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VETERAN CAR RUN 2023  
SUNDAY 5 NOVEMBER



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# WELCOME



*Ben Cussons, Chairman of the Royal Automobile Club.*

## FROM THE CLUB

It is my great privilege to welcome you all to the world's oldest and longest-running motoring event, the RM Sotheby's London to Brighton Veteran Car Run.

In the Run's 127th-year, we are reminded of the enduring spirit of the veteran car community, which demonstrates everything the Run represents. Come rain or shine, we're going to do it!

2023 marks 70 years of the film *Genevieve*, which follows two couples participating in the London to Brighton in a Darracq – the titular Genevieve – and a Spyker. Thanks to the Louwman Museum in the Netherlands we are delighted to welcome both cars on the Run this year. Exactly as they appeared in the film, they will be a glorious and evocative sight to look out for on the road.

I would like to thank all of our participants and our event partners, especially our title partner RM Sotheby's. Their support, alongside that of our volunteers, is what allows this event to thrive, which it will for years to come.

Thank you all for your immense support of the Run, and I look forward to seeing you at the finish line for refreshments and anecdotes.

### **Ben Cussons**

Chairman, The Royal Automobile Club

## FROM RM SOTHEBY'S

It's scarcely believable that another year has passed since I penned the introduction for the 2022 event, but here we are on another fantastic RM Sotheby's London to Brighton Veteran Car Run.

I had the privilege of completing last year's event with HRH Prince Michael of Kent, whose determination to finish regardless of the relentless rain I very much admired. Above all, last year proved that veteran car owners and enthusiasts are a hardy community. Let's hope for better weather this year so we can all spend a more relaxed time together on Madeira Drive.

With the passing of another year, RM Sotheby's can reflect on a remarkable twelve months in which we've seen some of the world's finest cars pass through our hands. Our Le Mans Centenary sale was the fulfilment of many months' hard work and planning with the ACO – and we were privileged to celebrate one of the world's oldest motoring events, although not quite as long-standing as the London to Brighton Veteran Car Run!

### **Peter Wallman**

Chairman, UK and EMEA,  
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The RM Sotheby's  
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is organised by  
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For further details about this event,  
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This event is held under the General  
Regulations of Motorsport UK  
and the supplementary RM Sotheby's  
London to Brighton Veteran Car Run  
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Motorsport UK Permit No: 130406

The Royal Automobile Club  
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returns to Marlborough Road



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BENTLEY

# ORGANISERS & OFFICIALS

## ORGANISERS

Royal Automobile Club Chairman - **Ben Cussons**  
 Event Director - **Jeremy Vaughan**  
 Event Manager - **Grace Schulp**  
 Event Administrators - **Pippa Schulp & Isabel Ward**  
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 Operations Executive - **Bethan Bloomfield**  
 Operations Executive - **Fay Morris**  
 Operations Executive - **Perry Chatwin**  
 Communications Manager - **Karen Coe**  
 PR Manager - **Jonathan Gill** (MPA Creative)

## ROUTE OFFICIALS

Clerk of the Course - **Barry Guess**  
 Deputy Clerk of the Course - **Martin Douglas**  
 Route Incident Officer - **Sarah Johnson**  
 Hyde Park - **Peter Harding**  
 Redhill - **Dick Athow**  
 Crawley - **Dave Whyman**  
 Hammer Hill - **Tony Perrett**  
 Clayton Hill - **Ashleigh White**  
 Madeira Drive - **TBA**

## STEERING GROUP

Chairman - **Ben Cussons**  
 Participant Representatives -  
**Clive Boothman**  
**Nicholas Pellett**  
**Harold Pritchard**  
**Chris Rolph**  
**Joy Tacon**  
 Veteran Car Club Representative -  
**Michael Edwards**  
 Royal Automobile Club Representative -  
**Michael Quinn**  
 International Representatives -  
**Quirina Louwman**  
**Mitch Gross**  
 Chairman of Judging Panel, St James's International Concours -  
**Philip Oldman**

## ORGANISATIONS

The Veteran Car Club of Great Britain, Transport for London (TfL), Westminster City Council, English Heritage, The Royal Parks, Highways England, The Surrey and Sussex Police Force, West Sussex County Council, Crawley Borough Council, Croydon Council, Surrey County Council, Sally Trump – Sparks Farm, Brighton & Hove City Council, Brighton Highways, and Brighton & Hove Buses.

## ASSISTING CLUBS

The Royal Automobile Club gratefully acknowledge the continued support of the following clubs and their volunteer marshals, without whom the event would not be possible: Veteran Car Club of Great Britain, 750 Motor Club, Blackapfey MC, Bexhill 100 Motoring Club, Craven Motor Club, Automobile Club de l'Ouest, Bentley Drivers Club, Borough 19 Motor Club Limited, Brighton and Hove Motor Club, Goodwood Marshals Club, Guildford Motor Club, Hants & Berks Motor Club Lotus Seven Club, MG Car Club, Sevenoaks and District Motor Club, Silverstone Marshals Club, Suffolk Vehicles Enthusiasts Club, Sutton and Cheam Motor Club and Weald Motor Club.

