

Hetchin's

LIGHTWEIGHT CYCLE SPECIALISTS

798/800, SEVEN SISTERS RD  
TOTTENHAM,  
LONDON, N.15.



W.K. BICKNELL

## INTRODUCTION.

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In offering our latest catalogue and again introducing our products, we can definitely say they are the finest obtainable.

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**Why this catalogue was made.** Our business has always been conducted on the basis of personal attention. Owing however to the increased popularity of our Cycles and the pressing demand for an illustrated catalogue of the latest models, we feel sure that this catalogue will be well received.

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**The Cyclist.** The wants of the genuine cyclist are faithfully considered and no specifications are incorporated without a guarantee of their utility.

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**Methods.** We do not employ mass production or slipshod methods, every cycle frame and all forks are individually built to the customers' own requirements.



**HEAD BADGE.**

**Conscientious Work.** Our men have a thorough and scientific knowledge of frame construction and take a real pride in their work. You can therefore be confident that all models given out are technically perfect.

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**Solely on Merit.** Our business has been built entirely on recommendation and the output shows a large percentage increase every season. We have built a reputation for fine craftsmanship and quality machines second to none.

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**Weight Reduction.** In this sphere of cycle building, frames can only be built to a minimum weight and lugs turned down to a certain extent. Tubing of too light a gauge loses that rigidity and responsiveness which is so essential to the racing man. Although we can build down to any competitive weight, we only use materials of proven quality. For all that, our machines are made lighter by our own methods, and the World's finest riders have proved their reliability.



"HETCH"



BY KIND PERMISSION OF "CYCLING"



Dear "FELLOW CYCLIST" !

May I tender my thanks for the grand support received from you in the past and in offering this catalogue I intend to prove to you, that, my policy of giving the best only, is still being carried out.

A bicycle which you will be proud to ride and backed up with my twenty-five years practical experience,— and, furthermore, workmanship usually only dreamed about ; this is what goes into making "HETCHINS" the master machine of to-day.

By offering you such a bicycle, I hope to enrol more, life-long friends in the only game you and I think so much of.

Wishing you many  
pleasant journeys!  
"HETCH"

## Hetchin's Six Day

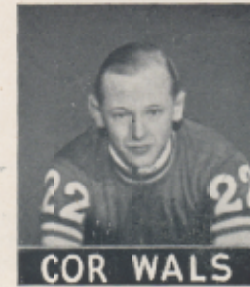


Evolved from the Cycles designed and ridden by the World's most famous riders at the Wembley Six Day Race. Van Kempen, Wals, Rodman, O'Brien, Pecqueuse, Guimbretiere, Depawe, proved the speed and reliability of this Model in the World's most gruelling race. Ridden by champions all over the world.

Everybody who has witnessed the Wembley Six Day Cycle Races, know of the amazing performances put up by the riders of Hetchin's Cycles. When the sprints were the fastest, and the "jams" were the fiercest, Hetchin's were to the fore.

This new model is an adaptation of the bicycles we built for the Six Day Kings, and it is modified to produce a super fast ROAD OR PATH Model. The general design of the Frame is similar to that used at Wembley, but it is essentially a cycle for the clubman who wants maximum speed for the minimum of effort.

It incorporates our patent seat tube, which enables us to build a bicycle with 27-INCH Wheels, a short wheelbase of 39 $\frac{1}{2}$ -INCHES, yet with ample wheel clearance, WITH MUDGUARDS. Never before had this been possible, and Hetchin's were the first to offer this to the clubman.



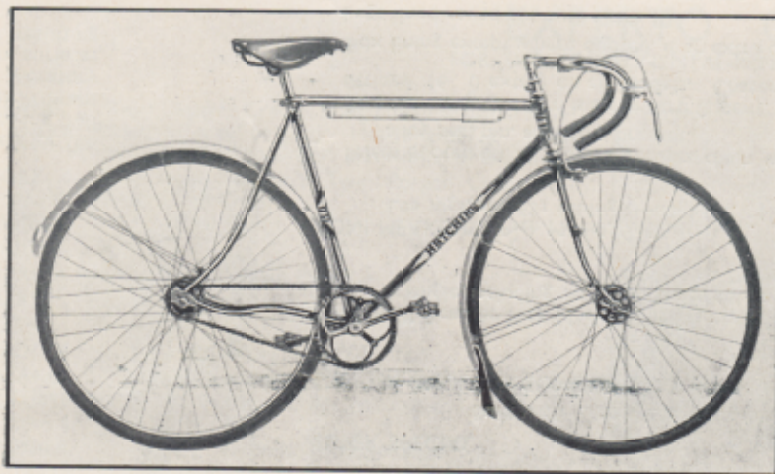
The fortunate rider who becomes the proud possessor of a Hetchin's "Six Day" Model, will be amazed at the life and speed which are inherent in the design, and we feel that we have produced something which we are proud to offer.

