

FONTEYN & CO LTD

:: LIGHTWEIGHT CYCLE PARTS & ACCESSORIES ::



14, PERCY STREET
Tottenham Court Road
LONDON, W.1

TELEPHONES - MUSEUM 8494 (3 Lines)
TELEGRAMS - FONTEYN, LONDON

1938_____1939

SIMPLEX

The Champions' Choice

- **The Best Actual Range of Derailleur Gears. A Model for Every Purpose. Creator of the Racing Derailleur in 1928. Simplex has Won Over 1,000 Races and has Proved the Quality of its Gears. The most important Classics of 1938 Season were won by SIMPLEX.**

Polymultipliée (World Derailleur Championship), Grand Prix des Nations (Time Trial), etc., etc.

GEARS

SIMPLEX "CHAMPION DU MONDE" PROFESSIONAL

The change of gear with the Professional Type is most sure and effective, being obtained by a specially-shaped mechanism, making it impossible for the chain to come off, even through incorrect operation. The mechanism is attached to the guiding roller, which is always in line with the teeth of the cog with which it is working. The derailing cage guides the chain over by bearing on twelve links at a time, resulting in an instantaneous change, and has less detrimental effect upon the chain. The wheel is removed in the same manner as on a cycle without a gear, the chain being automatically disengaged and comes to rest on the guiding roller, and is thus readily at hand when replacing the wheel.

The Champion du Monde Professional allows a difference of ten teeth between the highest and the lowest gear, with five teeth between any two cogs, and its ease of operation and smooth changing when stamping on the pedals is a revelation. The fixing is done by means of an adjustable plate 232. This plate has an interior guide which fits into the slot of the fork end. It is adjustable and is secured by a small screw 135, which tightens on to a shouldered washer on the interior of the fork end, locking it effectively. The adjustment of the roller-tension system is simple. It can be seen in the illustration (4) on the long axle on which the roller runs. The adjustment is carried out by slackening off the locking nut and turning the serrated bush into position. No other apparatus can be regulated more rapidly.

The pulling is nil; the guiding roller being always in line with the cog with which it is working, with the tension operating in the same direction. The spring of the tension arm is adjustable, which can be easily carried out at will by slackening off

the nut securing the spring bolt, and turning the bolt in the necessary direction to obtain the required tension.

Price Complete with Free Wheel, (14 to 24 Teeth)

3-Speed, for $\frac{1}{8}$ " Chains	30/-
4-Speed, for $\frac{1}{8}$ " Chains	33/6
4-Speed, for $\frac{3}{32}$ " Chains	33/6

Tandem Gear, 2/6 extra.

Weight 12 $\frac{1}{2}$ ozs.

Normal combinations recommended:

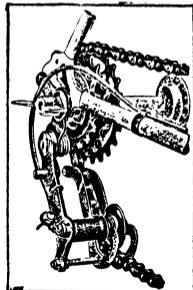
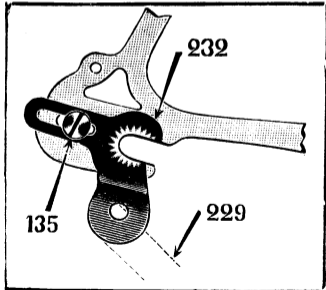
"M" Type Free Wheel—14-16-18; 15-17-19;
15-16-17.

"E" Type Free Wheel—16-18-20; 17-19-20.

No. 4, with Clip-on Lever

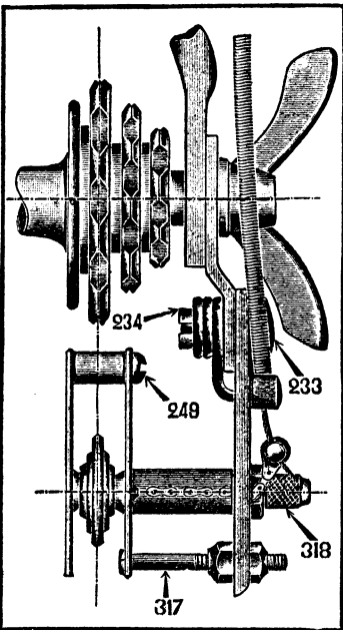
No. 5, with Brazed-on Lever

Specify type required when ordering.



CHAMPION DU MONDE PROFESSIONAL

INSTRUCTIONS FOR FIXING AND ADJUSTING THE SIMPLEX CHAMPION du MONDE PROFESSIONAL



FIXING THE MECHANISM.—Place the fixing plate No. 232 (Fig. 2) on the fork end of the cycle so that its lip coincides with that of the fork end drop out, assuring that the shoulder of the plate fits into the fork end slot.

Place the securing nut No. 159 on the inside of the fork end with its shoulder in the fork end slot and secure this with the screw No. 135 after passing it through the plate No. 232. The apparatus should be checked from the rear to ascertain that it is hanging vertically from the fork end and the roller square with the cogs.

CHAMPION DU MONDE PROFESSIONAL

INSTRUCTIONS FOR FIXING AND ADJUSTING—*continued.*

Best results are obtained by rivetting the chain to eliminate any projections on the chain. Spring links on no account should have their open ends in a forward position as they are likely to engage in the derailing cage and cause damage. It is also preferable to grind down the heads of the link pins as much as possible in order to minimise their projection and obstruction. Chain bolts and nuts should on no account be used.

CHAIN TENSION—This is regulated by slackening the hexagon pivot bush nut No. 233 on plate No. 232, and revolving the pivot axle No. 234 into a position so that the slot in which the spring is held comes into position for more or less tension as desired. Nut No. 233 is then secured again.

CHAIN LINE.—The centre cog of the triple free wheel should be in correct chain line. To verify this, measure the hub across the lock nuts that fit against the fork ends and subtract the chain line ($1\frac{1}{2}$ " or $1\frac{3}{4}$ ", whichever it may be) from half the measurement, and the result is the distance when measured back from the lock nut on the free wheel side where the centre cog should fall.

" E " TYPE FREE WHEEL.—With this type of free wheel the centre cog falls approximately in line on the average hub. All that may be required is additional lock nuts on each side of the hub spindle in order to obtain chain clearance and maintain wheel alignment.

" M " TYPE FREE WHEEL. This type of free wheel, owing to its special construction to obtain 14 teeth top and 16 teeth normal cogs, is more offset, and requires a packing piece on the free wheel side of approximately $\frac{1}{4}$ " to bring the centre cog into chain line. Should this not allow sufficient chain clearance then packing washers should be added to each side of the hub spindle in order to maintain the chain line. The wheel will subsequently require a slight readjustment to bring it into correct alignment.

This free wheel having a short thread requires packing washers interposed between it and the hub shoulder (against which cogs lock) on hubs which have a longer thread than $\frac{3}{8}$ " overall otherwise the end of the hub will foul the cone section of the free wheel interior. Packing washers of more than $\frac{1}{8}$ " thickness should not be exceeded.

CHAMPION DU MONDE PROFESSIONAL

INSTRUCTIONS FOR FIXING AND ADJUSTING—*continued.*

ADJUSTMENT.—The jockey roller should firstly be brought into alignment with the largest (low) cog before the cable is attached, as this is its normal position at the end of the return spring when relaxed. The roller can be easily brought into correct alignment by slackening the nuts on the guide rod No. 317 (Fig. 3) sufficiently to bring it into the desired position and then secured again.

The serrated bush nut No. 318 (Fig. 3) acts as a guide and stop for the jockey roller spindle, and controls the travel of the derailing mechanism towards the fork end, and should be so adjusted as to just allow the chain to pass on to the top gear cog. Its lock nut must be slackened before any adjustment can be effected, and secured again after the necessary adjustment has been carried out.