## COMMENTATORS

### HYDE PARK

**Marcus Rowe** and **Peter Card**

### MADEIRA DRIVE

**Ron Clark** and **Graeme Bennett**

## ACKNOWLEDGEMENTS

The Royal Automobile Club gratefully acknowledge the kind sponsorship and support from the following:

### PARTNERS

RM Sotheby's, A. Lange & Söhne, Aberfeldy, Abels Moving Services, Ben (The Automotive Industry Charity), Bosch UK, CARS, Lockton, Madeira Islands, Piper-Heidsieck, PreWarCar.com, RAC Motoring Services.

For further details about this event, please visit:

[veterancarrun.com](http://veterancarrun.com)

This event is held under the General Regulations of the Motorsport UK and the supplementary RM Sotheby's London to Brighton Veteran Car Run rules and regulations.

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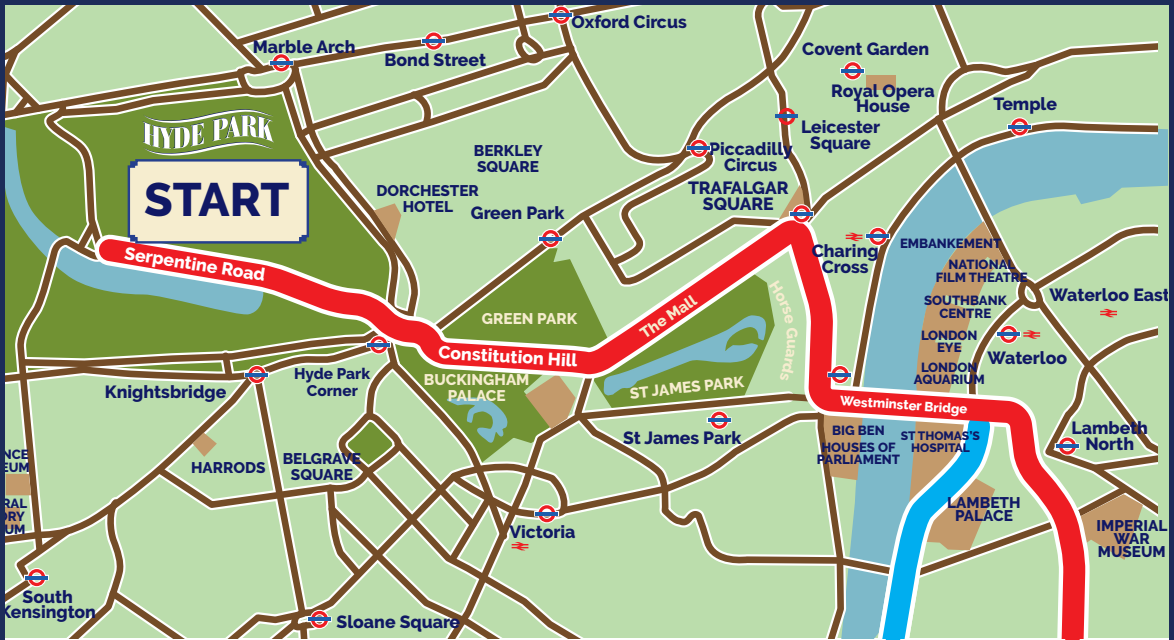
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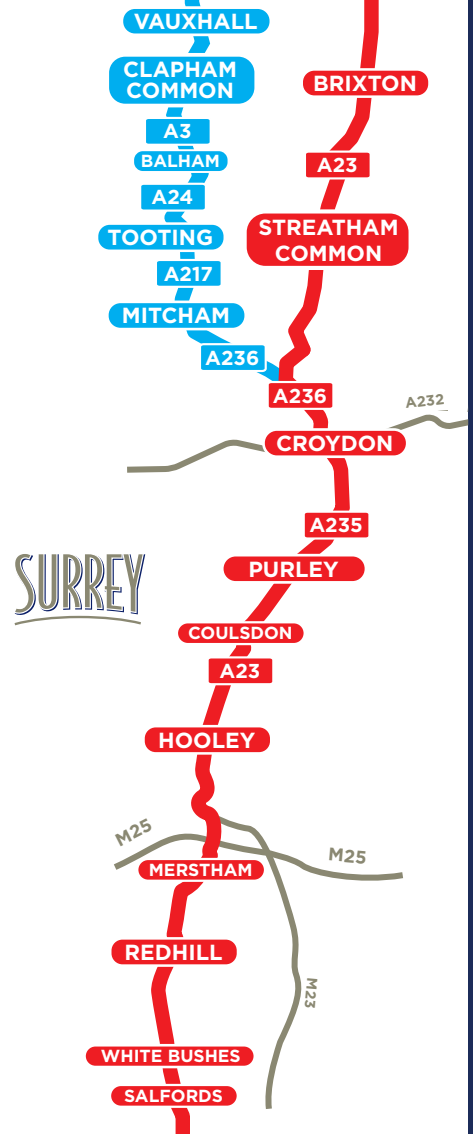


# ROUTE GUIDE

**The route** covers 60 miles (97km), starting in London's Hyde Park, the traditional start point for the Run since 1936. It then winds through the lanes of Surrey and Sussex before finishing on Madeira Drive, Brighton – first adopted as the official finish line in 1934. Participating veteran cars arrive in the Hyde Park paddock from 6:00am and in the finish paddock in Brighton from 10:00am, and then throughout the day until the paddock closes at 4:30pm.

