lining in Gold Leaf	0	7	0
B.S.A. Free Wheel and Back Pedalling Brake	1	15	0
B.S.A. Free Wheel and Bowden Back Rim Brake, with Lever	1	6	0
Plated Rim	0	4	0

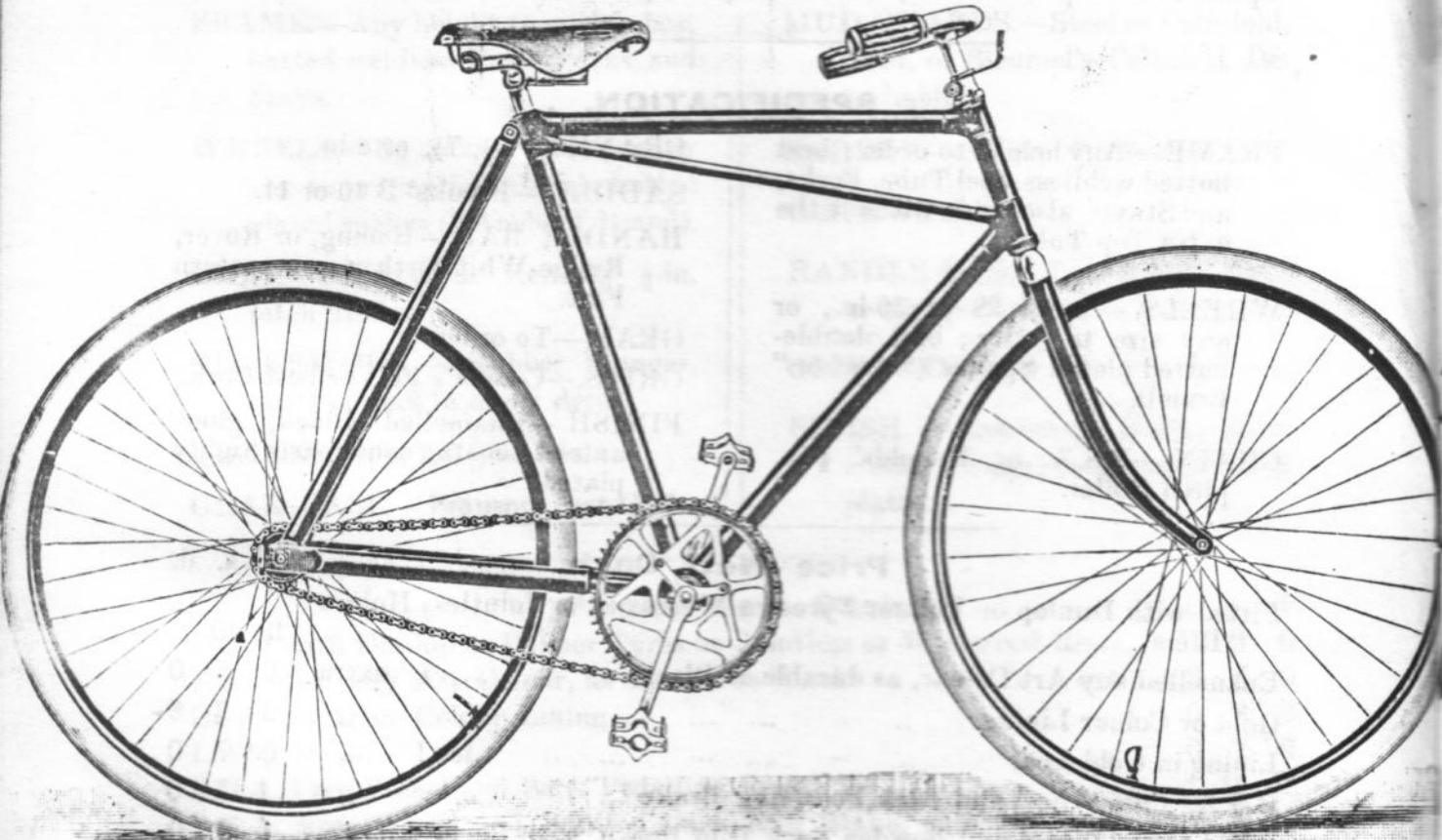
Fully Guaranteed for 2 Years.

This Cycle is built with B.S.A. Fittings. Ask for B.S.A. Hand Book.

Illustrations of LEADER CYCLE made with
W. A. LLOYD'S Fittings.



PATH OR ROAD RACER.



NEW PATTERN FRAME.

Ask for W. A. LLOYD'S Hand Book.

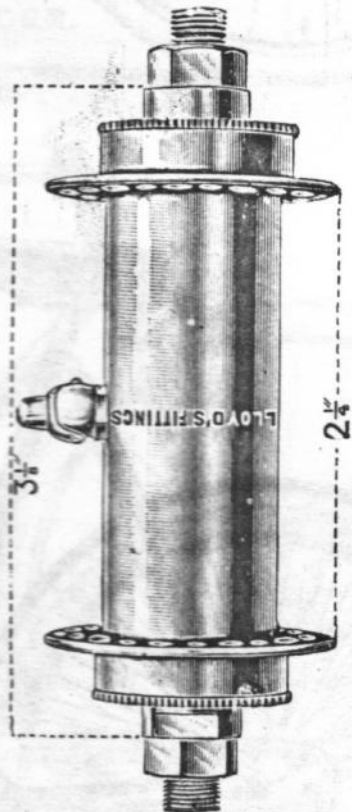
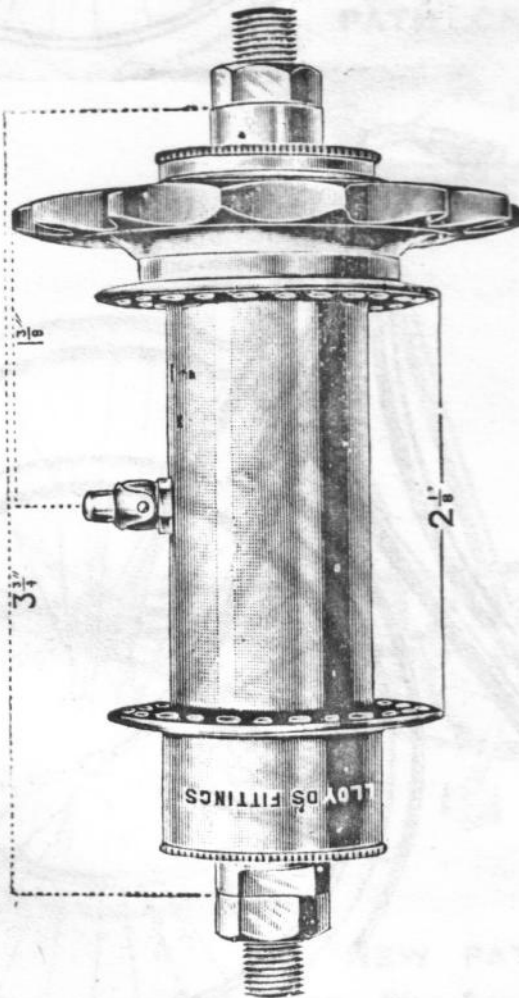
**Illustrations of LEADER CYCLES made with
W. A. LLOYD'S Fittings.**



Illustrations of LEADER CYCLES made from
W. A. LLOYD'S Fittings.



GENT'S ROAD RACER.

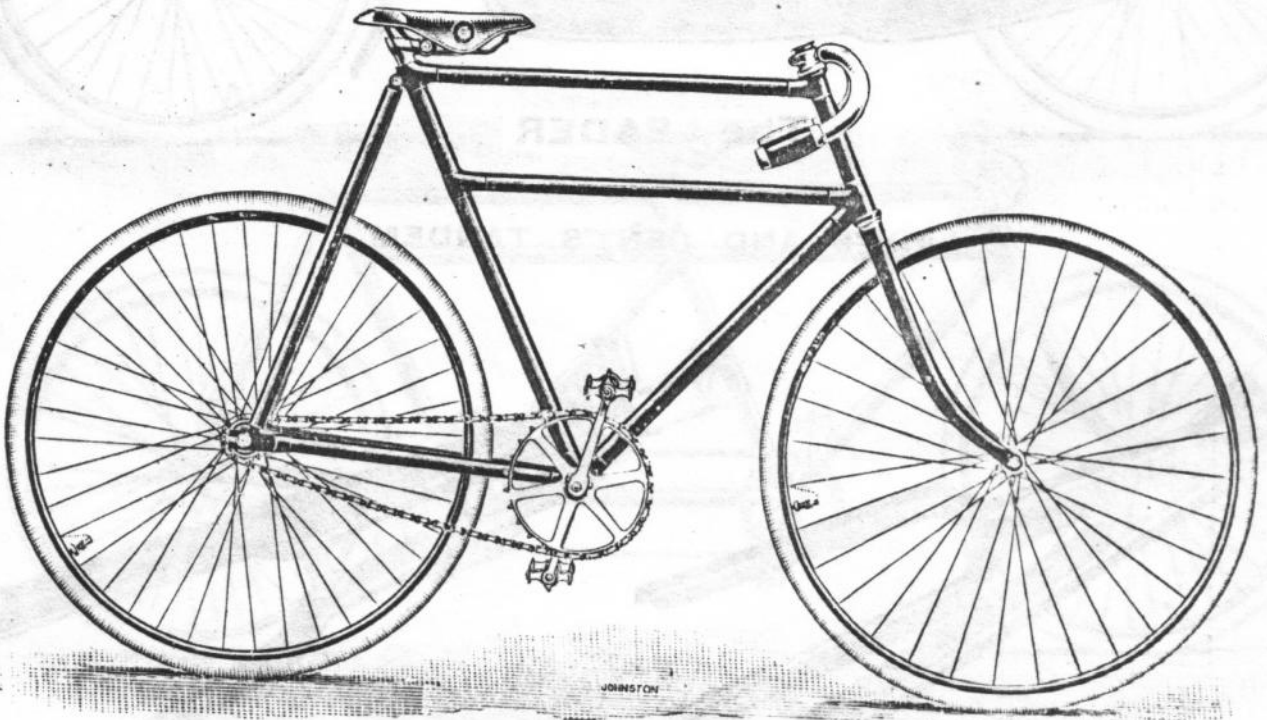


W. A. LLOYD'S Famous Hubs. Ask for W. A. LLOYD'S Hand Book.

**Illustrations of LEADER CYCLES made with
CHATER LEA Fittings.**

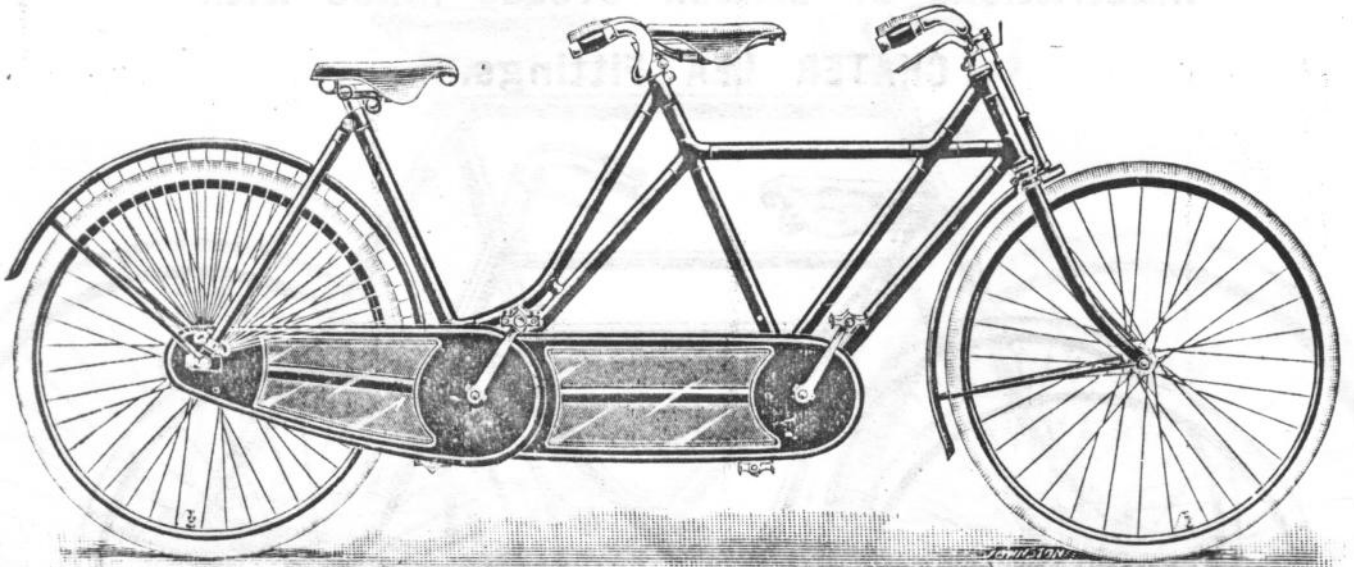


GENT'S TRICYCLE.

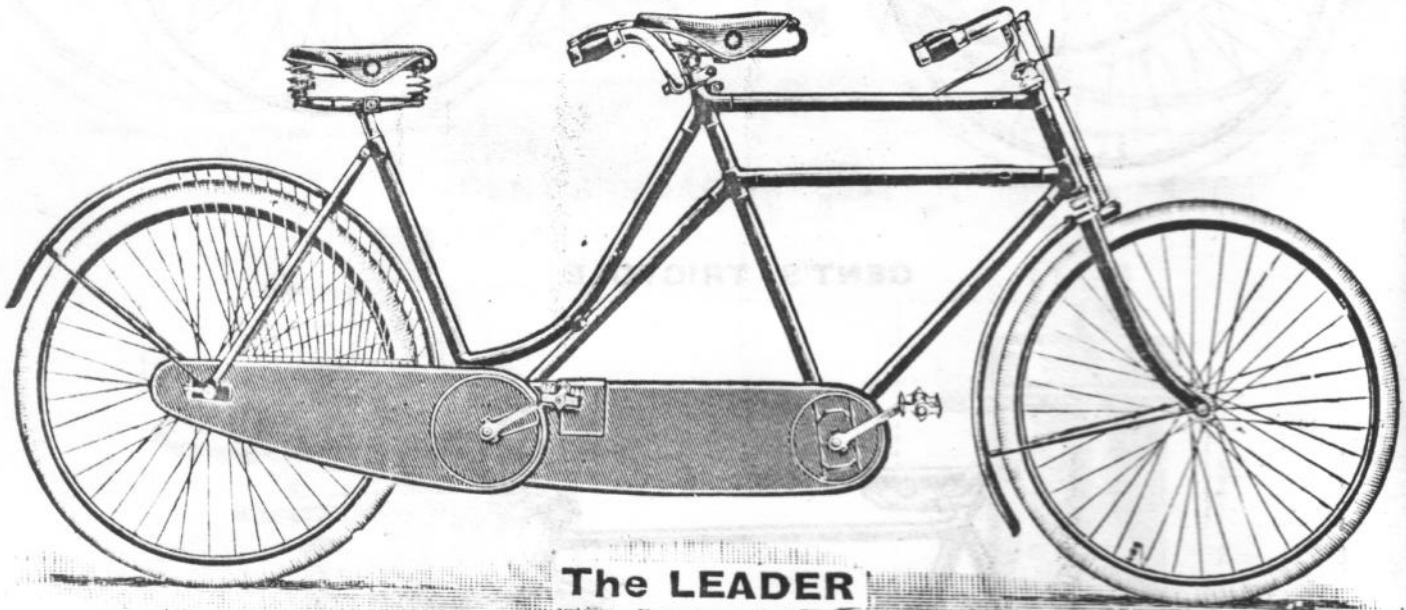


GENT'S ROAD RACER.

Illustrations of LEADER CYCLES CHATER LEA Fittings.

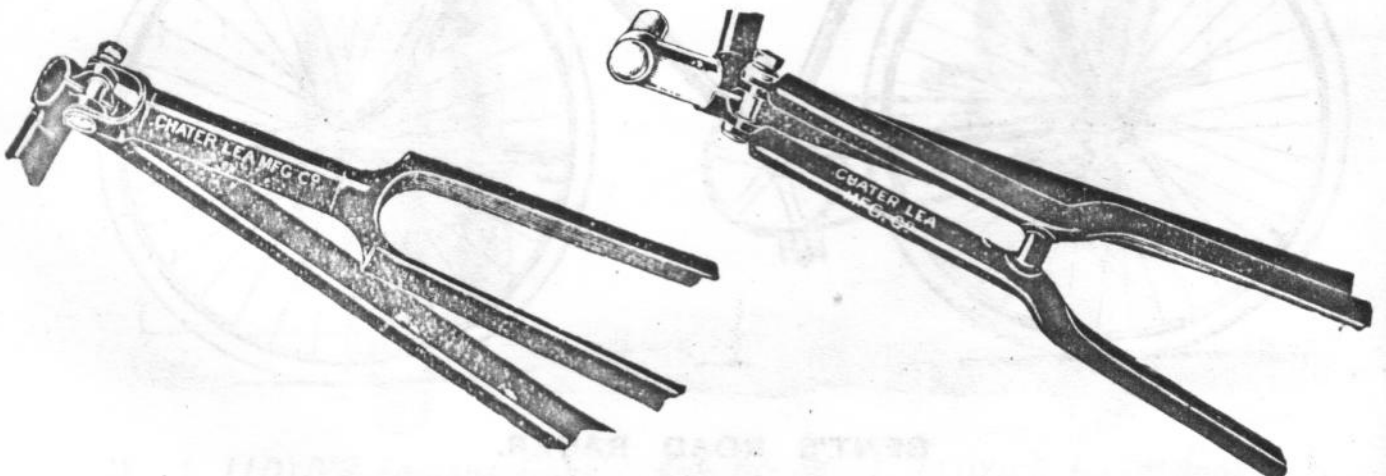


LADY'S AND GENT'S TANDEM, REGISTERED FRAME.



