

The BROOKS (Registered Trade Mark) BOOK FOR CYCLISTS

containing full particulars of
the many models
of the

B R O O K S
Cycle Saddles
and Bags for
===== 1912 =====

Twenty-eighth year of
publication.

Telephone: (Two Lines) 2273 Central.
Telegrams: "Brooks, Birmingham."

J. B. BROOKS & Co. Ltd.
Great Charles St., Birmingham

ESTABLISHED 1866

Contractors to H.M. Government, The
War Office, India Office, Post Office
and Colonial & Foreign Governments
etc., etc.

When buying a
BROOKS look for
the name on both
flaps and for the name
plate —**BROOKS**—
at the rear —

Their presence is a
guarantee of genuine-
ness —

Their absence is proof
positive that the
Saddle was neither
made nor sold by us

After Twenty-eight Years,

the issue of this Catalogue affords us yet another opportunity of giving expression to the pride and pleasure which we feel in the record that has been created by the BROOKS productions.

The past year—like every other of the period—has provided ample evidence of the progressive popularity of our goods and of the universal appreciation of their quality.

We have said many times that “it is not the name of BROOKS which makes the Saddle good, but the Saddle and its excellence which makes the name supreme.”

The secret of that supremacy is to be found in the standard of quality which we set up in the earliest days of our experience, and in the fact that that standard has been continuously maintained.

Quality will remain our first consideration—the standard we have set will always be extended to the minutest detail in construction, and while price will, at all times, receive due consideration, economies in production will be carried only so far as will permit of the preservation of that quality which has been, and is to-day, the source of our success.

The Selection of the Saddle

is a matter which, in view of the influence that fitment exercises on the pleasure, health, and comfort of the rider, should be undertaken only with the greatest care.

THE TWO FIRST ESSENTIALS.

In such selection the two first essentials to the perfect comfort of the rider are suitability of design and excellence in manufacture, and the one without the other is in vain.

SUITABILITY OF DESIGN.

Now the BROOKS range covers models which will meet every possible demand, models the design of which is, in every case, the outcome of a vast experience of the rider's needs—hence, the first essential—suitability—is invariably ensured.

EXCELLENCE IN MANUFACTURE.

In the following pages we have endeavoured to enumerate some of the points which make for the BROOKS superiority in manufacture.

THE SELECTION OF THE LEATHER

is in the hands of men who, as judges, cannot be excelled. They have absolute and definite instructions to examine every individual hide and pass nothing that does not reach our standard. They buy nothing but the finest oak-bark tanned English quality "middlings," and the stringency of their selection may best be judged from the fact that it is with the greatest difficulty that we obtain sufficient quantities to meet our ever-increasing demand.

THE SHAPING AND MOULDING

are processes which exercise an unequalled influence on the comfort-giving qualities of the Saddle. In the BROOKS Factory the greatest care is taken to ensure that, while all stretch is eliminated, the flexibility of the leather is retained intact. The ultimate result is that the BROOKS Top will keep its shape for a longer period than any other, and the careful preservation, through all the processes, of the natural grease in the leather is a further valuable aid in this direction.

RIVETTING OF THE LEATHER.

In the rivetting of the BROOKS Top to the under frame only solid copper rivets are used and thus rusting is entirely obviated and the leather insured against those injuries which invariably follow the use of the common iron rivets ordinarily employed.

THE MANUFACTURE OF THE FRAMINGS.

The various metals used for this purpose have been adopted after a long and costly series of experiments and tests and a most rigorous examination, both before their issue to the factory, and at stated intervals during manufacture, entirely precludes the possibility of any defect in the finished frame.

THE SPRINGS.

Turning to the springs, which, naturally, influence the comfort of the rider more than any other metal part, these are made from a very special grade of hard drawn steel wire, and at every process of their making they are tested with the utmost care—thus is ensured one of the most conspicuous merits of the BROOKS—its perfect combination of elasticity and strength.

THE CLIP.

The BROOKS Patent Saddle Clip is acknowledged to be the most perfect device for the fixing and adjustment of the Saddle. In comparison with the ordinary Clip, it reveals a difference which may be reasonably likened to that existing between a child's toy watch and a gold chronometer.

It is made of the finest material throughout, and the absolute accuracy of its every part is ensured by the rigid system of testing and gauging adopted in its manufacture.

That accuracy, in conjunction with its design, ensures an unequalled ease in the making of the most delicate adjustments, and a grip which is absolutely efficient and reliable.

FINISH.

In the matter of finish, the most casual examination of a BROOKS Saddle will reveal its exceptional merit, and, in comparison with other Saddles, the value of that merit will be strongly emphasized. Leather, framing, springs, clip, nuts, enamel, plating, each and all without the smallest blemish—a result only obtained by the utmost vigilance on the part of expert examiners, who are, invariably, the severest critics of our work, and devote all their time and energies to a detailed inspection of every saddle that issues from our factory.

GENERAL RULES.

Turning again to the actual question of selection, and speaking generally, it may be laid down—

That the average rider will be best suited by a Saddle carefully chosen to suit his weight and proportions—

That the rider who is peculiarly susceptible to vibration will be well advised in selecting a Saddle with broad back and ample springs, and—

That the experienced road-rider may choose a road-racing model, but not a Saddle intended solely for pathwork.

These rules should be carefully adhered to and, especially, would we warn riders against the danger of a natural desire for neatness leading them into the purchase of a practically springless Saddle, when one of roomy proportions and with comfortable springs is essential to their need.

THE SPRINGLESS SADDLE.

In this connection it is well to remember that the springless saddle is designed for speed riders, who have learned to distribute their weight in such a manner as to allow the pedals to carry a large proportion of the strain.

Their experience is not the experience of the average cyclist to whom we would say—

Leave the light and springless Saddle to the man who is out for speed alone; to him it is all that is required—test yourself, before you make such choice, a good and well-sprung roadster, and you will find the extra comfort well reward you for the slight extra weight.

VIBRATION AND ITS EFFECT.

Further bear in mind that vibration is one of the principal causes of fatigue, and that the hard and springless saddle with its succession of shocks unbrokenly transmitted is most harmful to the nervous system.

THE LADY'S CHOICE.