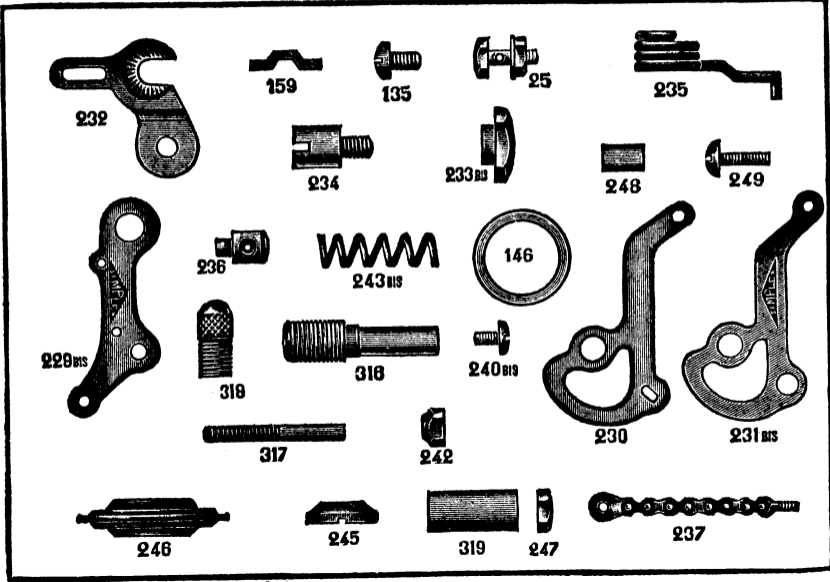
CONTROL.—This should be fitted to either the top or bottom tube as desired. The lever should be thrown right forward and the control cable fitted as in Fig. 1, by securing it tautly with the special nut and washer at the end of the small chain. When this has been carried out, the jockey roller should again be checked for alignment to assure that it has not been disturbed by the fixing of the cable. Any further adjustment can be carried out as before.

CONTROL ADJUSTMENT.—There should be sufficient friction on the plates of the control to hold the jockey roller return spring, and subsequently the roller in the desired position. Adjustment is effected by the small screw in the centre of the lever control plate, and can be adjusted by tightening or loosening to suit individual requirements. Lubrication should not be applied to plates as they are intended to work dry.

CHAIN.—Fit the free wheel to the hub and place the wheel in position in the fork ends. Cut the chain to a length suitable for the largest cog (as without a gear), allowing one extra full link (two rollers). Should any slip subsequently be experienced on the small (top) cog, finer adjustment of the chain can be effected by moving the fixing plate No. 232 further back into the fork end. One should not hesitate to alter the position of this plate should stiffness be experienced, changing on to the largest cog, or chain slip on the smallest cog. A little adjustment forward or backwards respectively will generally suffice for these necessary adjustments.

CHAMPION DU MONDE PROFESSIONAL

SPARE PARTS



CHAMPION DU MONDE PROFESSIONAL

SPARE PARTS

229 bis	Mechanism Carrying Arm	...	3/6	242	Guide Rod Nut ...	...	...	2d.
230	Derailing Cage Plate, right	...	2/6	243 bis	Return Spring ...	...	...	4d.
231 bis	Derailing Cage Plate, left	...	2/6	318	Roller Axle Screw	...	...	5d.
232	Fixing Plate	...	1/9	245	Roller Cone	...	...	4d.
233 bis	Bush Nut	...	3d.	246	Roller Body	...	...	10d.
234	Pivot Axle	...	6d.	247	Roller Axle Nut	...	...	3d.
235	Tension Spring	...	9d.	248	Spacing Piece	...	...	3d.
236	Cable Stop	...	3d.	249	Spacing Piece Screw	...	...	2d.
237	Control Chain	...	2/-	25	Cable Fastener	...	...	3d.
316	Sliding Axle	...	6d.	135	Fixing Plate Securing Screw	...	...	2d.
239	Sliding Axle Nut	...	2d.	159	Fixing Plate Securing Nut	...	...	3d.
240 bis	Sliding Axle Stop Screw	...	3d.	146	Spring Washer, F.W....	...	...	2d.
317	Guide Rod	...	5d.	319	Spring Cover	...	...	9d.
	Mechanism	...	15/-		Complete Mechanism with Transmission	...	...	21/6

LEVER

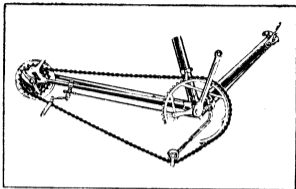
262	Control Slip Sector	...	2/6	139	Transmission, Complete	2/9, for Tandems	3/9
129	Lever	...	1/4		Outer Casing	...	1/6, ,, ,, 2/3
133	Half Clip	...	6d.		Inner Wire	...	1/3, ,, ,, 1/9
134	Clip Screw	...	2d.		Lever, Complete with Transmission	...	6/6, ,, ,, 8/-
135	Control Adjustment Screw	...	2d.		Lever with Clip	...	3/9
136	Stop Washer	...	5d.				
137	Domed Washer	...	6d.				

SIMPLEX SELECTION STANDARD

FITTING INSTRUCTIONS

for the

SIMPLEX SELECTION STANDARD



Complete with 3-speed
Free Wheel ... 19/6

TENSION ARM.—Fix the clip as near to the bottom bracket shell as possible and assure that the jockey pulley is exactly in line with the chain wheel. The spring tension can be regulated by moving the pivot. This is turned in the desired direction with a screwdriver and locked by the nut on the other end.

FREE WHEEL.—When the chain is placed on the smallest cog there should be a clearance of approximately $\frac{1}{16}$ inch between the chain and the rear fork end. The object being to prevent the chain falling down between the free wheel and the fork end in the event of unshipping the chain.

STRIKING FORK.—Fasten the striking fork clip to the chain stay so that its centre falls $4\frac{3}{8}$ from the open end of the fork end. The tension spring should be disengaged in order to facilitate operations.

Place the chain over the teeth of the small cog and around the chain wheel through the roller cage and the fork.

The chain should be secured for preference by rivetting. Failing this, all protruding parts on the chain should be ground down as much as possible.

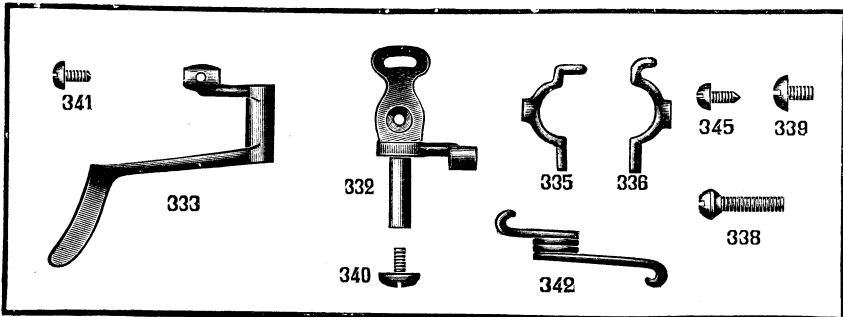
The screws Nos. 339 and 338 should be slackened, and the striking fork set so that there is a clearance of $\frac{1}{4}$ " between the undersides of it and the chain. The screws should then be secured again.

The clip on the chain stay can now be finally secured by screwing home the pointed grub screw.