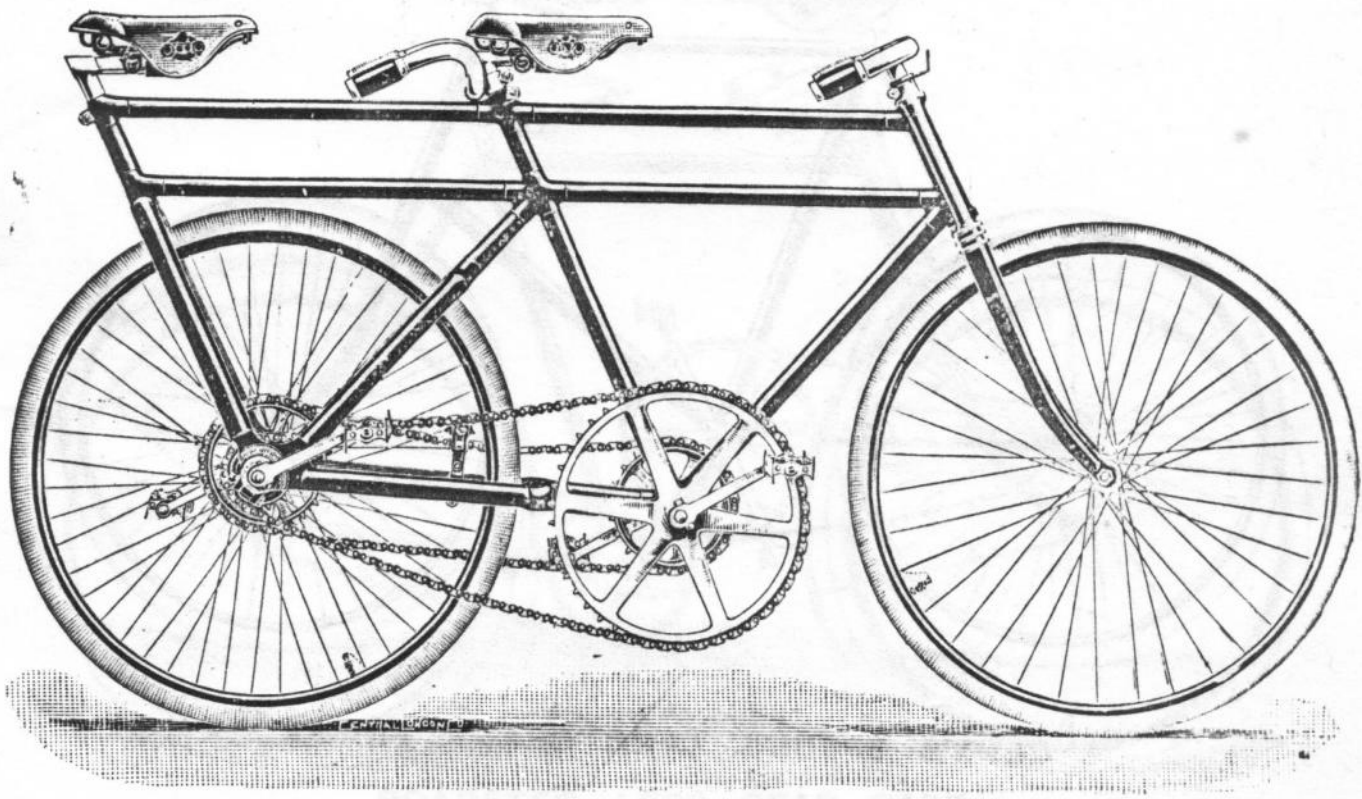
The LEADER

LADY'S AND GENT'S TANDEM.

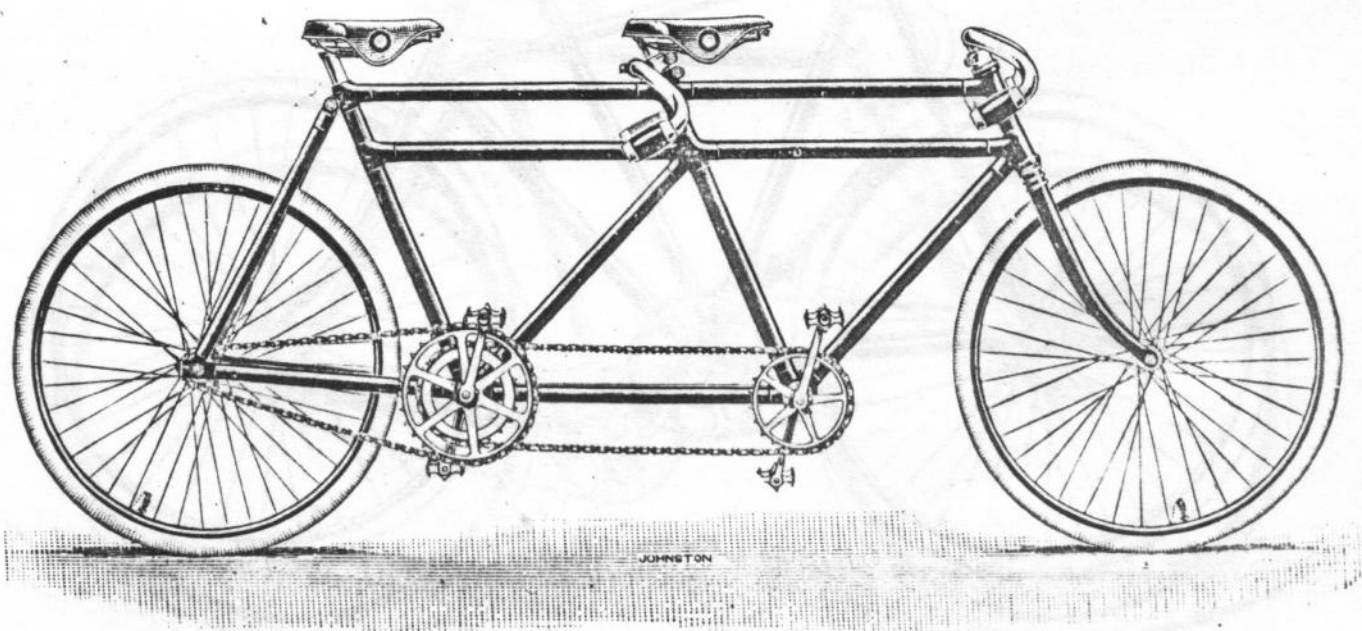


CHATER LEA BACK STAYS.

Illustrations of LEADER CYCLES made with
CHATER LEA Fittings.



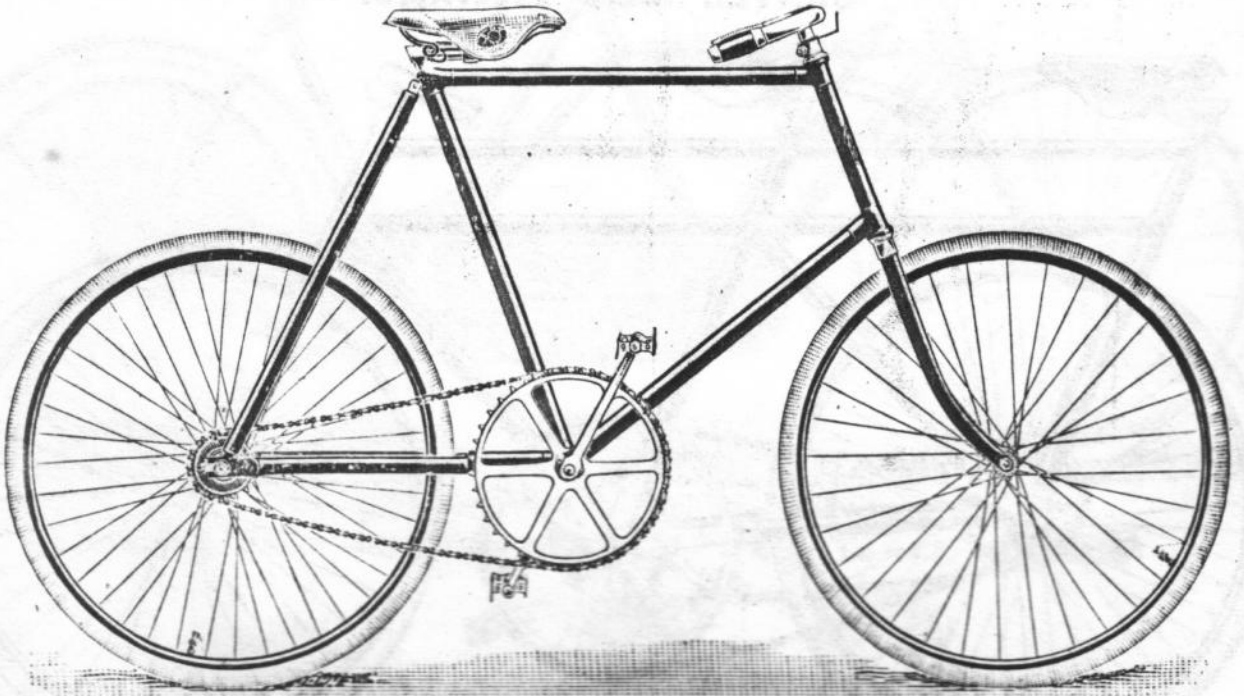
SPECIAL RACING OR PACING TANDEM.



JOHNSTON

GENT'S TANDEM.

Illustrations of **LEADER CYCLES** made with
CHATER LEA Fittings.

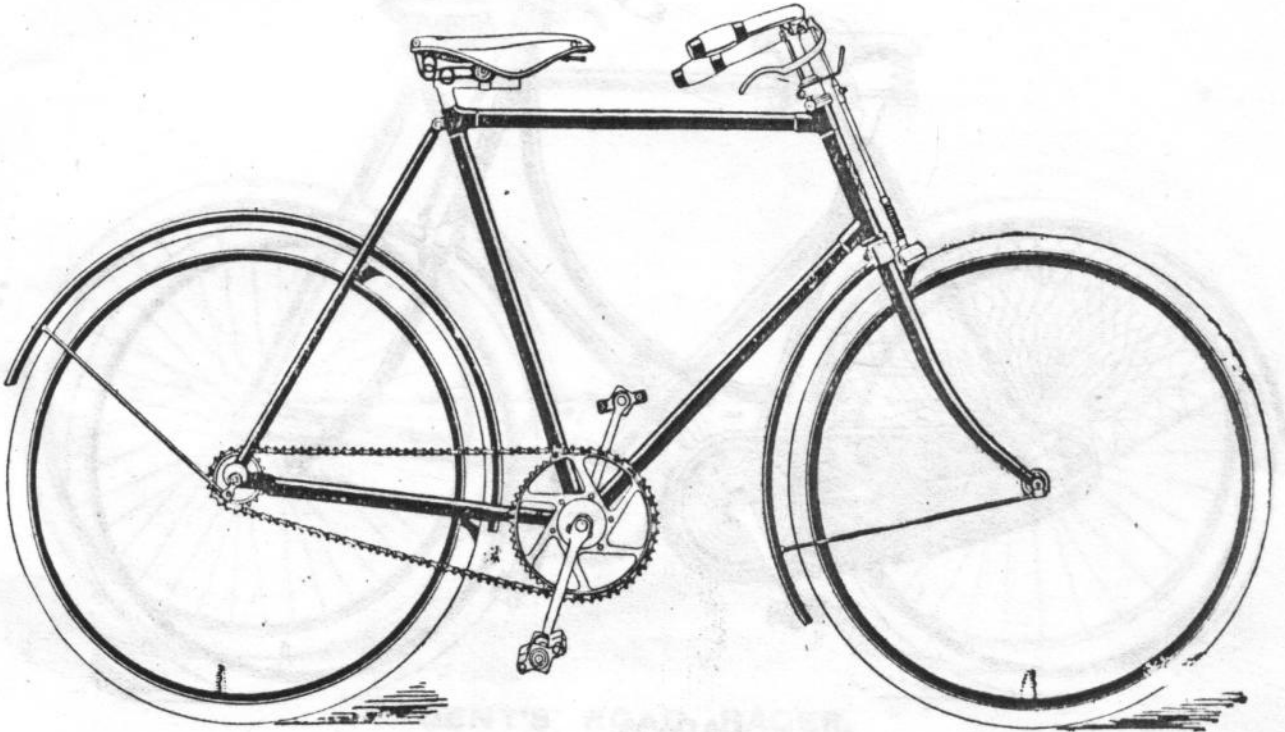


GENT'S SPECIAL LONG CRANK FRAME.

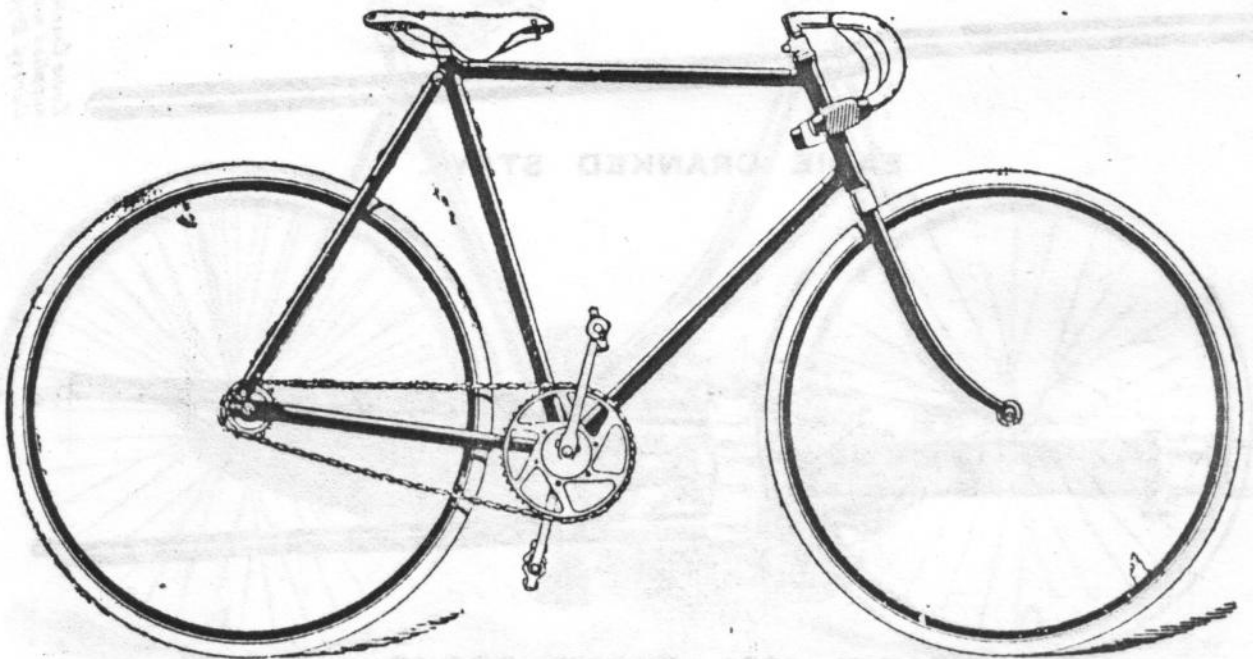


RALEIGH REG. FRAME, extra £1.

Illustrations of LEADER CYCLES made with
EADIE Fittings.

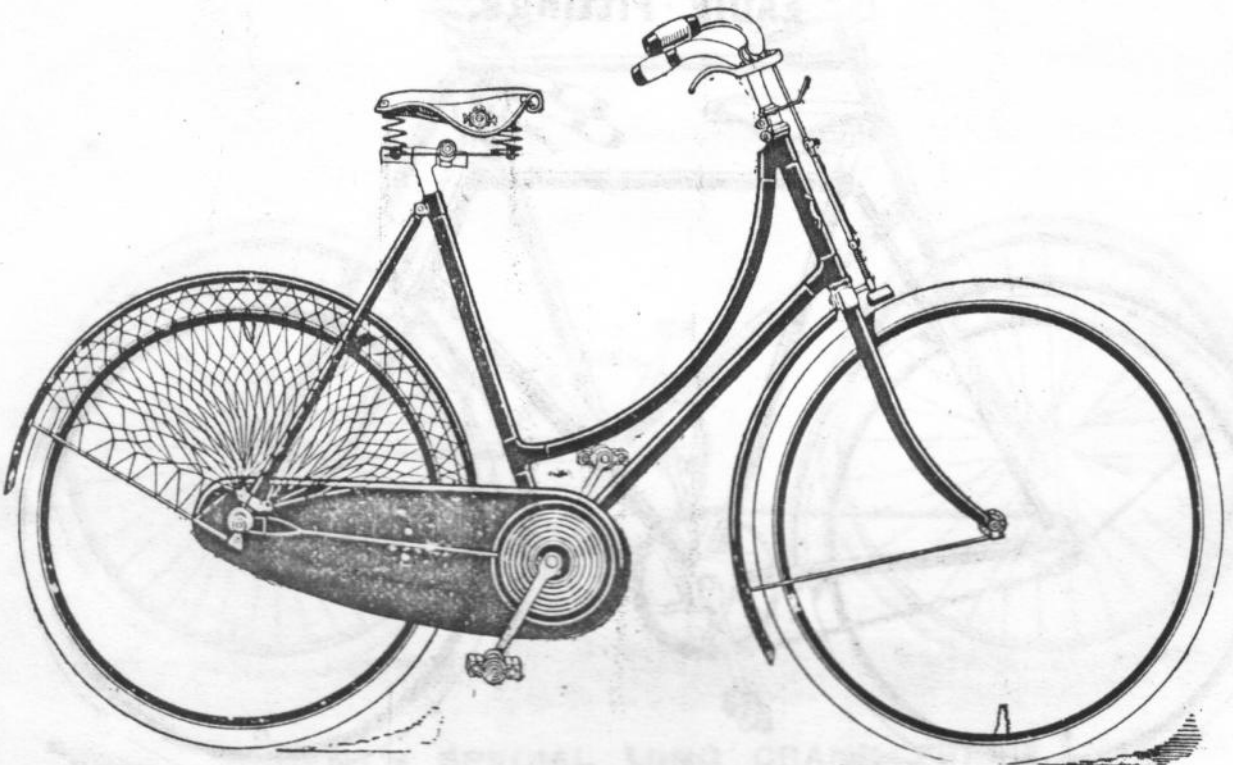


ROADSTER, LESS GEAR CASE.

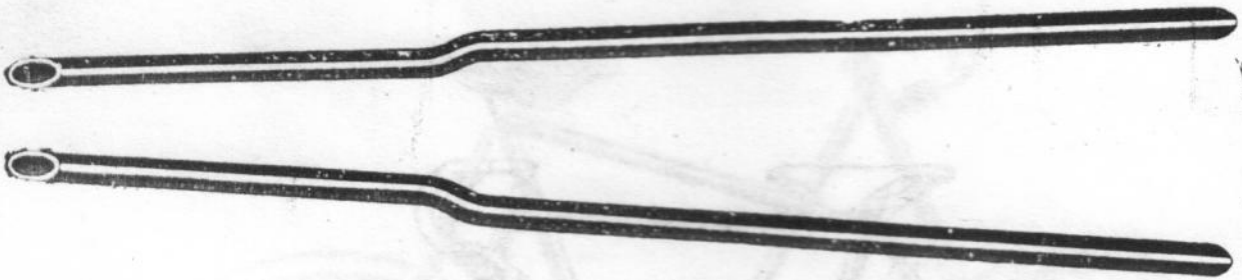


RACER.

Illustration of LEADER CYCLE made with EADIE Fittings.

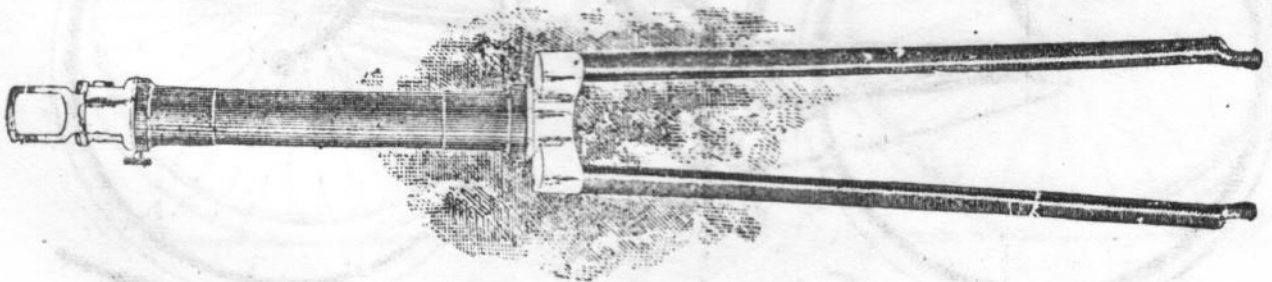


LADY'S.