We commend these remarks specially to lady riders, whose selection should, invariably, follow the lines indicated and be made from the type constructed with the short peak and specially manufactured for their use.

THE RIDER'S WEIGHT.

The weight of the rider should always be considered in the purchase of a Saddle, the resiliency of which will be vitally affected if the springs are too light or too strong for the weight it carries.

ADJUSTMENT

In the matter of adjustment the slightest variation will often mean the difference between comfort and discomfort. In the BROOKS Saddle Clip, every facility for the most delicate adjustment is provided, and it entirely eliminates the necessity of the rider having to choose between two positions, neither of which exactly suits him.

HEIGHT.

The fault of sitting too high is a common one, especially among lady riders, and we would lay down this rule—

That the leg should never be absolutely straightened when pedalling, and that should the slightest strain be felt, when the pedal reaches its lowest point, the Saddle should be lowered.

TILT.

The matter of tilt should be decided by position—the racing man who stoops should drop the peak—the ordinary rider, on the other hand, who adopts an upright position, should invariably have the peak slightly raised.

In this connection remember that the peak must never carry your weight—it is not there for that purpose—and if it does so you must inevitably suffer from a saddle pressure that is both dangerous and harmful.

FORE AND AFT.

As regards the fore and aft position, when the rider "ankles" well a backward position will be found most beneficial, but, in this case, the Saddle should be lowered in proportion to the distance it is taken back. Where the rider is weak in ankle action a forward position should be maintained.

POSITION GENERALLY.

To summarize we would say that the Saddle should be placed—

Just sufficiently behind the crank axle to allow the rider to sit upon the broad part of the Saddle whilst riding, without being pulled forward on to the peak by the downward thrust of the leg—

Just low enough to enable the rider to reach the pedals comfortably all round, without even a suspicion of stretching after them and—

With the peak raised just enough to prevent the rider from slipping forward.

Further, we would emphasize the fact that a Saddle fixed slightly out of line with the machine, or with one side slightly higher than the other, will invariably cause chafing and the discomfort which is naturally consequent thereon.

Turning to the question of attention—

THE LEATHER

The preservation of the leather is another matter which should receive regular attention. From various causes, such as exposure to wet or moisture, the top may, in occasional instances, become too loose for comfort. When this is so it can be tightened by means of the tensioning device provided, but should never be tensioned over tightly as, if this is done, it will become hard and uncomfortable.

PRESERVATION.

When exposed to moisture for long periods, either from rain or perspiration, naturally the life and resiliency of the leather will be affected.

To prevent this an occasional dressing of castor oil, or even a little cream such as that which is commonly used for brown boots, should be applied to both sides of the leather, or at all events to the underside.

This dressing will materially assist in the preservation of its suppleness, but, before being applied, the top should be allowed to dry gradually. This process of drying must on no account be hastened by artificial means, as, if this is done, it will perish the nature of the leather and cause it to crack.

A FEW SUGGESTIONS.

Never sacrifice comfort for appearance.

Remember that the broad seat ensures the maximum of comfort.

After adjustment see that the nuts on the Clip Bolt are firmly and equally screwed up again.

Use an efficient spanner for adjustment, otherwise a lack of security will follow and the movement which results will inevitably damage the gripping surfaces of the clip.

Never take for granted that the position of the Saddle is correct when the machine is delivered from the manufacturers, but experiment to find that which is most comfortable.

Remember that to neglect the leather is to shorten the life of the Saddle and—

Never ride a Saddle with the leather wet, and thus spoil its shape and comfort-giving qualities.

Size, Weight and Height of BROOKS Saddles

For the convenience of the purchaser we have specified throughout this Catalogue, the size, weight, and height of every Saddle illustrated, and, for the further information of the reader, we would say that—

In the matter of size, in order that the figures given may be used for the purpose of comparison between one model and another, we have adopted a uniform method of measurement, viz., that by which the bootmaker measures the length of the foot ; hence the measurements must be regarded only from this point of view, and not as indicating exactly the amount of seat room which the saddle offers.

In the case of the weights quoted, these are in every case as accurate as it is possible to make them, in view of the slight variations which may occur in the weight and thickness of leather.

The height, in every instance, has been measured from the centre of the clip-bolt to the under surface of the leather and, of course, does not represent the height of the saddle above the L pin, as this naturally varies according to the position (turned up or down) in which the rider uses the Saddle-clip.

Guarantee & Repairs

There are some names which in themselves are guarantees.

We are proud to say that BROOKS is one of these, and that its presence on any article creates a perfect confidence, not only in the article itself, but in the fairness and liberality of the Manufacturers, should any question of repair arise during its use.

This being so, it is unnecessary for us to issue any stereotyped guarantee. At the same time we desire to emphasize the fact that BROOKS Saddles are, in every case made of the finest material obtainable, that they have behind them an experience unequalled in the history of Saddle construction that only the best and most careful workmanship is employed in their production, and that every Saddle is subjected to the most stringent tests at every process of its manufacture.

In the matter of repair, each is considered on its individual merits, the necessary work carried out in the shortest possible time, and the Saddle returned to the owner immediately on completion.

All repairs should be sent preferably by Parcel Post, otherwise by rail, carriage paid. If sent by rail, the label should be marked "Carriage Paid" as if this is not done a charge is again made to us upon delivery.

In order to ensure prompt return the name and address of the sender should be attached to the Saddle itself, and, in addition, a letter should be sent advising its despatch.

If the Clip is returned with the Saddle, it should be securely attached thereto, as it is very liable to be lost in transit.

When writing for a part for replacement, it is advisable to return the defective part, to avoid delay and confusion.

The Brooks Factory

of which we give an illustration below, is situated in Great Charles Street and Livery Street, Birmingham.

It is being considerably enlarged at the present time to enable us to cope with an ever-increasing business.

The plant and machinery throughout are of the most modern type, the buildings are steam-heated, and the entire plant is electrically driven.

The safety and health of the employees are thoroughly provided for, and there is throughout every department that note of order and system which has so great an influence on the economical production of the highest grade—the making of huge outputs — and the comfort and convenience of every one concerned.

