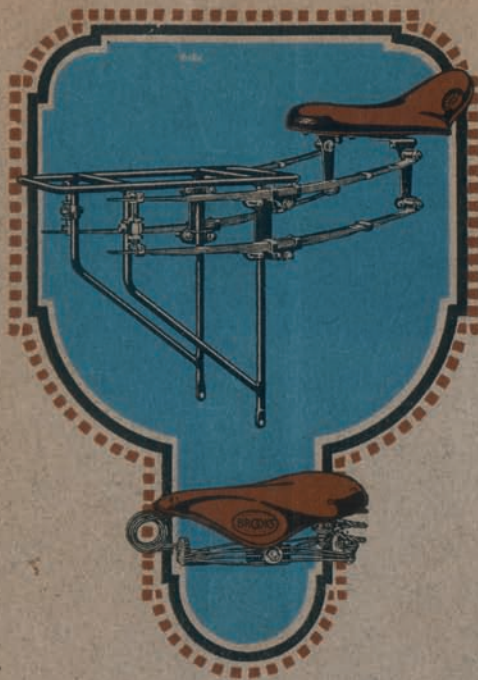




The Book of
BROOKS
REGISTERED TRADE MARK
Saddles and
Equipment
1921

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A CATALOGUE *of*
BROOKS

SADDLES *and*
EQUIPMENT
for CYCLISTS *and*
MOTOR CYCLISTS
for the YEAR 1921

□ □
Thirty-fifth Year of Publication
□ □

J. B. BROOKS & CO. LTD.
GREAT CHARLES STREET, BIRMINGHAM

Telephone (6 Lines) CENTRAL 3760-3670 Telegrams: "BROOKS, BIRMINGHAM"

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Silk & Terry Ltd. Birm.



A Foreword on our objective.

TO the greater number of readers of this, our 35th publication of the Brooks Book, there may seem little cause for reiteration of the policy regulating the manufacture of Brooks Saddles and Equipment. To such, we ask forbearance, for the sake of those newcomers to the sport,

pastime, or business of cycling or motor cycling who may not have experienced for themselves the results of this "Quality first" policy. Moreover we wish old friends to realise that it is our intention to maintain the reputation for Brooks Products, which has long since become world-wide. To this end efforts are continually being made to effect such improvements as may be possible both in Brooks Saddles and items of Equipment. As evidence that we are not content to rest on our laurels, or merely to produce such models as can be produced economically by reason of their long-standing popularity, the new compensating cantilever sprung saddle which created such an impression on its first public appearance, and which is now for the first time illustrated in this catalogue, is a typical example.

The objective of all Brooks Saddles, is to afford the utmost comfort to cyclists and motor cyclists, and we claim that this is attained as a result of correct design, excellent materials, and thorough workmanship.

Correct design is undoubtedly the chief factor in attaining this object, and our experimental department is ever busy striving towards the ideal in this direction. Many principles which in theory give great promise, are here subjected to a test of a most exacting nature before they reach the public notice. By this means, much that is ineffective or incorrect in detail is brought to light, showing that the ultimate constitution of the article is as near perfection as can be contrived.

Similar precision is exercised in the production of all Brooks designs, and here we are jealous of the secrets which contribute

largely to the excellent finish, perfection of shape, and superior assembly, observed by all of Brooks goods.

The materials employed are selected in a most careful manner, only those by experience and test found suitable for the work to be performed are used. The leather, which is such an important factor in the production of a Brooks saddle, is selected with particular care from the finest bark-tanned English quality "Middlings." Not only when choosing and receiving the materials is this rigorous examination applied, but also at various stages of the construction. The use of copper rivets at all points where they are in contact with the leather is an example of this care, this item in construction having been found most serviceable, since the rivets do not rust and rot the leather. Obviously this is conducive to "the long life of a saddle" which is so frequently spoken of by a "Brooks" user. An intimate knowledge of the rider's needs is reflected in these and many similar details.

All Springs, whether for Cycle or Motor Cycle Saddles, are wound, set, tested, in fact constructed throughout in our own Factory. The whole Saddle, with the exception of one or two minor details, is entirely produced in the same Works, a procedure which renders it possible for us to follow through the various operations with the utmost carefulness.

On the choice of the Saddle.

WE believe, and are convinced that all riders will agree, that a comfortable saddle is one of the greatest, if not the greatest asset to real pleasure cycling or motor cycling. We go so far as to say that motor cycling at any rate would not have enjoyed its present popularity, had not the vibration bogey—so insistent in earlier days of the pastime—been effectively opposed by springing devices, of which the various models of Brooks Saddles, including the famous compound spring, were the most active participants.

Many of the suggestions given here will be found equally applicable to both cyclists and motor cyclists, since it should be the chief object in selecting a saddle to choose one which will give the greatest comfort.

There are many riders to whom we would unhesitatingly recommend a roomy saddle with comfortable springs, but it is with difficulty that they are so persuaded; they preferring a

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light and small saddle, offering as their reasons for such a choice the neatness and lack of superfluous weight afforded by such models. These more rigid and consequently lighter models are produced to meet the needs of 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. For this reason the average



One Gallery in the Frame Setting Shop.

cyclist should not unthinkingly follow the experienced man's choice; by this is meant, that because a certain type of saddle is chosen by the expert cyclist, it is no reason why the average man should use the same, and no doubt were the experienced man asked his advice he would endorse this opinion.

The large range of models illustrated will enable every class of rider to select that pattern which is particularly suited to his, or her, requirements.

The aim of a Brooks Saddle is to provide such comfort as will enable the rider to cover longer distances with less fatigue, thereby obtaining far greater enjoyment, profit and pleasure, from the pastime.

Another point which should here be mentioned, is that the rider's weight plays an important part in the selection of the most

suitable saddle. Different forms of springing are produced, and each is suitable for some particular need.

For example, the B 75, which is supplied with three simple coil springs is not designed to carry so heavy a weight as the B 302 or B 85, all three saddles being designed on the same principle.



Corner of Leather Top Finishing Shop.

After the selection of a saddle has been made, the same amount of care should be given to the correct fitting and adjustment, since it must be obvious to all that the most luxurious of saddles cannot give the comfort of which it is capable, if it is fixed in a wrong position.

The majority of cyclists, particularly lady riders, sit too high and too much over their work. The saddle should be so fitted, that the leg is never absolutely straightened when pedalling.

With regard to the fore-and-aft position, this is partly controlled by the method of pedalling, and when the rider "ankles" well, and obtains the maximum of power before the pedal rises to the dead centre, the backward position will be found most advantageous but in such case it should be noted, that as a more backward position is adopted, so the saddle should be lowered. Where the rider is weak in ankle action, a somewhat more forward position is essential.

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The saddle "tilt" is another matter of particular importance, and for the average rider the slightly raised peak is undoubtedly the most comfortable position, this however should only be just sufficient to prevent the rider from slipping forward. The rule affecting the correct adjustment of the saddle is to remember that the rider's weight should always be carried on the broad part of the saddle.



Showing some of the Heavy Presses.

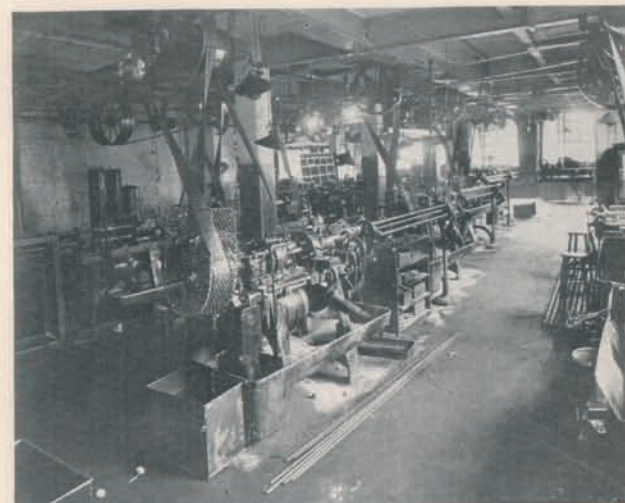
Much of the comfort derived from a Brooks Saddle is due to the perfect shape of the leather, and although as previously mentioned, we do not recommend the more rigid models to the average cyclist, yet we repeatedly hear from riders who are enthusiastic over the comfort they get from such saddles, and this we are convinced is entirely due to the perfection attained in the moulding of the leather top.

Another point of adjustment is that provided by means of a tensioning device for tightening up the looseness of the leather top, which may become necessary due to the saddle having been exposed to wet or moisture. When exposed to moisture for long periods, either from rain or perspiration, naturally the life and resiliency of the leather will be affected.

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To overcome 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 under side.

Before applying this, the top should be allowed to dry gradually, and on no account must artificial means be resorted to, otherwise



A View in Automatic Machine Shop.

it will perish the nature of the leather and cause it to crack.

To assist the buyer of motor cycle saddles, a system of marking has been adopted which should enable the rider to obtain a saddle with the correct strength of springs for his riding weight. Each saddle (with the exception of the adjustable model B 600), is marked underneath with the weight it is intended it should carry, thus:—8 to 10 stone, 10 to 12 stone, 12 to 14 stone, etc. For this reason, the rider's weight should be stated when ordering any model of motor cycle saddle (B 600 excepted).