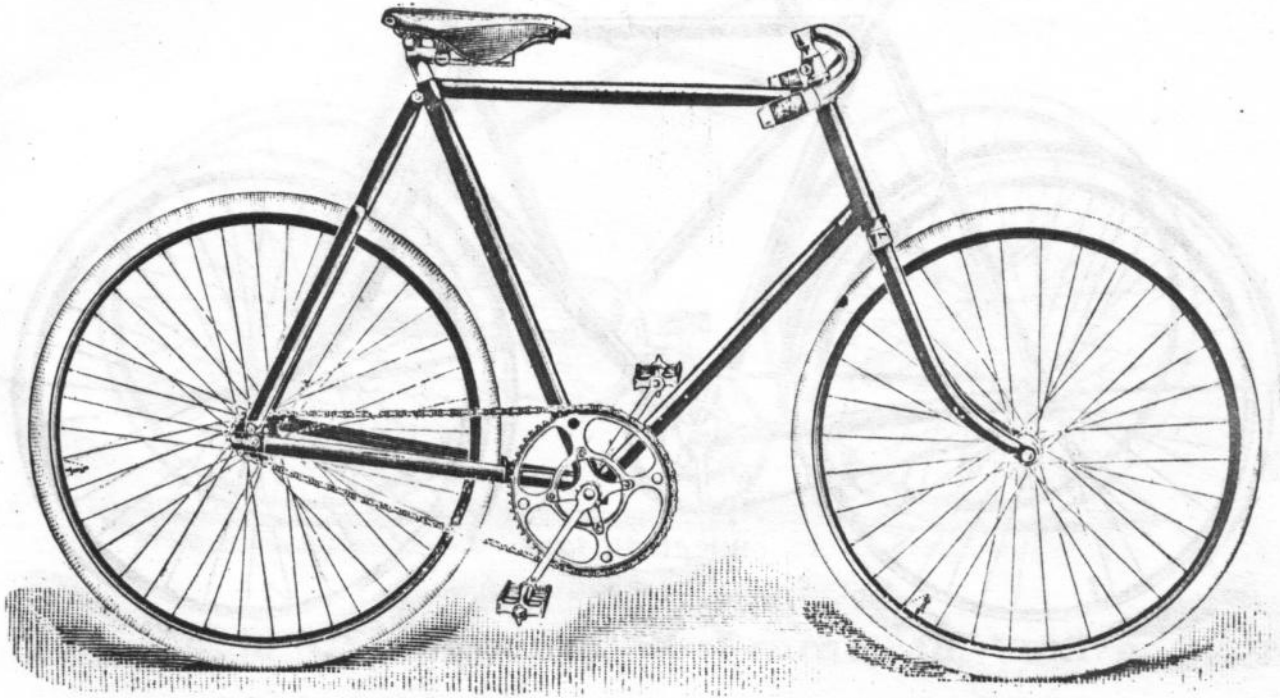
*Eadie Cranked Back Stays
supplied with or without
Curved Bridge.*

EADIE CRANKED STAYS.

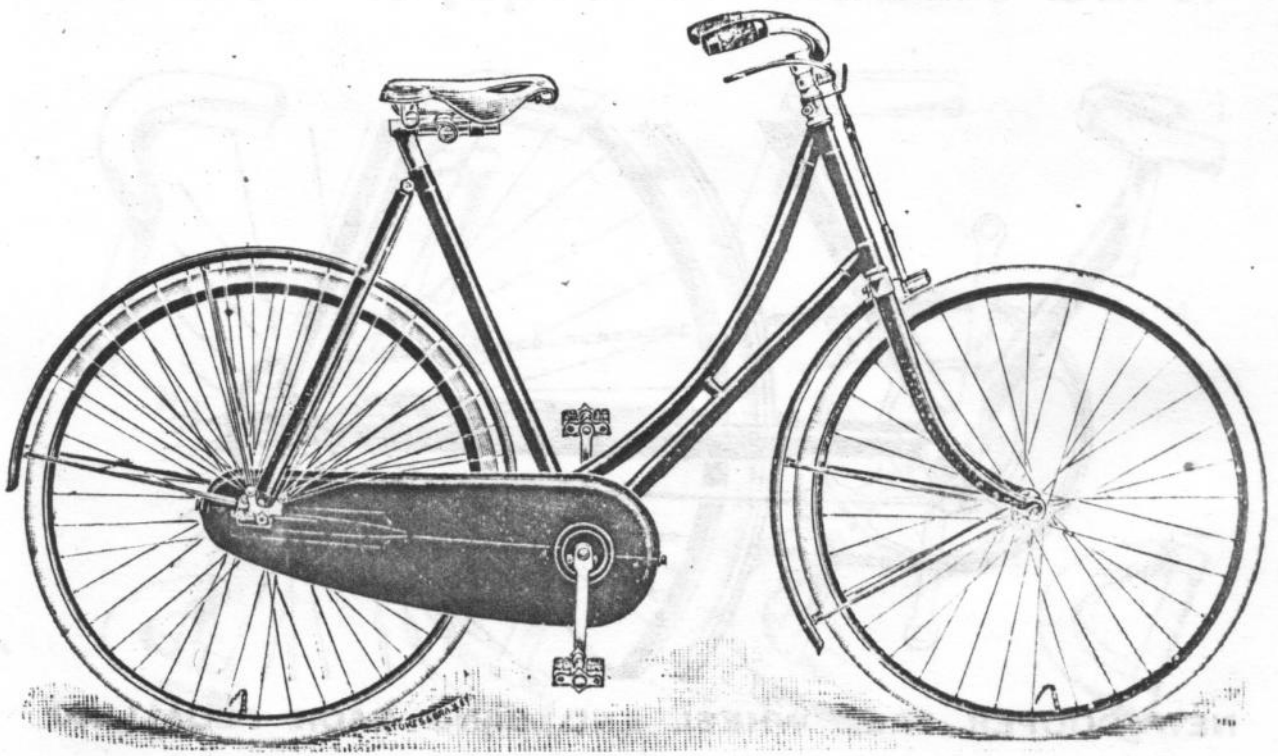


EADIE, 1901, FRONT FORKS.

Illustrations of **LEADER CYCLES** made with New
COOPER Fittings.

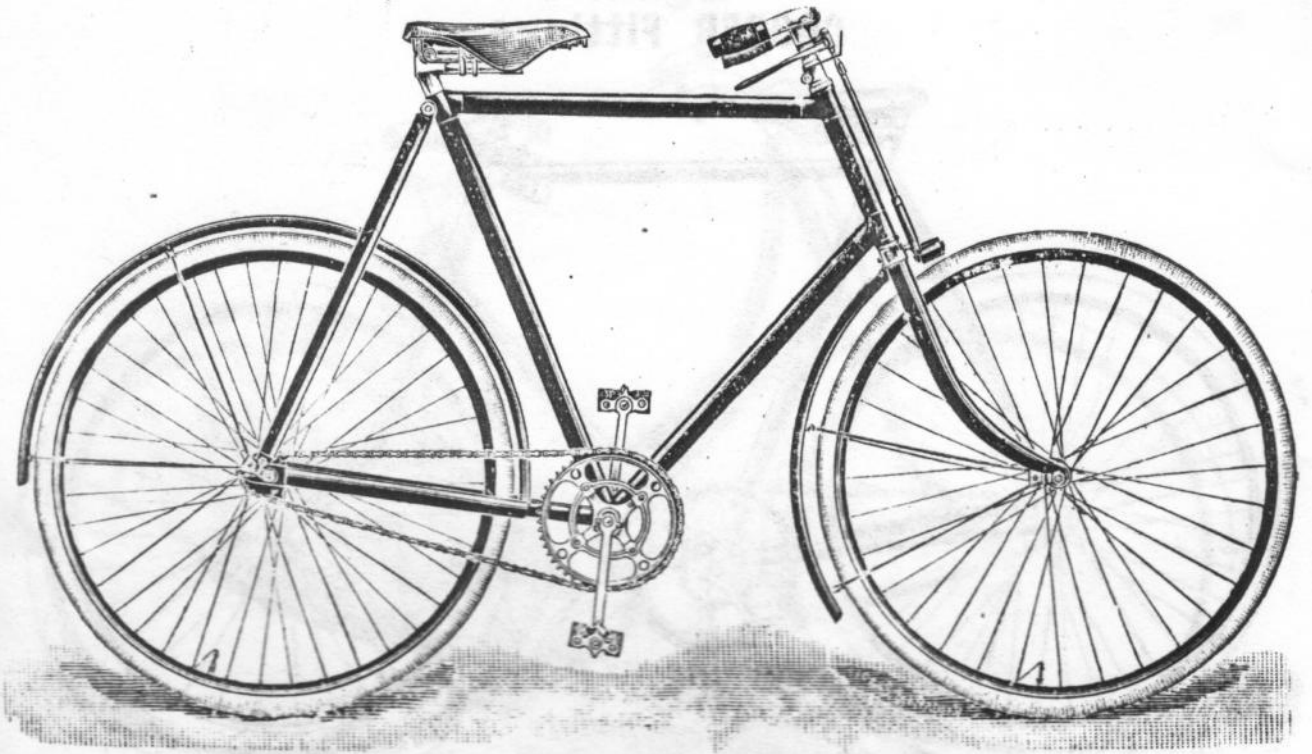


GENT'S ROAD RACER.

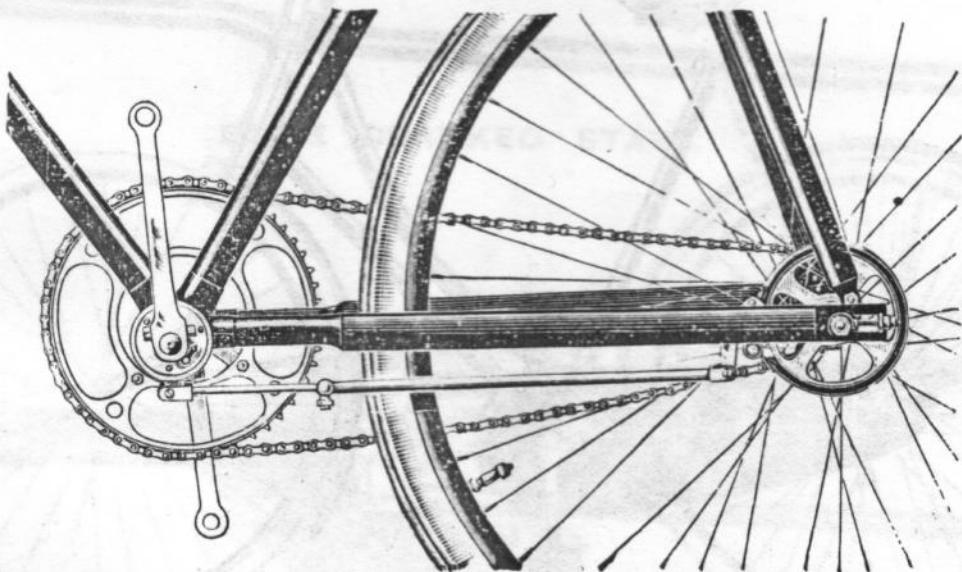


LADY'S CYCLE.

Illustrations of **LEADER CYCLES** made with New
COOPER Fittings.

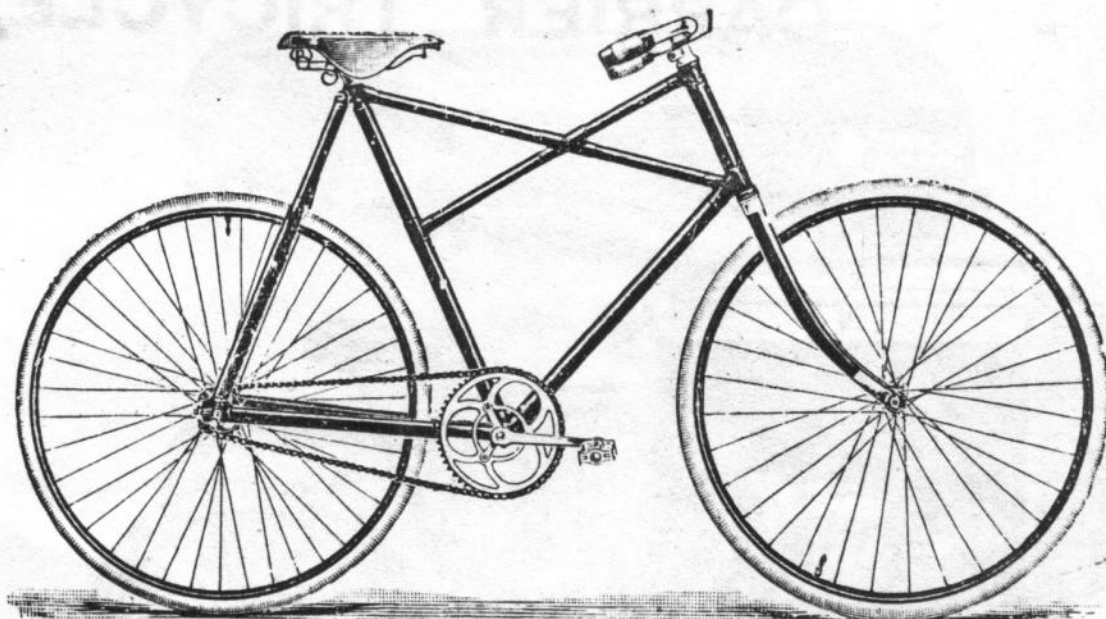


GENT'S FULL ROADSTER, LESS GEAR CASE.



**NEW COOPER FREE WHEEL AND BAND BACK PEDALLING
BRAKE.**

Illustration of LEADER X FRAME made with Cycle Components Fittings.



REG^d N^o 355086

COMPONENTS

Cycle Components, X Frame, 15/- extra.

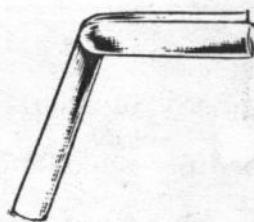
A Few Shapes of Handle-Bars.



No. 1.



No. 2.



No. 3.



No. 4.



No. 5.



No. 6.



No. 7.

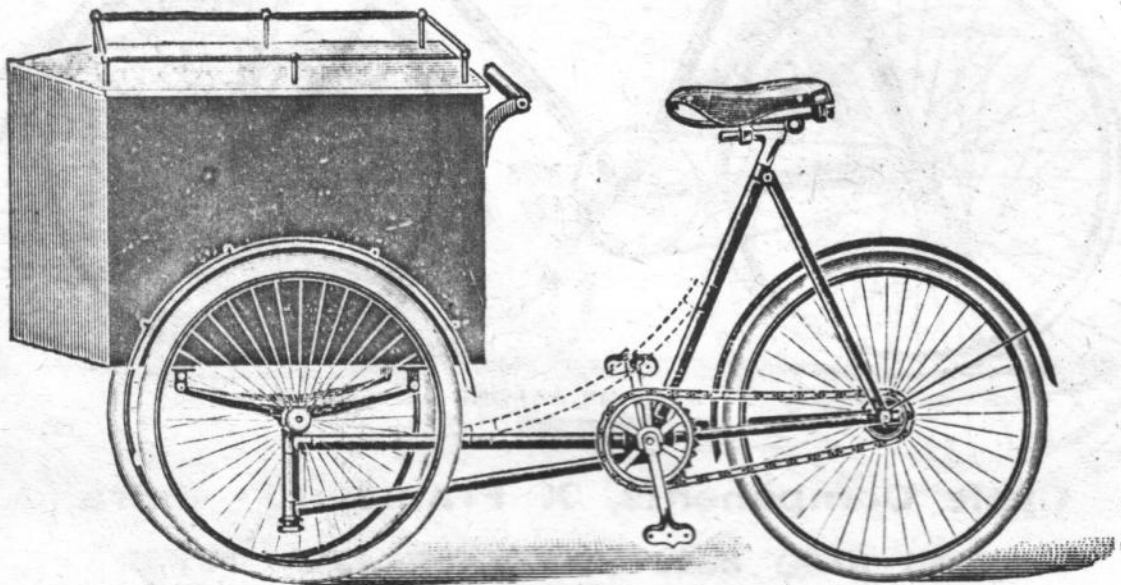


No. 8.

LEADER TRADESMAN'S -

- - CARRIER TRICYCLE.

Nett Cash - - £17 17s.



Fitted with Palmer Tandem Tyres on Solid Rims.

FEW words need be said with regard to the utility and advantages of our **Carrier Tricycle**, as their universal adoption for all classes of business where a continual despatch of parcels is necessary, is the best testimony of their merit. They will be found to act, not only as an exceedingly economical and expeditious means of delivery, but at the same time as an excellent means of advertising.

We bestow the same care on the finish and accuracy of work on these Machines as on our Cycles.

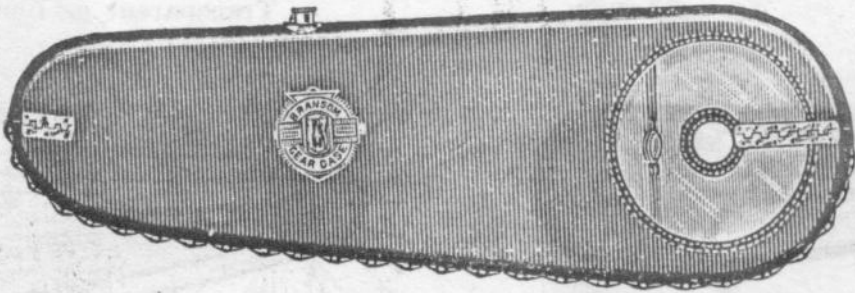
- - **Every Machine Guaranteed.** - -

We give the same Guarantee with this Machine as with our Cycles.

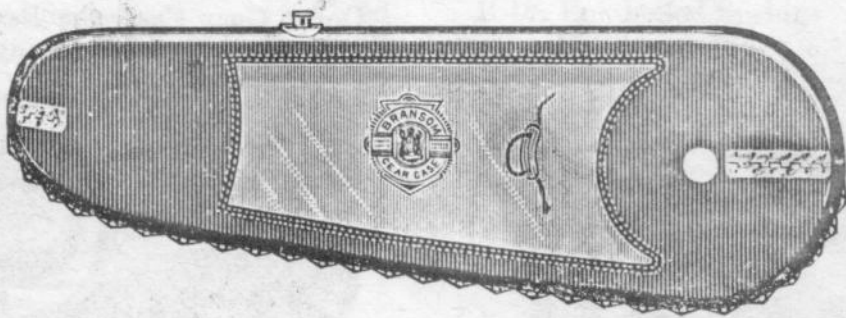
GEAR CASES.



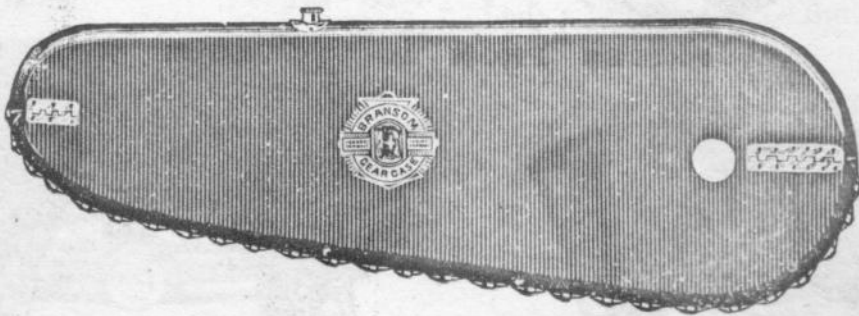
Fitted, 12s. 0d.



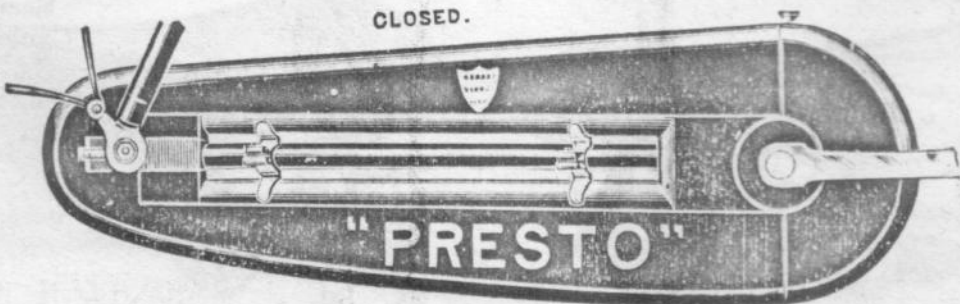
Fitted, 12s. 0d.



