

Brough Superior

"THE ROLLS-ROYCE OF MOTOR CYCLES"

—vide The Motor Cycle.



GEORGE BROUGH
Designer-Manufacturer-Rider
of the Brough Superior, who
has won over 200 Cups and
Gold Medals in Open Com-
petitions, Hill Climbs and
Races in all parts of the World

My Policy of Progress

Looking back over my twenty-six years practical motor-cycling experience as Designer-Manufacturer-Rider of Motor Cycles and their development, the most **amazing reliability** of present-day machines compared with their predecessors is, without doubt, due to **practical road tests** and a **thorough engineering knowledge** of Motor Cycle **technique**. When you buy a **Brough** you, as owner, **know** that behind the many improvements and exclusive features, the **Superior** mechanical knowledge and racing experience gained by me, justifies the high opinion of **MOTOR CYCLE** in describing my production as "The Rolls-Royce of Motor Cycles." It is difficult to express in words the immense satisfaction it gives me to have produced, with the aid of one of the most efficient staffs in the Country, such glorious machines as bear my name; with the **hall-mark of quality** in its make-up—a **thoroughbred** amongst motor cycles. I honestly believe that no motor cycle manufacturer in the world has spent more time and money in development and research. Original Brough Superior features that have been slavishly copied are **saddle tank, steering damper, finned exhaust cooling ports, propstand, rolling stand, spring frame, etc., etc.**

Since 1927 I have designed and built 4-cylinder motor cycles—"V" Air-Cooled—Straight 4—Air and Water Cooled—Chain and Shaft Drive.

For 1938 I am again backing my reputation on the **well-tried-and-proved "V" Twin**. Various types are available—low and high compression—side-by-side and overhead valves—these re-designed twins with their oversize bearings, dead silent valve gear, improved induction system and **perfect lubrication to every moving part**, put them, in my opinion, for **silence, power and flexibility**, well ahead of any other type.

With the exception of the "S.S. 80 Special," a **fully sprung rear wheel** is being incorporated on all my 1938 productions.

In conclusion, my many appointed old-established Brough Superior agents and myself are behind the machines offered to you. There is no better service in the World than that given to B.S. riders; ask any of them!! I know what you want because I ride them myself—every day.

Telephones
55535/6 Nottingham
Telegrams and Cables
"Brufsup, Nottingham"

GEORGE BROUGH HAYDN ROAD NOTTINGHAM ENG.



The Sporting Rider's Ideal



Price

Completely equipped with Fully Sprung Rear Wheel, Castle Forks, Special Lucas Dynamo Lighting Set, Altette Horn, Rear Wheel Driven 120 m.p.h. Speedometer with illuminated dial, Rolling Stand, Pillion Footrests, Aluminium Number Plates, Foot Gear Change, etc.

£155

The fastest motor cycle in the world !

169.8 m.p.h. — Gyon — April, 1937 (Official F.I.C.M.)

Page Two

"S.S. 100" Specification

The very mention of the name "S.S. 100" makes the enthusiast's mouth water. He immediately thinks of the wonderful records held by this machine on road and track. It is the "Be-all" and "End-all" of the motor-cyclist's dream. I guarantee that this machine is the fastest and — with the exception of the "S.S. 80" — the quietest machine on the road. This is the machine Eric Fernihough rides — and always wins: creating a new record for every course he rides on. The "S.S. 100" he rides is a special model, and exact replicas can be purchased.

Engine. 50" "V" Twin O.H.V. 85.5 × 85.5 mm. 990 c.c. Exceptionally rigid crank-shaft assembly with parallel-fitting shouldered crank pin, carried on oil-flooded bronze bearing on timing side, and three-row roller bearing on driving side. Crank pin, 1½ in. diameter; main shaft, 1½ in. diameter. Forked conn. rod assembly with four-row roller big-end bearing; Lo-ex alloy pistons with fully-floating gudgeon pins running in duralumin bushes in small ends of connecting rods. Enclosed valve gear, hairpin valve springs, valves automatically lubricated, dead silent valve gear and other working parts; full dry-sump lubrication, twin carburettors with single control, and mammoth bearing surfaces everywhere are incorporated with this engine.