A mistake often made by motor cyclists in their endeavour to obtain a low seating position, is to forget the amount of movement necessary for the bad road surfaces of to-day, with the result that

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on hitting some unusually large obstacle or depression in the road surface, the back of the saddle is brought in violent contact with the carrier or some portion of the frame of the motor cycle. Stronger springs to the saddle would of course obviate this, but for the reason mentioned in the previous paragraph, it would be better to fit the saddle at such a height that it cannot possibly foul any of the unsprung portions of the machine.

Size, Weight and Height.

THE various seat measurements of Brooks Saddles (specified throughout this book), have been found extremely useful to many purchasers in time past, and should be carefully studied by the prospective buyer when making his choice of a saddle.

The weights quoted in this catalogue are in every case as accurate as it is possible to make them; slight variations however may occur, due to the weight and thickness of leather.

The height is measured from the centre of the clip-bolt to the top surface of the leather.

Various suggestions are given with the brief specification of each model in the pages following, and these should be carefully followed when fitting a new saddle.

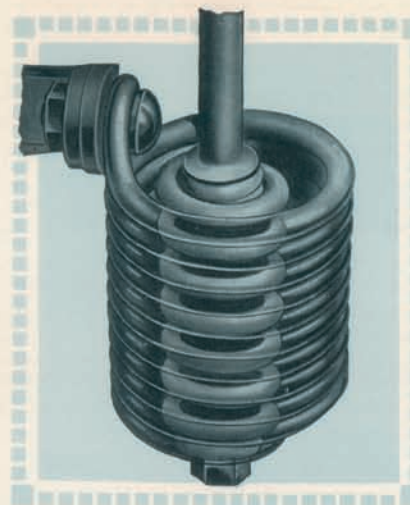
The position in which a saddle is fitted to a complete machine when delivered to the purchaser should never be taken for granted as the most suitable one, but the rider should experiment until he has found that which is truly comfortable, and requires least exertion for propulsion.

Equipment.

Each item of Brooks Equipment has been designed to meet some particular need, and extreme thought in design, and care in construction has been devoted to them, so that they shall afford to their users the utmost convenience and reliability. They can be recommended as in every way thoroughly roadworthy.

Security.

The name "BROOKS" is our Registered Trade Mark. It appears on both flaps and in name-plate form at the rear of every saddle that we make. These marks are placed there as your security when buying, and therefore saddles which do not bear this mark should never be accepted as of Brooks manufacture.



THE BROOKS WORLD-FAMED COMPOUND SPRING

SIX of the nine Motor Cycle Saddles illustrated in the following pages employ as their form of suspension this famous device.

This method of dealing with road shocks is perfectly simple in action, and has proved itself for over fourteen years extremely effective and a vast improvement over the simple coil springs.

The two springs, as seen by the illustration, are coiled concentrically, and closer inspection will show that their motion is in a contrary direction, that is, when the outer spring is in tension the centre one is in compression. The object of this compensating action is to damp out oscillation and thereby save the rider from that unpleasant bouncing which is so common with the single coil spring. Moreover the small inner coil spring acts in the same capacity as a shock absorber, as fitted to many luxurious cars, leaving the larger coil, which it should be remarked is of much ampler dimensions than the average, to deal with the greater road shocks.

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B 600 & B 700 COMPENSATING CANTILEVER SPRING SADDLES

B 600—Seat measurement, 12½ in. wide × 12½ in. front to back. Weight, 16 lb. Springs can be varied in span to suit all carriers.
B 700—Seat measurement, 14 in. wide × 13 in. front to back. Weight, 17 lb. 6 oz.

LUXURY—and yet a veritable necessity with the road surfaces in their present condition—is evident in every line of this saddle.

This new pattern has been exhaustively tested, proving itself beyond question the most luxuriously comfortable motor cycle seat on the market. The delightful ease afforded is strikingly demonstrated by the freshness of the rider at the end of what would generally be considered a gruelling run.

The long compensating cantilever springs, four in number, pivoted in the centre are sensitive to the slightest road irregularities and efficiently absorb them, thus completely insulating the rider.

The seat has a uniform vertical movement, and the length of the springs is such that they deal equally effectively with minor shocks and the most vicious of post-war pot holes.

Micrometer adjustment is provided for regulating the spring tension to suit exactly any rider's weight. To reduce tension on springs for a light rider, raise the rear clips by the adjusting nuts, reversing the operation for the heavier rider. The seat itself is thoroughly padded, perfectly shaped and is provided with an ample tilt adjustment.

The springs, though apparently light in construction, are strong enough to carry riders of 20 stone, and sensitive enough in the other extreme of their adjustment for riders of 8 stone weight. All securing nuts should be carefully tightened and examined after the first few weeks' running. The bearings should be oiled occasionally.

Particulars to be observed when ordering this saddle.

For the standard model it is essential that the carrier tubing be ½ in. diameter. Special arrangements can however be made for attachment to tubing of ¾ in. diameter.

It is essential that there be rigid vertical stays, the front one approximately in a line with the centre of the rear wheel.

For carriers not having two vertical rear stay members, two small pegs for securing to the top tube of the carrier can be supplied, as shown in the small illustration. Price, 8/6 per pair.

Pannier Tool Bags fitted in the usual position on the carrier will have to be removed in order to accommodate this saddle. On some machines it will be found possible to attach these below the lower springs, or alternatively, on the top of the carrier.

B 600	Price	£7 0 0
B 700	With larger seat	£8 15 0

(This does not include the carrier to which it is fixed).



For the prevention of rust to these long leaf springs a gaiter has been produced, the functions of this being to keep out the wet and at the same time to keep in the lubricant between the leaves, thus maintaining the easy working of the laminations.

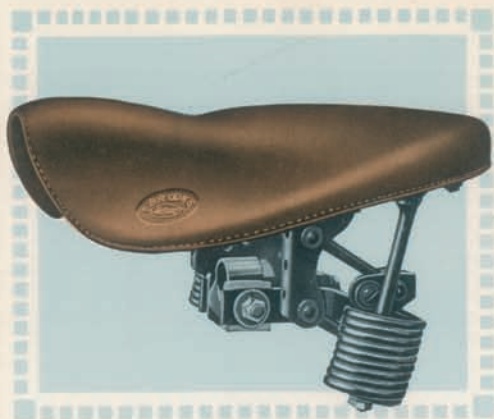
As will be seen from the illustration, which is an underneath view, these gaiters pull on over the rear half of the leaves and forward of the spring clips are provided with an overlapping portion, which is fixed by means of four snap fasteners.

Made from finest waterproof leatheroid of a black enamel finish.

Price, Set of four ... **7/9**

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Seat measurement, 14in. wide × 13in. front to back. Weight, 10lb. 10 oz. Height (to top surface of depression), 4½in. Clearance between rear springs, 6in.

B 500 **PATENT MOTOR** **CYCLE SADDLE**

THIS saddle has earned for itself a reputation as "the Pullman of Saddles," and indeed the comfort which it affords makes it worthy of such a description.

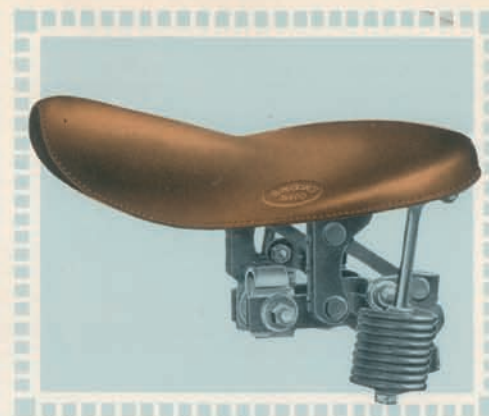
The Brooks Compound Springs are fitted, and these receive the whole of the rider's weight, transmitted through a system of parallel links which give to the whole of the saddle a uniform vertical movement. Ample bearing surface is provided for all moving parts so that no discomforts due to minor vibrations shall be felt.

A feature of this saddle is that it has a particularly large and very comfortably shaped seat. It is impossible in the illustration to convey any idea of both the width and also the shapeliness of this leather top.

B 500 Enamel finish only ... **102/6**

Your riding weight should be stated when ordering.

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Seat measurement, 12½in. wide × 12½in. front to back. Weight, 9½lb. Height (to top surface of depression) 4½in. Clearance between rear springs, 8in.

B 400 **PATENT MOTOR** **CYCLE SADDLE**

THE B 400 is a saddle designed and constructed on precisely similar lines to the B 500, but being intended for lighter weight machines the seat is somewhat smaller.

The spring suspension and parallel link movement are in every detail similar to the larger model, including the famous compound springs, which carry the whole weight of the rider and afford a vertical movement to the seat proper.

The leather top although, as previously mentioned, somewhat smaller than the preceding model, is perfectly shaped and most comfortably padded, and in every way this is a saddle that can be highly recommended for its comfort-giving properties, its durability, and its extremely fine finish.

B 400 Enamel finish only ... **70/6**

The rider's weight should be stated when ordering.

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REGISTERED TRADE MARK



B 175
PATENT MOTOR
CYCLE SADDLE

Seat measurement, 12in. wide x 13½in. front to back. Weight, 8lb. 12oz. Height (to top surface of depression), 4in. Clearance between rear springs, 8in.

