

J.E.S.

THE BROOKS

REGISTERED TRADE MARK

BOOK FOR MOTOR CYCLISTS

1912 *3*

The BROOKS

(Registered Trade Mark)

BOOK FOR MOTOR CYCLISTS

containing full particulars of
the many models
of the

BROOKS Motor Cycle Saddles Seats and Bags for 1912³

Telephone : (Two Lines) 2273 Central
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J. B. BROOKS & Co. Ltd.
Great Charles Street, Birmingham

ESTABLISHED 1866

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

A Prefatory Note.

SINCE, GENERALLY SPEAKING,

it is the Cyclist who becomes a Motor Cyclist—that the one is, in the large majority of cases, a development of the other, it is unnecessary for us to occupy much space in a description of the quality of the BROOKS productions—

That the Motor Cyclist shares the Cyclist's appreciation of BROOKS productions is evidenced by the universal popularity of the Saddles and Bags we have designed and manufactured for his use.

Concisely stated, BROOKS means BEST and that fact is acknowledged in both spheres.

THE MANUFACTURE OF BROOKS SADDLES

is in the hands of those who possess an unequalled experience in their work.

The various processes are watched over by men whose knowledge is entirely exceptional—men who to-day, and every day, are concentrating all their efforts on the production of the BEST.

Thus is

THE MERIT OF THE BROOKS

created and maintained—thus is justified our oft-repeated statement that “it is not the name of BROOKS that makes the Saddle good, but the Saddle, and its excellence, that makes the name supreme.”

THE POLICY BEHIND THE BROOKS should be to every buyer its strongest recommendation.

In itself, it is a guarantee of excellence, for considerations of price are never allowed to vary the standard of that quality which has ever been associated with the name the Saddle bears.

THE ADJUSTMENT OF THE BROOKS

is greatly simplified by the BROOKS Patent Saddle Clip, which is undoubtedly by far the most perfect device for the fixing and adjustment of a Saddle, and ensures a grip which is absolutely efficient and reliable.

In this matter of adjustment the rider should note—

That the position of the Saddle, should, invariably, be low enough to allow him to reach the ground with both feet without dismounting, and forward enough for him to hold the handles without quite straightening the arms.

That it is generally desirable to tilt the Saddle backward more than in the case of a pedal-propelled machine.

That, as each individual rider's need creates the necessity for varying adjustment, it is essential that the rider himself should conduct a series of experiments before fixing on a permanent position.

A REMINDER.

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.

Saddles which do not bear that name are not of our manufacture, neither can they possibly possess the same merits.

Guarantee

In the World of Wheels there is no name which bears a higher reputation than that of BROOKS.

For over a quarter of a century it has been regarded by the rider of the pedal bicycle as synonymous with "best" and, since the advent of the Motor Cycle, it has earned and justified an equal confidence among the devotees of the sister sport and pastime.

In a word—it is itself a guarantee—an absolute assurance not only of the finest quality, but of the fairness and liberality of the manufacturers, should any question of repair arise during the use of any article which bears it.

Repairs

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 on delivery.

Each repair 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.

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

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

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

THE SIZE, WEIGHT AND HEIGHT OF EVERY SADDLE ILLUSTRATED THROUGHOUT THIS CATALOGUE ARE SPECIFIED ON THE SAME PAGE AS THE ILLUSTRATION.

These particulars are given for the convenience of the purchaser for whose further information we would state 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.