Fitted, 12s. 0d.

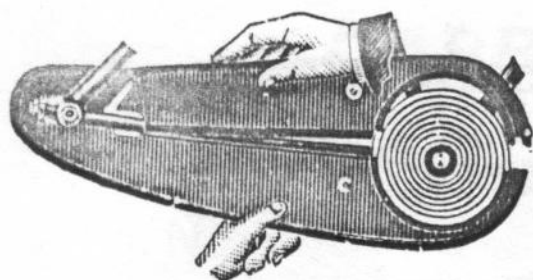


Fitted, 12s. 0d., also in Patent Material, 6s. 6d.

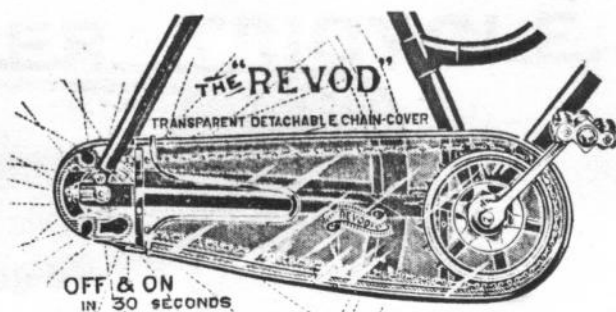


Fitted, 18s. 0d.

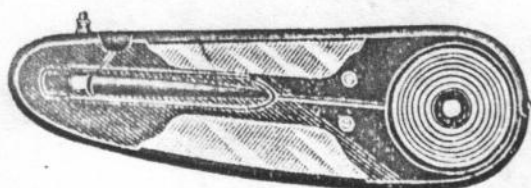
GEAR CASES, CYCLE or MOTOR HORNS.



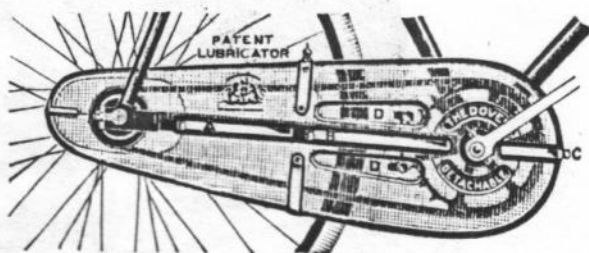
Silent Gear Case, Fitted to any Cycle,
13s. 6d.



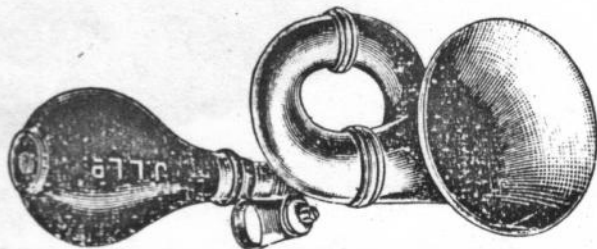
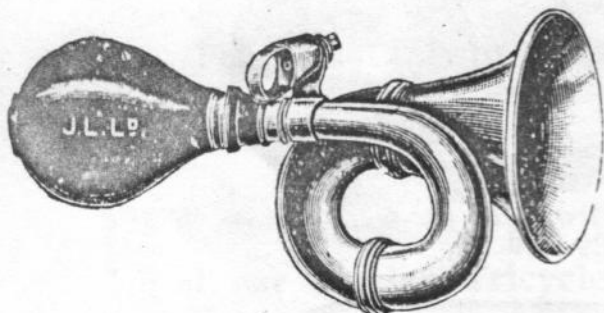
Chain Guard, fitted to any Cycle, 10s. 0d.
Transparent or Black.



Silent Metal, Fitted, 16s. 6d.



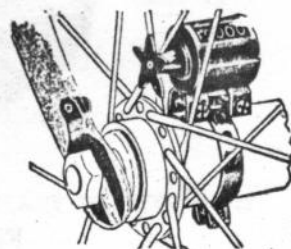
Dover Gear Case, the Best Case on
the Market, fitted to any Cycle,
£1 7s. 6d.



PRICES FROM 2/- TO 17/6.

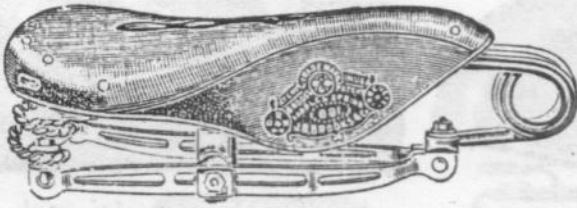


New
Departure,
2s. 6d.
Veeder,
3s. 3d.
Fitted,
6d. extra.

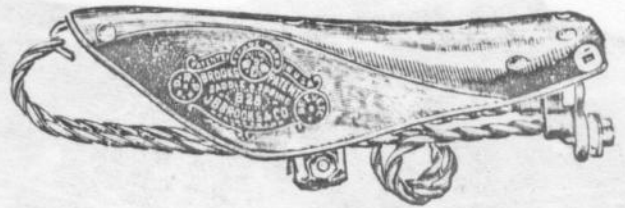


Security
Cyclometer,
3s. 3d.
Fitted, 6d. extra.

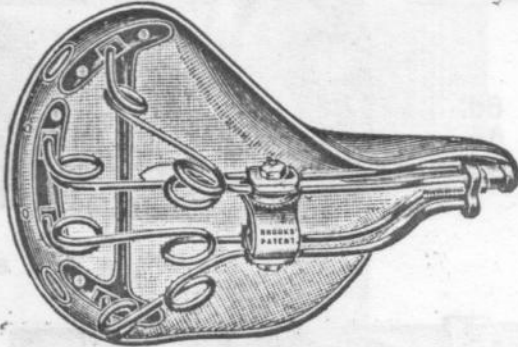
SADDLES.



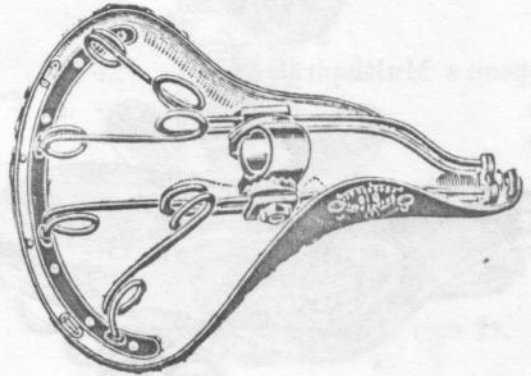
B91 Gent's Enamelled Springs 12s 6d
 ,, Nickel 16s 6d



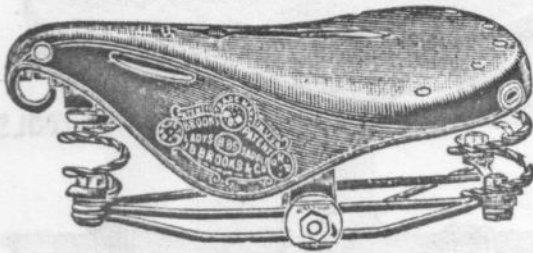
B 28 Gent's Enamelled Springs 10s 0d
 ,, Nickel Springs ... 12s 9d
 B28/3, larger size, Enam. Springs 11s 9d
 ,, ,, Nickel Springs 14s 3d



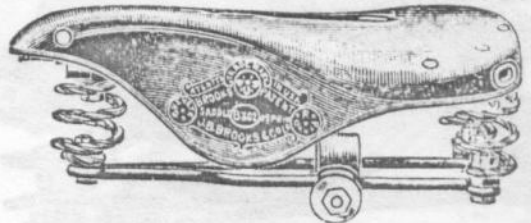
B9 Enamelled Springs... .. 11s 0d
 Plated ,, 12s 9d
 B9/2 Enamelled Springs ... 12s 9d
 Plated ,, 14s 6d



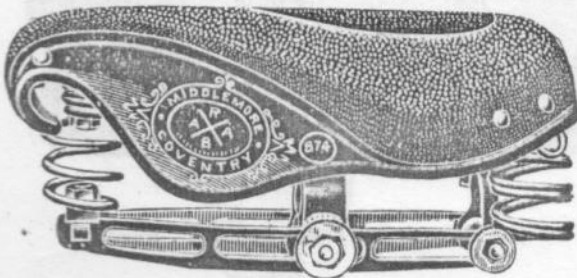
B 10, Enamelled Springs ... 10s 0d
 ,, Plated ,, 11s 9d
 B 10/2, Enamelled ,, 11s 0d
 ,, Plated ,, 12s 9d



Lady's B 85 Enamelled 11s 9d
 ,, Plated 14s 6d



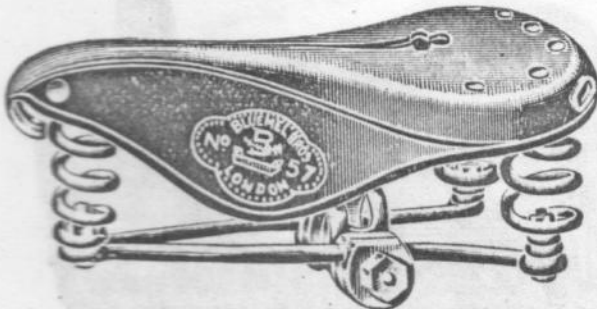
Lady's 302, Enamelled Springs... 7s 6d
 ,, Nickel ,, ... 10s 0d



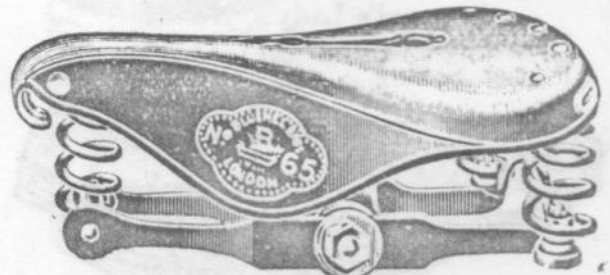
Middlemoor's Padded Top, No. 874 11s 6d



Middlemoor's Padded Top, No. 874 B 9s 6d

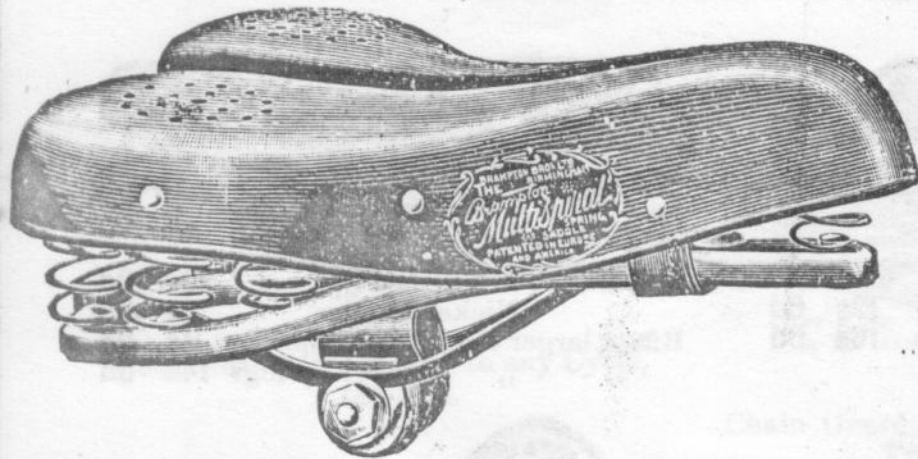


Bleumel's Lady's, No. 57, Enamelled Spring 7s 6d
 ,, 9s 0d

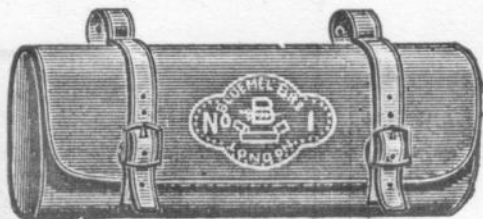


Bleumel's Lady's, No. 65, Enamelled Spring... .. 9s 6d
 ,, Plated Spring 11s 6d

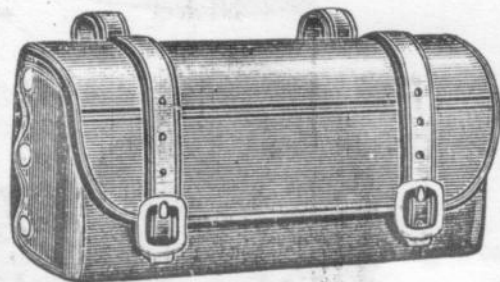
SADDLES AND BAGS.



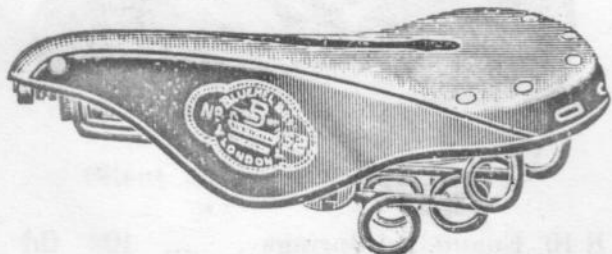
Brampton's Multispiral, No. 1	...	...	8s.	6d.
" " No. 2	...	...	9s.	6d.
" " No. 3	...	...	9s.	6d.



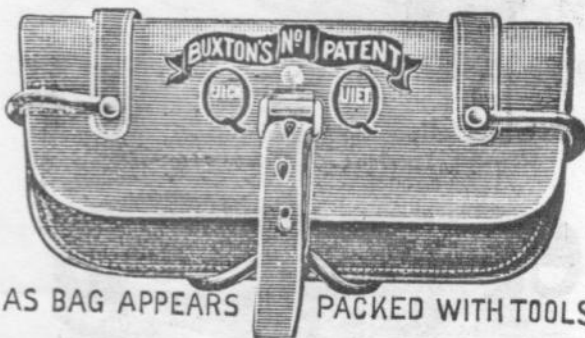
The Leader, 1s. each.



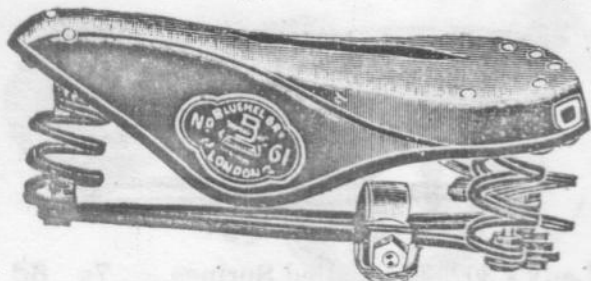
The Leader, 1s. 6d. each.



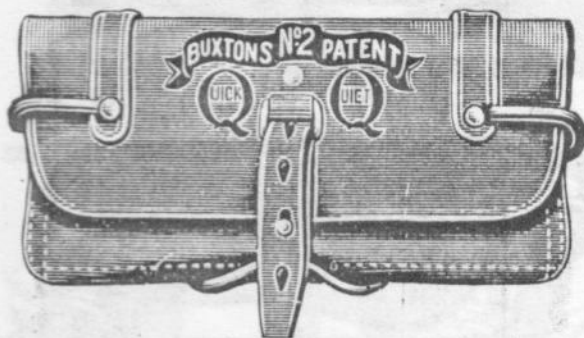
Bleumel's Gent's.				
Enamelled Spring	...	7s.	0d.	
Plated	...	8s.	6d.	



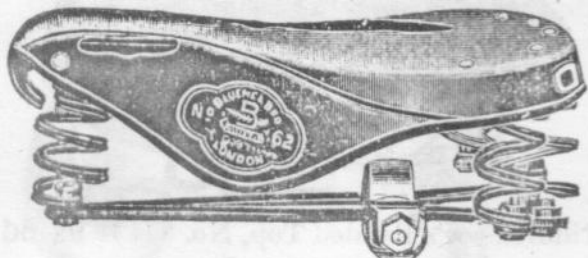
AS BAG APPEARS PACKED WITH TOOLS



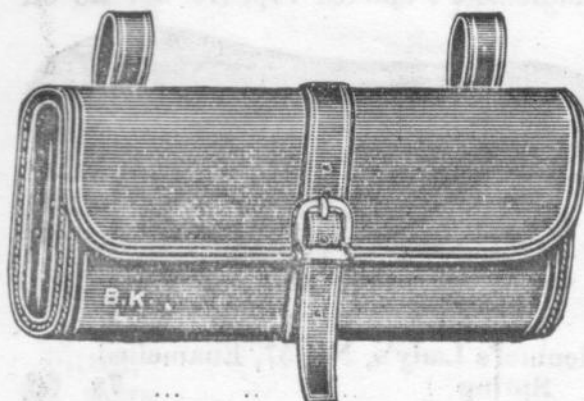
Bleumel's Gent's.				
Enamelled Spring	...	9s.	0d.	
Plated Spring	...	11s.	0d.	



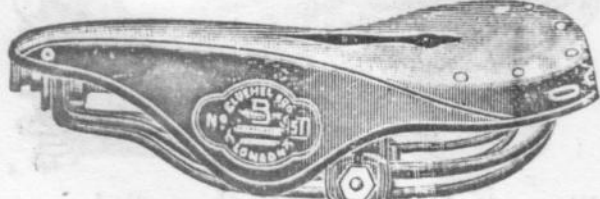
No. 1 or 2 price 2s. 9d. each.



Bleumel's Lady's, No. 62.				
Enamelled Spring	...	9s.	0d.	
Plated Spring	...	11s.	0d.	

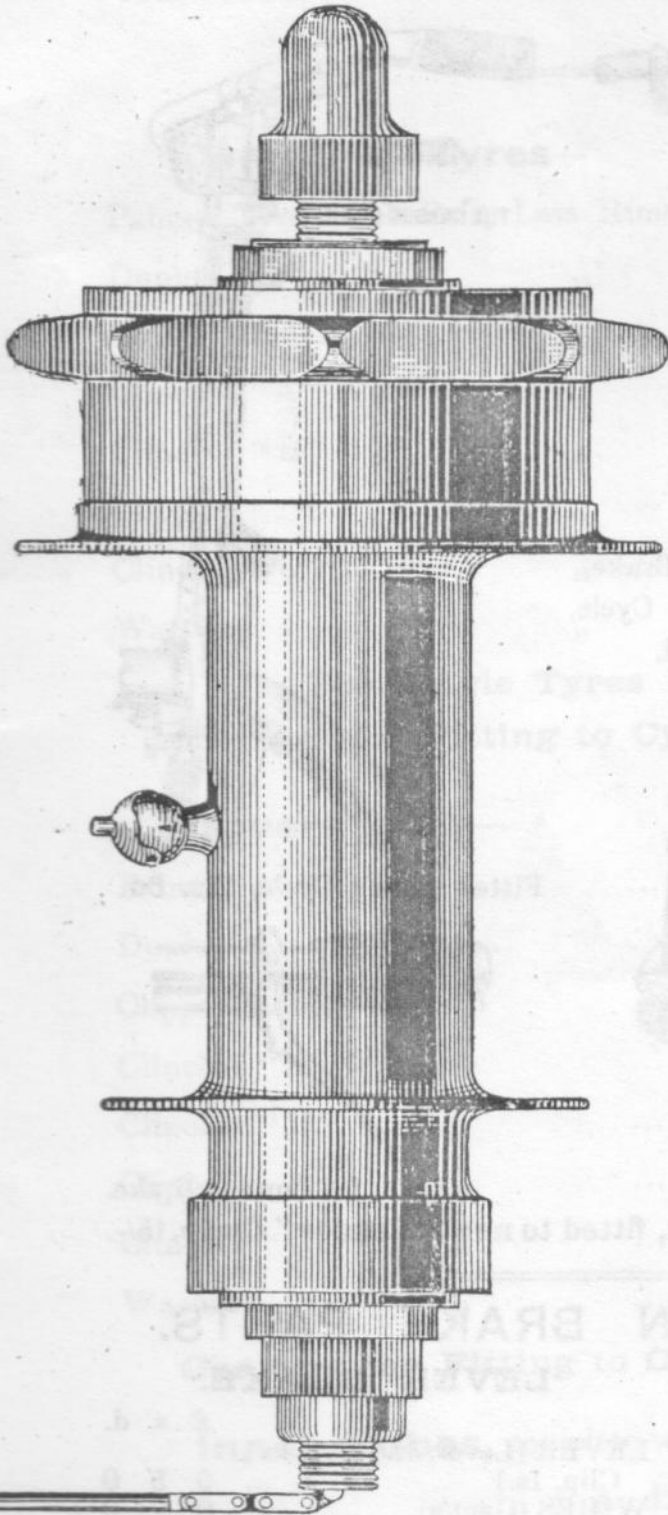


The Silent, 1s.