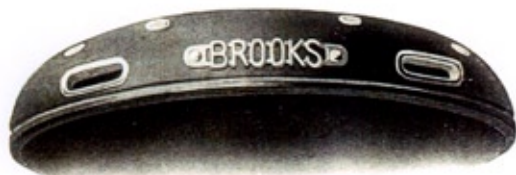


We issue separate Catalogues dealing with the following goods—

THE BROOKS MOTOR CYCLE SADDLES AND BAGS—

THE BROOKS CAR EQUIPMENT SPECIALITIES—

THE BROOKS GENERAL LEATHER GOODS—
(Wholesale only).



B11C and B17C Patent Light Path Saddle

Champion Models.

A specially designed leather top is embodied in the construction of these models—this top is exceptionally long and has a comparatively narrow back, considerably domed or rounded across the seat part, and merging imperceptibly into the flaps.

For long distance work either of these models will be found of special value, their design permitting of a perfectly free action of the limbs, and entirely eliminating all chance of chafing and consequent fatigue.

The illustration clearly shows the domed or rounded shape of the seat.



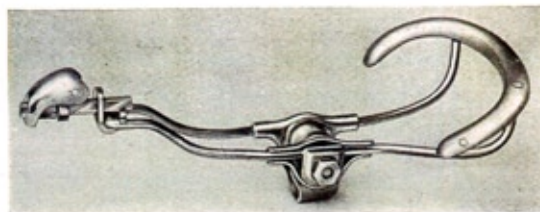
B11N and B17N Patent Light Path Saddle

Champion Models.

These models have been designed exclusively for track work. They embody all those features which are responsible for the exceptional popularity of B11C and B17C, with the addition that they are built specially narrow, a point in design which will be found to materially enhance both the comfort and speed of the path rider.

On the opposite page will be found illustrations of the framings which are adopted in the Champion models. Here, also, are given the prices, sizes, etc., of the complete Saddles.

The illustration shows the exceptionally long top, and the manner in which the narrow back merges into the flap.



B17C and B17N Patent Path Saddle

Champion Models.

Made in Gentlemen's Model only.

B17C

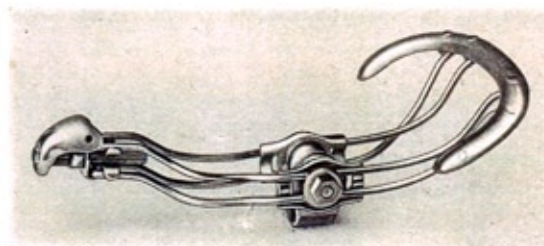
Size 11 × 6½ in. Weight 11b. 8½ oz. Height 1½ in.

B17N

Size 11 × 6 in. Weight 11b. 8 oz. Height 1½ in.

The above illustration shows the framing that is fitted to these models—a framing which has been specially designed to meet the requirements of the path rider.

Price: Enamel, 8/6; Nickel, 9/6



B11C and B11N Patent Path Saddle

Champion Models.

Made in Gentlemen's Model only.

B11C

Size 11 × 6½ in. Weight 11b. 6 oz. Height 1½ in.

B11N

Size 11 × 6 in. Weight 11b. 6 oz. Height 1½ in.

Above we illustrate the framing fitted to B11C and B11N—this gives slightly more spring than that adopted in the B17C and B17N and will meet the requirements of the rider who prefers a slightly greater resiliency.

Price: Enamel, 9/6; Nickel, 11/-



B19 Patent Path Saddle

Champion Flyer.

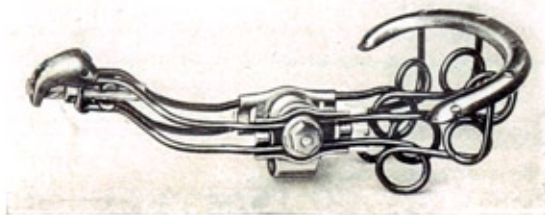
Made in Gentlemen's Model only.
Size $12\frac{1}{2} \times 7\frac{1}{2}$ in. Weight 11lb. 12oz. Height 2in.

This model is designed essentially for path work. Its special features are similar to those embodied in B17 C, but it is slightly longer than this model as will be seen by the measurements given above.

It has earned the approval of a large number of the leading path riders, and is extensively used by them, its popularity being particularly marked among the most prominent French speed men.

By its use that perfectly free action of the limbs, which is so essential to the racing man, is assured, as also is an absolute immunity from chafing.

Price: Enamel, 10/-; Nickel, 11/6



B10 Patent Path Saddle

Champion Flyer.

Made in Gentlemen's Model only.
Size $12\frac{1}{2} \times 7\frac{1}{2}$ in. Weight 11lb. 13oz. Height $1\frac{1}{2}$ in.

This model is built on similar lines to the B19 illustrated above, but differs in the underframing, which is of the well-known B10 type, as shown in our illustration above. This framing has enjoyed so general a popularity for so many years, both for road and path work, that its reception by the speed riders who prefer a saddle with moderate resiliency is assured.

Price: Enamel, 10/6; Nickel, 12/-



B11 Patent Path Saddle

Made in Gentlemen's Model only.
Size $10\frac{1}{2} \times 8\frac{1}{2}$ in. Weight 11lb. 8oz. Height 2in.

This Model combines lightness and strength with some slight spring and resiliency, and the wires of the patent six-wire framing, spreading outwards at the back, give an even support to the seat, and so strengthen the frame against side-thrust as to ensure an entire freedom from sagging.

Price: Enamel, 9/-; Nickel, 10/6



B17 Patent Path Saddle

Made in Gentlemen's Model only.
Size $10\frac{1}{2} \times 8$ in. Weight 11lb. 7oz. Height $2\frac{1}{2}$ in.

The popularity of this Model has been long sustained—it is light, neat, fitted with single-wire frame, and to-day is regarded by the racing man, who desires a firm and practically springless seat, as an ideal Saddle.

The top is carefully formed to shape and the materials throughout are of the best quality.

Price: Enamel, 6/6; Nickel, 7/6



B10 and B10L Patent Light Road Saddle

For Gentlemen.

Size 1—Size $10\frac{1}{2} \times 8\frac{1}{2}$ in. Weight 1lb. 10oz. Height $1\frac{3}{4}$ in.
Size 2—Size $11\frac{1}{2} \times 9\frac{1}{2}$ in. Weight 1lb. 14oz. Height 2 in.

For Ladies.