Frame. The patented and original "Brough Superior" loop design fitted with the patented rolling stand and fully sprung rear wheel.

Tank Capacity. Petrol 4 gallons; Oil ½ gallon.

Petrol Consumption. Solo, 60 m.p.g.; Sidecar, 50 m.p.g.

Oil Consumption. Negligible.

Saddle Height. 27 in.

Ground Clearance. 5 in.

Wheel Base. 58 in.

Gear Ratios. 3.5; 4.4; 6.7; and 11.

Compression Ratios. Touring 6.5; Racing 8.5.

Tyres. 27 × 4.00 Rear, 26 × 3.50 Front. "Fort."

Plugs. K.L.G. 14 mm.

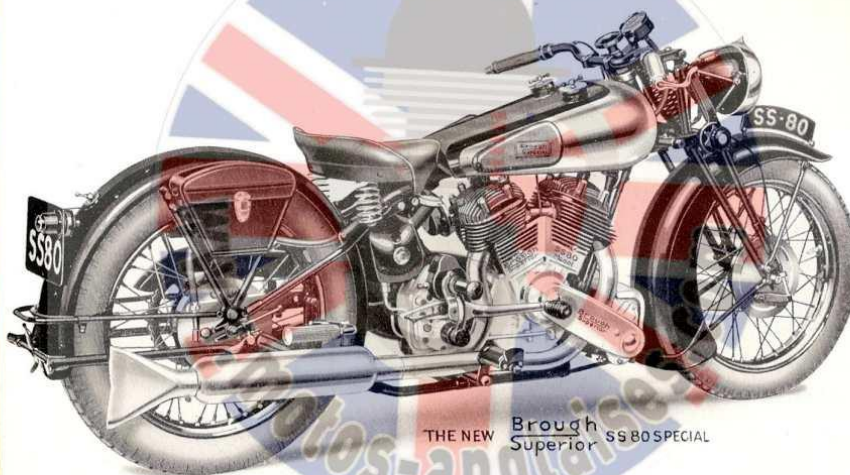
I guarantee this new "S.S. 100" to lap Brooklands Track (approximately 3 miles) at 100 m.p.h. and 85 m.p.h. sidecar.

All component parts fitted to Brough Superior machines are made exclusively to my designs and special requirements.

Page Three



Still a year and a half ahead !



THE NEW Brough Superior S.S. 80 SPECIAL

Page Four

All component parts fitted to Brough Superior machines are made exclusively to my designs and special requirements

Price

'S.S. 80 Special' completely equipped with Magdyno Lighting, Altette Horn and Rear Wheel Driven Speedometer with illuminated dial

95 gns.

"S.S. 80 De Luxe Special" with Fully Sprung Rear Wheel, and specification as page five

£120

"S.S. 80 Special" and "S.S. 80 De Luxe Special"

THE NEW "S.S. 80 SPECIAL" SPECIFICATION.

Despite the price at which the new "S.S. 80 Special" is marketed, I am prepared to **guarantee the materials and workmanship throughout** this machine to be **identical** with the remainder of the Brough Superior range, and also justify what "The Motor Cycle" said of the original S.S. 80 model: "The Rolls-Royce of Motor Cycles." It has been designed at the request of a large number of B.S. riders, who favour a **reliable, silent, side-by-side valve twin**, with a performance and price equal to that of the ultra high-compression O.H.V. single. Experienced riders tell me that this new "S.S. 80" is the most charming thing they have ever sat across.

Engine. 50" "V" Twin, 990 c.c., fitted with big side valves, totally enclosed and automatically lubricated, oversize roller and ball-bearings throughout, detachable cylinder heads, and full dry-sump lubrication to all moving parts. The engine can be decarbonised *in situ*.

Forks. These are specially strengthened, built to my own requirements to withstand the arduous duties when used in conjunction with the Brough Superior. A long, flexible single-compression spring is fitted, and dampers are integral with the construction. Castle Forks (Brough Superior patented) can be fitted as an extra.

The general specification of this machine includes special Lucas electric lighting and horn equipment, and rear wheel driven illuminated speedometer. K.L.G. Plugs and Licence Holder are fitted as standard

to this machine, and the wheel base, saddle height and ground clearance, are exactly the same as the "H.50 Special."