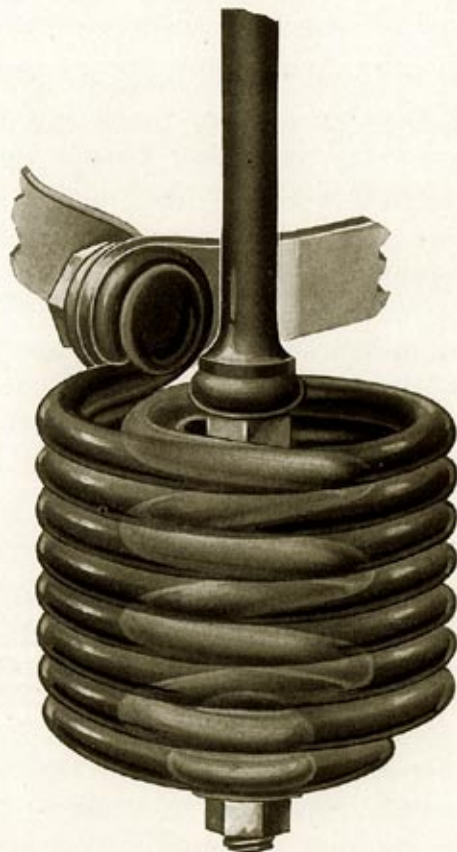
In the case of the weights quoted, these are in every case as accurate as it is possible to make them, in view of the slight variations which may occur in the weight and thickness of leather.

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.

The BROOKS Patent Compound-Spring

(An exclusive feature of the BROOKS).

This has done more to vanquish the Motor Cyclist's deadliest enemy—vibration—than any other fitment, or component part thereof, that has ever been invented.



We illustrate the Spring above, and would impress upon the reader that, while many makers have endeavoured to obtain the same advantages by varying methods, none have succeeded—none approached the result we have attained.

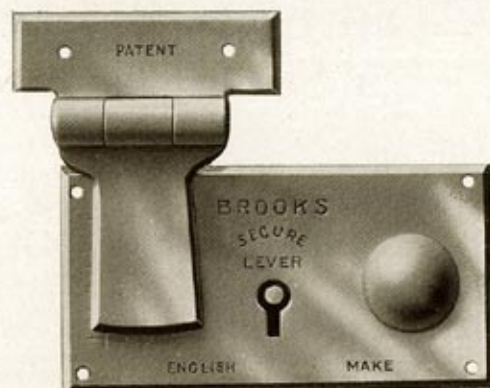
A Spring within a Spring.

Here is a spring within a spring—each acting as a perfect check upon the other—each assisting in that total absorption of vibration which means so much in the making of perfect pleasure, health, and comfort when a wheel.

As will be seen from our illustration the weight of the rider is transmitted through the pillar to the small inside Spring which in turn bears upon the lower end of the outer and larger spring, which is attached at its upper end to the saddle bracket.

Under the rider's weight, the small spring is compressed and the large one is extended, and it is this compensating and opposite action of compression and extension springs that eliminates or completely absorbs the rebound experienced in ordinary devices through shocks arising from irregularities of the road surface.

The Brooks Tool and Touring Bags.



An exclusive feature of the Brooks Bags is a patent English lever lock, from which we have eliminated any tendency of the hasp to fly open, either through being insecurely fastened or through excessive vibration.

The key is not required to lock it.

To fasten, simply push down the hasp in the usual manner.

To lock, close hasp and push knob as far as it will go towards keyhole, when it automatically locks.

To unlock, use key in the usual way and slide knob away from keyhole.

Do not put the key in the bag.

The Brooks Factory,

of which we give an illustration below, is situated in Great Charles Street and Livery Street, Birmingham. It is being considerably enlarged at the present time to enable us to cope with an ever-increasing business.

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

The safety and health of the employees are thoroughly provided for, and there exists 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 everyone concerned.



We issue separate Catalogues dealing with the following goods—

THE BROOKS CYCLE SADDLES AND BAGS
THE BROOKS CAR EQUIPMENT SPECIALITIES
THE BROOKS GENERAL LEATHER GOODS
(Wholesale only).

B 250

(plain top.)

B 250 P

(padded top.)

Patent Anti-vibratory Motor Cycle Seat

Size 15in. wide, 12in. back to front.

B 250 Weight 6lb. 4oz. Height 3in.**B 250 P** Weight 6lb. 15oz. Height (to top surface) 4in.Clearance between rear springs 7 $\frac{1}{2}$ in.