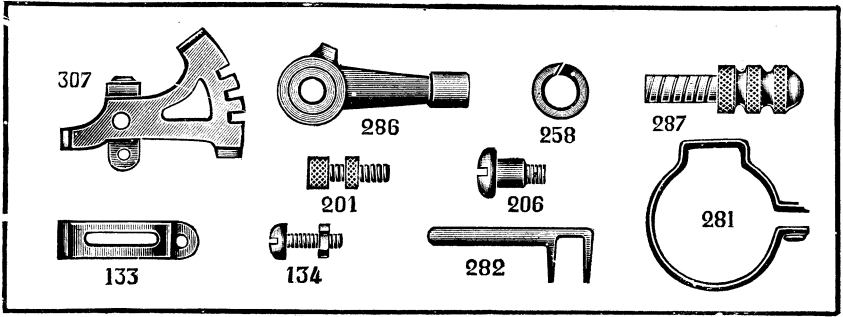
CABLE.—The control having fixed stops for each gear the lever should be thrown forward into the one corresponding to the smallest cog. The cable is then laid along the tubes avoiding any sharp bends, the inner wire being passed through the appropriate holes on the fork mechanism, and secured. The chain should then lie centrally between the two blades of the striking fork.

Re-engage the striking fork spring and carry out any further adjustments by the adjusting screw at the control end.

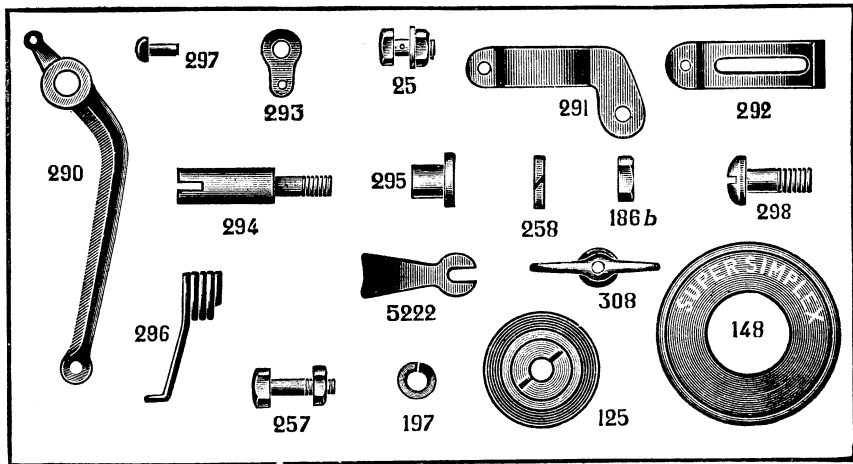
CHANGING GEAR.—To effect a perfect change it is necessary to carry the lever slightly past the hole for the gear in question, and on hearing the change to let the lever back into its proper place.



SIMPLEX
SELECTION
STANDARD
SPARE
PARTS



SIMPLEX SELECTION STANDARD SPARE PARTS



SIMPLEX SELECTION STANDARD

SPARE PARTS

Selection Standard, complete with 3-speed free wheel, chain guide, tension arm, spoke protector ...	19/6
Front Tension Arm	5/6
Striking Fork	5/6
Chain Guide	1/6
Complete Control, with transmission	5/-
Spoke Protector Plate	9d.

ADJUSTABLE STRIKING FORK

332	Adjusting pivot	1/3
333	Fork body	1/6
335	Clip support	7d.
336	Clip 13	6d.
337	Clip 15	6d.
338	Screw	3d.
339	Regulating screw	2d.
340	Pivot screw	2d.
341	Cable securing screw	2d.
342	Return spring	6d.
345	Pointed screw	2d.
346	Oval support clip	7d.
347	Oval half clip	5d.

CONTROL

311 bis	Spring	2d.
133	Half control clip	6d.
134	Securing screw	2d.
201	Cable adjusting screw	3d.
206	Lever pivot screw	6d.
281	Guide chain clip	5d.
282	Adjustable chain guide fork	9d.
289	Control lever	10d.
343	Secteur for 3 speed	1/-
	Cable	1/-
	Outer casing	1/6

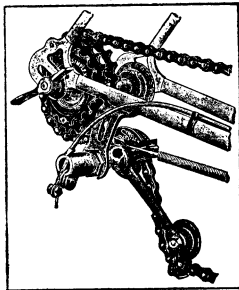
TENSION ARM

290	Tension arm	3/6
293	Cable attachment	3d.
297	Rivet for ditto	1d.
25	Cable securing	3d.

Tension Arm—Continued

291	Front support	1/-
292	Half clip of front support	3d.
294	Pivot axle	9d.
295	Pivot bush	4d.
	Washer 7 ^m / _m	1d.
186 bis	Pivot screw	1d.
296	Tension spring	9d.
258	Spacing piece	2d.
5222	Chain guide	6d.
	Washer 8 ^m / _m	1d.
148	Spoke protector plate	9d.
308	Roller wing nut	9d.
126	Roller complete... ..	1/9
309	Washer	1d.
121	Hub spacing washer	2d.
146	Free wheel spacing washer	2d.
298	Screw	9d.

SIMPLEX LIGHT TOURIST



FITTING INSTRUCTIONS

for SIMPLEX LIGHT TOURIST

FIXING THE SUPPORTING BRACKET.—Braze the bracket on the chain stay in such a manner as to coincide with the diagrams A, B, C, according to the type of rear end being used. The distance of the centre of the bracket from the fork end is governed by the size of the largest cog of the free wheel that is to be used, the measurement being as under :

FITTING THE APPARATUS.—Engage the chain stay bracket between the large lock nuts on the sliding mechanism housing and secure.

ADJUSTMENT.—After having replaced the rear wheel on which the free wheel has been screwed, regulate the jockey pulleys by bringing them firstly into line with the smallest cog of the free wheel.

This is effected by the two lock nuts on the housing which clamp the mechanism to the bracket. Fix the control in either position as shown in Fig. 5, and throw the lever forward as far as possible. Assure that the jockey pulleys are in line and hanging squarely with the smallest cog of the free wheel (Fig. 3).

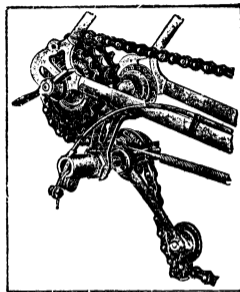
SPRING.—Fasten the end of the spring with the largest buckle to the shoulder on the top jockey pulley cage. The other end is then fastened to the eye on the chain stay, which can be either brazed or clipped on. This should be set at a distance of $10\frac{1}{8}$ " from the centre of the mechanism bracket.

CABLE.—Fix the cable in the desired position, 1 or 2, Fig. 5, laying the cable along the tubes, avoiding any sharp bends. Pass the inner cable through the hole in the shoulder on the mechanism housing and thence over the operating cam and through the special securing nut and bolt, and fasten.

IMPORTANT.—The operation of replacing the wheel is carried out by placing the chain on the smallest cog of the free wheel with the operating lever in a corresponding position.

LEVER TENSION.—This is controlled by the pressure on the round dome plates, and is effected by the screw which hold them in position.

SIMPLEX LIGHT TOURIST



Complete with 3-speed Free Wheel ... **25/-**

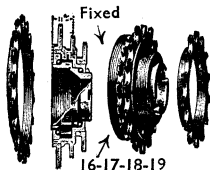
Complete with 4-speed Free Wheel ... **28/6**

For Tandem extra **2/6**

SPARE PARTS

No.	Price	No.	Price	No.	Price
110	2/6	257	1d.	129	1/4
111	9d.	5222	6d.	133	6d.
106	1d.	227	2d.	134	2d.
107	2d.	256	8d.	135	2d.
25	3d.	226	1/6	136	5d.
124	4d.	50	6d.	137	6d.
272	3/6	50b	4d.	Lever complete	3/9
225	1/-	51	1/9	Inner Cable	1/3
260	2d.	135	3d.	Outer Casing	1/6
259	2d.	5220	1/-	Cable for tandem	1/6
125	2/6	118	5d.	Outer Casing for	3/9
258	4d.	128	1/6	tandem		2/3

FREE WHEELS, Etc.