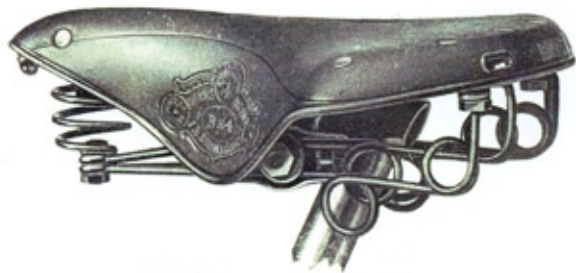
Size 1 only—Size $9\frac{1}{2} \times 8\frac{1}{2}$ in. Weight 1lb. 8oz. Height 2 in.

Of all Light Road Saddles there is none other which has enjoyed an equal popularity with that of the world-famed BROOKS B10.

In its construction it embodies the BROOKS four-wire framing, the wires of which spread outwardly at the back, and by their position strengthen the frame against side-thrust, and evenly support the seat, thus ensuring an absolute freedom from sagging.

It is, undoubtedly, the most comfortable and perfect Light Road Saddle made, and in both models, B10 and B10L (for Ladies) will be found to combine, in an ideal manner, durability and comfort.

Price: (Size 1) Enamel, 9/-; Nickel, 10/6
" (Size 2) " 11/-; " 12/6



B84 and B84L Patent Road Saddle

Registered Design No. 533350

For Gentlemen.

Size $10\frac{1}{2} \times 8\frac{1}{2}$ in. Weight 2lb. 3oz. Height $1\frac{1}{2}$ in.

For Ladies.

Size $9\frac{1}{2} \times 8\frac{1}{2}$ in. Weight 1lb. 14oz. Height $1\frac{1}{2}$ in.

To the rider who prefers a low-built seat, and at the same time desires greater resiliency than such usually will yield, B84 will immediately appeal.

B84L possesses all the advantages of B84.

Price: Enamel, 10/6; Nickel, 12/-



B32 Patent Light Road Saddle

Made in Gentlemen's Model only.

Size $10\frac{1}{2} \times 8\frac{1}{2}$ in. Weight 2lb. 4oz. Height $2\frac{1}{4}$ in.

The framing in this Model is the well-known BROOKS four-wire type, as fitted to B10, with the addition of a front loop coil spring. This latter ensures somewhat more elasticity than in the models not so fitted, and makes a comfortable and most easy saddle for general riding. At the same time much of the firmness and neatness so much appreciated in B10 model is retained.

The tension screw is particularly accessible, being in a position quite clear of the peak of the saddle.

A unique feature of this Model is the BROOKS Patent system of Sliding Seat Rods, which resist any tendency to sag, whilst still ensuring the ease and low build of the saddle held taut by its spring framing.



The illustration will explain the action of these rods, which, as will be seen, are rivetted to the cantle plate at the rear, but left free in front to slide within a sleeve attached to the peak plate.

Price: Enamel, 11/-; Nickel, 12/6



B18 and B18L

Patent Light Road Saddle

For Gentlemen. Size $10\frac{1}{2} \times 8$ in. Weight 1lb. 8oz. Height 2in.

For Ladies. Size $9\frac{1}{2} \times 8$ in. Weight 1lb. 6oz. Height 2in.

B18 is light and simple in construction. Fitted with the BROOKS four-wire framing, it is built of selected materials throughout, and perfectly formed to a shape which yields the utmost comfort and satisfaction to the rider. B18L (for Ladies) is on similar lines.

Price: Enamel, 6/-; Nickel, 7/-



B16 and B16L

Patent Light Road Saddle

For Gentlemen. Size $10\frac{1}{2} \times 8$ in. Weight 1lb. 9 $\frac{1}{2}$ oz. Height 2in.

For Ladies. Size $9\frac{1}{2} \times 8$ in. Weight 1lb. 8oz. Height 2in.

The design of these models is similar to B18 and B18L—in addition they are fitted with our patent support, consisting of a double-spring arm, extended from the cantle plate and carrying at its forward end two broad leather bands, which are held in tension between this point and either corner of the cantle plate. Lightly cushioned with felt, they provide a yielding support and, at the same time, prevent all sagging and materially aid in preserving the good shape of the leather.

Price: Enamel, 6/6; Nickel, 7/6



B75 and B75L

Patent Light Road Saddle

For Gentlemen. Size $10\frac{1}{2} \times 8$ in. Weight 2lb. 5oz. Height 3 $\frac{1}{2}$ in.

For Ladies. Size $9\frac{1}{2} \times 8$ in. Weight 2lb. 3oz. Height 3 $\frac{1}{2}$ in.

The perfectly shaped and blocked leather top of this model is mounted on three spiral springs of plain wire in such manner as to yield a maximum of comfort, and these springs are carried on a four-wire base frame. Lady's model on exactly similar lines.

Price: Enamel, 8/-; Nickel, 9/-



B77 and B77L

Patent Light Road Saddle

For Gentlemen. Size $10\frac{1}{2} \times 8$ in. Weight 2lb. 7oz. Height 3 $\frac{1}{2}$ in.

For Ladies. Size $9\frac{1}{2} \times 8$ in. Weight 2lb. 5oz. Height 3 $\frac{1}{2}$ in.

These models are similar in design to B75 and B75L—in addition they are fitted with our patent support, consisting of a double-spring arm, extended from the cantle plate and carrying at its forward end two broad leather bands, which are held in tension between this point and either corner of the cantle plate. Lightly cushioned with felt, they provide a yielding support and, at the same time, prevent all sagging and materially aid in preserving the good shape of the leather.

Price: Enamel, 8/6; Nickel, 9/6



B85 and B85L Patent Road Saddle

For Gentlemen.
Size $10\frac{1}{2} \times 8\frac{1}{2}$ in. Weight 2lb. 8 $\frac{1}{2}$ oz. Height 3 $\frac{1}{2}$ in.

For Ladies.
Size $9\frac{1}{2} \times 8\frac{1}{2}$ in. Weight 2lb. 6 $\frac{1}{2}$ oz. Height 3 $\frac{1}{2}$ in.

Graceful in design B 85 is fitted with superfine leather top, carefully blocked to shape, and embodies the BROOKS stranded-wire spiral springs, and patent six-wire bracket. B 85 L is similarly designed and will prove an ideal saddle for ladies.