To Motor Cyclists who ride a machine of the non-peddalling type the BROOKS Motor Cycle Seat must immediately appeal.

The seat is low built, and has a leather top of the finest quality and extra stout substance, which is beautifully moulded to shape and of extremely comfortable proportions.

The under-framing includes the BROOKS Patent Compound Springs as illustrated and described on pages 6 and 7 of this List—these completely absorb vibration and, at the same time, totally eliminate all tendency to bounce.

The position of the rider is such as to be quite clear of the cantle plate, the peak being very small and supported by an exceptionally easy spring.

Without doubt the BROOKS B250 enjoys a great popularity, and the large yielding top ensures unequalled comfort—a seat luxurious in the fullest meaning of the word. When ordering it is essential to state the weight of the rider as it is made in several strengths.

Prices:

(enamel finish only.)

B250 (plain top) 35/-; **B250P** (padded top) 45/-**B 400**

(PATENTED)

B 401

(PATENTED)

Patent Anti-vibratory Motor Cycle Saddle Seat

B 400 Size 12in. wide, 13in. back to front. Weight 7lb. 4oz. Height (to top surface of depression) 4in.**B 401** Size 11 $\frac{1}{2}$ in. wide, 14in. back to front. Weight 7lb. 0oz. Height (to top surface of depression) 4in.

For
SUPREME
COMFORT.

The
PULLMAN
of SADDLES.

In this entirely new model B 400, our patent compound springs are placed directly under the weight-carrying portion of the seat, which latter is not hinged to any fixed point at the peak, but is constrained to move in a true vertical direction. Under these conditions the material advantages of the patent compound springs are obtained to their fullest extent. These springs absolutely eliminate vibration and further, they do away with that objectionable rebound so common to most arrangements of springs. Moreover, by the construction of this saddle, the sensation of unlimited elasticity which they impart is realised to the full.

The seat portion consists of a carefully moulded steel base, amply and very comfortably cushioned and having over all a substantial leather covering. Being shaped anatomically the seat permits the rider to sit IN it rather than ON it, and its comfort is particularly noticeable on long runs. Further, in this pattern the peak is rather wider than usual, and provides a grip for the thighs which is much appreciated by many long-distance and fast riders. When ordering, the approximate weight of the rider should be stated.

B 401 is similar to B 400 but has a top exactly like B 170.

Prices:

(enamel finish only)

B 400~~40/-~~**B 401**

37/6

34/6

B 170
(PATENTED)

Patent Anti-vibratory Motor Cycle Saddle Seat

Size 11 $\frac{1}{2}$ in. wide \times 14in. back to front.

Weight 6lb. 11oz. Height 3 $\frac{1}{2}$ in. to top surface of depression.
Clearance between rear springs 7 $\frac{1}{2}$ in.



This is a particularly low built Saddle, the distinguishing characteristic of which is the seat part, which consists of a carefully moulded steel base amply and very comfortably cushioned and having over all a substantial leather covering. Being shaped on anatomical lines, this seat enables the rider to sit IN it rather than ON it, and its consequent comfort is particularly noticeable on long journeys.

The spring framing is practically identical with our well-known B104, having our patent compound springs, which not only eliminate vibration, but also do away with that objectionable rebound so common to most spring devices.

NOTE—

For the most comfortable results, this saddle should be set as shown in illustration.

Price:

Enamel finish only - 30/-

B 104
(plain top.)

B 104 P
(padded top.)

Patent Anti-vibratory Motor Cycle Saddle

(Size 4 only.)

B 104.—Size, 11 $\frac{1}{2}$ in. wide \times 13 $\frac{1}{2}$ in. back to front.
Weight, 5lb. 5oz. Height, 3 $\frac{1}{2}$ in.

B 104 P.—Size, 11 $\frac{1}{2}$ in. wide \times 13 $\frac{1}{2}$ in. back to front.
Weight, 5lb. 13oz. Height (to top surface) 4in.
Clearance between rear springs 7 $\frac{1}{2}$ in.