The remaining components are the world-renowned Brough Superior patented loop frame, original bulbous-nosed saddle tank, four-speed gearbox with foot change, twist grip carburettor and ignition control, totally-enclosed primary drive, 8in. brakes, front and rear stands, ultra-large pan seat, etc., etc.

Petrol Consumption. 60-65 m.p.g. solo, and 50-55 m.p.g. sidecar.

Oil Consumption. Negligible.

Speeds. 80 m.p.h. solo, and 70 m.p.h. sidecar.

"S.S. 80 De Luxe" Specification

The "S.S. 80 De Luxe Special" Specification includes the new Brough Superior **Fully Sprung Rear Wheel**, Bottom Link Type Front Forks, Patented Rolling Stand, Built-in Pillion Footrests, Aluminium Number Plates and Specially Selected Engine.

The new "S.S. 80" is **positively the quietest motor cycle on the road.** The way it eats up the mileage with absolute absence of effort makes long journeys a thrill and a pleasure.

MR. H. RICHARDS of DEWSBURY, a real hard rider, says that on a Continental Tour riding his S.S. 80 and Sidecar he did 2323 miles. He averaged 47 m.p.g. petrol and the actual consumption of oil for this distance was 2 pints, drainage excluded, and the machine ran like a clock the whole way, up and down mountain passes, smooth and rough roads.

Page Five





Power — out-powered!



Price

Completely equipped with Fully Sprung Rear Wheel, Special Lucas Magdyno Lighting Set, Altette Horn, Rear Wheel Driven Speedometer, with Illuminated Dial, and "Fort" Tyres,

£130

See what Mr. Davies says on page seven!

All component parts fitted to Brough Superior machines are made exclusively to my designs and special requirements.

"11.50 Special" Specification

This machine is specially built for the "tough guys" of the motor-cycling game, and for overseas riders' requirements the "11.50 Special" can be obtained in Colonial form with long rear-swept handlebars, twist-grip controls, foot-boards, foot-clutch if necessary, and foot-change. This machine is extensively used by Police Constabularies in all parts of the World.

Engine. 60° "V" Twin, 85 × 99, exceptionally large bearings throughout, and other parts of this engine have been greatly improved for 1938; pistons of a special alloy, detachable cylinder heads which are highly polished, including the ports. Full dry-sump lubrication is incorporated to all moving parts, lubricated by oil under pressure, including valves, tappets, and guides. This engine can be decarbonised quite easily *in situ*. The exhaust arrangements comprises two heavily-chromium-plated pipes of large diameter, leading in to a cylindrical baffled silencer. Mechanical silence and exhaust note is very quiet and pleasing.

Frame. This is the patented and original Brough Superior Loop Design, and the rear wheel is fully sprung to give the very acme of motor-cycling luxury. All fittings on the Brough Superior Frame are brazed on, part and parcel, there being no loose clips or lugs. A rolling stand, by means of which the machine can be lifted clear of the ground in an effortless manner, is also incorporated.

Forks. These are the special patented bottom link type recommended for sidecar work; large central compression spring and four shock absorbers operated by a simple wing nut. This fork is very sweet in action, and helps considerably towards giving that feeling of confidence with the wheels glued to the road, for which the "Brough Superior" machine is so well known. The patented "Castle" Forks are specially recommended for perfect solo riding and can be fitted to instructions as an extra. The steering with this latter fork is too well known to be commented on.

Carburettor. A specially designed Amal carburettor is used. It has a large single float and mixing chamber. It helps to ensure very easy starting and terrific acceleration with a very high all-out speed.

Gearbox. This component is pivotal mounted and has four speeds (three close ratios with a low bottom), and positive foot change. The kick-starter pedal is extra long to ensure easy starting in exceptionally cold weather. Gear ratios are 4.2, 4.83, 6.13, and 10.5.

Tank. This is the world-renowned and much-copied original bulbous-nosed saddle tank, heavily chromium-plated with a black top panel edged with a fine gold-leaf line. It holds four gallons of petrol, and is fitted with two large filler caps, easy in operation and conveniently placed for refilling; two level petrol taps, and very comfortable and conveniently placed knee-grips. The oil tank is separate and is fitted behind the saddle tube and holds six pints of oil.