The route splits into two to reduce congestion and give participants an easier drive out of the city. Half of the cars will take the traditional route along the A23 via Brixton and Streatham, the other half a route taking in Clapham, Tooting and Merton, both converging just north of Croydon.

Popular points to view the veteran cars shortly after that are Brighton Road, Coulsdon, then at the junction of Hooley Lane and the A23 just south of Redhill. It then traverses Crawley town centre via the Boulevard, in good proximity to the local shops and cafés.



**A number** of pubs and cafés line the route from Surrey to Sussex, boasting some excellent views of the passing Run and offering up hearty breakfasts to visitors. We've listed some favourites, but it's worth noting they will fill up quickly on the day, so arrive early to secure a place.

-  The Red Lion, Handcross
-  The Jolly Tanners, Staplefield
-  The Victory Inn, Staplefield
-  Rose & Crown, Cuckfield
-  Café Makara, Burgess Hill

Turn over to see the approximate arrival times of the Run along the route. Route and timings are subject to change. Please visit **veterancarrun.com** for the most up to date route guidance.

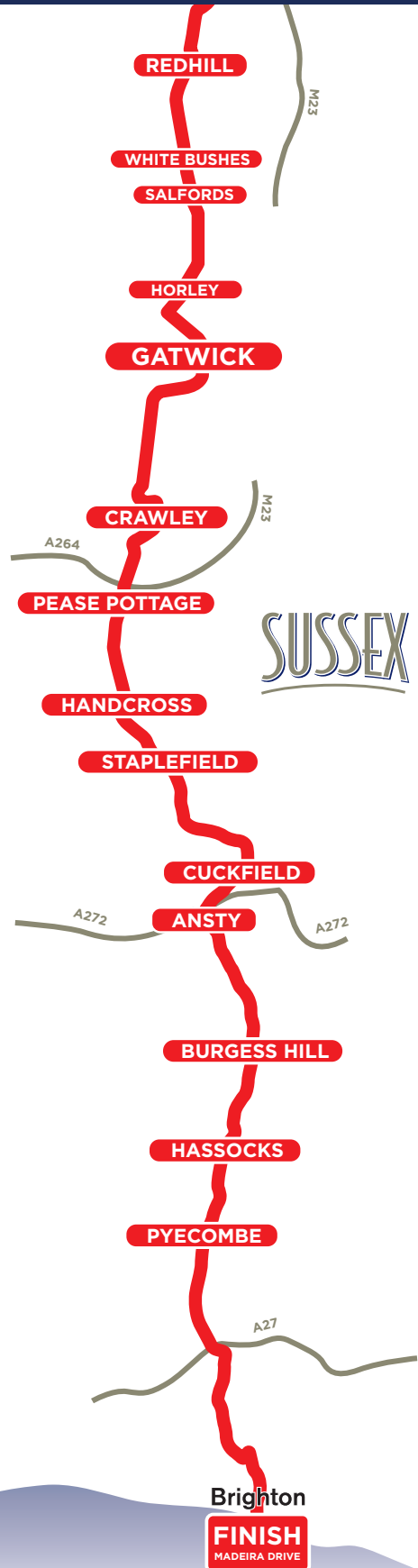
We would love to hear from those of you enjoying the Run. Please tag us on social media **#veterancarrun**.

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# PLACES TO VIEW THE VETERAN CARS

There are two official paddocks along the 60-mile route, where spectators are able to view veteran cars in close quarters from behind safety barriers.

## Hyde Park, London Paddock

Hyde Park is the official start of the Run. Cars begin lining Serpentine Road from 6:00am, with the last one departing at approximately 8:40am.



## Madeira Drive, Brighton Paddock

Cars are expected to arrive in Brighton from 10:00am to the close of the Run at 4:30pm.

For directions on how to get to each paddock, please visit: [veterancarrun.com/directions](http://veterancarrun.com/directions)

## Cars on the Run

If you are unable to join us at an official paddock, another great way to view these cars in all their glory is while they're on the move. We have listed some of our favourites on the right. This year, the veteran cars will again be allocated one of two routes out of London between Westminster and Croydon, which is designed to ease congestion and speed their exit out of the capital. This also provides even more opportunities to view the cars on the road.

## FAQs

### Where can I buy additional programmes?

During the event, you can purchase additional programmes from vendors located at Hyde Park and Madeira Drive. There are also mobile vendors travelling along the route throughout the day.

### How old are the cars on the Run?

To be eligible for the Run a car must be made prior to 1905, with a VCC dating certificate or passport to prove eligibility. The oldest car on this year's Run was made in circa 1892.

