

THE BROOKS

REGISTERED TRADE MARK

BOOK *for* CYCLISTS

1913



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 == 1913 ==

Twenty-ninth year of
publication.

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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 genuineness—

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

It is not the **name** of
BROOKS which makes the
saddle good, but the saddle
and its excellence which makes
the name supreme.

The Selection of a Saddle

This 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 to the perfect comfort of the rider are suitability of design and excellence in manufacture, and the one without the other is in vain.

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.

The second essential, excellence in manufacture, can only be attained through the bestowal of infinite care and thoughtful labour on every detail. It is to an unwavering adhesion to this careful study of every point that goes to make a saddle good that the BROOKS supremacy is due.

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

In the following pages we endeavour more fully to explain some of the many points of the BROOKS superiority.

Some Points of Superiority

Of all the components of a Saddle none is more important than the leather, and its scrupulous selection is placed 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 of the leather 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.

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 various metals used in the manufacture of the framings 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.

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 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 smallest adjustments, and a grip which is absolutely efficient and reliable.

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.

Points to Remember.

We should like to impress upon all riders the great advantages both in power and comfort, that are to be derived from a saddle carefully chosen to suit individual weight and proportions. The majority of riders will find that a saddle with good seat-room and ample springs is what is really required for ordinary riding and that the comfort of such a saddle is very material to the true enjoyment of cycling.

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.

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.

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.

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 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.

There is also deserving of consideration the matter of position, and quite a small change up or down, forwards or backwards, or in the degree of tilt, will often mean all the difference between comfort and discomfort.

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.

The matter of tilt should be decided by the rider's style—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.

As regards the fore and aft adjustment, when the rider "ankles" well a backward position of the Saddle 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.

Chafing and discomfort are sometimes caused by a saddle fixed slightly out of line with the

machine, or with one side slightly higher than the other.

To summarize it may be said 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.

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.

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 and 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.

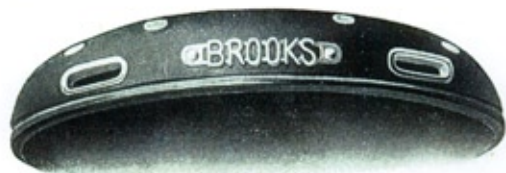
All repairs should be sent preferably by Parcel Post, otherwise by rail, carriage paid. If sent by rail, the label should be marked "Carriage Paid," as if this is not done a charge is again made to us upon delivery.

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.

B10C.F, B11C, B17C, and B19C.F Light Path Saddles



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 Light Path Saddles



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 Path Saddles Champion Models

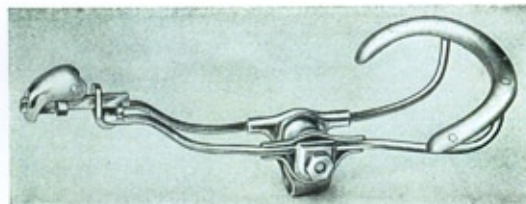
MADE IN
GENTLEMEN'S MODEL ONLY

B17C

Size 11in. x 6in.
Weight 11b. 8oz. Height 1 1/4in.

B17N

Size 11in. x 6in.
Weight 11b. 8oz. Height 1 1/4in.



PRICE—Enamel, 8/6 Nickel, 9/6

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.

B11C and B11N Path Saddles Champion Models

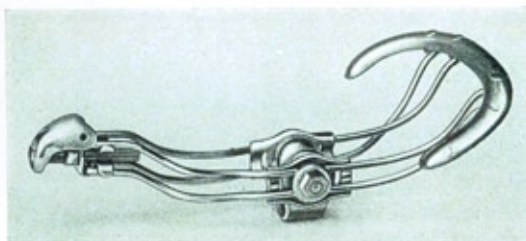
MADE IN
GENTLEMEN'S MODEL ONLY

B11C

Size 11in. x 6in.
Weight 11b. 6oz. Height 1 1/4in.

B11N

Size 11in. x 6in.
Weight 11b. 6oz. Height 1 1/4in.



PRICE—Enamel, 9/6 Nickel, 11/-

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.

B 19 Path Saddle Champion Flyer

MADE IN GENTLEMEN'S
MODEL ONLY.
Size 12½ in. 7½ in.
Weight 11b. 12oz. Height 2½ in.