THIS is a model which has attained a large measure of popularity during the short time it has been on the market. The reasons for this are well founded when the many points conducive to luxurious comfort are noticed.

Compound springs of ample dimensions are fitted, and these are assisted in their action by the hinged movement provided at the rear (the pivot point of this being just visible underneath the leather top, as is also the coil spring, which is fitted under the peak of the saddle)—this last mentioned feature completing the insulation of this saddle from the rigid frame.

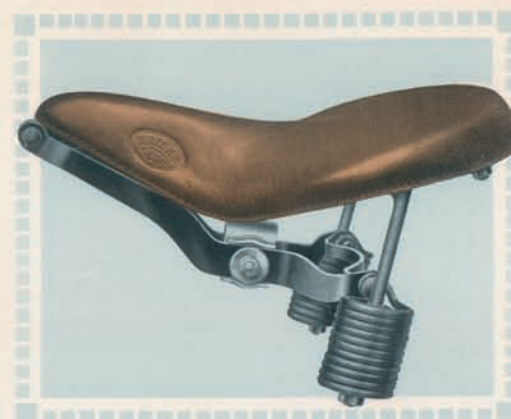
The leather top for this saddle is moulded to an especially comfortable pattern; it is well padded and no small amount of the ease obtained is attributable to these features. It has proved itself a delightful saddle for long distance travelling.

When fitting this saddle it should be so adjusted that the peak, which is sprung, and therefore liable to depression, should be somewhat higher than in the case of the B 170.

B 175 Enamel finish only ... **60/6**

Your riding weight should be stated when ordering.

BROOKS
REGISTERED TRADE MARK



B 170
PATENT MOTOR
CYCLE SADDLE

Seat measurement, 12in. wide x 13½in. front to back. Weight, 8lb. Height (to top surface of depression), 3½in. Clearance between rear springs, 8in.

THIS saddle is fitted as standard to many of the best known motor cycles of to-day, and there is little doubt that it is the most popular Motor Cycle Saddle on the market. It has somewhat more rigidity than the foregoing models, in that it is not insulated at the peak, but merely pivoted at this point. For the rider who prefers a well sprung yet fairly rigid seat, this model is an attractive proposition.

The seat is of large dimensions, and the leather top is perfectly shaped and comfortably padded.

The Brooks compound springs are employed as the insulating agents, the outer coil of these being of large diameter, which contributes in a considerable degree to the comfort-giving capacity of this saddle.

B 170 Enamel finish only ... **54/6**

Your riding weight should be stated when ordering.

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B 155
PATENT
LIGHT-WEIGHT
MOTOR CYCLE
SADDLE

Seat measurement, 10½ in. wide x 12½ in. front to back. Weight, 8 lb. Height (to top surface of depression), 3½ in. Clearance between springs, 6½ in.

THIS model has been produced in an attempt to provide for the light-weight machine a really comfortable saddle.

It is precisely the same in principle as the B 175, but of somewhat smaller dimensions, and naturally lighter in weight, a consideration where weight-saving is necessary.

Large diameter compound springs are fitted, thereby eliminating all tendency to prolonged oscillation; the peak in this pattern also being insulated by means of a light coil spring.

As in the case of the B 175, this saddle should be adjusted with the peak slightly higher than in saddles having a non-insulated peak.

B 155 Enamel finish only ... **52/6**

Your riding weight should be stated when ordering.

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B 150
PATENT LIGHT-
WEIGHT MOTOR
CYCLE SADDLE

Seat measurement, 10½ in. wide x 12½ in. front to back. Weight, 6 lb. Height (to top surface of depression), 3½ in. Clearance between springs, 6½ in.

AN extremely popular saddle, especially designed for fitting to light-weight machines.

It is similar in design to the B 170, but somewhat smaller. It has a perfectly shaped seat which is comfortably padded; the Brooks bounce-eliminating compound springs are fitted and the saddle is in every way made in the best possible manner.

Coil springs of our own manufacture, accurately calibrated to various strengths can be fitted so that the saddle will give the utmost comfort to riders of all weights from 8 to 14 stone.

B 150 Enamel finish only ... **46/6**

Your riding weight should be stated when ordering.

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REGISTERED TRADE MARK



B 225 **PATENT MOTOR** **CYCLE SADDLE**

Seat measurement, 12in. wide $\times$ 13in. front to back. Weight, 7lb. 12 oz. Height (to top surface of depression), 3 $\frac{1}{4}$ in.

PRODUCED for the first time last season, this model has been very favourably received, several being used in last year's I.O.M. Tourist Trophy Race.

It has been evolved from the similar model racing saddle, B 220, but affords slightly more resiliency than the older type by reason of the coil spring, similar to that employed in the B 155 and B 175 already described, which is fitted underneath the peak.

This saddle is only intended for racing purposes and is not recommended for touring use.

The leather top which is of course as perfectly shaped, and in itself as comfortable as all Brooks saddle tops, is supported on laminated springs, these affording a low and rigid position, ideal for the speed man.

This model is also suitable for attaching to spring frame machines.

When fitting, the saddle should be adjusted slightly higher in the peak than the B 220.

B 225 Enamel finish only ... **70/6**

Your riding weight should be stated when ordering.

BROOKS
REGISTERED TRADE MARK



B 220 **PATENT MOTOR** **CYCLE SADDLE**

Seat measurement, 12in. wide $\times$ 13in. front to back. Weight, 7lb. 3 oz. Height (to top surface of depression), 3in.

DESIGNED and intended primarily for use on racing machines. It affords a low, rigid and firm seat, the aim of all racing motor cyclists.

Instead of the compound coil springs, laminated leaf springs are adopted as the support for this saddle, these being anchored in the centre, allowing a free movement at either end of the springs.

The seat itself is correctly shaped and suitably padded, and, in combination with the form of suspension adopted, provides a most suitable saddle for speed work.

This model is also suitable for attaching to spring frame machines.

B 220 Enamel finish only ... **64/6**

Your riding weight should be stated when ordering.

BROOKS
REGISTERED TRADE MARK



B 3150
MOTOR CYCLE
BACKREST
 Reg. No. 648913

Size of pad, 12in. x 3½in. Weight, 1 lb. 7 oz. Height (from top of seat to top of backrest), 7½in.

THIS simple fitment has been produced to meet the needs of those riders who are in the habit of covering long distances and at times wish for some slight extra support for their back.

The rest is comfortably padded, and covered with leather, the wire supports being of spring steel.

Made for attachment to Brooks saddles by means of the two bolts underneath the seat frame.

B 3150 Enamel finish only ... 20/-

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B 1038
PATENT
ADJUSTABLE
MOTOR CYCLE
BACKREST

Size of pad, 12in. x 3½in. Weight, 2 lb. 6 oz. Height, adjustable from 5½in. to 7in.

AN elaboration of the backrest described opposite, this being arranged with the back to fold down readily when not required, and to be brought into use as easily at will.

A very simple and positive catch arrangement is provided for locking the rest in either of the positions indicated, so that the operation can be performed whilst travelling.

When ordering, the number of saddle to which it is to be fitted should be stated, and also the distance from centre to centre of the bolts in rear of under plate.

B 1038 Enamel finish only ... 29/6

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B 7978



B 7992

B 7978
MOTOR CYCLE
PANNIER
TOOL BAG

Size, $8\frac{1}{2}$ in. $\times$ 4 in. $\times$ $4\frac{1}{2}$ in.

A MOST reliable Tool Bag. Steel top, bottom, back and ends, the front being of stout leather. The opening is gusseted to prevent tools working their way out at the corners.

The Brooks patent cam-action lock is fitted, and two steel clips are provided for attaching to the carrier.

B 7978 **14/9**

B 7979

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

A similar bag to the above, but smaller.

B 7979 **14/-**

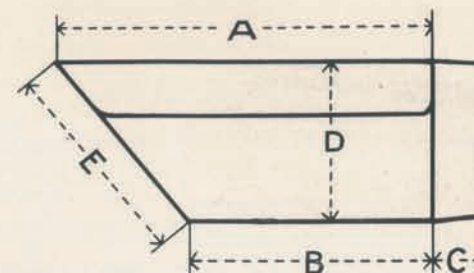
B 7992
MOTOR CYCLE
PANNIER
TOOL BAG

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

A STRONGLY made Tool Bag, having the top, bottom, ends and back of steel-plate, the opening front being of grained leather, to which are stoutly stitched two strong leather straps for securing the tools.

This bag is also gusseted in a similar manner to the B 7978, and attachment to the frame is by means of two steel clips.

B 7992 **11/-**



IN order to suit the various designs of carrier adopted by the different makers, we have from time to time produced several different shapes and sizes of Pannier Tool Bags. We give below a few of these particulars, together with the make of machine for which they are intended, but it is quite likely that many of these would be found interchangeable.