Handlebars. The standard bar gives a very comfortable and natural riding position, and is appreciated for long-distance touring. It is set up slightly from the lug, but is not of the "sit-up-and-beg" type. A sports handlebar, as illustrated, can be fitted to order.

Chain Cases. A very strong cast aluminium oil-bath chain case is used for the primary chain, and the top and bottom runs of the rear chain are effectively covered. Chains employed are $\frac{1}{2}$ in. × .305 in. front, and $\frac{1}{2}$ in. × $\frac{1}{2}$ in. rear—double-strength Renold.

Wheels and Brakes. Wheels are fitted with 7 gauge butted spokes throughout, journal ball-bearings, and very effective 8 in. brakes, coupled with instantaneous brake adjustment. 27 × 4.00 rear tyre, and 26 × 3.50 front tyre. Dunlop "Fort" tyres are standard.

Saddle. A really comfortable 18 in. wide pan seat, giving armchair comfort, is fitted as standard.

General. Very effective and strong mudguards are fitted as standard; mudguard stays, lamp brackets, cable tube carrier, are all made of strong round section tubing. Plugs K.L.G. K7, Saddle height, 26 in. Ground clearance, 5 in. Wheel Base, 57 in. Petrol consumption, 65 m.p.g. solo and 50 m.p.g. sidecar. The machine is capable of 80-85 m.p.h. solo, and 65-70 m.p.h. with large touring sidecar.

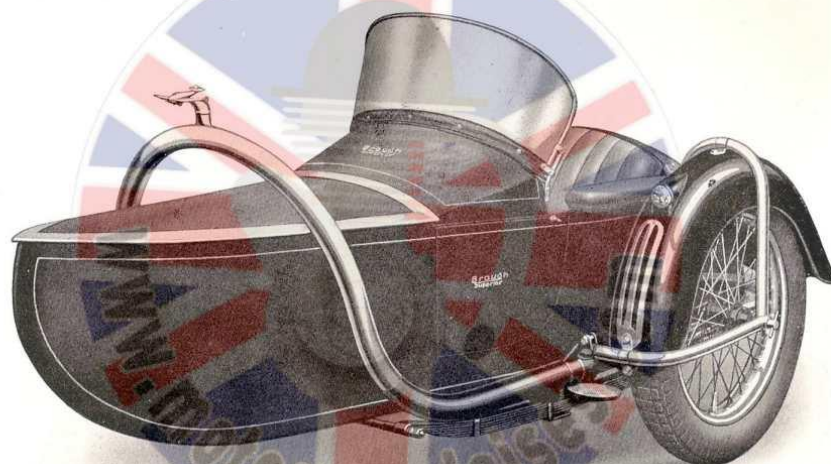
MR. L. E. DAVIES, of 55, Oakwood Park Road, SOUTHGATE, N. 14, writes on 28/8/37:—"My association with 'the Works' has been the source of more pleasure and happiness to me than I can tell. It is now many years since I met you all, and in the whole of my dealings with you I have been accorded a welcome that at times has amazed me."

Page Seven





An Aristocrat Amongst Sidecars



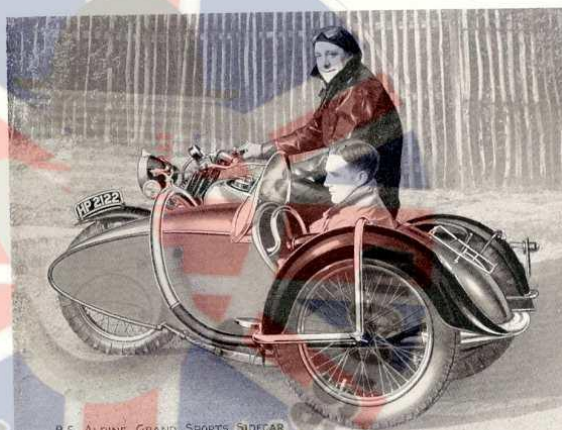
B.S. ALPINE GRAND SPORTS SIDECAR (CRUISER BODY).