## TIME & LOCATION

7:00am – 8:45am Constitution Hill, London

7:00am – 8:45am The Mall, London

7:00am – 8:45am Whitehall, London

7:10am – 9:00am Westminster Bridge, London

7:10am – 9:00am Lambeth Palace, London

7:20am – 9:20am Clapham Common

7:25am – 9:50am Mitcham

7:35am – 11:05am Coulsdon High Street

7:40am – 11:05am Merstham

7:55am – 11:35am Redhill, crossroads where A23 Brighton Road meets Mill Lane and Hooley Lane

8:10am – 2:00pm Crawley Town Centre

The Run passes through Crawley town centre via The Boulevard. This is the perfect position to view the event with close proximity to the town shops and cafés.

8:25am – 2:10pm Handcross, The Red Lion, High Street, B2110

8:30am – 2:25pm Staplefield, B2114, The Jolly Tanners, RH17 6EF and The Victory Inn, RH17 6EU

8:50am – 2:35pm Cuckfield High Street, B2036

10:00am – 4:25pm Brighton, St Peters Church, York Place, BN1 4GU

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# EVENT TIMETABLE

## WEDNESDAY 1 NOVEMBER - SATURDAY 4 NOVEMBER

**10:00am - 6:00pm** **The Royal Automobile Club's Art of Motoring Exhibition**  
Iconic Images, Lower Regent Street, Piccadilly, SW1Y 4AR

## THURSDAY 2 NOVEMBER

**9:00am - 4:15pm** **The Royal Automobile Club Motoring Lectures**  
Mountbatten Room, Royal Automobile Club, 89 Pall Mall, SW1Y 5HS

## FRIDAY 3 NOVEMBER

**10:00am - 8:00pm** **The RM Sotheby's London Sale, Preview**  
Marlborough Gardens, Marlborough Road, SW1Y 5HX

## SATURDAY 4 NOVEMBER

**9:00pm - 9:30pm** **Veteran Car Run Drivers' Briefing**  
RM Sotheby's London Sale, Marlborough Gardens, Marlborough Road, SW1Y 5HX

**10:00am - 2:00pm** **The RM Sotheby's London Sale, Preview**  
Marlborough Gardens, Marlborough Road, SW1Y 5HX

**10:30am - 3:00pm** **St James's International Concours**  
Marlborough Road, SW1Y 5HX

**12:00pm - 2:00pm** **St James's International Concours Lunch**  
Mountbatten Room, Royal Automobile Club, 89 Pall Mall, SW1Y 5HS

**3:00pm - 6:00pm** **The RM Sotheby's London Sale, Auction**  
Marlborough Gardens, Marlborough Road, SW1Y 5HX

**6:00pm - 7:30pm** **Lockton Participants' Reception**  
Mountbatten Room, Royal Automobile Club, 89 Pall Mall, SW1Y 5HS

## SUNDAY 5 NOVEMBER

**7:00am - 8:45am** **Start - RM Sotheby's London to Brighton Veteran Car Run**  
Serpentine Road, Hyde Park, London

**7:45am - 11:10am** **A. Lange & Söhne Timepiece Trail**  
Croydon to Redhill

**8:15am - 1:45pm** **CARS Pit Stop**  
Hawth Theatre, Crawley

**10:00am - 4:30pm** **Finish - RM Sotheby's London to Brighton Veteran Car Run**  
Madeira Drive, Brighton

**10:00am - 4:30pm** **RM Sotheby's Veteran Car Run Participants' Hospitality**  
Madeira Drive, Brighton

**7:00pm - 11:00pm** **Veteran Car Club Annual Dinner**  
The Grand Hotel, Brighton

The above details are subject to change. For further up to date information about the specific events, please visit the Event Timetable:

[veterancarrun.com/event-timetable](http://veterancarrun.com/event-timetable)

For any further queries, please contact the Veteran Car Run Team by email: [vcr@royalautomobileclub.co.uk](mailto:vcr@royalautomobileclub.co.uk) or telephone: +44 (0) 1372 229 270

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# THE STORY OF **GENEVIEVE**

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**Arising from the humblest of humble beginnings, Genevieve was never intended to have the legendary silver-screen status it now commands. Andrew Roberts reveals the history of this fascinating piece of automotive royalty.**



**T**he story of the world's most famous Darracq 10/12 Type O would have made an excellent comedy film in its own right. One morning in late 1945, a bailiff named Mr. Bailey was in Lea Bridge Road in East London, en route to issuing a summons, when he barked his shins on what appeared to be a lump of scrap iron. Bailey investigated further, only to discover a 41-year-old veteran car in extreme need of restoration. He immediately told two car collector friends, Bill Peacock and Jack Wadsworth, who, on visiting the yard, found some 15 additional elderly derelict cars.

The intrepid pair bought the entire fleet for £45, and Peacock later told *The Telegraph* in 2002, "It took a tremendous effort to unearth these vehicles, manoeuvre them to road level and load on to a trailer. This was carried out at weekends with whatever help we could persuade unsuspecting friends to give us". As for the hedge's unwilling lodger, it passed to another intrepid chap, Peter Venning. He sold it

for £35 to the Uxbridge Ford dealer named Norman Reeves. With his mechanic Charlie Cadby, Reeves refurbished 'Annie' - as the Darracq was known. Her screen fame was entirely unplanned, as the first draft of the film's script by William Rose named a 1903 De Dion Bouton as the stellar vehicle. However, the director, Henry Cornelius, preferred a British car for the central couple, Alan and Wendy McKim, envisaging a Humber or a Wolseley.