Price: Enamel, 11/-; Nickel, 12/6



B302 and B302L Patent Light Road Saddle

For Gentlemen.
Size $10\frac{1}{2} \times 8\frac{1}{2}$ in. Weight 2lb. 7oz. Height 3 $\frac{1}{2}$ in.

For Ladies.
Size $9\frac{1}{2} \times 8\frac{1}{2}$ in. Weight 2lb. 5oz. Height 3 $\frac{1}{2}$ in.

B 302 has been designed with the object of providing a really reliable Saddle of the three-coil type at a slightly lower price. It is fitted with the BROOKS stranded-wire springs, and four-wire base frame. B 302 L is on similar lines.

Price: Enamel, 9/-; Nickel, 10/-



B33 and B33L Patent Road Saddle

For Gentlemen.
Size $10\frac{1}{2} \times 8\frac{1}{2}$ in. Weight 2lb. 10oz.
Height (to top surface) 3 $\frac{1}{2}$ in.

For Ladies.
Size $9\frac{1}{2} \times 8\frac{1}{2}$ in. Weight 2lb. 9oz.
Height (to top surface) 3 $\frac{1}{2}$ in.

B 33 has a top of superior quality leather, carefully formed and fitted with soft leather pads comfortably stuffed.

On account of the real comfort which it ensures, the B 33 L will be especially appreciated by the Lady Cyclist.

Price: Enamel, 11/6; Nickel, 13/-



For Ladies.
Height (to top surface) 3 $\frac{1}{2}$ in.

Size 2—Size $10\frac{1}{2} \times 9$ in. Weight 2lb. 13oz.
Height (to top surface) 3 $\frac{1}{2}$ in.

Both B 36 and B 36L provide a luxurious seat, the whole being well cushioned over a stout, strong, and well shaped leather top.

Price: (Size 2) Enamel, 15/-; Nickel, 16/6



B 40 and B 40 L Patent Road Saddle

For Gentlemen.

Size $10\frac{1}{2} \times 9\frac{1}{4}$ in. Weight 3 lb. 1oz.
Height (to top surface) $3\frac{1}{2}$ in.

For Ladies.

Size $9\frac{1}{2} \times 9\frac{1}{4}$ in. Weight 2 lb. 14oz.
Height (to top surface) $3\frac{1}{2}$ in.

In this model the weight is entirely borne by the broad part of the seat by means of special padded under-leather—the breadth is exceptional while the peak is especially narrow, and, being free from any tendency to widen when in use is not felt by the rider. B 40 L is on similar lines.

Price: Enamel, 14/- ; Nickel, 16/-



B95 Patent Road Saddle

Made in Gentlemen's Model only.

Size $10\frac{1}{2} \times 8\frac{1}{2}$ in. Weight 2 lb. 9oz. Height $3\frac{1}{2}$ in.

Size 2—Size $11\frac{1}{2} \times 9$ in. Weight 2 lb. 12oz. Height $3\frac{1}{2}$ in.

This is a Saddle which ensures comfort to a maximum degree and yields to the weight of the rider along its entire length—the top is well blocked to keep its shape even under the severest wear.

Price: Enamel, 10/- ; Nickel, 11/6

„ (Size 2) „ 11/- ; „ 12/6



RELEASE Patent Hammock Saddle

Made in Gentlemen's Model only.

Made in Gentlemen's Model only.

Size 2—Size $10\frac{1}{2} \times 8\frac{1}{2}$ in. Weight 2 lb. 9oz. Height $2\frac{3}{4}$ in.

Size 3—Size $12 \times 9\frac{1}{4}$ in. Weight 2 lb. 15oz. Height $2\frac{3}{4}$ in.

As will be seen from the illustration the BROOKS Rubber Buffers are fitted to this model. The tension screw is readily accessible, and the front loop-coil spring ensures the maximum of ease.

Price: (Size 2) Enamel, 11/6 ; Nickel, 13/6

(„ 3) „ 13/- ; „ 15/-

A well-sprung comfortable saddle of the hammock type. The large springs extended rearwards give an exceptionally smooth action. One of the special features of this saddle is the ease with which the tension can be adjusted when necessary.

Price: Enamel, 12/6 ; Nickel, 15/-



B 90 Patent Road Saddle

Made in Gentlemen's Model only.

Size 1—Size $10\frac{1}{2} \times 8\frac{1}{2}$ in. Weight 2lb. 13oz. Height $3\frac{1}{2}$ in.
 Size 2—Size $11\frac{1}{2} \times 9$ in. Weight 3lb. 3oz. Height $3\frac{1}{2}$ in.
 Size 3—Size $12 \times 9\frac{1}{2}$ in. Weight 3lb. 12oz. Height $3\frac{1}{2}$ in.

The design of this model is such as to ensure the yielding of the top along its entire length—

Only the finest selected leather is used in its construction, and the BROOKS stranded-wire spiral springs, laminar front spring and patent six-wire bracket, ensure an ideal combination of strength and lightness.

Size 3 can be made in special strengths to order, to suit any weight up to 18 stone.

Price: (Size 1) Enamel, **11/6**; Nickel, **14/-**
 „ (Size 2) „ **12/6**; „ **15/-**
 „ (Size 3) „ **13/6**; „ **16/-**



B 90 Padded.

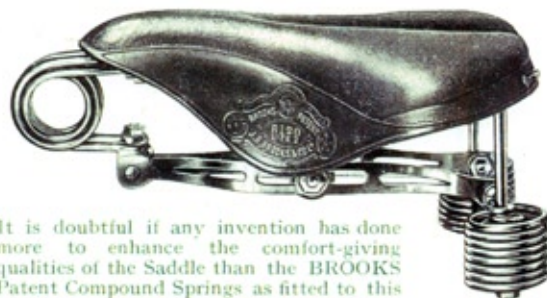
Made in Gentlemen's Model only.

Size 2—Size $11\frac{1}{2} \times 9$ in. Weight 3lb. 7½ oz.
 Height (to top surface) $3\frac{1}{2}$ in.

This Model is constructed on similar lines to the B 90, with the addition of a padded top for those who prefer a softer seat.

Riders who study comfort will find that both this and B 90 in its three sizes offer exceptional ease and resiliency.