Patent No. 413/239

Page Eight

"B.S." Alpine Grand Sports Sidecar

An entirely new Brough Superior Sidecar. Manufactured in my own factories, this masterpiece is patented throughout the world, and has been supplied in large quantities during the past season with every satisfaction to their owners. These excellent results prove that my experience and decision in marketing this chassis, the main member of which consists of one large diameter ENDLESS tube, is correct. There are no brazed joints to cause crystallisation and consequent breakages. These latter remarks have been confirmed by the large number of sidecars which have been supplied during the past season, without a single complaint from anyone. The body is underslung and carried on two long, flat, car-type leaf springs; the quickly detachable wheel is properly housed in a tubular cradle frame; as is also the car-type mud-guard. The Single Frame Tube is utilised as a spare petrol container—it holds 1½ gallons—very useful on a long, night journey.



B.S. ALPINE GRAND SPORTS SIDECAR

Price £32 "Cruiser" Body
£30 "Sports" Body

As Illustrated

George Brough

Designer-Manufacturer-Rider on his "S.S. 100" Alpine G. and Sports Outfit

Page Nine





The Fastest Motor Cycle in the World !

Official F.I.C.M.

Solo
169.8
m.p.h.!

Sidecar
137
m.p.h.!



Note rear-wheel adhesion

To George Brough
presenting Brough Superior
Racing Machines in the Town
Race Track

"Fernihough" leaping the
bumps at Brooklands
at over 130 m.p.h.

As well as the World's Record Solo and Sidecar, standing and flying starts, Fernihough holds the Brooklands Lap Record Solo and Sidecar, standing and flying starts. The "S.S. 100" also holds the World's Sand Speed Record (unsupercharged), Brooklands Lap Record Solo and Sidecar, and is still the only Motor Cycle Combination to have lapped Brooklands at over 100 m.p.h.!

The Fastest Sidecar Combination in the World !

Page Ten

Extras

Relating to all Models, unless otherwise stated.

	£	s.	d.
Fully Sprung Rear Wheel ("S.S. 80" Standard only) ..	10	0	0
Large Dial Speedometer (5in.) ..	4	0	0
Carrier ..	1	0	0
Folding Pillion Footrests (standard on "S.S. 100" and "S.S. 80 De Luxe") ..	12	6	
"Fort" Tyres (standard on "S.S. 100" and "11.50") .. each	10	0	
Aluminium Number Plates (standard on "S.S. 100" and "S.S. 80 De Luxe") ..	17	6	
Propstand ..	1	5	0
Legshields ..	1	5	0
Chromium Plated Mudguards, with Black Centres (Solo) ..	3	15	0
Chromium Plated Mudguards, with Black Centres (Combination) ..	5	10	0
Wheels, with Chromium Rims and Black Centres .. per pair	1	15	0
Wheels as above, also with Chromium Hubs and Brake Drums, per pair	3	10	0
Spare Wheel, with Tyre ..	3	19	0
Large Alpine Bags, with Valises .. per pair	2	0	0
Safety Bumpers ..	2	5	0
"Castle" Forks (standard on "S.S. 100") ..	7	0	0
"Castle" Forks, "S.S. 80 De Luxe" only .. extra	3	0	0
Bottom Link Forks (standard on "11.50" and "S.S. 80 De Luxe") ..	4	0	0
Revolution Counter ..	3	10	0
Sidecar (Cruiser) Side-screens ..	2	10	0
Hood ..	1	15	0
Luggage Grid ..	1	10	0

All-Weather Finish can be supplied—no extra charge.

All Machines carriage paid to nearest railway station.

The Manufacturer reserves the right to modify these specifications and prices without notification.

Oil Recommendation:—"Speedwell" Sans Equal for Touring, and "Speedwell" White Ideal for Racing, are exclusively recommended for all Models. Where unobtainable, only first-class branded Oils in sealed Tins should be used.

Press Comments

Press Comments regarding the remarkable reliability and other features of the "Brough Superior" have, for years, been consistently almost embarrassing. Following are a few excerpts taken at random:—

"Toronto Evening Telegram, July 25th, 1933—

"NEW POLICE CYCLE HITS 95 IN CHASE. Chatham, July 25—Provincial Traffic Officer Clark Russell tested out his imported racing motor cycle when he chased a U.S. tourist here. The officer was clocking 95 miles an hour when he passed the large U.S. car and gave the driver the signal to stop.