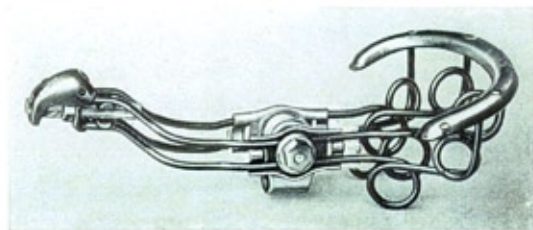


PRICE—Enamel, 10/- Nickel, 11/6

This model is designed essentially for path work. Its special features are similar to those embodied in B 17 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.

B 10 Path Saddle Champion Flyer

MADE IN GENTLEMEN'S
MODEL ONLY.
Size 12½ in. 7½ in.
Weight 11b. 13oz. Height 2 in.



PRICE—Enamel, 10/6 Nickel, 12/-

This model is built on similar lines to the B 19 illustrated above, but differs in the underframing, which is of the well-known B 10 type, as shown in our illustration above. This framing has enjoyed an immense popularity for many years, both for road and path riders who prefer a saddle with moderate resiliency.

B 11 Path Saddle (Patent)

MADE IN GENTLEMEN'S
MODEL ONLY.
Size 10½ in. 8½ in.
Weight 11b. 8½ oz. Height 2 in.



PRICE—Enamel, 9/- Nickel, 10/6

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.

B 17 Path Saddle

MADE IN GENTLEMEN'S
MODEL ONLY.
Size 10½ in. 8 in.
Weight 11b. 7oz. Height 2½ in.



PRICE—Enamel, ~~6/6~~ 7/- Nickel, ~~7/6~~ 8/-

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.

B10 and B10L Light Road Saddle

FOR GENTLEMEN.
Size 1 - Size 10½ in. - 8 in.
Weight 11b. 10oz. Height 1¼ in.
Size 2 - Size 11½ in. - 9 in.
Weight 11b. 14oz. Height 2 in.
FOR LADIES.
Size 1 only - Size 9½ in. - 8½ in.
Weight 11b. 8oz. Height 2 in.



PRICE—(Size 1) Enamel, ~~9~~^{9/6} Nickel, ~~10~~^{10/6}
(Size 2) " 11/- " 12/6

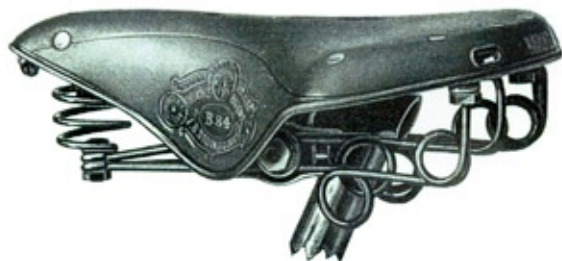
Of all light road saddles there is none other which has enjoyed an equal popularity with that of the world-famed BROOKS B10.

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.

B84 and B84L Road Saddle

FOR GENTLEMEN.
Size 10½ in. - 8½ in.
Weight 21b. 0½oz. Height 1¼ in.
FOR LADIES.
Size 9½ in. - 8½ in.
Weight 11b. 14oz. Height 1¼ in.
Registered Design No. 533350



PRICE—Enamel, 10/6 Nickel, 12/-

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.

B32 Light Road Saddle (Patent)

MADE IN GENTLEMEN'S
MODEL ONLY.
Size 10½ in. - 8½ in.
Weight 21b. 4oz. Height 2½ in.

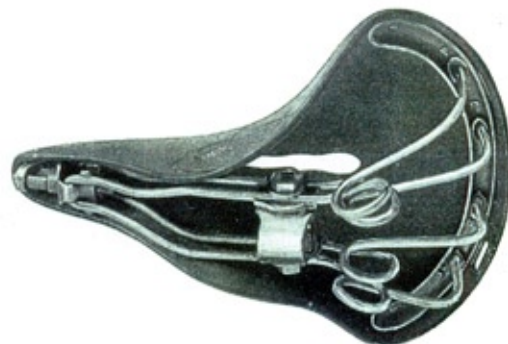


PRICE Enamel, 11/- Nickel 12/6

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.