This is a very comfortable Saddle which embodies in its construction that exclusive feature—the BROOKS Patent Compound Springs—these springs are fully described and illustrated on pages 6 and 7, and their action (one spring in tension and the other in compression) is such as to entirely eliminate the slightest tendency to bounce, even over the roughest roads.

It is specially constructed to give a low riding position, and the leather is of an extra stout super-fine quality, and perfectly shaped.

B 104 P has a specially designed padded top, but in other respects is exactly similar in construction to B 104.

It is essential to give the weight of the rider when ordering, as both models are made in several strengths.

Prices:

(enamel finish only.)

B 104 (plain top) - 22/-

B 104 P (padded top) - 29/-

B 130

(plain top.)

B 130 P

(padded top.)

Patent Anti-vibratory Light Motor Cycle Saddle

Standard size.

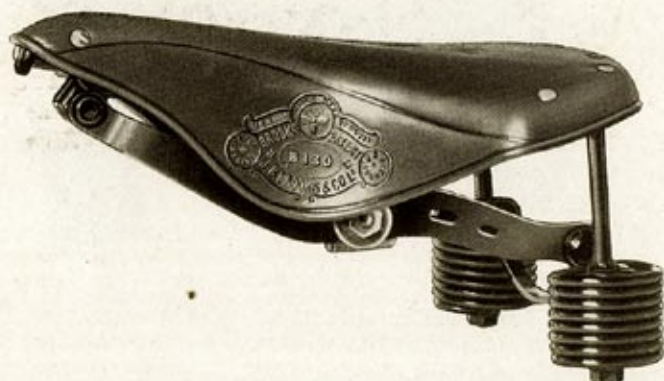
B 130—Size, 9½ in. wide × 11½ in. back to front.
Weight, 4lb. Height, 3½ in.

B 130P—Size, 9½ in. wide × 11½ in. back to front.
Weight, 4lb. 8oz. Height (to top surface) 4 in.
Clearance between rear springs 4½ in.

Size 3

B 130/3—Size, 10 in. wide × 12½ in. back to front.
Weight, 4lb. 9½ oz. Height, 3½ in.

B 130/3P—Size, 10 in. wide × 12½ in. back to front.
Weight, 4lb. 14oz. Height (to top surface) 4 in.
Clearance between rear springs, 6½ in.



This model is designed on the same lines as our well-known B 104 but is of lighter build, and eminently suitable for light-weight Motor Cycles. In its construction are embodied the BROOKS Patent Compound Springs as described and illustrated on pages 6 and 7 of this List. The materials throughout are of the finest quality, and the leather top is most carefully and perfectly shaped.

B 130P is constructed on similar lines, but fitted with padded top.

Both the above models are made in several strengths, and it is therefore essential to state the weight of the rider when ordering.

Prices :

(enamel finish only.)

B 130	Standard size (plain top)	-	-	14/6
B 130	Size 3	"	"	18/6
B 130P	Standard size (padded top)	-	-	19/-
B 130P	Size 3	"	"	24/6

B 90 M

(plain top.)

B 90 MP

(padded top.)

Patent Light Motor Cycle Saddle

B 90M Size 12 × 10 in. Weight 4lb. 0oz. Height 3½ in.

B 90MP Size 12 × 10 in. Weight 4lb. 4oz. Height 4½ in.



The model here illustrated has the usual pillar coil springs, and is the most resilient Saddle of that type.

The seat yields to the rider's weight along its entire length—the leather is the finest selected, of special substance and strength, and the top is carefully and perfectly shaped.

B 90 M is made in several strengths and it is therefore advisable to state the weight of the rider when ordering.

B 90MP is similar but has a comfortable padded top.

Prices :

(enamel finish only.)

B 90 M	(plain top)	14/-
B 90 MP	(padded top)	20/-

B1036
(for Saddles)

B1037
(for B250 Seat)

Adjustable Backrest.