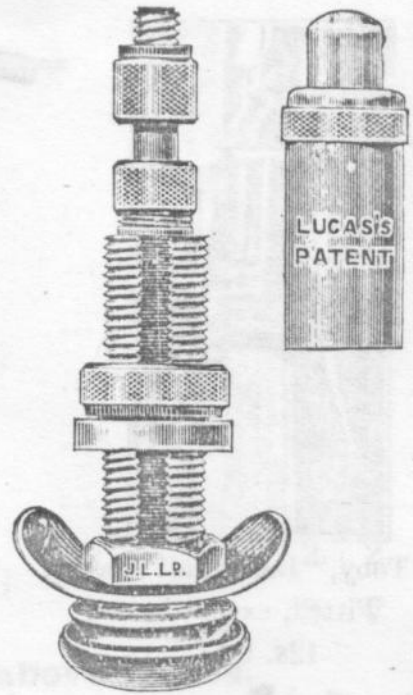
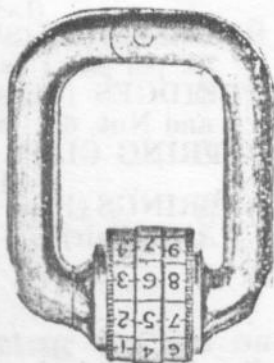
Bleumel's B 51.				
Enamelled Springs	...	6s.	0d.	
Plated Springs	...	7s.	0d.	

2 SPEED HUB, VALVES, OUTFIT, &c.

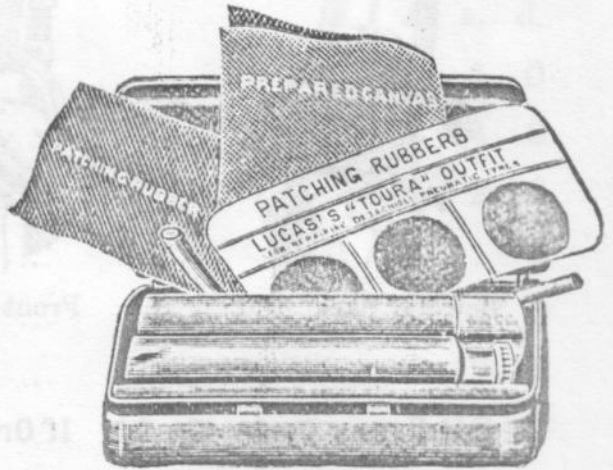


Hub, 2 Speed Gear, and Free Wheel, at will. Fitted to any make of Cycle, £3 3s.
 Extra Fitted to any 'Leader' Cycle if ordered, fitted to new Machine, £2 2s.

Price ... 2s.
 Aluminium Figure
 Lock.



Lucas, 1901, Valve, Price 1s.

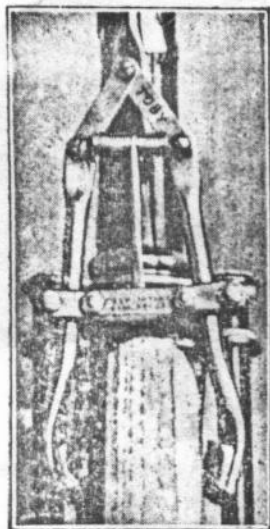


Lucas "Touza" Outfit, 6d.
 Palmer "Special" Outfit, 6d.



8d. Bottle.

BRAKES.



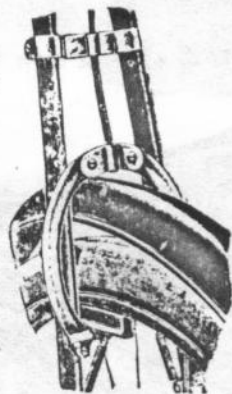
"Toby," Best of all Brakes,
Fitted, except Lever,
12s. 6d.



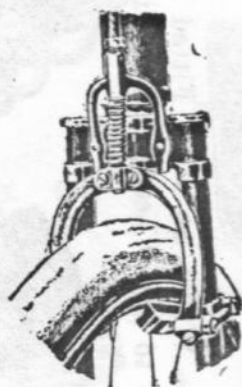
"Bronko" Brake,
Fitted to any Cycle,
12s. 6d.



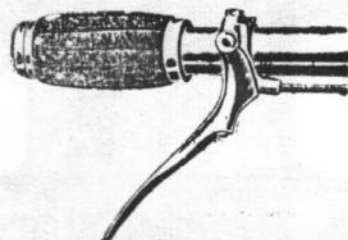
Fitted to any Cycle, 12s. 6d.



Bowden Back Rim.



Front Rim.



Lever for Bowden Brake.

Fitted to any Cycle, 17s. 6d. If Ordered, fitted to new "Leader" Cycle, 15/-.

PRICES OF BOWDEN BRAKE PARTS.

TWIST HANDLE.

	£	s.	d.
PAIR HANDLES (with Half Sleeve)	0	10	6
HALF SLEEVE	0	4	0
WIRES	0	7	0
HORSESHOE	0	5	0
BRIDGES	0	1	9
SPRING CLIPS	0	0	9
SPRINGS	0	0	6
PADS	0	1	0
	£1	10	6

LEVER BRAKE.

	£	s.	d.
LEVER (Lever, 3s.; Cap, 1s.; Clip, 1s.)	0	5	0
WIRES (Gent's)	0	7	0
(Lady's, 10s.)			
HORSESHOE (Shoe, 3s. Lugs, 2s. per pair; 1s. each)	0	5	0
BRIDGES (Clips, 1s. Stop and Nut, 6d. Sleeve, 3d.)	0	1	9
SPRING CLIPS (Pair)	0	0	9
(4½d. each.)			
SPRINGS (Pair)	0	0	6
PADS (Pair)	0	1	0
	£1	1	0

Plain Single Handle, 2s. Wires exceeding 5 feet 3 inches in length charged 2s. per foot. Frame Clips, 2d.

RETAIL PRICES OF TYRES AND PARTS.

Complete Tyres—				£	s.	d.
Palmer Tyres, Per Pair, Less Rims	...	...	...	3	0	0
Dunlop „ „ „	...	...	...	3	0	0
Clipper Reflex „ „	...	...	...	2	15	0
Clincher "A" Won „ „	...	...	...	2	12	0
Clincher "B" „ „	...	...	...	2	6	0
Clipper „ „	...	...	...	2	5	0
Clincher "C" „ „	...	...	...	2	2	0
Warwick „ „	...	...	...	2	7	6

For Single Tyres Half the above Prices.

Charges for Fitting to Cycle—Single one, 1/-; Pair, 1/6.

Covers only—				£	s.	d.
Palmer, each	...	...	...	1	4	0
Dunlop „	...	...	...	1	4	0
Clipper Reflex, each	...	...	...	1	2	6
Clincher "A" Won „	...	...	...	1	1	6
Clincher "B" „ „	...	...	...	0	18	0
Clipper „	...	...	...	0	19	0
Clincher "C" „ „	...	...	...	0	17	0
Warwick „	...	...	...	1	0	0

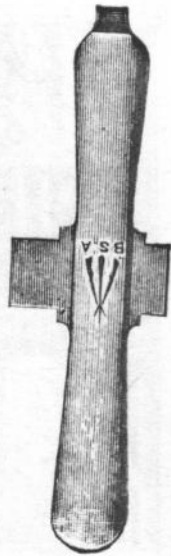
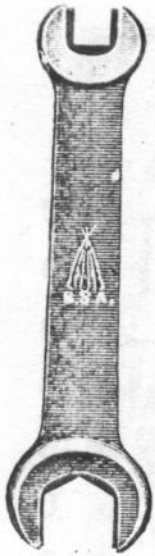
Charges for Fitting to Cycle—Single one, 1/-; Pair, 1/6.

Inner Tubes, complete with Valves—

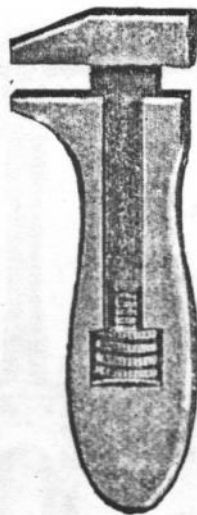
			s.	d.				s.	d.
Dunlop, 1901	...	...	6	9	Best quality Tube without Valve	...	...	4	0
Palmer, „	...	...	6	9	Do. with own Valve fitted...	...	...	5	0
Clincher "A"	...	...	6	0	„ complete, with Valve	...	...	6	0
Clipper Reflex	...	...	6	0	„ Lucas Valve, 1901, each	...	...	1	0
Clincher "B"	...	...	6	0	„ Dunlop, 1901, each	...	...	1	0

Fitting Tubes same Prices as Covers.

SPANNERS, OIL CANS, FOOTRESTS, & CYCLE STANDS.



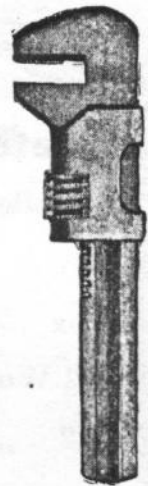
B.S.A. Set of Three, 2s. 6d.



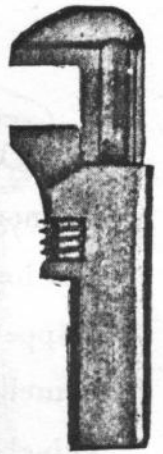
King Dick,
2s. 6d.



Nickel
Plated,
1s.



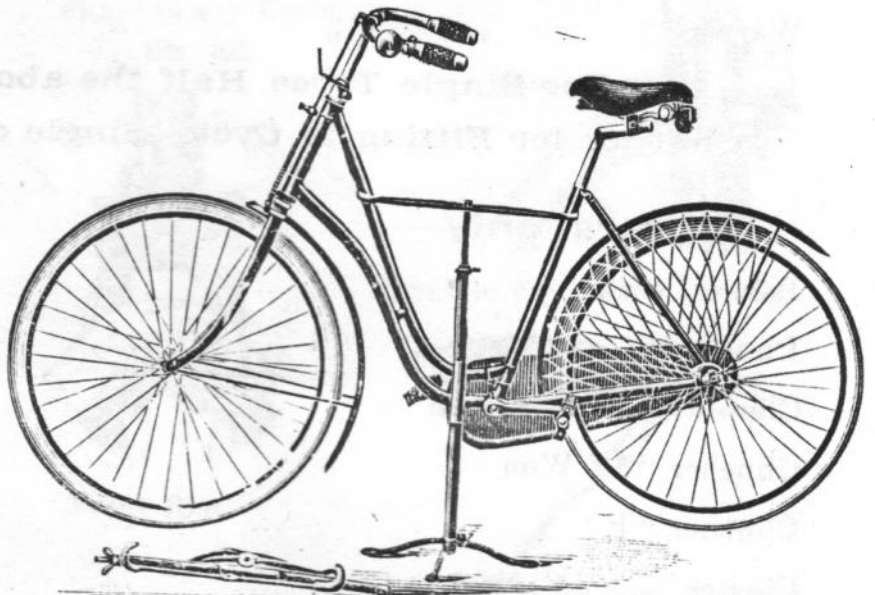
Nickel
Plated,
1s. 6d.



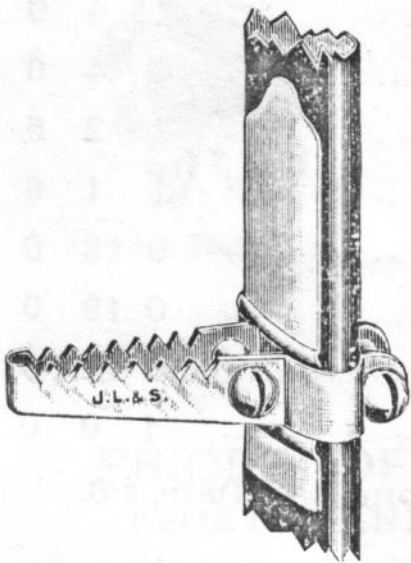
Nickel
Plated,
1s. 9d.



Lucas Girder, Plated, 2s. 6d.
,, Blue, 2s. 3d.

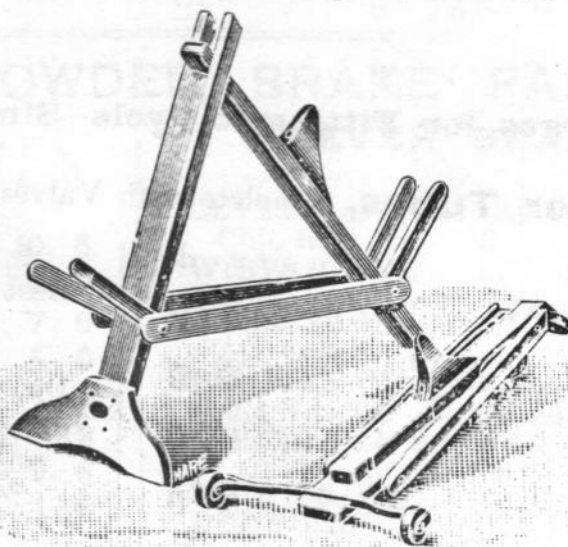


The Masterpiece, Price 4s.

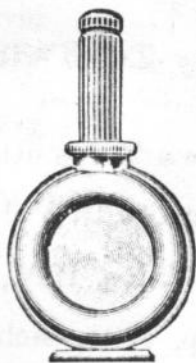


Lucas, with Shield, 1/6 pair.

The Gem, Price 2/6. On Wheels, 3/9.



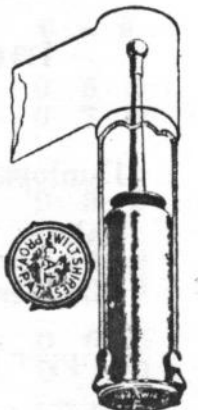
6d. each.



4½d.

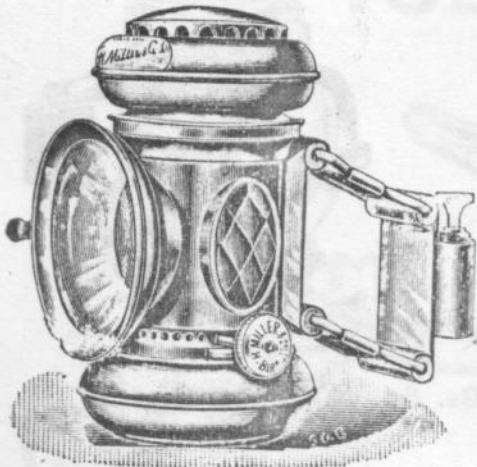


8d. each.!

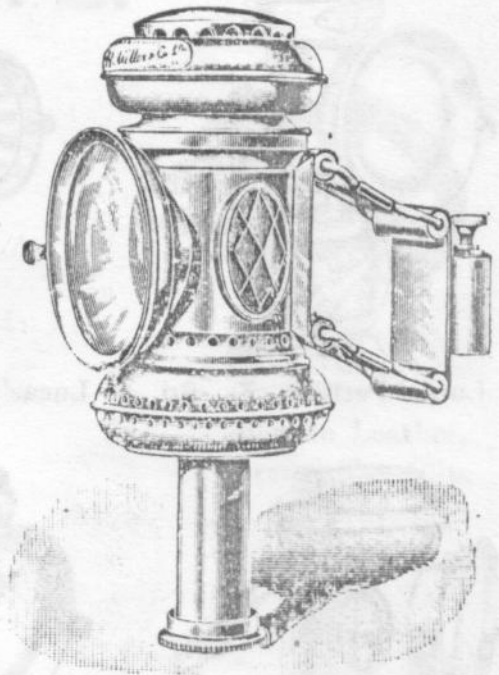


1s. each.

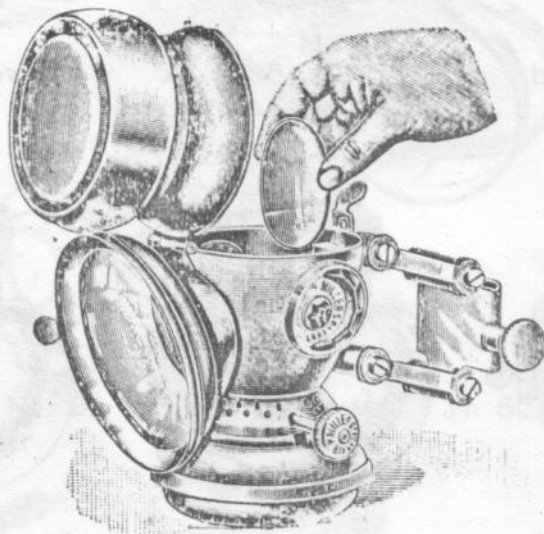
LAMPS.



Closed.
Miller's Candle Lamp.
6s. 6d.



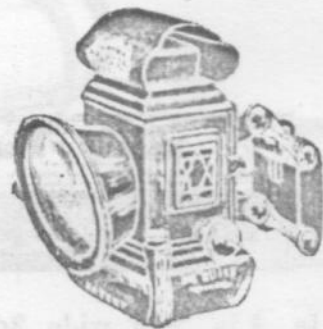
Open. Miller's Candle Lamp
6s. 6d.



Miller's Exelite, 6s 9d.

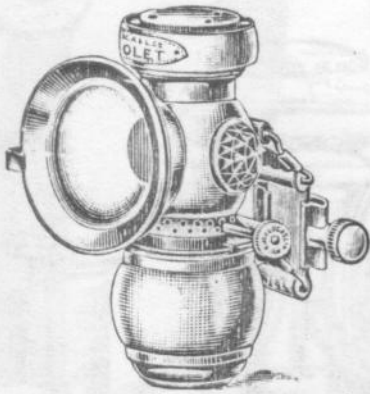


Apse Candle Lamp.
Model 2 7s. 0d.
Model 3 10s. 0d.

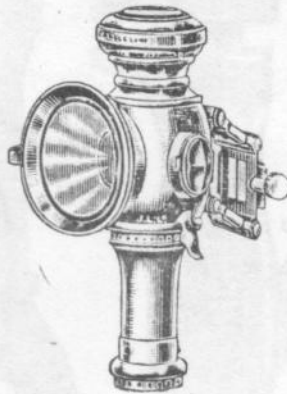


Enamelled and Plate Lamps,
from 1s. 6d.