B18 and B18L Light Road Saddle

FOR GENTLEMEN.
Size 10½ in. - 8 in.
Weight 11b. 8oz. Height 2 in.
FOR LADIES.
Size 9½ in. - 8 in.
Weight 11b. 6oz. Height 2 in.



PRICE—Enamel, 6/6 Nickel, 7/6

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.

B16 and B16L Light Road Saddle (Patent)

FOR GENTLEMEN.
Size 10 $\frac{1}{2}$ in. x 8in.
Weight 11b. 9oz. Height 2in.
FOR LADIES.
Size 9 $\frac{1}{2}$ in. x 8in.
Weight 11b. 8oz. Height 2in.



PRICE Enamel, ~~6 6~~ ^{7 5} Nickel, ~~7 6~~ ^{8 1}

The design of these Models is similar to B 18 and B 18 L—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.

B75 and B75L Light Road Saddle

FOR GENTLEMEN.
Size 10 $\frac{1}{2}$ in. x 8in.
Weight 21b. 5oz. Height 3 $\frac{1}{2}$ in.
FOR LADIES.
Size 9 $\frac{1}{2}$ in. x 8in.
Weight 21b. 3oz. Height 3 $\frac{1}{2}$ in.



PRICE—Enamel, ~~8 6~~ ^{9 6} Nickel, ~~9 6~~ ^{10 6}

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.

B77 and B77L Light Road Saddle (Patent)

FOR GENTLEMEN.
Size 10 $\frac{1}{2}$ in. x 8in.
Weight 21b. 7oz. Height 3 $\frac{1}{2}$ in.
FOR LADIES.
Size 9 $\frac{1}{2}$ in. x 8in.
Weight 21b. 5oz. Height 3 $\frac{1}{2}$ in.



PRICE—Enamel, ~~8 6~~ ^{9 1} Nickel, ~~9 6~~ ^{10 1}

These Models are similar in design to B 75 and B 75 L—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.

B302 and B302L Light Road Saddle

FOR GENTLEMEN.
Size 10 $\frac{1}{2}$ in. x 8in.
Weight 21b. 7oz. Height 3 $\frac{1}{2}$ in.
FOR LADIES.
Size 9 $\frac{1}{2}$ in. x 8in.
Weight 21b. 5oz. Height 3 $\frac{1}{2}$ in.



PRICE—Enamel, ~~9 6~~ ^{11 1} Nickel, ~~10 6~~ ^{12 6}

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

B 302/2

11-1

12 6

B 85 and B 85 L Road Saddle (Patent)

FOR GENTLEMEN.
Size 10 $\frac{1}{2}$ in. $\times$ 8 $\frac{1}{2}$ in.
Weight 2lb. 8 $\frac{1}{2}$ oz. Height 3 $\frac{1}{2}$ in.
FOR LADIES.
Size 9 $\frac{1}{2}$ in. $\times$ 8 $\frac{1}{2}$ in.
Weight 2lb. 6 $\frac{1}{2}$ oz. Height 3 $\frac{1}{2}$ in.

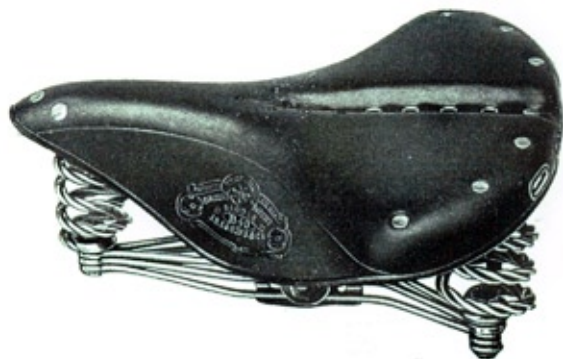


PRICE Enamel, 11 - Nickel, 12 6

Graceful in design, B 85 is fitted with a 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.

B 40 and B 40 L Road Saddle (Patent)

FOR GENTLEMEN.
Size 10 $\frac{1}{2}$ in. $\times$ 9 $\frac{1}{2}$ in.
Weight 3lb. 1oz. Height (to top surface) 3 $\frac{1}{2}$ in.
FOR LADIES.
Size 9 $\frac{1}{2}$ in. $\times$ 9 $\frac{1}{2}$ in.
Weight 2lb. 14oz. Height (to top surface) 3 $\frac{1}{2}$ in.