TYPE M.3 (CONE OR BOSS) 3-SPEED FREE WHEEL

Smallest normal cog possible, 16 teeth.
For $\frac{1}{8}$ " Chains.
Centre cog fixed to body.
Centre cog offset $\frac{7}{16}$ ".

Sizes: Top cogs, 14, 15, and 16 teeth. Centre cogs, 16, 17, 18, and 19 teeth.

Weight, 14, 16, 18 teeth, $7\frac{1}{4}$ ozs. Low cogs, 17 to 24 teeth,

Price 8/6

Price Cogs up to 24 teeth 2/3

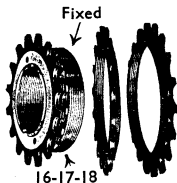
Top gear cogs, right-hand thread; Low gear cogs, left-hand thread.

TYPE E.3 3-SPEED FREE WHEEL

Top gear cog fixed to body, 16 and 17 teeth.
For $\frac{1}{8}$ " Chains. Other cogs, 17 to 24 teeth.
Left-hand thread.

Price 8/6

This Free Wheel fits any standard type of hub.



TYPE M.4 4-SPEED FREE WHEEL

Supplied for $\frac{1}{8}$ " and $\frac{3}{32}$ " Chains.
Sizes: Top gear cogs, 14, 15, and 16 teeth.

Second highest cog fixed to body 16, 17, 18 teeth.

Other Cogs, 17 to 26 teeth.

Price, up to 24 teeth ... 12/-

SPARE COGS

Price, each

Steel Cogs up to 24 teeth ... 2/3

Steel Cogs up to 26 teeth ... 2/8

Steel Cogs up to 28 teeth ... 3/-

Steel Cogs up to 30 teeth ... 3/5

Top gear cog,
14-15-16 teeth

FREE WHEEL REMOVER

In two sizes, for Types "E" and "M" Free Wheels.

Price, each 1/9

HUB FOR "M" (CONE OR BOSS) TYPE FREE WHEEL

This Hub has been specially designed to suit our boss type "M" Free Wheel.

It has a very short thread on one side which allows the Type "M" Free Wheel to lock against the shoulder of the Hub without fouling cone section of the Free Wheel. This obviates the employment of spacing washers.

A superior Hub, with special Nicke! Chrome Steel Cones, accurately ground. Can be supplied either single or double-sided, $4\frac{1}{2}$ " over cones.

Price, Steel, Chromium Plated 5/9

RACING PEDALS

PIERRE LYOTARD RACING PEDALS

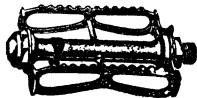
Pierre Lyotard—the original designer of the racing pedal known as the "Quill" pattern, is the Largest Racing Pedal Manufacturer in the world—Pierre Lyotard Pedals are unsurpassed for quality and finish.



No. 15B

No. 15B. "Tour de France" type, forged steel, with hollow spindle and solid centre. $3\frac{1}{2}$ " wide. Weight $7\frac{1}{2}$ ozs. Oil-retaining dust cap. Chromium plated.

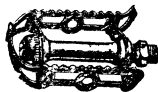
Price, per pair 6/9



No. 15S

No. 15S. "Fauchaux," registered model, Racing type, solid centre, $3\frac{1}{2}$ " wide, weight $6\frac{1}{2}$ ozs. Hollow spindle, oil-retaining dust cap. Chromium plated.

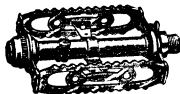
Price, per pair 7/6



No. 45CA

No. 45CA. "Quill" pattern, in specially-treated Duralumin to resist wear. Solid centre Chrome hollow spindle, slot for straps. Weight 5 ozs. Extensively used by Continental Racing men.

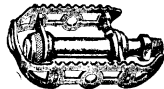
Price, per pair 9/-



No. 460

No. 460. Racing Duralumin Pedal, extra light weight, $5\frac{1}{2}$ ozs., $3\frac{1}{2}$ " wide. Hollow spindle, oil-retaining dust cap.

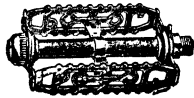
Price, per pair 9/-



No. 45 Ter.

No. 45 Ter. "Quill" pattern Duralumin track Pedal, hollow steel spindle hardened and tempered. Used in several Tours de France. The lightest pedal on the market. Weight $4\frac{1}{4}$ ozs.

Price, per pair 15/-



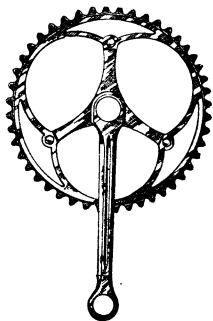
No. 240

No. 240. Racing Duralumin Pedal, extra light, $5\frac{1}{2}$ ozs., 4" wide.

Price, per pair 10/-

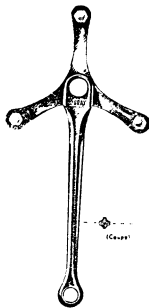
CHAIN WHEELS AND CRANKS

D U R A X

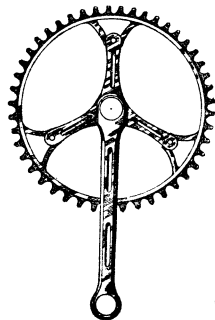


No. 19. Nickel Steel. Single-Groove Cranks. 3 Arms. Weight, 29 ozs. 46-48 teeth, with 6½" Cranks.
 Price, per set ... **17/6**
 Chain Wheel ... **6/6**

No. 18. Fitted as standard by the Leading French Manufacturers. Nickel Chromium Steel. Cranks with 4 Flutes. 3 Arms. Weight 24 ozs. per set. 46-48 teeth, with 6½" Cranks.
 Price, per set ... **22/6**
 Chain Wheel ... **6/6**



"Simplex Ekla"



Nickel Chrome Steel. Finest Workmanship. Extra Light. Weight of complete set (chain wheel and left-hand crank), 23 ozs. Resistance, 300 lbs. per square m m.
 Price, 44-50 teeth, 6½"
 Crank, per set ... **22/6**
 Price, Chain Wheel, 44-50 teeth **6/6**

SPECIAL NICKEL CHROME STEEL 3/8 in. CHAINS (120 Links)
 These Special Derailleur Chains have no fixing bolt or link—these are omitted to eliminate risk of fouling the cogs, and impeding derailing. In joining the chain it is only necessary to slightly rivet with hammer the head that protrudes from the side plate.
 Price 7/-

HANDLEBARS AND STEMS

A.V.A. DURA PRODUCTS



SUPER DURA

3" and 4"
Extensions.

DURALUMIN STEMS

Resistance 90 lbs. per m/m²

The A.V.A. products are of the highest standard.

The majority of Continental Champions, both on the Road and on the Track are using them.

The A.V.A. Super Dura Stems, although extremely light, give the maximum of security. The stems are not cast, but are made of Duralumin drawn tubing giving a resistance of 90 lbs. per m/m². The gauge of tubing is perfect, and absolutely cylindrical. Extension 2", 3", or 4".



DURA SEAT PILLAR

Extra Strong and Accurate.

Weight under 4 ozs.

No. 4. 1 ¹/₈" to telescope, 1 ¹/₈" x 22 g. seat tube.

No. 5. 1 ⁵/₈" to telescope, 1 ¹/₈" x 24 g. seat tube.