(PATENTED)

B1036 Size of Pad $10 \times 3\frac{1}{4}$ in.
Weight, 1lb. 12oz.
Height adjustable from $5\frac{1}{2}$
to 7 in.

B1037 Size of Pad $13\frac{1}{4} \times 3\frac{1}{4}$ in.
Weight 2lb. 0oz.
Height adjustable from $5\frac{1}{2}$
to 7 in.



RAISED or
LOWERED
at will.

SIMPLE,
LIGHT,
EFFECTIVE.

The Brooks Patent Adjustable Backrest can be instantly raised or lowered at the rider's wish. It can be operated with either right or left hand, bolts being fitted on either side, one of which may be pulled, or the other pushed, as desired. Provision is also made for the attachment of a Bowden or any wire, to operate the mechanism. The height of the pad can also be adjusted to give the most comfortable position. When ordering, it should be stated whether Backrest is required for B 400 or B 170 seats, or any other Model, stating the number, and the distance from centre to centre of the bolts in the rear or cantle plate must be given.



Prices:

(enamel finish only).

B 1036 (for saddles) ~~15/-~~ 11/6
B 1037 (for B 250 seat only) ~~16/6~~ 12/-
B1038 " B170, B400, B401 12/-

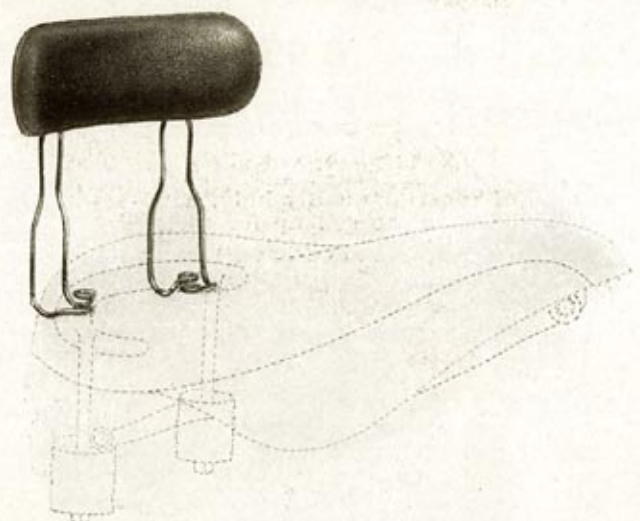
B 985
(for Saddles)

B 986
(for B250 Seat)

Back Rest

B 985 (for saddles) Size of pad $10 \times 3\frac{1}{4}$ in. Weight 1lb. 0z.
Height from top of saddle to top of back-rest, 7 1/4 in.

B 986 (for B 250 seat) Size of pad $13\frac{1}{4} \times 3\frac{1}{4}$ in.
Weight 1lb. 3oz.
Height from top of seat to top of back-rest, 7 1/4 in.



This attachment, as illustrated above, will be specially appreciated by the tourist and riders who are in the habit of covering long distances awheel.

By such it will be found to greatly enhance their comfort and afford an ease impossible where no support is present.

The pad, which is covered with the best selected leather, is shaped in such manner as to fit the back comfortably, and the finish throughout is of the best.

The method of its attachment, as will be seen from the illustration, is exceedingly simple and it can be fitted in a few minutes to any of the models of our Motor Cycle Saddles included in this list.

Prices:

(enamel finish only).

B 985 (for saddles) ~~5/-~~ 6/-
B 986 (for B 250 seat only) ~~6/-~~ 7/-
B170, B400, B401 12/-



B950 Motor Cycle Tool Bag

Size $8\frac{1}{2} \times 5\frac{1}{4} \times 3\frac{1}{4}$ in.

Made of superior quality hide, hand-sewn, fitted with loose canvas roll-up for tools.

Has good ring lock and is well made throughout.