PRICE—Enamel, 14 - Nickel, 16 -

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.

B 33 and B 33 L Road Saddle

FOR GENTLEMEN
Size 10 $\frac{1}{2}$ in. $\times$ 8 $\frac{1}{2}$ in.
Weight 2lb. 10oz.
Height (to top surface) 3 $\frac{1}{2}$ in.
FOR LADIES.
Size 9 $\frac{1}{2}$ in. $\times$ 8 $\frac{1}{2}$ in.
Weight 2lb. 9oz.
Height (to top surface) 3 $\frac{1}{2}$ in.



PRICE Enamel, 11 6 Nickel, 13 -

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

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

B 36 and B 36 L Road Saddle

FOR GENTLEMEN.
Size 2 - Size 11 $\frac{1}{2}$ in. $\times$ 9 $\frac{1}{2}$ in.
Weight 3lb. 1oz.
Height (to top surface) 3 $\frac{1}{2}$ in.
FOR LADIES.
Size 2 - Size 10 $\frac{1}{2}$ in. $\times$ 9 $\frac{1}{2}$ in.
Weight 2lb. 14oz.
Height (to top surface) 3 $\frac{1}{2}$ in.



PRICE (Size 2) Enamel, 15 - Nickel, 16 6

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

B 28 Road Saddle (Patent)

MADE IN GENTLEMEN'S
MODEL ONLY.
Size 2 - Size 10 $\frac{1}{2}$ in. $\times$ 8 $\frac{1}{2}$ in.
Weight 2lb. 9 $\frac{1}{2}$ oz. Height 2 $\frac{1}{2}$ in.
Size 3 - Size 12in. $\times$ 9 $\frac{1}{2}$ in.
Weight 2lb. 18oz. Height 2 $\frac{1}{2}$ in.



PRICE—(Size 2) Enamel, 11/6 Nickel, 13/6
" (" 3) " 13/ " 15/

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.

B 95 Road Saddle

MADE IN GENTLEMEN'S
MODEL ONLY.
Size 10 $\frac{1}{2}$ in. $\times$ 8 $\frac{1}{2}$ in.
Weight 2lb. 9 $\frac{1}{2}$ oz. Height 3 $\frac{1}{2}$ in.
Size 2 - Size 11 $\frac{1}{2}$ in. $\times$ 9in.
Weight 2lb. 12oz. Height 3 $\frac{1}{2}$ in.



PRICE— Enamel, 10/- Nickel, 11/6
" (Size 2) " 11/- " 12/6

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.

B 90 Road Saddle (Patent)

MADE IN GENTLEMEN'S
MODEL ONLY.
Size 1 - Size 10 $\frac{1}{2}$ in. $\times$ 8 $\frac{1}{2}$ in.
Weight 2lb. 13oz. Height 3 $\frac{1}{2}$ in.
Size 2 - Size 11 $\frac{1}{2}$ in. $\times$ 9in.
Weight 3lb. 3oz. Height 3 $\frac{1}{2}$ in.
Size 3 - Size 12in. $\times$ 9 $\frac{1}{2}$ in.
Weight 3lb. 12oz. Height 3 $\frac{1}{2}$ in.



PRICE (Size 1) Enamel, 11/6 Nickel, 14/-
(Size 2) " 12/6 " 15/-
(Size 3) " 13/6 " 16/-

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.

B 90 Padded Road Saddle (Patent)

MADE IN GENTLEMEN'S
MODEL ONLY.
Size 2 - Size 11 $\frac{1}{2}$ in. $\times$ 9in.
Weight 3lb. 7oz.
Height (to top surface) 3 $\frac{1}{2}$ in.



PRICE—(Size 2) Enamel, 17/- Nickel, 19/6

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.

The "RELEASE" Hammock Saddle

MADE IN GENTLEMEN'S
MODEL ONLY.

Size 11 in. x 9 in.

Weight 3 lb. 4 oz. Height 4 in.



PRICE Enamel, 12 6 Nickel, 15
(without Tool Bag).

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.