However, when Cornelius approached the Veteran Car Club of Great Britain, they suggested a Darracq would be more suitable. The VCC was also initially concerned that *Genevieve* would mock the Run, and there was resistance to the script's unofficial race from Sussex to London. But the director urged the Club: "Read the script. We want your help, your cars and your blessing. Authenticity is what we want, and only you can give it". Eventually, the VCC agreed, and the Club's Evelyn Mawer became Cornelius's technical advisor and assisted with finding 35 veteran cars for



Genevieve has been a true staple of the Run since its Hollywood days.



the Hyde Park departure sequences.

Sourcing the eponymous heroine was more of a challenge, as owners were understandably wary of subjecting an elderly vehicle to the rigours of a film shoot. Fortunately, one of the crew saw Reeves's Darracq on display at his Ford showroom not far from Pinewood Studios. The car's custodian agreed to loan his prized vehicle to the production on condition that Cadby be in constant attendance. As for the Darracq's sparring partner, Rose envisaged a 1904 Oldsmobile

7HP, and Cornelius also considered using a Lanchester, until a taxi driver named Frank Reece offered his Spyker 14/18 HP.

Both veteran cars behaved impeccably during the shoot, but *Genevieve* did not prove a straightforward production.

Cornelius approached Ealing Studios, but their Managing Director, Michael Balcon, turned him down, due to a lack of space. The Rank Organisation eventually agreed to provide 70% of the limited £115,000 budget, with the National Film Finance Corporation providing the remainder. The studio's Head of Production, Earl St. John, was markedly unenthusiastic about the project, believing "we may get a few car nuts to go along and see it".

---

**The studio's Head of Production, Earl St. John, was markedly unenthusiastic about the project, believing "we may get a few car nuts to go along and see it".**

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Such a restrictive budget meant Cornelius could only afford to pay his two principal actors £2,000 each, ruling out his original casting choices of Dirk Bogarde and Claire Bloom as the McKims, and Guy Middleton as their friend and rival Ambrose Claverhouse. These financial restrictions obliged the director to hire John Gregson and Dinah Sheridan as the McKims, with Kenneth More as the bombastic Spyker driver Claverhouse, and Kay Kendall as his girlfriend, Rosalind Peters.

Cornelius faced the additional challenge of "internal accountancy", ruling out the use of Pinewood's sound stages. Instead of the back-projected scenes used by so many 1950s British comedies, the film crew would, according to the cinematographer Christopher Challis, "take advantage of whatever turned up" on location. The production team at one point suffered a near miss with a bus that "apparently materialised from nowhere," and also arranged fake Sussex road signs in Surrey. Another interesting geographical moment

occurs at the end of the film: The script called for the Spyker's wheels to become trapped in tramlines, but the capital's tram service had ended in July 1952, three months before filming commenced. By then, London Transport was already removing the tracks.

From a 2023 perspective, one of the many fascinations of this extensive location work is how it captures a changing automotive landscape. At times, *Genevieve* almost appears to be a Ladybird Book vision of the Home Counties, while London, to quote the architectural historian Gavin Stamp, is "shabby and ravaged, full of bomb sites and dereliction, and yet which is somehow authentic". Many vehicles on screen are pre-war: a midwife drives a 1932 Morris Minor, and a newsreel company favours a Ford V8 'Woody' shooting brake as a camera car.

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### Budget meant Cornelius could only afford to pay his two principal actors £2,000 each

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The footage also contains signs of nascent consumerism: by 1952, the 'Export or Die' era was coming to an end, and petrol rationing had ceased two years earlier. The street scenes contain Triumph Renowns, Morris MS Sixes and Austin A70 Herefords, while a Morris-Commercial transporter laden with Oxford Morris Oxfords is seen heading down Kennington Road. Perhaps the most notable member of the automotive supporting cast is the factory-provided 1946 red Allard K1. Allard's assistance on the film extended to creating a dummy cockpit to accommodate the well-built frame of Reginald Beckwith, the actor who played the K1's put-upon driver. (Allard devotees have been known to weep in its prancing scene, but they will be relieved to learn that the car survived and emigrated to the United States.)

The shooting schedule was 57 days, with Cadby often taking the Darracq's wheel or the crew mounting a mock-up of the car on the back of a 'Queen Mary' lorry, previously used for transporting wartime aircraft. The film also employed another flatbed lorry, without a cab, for the forward shots. More was seen handling the Spyker with "surprising skill," but Gregson did not hold a driving licence when filming commenced. He did, however, pilot the Darracq for a few scenes, and Sheridan remembered "trying not to be seen giving him instructive help out of the side of my mouth". Anyone who thought the actor looked nervous when he set off from the Royal Courts of Justice into The Strand's traffic would be right.