Price: (Size 2) Enamel, **17/-**; Nickel, **19/6**



It is doubtful if any invention has done more to enhance the comfort-giving qualities of the Saddle than the BROOKS Patent Compound Springs as fitted to this and the model illustrated below.

B 120 and B 120 P Patent Anti-vibratory Cycle Saddle

Made in Gentlemen's model only.

Size 2 (plain top)—Size $11\frac{1}{2} \times 9$ in. Weight 4lb. 3oz.
 Height $3\frac{1}{2}$ in.

Size 2 (padded top)—Size $11\frac{1}{2} \times 9$ in. Weight 4lb. 8½ oz.
 Height (to top surface) 4 in.

Price: B 120 (plain top) Enamel, **15/6**; Nickel, **19/-**
 „ B 120 P (padded top) „ **20/-**; „ **23/6**



The BROOKS Patent Compound Springs as embodied in this model and B 120, ensure a smoothness and sensitiveness of action absolutely unequalled, and entirely eliminate all tendency to bounce. The leather of both models is the finest selected, and the springs and framing are of the best materials and workmanship throughout.

B 130 and B 130 P Patent Anti-vibratory Cycle Saddle

Made in Gentlemen's model only.

Plain top.
 Size $11\frac{1}{2}$ in. $\times$ 9 in. Weight 4lb. 1oz. Height 3 in.

Padded top.
 Size $11\frac{1}{2} \times 9$ in. Weight 4lb. 6oz.
 Height (to top surface) $3\frac{1}{2}$ in.

Price: B 130 (plain top) Enamel, **14/6**; Nickel, **18/-**
 „ B 130 P (padded top) „ **19/-**; „ **22/6**



B 94

Patent Light Road Saddle

Boys' or Girls'.
Size $9\frac{1}{2} \times 7\frac{1}{2}$ in. Weight 11 lb. 13 oz. Height 3 in.

The construction of a Child's Saddle requires the greatest care—its proportions must be perfect—the materials of the finest, and—it must, above all things, yield the maximum of comfort and durability.

In the construction of this model all these essentials have been carefully considered, with the result that no more suitable Saddle for either boy or girl can be obtained than the BROOKS B 94.

Price: Enamel, 7/-; Nickel, 8/-



B 25

Patent Light Road Saddle

Boys' or Girls'.
Size $9\frac{1}{2} \times 7\frac{1}{2}$ in. Weight 11 lb. 3 oz. Height 1 1/2 in.

This is a neat, small and very durable Saddle, especially designed for use of either boy or girl. The BROOKS four-wire spring framing is included in its construction—it is perfectly proportioned and the top is so shaped as to ensure the maximum amount of comfort; without doubt this model is infinitely superior to the Juvenile Saddles which, owing to their deficiencies, are so frequently injurious to the rider.

Price: Enamel, 5/6; Nickel, 6/-

B 7456

Cycle Frame Bag

This Bag is made from the finest selected hide—its size is as shown in the illustration below, and, carried in the centre of the frame, it will be found to give a maximum of accommodation, without the slightest inconvenience to the rider.

As will be seen from the illustration it is attached to the frame tubes by means of five buckle straps and fitted with superior lock.



It is beautifully finished throughout, lined with cloth, all stiffened, and fitted with rubber buffers on top to clear Speed Gear levers, wires, etc.

To the tourist, it is invaluable and, being absolutely waterproof, perfectly protects its contents from rain, dust, dirt and mud.

B 7454 L is of exactly the same measurements and design, but made of a superior waterproof canvas in brown tan or tweed.

Price:

B 7456	(finest selected hide)	-	each	23/6
B 7454L	(waterproof canvas)	with locks as illustrated	"	11/-
B 7454	(" ")	if with three straps	"	9/3

B7452 Cycle Frame Bag.

This is another bag which will be much appreciated by the rider who uses his machine for Touring purposes.

It is designed for carrying in the centre of the frame, and attached thereto by means of five buckle straps as shown.

Its measurements, as indicated on our illustration, are such as to give ample accommodation for all the impedimenta of the tour.



It is made of superior waterproof canvas in brown tan or tweed, leather bound, and fitted with rubber buffers on top to clear Speed Gear levers, wires, etc.

Its finish is of the best throughout, the sides are stiffened, the gussets collapsible, and it is lined with cambric.

B 7451 is exactly similar in design and measurements to B 7452 but is made from second quality canvas, as also is B 7449 which fastens with two straps and ring-lock instead of three straps as in the case of B 7451 and B 7452.

Prices :

B7452	-	-	each	8/-
B7451	-	-	"	7/6
B7449	-	-	"	6/-

B 7668 Cycle Frame Bag

The special feature of this bag is the stiffened centre division with which it is provided.

Many tourists have expressed appreciation of this arrangement, for while it in no way reduces its holding capacity, it affords the opportunity of dividing the impedimenta of the tour in such manner as to enhance the convenience of the rider.



As will be seen from the illustration its size is such as to comfortably fit in the centre of the frame, to which it is attached by five buckle straps.

It is made of superior waterproof canvas in brown tan or tweed, bound with leather, and opens on both sides.

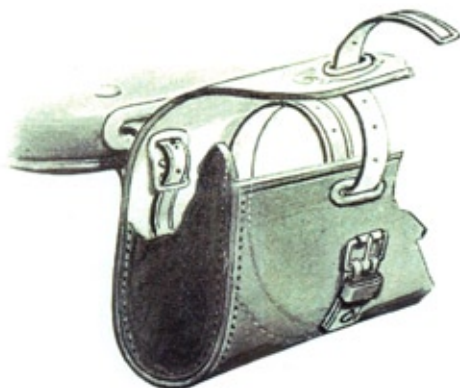
While it offers exceptionally generous accommodation for the necessities of the tour, its position is such as to do this without the slightest inconvenience to the rider.

Price - - - each, 8/-

Cycle Tool Bags

The "Challenge" pattern Tool Bags have from the date of their introduction enjoyed an exceptional popularity.

The "Challenge" features are the unique method of attachment to the Saddle and the special Tool Strap (as illustrated).



The attachment straps are characterized by a neatness of appearance and ease of manipulation unequalled by any other design, and, at the same time, they render wrongful removal difficult.