We are certain that the rider of a "Six Day" Model will prove in the best way possible, by actual riding experience, that with the excellent roads to be found in this Country a short wheelbase bicycle properly designed, is a great asset.

This cycle has caused a great sensation since first produced, for its unique workmanship and design, which we are constantly endeavouring to improve upon, and in offering the "Six Day" Model, we feel sure you will agree, that, it is the bicycle "PAR EXCELLENCE".



## "SIX DAY" Road or Path Model.



We are now using a new panelled H transfer, incorporating Olympic Bands on a cream and red base.

**Cash Price £41/18/10** Including Purchase Tax.

WITH "VIBRANT" or ORDINARY REAR TRIANGLE.

A specification to your own choice will gladly be quoted.

The Six-Day design can be built with either the "Magnum Opus" lugs, or the "Experto Crede". Price according to the frame quoted.

**FRAME.** Built of Chater-Lea lugs, and cut out to "Nulli-Secundus pattern". Reynolds 531 tubing, and high class special fittings. Angles 75° Head, 72½° Seat. Wheelbase 39½". Bottom Bracket height 11½" with 27" Wheels. FLUTED PATENT Seat Tube gives ample wheel clearance with Guards. Top Tube 22½".

**FORK.** Hetchin's Twin Forged Crown ⅜" to round blades, special Van Kempen rake 1¼".

**RIMS.** Dunlop H.P. Steel 27".

**HUBS.** Airlite Continental, large flange.

**TYRES.** Dunlop H.P. Road Racing.

**BARS.** Reynolds Alloy, any pattern.

**STEM.** Reynolds Alloy, newest type.

**SADDLE.** Brooks B17, Narrow, or Sprinter.

**BRAKE.** Front best alloy, hooded lever.

**TRANSMISSION.** Williams C34 fluted cranks. Elite or Perry Chain.

**PEDALS.** Webb solid centre.

**GUARDS.** Bluemels best quality celluloid or Alloy, wide or narrow section.

**FINISH.** Chromium plated all over, or as desired.

**EQUIPMENT.** Pump and Tecalet oil gun.





**INTRODUCING  
HAND WORKED LUG  
PATTERNS OF OUTSTANDING  
CRAFTSMANSHIP.**



**"NULLI SECUNDUS"**

We cut out our lugs with a fancy design as a distinguishing mark, although any jagged cut with a hacksaw would serve the purpose.

But if you study the lugs on all our models, you will find that only the **top and sides** are cut away, and **not** the underside and backs which support the weight and "bind" the complete triangle. The cut-away portion leaves the rest as three splines running along the tubes, which makes the lugs stronger. The more intricate the lug work, the higher the breaking point. The circumference of a plain lug at the point it meets the tube is approximately  $3\frac{1}{2}$  inches, but at the point (taking the Top lug for example) where our competition model meets the tube it is approximately  $5\frac{1}{2}$  inches, or theoretically equivalent to a plain lug on a  $1\frac{1}{2}$  inch tube.

The severest strain on any lug joint is where the two tubes meet in a mitre under lug, and **not** where the tube emerges from the lug. Over this point the lug is **not** filed away but, is merely tapered to meet the tube, and as the weakest

**THE "LATIN SERIES"  
"MAGNUM OPUS"  
"NULLI SECUNDUS"  
"EXPERTO CREDO"**



**"EXPERTO CREDE"**

point is the actual angle of the lug joint, and the lug is in no way thinned at this point, no rigidity is lost whatsoever.

The greatest "enemy" of the cycle frame is **not** cut-away lugs but the extremely thin-gauge tubing now in demand to lessen weight.