B130 and B130P Patent Anti-vibratory Cycle Saddle

MADE IN GENTLEMEN'S
MODEL ONLY.

PLAIN TOP.

Size 11 in. x 9 in.

Weight 4 lb. 1 oz. Height 3 in.

PADDLED TOP.

Size 11 in. x 9 in.

Weight 4 lb. 6 oz.

Height (to top surface) 3 in.



The BROOKS Patent Compound Springs, as embodied in these models, 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.

PRICE - B 130

Plain Top Enamel, 14 6 Nickel, 18

PRICE B 130 P

Padded Top Enamel, 19 Nickel, 22 6

B94 Light Road Saddle

BOYS' OR GIRLS'

Size 9 in. x 7 in.

Weight 1 lb. 13 oz. Height 3 in.



PRICE - Enamel, 7 6 Nickel, 8 6

The construction of a juvenile'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 B94.

B25 Light Road Saddle

BOYS' OR GIRLS'

Size 9 in. x 7 in.

Weight 1 lb. 3 oz. Height 1 in.



PRICE - Enamel, 6 6 Nickel, 6 6

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 saddles for juveniles which, owing to their deficiencies, are so frequently injurious to the rider.

B 2039

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 2038 is of exactly the same measurements and design, but made of a superior waterproof canvas in brown tan or tweed.

B 2037 as above, but with three straps instead of lock.

Price:

B 2039	(finest selected hide)	each	25/-
B 2038	(waterproof canvas)	with lock as illustrated	11/-
B 2037	(" ")	with three straps	9/3

B 2036

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 2035 is exactly similar in design and measurements to B 2036 but is made from second quality canvas.

B 2034 fastens with two straps and ring lock instead of three straps, and is made of cheaper quality canvas.

Prices:

B 2036	each	8/-	B 2035	each	7/6
B 2034	each	6/3			

B 2040

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.



PRICE - each 8/-

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.

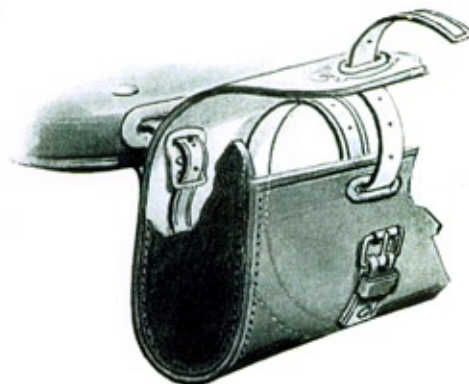
It is made of superior waterproof canvas in brown tan or tweed, bound with leather, and opens on both sides.

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.

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.

2592
B7838

Challenge Tool Bag

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



PRICE each 3/6

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.

2763
B8024

Challenge Tool Bag

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



PRICE each 2/-

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.

2764
B8473

Challenge Tool Bag

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



PRICE.

(Size 1) each 2/-

(" 2) " 2/3

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

B1749

Tool Bag

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



PRICE each 2/-

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.

2593
B7821

Challenge Tool Bag

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



PRICE each 3/5

This Bag is slightly shallower than B7838-2592, 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.

2765
B9654

Tool Bag

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



PRICE each 2/3

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.

2780
B5130

Tool Bag

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



PRICE each 2/3

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.

2766
B9696

Tool Bag

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



PRICE each 3/3

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.

2767
B9649

Tool Bag

Size 6 1/2 in. x 3 in. x 1 1/2 in.



PRICE each 2/9

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.

2501
B9617

Tool Bag

Size 6 1/2 in. x 3 1/2 in. x 1 1/2 in.



PRICES

2501 B9617 each 1/3
2551 B9642 " 1/6

B9617 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 2551

B9642 is a similar Bag to B9617 but has address pocket on front. 2501

26886

2768
B9648

Tool Bag

Size 6 1/2 in. x 3 in. x 1 1/2 in.



PRICE each 3/-

This Bag is D-shaped, as B9649, 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.

2769
B8717

Tool Bag

Size 6 1/2 in. x 2 1/2 in. diameter.



PRICE each 3/9

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.

2770
B9060

Tool Bag

Size 1 6 in. x 3 1/2 in. x 1 1/2 in.
Size 2 6 1/2 in. x 3 1/2 in. x 1 1/2 in.