"As a result of the chase, Arthur Gottlieb, Bronx, N.Y., paid a fine of \$15.25 including costs, on a charge of reckless driving.

"The Bronx car went through the village of Louisville at 60 miles an hour, with the officer in pursuit. Out of the village the tourist, despite the heavy traffic, maintained a cruising speed of 80 to 85 miles an hour."

"Traffic Officer Clark Russell's mount is a Standard "S.S. 100 Brough Superior."

"The Motor Cycle"—

"The Rolls-Royce of Motor Cycles." June 8th, 1933—"... the '11.50' Side Valve Sidecar Outfit, with the average speed capabilities of a hyper-sports solo ..."

"... Others, of whom the great George Brough is a fine example, have motor-cycling in their very marrow. They are happiest across the saddle."

"The 'Brough Superior' sells principally on its riding qualities, as the 'Rolls' sells." August 1st, 1933—"The New 'S.S. 80' ... Behind the production of the New 'S.S. 80' there is an additional object and that is to provide a machine completely equipped and possessing all the Brough Superior characteristics but selling at a comparatively low price ... Altogether a machine of great charm, certain to please the big twin enthusiast and calculated to create enthusiasm in the rider who happens to be a stranger to the type ..."

"Motor Cycling"—

"... as for these people who cannot understand how it is possible to sell a motor cycle and sidecar combination, the first cost of which is considerably more than that of many light cars, we can only suggest that they try one, for the feeling of effortless power, combined with smooth, speedy travel, which such a machine as the 'Brough Superior' affords, cannot be matched by anything on four wheels costing less than a round thousand."

"Castor," if "Motor Cycling," relating his experiences with a special large "Brough Superior" S.S. 100 Model, named "Motor Castor," of which he did 100 m.p.h. in SECOND GEAR, on the road, said: "... With its Rear-swinging it is the most comfortable fast motor I have ever sat above. It luxuriates through space; 'itching and wobble' are non-existent, impossible; a leather bed could scarcely be safer."

"Motor Cycling" says (Nov. 27th, 1935), regarding first test of the 1936 "S.S. 80"—

P.D.N. CONTROLABILITY. The outstanding features, however, were undoubtedly the wholly exceptional smoothness of both engine and transmission (this feature in regard to the latter being in particular very highly developed), the high standard of silence, and as to the exhaust:—

"Riding in traffic was a delight, as the power unit was flexible, and the exhaust, even on wide throttle openings, no more than a gentle rumble, almost inaudible ..."

"George Brough, of course, insists on an altogether exceptional standard, not only of design and materials, but also of workmanship and finish, and the new 'S.S. 80' engine, which represents, by the way, something of a breakaway from his previous units, is a fine tribute to his methods."

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Letters of Appreciation

Letter received from the Chief Constable of Nottingham

"The Police Department of this City has tried out many different types of motor cycles during the past 10 years.

"It has been our experience, that it is cheaper in the long run to buy the best machine available in preference to a cheaper article which cannot stand up to the work for any length of time. For that reason, I am gradually replacing all my motor cycles with Brough Superiors. My mechanical division is already equipped with Brough Superiors."

W.W., Stockwell.

"... I should like to add that although I have only driven the machine for 25 miles I have found it entirely different to anything I have ridden before, and shall not hesitate to praise it to friends and acquaintances."

D.M., Salisbury, S. Rhodesia.

"I am returning to England shortly and intend purchasing my fifth 'Superiority' 2-Wheel variety. It may interest you to know that I have covered an aggregate of 210,000 miles on your 'S.S. 100'. During the whole of this period—nine years—I have not spent one single penny on mechanical or electrical expenses. The most amazing feature of each of the machines was the comfort and safety at speeds of 25-35 m.p.h. on the vilely-corrugated roads in this country. Even in 'knee action' cars it is impossible to exceed 25 or so without the passengers being thrown about."

F.H.B., London, S.W.

"... The Brough Superior, that aristocrat of machines—has its peer in the service you give; I cannot praise it too highly."

G.H., Henlow.