Price, each ... 3/6

COMPLETE HANDLEBAR IN SUPER DURA, WITH ADJUSTABLE STEM

A.V.A. Super Dura Bend, ¹⁵ / ₁₆ "	complete with Super Dura Adjustable Stem	...	...	...	...	...	...	15/-
Ditto	with Expander Bolt	...	...	...	...	...	...	16/-
Bends, Super Dura	...	...	...	...	...	...	...	8/-
Stems, Super Dura	...	...	...	...	...	...	...	7/6
Ditto	with Expander Bolt	...	...	...	...	...	...	8/6

Bends are available in four patterns :—

	Width	Depth	Forward
A. Magne	16 ¹ / ₂ "	6"	5"
Ch. Pelissier	15 ³ / ₄ "	5 ¹ / ₂ "	3 ³ / ₄ "
J. Aerts	15"	5"	3 ¹ / ₄ "
A. Leducq	16 ¹ / ₂ "	5 ¹ / ₂ "	4 ¹ / ₂ "



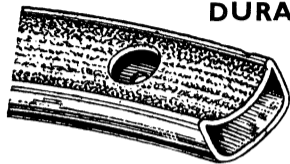
Ch. Pelissier
Handlebar



A. Magne
Handlebar

SPRINT RIMS, Etc.

DURALUMIN RIMS



"RECORD"

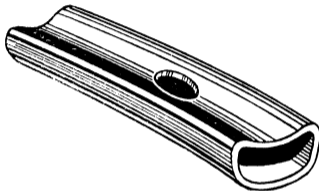
(Fully protected by Patent)

NARROW SECTION DURAL RIM

Super light—weight only $9\frac{1}{2}$ ounces. A super job, featuring a special granite surface on the face of the rim, giving an additional guarantee by holding tyre securely. Used by all Champions. Recent victories on the road and track exceed 300, including Championship of the World, 1937 (Track), and Championship of Belgium, 1937.

Supplied in 27" only, with Special Washers.

Price, per pair **32/-**



"SPORTAL"

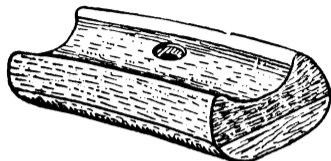
DURAL RIM

Light and rigid. Suitable for track and road. Narrow section, made in 27", takes any section tubulars.

Weight, $13\frac{1}{2}$ ozs.

Price, per pair **21/-**

DEFIES COMPETITION



WOLBER CRESCENT

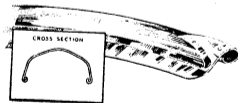
For Track and Road. Birch. Two Laminations, extra strong. 26" and 27".

Price, per pair **15/-**

REINFORCED

Track and Road. Finest Quality Selected Maple. Three Laminations. 26" and 27".

Price, per pair **16/-**



"MAVIC" EXTRA LIGHT MUDGUARDS

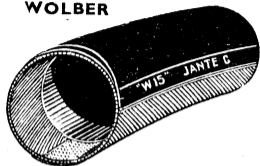
In "Dura" Alloy. Narrow Section.

Price, per pair **7/6**

Front Extension, each **1/9**

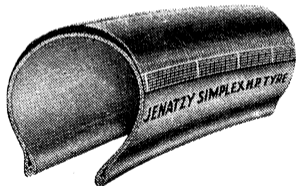
TUBULARS and H.P. TYRES

WOLBER



**W.15
CHAMPION DU MONDE**

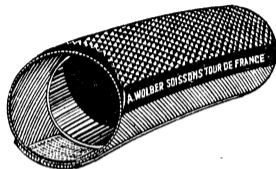
Designed for races of long distances.
26" or 27". Weight, 11 ozs.
Price, each **26/-**



**JENATZY-SIMPLEX
HIGH-PRESSURE TYRE**

Made in $1\frac{3}{8}$ " section to fit $26 \times 1\frac{1}{4}$ " and
 $27 \times 1\frac{1}{4}$ " rims. Weight 17 ozs. each.
Price, each **7/6**
Inner Tube, each **2 6**

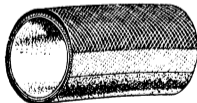
WOLBER



TOUR DE FRANCE

Extra strong, file tread, ideal for
training. Weight, 16 ozs.
26" or 27".

Price, each **12/-**



SPECIAL LINE!

"FORWARD," IN 27" ONLY

A Splendid Tubular for Training.

Price, each **10/9**

WOLBER



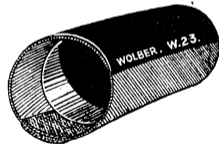
SPORT BLUE

Very lively tubular, blue for racing.
Weight 15 ozs.

26" or 27".

Price, each **16/-**

WOLBER



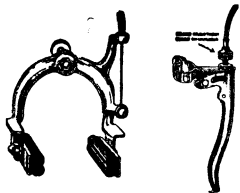
W.23

Very fine fabric, suitable for tracks.
Weight, $6\frac{1}{2}$ ozs.

27" only.

Price, each **25/-**

BRAKES



SIMPLEX BOWDEN BRAKES

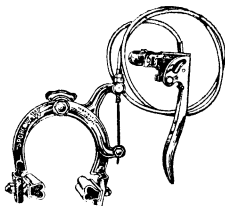
Defy Competition. Extensively used by professionals on the Continent. Simplex Bowden Brakes Racing or Tourist. Best Chromium Finish. Silver Casing Transmission. De Luxe Lever. Finger tip adjustment. Suitable for 26 or 27 ins. Wheels.

Front or Rear 7/-

Duralumin

Silver Casing Transmission. Grand Luxe Lever. Finger tip adjustment.

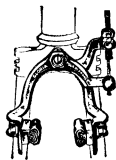
Front or Rear 12/6



SPORT V.W. SPECIAL RACING BRAKE

Best Chromium Plated. Silver Casing. Weight, 14 ozs. Defies competition.

Front or Rear 5/6



"GLORIA" TOUR DE FRANCE BRAKES

In Duralumin and steel. The Finest Calliper Brakes on the market. Special Rigid Section, with Strong Double-Coil Spring, assuring smooth action and positive release from the rim. Adopted by the Continental Cracks.

RACING

Shallow Pattern, for use where little clearance and depth is required under Crown and Bridge. Bolt-on. Weight, 6³/₄ ozs.

SEMI-RACING

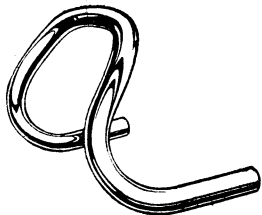
Wide pattern, for use where ample clearance and depth is required under Crown and Bridge. Bolt-on. Weight, 7 ozs.

Price, Front or Rear

Duralumin	...	...	14/-
Steel, Chromium Plated	...	...	7/-

HANDLEBAR BENDS, EXCELTOO HUBS, etc.

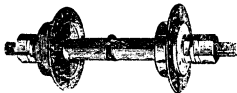
CIMALI HANDLEBAR BEND



“ CHAMPION DU MONDE ”

As used by Antonin Magne.
16½", supplied in 7/8" and 1"
diameter.

Price **9/3**



EXCELTOO HUBS

Best workmanship. One-piece bodies.
Specially ground carbon chrome steel
cones.

S.C. Dural...	... per pair	16/6
D.C. Dural	... per pair	17/6
S.C. Steel ...	... per pair	11/-
D.C. Steel...	... per pair	12/-

Also made for derailleurs at same
prices.

Rear Dural S.C. ...	... ..	9/6
Rear Dural D.C. ...	... ..	10/6
Rear Steel S.C ...	... ..	6/6
Rear Steel D.C. ...	... ..	7/6



EXCELTOO WING NUTS

In Duralumin, highly polished. Good
clearance. Neat appearance. Em-
ployed by the leading racing cracks.
Fitted with a specially hardened
serrated steel locking washer.
Weight of Set of 4, 2 ozs.