No.	Type	Machine.	Dimensions, Ins.					Fastenings.	Remarks.
			A	B	C	D	E		
B 5872	W	Scott	10 $\times$ 7 $\times$				$\times$ $4\frac{1}{2}$ $\times$ 5 $\frac{1}{2}$	1 standard lock	
B 6877	R	Brough	9 $\times$ 9	$\times$ 3	$\times$ 4 $\frac{1}{2}$			1 standard lock	Similar to B 7978
B 1887	R	Sunbeam	8 $\frac{1}{2}$ $\times$ 8 $\frac{1}{2}$	$\times$ 3 $\frac{1}{2}$	$\times$ 4			1 standard lock	Similar to B 7978
B 7204	R	Rudge Whitworth	8 $\times$ 8	$\times$ 3 $\frac{1}{2}$	$\times$ 3 $\frac{1}{2}$			1 strap to pass completely round Pannier.	
B 7965	R	N.U.T.	7 $\frac{1}{2}$ $\times$ 7 $\frac{1}{2}$	$\times$ 3 $\frac{1}{2}$	$\times$ 3 $\frac{1}{2}$			1 standard lock	With leather washers for protecting frame.
B 7970	R	Norton	8 $\times$ 8	$\times$ 3 $\frac{1}{2}$	$\times$ 4 $\frac{1}{2}$			1 standard lock	
B 7980	R	Humber	8 $\times$ 8	$\times$ 4	$\times$ 3 $\frac{1}{2}$			1 standard lock	
B 7987	R	Levis	8 $\times$ 6	$\times$ 3 $\frac{1}{2}$	$\times$ 3 $\frac{1}{2}$			Single strap.	
B 8010	R	Triumph	7 $\frac{1}{2}$ $\times$ 7 $\frac{1}{2}$	$\times$ 3 $\frac{1}{2}$	$\times$ 3 $\frac{1}{2}$			1 standard lock.	
B 8031	R	Norton	8 $\times$ 5	$\times$ 3 $\frac{1}{2}$	$\times$ 4 $\frac{1}{2}$			1 standard lock	
B 8038	R	Triumph	7 $\frac{1}{2}$ $\times$ 7 $\frac{1}{2}$	$\times$ 2 $\frac{1}{2}$	$\times$ 3 $\frac{1}{2}$			1 standard lock	
B 8038	R	Triumph	7 $\frac{1}{2}$ $\times$ 7 $\frac{1}{2}$	$\times$ 2 $\frac{1}{2}$	$\times$ 3 $\frac{1}{2}$			1 standard lock	
B 8088	R	Triumph	8 $\frac{1}{2}$ $\times$ 8 $\frac{1}{2}$	$\times$ 3 $\frac{1}{2}$	$\times$ 3 $\frac{1}{2}$			1 standard lock	
B 8164	R	Martinsyde	15 $\times$ 15	$\times$ 3	$\times$ 3 $\frac{1}{2}$			1 lock, 2 straps, and a buckle	Rounded top corners.
B 8228	R	Douglas	12 $\frac{1}{2}$ $\times$ 12 $\frac{1}{2}$	$\times$ 3 $\frac{1}{2}$	$\times$ 4 $\frac{1}{2}$			2 straps and buckles.	
	W	A.B.C.	9 $\frac{1}{2}$ $\times$ 4 $\frac{1}{2}$	$\times$	$\times$ 5 $\frac{1}{2}$ $\times$ 6 $\frac{1}{2}$			1 standard lock	Made in pairs, right and left.
	R	Raleigh	8 $\frac{1}{2}$ $\times$ 8 $\frac{1}{2}$	$\times$ 6	$\times$ 3 $\frac{1}{2}$			1 standard lock	Bottom left-hand corner rounded.

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B 944



B 2782

B 944
MOTOR CYCLE
CARRIER CASE

Size, 16½ in. × 10½ in. × 6½ in. outside measurements.

THIS case has become famous for many reasons, one of which was undoubtedly its wide-spread use during the war by motor cyclists, in all branches of the services.

It is extremely well made from three-ply board and covered with leatheroid, in the same manner as Brooks world-famed Motor Car Trunks. It is recommended as being a far-and-away better proposition than that of carrying an ordinary kit bag strapped to the carrier of the motor cycle, since it is a well-known fact that at this point of the motor cycle, the vibration is considerable.

The weight of this case is almost negligible, but its chief recommendations to the touring motor cyclist are its weather-resisting qualities, undoubted reliability and general smart appearance. The Brooks patent cam-action wedge lock is fitted, and in addition two straps. Attachment to the carrier is provided for by means of four steel clips.

B 944 **43 6**

B 2782
MOTOR CYCLE
CARRIER CASE

Size, 16½ in. × 10½ in. × 6½ in. outside measurements.

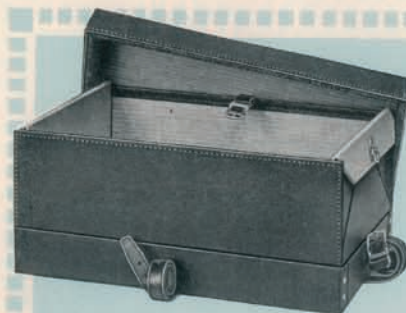
THE outer case of this pattern is the same as that previously described, but in addition, an inner container is supplied, thereby rendering it still more convenient to the tourist, and undoubtedly a most useful fixture for the motor cycling commercial traveller.

The inner container can be packed indoors, afterwards placed on the machine, the rider undertaking his journey content in the assurance that his luggage will be as spotless at the

journey's end as at the commencement. The dust-excluding arrangement is of course identical with the previous model as are the exterior fittings.

B 2782 **64 6**

BROOKS
REGISTERED TRADE MARK



B 1795
MOTOR CYCLE
COLLAPSIBLE
CARRIER CASE

Size: outside measurements, when extended, 16½ in. × 10½ in. × 7 in. Outside measurements, when collapsed, 16½ in. × 10½ in. × 2 in.

THE advantages of such a case as the one here illustrated are obvious to all motor cyclists who need a case that shall be "always handy, yet never in the way." This is our claim for the B 1795 and coupled with this advantage, the fact that it is

made in a most reliable way and of unimpeachable finish, should commend it to many riders.

The framework is of light, yet strong, three-ply board, this being covered with waterproof leatheroid of black finish. The inside is nicely lined and the lid padded with thick felt to exclude dust.

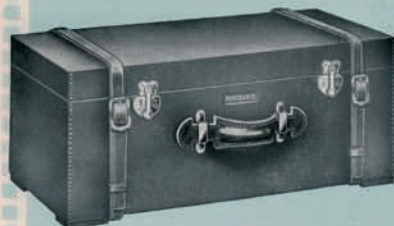
The luggage-carrying capacity of this case when extended is considerable, but when collapsed to the height of 2 in., its appearance is quite unobtrusive.

Two long straps secure the lid, and for attachment to the carrier, four steel clips are provided.

At an extra cost, a tray, which is recommended, can also be fitted.

B 1795 **41/6**
Tray extra **8/-**

BROOKS
REGISTERED TRADE MARK



B 3666

**B 2367
B 2400
B 3523**



B 3666 SIDECAR TRUNK

Size, 21½in. x 10½in. x 8½in., outside measurements.

FOR the sidecar tourist, a special luggage trunk has been evolved, and the model illustrated should prove a most convenient item of equipment where serious touring or long distance travelling is undertaken.

The same principles of construction as shown in the foregoing examples are adopted, namely, the light yet strong three-ply framework, covered with leatheroid, and incorporated in the construction is a dust-excluding and weatherproof device, which has been found so necessary, and in the examples shown so satisfactory, in use.

The capacity of this Trunk is ample for two people, and forms a most handsome trunk, in keeping with the most luxuriously appointed sidecar machines now manufactured.

B 3666 **101/6**

B 2367 B 2400 B 3523 SIDECAR TRUNKS

ORIGINALLY designed for light car use, these trunks are admirably suited for the use of "Sidecarists." They afford even in the smaller model, much more space than the above mentioned pattern, and the extra weight which is necessary for this larger size is practically negligible.

The construction is in many ways similar to the famous Brooks Chested Trunk, the framework being of three-ply board covered with leatheroid, and the Brooks patent "Instantus" Holder

is fitted for attachment to the luggage grid. This means of attachment is far more secure than the usual strap, and is a great deal neater. A tray is fitted as shown in the illustration.

These trunks can be supplied in black or biscuit colour, with brass fittings.

B 2367	24in. x 12in. x 10in.	} Prices on application.
B 2400	26in. x 14in. x 12in.	
B 3523	28in. x 16in. x 12in.	

(Outside measurement).

BROOKS
REGISTERED TRADE MARK



LICENCE CARD HOLDER

TO meet the needs of the new Licensing Regulations, two forms of Licence Card Holder have been produced. Pattern "A" as shown here is fitted with a strap for attaching to the petrol tank, this commends itself as an extremely handy method of carrying the Licence.

For securing the holder to a flat surface, Pattern "B" is supplied, one form having wood screws for fixing to solid woodwork, and another having bolts and nuts for fixing to thin metal work (state which when ordering).

These holders are produced in the best possible manner, from aluminium, having a highly-polished finish, and in every way conform to the regulations.

Pattern "A"	...	...	...	7/6
Pattern "B," with wood screws, or bolts and nuts	...	...	...	4/6

B 3600 SPARE WHEEL WRAPPER

FOR those motor cycles provided with spare wheels, which are every day to be seen in increasing numbers, this wrapper should commend itself as a particularly useful accessory.