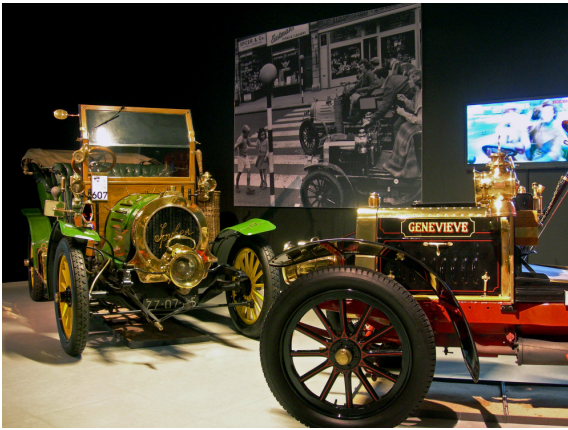
Shooting ended in February 1953, and *Genevieve* became the UK's second most successful box office



attraction. The British Film Academy declared it the "Best British Film of The Year". Seven decades later, it is rightly regarded as one of the finest pictures of its era due to its direction, Larry Adler's music, and its cast, both human and automotive. Equally important, the screenplay by Rose, an American expatriate, has an affectionate but not uncritical eye for British eccentricities.

(On a final note, as a mark of how remote 1953 now appears, a 2023 version of *Genevieve* would probably feature an unofficial race between a 1974 Rover 2200TC and a 1975 Triumph 2500S!)

Look out for *Genevieve* and the *Spyker* on this year's *Veteran Car Run*, bearing the same entry numbers from the 1953 film, 27 and 14 respectively. 🇬🇧



*This year will be the first time Genevieve and the newly-restored Spyker will be reunited in their silver-screen guises.*



# MEET THE HEROES OF BRITAIN'S MOST HISTORIC MOTORING EVENT

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**The London to Brighton Veteran Car Run is such a venerable fixture on the motoring calendar that it's easy to think it runs itself. But deep experience and broad talent are needed to ensure proceedings run smoothly. Giles Chapman meets six behind-the-scenes people who make it happen.**



## **BARRY GUESS**

*Clerk Of The Course*

If there's a single individual who carries the most responsibility for today's festivities then it's probably Barry, although he shoulders this weighty burden with remarkable cheerfulness. As Clerk of

the Course, he has to ensure the Run meets all legal and judicial stipulations set out by authorities.

"Of course, this is not a race, but not many people realise you do need full authorisation to run an event like this on the public highway," he explains.

"By law, you're not allowed to organise an event for more than 12 cars with the same start and finishing point and a prescribed route without authorisation. If we were going from Hyde Park to Brighton without an exact route then this wouldn't apply. But our route definitely is traditional, and we have to be above board!"

Barry's experience comes from his 40 years in motor sport organisation and regulations. From being a keen driver in grassroots short oval racing, he's worked across everything from top-tier rallying to drag-racing, and today is a full FIA member.

"All motor sport operates to the same sort of principles and on the VCR, like every other type, safety is our number one priority, and enjoyment follows that," he says.

"The hardest part is liaising with the police and local authorities to foretell what might happen, whether that's major roadworks or traffic lights that need operators to change them in favour of the veterans. The cars are slow, they do tend to get in the way, and we have to keep them moving so the public don't get too annoyed with us..."



## **GRACE SCHULP**

*Event Manager*

Gripping the reins of this complex institution that the Royal Automobile Club has organised for almost 95 years, Grace has overseen some of the most significant behind-the-scenes changes to

the VCR. But she'd be relieved to know that, from a participant or spectator viewpoint, the operational change has passed almost unnoticed.

"Our priority is always the safety of our participants and the wider Run team," Grace explains. "For example, this year, the number of anticipated marshals on the Run is nearly the same as the number of entrants – sitting at almost 400!"

What Grace calls a "totally fresh start" came in 2022, when the Club brought the entire organisation process back in-house after years of working with outside events agencies. "The Run is a such an important asset to the Club, it was essential that it was managed within the organisation. We undertook a complete overhaul of the processes and operations, and developed a fresh in-house structure to run the event".

The benefit, Grace says, "is a far greater involvement in the conversation with participants and our partners, as well as a greater understanding of the inner workings from start to finish, so we know where to focus our energy. The operational tweaks that we have made this year—such as the upscaling of catering at the halfway stop and the enhanced experience for our participants with a larger entertainment space and new activities from partners at the finish—will be welcome additions for the participants. The Club continues to invest in the Run, and while the event is far from profitable, the Club is committed to protecting



Ron Clark interviewing a participant on a 1898 Marol Gordon in 2019.

its unique heritage and preserving the event for future generations”.

### RON CLARK

*Brighton Commentator*

After taking part on the Run on 40 separate occasions in the 1904 Oldsmobile his father gave him for his 21st birthday, Ron fancied a change. That’s why, 16 years ago, he joined the legendary Malcolm Jeal in the Brighton commentary box (a double-decker bus), and Ron’s warm and friendly voice has enlivened the finish on Madeira Drive ever since.