Price - 6/-



B951 and B952 Motor Cycle Tool Bags

"Challenge" Pattern.

B951 - Size $8\frac{1}{2} \times 4\frac{1}{2} \times 2\frac{1}{2}$ in.

B952 - Size $7 \times 5\frac{1}{4} \times 2\frac{1}{4}$ in.

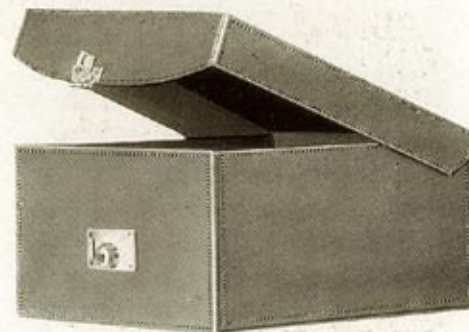
The feature of the "Challenge" Bag is the special tool strap which, in addition to securing the lid, encircles the whole contents and entirely prevents rattling.

B951, as illustrated, is made of best quality leather, hand-sewn, and B952 is a similar bag but shorter and deeper, as will be noted from the measurements given. Each is provided with a duster.

Prices:

B951 - 5/6

B952 - 4/9



B953 B5834 Motor Cycle Tool Bags

Size $10 \times 9 \times 5$ in.

B953 is an exceedingly handy and commodious receptacle for carrying tools and spares. This model is strongly made of the finest leatheroid on special three-ply board and fitted with a patent English Lever Lock as described on page 8. It is attached to the carrier by means of two steel clips.

B5834 is a similar bag, but made of best quality leather.

Prices:

B953 - 9/6

B5834 - ~~10/-~~ 17/6



B266 Motor Cycle Tool Bag

Size $9\frac{1}{2} \times 5\frac{1}{4} \times 3\frac{1}{4}$ in.

B266 (for top of carrier) is strongly built for hard wear, and supplied with two steel clips for attaching to carrier. A leather roll-up, $29 \times 7\frac{1}{2}$ in. with loops for tools and pocket at end, can be supplied if desired.

Price: 11/- Leather tool-roll, extra 2/6



B 5429 Motor Cycle Pannier Tool Bag

Size 9 × 4 × 2½ in.

A good quality leather tool bag, with steel frame, specially designed for attachment to side of carriers having one stay only. It can be supplied either singly or in pairs. A leather roll-up, 25 × 7½ in., with loops for tools can be supplied if desired at an extra charge.

Price: 7/- Leather tool-roll, extra ~~1/9~~ 1/6



B 719 and B 5259 Motor Cycle Pannier Tool Bags

B 719 - Size 10 × 5 × 2½ in.

B 5259 - Size 9 × 4½ × 2½ in.

These bags are designed for attachment to the side stays of the carrier and steel clips are included for this purpose. They can be supplied either singly or in pairs, and are made of good quality leather, fitted with steel frame, lined with special stiffening, and hand-sewn. A leather roll-up, 29 × 7½ in., with loops for tools and pocket at end, can be supplied if desired. They are fitted with patent English lever locks as described on page 8.

Prices:

B 719 - 9/6 B 5259 - 8/6

B 719 Leather tool-roll, extra 2/6

B 5259 " " " 1/9

B 963 and B 542 Motor Cycle Spare Belt and Tube Cases

Size 9½ in. diam. × 3½ in. deep.



B 963 is made of finest Leatheroid on special three-ply board.

B 542 is a similar case but of best quality leather. Outer division for belt—central division for tube, the top and bottom of which are protected by two felt pads. A leather cap is provided for valve of spare tube.

A stout strap holds both tube and belt in place, the lid is fastened by two straps and buckles.