The cut-out lug **strengthens** the frame,

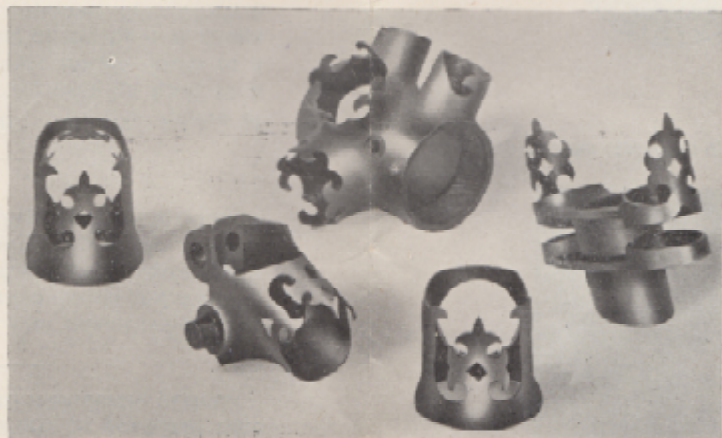
A lug cut out as on any of our Models, acts as a cushion for the vibrations along the frame tubes, as they spread to the lugs, and the tapered lugs on our Models has the same effect. This has the effect of retarding crystallization, which is inevitable.

ALL our lugs are cut away and filed to a taper **BEFORE** brazing, and we find that for the head lug alone at least **15 seconds** less is required to braze the joint, saving valuable minutes under the flame as compared with the plain lug machine, and lessening any possibility of "burning" the tubing.

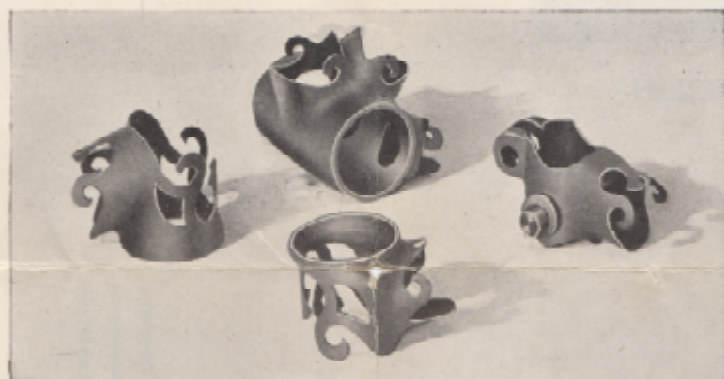
Hence we claim that **ALL** our frames, built on these principles, **MUST** be superior since there is less temper taken from the tubing.

# HETCHIN'S

**Specialists in Bicycle Frame  
Construction**



**"MAGNUM OPUS"**



**"SUPER SPECIAL"**



## "Toni Merkens" Model



**FRAME.** Reynolds 531 tubing, Chater-Lea Lugs cut-out to "Nulli Secundus" pattern. 75deg. Head, 72deg. Seat, 39 $\frac{1}{2}$ in. Wheel-base. Frame size to Order. Track rear ends.

**FORK.** Hetchin's special Path Rake, 531 tubing.

**WHEELS.** Constrictor Conloy Rims, 27in. Airlite Hubs. Double butted spokes.

**TUBULARS.** Dunlop any type to Order.

**SADDLE** Brooks Sprinter or to Order.

**BARS.** Hetchin's special "Toni Merkens" Stem, or Bars and Stem to Order.

**PEDALS.** Chater-Lea or to Order.

**TRANSMISSION.** Chater-Lea Chainwheel and Cranks, 1in. pitch.

**CHAIN.** 1 in. pitch block chain,  $\frac{1}{8}$  or  $\frac{3}{16}$ in.

**FINISH.** As required. All Chrome no extra charge

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**Cash Price £49/2/3**

INCLUDING PURCHASE TAX

The price of the "Toni Merkens" model can be greatly reduced if required by using cheaper accessories than listed.

A specification of your own choice will be gladly quoted.

WITH VIBRANT or ORDINARY REAR TRIANGLE.

## "EXPERTO CREDE"

FOR THE "CONTINENTAL-MINDED" CLUBMAN.

**FRAME.** The "Experto Crede" is lug built, the lugs are cut away to "Experto Crede" pattern. Head angles  $73\frac{1}{2}^{\circ}$  Seat  $71\frac{1}{2}^{\circ}$  Wheel base  $40\frac{1}{2}$ " or to Order. 531 tubing throughout.