It possesses the dual advantage of affording complete protection to the tyre from the effects of the sun, and at the same time making an extremely neat and pleasing cover for an otherwise somewhat unsightly fitment.

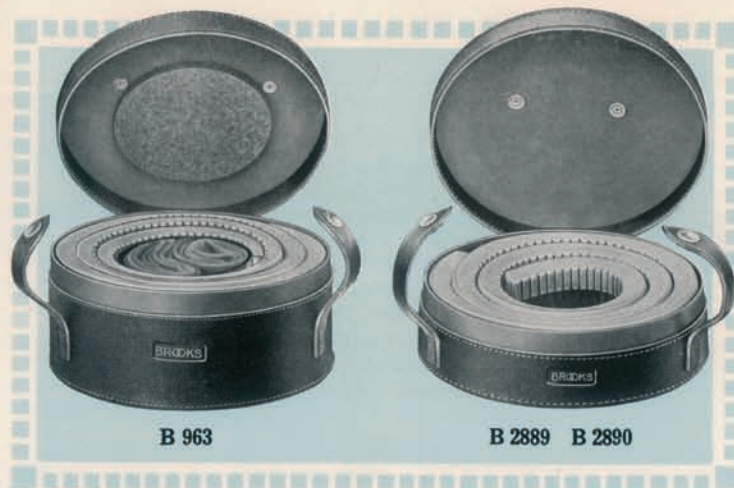
A double thickness of hide is arranged to take the wear at the hub, and the wrapper itself is divided around the circumference to facilitate removing and covering the wheel, and at the same time to avoid unsightly straps. Each edge is threaded with best aircraft elastic cord.

The material is polished black leatheroid of the finest quality.

B 3600 Prices on application.



BROOKS
REGISTERED TRADE MARK



B 963
SPARE BELT
AND TUBE CASE

Size, 9 $\frac{1}{2}$ in. diameter $\times$ 3 $\frac{1}{2}$ in. deep.

AN efficient and secure means of carrying a spare belt and tube.

Two compartments are provided, permitting the coiling of the belt in the outer one, the tube, which should previously be slightly inflated, so that it forms a firm fit, being carried in the inner circle.

This case is constructed of three-ply board, and covered with finest waterproof leatheroid.

A leather cap for the valve is also provided, as are felt pads top and bottom of the tube space.

We recommend as further protection from chafing, that the tube should be wrapped in a cloth, dusted with French chalk.

B 963 23/-

B 2889
BELT CASE

Size, 8 $\frac{1}{2}$ in. diameter $\times$ 2 $\frac{1}{2}$ in. deep.

ANEAT and effective means of carrying a single spare belt, made of finest leatheroid, provided with two steel clips for securing to the machine.

B 2889 15/9

B 2890
BELT CASE

SIMILAR in design and size, but constructed from best quality leather.

B 2890 22/6

BROOKS
REGISTERED TRADE MARK



B 535
SPARE TUBE
BOX

Size, 5in. diameter $\times$ 4in. deep. To take 26in. $\times$ 2 $\frac{1}{2}$ in. tube.

ACOLLAR box type of tube carrier, having as protection against chafing, a felt lining to the top and bottom, a leather cap also being arranged to hold the valve.

Attachment to the frame is by means of steel clip.

B 548
SPARE TUBE
BOX

EXACTLY similar in design and size to B 535, but constructed from three-ply board, covered with waterproof leatheroid instead of leather.

B 535 13/9

B 548 9/9

Also B 3661 and B 3662 to take 28in. $\times$ 3in. tubes.

B 3661 Leatheroid 13/3

B 3662 Leather 17/6

B 7265
SPARE TUBE
CASE

Size, 9 $\frac{1}{2}$ in. $\times$ 2 $\frac{1}{2}$ in. $\times$ 3 $\frac{1}{2}$ in.

AN extremely handy and inconspicuous little case, finished in the best possible manner from leather, lined baize, security being afforded by the Brooks patent cam-action wedge lock. Two steel clips are provided for securing in position.

To carry a 26in. $\times$ 2 $\frac{1}{2}$ in. tube.

B 7265 18/3

BROOKS
REGISTERED TRADE MARK



B 539
REPAIR OUTFIT
CASE

Size, 4½ in. x 4 in. x 1½ in.

MADE suitable for carrying a motor cycle size tyre repair outfit, and designed to carry this in such a manner that the outfit is held rigidly, thus protecting it from vibration. The case is made of three-ply board, covered with finest water-proof leatheroid, and attachment to the frame is made by means of steel clip.

B 539 8/6

B 5674/1
MOTOR CYCLE
PLUG CASE

Size, 2½ in. x 1½ in. x 3½ in.

A CONVENIENT means of carrying spare sparking plugs. It is common knowledge that if these are carried in the usual manner in the Pannier Bag, their usefulness is seriously impaired after a few miles' riding. The case is strongly made from stout leather and forms a handsome item of equipment. A wooden base is provided, into which the plugs can easily be screwed, thus preventing damage to the points.

B 5674/1 5/-

B 961
MOTOR CYCLE
CARBIDE CARRIER

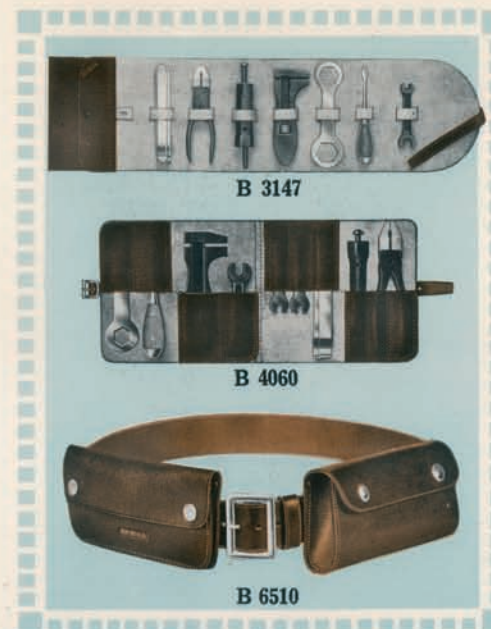
Capacity, ½ lb.

Size, 2½ in. diameter, 4½ in. deep, 4½ in. over clip.

FOR the night-riding motor cyclist using an acetylene lamp, it is imperative that a supply of carbide be carried. The small case illustrated here is a most satisfactory means of carrying an extra half-pound tin. It is arranged for attaching to the frame by the clip shown.

B 961 5/3

BROOKS
REGISTERED TRADE MARK



B 3147
MOTOR CYCLE
TOOL ROLL-UP

Size, 27½ in. x 7½ in.

A STRONGLY made leather Tool Roll provided with large pocket one end for oddments, and strap for securing the various tools. This is a very substantial article.

B 3147 Tools not supplied ... 11/9

B 7584
MOTOR CYCLE
TOOL ROLL-UP

Size, 19½ in. x 7½ in.

CONSTRUCTED from stout canvas, bound with leather; a pocket one end is provided, and the securing strap passes through steel loops.

B 7584 Tools not supplied ... 7/-

B 4060
MOTOR CYCLE
TOOL ROLL-UP

Size, 18½ in. x 6½ in.

THIS is a particularly neat and handy form of tool roll. Ten small pockets accommodate the tools; folds up neatly, and is secured by a stout strap and buckle.

The material used is grained leather of good stout quality.

B 4060 Tools not supplied ... 6/9

B 6510
MOTOR CYCLIST'S
BELT

THIS belt when fitted with pouches, forms an extremely handy means of carrying small spares and tools. Competition riders will greatly appreciate the time-saving which can be effected by means of this belt.

It is strongly made and well finished.

B 6510 Belt only, 38/44 in.	3/-
Belt only, 45/52 in.	3/6
Belt, 38/44 in. and pouches	11/6
Belt, 45/52 in. and pouches	12/-

BROOKS
REGISTERED TRADE MARK



**B 2658 &
B 2657**
**BROOKS PATENT
SPRING-ON
LEGGINGS**

Full Length Pattern

Size 1—11½ in. to 12½ in.
Size 2—13 in. to 14 in.
Size 3—14½ in. to 16 in.
Size 4—16 in. to 17½ in. } Round calf outside trousers, not too tightly.

ONE of the greatest deterrents from all-the-year-round motor cycling, is the uncomfortable and unsightly dress which is necessary to combat adverse weather conditions. Moreover the laborious nuisance of getting into or extricating oneself from the usual pattern of legging, is a most uninviting procedure.

The Brooks leggings, as their title implies, "just spring on," and altogether are a most sensible all-weather garment.

The springs are anatomically shaped, and fit below the knee and above the ankle.

Their appearance is decidedly smart, and a further great point in their favour, is the fact that it is never necessary for the inner surface of the legging to be drawn against the soiled surface of the boot when fitting or removing, the advantage of this is obvious.

B 2658	Good quality black rubber-proofed cloth, with top straps as illustrated, per pair	47/6
B 4170	Good quality fawn colour rubber-proofed cloth, with top straps as illustrated, per pair	47/6
B 2657	Finest khaki waterproof canvas, with top straps as illustrated, per pair	43/6

An improvement incorporated in these full length leggings is the attachment of a top strap, and we do not now supply without this feature.