The Tool Strap is fastened to the bottom of the bag, it completely encircles the tools and passing through the bag and lid, when pulled taut and buckled, entirely overcomes all rattle.

These features are clearly shown in the illustration on this page, and on the two following pages we give other illustrations of five different patterns each of which is distinguished by that perfect finish for which the name of BROOKS is world-renowned.

These vary in price from 3/3 to 2/- and we believe will provide a range sufficient for all requirements.



B7838

Challenge Tool Bag

Size $7\frac{1}{2} \times 3\frac{1}{2} \times 1\frac{1}{2}$ in.

This, the largest pattern of the Challenge series, is made of the finest quality leather, strongly sewn, and well finished throughout.

It has stiffened solid ends, and is provided with oil duster.

Price: each 3/3



B8024

Challenge Tool Bag

Size $7 \times 3 \times 2$ in.

The finish of this Bag is bound to appeal to the rider who desires the best type.

It possesses all the "Challenge" features, has collapsible ends, and is fitted with oil duster.

Price: each 2/-



B7821

Challenge Tool Bag

Size $7\frac{1}{2} \times 3\frac{1}{2} \times 1\frac{1}{2}$ in.

This Bag is slightly shallower than B 7838, has stiff oval ends, is made from selected leather, and beautifully finished throughout.

It is distinguished by the usual Challenge features and is provided with oil duster.

Price: each 2/9



B9654

Tool Bag

Size $7 \times 3\frac{1}{2} \times 2\frac{1}{2}$ in.

This is a stout well-made double gusseted flat pouch.

It is fitted with central division, and loop for oil can, and has all round fastening strap.

Price: each 2/3



B8473
Challenge
Tool Bag

Size 1— $6\frac{1}{2} \times 2\frac{1}{4} \times 1\frac{1}{4}$ in.
" 2— $7 \times 3 \times 1\frac{1}{4}$ in.

This model has collapsible oval ends, contains oil duster and is made throughout of the finest selected leather, and well and strongly sewn.

Price: (Size 1) each **2/-**
" (" 2) " **2/3**



B5130
Tool Bag

Size $6\frac{1}{2} \times 3\frac{1}{2} \times 2$ in.

This is an oval bag strongly made of best leather with stiff ends.

It is fastened by means of the ever popular strong ring-lock, and its finish throughout is superior.

Price: each **2/3**



B9453
Tool Bag

Size $6\frac{1}{2} \times 3\frac{1}{4} \times 1\frac{1}{4}$ in.

This bag is made throughout of best leather, is beautifully finished and fitted with celluloid address pocket on front.

Its price is moderate, it has soft V gusset ends and two all-round straps.

Price: each **2/-**



B9696
Tool Bag

Size $5\frac{1}{4} \times 3\frac{1}{2} \times 1\frac{1}{4}$ in.

Made of the best quality hide, with fall front, good ring-lock and celluloid-faced address pocket; this bag is hand-sewn throughout, and the interior fitted with leather tongue looped for the reception of tools.

Price: each **3/3**



B9649
Tool Bag

Size $6\frac{1}{2} \times 3 \times 1\frac{1}{4}$ in.

A D-shaped Bag, thoroughly well made of best leather. The full length sliding pocket is pulled out by tab attached to one end, and this tab also secures the pocket in place, by buttoning on to stud, which is fixed on the bottom of the bag.

Price: each **2/9**



B9648
Tool Bag

Size $6\frac{1}{2} \times 3 \times 1\frac{1}{4}$ in.

This bag is D-shaped, as B 9649, has full length pocket secured by button tab, and is thoroughly well made throughout from best quality leather. As will be seen from the illustration it is fitted with celluloid address pocket on front.

Price: each **3/-**



B9617
Tool Bag

Size $6\frac{1}{2} \times 3\frac{1}{2} \times 1\frac{1}{4}$ in.

This is a soft gusseted bag, well made throughout from superior leather.

It is listed at an exceedingly moderate figure, and will be found very compact and well finished.

B9642

B9642 is a similar bag to B9617 but has address pocket on front.

Prices:
B9617 each **1/-**
B9642 " **1/3**



B8717
Tool Bag

Size $6\frac{1}{2} \times 2\frac{1}{4}$ in. diameter.

This is a good bag made of stout leather, circular in shape, to fit inside rear springs of RELEASE Saddle. It has a full-length inside case which pulls out.

Price: each **3/9**



B9060 Tool Bag

Size 1 ... $6 \times 3\frac{1}{2} \times 1\frac{1}{2}$ in.
 .. 2 ... $6\frac{1}{2} \times 3\frac{1}{2} \times 1\frac{1}{2}$ in.

B9539

Size $6 \times 3\frac{1}{2} \times 1\frac{1}{2}$ in.

B9060 is well made of best quality leather, with best ring lock and celluloid address pocket on front. Stitched white.

B9539 (as illustrated) is similar in design.

Prices:

B9060 (Size 1) ea. **2/3**
 .. (Size 2) .. **2/6**
 B9539 - - .. **1/6**



B9698 Tool Bag

Size 1 ... $6 \times 3 \times 1\frac{1}{2}$ in.
 .. 2 ... $7 \times 3\frac{1}{2} \times 1\frac{1}{2}$ in.

Both sizes of this bag have collapsible ends and strap to fasten.

They are made from good hide, well finished and have celluloid address pocket on front.

Prices:

Size 1 ... each **1/6**
 Size 2 **2/-**



B9699 Tool Bag

Size ... $6\frac{1}{2} \times 3 \times 1\frac{1}{2}$ in.

This bag is made of best hide, fitted with leather tongue with loops for tools.

The front falls down, giving ready access to tools, and fastens with straps and buckles.

A celluloid address pocket is fitted on front.

Price:

Each ... **4/6**



B7687 Tool Bag

Size ... $6 \times 3 \times 1\frac{1}{2}$ in.

This bag is made with a soft gusset and round corners.

It is of special quality hide, well made, with strap to fasten.

Price:

Each ... **1/3**



B8758 Tool Bag

Size $6 \times 3 \times 1\frac{1}{2}$ in.

The feature of this Bag is its embossed surface. This gives a very handsome appearance. It is well made throughout from good quality leather and fitted with good ring lock.