"... I have had the bike about 8 months now, and am more than pleased with its wonderful performance. For speed and standing up to hammering it definitely cannot be beaten."

G.S., Burton Joyce, Nottingham. (This customer owns two Brough Superiors.)

"... having had my '11.50 Special' for the past six months, I find there is nothing else to be desired either in speed or pulling power. My tradesman's machine is often called upon to take a load of anything from two to ten cwt. Everything I have asked of this machine has been done in an effortless manner. After riding several miles of machines on my arduous task, the '11.50 Special' is ideal in every way. The attention and 'After Delivery Service' meted out to me is also—the very best."

J.A.H., Leeds.

"Having recently returned from a tour in Central Europe on my 680 O.H.V., I would like to express my appreciation of the bike's performance."

"My route, which was through Holland, Germany, Switzerland and (Tyrol) Austria, comprised some of the highest and stufiest passes in Europe, such as the Grimsel, Furka, Oberalp, Arberg, etc."

"The total mileage covered was slightly over 2,000, and the whole tour was accomplished in one week and without the slightest adjustments or attention of any kind (apart from daily greasing) being required. Furthermore, my pillion passenger and myself were neither sore nor fatigued by the long daily rides, a factor for which the machine deserves this highest praise, as it is only by speed and reliability, coupled with comfortable riding, that high mileages of this kind can be put up and enjoyed."

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"I would like to add that the above tour completed 17,000 miles of trouble-free riding on this machine, and as a motor-cyclist of over 15 years experience, I am in a position to appreciate a performance of this kind. Congratulations for producing so fine a motor cycle."

W.J.W., Leamington Spa.

"... I have just taken delivery of a 'S.S. 80 Special' and I congratulate you in a marvellous production as a rider of big twins for eight years."

R.H., Poplar, E. 14.

"I might state that the Sidecar is one of your Cruisers, and the Outfit gets quite a lot of admiration when I park it."

S.J.P., Brondesbury Park, N.W. 6.

"There is one thing I can say, and that is this—that there is only one Motor Byke for me. I have certainly been very satisfied with the machine in general, and I sincerely hope that I have had my last grouse with 'George Brough'."

H.A.P., Ramsey, I.O.M.

"The combination has now done nearly 2,000 miles and is now getting nice and free; I am particularly pleased with the steering, which is certainly well above that of the average combination; also the flexibility on top gear is a very pleasing character."

"The Outfit has been much admired on the Island, and it was quite embarrassing during T.T. week, in Douglas to stop on the Promenade, as there was generally quite a crowd round the machine."

G.T.F., Sydenham, S.E. 26.

"You have certainly made a splendid job of the 'S.S. 80' for me and I would just like to thank you once again for the splendid way in which the work was carried out."

A.E.R., Keighley, Yorks.

"After having run 200 miles on 'S.S. 80' my wife and I thank you for producing such a machine. I am amazed at the way it handles, and we are delighted with the 'De Luxe' comfort. I cannot speak of performance as yet (owing to running in), but have no doubt as to its ultimate satisfaction."

W.S., Battle, Sussex.

"The machine itself is the best I have ever ridden, and it's a pleasure to ride, and I don't think there is anything to come up to it as regards motor cycles."

F.W.A., Highbury, N. 5.

"... I might add that I have only been a 'Brough' owner for the past few weeks, and I am more than satisfied with the Model."

J.R.P.B., Liverpool.

"... While on this subject I would like to say how very delighted I am with this, a really wonderful piece of motor-cycle engineering. No one could wish for a smoother or more reliable machine; the performance is truly remarkable, and though I have ridden a number of thoroughbred machines, not one was anywhere near the fine calibre of your magnificent turnout."

T.H., Leeds.

"I would like to mention also my very sincere appreciation of the courteous reception I received from the members of your staff the other week when I came over for my new byke, which I am glad to say surpasses all my expectations for speed and pulling power; also I must add the absence of noise at all speeds makes it really a Rolls-Royce of Motor Cycles. In fact, on leaving your works I ran above twenty miles in second gear thinking I was in top, and did not find out until I stopped for a smoke."

L.W.K., Lipson, Plymouth.

"... I may say that I am very pleased with the way the bike glides along with practically no effort, and it is certainly very quiet."

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