“Over the years I got to meet everyone, and I’d sat on the Veteran Car Club’s Dating Committee. I’ve been so fortunate to know many knowledgeable owners and pioneering experts.”

Ron lives near Brighton, and admits he takes great care of his voice in the weeks before the event. He needs it to talk for seven solid hours.

“I love the public,” he says. “I’m there at 9am to get wired up and take a soundcheck. When people start queueing up along the railings I welcome them and keep them entertained until the first cars turn up. I’m wandering around on the tarmac talking to people, and I’ve met some of them 10 times or more.”

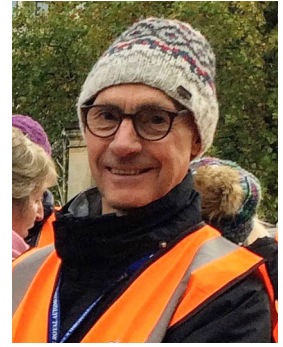
Ron will analyse the entry list before the event, which he says he finds quite easy because he’s familiar with about 70% of the cars and entrants taking part.

“For my commentary this year I’ve been comparing it to the 1953 running list, as we’re celebrating 70 years of the film *Genevieve* with both the Darracq and the Spyker present. People will love that. But I’ll still be welcoming all the arrivals and getting the driver to talk about the car and the journey – you know, stopped nine times, been under the car getting soaked, all the little snippets.”

### NICK LOVELL

*Starter Marshal*

“My involvement goes back to when my dad got a job with the RAC motoring service as deputy chief engineer,” says Nick. “He became chief engineer in 1975, and with that job came the ceremonial role of starting the London to Brighton. I was 17 when I started helping him. Now I’ve done it 48 times!”



Nick is in charge of seeing some 350 cars on their way at the Hyde Park kick-off. He’s aided by a team of marshals in the start area. Some of them corral the cars in sectors of 30 vehicles, while others manually tick off each entrant as they go past. “It’s old-fashioned but we’ve found throughout the years that it works the best; we don’t have any trackers or anything digital. All we need to know really is that the cars that arrive in Brighton have actually left Hyde Park; we don’t want people joining en route.”

“Around 10% of the cars entered don’t even reach the start-line, and of those that do start, 10% don’t reach Brighton. Still, the attrition rate is actually not bad for cars that are 120-130 years old! If they’ve passed the start-line then they’ve started, in my view, and that’s a matter of pride for the owner. I’m usually done at 9-ish, although there are sometimes latecomers. It’s a fun event, and it’s important not to be officious about it.”

### TONY PERRETT

*Senior Hill Official*

You should find Tony at one of the toughest pinch-points on the Run today: on the B2114 in West Sussex, the notorious Hammer Hill, which leads the veterans away from the A23 into deep countryside. The entrants will be refreshed by the coffee stop they’ve just passed through at Crawley, and a good thing too, because Hammer Hill is too much of an incline for some. So Tony and his team step in.





“I’m known as a Hill Official,” he says, “and that means I’m in charge of all the marshals who will tow everyone up Hammer Hill.

“We’re on hand to give help to any vehicle and owner who needs it. That means people who know they’ve never made it up before, or else their car is sufficiently low in power that it will struggle.”

Entrants are not allowed to use their own tender cars or trucks for towing, for insurance and safety reasons. So Tony’s vehicle will do the heavy work. The owner, though, is still required to attach the tow rope, as they know their ancient cars best.

“We wait until we get a radio request to help them. The wheels of the car don’t leave the ground, they don’t go on a flatbed or anything. And we’re not allowed to accept a tip...”

This is Tony’s debut year on the Run, but he’s a highly experienced workshop owner and mechanic who seldom leaves home without some back-up oil and water. “My grandad taught me how to fix cars when I was a child, so I’m sure he’d be proud of me doing this.”

### **KEITH RAWLINGS**

*RAC Motoring Services Regional Patrol Leader*

The Royal Automobile Club and the RAC rescue service separated amicably many years ago, but the London to Brighton Run reunites them for one,

traditional day as the patrols stand by to assist some of the oldest and most fragile ‘automobiles’ in the world.

Keith and his team of 35 patrols are stationed at strategic points along the route, ready with their vehicles to transport any stricken veteran car to the refuge of the next rest stop.

“We supply three patrols to the start-line, two at Harwoods Land Rover Coulsdon, two at Crawley College and so on with one at the finish line on Madeira Drive,” says Keith, who has been involved for 16 years and now shares his supervisory role with colleague Anthony Spence. “Then the rest of the patrols start at Hyde Park and follow everyone down, making sure we’ve mopped up everybody.”

However, the patrols will also perform up to 300 minor repairs on the day – attending to water leaks, fixing errant trembler coils, and sometimes dealing with the odd tyre problem. One year, a car was repaired no less than six times with RAC expertise, and thanks to this it did finally make it to Brighton.