Price: each **1/9**



B9061 Tool Bag

Size $6 \times 3 \times 1\frac{1}{2}$ in.

This Bag is listed at a moderate figure, is small and neat in design, made throughout of good hide, and fastened with strap.

Price: each **1/3**



B5477 Tool Bag

Size 1. $6\frac{1}{2} \times 3\frac{1}{2} \times 2\frac{1}{2}$ in.
 .. 2. $7 \times 4 \times 2\frac{1}{2}$ in.

This is a strong well-made bag with stiff blocked oval ends. It is fitted with loop for oil can, and fastens with superior ring lock.

Prices: (Size 1) ea. **2/9**

.. (.. 2) .. **3/3**



B3594 Tool Bag

Size $6 \times 3 \times 1\frac{1}{2}$ in.

An oval Bag of exceptionally neat appearance. It is made from good quality leather, has stiff ends, and fastens with ring lock as illustrated.

Price: each **1/6**



B 7943 Tool Bag

Size $6 \times 6\frac{1}{2}$ in. deep.

B 9058

Size $6 \times 6\frac{1}{2}$ in. deep.

Triangular Tool Bags designed to carry in angle of frame.

B 7943 is of best quality and B 9058 of good quality leather.

Prices: B 7943 each 4/3
" B 9058 " 3/-



B 9057 Tool Bag

Size $6 \times 6\frac{1}{2}$ in. deep.

This is a Triangular Bag with soft gussets and rounded bottom. It is made of good leather, fitted with ring lock, and the workmanship is of the best.

Price: each, 2/6



B 961 Carbide Carrier

Reg. No. 549107.

Size $2\frac{1}{2}$ in. in diameter. $4\frac{1}{2}$ in. deep.
 $4\frac{1}{2}$ in. over clip. Weight 5oz.

This Carrier has been designed for the convenience of the Cyclist who uses an Acetylene Lamp.

It is strongly made of best leatheroid on fibre-board, and takes easily and without trouble a $\frac{1}{2}$ lb. tin.

It is absolutely waterproof, and having an adjustable clip with butterfly nut, can be easily and quickly attached to any part of the frame or fork.

Price: each 2/-



B 535 Spare Tube Box

Size 5 in. diameter. $4\frac{1}{2}$ in. deep over clip.
Weight 12oz.

The carrying of a spare tube for replacement purposes becomes daily a more common practice.

B 535, which is made throughout of the finest quality leather, has been specially designed for this purpose. Both lid and bottom of the box are lined with felt to prevent damage from rubbing.

It can be easily and quickly attached to carrier or forks by special wing-nut clip, is neat in appearance, light in weight, absolutely waterproof, and affords perfect protection for its contents.

Price: each 5/3



B9450

Cape Carrier.

This is an exceedingly neat wrap for securely holding and carrying a cape or small parcel on a bicycle. It is fastened to the back stays, behind the saddle, by means of two straps, and is constructed of absolutely waterproof materials.

Price: each **1/3**



B957

Parcel Carrier Strap

Size 30in. long $\times$ $\frac{1}{2}$ in. wide.

These straps are made of good quality leather, with adjustable slide.

They will be found to offer an exceedingly handy and convenient method of carrying parcels, and do not in any way interfere with the freedom of the rider.

Price: per pair **9d.**



Patent Military Saddle.

No. 2 and No. 3 Military.

As adopted by H.M. War Office.

Size $11\frac{1}{2} \times 9$ in. Weight 1lb. 13oz. Height 2in.

This Saddle has been specially designed for Military use, and the fact that it is extensively adopted by H.M. War Office is ample proof that it possesses points of special and commanding merit.

The framing is of the BROOKS popular four-wire type giving great strength, lightness and elasticity.

All materials are of the finest quality and all metal parts are bronzed.

Price: (all metal parts bronzed) **11/6**



Army Cycle Tool Bag.

No. 2.

Size $6\frac{1}{2} \times 3\frac{1}{4} \times 1\frac{1}{4}$ in.

This Bag has been specially designed to meet military requirements, and is made of the finest selected leather.

NOTE.—Special pattern, to suit the requirements of any Territorial Corps, can be made on receipt of particulars.

Price: each **4/9**



Registered Service Pattern Rifle Clips

Adopted by H.M. War Office and supplied to many
Territorial Corps.

B5975

Consists of butt socket and head clip—the former is made of solid leather, extra stout, and the clips by which it is attached to the frame are leather covered.

The head clip is of pressed steel, strongly and efficiently covered with leather, and complete with lamp bracket.

Prices :

Set complete, **10/6** ; Butt Socket only, **5/6**

Head Clip only, **5/-**



No. 1 set.

B5995

The patent butt socket in this set is of pressed steel, covered with stout leather.

It grips the heel of the rifle and eliminates all chance of play or rattle.

The clips are adjustable to any frame angle.

The head clip is made of pressed spring steel, covered with stout leather, and includes lamp bracket.

Prices :

Set complete, **13/6** ; Butt Socket only, **6/6**

Head Clip only, **7/-**



B9475 Sporting Gun Clips

The **BROOKS** Sporting Gun Clips have been designed in such manner as to allow of the gun being carried without hampering the freedom of the rider.

When fixed, the stock points upwards, and the barrels are well above the front wheel.

The illustration at foot shows the position of the Clips when fixed, and also the manner of attaching the Gun, which is carried from the left-hand rear to the right-hand front of the machine.

The Clips are made of pressed steel, strongly covered with solid leather, and fitted with stout leather adjustable straps. They are readily attached to the bicycle by means of bolts and butterfly nuts.

Prices :

Set complete, **13/6** ; Butt Clip only, **6/6** ;

Head Clip only, **7/-**



To the Motor Cyclist

In years past it has been our custom to include in one publication both Cycle and Motor Cycle Saddles and Bags, but—

Times change, and the rapid development of the sport and pastime of Motor Cycling justifies, to - day, the issue of an entirely separate edition of the BROOKS BOOK for the use and guidance of Motor Cyclists.

To such—in fact to all readers who are contemplating the purchase of a Motor Bicycle—we shall be delighted to send a copy of the Motor Cyclists' Edition of the BROOKS BOOK upon request.

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BOOK
FOR
CYCLISTS

1912