Price, per Set of Four ...	3/9
Same in Cadmium Steel, per Set of Four	2/6



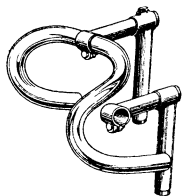
EXCELTOO BOX SPANNER

Extra strong bronze alloy, to fit
nine different nuts, with screwdriver
one end. 4¼" overall.

Price, each **9d.**

BENDS AND STEMS, Etc.

CHROMIUM-PLATED BENDS AND STEMS



Pelissier Bar, complete with Pelissier Stem. 2", 3", or 4".

Price **9/6**

Pelissier Bend only.

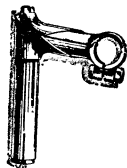
Price **5/-**

No. 5. Pelissier Stem only. 2", 3", or 4".

Price **4/6**

No. 5. Pelissier Stem, with Expander. 2", 3", or 4".

Price **5/3**

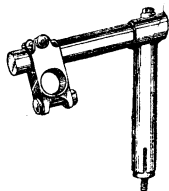


No. 6. Monobloc Best Chromium plated Stem.

Price **5/-**

With Expander.

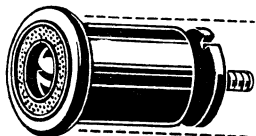
Price **5/9**



Sliding Adjustable Stem. Chromium plated.

Price **9/6**

Sliding Clip only ... **3/6**



HANDLEBAR RUBBER STOPS

Assorted colours.---

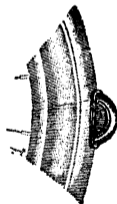
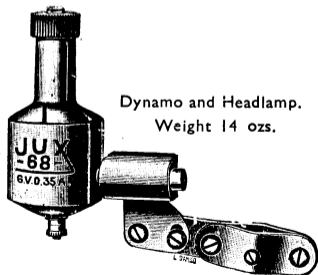
Price, per pair **9d.**

DYNAMO ELECTRIC LIGHTING SET

DURALUMIN "JUX" CYCLE DYNAMO ELECTRIC LIGHTING SET

Self-adjusting, for either 4.5 volts, 0.35 amps., or 6 volts, 0.35 amps. Intense illumination at Low Speed without risk of Burning-out Bulb at High Speed.

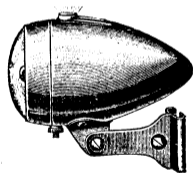
Owing to its universal winding it functions normally on two different voltages, either 6 volts, 0.3 amps., or 4.5 volts, 0.35 amps. Revolving Magnet (anti-clockwise), with Fixed Armature, dispensing with collector and carbon, and so eliminating risk of short circuit. Magnet made of special Alloy, more powerful than the best Cobalt Steel, rendering demagnetization impossible. Bearings of special large balls of $4\frac{m}{m}$, with an arrangement of grease circulation, rendering lubrication unnecessary. Absolutely silent, with automatic take-up of any wear.



"JUX"
TAIL LAMP
No. 57

A Novelty, made in Translucent Bakelite, giving a brilliant red light.

Mudguard fitting.



HEADLAMP No. 52

Duralumin, convex lens, $2\frac{1}{8}$ '.

Dynamo No. 68, 13/- Headlamp No. 52, 5/- Red Light No. 57, 2/-
Complete Set **20/-**

ADHESIVE TAPES, SHOE PLATES

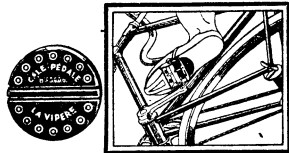


Will adhere firmly without sticking to the hands — perfectly smooth — will not crack.

CHALMEN HANDLEBAR TAPE

Can be obtained in White, Black, Green, Red, Light and Dark Blue, Yellow. One roll sufficient for pair of bars. Indicating tab half-way through the roll.

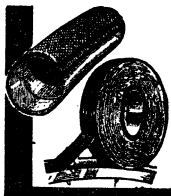
Chalmen Tresse, per box ... 9d.
Chalmen Matt, per box ... 6d.



SIMPLEX SHOE PLATES

Easy to fit. In special hard rubber, with double grooves, giving a perfect grip on the pedals.

Price, per pair 1/-

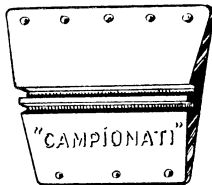


"CAUCHERO"

RIM ADHESIVE TAPE

Used in the Tour de France.

Price, per roll for 2 rims ... 9½d.



"CAMPIONATI" SHOE PLATES, IN DURALUMIN BRONZE FINISH

Double Groove.

Price, per pair 1/9



"CHALURET"

RIM ADHESIVE TAPE

The very latest and only practical method of securing tubulars to rims. A double-sided Adhesive Tape which holds any tubular securely. Obviates the possibility of tubulars rolling off. Simple, cheap, and effective.

Used in World Championship.

Price, per roll for 2 rims ... 9½d.

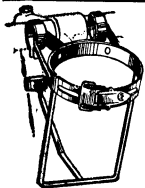
ADDITIONAL LINES

Paris-Nice Toe Strap. Leather
Chrome. Patent Non-Slip Clip.
Price, per pair 1/3

Tressolux Handle Bar Tape.
Super quality, on Spool.
Price, per Spool 1/-

Tubular Sewing Outfit, with Thimble.
Price, each 4½d.

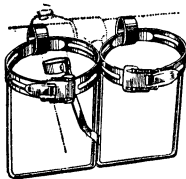
ALUMINIUM BOTTLES, CARRIERS, and SHOES



Single



Anti-Rattle



Double

ALUMINIUM BOTTLE CARRIERS

These Aluminium Carriers are being universally adopted on the Continent. The Bottles are securely held by a double-spring clip which releases and fastens at the slightest pressure.

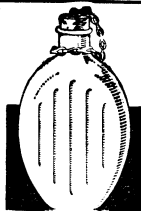
Price (single) ... **2/9** Price (double) ... **4/6**



ALUMINIUM FEEDING BOTTLE

Made to exact size to suit Holders.

Price, with Cork **1/9**



POCKET ALUMINIUM FLASK

Exceptionally strong, though very light, with screw-on cap.

Price, $\frac{1}{2}$ pint... .. **2/3**
Small size, chained-on cork, 6 oz. **1/6**

SUPERIOR CYCLING SHOES, As worn by Continental Champions.

The Finest Value ever Offered!



AERTS PATTERN

A very hard-wearing Shoe, with stout best quality leather soles and box calf uppers. Black, with white edging. Short flap tongue and pedal patches. As worn by Aerts in World's Road Championship.

Price **13/6**



Unbeatable!

MAES RACING SHOES

Strong leather sole, box calf uppers. Guaranteed for hard wear. Tan, with white edging.

Price **9/11**

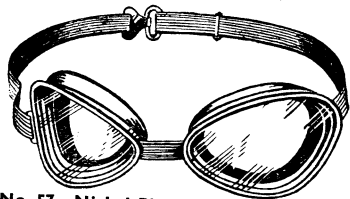


SCHERENS PATTERN

Splendid Shoe, lacing well up on the instep. Padded around top to prevent chafing. Chrome willow calf (tan) uppers, flexible leather sole.

Price **14/6**

CYCLE GOGGLES, TOECLIPS, BELLS



No. 57. Nickel Plated Frame, well ventilated, adjustable nose bridge, pneumatic rubber edges, elastic band, superior quality.

Price **2/9**
Chromium Plated **3/-**



No. 17b. Aluminium Frame, $\frac{5}{8}$ " depth ventilated rims, leather nose bridge edged rubber.