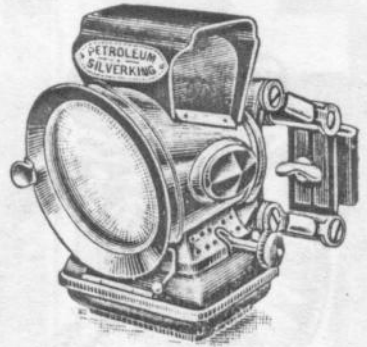
LAMPS, OILS, & WICKS.



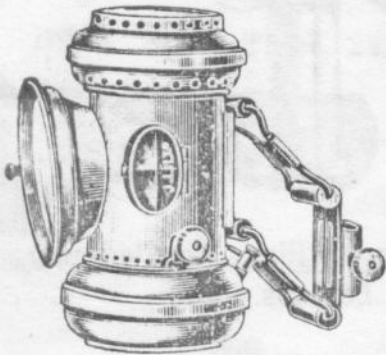
Lucas' Petrolet, 7s. 6d.



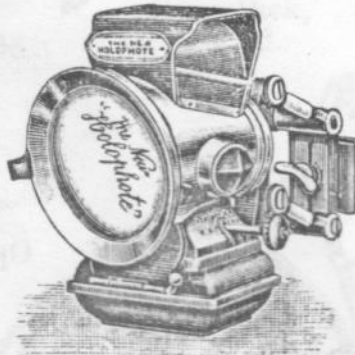
Lucas' Candle Lamp, 9s. 6d.



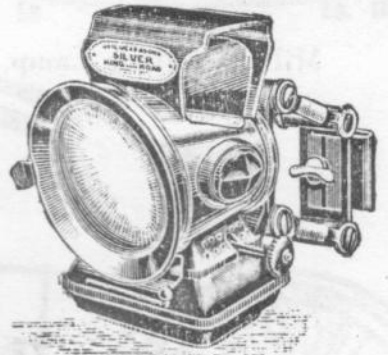
11s. 6d.



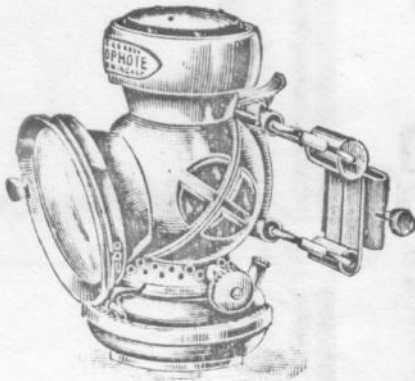
Club or Captain, 6s. 0d.



12s. 6d.



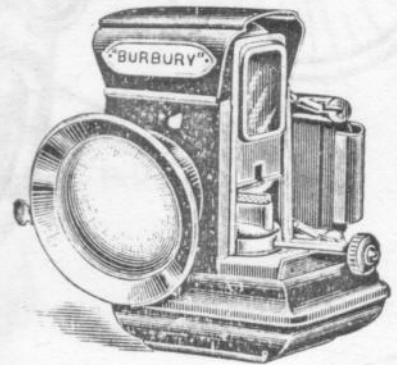
Silver King, 10s. 6d.



Microphote, 7s. 6d.



3s. 9d.



2s. 6d.

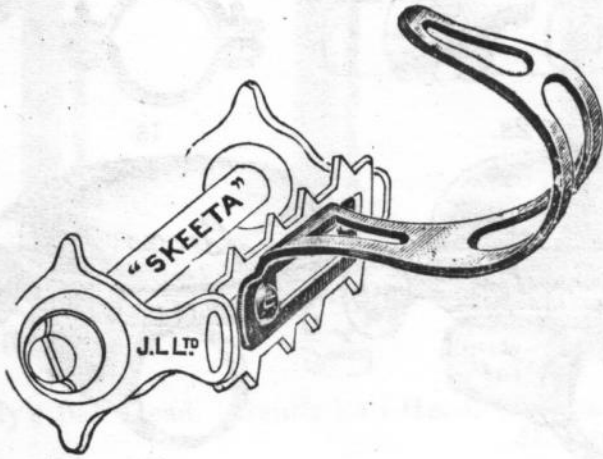


$\frac{1}{2}$ in., $\frac{3}{8}$ in., $\frac{3}{4}$ in. wide, 3d. Box.
1 inch wide, 4d. Box.

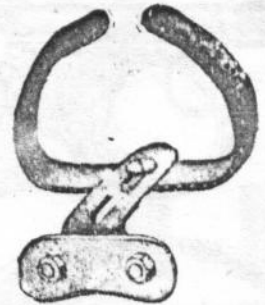


6d. size, 4 $\frac{1}{2}$ d. 1/- size, 9d.

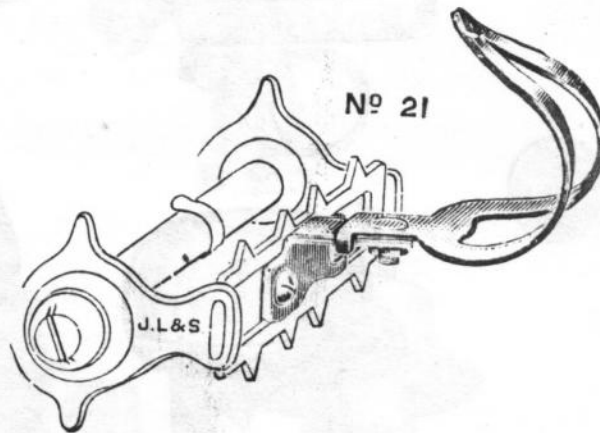
TOE CLIPS.



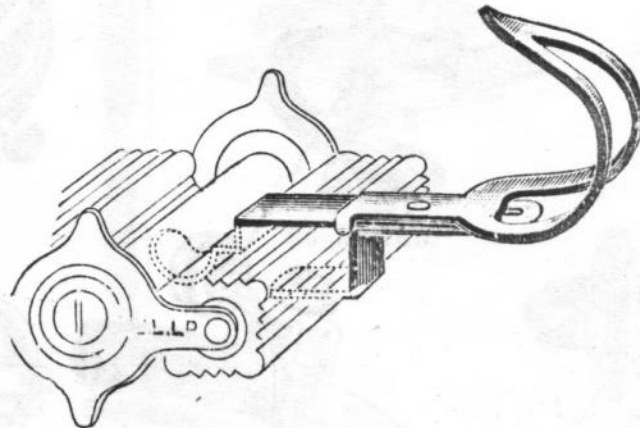
Lucas, No. 23, 1s. Pair.



Bronko Leather,
Covered Toe Clip,
2s. 6d.



Lucas, No. 21, "Courier Adjustate," 1s. 6d. Pair.

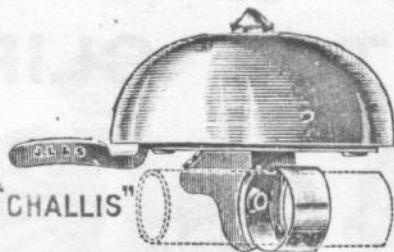


Lucas, No. 28, "Toura," for Rubber, 1s. 6d. Pair.

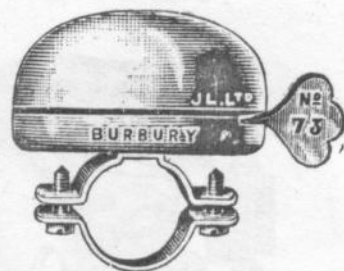
BELLS.



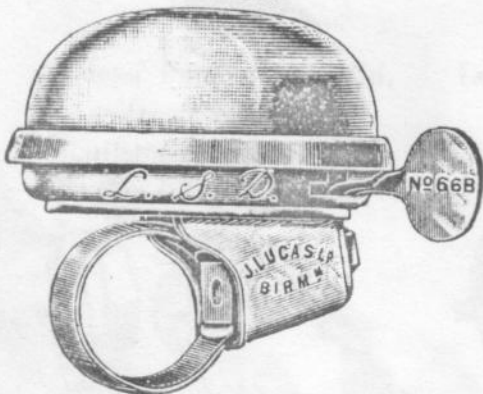
4s.



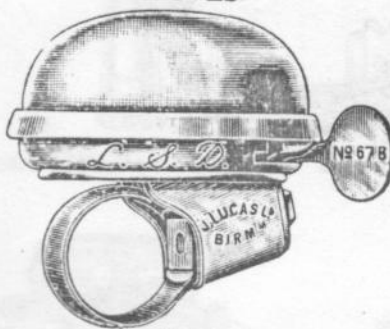
2s.



1s.



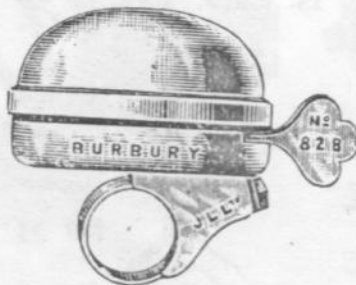
3s. 6d.



3s.



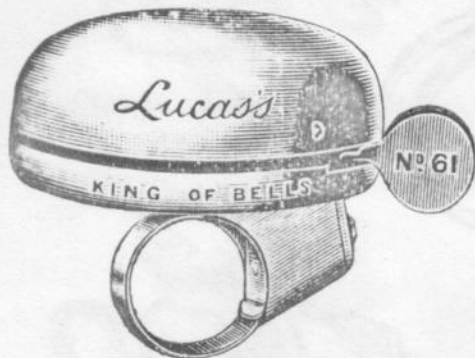
2s. 6d.



2s.



2s.



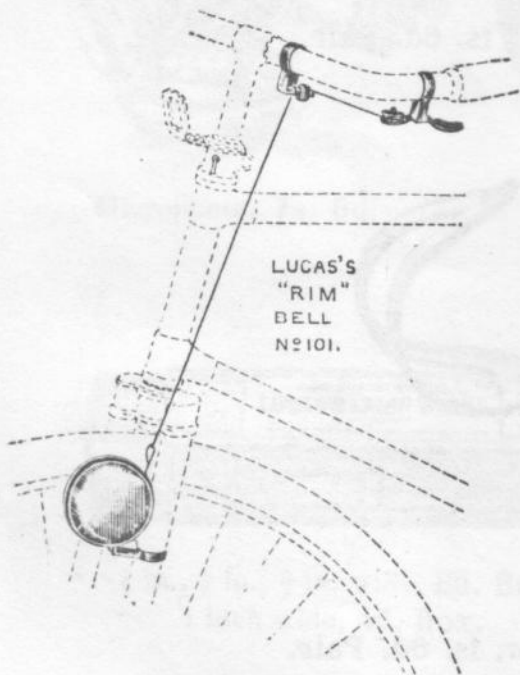
3s.



1s. 6d. to 3s. 3d. 1/2

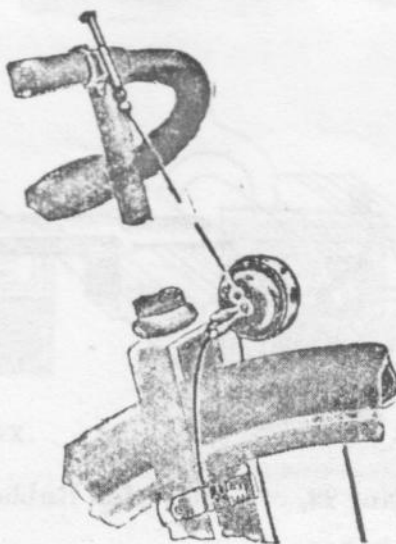


3s.



LUCAS'S "RIM" BELL No 101.

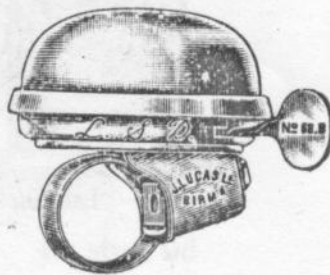
Lucas, 4s. 6d.



New Departure, 2s. 9d.

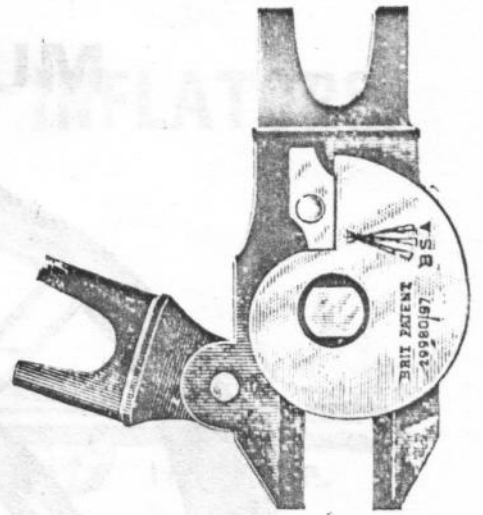
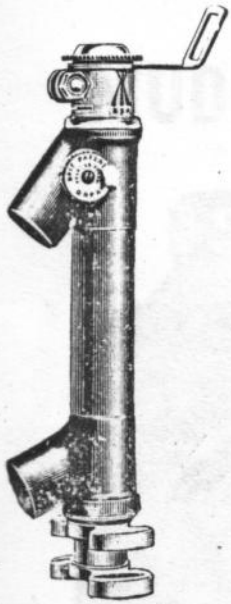


2s. 3d.



2s. 6d.

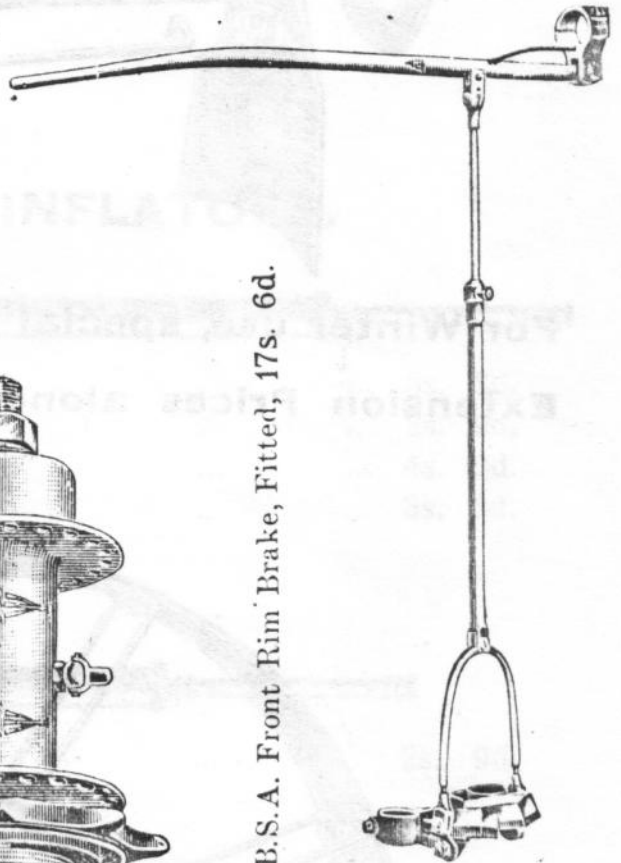
BRAKES & B.S.A. PARTS.



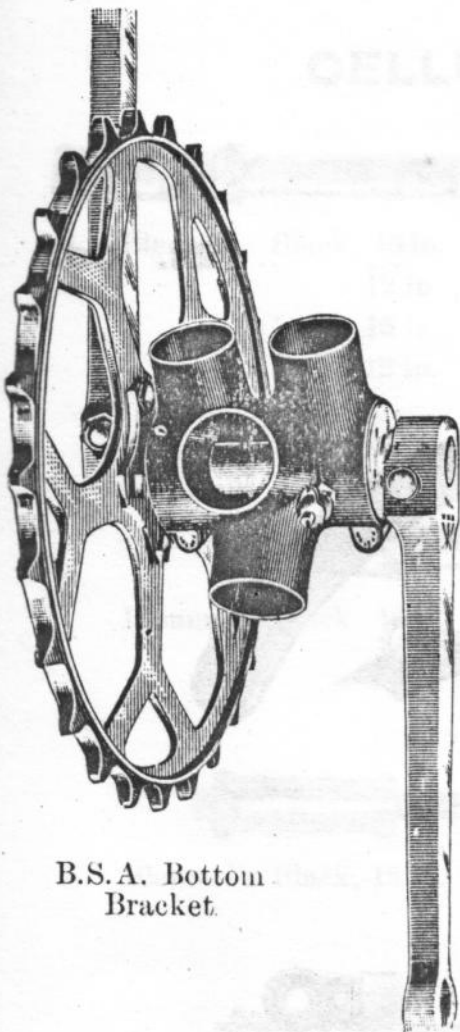
Patent Chain Adjustment.

Lady's Ball Head. Gent's Ball Head. Gent's Ball Head, D. Fork Crown.

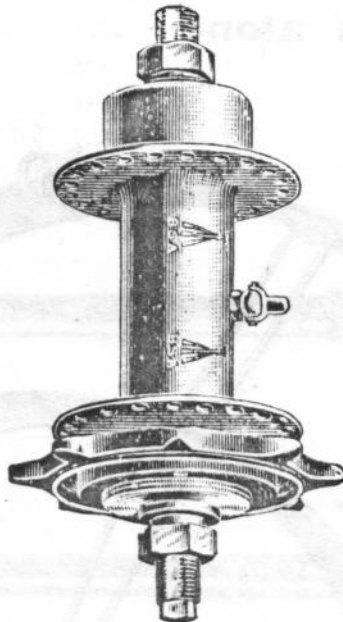
TRADE MARK.



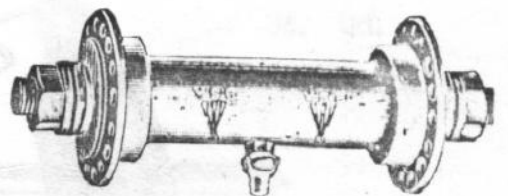
B.S.A. Front Rim Brake, Fitted, 17s. 6d.



B.S.A. Bottom Bracket.



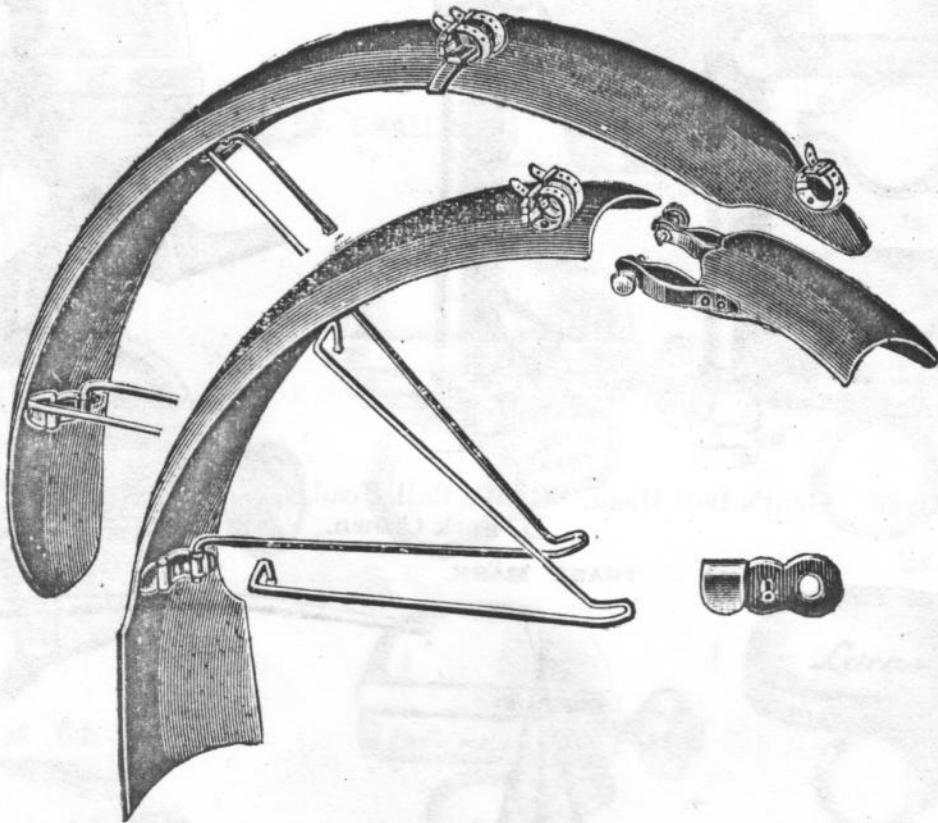
Back Hub.