BROOKS
REGISTERED TRADE MARK



**B 2049 &
B 2050**
**BROOKS PATENT
SPRING-ON
LEGGINGS**

Short Pattern

Size 1 11½ in. to 12½ in.
Size 2 13 in. to 14 in.
Size 3 14½ in. to 16 in.
Size 4 16 in. to 17½ in. } Round calf outside trousers, not too tightly.

THE short pattern Spring-on Leggings are made on the same principle as the full length, and in exactly the same thorough manner, from equally robust materials, and possess all the advantages of instantaneous attachment or removal.

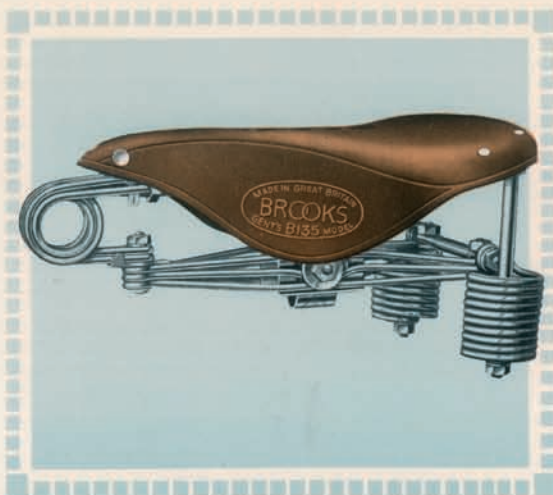
As in the case of the full length pattern, the inner surface of the legging need never be soiled, thus proving an extra protection from spoiled clothing.

This short pattern has met with a welcome reception from lady motor cyclists, and indeed their smartness and effectiveness have much to commend them.

The whole process of fixing these leggings is one of seconds instead of several minutes necessary with the average overall.

B 2049	Good quality black rubber-proofed cloth, per pair	30/6
B 2050	Finest khaki waterproof canvas, per pair	27/-

BROOKS
REGISTERED TRADE MARK



B 135 PATENT CYCLE SADDLE

Gentlemen's Model only, plain top. Seat measurement, 11½ in. x 9 in. Weight, 4 lbs. 10 oz. Height, 3½ in.

THIS is a new model, and undoubtedly a most luxurious one. The design combines features of the well-known B 90 and the B 130, the latter being similar in some details to Brooks motor cycle saddles.

No efforts have been spared to render this the most luxurious cycle saddle yet produced. Brooks compound coil springs are employed for supporting the rear of the saddle, the front being carried on a loop spring, the two being connected by means of the patent six-wire bracket, this feature having a wonderful strength, yet at the same time, considerable resiliency.

The leather top is of a perfect shape, and produced from such reliable material, that it is enabled to keep the shape over a number of years.

B 135	{	Enamel	43/6
		Nickel	52/3

BROOKS
REGISTERED TRADE MARK



B 130 PATENT CYCLE SADDLE

Gentlemen's Model only, plain top. Seat measurement, 11½ in. x 9 in. Weight, 4 lb. 8 oz. Height, 3 in.

THIS model, as in the case of the B 135, just mentioned, is in many respects similar to motor cycle saddles, in fact it is from earlier models of this pattern, that the present-day motor cycle saddle has been evolved.

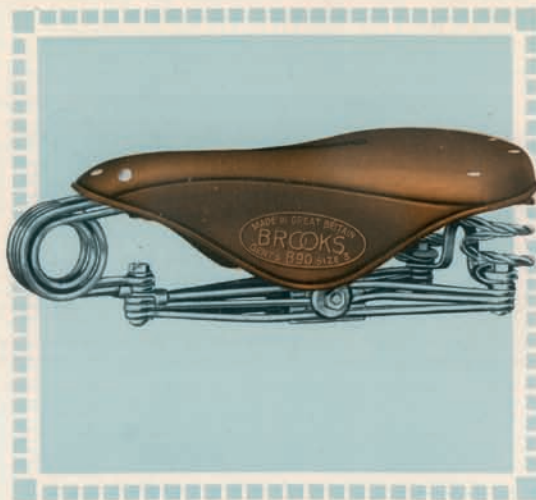
The rider's weight is entirely supported on the famous Brooks compound coil springs, which as will be seen from the illustration, are of ample dimensions. The action of these is described in detail on page 9, and the ease which they afford by avoiding continuous oscillation is evident after a long ride on this saddle.

A light yet adequately strong framework supports this saddle, attachment being made by means of the Brooks clip. The pivot bearing at the front is suitably proportioned to the work to be performed.

The leather top is correctly blocked and secured to the frame by means of copper rivets, and in this way deterioration of the leather by contact with rusty rivets, is avoided.

B 130	{	Enamel	39/3
		Nickel	50/9

BROOKS
REGISTERED TRADE MARK



B 90
ROAD SADDLE
(Patent)

Gentlemen's Model only—
Size 1, Seat measurement, 10½in.×8½in. Weight, 3 lb.
Height, 3½in.
Size 2, Seat measurement, 11½in.×9in. Weight, 3 lb. 4 oz.
Height, 3½in.
Size 3, Seat measurement, 12in.×9½in. Weight, 4 lb.
Height, 3½in.

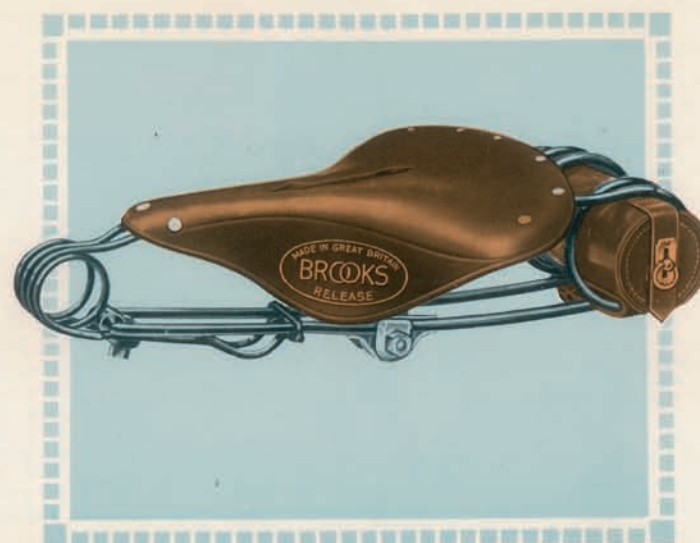
THIS is undoubtedly the most popular road saddle ever produced. This popularity is well deserved, since it is certainly the result of its successful solution of the long distance saddle problem.

As with all Brooks saddles, it combines a perfectly shaped leather top, coupled with a well-thought-out spring suspension, suitable to its particular purpose. This saddle is designed for road cyclists' use, and is extremely comfortable for both long and short distances.

The rear of the saddle is supported on two stranded wire coil springs, and at the front on the loop coil spring. These springs are connected by means of the patent six-wire bracket, which is light yet strong and at the same time resilient, the whole forming a particularly well-sprung, and thoroughly reliable saddle.

	Size 1	Enamel	30/-
		Nickel	36/9
B 90	Size 2	Enamel	32/9
		Nickel	39/9
	Size 3	Enamel	37/9
		Nickel	45/6

BROOKS
REGISTERED TRADE MARK



THE "RELEASE"
HAMMOCK
SADDLE

Gentlemen's Model only. Seat measurement, 11½in.×9in.
Weight, 3 lb. 6 oz. Height, 4in.

A SADDLE of unusual design, the comfort afforded being evident from a mere glance at the illustration. This, is to a large extent, due to the perfectly shaped seat, the secret of the easy riding of a Brooks saddle being due in no small measure to the untiring efforts made in the direction of providing a perfectly shaped leather top, without which the most elaborate of springing devices is useless.

The long hammock-shaped springs coiled at each end to give additional smoothness in action, afford a most delightful form of suspension.

Another point which will be noticed, is that the weight of the rider is evenly distributed over this extensive length of spring.

Without Tool Bag—			
RELEASE HAMMOCK,	Enamel	35/6	
	Nickel	42/6	

Complete with Tool Bag as B 2769, shown on page 44—

RELEASE HAMMOCK,	Enamel	44/-	
	Nickel	51/-	

BROOKS
REGISTERED TRADE MARK



B 28 ROAD SADDLE

Gentlemen's Model only—

Size 1, Seat measurement, 10 $\frac{1}{2}$ in. x 8 $\frac{1}{2}$ in. Weight, 2 lb. 10 oz. Height 2 $\frac{1}{2}$ in.

Size 3, Seat measurement, 12in. x 9 $\frac{1}{2}$ in. Weight, 2 lb. 15 oz. Height 2 $\frac{1}{2}$ in.