**FORK.** Built with Hetchin's Twin Forged Crown  $\frac{3}{4}$ " round,  $2\frac{1}{2}$ " rake or to Order.

**WHEELS.** H.P. Steel, 27 ins.

**HUBS.** Solite.

**TYRES.** Dunlop's H.P. Road Racing.

**BARs.** Reynolds, Alloy.

**STEM.** Reynolds, Alloy.

**SADDLE.** Brooks B.17 narrow or Sprinter.

**BRAKES.** Front and rear Best Alloy hooded levers.

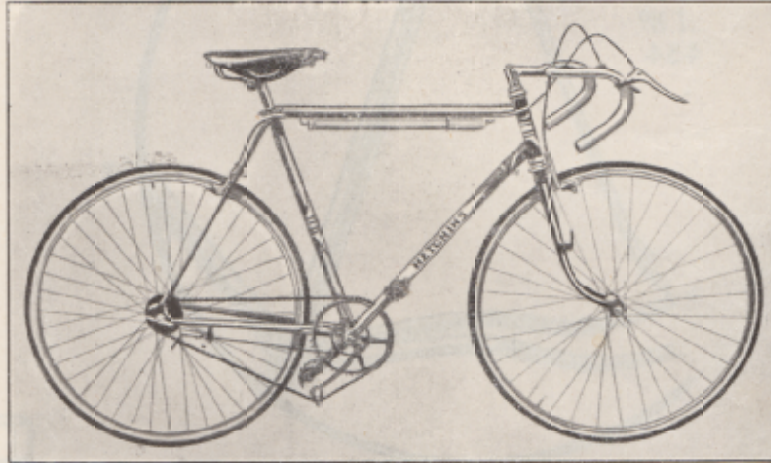
**TRANSMISSION.** Williams C.34 Chain-wheel and Cranks. Elite or Perry Chain.

**PEDALS.** Erampton or Webb solid centres.

**GUARDS.** Celluloid or Alloy.

**FINISH.** Chromium plated crown ends and rear ends, rest Enamelled or Lustre, and standard Hetchins transfers.

**EQUIPMENT.** Pump and Teca'ermit Oil Gun.



**"EXPERTO CREDE."** **Cash Price** as specification **£32/7/6** Including Purchase Tax  
Specification as above, with Head lugs Chromium plated, Frame and Fork box lined,  
and fluted Cranks. **£33/18/9** Including Purchase Tax

**"NULLI SECUNDUS."** Frame design as above, specification as "SIX DAY", but with an extra brake.  
**Cash Price** with specification quoted **£41/5/9** Including Purchase Tax.

WITH "VIBRANT" or ORDINARY REAR TRIANGLE.

A specification to your own choice will gladly be quoted.



## "Super-Special" Frame Set.

### PRICES OF FRAME SETS.

#### "MAGNUM OPUS".

Built with the "MAGNUM OPUS" cut-out, Chater-Lea lugs, "531" tubing. Suggested mass-start design, 73½" HEAD, 71½" SEAT-TUBES, 10½" Bracket height with 27" wheels, 2¼" fork rake, WHEELBASE 40½ ins.

**Finish.** Chrome plated head lugs, fork all over, rear triangle with seat lug. Three tubes and VEE on fork, enamel or lustre, any colour.

The "Magnum Opus" is one of three entirely new models, created by Hetchins, and is most ambitious in quality and workmanship. The "Magnum Opus" is, we believe, the last word in frame construction. This aristocrat of bicycles frames, is of course the connoisseurs own; no effort will be spared to satisfy a customer when building to any clients own requirements.

"Hetchins" has great pleasure in offering the "Magnum Opus", and feel sure we have a model unsurpassed in craftsmanship.

£ s. d.