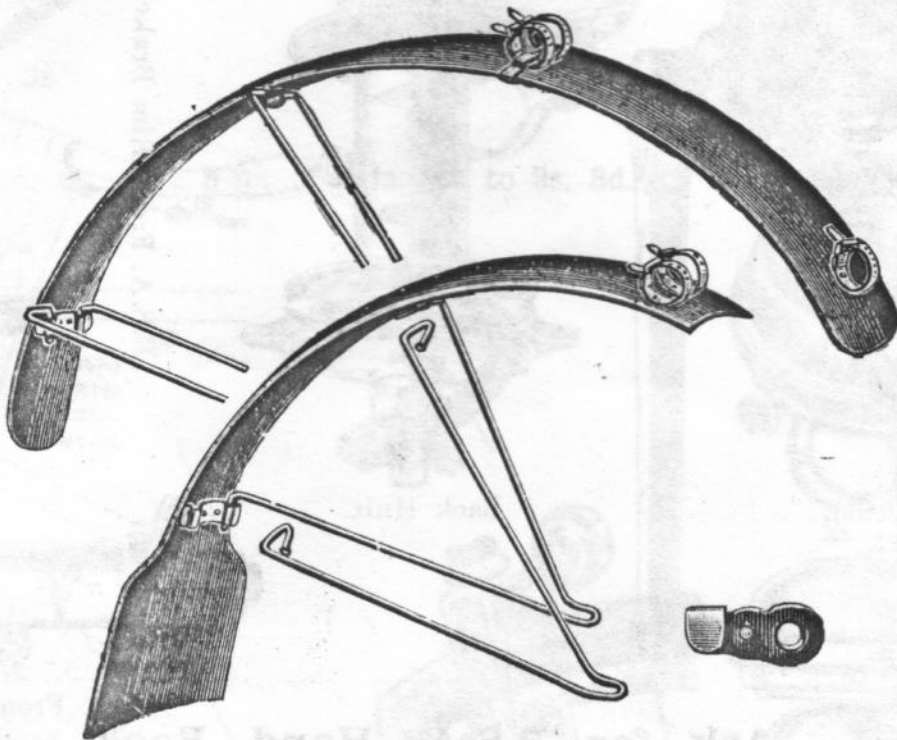
Front Hub,

Ask for B.S.A. Hand Book.

MUDGUARDS.



For Winter use, special width, set	...	...	9s.	6d.
Extension Prices alone	...	...	2s.	0d.



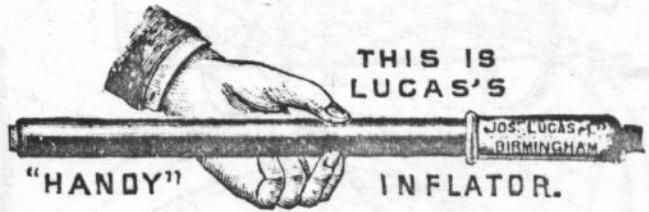
Bleumel's, 4/6 pair.

Fitted, 5/- pair.

MUDGUARD FLAP AND INFLATORS.

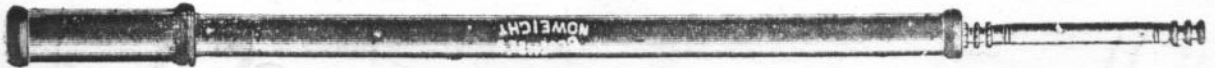


Mudguard Flap, 9d. each.
Also 6d. each.



Metal Plated	...	...	...	2s.	0d.
Palmer Inflator	..	..	...	1s.	9d.

CELLULOID INFLATORS.



Bleumel's Black, 15 in.	3s.	3d.
„ 12 in.	2s.	9d.
„ Green, 15 in.	4s.	0d.
„ 12 in.	3s.	6d.



Bleumel's Black, 12 in.	2s.	9d.
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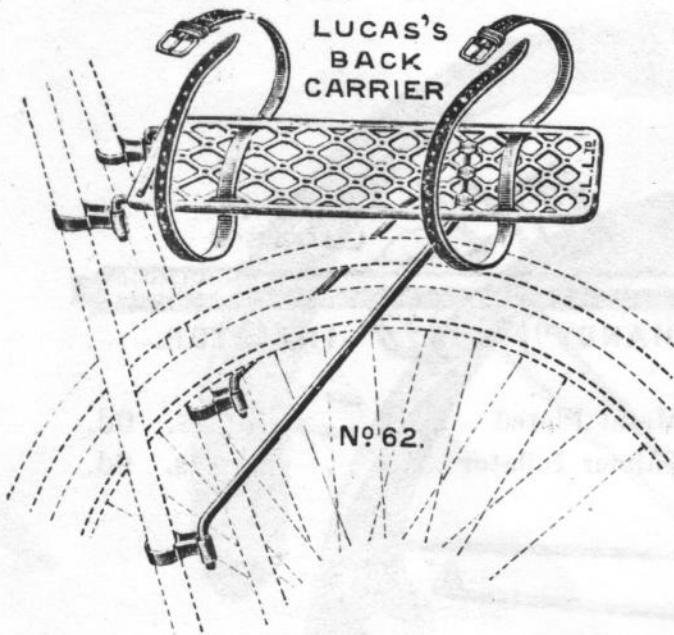


Bleumel's Black, 15 in.	3s.	0d.
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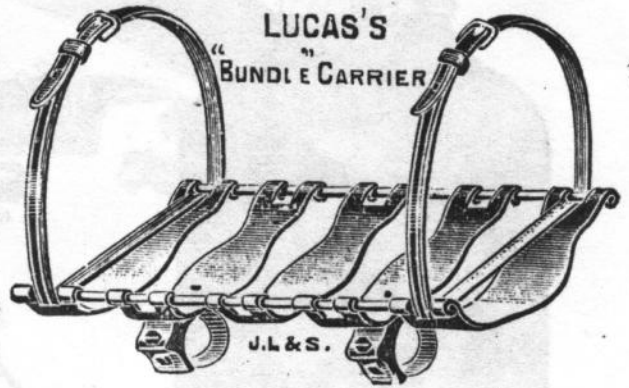


Bleumel's Black, 18 in.	3s.	6d.
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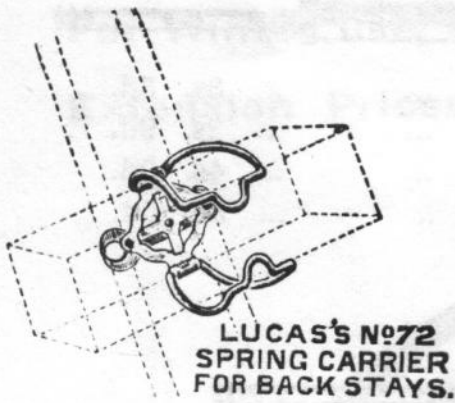
CARRIERS.



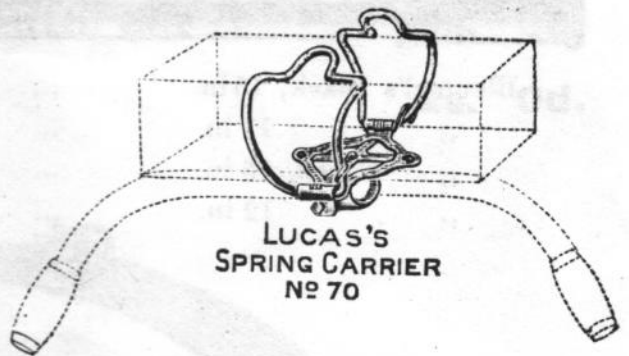
6s. 6d.



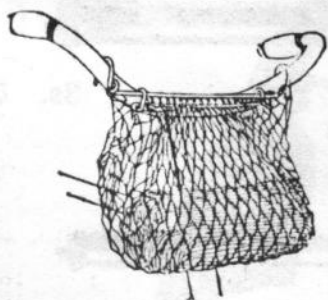
2s. 9d.



King's Own, 2s. 6d.



King's Own Carrier, 2s. 0d.

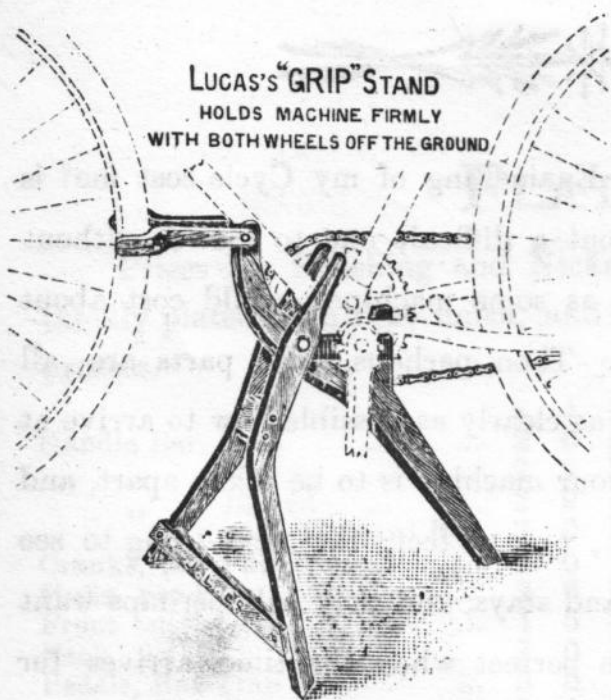


Janet Carrier, 2s. 3d. each.

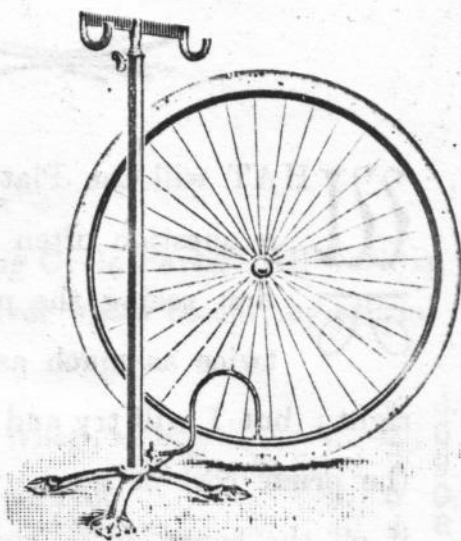


8s. each. As Illustrated, in Best
Hide Waterproof Tweed, 10s.

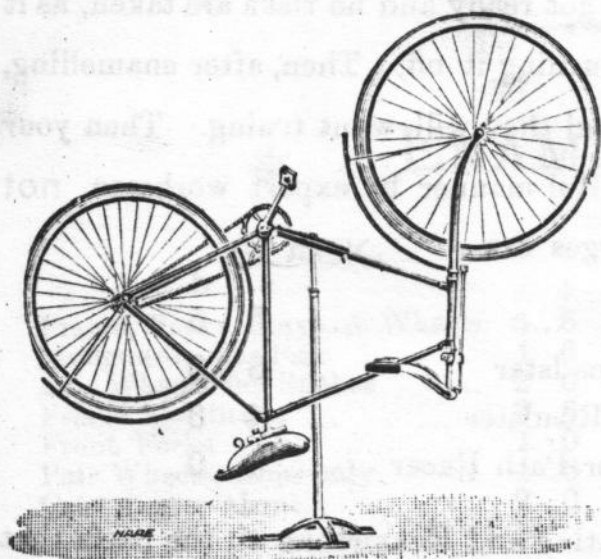
CYCLE STANDS.



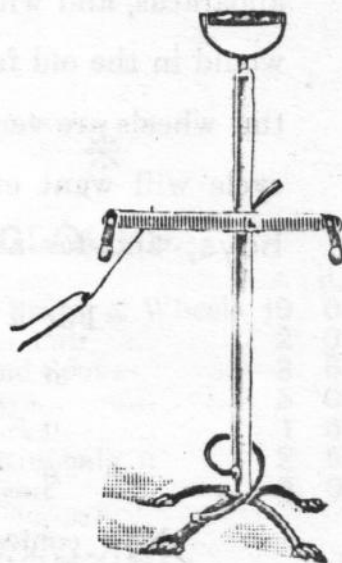
Lucas Grip, 2s. 6d.



Stand and Inflator,
Price 9s. 0d.



Wood's Adjustable,
Price 4s. 6d.



Without Pump, 5s. 6d.
With Pump, 15s. 0d.

We Place Detail
Honestly
Before YOU.

ENAMELLING & PLATING.

We Place Detail
Honestly
Before YOU.



WHAT will the Plating and Enamelling of my Cycle cost me? is a question often asked, but a difficult one to answer without first seeing the machine, as some machines would cost about twice as much as others. Then, perhaps, some parts are all right; but I will try and explain as clearly as possible how to arrive at the prime cost of same. First, your machine is to be taken apart, and if all the cones, balls, spokes, &c., are perfect, the next thing to see about will be the frame, forks, and stays, and they will perhaps want setting, as very few machines are perfect when the time arrives for their new lease of life, as no doubt a fall may have happened to put it a little out of track, but to a skilled mechanic it is a very simple matter providing the tubes in the frame are not kinked too bad; then all the old enamel has to be removed, and that takes a lot of time if done in the old fashion way—but at our works we have a sand blasting apparatus, and with it all work is got ready and no risks are taken, as it would in the old fashion way of burning it off. Then, after enamelling, the wheels are very rarely true, and they will want truing. Then your cycle will want erecting in a skilful manner by expert workmen, **not boys**, and for all this my charges are—

			s.	d.
For a Lady's Cycle	...	...	5	6
„ Gent's Full Roadster	...	...	5	0
„ „ Light Roadster	...	...	4	6
„ „ Road or Path Racer	...	...	4	0

Now comes the cost of Plating and Enamelling all the parts that require to be done. If you want to find out for yourself kindly pick out from the following list, and there is your cost, and you only pay for work that has been done.

We Place Detail
Honestly
Before YOU.

ENAMELLING & PLATING.

We Place Detail
Honestly
Before YOU.



PLATING.

Prices for Polishing and Nickel Plating Cycle Parts. All work is thickly plated with best finish, and of a silver white colour, by special process.

	s.	d.		s.	d.
Handle Bar, Flat	2	6	Chain Wheel, all over	2	0
" Racing	2	9	" with Cranks fitted	2	9
" Raised	2	9	Rims, per Pair	6	0
" with Forward Lug	3	0	Fork Crown, each	1	6
Cranks, per Pair	2	0	Fork Ends	1	0
Hubs, per Pair	3	6	Fork Crown and Ends... ..	2	0
Front only	1	6	Ball Head Clip	0	6
Back	2	0	Bell Domes, each	0	4
Pedals, Rat Trap	3	0	Ends of Chain Stays on Frames,		
" Rubber	2	9	Pair	3	0
Toe Clips, per Pair	0	9	Cups on Frames, each	1	0
Foot Rests "	0	9	Steps	0	3
Seat Pillar	1	3	Bowden Brake, complete	6	0
Brake Lever	1	0	Cooper Brake, complete	7	6
Brake Plunger with Spoon	1	0	Toby Brake, complete	5	0
Extension Rod	0	6	Sundries, such as nuts, washers,		
Handle Bar Clip for Brake Lever	0	6	&c., each	0	1
Lamp Bracket, each	0	6			

ENAMELLING.

BLACK.

	s.	d.
Frame, Forks, Stays, & Wheels	6	6
Mudguards, per Pair	1	6
Pair Wheels and Spokes	2	0
Frame and Stays	3	6
Front Forks	1	0
Pair Wheels, Rims only	1	6
Gear Cases, about	2	0

LINING.

Gent's } Complete Set in Gold	4	6	
	or	One colour	4	6
Lady's } Two colours	6	0	
	Pure Gold leaf	9	6

COLOURS.

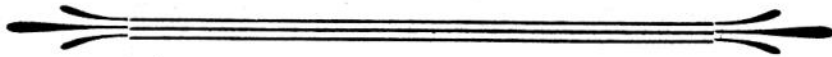
	s.	d.
Frame, Forks, Stays, & Wheels	10	0
Mudguards, per Pair	2	0
Pair Wheels and Spokes	3	6
Frame and Stays... ..	5	0
Pair Front Forks	1	6
Pair Wheels, Rim only	2	6
Gear Cases, about	3	0

BRONZING.

Frame, Forks, Stays, & Wheels	15	0
Mudguards, per Pair	4	0
Pair Wheels, not spokes	4	6
Gear Cases, about	5	6

CYCLE REPAIRS.

Official Repairer to the C.T.C.



These prices are a few of the General Repairs that are of every-day occurrence, but all repairs are executed in a skilful manner by expert workmen under my personal supervision. Any repair that you require executed, but not priced in this list, will be charged at the lowest possible rate.

	s.	d.	
Fitting New Top Tube (Weldless Tube) ...	10	0	} Extra for Enamelling Black Frame and Erecting, 3s. 0d.
" Bottom " 	10	0	
" Seat Tube " 	10	0	
Fitting Top and Bottom at once ...	15	6	
Fitting all three at once ...	20	0	
New Curved Lady's Tube ...	12	6	
Fitting New Steering Tube in Forks ...	6	6	
" Fork Crown " 	7	6	
" Fork Crown and Stem " 	13	0	
" Forks, Weldless, Pair " 	6	6	
" Forks, Brazed, Pair " 	5	6	
Straightening Front Forks ...	2	0	} These Prices include Enam- elling and Erecting, but not Plating.
Fitting New Back Chain Stay, one only ...	7	6	
" " " " Pair " 	12	6	
Fitting " New Pair " Back Stays (Swing Pattern) ...	6	6	
" Single One " 	4	0	
Fitting " New Pair Back Stays if Fixed to Frame ...	10	0	
" One only " 	6	6	
" New Ball Head Tube " 	7	6	
" New Seat Pillar Lug, Lady's ...	7	0	
" Gent's " 	10	6	
" New "Bottom" Bracket Cup ...	2	6	
" " " " Spindle " 	4	0	
" New Cup and Cone Bracket Spindle ...	6	6	
New Cotters, Plated and Fitting, Pair ...	1	3	
" One " 	0	9	
Straightening Cranks, from ...	0	6	
" " " fitted to Chain Wheel ...	1	3	
New Plated Crank, and Fitting, Single ...	3	0	
Fitting New Rim (Solid) ...	7	6	} These Prices include Enamelling and Erecting.
" Westwood " 	9	0	
" Jointless " 	10	0	
Fitting " New Front Hub, from ...	10	6	
" Back Hub, from " 	14	6	
" Spoke, Single " 	0	6	
" Spokes, Chain Wheel side, extra. ...	6	6	
" Set of Spokes, Best Quality ...	6	6	
" Front Hub Spindle, complete with Nuts and Washers	1	9	
" Hub Spindle, complete with Cones ...	3	0	
" Back Hub Spindle, complete with Nuts and Washers	2	0	

CYCLE REPAIRS—Continued.