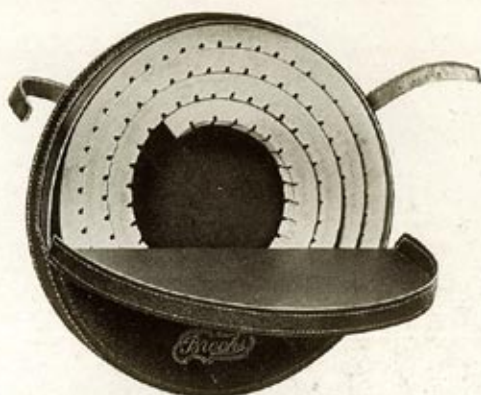
It can be carried on either side or on top of carrier to which it is attached by two steel clips.

To protect tubes perfectly wrap in cloth well dusted with French chalk—if loose in case, inflate sufficiently to make tube fit.

Prices:

B 963 - 7/6 B 542 - 11/6

B 963/2 8/- 21 B 542/2 12/6



B949 and B946 Motor Cycle Belt Cases

Size 10½ in. diam. × 1½ in. deep.

B 949 is a strong case made of finest leatheroid, and is fitted to carrier or carrier stays by means of two steel clips.

B 946 is of similar design, but of best quality leather.

Prices:

B 949 - ~~6/-~~ 5/6 B 946 - 9/-

B949/2 6/6 B946/2 10/6



B954 and B814 Motor Cycle Pannier Bags

Size 11½ × 3 × 9 in.

B954 (supplied in pairs or singly) is made of finest leatheroid on special fibre-board, and is attached by steel clips to the carrier stays. It is fitted with a Patent English lever lock, as described on page 8, and has expanding pocket on front.

B 814 is similar, but of best quality leather.

Prices:

B 954 - 16/- B 814 - 24/-

B947 Motor Cycle Pannier Bags

Size 12 × 3½ × 10 in.



This bag is constructed of the finest leatheroid on special three-ply boards. It is thoroughly well made throughout, commodious, and designed in such manner as to make the interior easily accessible.

It has a fall front which is secured by a patent English lever lock as described on p. 8.

Its attachment to the carrier and down stays is effected by means of three steel clips, and it can be supplied either singly or in pairs.

Price - - ~~12/6~~ 11/-

B 466 and B 582

Size 12½ × 3½ × 10½ in.

The material used in the construction of B 466 is the finest leatheroid on special three-ply boards. It is carefully made throughout, and presents an exceptionally neat appearance.

The pockets are well-made of selected leather and will be found exceptionally useful for the carriage of maps, repair outfits, and other small articles necessary when on tour.

This bag is dust as well as waterproof, the lid being fitted with a special dust-excluding arrangement, and perfect protection from the elements is thus afforded.

A patent English lever lock as described on page 8 secures the lid, and the bag is fastened to the Carrier stays by means of steel clips.

B 582 is exactly similar in design but made of the best selected leather.

Both can be supplied either singly or in pairs.



(Registered No. 575337.)

Prices:

B 466 - ~~21/-~~ B 582 - 29/6

19/- 23

B5976 Sidecar Luggage Bag



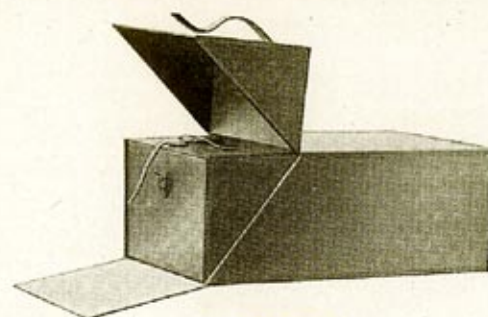
Size $21\frac{1}{2} \times 10\frac{1}{2} \times 8\frac{1}{2}$ in.

This bag is made of finest leatheroid on special 3-ply boards.

It has been specially designed for strapping at the rear of a sidecar, and is fitted with a special weather-proof arrangement, thus keeping the inner case perfectly clean.