PRICE 22 14 6

#### "NULLI SECUNDUS".

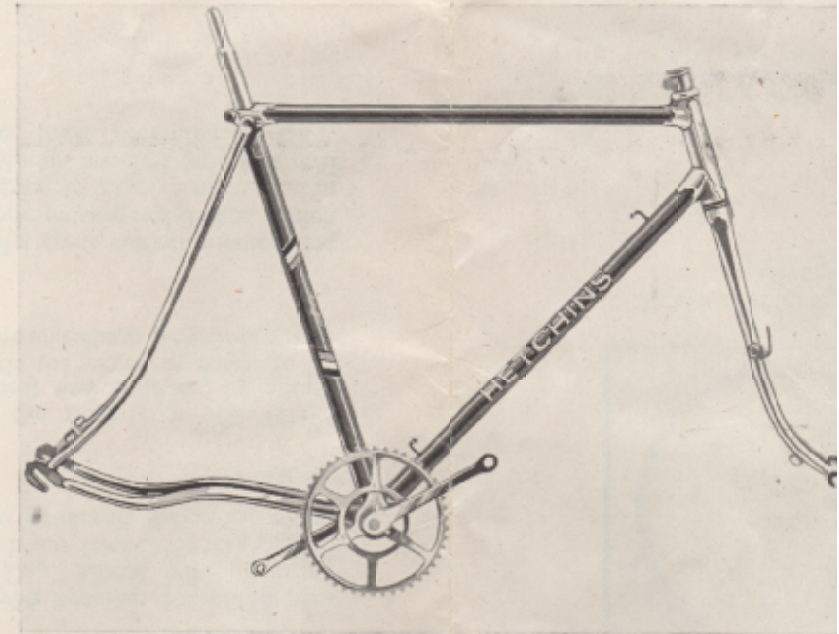
Built with the "NULLI SECUNDUS" cut-out, Chater-Lea lugs, "531" tubing. Suggested design 74½" HEAD, 72" SEAT-TUBES, 11¼" Bracket height with 27" wheels, 2½" fork rake, WHEELBASE 40½ ins.

**Finish.** Chrome plated head lugs, or whole head, fork all over, rear triangle and seat lug. Three tubes and VEE on fork, enamel or lustre, any colour.

The "Nulli Secundus" is far above the average for sheer craftsmanship, and must give great pride of possession to every owner of this magnificent model. Any customer who wishes to use his own design, can expect the fullest attention to his specifications, and no practicable design will be turned down.

PRICE 19 9 6

All Chrome 15 19 6

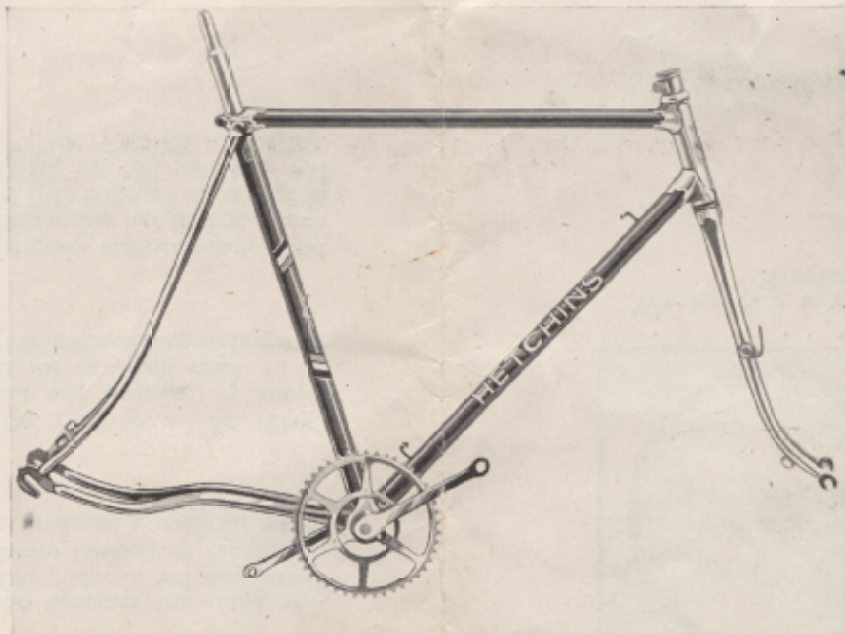


The Super Special has been designed solely for the racing man, a semi-upright Model allowing full scope for position and fitted with our Rear Vibrant Triangle (Patent No. 443454). The vibratory action caused when riding over uneven surfaces lessens the retarding force on rear wheel, resulting in less loss of speed.

The test made regarding rigidity on the Chain Stays showed that owing to the rake in Stays, the resistance put up was a fraction over 4 per cent. more than straight stays of same gauge tubing. The triangle is not intended to spring, only to vibrate at rear ends and take off all dead shock from the apex.