B9539 2502

Size 6 in. x 3 1/2 in. x 1 1/2 in.



PRICES each.

B9060 (Size 1) 2/3

(" 2) 2/6

B9539 - 1/6

2502 B9060 is well made of best quality leather, with best ring lock and celluloid address pocket on front. Stitched white.
2502 B9539 (as illustrated) is similar in design.

2772
B9698

Tool Bag

Size 1 6 in. x 3 in. x 1 1/2 in.
Size 2 7 in. x 3 1/2 in. x 1 1/2 in.



PRICES.

Size 1, each 1/6

Size 2, each 2/-

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.

2771
B9699

Tool Bag

Size 6 1/2 in. x 3 in. x 1 1/2 in.



PRICE each 4/6

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.

2589
B7687

Tool Bag

Size 6 in. x 3 in. x 1 in.



PRICE each 1/6

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

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

~~2590~~
~~B8758~~

Tool Bag

Size 6in. x 3in. x 1 1/2in.



PRICE each 1/9

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.

~~2763~~
~~B9061~~

Tool Bag

Size 6in. x 3in. x 1in.



PRICE each 1/6

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

~~2787~~
~~B5477~~

Tool Bag

Size 1 6 1/2in. x 3 1/2in. x 2in.

Size 2 7 in. x 4 in. x 2 1/2in.



PRICE

(Size 1) each 2/9

(" 2) " 3/3

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.

~~2537~~
~~B3594~~

Tool Bag

Size 6in. x 3in. x 1 1/2in.



PRICE each 1/6

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

~~2773~~
~~B7943~~

Tool Bag

Size 6in. x 6 1/2in. deep.



PRICES: ~~2773~~ each 4/6
" ~~B9058~~ " 3/3
2635

Triangular Tool Bags designed to carry in angle of frame.

~~2773~~ is of best quality and ~~B9058~~ of good quality leather.

~~2635~~
~~B9058~~

Size 6in. x 6 1/2in. deep.

B 9057 Tool Bag

Size 6in. x 6 1/2in. deep.



PRICE—each 2/6

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.

2774
B9450

Cape Carrier



PRICE—each 16

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.

B957 Parcel Carrier Strap

Size 39in. long $\times$ 1in. wide.



PRICE—per pair 9d.

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.

Military Saddle

No. 2 and No. 3
Military.

AS ADOPTED BY H.M.
WAR OFFICE.

Size 11in. $\times$ 9in.

Weight 11lb. 13oz. Height 2in.



PRICE—(all metal parts bronzed) 11 6

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.

B5968 Army Cycle Tool Bag

No. 2

Size 6in. $\times$ 3in. $\times$ 4in.



PRICE each 4 9

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

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

Registered Service Pattern Rifle Clips

ADOPTED BY H.M. WAR
OFFICE AND SUPPLIED TO
MANY TERRITORIAL CORPS.

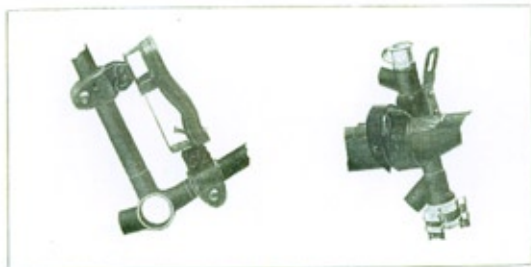


B 5975

PRICES—Set complete, 10/6
Butt Socket only, 5/6 Head Clip only, 5/-

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.



No. 1 Set.

B 5995

PRICES—Set complete, 13/6 Butt Socket
only, 6/6 Head Clip only, 7/-

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.

2774
~~B 9475~~

Sporting Gun Clips



PRICES—Set complete, 13/6 Butt Clip only, 6/6
Head Clip only, 7/-

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.



The Brooks Factory

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

It has recently been considerably enlarged 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 lighted throughout by electricity, whilst 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 TOURING EQUIPMENT.

THE BROOKS CAR EQUIPMENT
SPECIALITIES.

THE BROOKS GENERAL LEATHER GOODS
(Wholesale only).

THE BROOKS

REGISTERED TRADE MARK

BOOK *for* CYCLISTS

1913