Price **2/3**



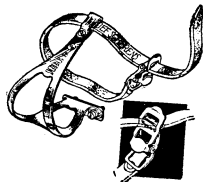
No. 32. Anti-dazzle, pneumatic rubber edges.
Price **3/-**

No. 58. Strip Rubber Edges.
Price **2/6**



No. 59. Hinged Anti-dazzle Lenses, pneumatic rubber edges, chromium plated.
Price **3/6**

SCHERENS TOE CLIPS AND STRAPS



As used by the great Champion.

With patented buckle fitted with quick-release roller.

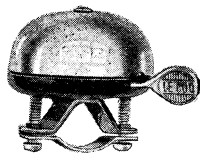
Toe Clips only, nickel plated ... pair **2/-**
Toe Clips only, chromium plated pair **2/6**
Straps only pair **1/9**

The adjustment is perfect—even when sprinting, the rider can adjust straps in a split second. There is nothing to touch them for finish and efficiency.

"LE COQ" DURALUMIN BELL

Brightly polished. Red flamboyant base. Weight $1\frac{1}{4}$ ozs.

Price **2/-**

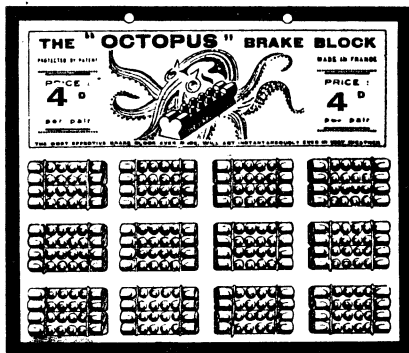


SECURITY—WET OR FINE

THE NEW STUDDED BRAKE BLOCK THE "OCTOPUS"

(Patented)

SELLS ON SIGHT—ONCE TRIED ALWAYS ADOPTED



Price - - 4d. per pair

Supplied in Calliper and Crabbe Patterns

GRIPS THE RIM IN ALL WEATHERS

Braking.—Complete braking is perfectly realised with "The Octopus" Brake Block. There is no other brake block that can compare to it as regards quality or braking efficiency.

Security.—With "The Octopus" Brake Block there is no more worry or accident. It is the only brake block which permits the wheels to be blocked in case of necessity. In spite of rain or mud in all weathers, "The Octopus" Brake Block assures security to the Cyclist.

Confidence.—At the moment of braking, "The Octopus" Brake Block produces a strong current of air between the studs on coming into contact with the rim. In addition, the studs being conical, the current of air that passes between the studs does not permit either water or mud to remain.

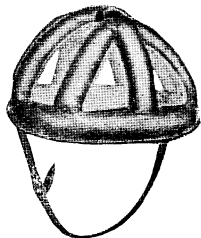
Quality.—"The Octopus" Brake Block is composed of rubber, black carbon, and selenium. This last-mentioned material, while being costly, imparts to the composition a formidable resistance to wear. There is no other metallic material in "The Octopus" Brake Block, the rims even in duralumin are neither scratched or worn by this brake block.

Warning.—Do not compare the quality of "The Octopus" Brake Block with black brake block of the same appearance.

Presentation.—"The Octopus" Brake Blocks are supplied on attractive display cards, each card containing 12 pairs of blocks, as illustrated.

NOW NOISELESS IN ACTION !

CRASH HELMETS

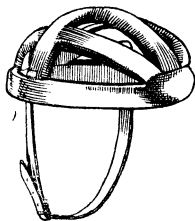


CRASH HELMET

Approved by the N.C.U.

Real Leather, as universally adopted by Continental track riders.

No.	Price
7064. Buff	6/9
7065. Brown Leather	8/6
7068. Best quality Leather ...	12/6



THE LATEST! THE "SIX-DAYS" CRASH HELMET

Approved by the N.C.U.

No. 7069. Rubber padded, five bars.

Price 12/6



MASSED START HELMET

Approved by the N.C.U.

No. 7070. With soft leather peak.

Price 13/6



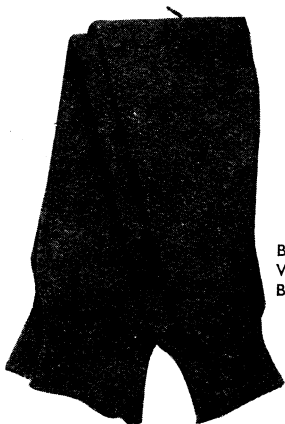
"RECORD"

Approved by the
N.C.U.

Superior quality
Black Leather.

Price ... 17/6

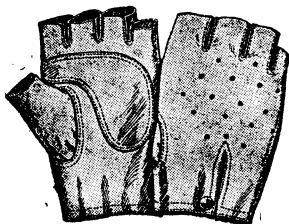
LEGGINGS, CAPS, GLOVES



LEGGINGS

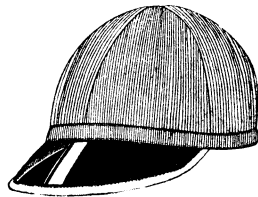
Woollen Leggings, for the track. In Black, Navy, or Royal Blue.

Price, per pair, **10/6**



GLOVES

Brown Kid, with Suede Palm	...	5/6
White Doeskin	... ..	5/6
Brown Leather	... ..	4/6



CAPS

White, with large, transparent Green peak.	...	2/3
Price	... ..

White pique, lined, White peak.	...	2/11
Price	... ..

← DANEEL BERET CAP

Brown, Navy, or Green.	...	5/6
Price,	... ..

ALEX

— 1939 —

Ideal Cycling Wear

WHETHER you are a professional cyclist or one of the army of thousands in this country who cycle for exercise and pleasure, you will be interested in "Alex" Sweaters.

"Alex" Sweaters have been specially designed by a former famous racing cyclist who thoroughly understands what cyclists require.

On the continent to-day, these well-made, perfect-fitting Sweaters are a household word. Such leading experts as Karel Kaers and Jean Aerts, the professional road champions of 1934 and 1935; J. Scherens, the world's professional sprint champion, and a great many others, invariably wear "Alex" Sweaters.

In this catalogue you will find the complete range of designs, styles, and colours, from which to choose. There is something to suit every taste. At the prices asked, such value has not previously been offered.

"Alex" Sweaters will always keep their shape as each part is knitted individually, whereas similar goods are generally tailored out of knitted material. Every article is hand-finished, with the utmost skill and attention.

After long wear, "Alex" Sweaters will still fit perfectly.

ALEX SWEATERS



No. 730

No. 730. Sweater, pure wool, extra heavy, plain knit, Laquehay collar. 38" chest. Weight 2 lbs. 8 ozs. Mixture or plain colours.

Price ... **30/-**

2/6 extra for each additional size.



No. 75

No. 75. Sweater, pure wool, extra heavy, plain knit, roll collar. Amazing value. 38" chest. Weight 2 lbs. 8 ozs. Mixture or plain colours.

Price ... **30/-**

No. 76. With contrasting coloured bands. Price **31/9**
2/6 extra for each additional size.



No. 185

No. 185. Sweater, pure wool, fancy stitch, shawl collar, new design, made in a variety of colours. 38" chest. Weight 2 lbs.

Price ... **30/-**

2/6 extra for each additional size.

ALEX SWEATERS



Nos. 721/722

Sweater, pure wool, plain knit, Tour de France collar, Scarf to match with contrasting stripes, Very warm and practical, 38" chest. Weight 1 lb. 5 ozs.

Sweater and Scarf. Price **24/6**

No. 721. Sweater only... .. 19/-

No. 722. Scarf only 5/6

1/6 extra for each additional size.



No. 726

Sweater, pure wool, plain rib, zip Leducq collar, one side pocket. 38" chest. Weight 1 lb. 8 ozs.

Made in Brown, Blue, Grey, Green.