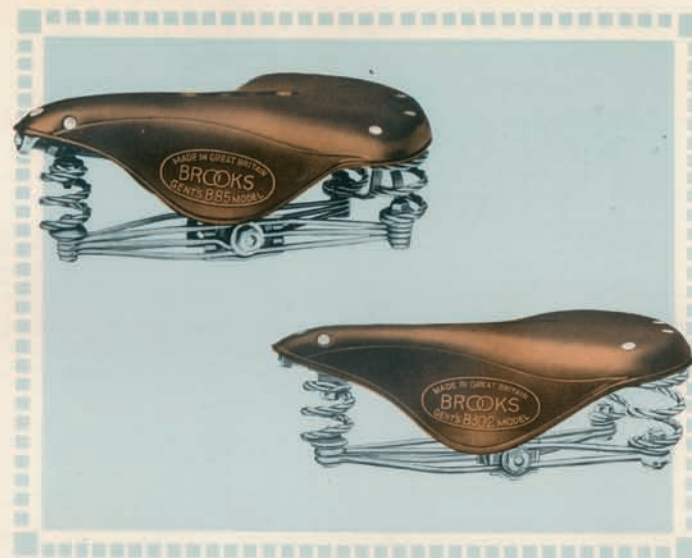
HERE is a saddle designed to give a low riding position, and this without lessening the degree of comfort; objectives somewhat difficult in attainment, in one and the same saddle.

The method of accomplishing this is particularly ingenious, as will be seen from the two illustrations shown above. The main bracket of stranded wire which is also coiled to form the main spring is carried to the rear, being attached at this point to bell crank levers, these levers or fulcrums fitting through two rear supporting pillars of the saddle and having in position one above and the other below each stranded spring, rubber buffers. These upon receiving a shock are compressed and materially assist the coil spring of the saddle.

At the front, the loop coil spring is used with a particularly accessible form of adjustment. The saddle top is beautifully modelled and the whole finished in the best possible manner, the completed saddle carrying with it many recommendations.

B 28 Size 1	Enamel ...	30/-
	Nickel ...	35/6
Size 3—	Enamel only ...	35/3

BROOKS
REGISTERED TRADE MARK



B 85 & 85 L ROAD SADDLE (PATENT)

For Gentlemen—Seat measurement, 10 $\frac{1}{2}$ in. x 8 $\frac{1}{2}$ in. Weight, 2 lb. 11 oz. Height, 3 $\frac{1}{2}$ in.
For Ladies—Seat measurement, 9 $\frac{1}{2}$ in. x 8 $\frac{1}{2}$ in. Weight, 2 lb. 8 oz. Height, 3 $\frac{1}{2}$ in.

THIS is a particularly comfortable saddle, designed on somewhat different lines from the foregoing, the loop spring at the front being replaced with a vertical coil spring, similar to the rear springs, this tends to give somewhat greater resiliency under the peak. These three coil springs are carried on the Brooks patent six-wire bracket: the whole forming a most comfortable long distance saddle.

The leather top is made from the finest materials and produced in the most careful and painstaking manner.

This pattern is also made in a ladies' model, which differs very slightly from the illustration here given.

B 85, B 85 L	Enamel ...	27/9
	Nickel ...	31/9

B 302 & B 302 L LIGHT ROAD SADDLE

For Gentlemen—Seat measurement, 10 $\frac{1}{2}$ in. x 8 $\frac{1}{2}$ in. Weight, 2 lb. 7 oz. Height, 3 $\frac{1}{2}$ in.
For Ladies—Seat measurement, 9 $\frac{1}{2}$ in. x 8 $\frac{1}{2}$ in. Weight, 2 lb. 5 oz. Height, 3 $\frac{1}{2}$ in.

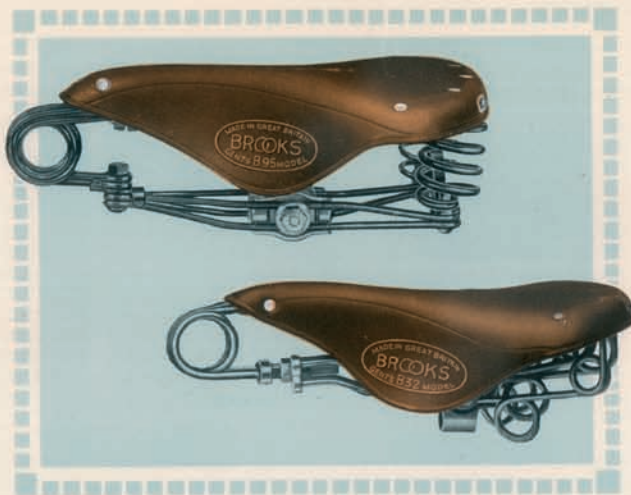
THIS is a saddle produced on the same principle as the B 85 described above but is intended for lighter weights, the six-wire bracket in the B 85 being substituted by the four-wire bracket in this model.

The top is made from specially selected leather, all rivets coming in contact with the leather portion of the saddle being copper.

The ladies' model of this saddle is practically identical with the illustration above.

B 302, B 302 L	Enamel ...	23/9
	Nickel ...	27/6

BROOKS
REGISTERED TRADE MARK



B 95 ROAD SADDLE

Gentlemen's Model only—Seat measurement, 10½ in. x 8½ in. Weight, 2 lb. 11 oz. Height, 3½ in.

A SADDLE of similar design to the B 90, described on page 36, but intended for somewhat lighter weights. The loop coil spring is employed at the front and two coil springs at the rear, this arrangement having been found to give a very easy riding seat.

The four-wire bracket on which the saddle is suspended is light and at the same time strong and resilient.

B 95	Enamel	...	...	...	27/-
	Nickel	...	...	...	31/-

B 32 LIGHT ROAD SADDLE

Gentlemen's Model only—Seat measurement, 10½ in. x 8½ in. Weight, 2 lb. 4 oz. Height, 2½ in.

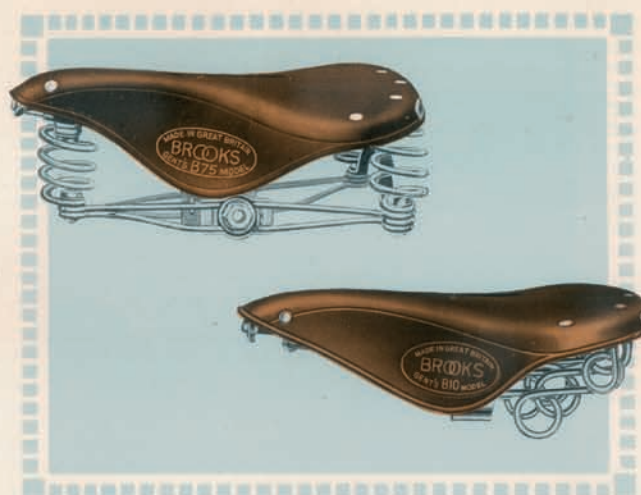
IN this model another principle of design is adopted, the seat portion being carried on the well-known Brooks four-wire type of frame. Each of these wires is coiled twice in its length, thus permitting of a fair amount of resiliency, this being still further assisted by the loop coil spring at the front.

Immediately behind the loop coil spring will be found a means for adjusting this saddle, and although not shown in the illustration, this model B 32 is provided with extra support given

by means of sliding tenon rods, these being of considerable advantage in counteracting any sagging of the top. This is an extremely neat and very comfortable saddle.

B 32	Enamel	...	...	...	28/3
	Nickel	...	...	...	33/6

BROOKS
REGISTERED TRADE MARK



B 75 & 75 L LIGHT ROAD SADDLE

For Gentlemen—Seat measurement, 10½ in. x 8 in. Weight, 2 lb. 6 oz. Height, 3½ in.

For Ladies—Seat measurement, 9½ in. x 8 in. Weight, 2 lb. 4 oz. Height, 3½ in.

THIS is a light road saddle, designed on similar lines to the B 85 described earlier, the difference being that three simple coil springs are used in place of the stranded wire, these, and of course through them—the rider's weight—being supported on the four-wire bracket.

This saddle is intended to carry somewhat lighter weights than the B 85, and for the medium weight rider should provide a most comfortable road saddle, suitable for long distance riding.

B 75 L is similar in design.

B 75, B 75 L	Enamel	...	...	...	21/3
	Nickel	...	...	...	25/-

B 10 & 10 L LIGHT ROAD SADDLE

For Gentlemen—Size 1, Seat measurement, 10½ in. x 8½ in. Weight, 1 lb. 11 oz. Height, 1½ in.

Size 2, Seat measurement, 11½ in. x 9 in. Weight, 2 lb. 3 oz. Height, 2 in.

For Ladies—Size 1 only, Seat measurement, 9½ in. x 8 in. Weight, 1 lb. 9 oz. Height, 2 in.

OF the light road saddles, this model is undoubtedly the most popular.

It will be noticed that the springing arrangement employed is similar to that fitted at the rear of the B 32, namely the four-wire frame. A considerable advantage of this form of springing is that it strengthens the frame against side-thrust, and prevents sagging.

As pointed out in the earlier pages of this catalogue, this firmer type of saddle is not to be recommended to the average cyclist, but the enormous number in use to-day is proof that with the perfectly-shaped leather top there is a large measure of comfort to be obtained from this saddle. This model is also made in a ladies' pattern.

B 10, B 10 L	Enamel	...	...	...	23/3
	Nickel	...	...	...	26/9
B 10/2 Gents' only	Enamel	...	...	...	26/-
	Nickel	...	...	...	32/-

BROOKS
REGISTERED TRADE MARK



B 18 & 18 L LIGHT ROAD SADDLE

For Gentlemen—Seat measurement, 10 $\frac{1}{2}$ in. x 8in. Weight, 1 lb. 10 oz.
Height, 2in.
For Ladies—Seat measurement, 9 $\frac{1}{2}$ in. x 8in. Weight, 1 lb. 7 oz.
Height, 2in.