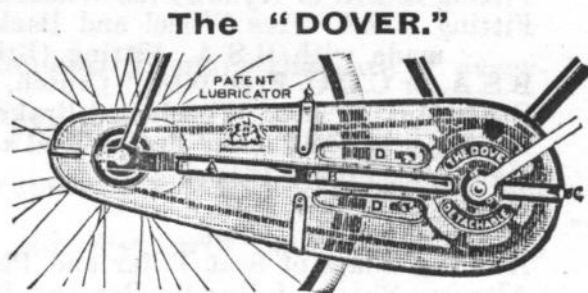
	s.	d.
Fitting New Back Hub Spindle, complete with Nuts, Washers and Cones	4	0
Nuts, Plated, each	0	3
Steps, Plated, each	0	6
Truing Wheel, from	1	0
Taking down Pair Wheels and Rebuilding same	7	0
These prices represent Goods such as Hub Cones, Nuts, &c., of B.S.A., Eadie, Perry, and Lloyd's Manufactures.		
Fitting B.S.A. or Hyde's Free Wheel and Bowden Brake to any Cycle	28	6
Fitting B.S.A. Free Wheel and Back Pedalling Brake to any Machine made with B.S.A. Fitting (Bridge Pattern, Chain Stays)	42	0
B.S.A. or C.C.C. Free Wheel Crutch, 10/6, Fitted, 1/- extra.		
Other Makers' Free Wheels and Brakes fitted at the lowest possible cost.		
Taking apart any make Free Wheel and Cleaning	1	6
New Seat Pillar, Plated	3	0
Chain, Bolt, and Nut	0	3
Chain—New Link fitted	0	6
Altering Shape of Seat Pillar and Plating	2	6
Altering Shape of Handle Bar and Plating	3	9
Fitting New Lap to Handle Bar, and Plating	3	9
Fitting New Set of Brake Work and Plating	7	0
New Handle Bar, Plated, Flat	5	6
" " Raised	6	3
" " Racing	6	3
" " If Forward Lug, extra	1	0
Cleaning and Oiling Cycle	1	0
Cleaning, Oiling, and Adjusting Cycle	2	0
Overhauling, Cleaning, Taking Apart, and Erecting, about	4	0
Straightening Pedal	0	9
Brazing in Pedal Pin	1	0
" " and Plating Crank	2	0
New Set of Pedal Rubbers, Fitted	1	9
Plain Puncture	0	6
Fitting New Valve	2	0
Fitting New Valve and Putting Tube in Wheel	2	6
Reseating Valve	1	0
Valve Rubbers, 1d. each, 3 for 2d.		
Rerubbing Outer Cover (good quality)	12	6
Relining Outer Cover	9	6
Recementing on Cushion Tyre	1	0

MAIL CARTS AND BASSINETTE.

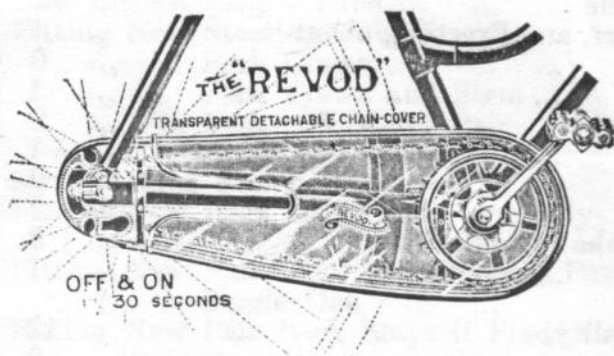
	s.	d.
Fitting New Tyres, 6—12 in.	1	0
" " 12—18 in.	1	6
" " 18—23 in.	1	9
" " 23—25 in.	2	0
" " 25 in. and over	2	3
Fitting only, 6d. New Bolt and Nut to Axle, 3d. Mail Cart Spoke, 6d.		

CONCERNING GEAR CASES

AFTER considerable experience we have very much pleasure in recommending the "Dover" Detachable Gear Case as being instantly Detachable,



handsome in appearance, and fulfilling all the purposes of a thoroughly practical and perfect chain protector.



WHERE a complete case is not desired, we suggest the use of a "Revod" Chain Cover, which suits Free Wheels, &c., and can be readily detached

and replaced. Both cases and covers can be supplied suitable for our machines in either Transparent, Black, or Tortoiseshell material.

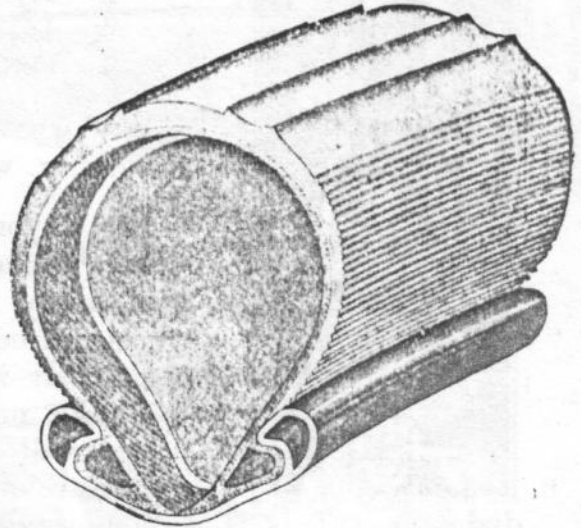
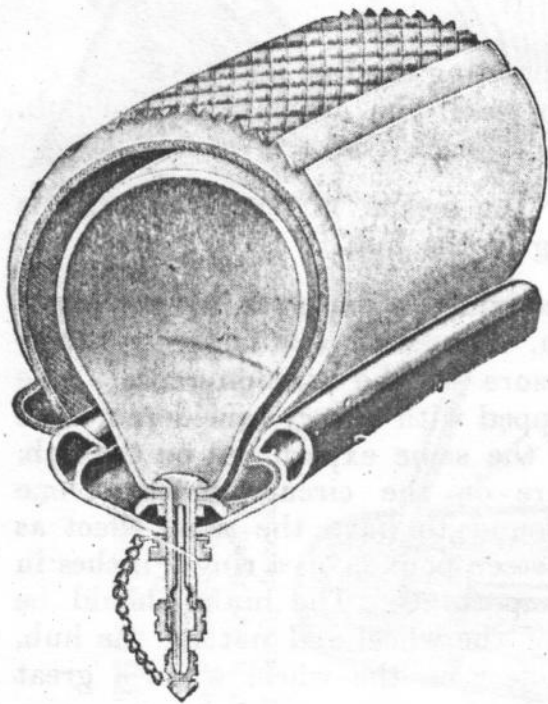
We shall be pleased to furnish any further information.

FITTED TO

"LEADER" CYCLES.

The REFLEX CLIPPER

—; AND THE :—



CLIPPER TYRES

Of 1901 ARE GUARANTEED

TO BE MANUFACTURED ONLY OF THE

Finest Para Rubber

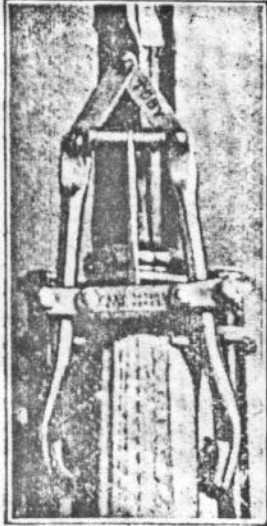
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All Roadster Covers are Guaranteed to have $\frac{1}{8}$ in. thick of Rubber on the tread, and to contain Tubes of 20 B.W.G. thick ($\frac{3}{64}$ in.) of

Pure Floating Rubber.

Important Points about the Brake and where to apply it.

SOME like to apply the brake to the hub, and there are three ways of doing it.



1. By compressing the hub endways.
2. Inside a small rim attached to the hub.
3. Outside of such rim.

But whatever the means of application it is altogether wrong at the hub.

Let anyone convince themselves by setting a wheel in motion, then with the finger or otherwise apply pressure to the circumference. The wheel can be stopped with a very considerable less force than with the same experiment on the hub. A brake pressure on the circumference of one pound will be found to have the same effect as a pressure of fourteen pounds on a ring 2 inches in diameter. This is a fact of vital importance. The brake should be applied to the rapidly moving parts of the wheel and not on the hub, where it can certainly have no good effect on the wheel when a great deal of force is applied there.

Of the two kinds of brakes used on the circumference, the rim is the best place in that it does not damage the tyre; it does not throw the mud and dust back over the rider, and a deflated tyre does not render it inoperative.

The rim brake being the most suitable has given rise to many different patterns, but the "TOBY" brake comes out on the top of all the others; the lateral movement and equal grip of the blocks enables it to work on any rim and any condition of rim without the least chance of throwing the wheel out of truth or fouling the spokes or valve.

Examine closely for yourself the principle of brakes, and many forms of them, and you will soon find the many advantages of the "TOBY" above all others.

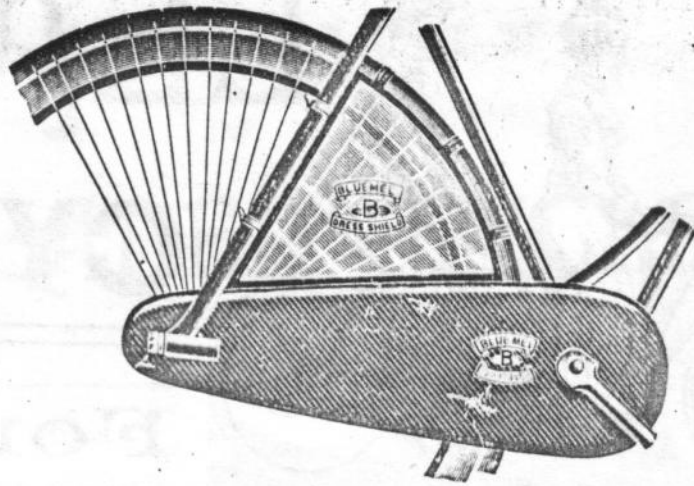
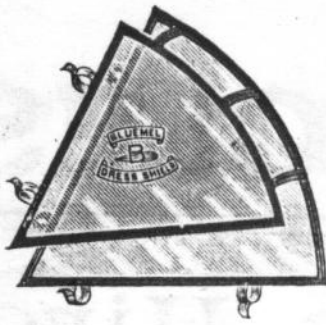
PRICE:

Front Pattern (Brake only), 12/6, which we strongly recommend wherever applicable on account of its greater simplicity and efficiency.

Rear Brake, including lever, and all complete, **25/-**.

TORBAY MACHINIST CO.,
Paignton & Torquay.

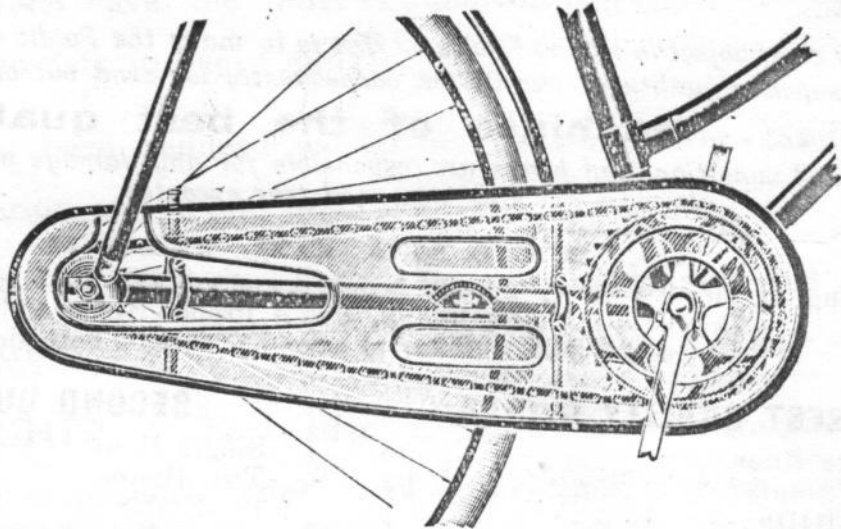
C. W. BLEUMEL & BROS.



LADIES' DRESS SHIELD.
 A perfect protection from mud. They save many times their cost in preventing injury to Skirt. A Lady's cycle is not complete without.

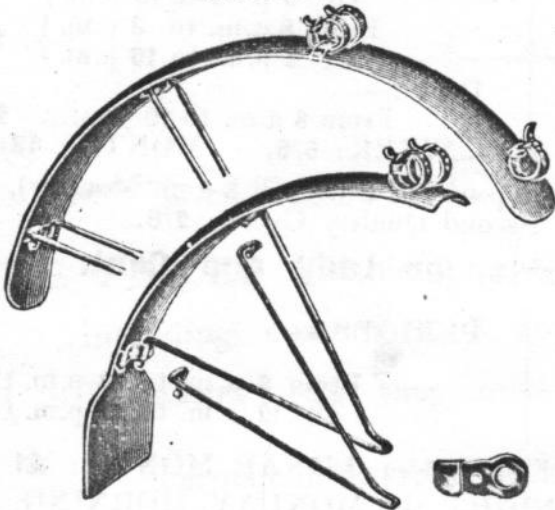
FEATHERWEIGHT CHAIN GUARD.

Nothing better can be put on a Lady's Cycle. It is very light, elegant, rigid, and easily and quickly detachable.

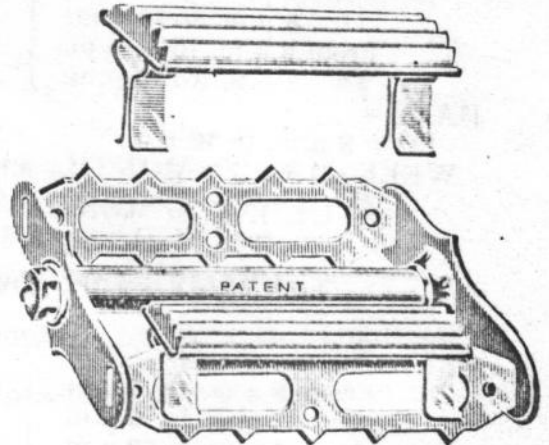


You cannot afford to be without these Guards. Order your machine to be fitted with them. They are light, silent, and rigid, with instantaneous detachment.

NOWEIGHT CELLULOID MUD GUARDS.

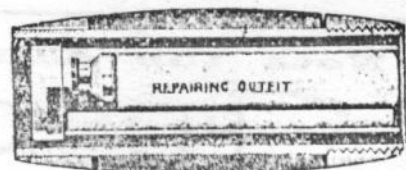
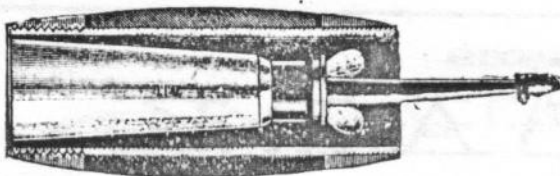


DETACHABLE PEDAL RUBBER.



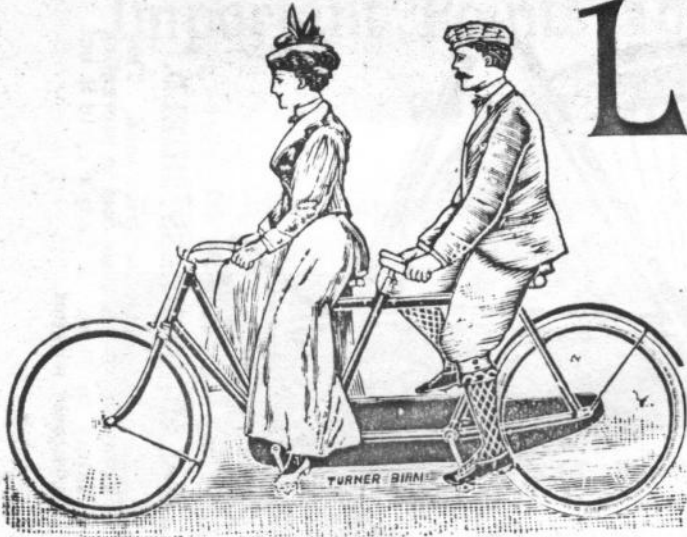
A set of these will give you a combination pedal. For those who ride in Walking or Tennis Shoes they are invaluable.

COMBINATION HANDLES.



One contains an Oiler and the other a Repair Outfit, two necessary articles which you cannot leave at home. Ask your Agent to fix these to your Cycle.

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For Hire.

OUR chief object in letting Cycles on Hire is to make the Public acquainted with the superior quality of our Cycles, consequently we send out only

. . . Machines of the best quality . . .
in sound condition, and hirers are responsible for any damage done to the machines, fair wear and tear excepted.

TERMS OF HIRE.

Owing to the dishonesty of some people it is my **FIXED RULE** to have a reasonable Deposit from **STRANGERS**, also a Proper Name and Address **FROM ALL HIRERS**, to save mistakes on both sides.

BEST QUALITY CYCLES.

Single Hour 9d.
Two Hours 1/3.

PERIODS:—

From 8 a.m. to 1 p.m. }
Or 1 p.m. to 6 p.m. } 1/6.
Or 5 p.m. to 10 p.m. }
From 8 a.m. to 3 p.m. }
Or 2 p.m. to 10 p.m. } 2/-.

DAY:—

From 8 a.m. to 10 p.m. ... 3/6.

WEEK: 7/6. MONTH: £1.

SATURDAY to MONDAY (from 10 p.m. Saturday till 8 a.m. Monday),
Best Machines, 3/6. Second Quality Cycles, 2/6.

TANDEMS—For Two Cents, or Lady and Gent.

Two Hours 2/-

PERIODS:—

From 8 a.m. to 1 p.m. }
Or 1 p.m. to 6 p.m. } 3/-
Or 5 p.m. to 10 p.m. }

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TANDEMS from SATURDAY NIGHT till MONDAY MORNING,
Best Tandem, 6/6; Second Quality, 5/-.

FOR GENTS' TRIPLET FOR HIRE APPLY FOR TERMS.

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Single Hour 6d.
Two Hours 10d.

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From 8 a.m. to 1 p.m. }
Or 1 p.m. to 6 p.m. } 1/3.
Or 5 p.m. to 10 p.m. }
From 8 a.m. to 3 p.m. }
Or 2 p.m. to 10 p.m. } 1/6.

DAY:—

From 8 a.m. to 10 p.m. ... 2/6.

WEEK: 5/6. MONTH: 18/-.

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E. CLARK,

43 STAPLETON ROAD,
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The "LEADER" Cycle Works,
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Bristol, 190

BRANCHES.
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- Frame—24-inch.
- Tyres—Palmer, 28 by 1½-inch.
- Rims—Jointless.
- Spokes—Plated.
- Handlebar—Raised.
- Grips—Felt.
- Brake Work—Bowden & Plunger.
- Seat Pillar—L
- Saddle—Brooks, B. 10.
- Gear—74½, 48 by 18, Free Wheel, B.S.A.
- Gear Case—Dover Transparent.
- Chain—Renolds' ½-inch Pitch Roller.
- Dress Guards—
- Mud Guards—Bleumel's Det.

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Plated & Enamelled—Black	11	11	0
With Pump, Bag, Spanner, Oiler, Outfit and Clips, Free.			
Extra—Bowden Brake and F.W....	1	6	0
„ Dover Gear Case		16	0
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BRANCHES.

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- 223 CHELTENHAM ROAD.

SPECIFICATION OF LEADER CYCLE, NO.

- Components
- Pedals
- Frame
- Tyres
- Rims
- Spokes
- Handlebar
- Grips
- Brake Work
- Seat Pillar
- Saddle
- Gear
- Gear Case
- Chain
- Dress Guards
- Mud Guards

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Plated and Enamelled			
With Pump, Bag, Spanner, Oiler, Outfit and Clips, Free.			
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