Price **22/6**

1/6 extra for each additional size.



No. 735

Sweater, pure wool, heavy weight, plain knit, zip Leducq collar. 38" chest. Weight 1 lb. 8 ozs.

Plain colours, Brown, Blue, Green, and Grey.

Price **21/6**

1/6 extra for each additional size.

ALEX SWEATERS



← **No. 83. Sweater**, pure wool, heavyweight, plain knit, roll collar. 38" chest. Weight 2 lbs.

Price ... **23/6**

2/6 extra for each additional size.

No. 84. Sweater, pure wool, heavyweight, plain knit, roll collar, contrasting colour bands. 38" chest. Weight 2 lbs. →

Price ... **25/-**

2/6 extra for each additional size.



ALEX SWEATERS

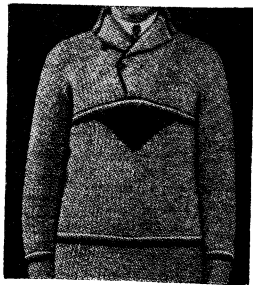


No. 87. Sweater, pure wool, heavy weight, plain knit, roll collar. 38" chest. Weight 1 lb. 10 ozs. Mixture or plain colours.

Price ... **21/6**

1/6 extra for each additional size.

Page 36



No. 99. Sweater, pure wool, extra heavy, plain knit, roll collar, diamond pattern in front, band on sleeves to match. 38" chest. Weight 2 lbs. 8 ozs. Made in Blue, Brown, or Green Mixture, with contrasting coloured diamond and bands.

Price ... **31/6**

2/6 extra for each additional size.



No. 92. Coat Sweater, pure wool, extra heavy, plain stitch, roll collar, two pockets. 38" chest. Weight 2 lbs. 12 ozs. Mixture or plain colour.

Price ... **35/-**

2/6 extra for each additional size.

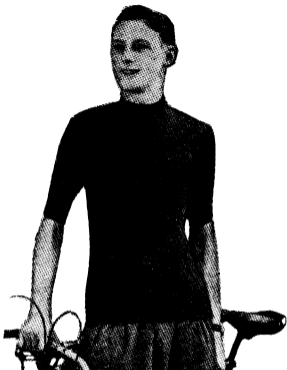
ALEX JERSEYS & JACKETS

No. 203

No. 203. The very latest, double-breasted French Blouson, best Merino Wool, two breast or low pockets tailored collar, new-style cuffs. Lapels are provided with buttonholes. The garment can therefore be worn as illustrated, or buttoned-up. In Navy, Brown, Grey, and Green. 38" chest. Weight 1 lb. 12 ozs.

Price **29/6**

No. 204. Same as above. Weight 2 lbs. 2 ozs. Price **35/-**
2 6 extra for each additional size.

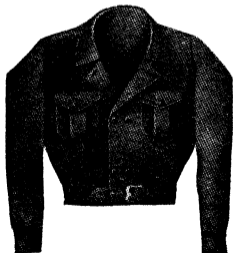


OLYMPIC No. 105

No. 105. Olympic Jersey, pure wool, close-knit, Tour de France collar, very good fitting. Made in Brown, Royal Blue, Navy, Green, and Grey.

Price **12/6**

No. 106. Long sleeves. Price **13/6**



CYCLING JACKET

Most practical Jacket. Guaranteed Waterproof. Velour Suedette.

Brown & green **10/6**

Best quality ... **12/6**

RACING VESTS



458 "Lacoste"

Cotton, Black only.

No.	Description	Price
405.	"Lacoste" Collar, $\frac{1}{4}$ sleeves ...	4/9
409.	"Lacoste" Collar, $\frac{1}{4}$ sleeves, with pockets...	6/3
410.	"Lacoste" Collar, long sleeves ...	5/3
411.	"Lacoste" Collar, long sleeves, with pockets	7/6

RACING VESTS

Superior Quality Wool, Plain or Club Colours.

No.	Description	Price
457.	"Lacoste" Collar, $\frac{1}{4}$ sleeves ...	14/-
458.	"Lacoste" Collar, $\frac{1}{4}$ sleeves, with pockets...	15/9
459.	"Lacoste" Collar, long sleeves ...	15/9
460.	"Lacoste" Collar, long sleeves, with pockets	17/-

Cotton and Silk Texture.

416.	"Lacoste" Collar, $\frac{1}{4}$ sleeves ...	15/9
417.	"Lacoste" Collar, $\frac{1}{4}$ sleeves, with pockets...	17/-
418.	"Lacoste" Collar, long sleeves ...	17/6
419.	"Lacoste" Collar, long sleeves, with pockets	19/6

Wool and Silk Texture.

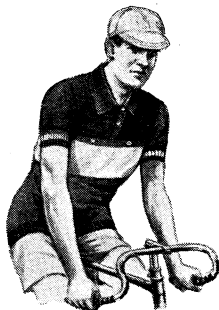
424.	"Lacoste" Collar, $\frac{1}{4}$ sleeves ...	17/6
425.	"Lacoste" Collar, $\frac{1}{4}$ sleeves, with pockets...	19/6
426.	"Lacoste" Collar, long sleeves ...	19/6
427.	"Lacoste" Collar, long sleeves, with pockets	21/6

Pure Wool, Plain or Club Colours.

432.	"Lacoste" Collar, $\frac{1}{4}$ sleeves ...	11/9
433.	"Lacoste" Collar, $\frac{1}{4}$ sleeves, with pockets...	13/6
434.	"Lacoste" Collar, long sleeves ...	12/11
435.	"Lacoste" Collar, long sleeves, with pockets	14/-

Cotton, Club Colours.

No.	Description	Price
412.	"Lacoste" Collar, $\frac{1}{4}$ sleeves ...	8/9
413.	"Lacoste" Collar, $\frac{1}{4}$ sleeves, with pockets...	10/6
414.	"Lacoste" Collar, long sleeves ...	10/6
415.	"Lacoste" Collar, long sleeves, with pockets	11/9



433 "Lacoste"

CYCLING SOCKS



JACQUARD SOCKS

Pure Wool, turnover or elastic tops ... **4/6**
Plain Colours ribbed **3/9**

CYCLING SOCKS

Pure Wool,
Black, with
White ribbed
turnover.

Price per pair
3/6



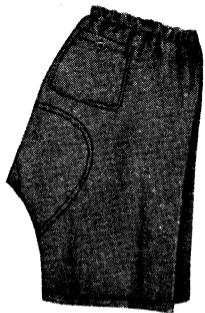
ANKLE SOCKS

Ankle Socks, pure wool,
elastic top, White or
Black.

Price per pair **2/11**



SHORTS, SCARVES



SHORTS

Racing Shorts, Mercerised, Chamois Leather Seat, hip pocket. Black only.

Price, per pair, **10/6**

Shorts, Pure Wool, Chamois Leather Seat. Black only.

Price, per pair, **9/6**



SHORTS

Brown
Velour
Suedette.

Price. **7/11**



723 723 722 723 722

SCARVES

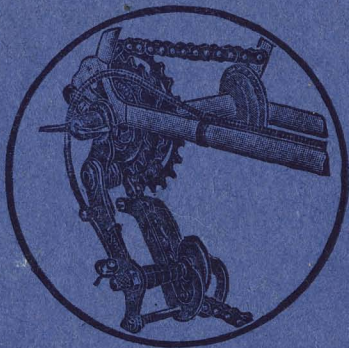
722. Pure wool, ribbed, soft and warm. Blue, Grey, Green mixture; Brown mixture with contrasting bands. Length 2 yards.

Price **5/6**

723. Pure wool, close-knit. Blue, Brown, Beaver, with attractive coloured bands.

Price **6/11**

Simplex



Gears