A SOMEWHAT similar model to the B 10, in that it employs the four-wire frame, but there is only one coil in each wire; for this reason, the saddle is naturally somewhat firmer, but nevertheless it is a favourite among experienced and expert "go-anywhere" cyclists.

The ladies' model is of similar construction.

B 18, B 18 L	Enamel	17/6
	Nickel	20/3

B 17 "CHAMPION" MODEL RACING SADDLE

Gentlemen's Model only—Seat measurement, 11in. x 7in. Weight, 1 lb. 8 oz. Height, 2 $\frac{1}{2}$ in.

PRODUCED with the sole idea of providing the racing path cyclist with a comfortable seat, it is claimed that this saddle is ideal.

One important aim has been to afford the speed man a saddle which shall enable him to get a firm grip of his machine, and at the same time permit of unlimited thigh-action. These objectives we believe have been attained by the B 17 "Champion."

Every ounce of unnecessary weight has been cut without in any way sacrificing strength.

These points, still further assisted by the most careful attention to a specially shaped leather top, render this undoubtedly the most popular path saddle ever produced.

B 17 Ch	Enamel	21/-
	Nickel	23/3

BROOKS
REGISTERED TRADE MARK



B 24 & B 24 L LIGHT ROAD SADDLE

For Gentlemen—Seat measurement, 10 $\frac{1}{2}$ in. x 8 $\frac{1}{2}$ in. Weight, 1 lb. 13 oz.
Height, 2 $\frac{1}{2}$ in.
For Ladies—Seat measurement, 9 $\frac{1}{2}$ in. x 8 $\frac{1}{2}$ in. Weight, 1 lb. 11 oz.
Height, 2 $\frac{1}{2}$ in.

A SADDLE of sturdy and extremely reliable construction, the support to the leather top being provided by means of a stranded two-wire bracket.

The seat is comfortably shaped from specially selected leather, finished throughout in a most thorough manner. The B 24 L is designed on similar lines, and will be found to meet the requirements of many lady riders.

B 24, B 24 L	Enamel only	23/9
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CARRIER SADDLE No. 3

Gentlemen's Model only—Seat measurement, 11 $\frac{1}{2}$ in. x 9in. Weight, 1 lb. 13 oz. Height, 2in.

A MODEL similar to the one shown here was adopted by the Military Authorities many years before the late war, and has been retained by them as their standard pattern through all these years.

This is testimony to its unflinching reliability under the most exacting conditions, and it is with confidence that we recommend it for use on Tradesmen's Cycles or Tricycles, and such machines, where an unusual amount of hard wear and tear is likely to be experienced.

The springing and framework is similar to our B 10. The top being of specially selected leather pressed to shape.

Carrier Saddle No. 3, Enamel only	26/-
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BROOKS
REGISTERED TRADE MARK



B 7599



B 4004



B 7519



B 2769



B 2763



B 2501

B 7599
TOOL BAG

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

A^N extremely well-finished bag, fitted with a ring lock and celluloid address pocket in front, the whole being finished in the best possible manner.

B 7599 ... 5/-

B 7520
TOOL BAG

A similar bag to B 7599, but without address pocket.

B 7520 ... 4/9

B 4004
TOOL BAG

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

A^N extremely well finished Tool Bag of pleasing design and ample dimensions, fitted with ring lock for fastening, and address pocket.

B 4004 ... 6/3

B 7519
TOOL BAG

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

A^N STOUTLY-CONSTRUCTED Tool Bag with solid ends, made from selected materials and fitted with ring lock for fastening.

B 7519 ... 4/3

B 2769
TOOL BAG

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

A^N TOOL Bag of a cylindrical shape, made specially for attaching to the "RELEASE" Saddle, described on page 37. It is provided with a full length pull-out case, which fits inside the outer one.

B 2769 ... 8/6

B 2763
CHALLENGE
TOOL BAG

Size, 7in. x 3in. x 2in.

A^N extremely reliable Tool Bag, a special feature being the strap for closing the bag, which also encloses the tools and prevents rattling, and further it is arranged with the buckles of the attaching straps inside the bag, thus rendering wrongful removal difficult.

B 2763 ... 4/9

B 2501
TOOL BAG

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

A^N SOFT gusseted bag, of smart appearance, and thoroughly well made from stout material. It has a buckle and strap for fastening and two straps for attaching to saddle.

B 2501 ... 3/3

BROOKS
REGISTERED TRADE MARK



B 2038
CYCLE
FRAME BAG

THIS is an excellent frame bag for the long distance tourist or business cyclist, being roomy and perfectly waterproof.

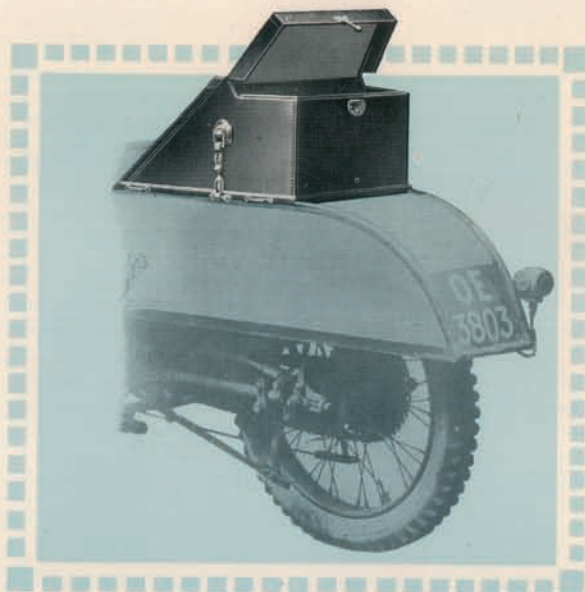
It is made of the best waterproof canvas, brown tan or tweed, and cloth lined; stiffened all over and fitted with rubber buffers to keep it clear of the top frame tube, thus avoiding the fouling of gear levers, wires, etc.

B 2036 is very similar, in both size and shape, to the pattern illustrated and described above. The material is superior waterproof canvas, three straps are fitted instead of lock, and the sides only are stiffened, the gussets being collapsible. Lined cambric throughout.

B 2034 is a somewhat similar bag, but two straps and ring lock are fitted instead of three straps, and the material of which it is made is a cheaper quality canvas.

B 2038	With lock as illustrated ...	34/6
B 2036	With three straps instead of lock ...	26/6
B 2034	With two straps and ring lock ...	20/6

BROOKS
REGISTERED TRADE MARK



B 8265
"MORGAN"
TRUNK

Length (front to back): Top, 24in. Bottom, 18in. Width: Front, 19in. Back, 13in. Height, 9in.

A LINE specially produced to meet the needs of Morgan users. It is designed to fit on to the back boot of the body as shown in the illustration. In this position it is readily accessible and provides considerable accommodation for luggage.

The construction is similar to that of our motor cycle and motor car trunks, being absolutely proof against dust, rain and mud. These trunks are made from three-ply wood, covered with waterproof leatheroid, attachment to the body of the car being by means of the patent improved "Instantus" Holders, which permit of speedy removal therefrom as occasion arises.

B 8265 Black finish only 74/-

B 8261
"MORGAN"
SPRING
GAITERS

THESE are constructed on similar lines to those designed for use on our B 600 Saddle, described on page 11. Made from the finest waterproof leatheroid in black enamel finish.

B 8261 Black enamel finish, per pair 10/9



B 4068
BROOKS
"MINOR" TEA CASE

Size, 9in. x 11in. x 4in.

AN especially handy size, and particularly suited for use by motor cyclists and sidecarists.

These cases can be fitted either in the side car body or attached to the carrier, their disposition about the exterior of the machine being in no way affected by the weather.

They are absolutely weatherproof, thereby obviating any possibility of food contamination from road dust. Fitted with burnished tin Sandwich Case, 1 pint Thermos Flask and two 1/4 pint tumblers (aluminium) with rolled edge.

B 4061
BROOKS
"MINOR" TEA CASE

Size, 11in. x 14in. x 4in.

A larger case, having two Sandwich Cases, and a 1 quart Thermos Flask.

Prices on application.

BROOKS
REGISTERED TRADE MARK

BROOKS
REGISTERED TRADE MARK



A Section of the Viewing Shop.

EVERY effort is made in the production of a Brooks Saddle, to provide an article which shall give its user complete satisfaction, not merely during the first few years of its existence but throughout its comfort-giving lifetime, and it is a significant fact that, as time proceeds, riders become more and more attached to their Brooks Saddles. It is inevitable though, that, after a time, repairs or replacements will in some cases be necessary, and in this event it will avoid delay if fullest particulars as to date (1906 or 1909 pattern), number, type of bracket, length of fittings, etc. are given. If any difficulty is found in fitting repair parts to Saddles, please return saddles to us Carriage Paid.



"Make life worth Cycling."

BROOKS

MADE IN ENGLAND

The Book of
BROOKS
Saddles and
Equipment
1921