The lid is secured by two patent English lever locks, the advantages of which are fully described on page 8.

leatheroid B5976 Price - - 40/-
leather B1863 " 60/-
with canvas inside



B965 Motor Cycle Carrier Bag

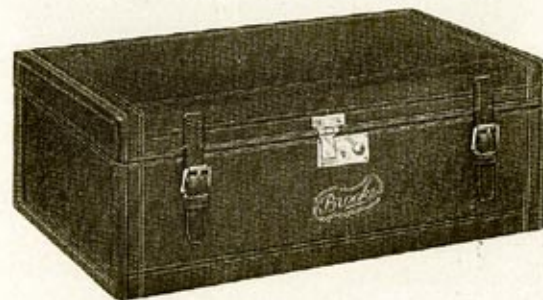
(Registered No 547527)

Size $17 \times 10 \times 6\frac{1}{2}$ in. (With removable inside cases.)

The feature of this bag is the two removable inner cases, which afford every protection for their contents, and being entirely protected themselves by the outer casing, are at all times perfectly clean and ready for transmission to the rider's room.

Both the bag and interior cases are made of the finest leatheroid on special three-ply boards, and the whole is attached to the carrier by four steel clips.

Price - - 24/6



B944 and B970 Motor Cycle Carrier Bags

Size $16\frac{1}{2} \times 10 \times 6\frac{1}{2}$ in.

B944 is made of the finest leatheroid on special 3-ply boards. It is fitted with a patent English lever lock as described on page 8, and two straps, has special dust-excluding arrangement, and is attached to carrier by means of steel clips. B970, as illustrated, is similar, but made of best quality leather.

Prices:

B944 - 19/- B970 - 33/-

B1795 Collapsible Carrier Bag 18/6

B 9650 Motor Cycle Carrier Bags

(Registered No 538203.)

Size $16\frac{1}{2} \times 10 \times 6\frac{1}{2}$ in.

Finest Leatheroid, with removable inside case.



B 9651

Size $16\frac{1}{2} \times 10 \times 6\frac{1}{2}$ in.

Best quality leather.

B 9650 is made of the finest leatheroid on special 3-ply board, has special dust-excluding arrangement, and is fitted with a patent English lever lock as described on page 8, and two straps, and attached to carrier by means of steel clips.

B 9651, as illustrated, is exactly similar in design, but the outside case is made of best quality leather.

Both have removable inner cases which, with their contents, are perfectly protected from the elements.

Prices :

B 9650 - 26/6 B 9651 - 40/-



B 961 Motor Cycle Carbide Carrier

(Registered No. 549107.)

Size $2\frac{3}{4}$ in. diameter, $4\frac{3}{4}$ in. deep.

$4\frac{3}{4}$ in. over clip. Weight 5oz.

This Carrier is strongly made of best leatheroid on fibre-board, and takes easily and without trouble a half-pound tin.

It is absolutely weatherproof, and can be attached to frame or fork by means of adjustable wing nut clip with which it is fitted.

Price - - 2/-

B 5674/1 Motor Cycle Plug Case

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

This is a thoroughly strong and well-made leather case, fitted with a wood block at the bottom, tapped to take 2 Motor Cycle plugs, thus preventing the points or insulation being damaged or broken.



Price - - 1/6

B419 and B539 Motor Cycle Repair Outfit Cases

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

B 419 is a well-made leather case designed to carry repair outfit, and is attached to the carrier stay by registered wing-nut clip.

B 539 is of similar design, but made of finest leatheroid on three-ply wood.



Prices:

B 419 - 3/6 B 539 - 2/3

B535 and B 548 Motor Cycle Spare Tube Boxes

Size 5in. dia. \times 4 $\frac{1}{2}$ in. deep overall. Weight 12oz.

B 535 has been specially designed for the carrying of a spare tube for replacement purposes.

It is made throughout of the finest quality leather, and both the lid and bottom of the box are lined with felt to prevent damage to the tube from rubbing.



A leather cap is provided for the valve of spare tube.

It can be easily and quickly attached to carrier by registered wing-nut clip, is neat in appearance, light in weight, and absolutely waterproof.

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