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## PRICES OF FRAME SETS.

### "EXPERTO CREDE".

£ s. d.

Built with "EXPERTO CREDE" cut-outs, and lugs of Belgium or French origin, with inserted races, and expander head. (The "Experto Crede", can, on application, be built with head-clip type handle-bar FITTING; "531" tubing throughout. Suggested design, 73½° HEAD, 71½° SEAT-TUBES, 10½" Bracket height with 27" wheels, 2½" fork rake, wheel base 40½ ins.

**Finish.** Chrome plated crown front and rear ends, enamel or lustre any colour, with Olympic Bands.

PRICE 15 5 0

The "Experto Crede", although in the lower price range, must be given special mention. This machine is a mass-start type design, although no pressure is put on the customer to take our design, full choice is given in the model for the customer to exercise his own special ideas. This extremely fine frame in appearance and price, must make a great hit with the cycling fraternity.

### SUPER SPECIAL

Built with Chater Lea lugs, (as shown) to customers very special requirements.

**Finish.** As "NULLI SECUNDUS"

18 9 6

All Chrome 18 19 6

"SIX DAY" Road or Path Model. (as illustrated). **Finish.** Chrome plated head, forks and rear triangle including seat lug, three tubes enamel or lustre, any colour, panelled and lined.

PRICE 19 19 6

All Chrome 20 9 6

"TONI MERKENS" Path Model. (as illustrated). Built with our "NULLI SECUNDUS" cut out, Chater Lea lugs, and 531 tubing throughout. **Finish.** as "Six" Day model or to own requirements.

19 19 6

All Chrome 20 9 6

Prices quoted on all frames are less chain wheel and cranks, but includes head and bracket parts, alloy seat pin, and lamp bracket.

The twin forged crown is a standard fitment, unless otherwise stated. (Chater Lea Head and Bracket fittings 16 0 extra) on all models. Chater Lea head fittings only (if available) 6 0 extra.

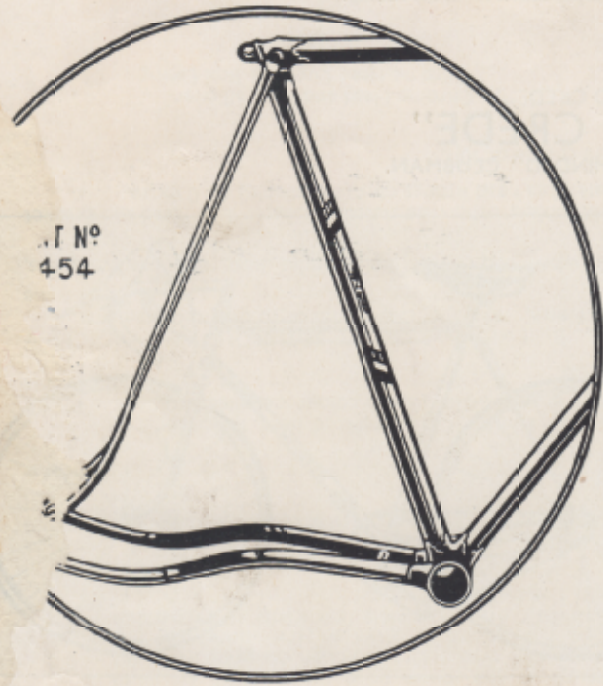
Box lining except where quoted, is an extra charge of 10/-.

Lugs lined round cut-outs extra 10/-.

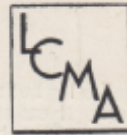
**Alternative Finishing Extras on the "EXPERTO CREDE".** Chrome Head and Fork all over 1 5 0  
Chrome Head Lugs and Box Lining 1 5 0



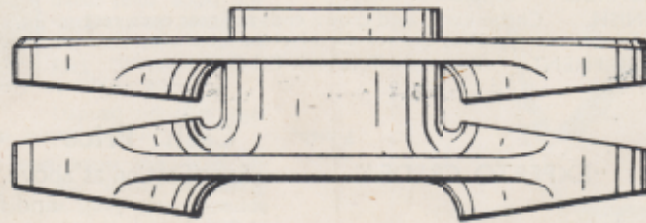
**HETCHIN'S 'VIBRANT' TRIANGLE.**



No  
454



**Hetchin's Twin Forged Crown**



Registered No. 849405.