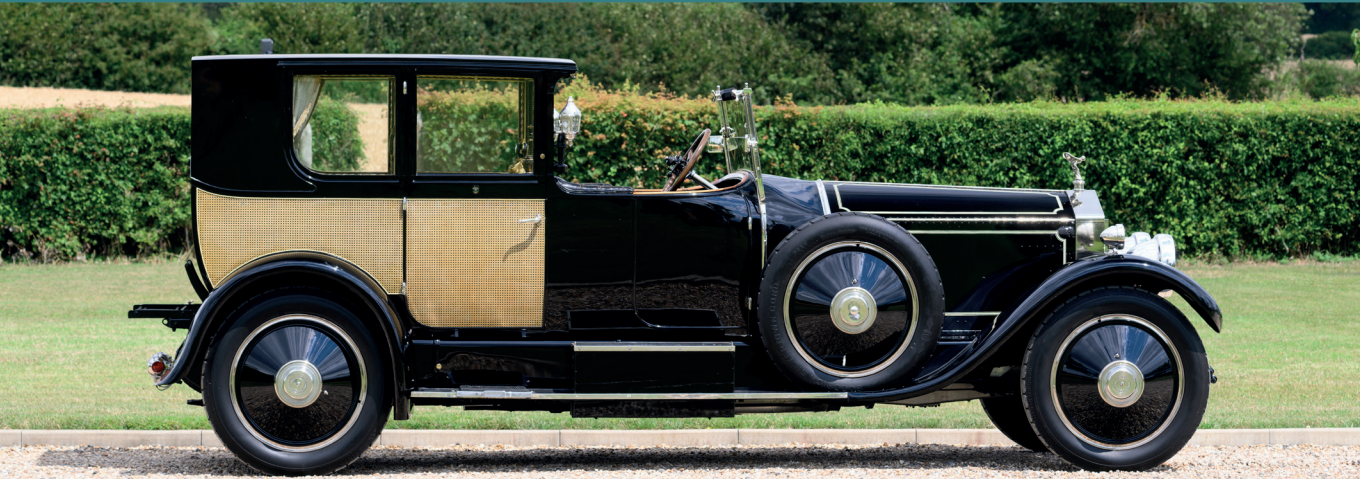
“We build our roster a year in advance. They are all guys who work for RAC, some of them quite long-standing patrols, and we tend to have mostly the same team every year because of all their experience. But we do also try to introduce some younger patrols to team up with the well-experienced ones, so they can learn something about older vehicles. We really like to keep that traditional affiliation alive with the Run.” ⊕

# CHARLES PRINCE

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Photographs by Tim Scott Fluid Images <https://www.instagram.com/timscott>

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# HALF-CENTURY

**For many participants, this year's Run is by no means their first, nor their tenth, nor even their thirtieth. James Page meets the hardy few who have received a VCR Gold Medal, for having participated in the Run more than 50 times.**

*Team Bo' are one of few that can say they've been taking part on the Run for over 50 years.*



The Veteran Car Run is an event that inspires people to return year after year, and those who reach the milestone of participating in 50 of them are presented with a Gold Medal to honour their achievement. It's a very select group, and in one particular case, the award has been presented not to an individual but to an organisation. In 1934, Imperial College London bought a 1902 James & Bowne and has been using it on the Run ever since, although records show that it hasn't always been plain sailing. In 1949, for example, it was 'disqualified for speeding'!

Nickname Boanerges – or Bo' – the car is maintained by the City and Guilds College Motor Club and there's always a good turnout of alumni to support the crew, which this year will be led by Dana Gadd. After finishing a rebuild at 3am on the day of last year's Run only to retire at Clapham, they will be keen to reach Brighton in 2023 and claim yet another Finishers' Medal. To read more about Team Bo', see page 30.

In addition to Imperial College, there are just four people who have so far been awarded Gold Medals: Neil Lucas, John Kensley, John Dennis and John Newens. Neil earned his on a 1903 Tony Huber that

his father bought, his first outing being in 1968 as a passenger. A family friend did the driving on that occasion, but Lucas took over as soon as he was old enough and the car has only once failed to reach Brighton.

He modestly admits that his finishing record is "probably more by luck than anything else" and reflects that there have been times when the car has "packed in" pretty much as they crossed the finish line.

John Kensley did his first Run as a driver in 1967 and his outings have been shared between two Renaults, a 1901 model having been replaced with a 1902 four-seater rear-entrance tonneau. He can recall the occasion on which the traffic in Brighton was so bad that Finishers' Medals were awarded to those who reached the Patcham Pylon on the outskirts of the city rather than Madeira Drive.

As for the other Johns, Dennis and Newens, they've now topped 60 Runs. John Dennis did his first as a driver in 1959, when he

was still at school – he had to get the headmaster's permission to be away for the weekend. His single-cylinder car was built in 1902 by the eponymous



*John Kensley in his 1902 Renault on the 2017 Run.*



John Dennis on the 1959 Run.



John Dennis with Boris Johnson in 2013.

family firm and was returned to it a couple of years later in part-exchange. It then sat in a corner of the factory until the mid-1930s, when John's father recommissioned it and used it for three Runs before the outbreak of war.

As with John Kemsley's Renaults, the car has reached Brighton every time, its closest brush with failure coming when the rear axle bearing collapsed. Fortunately, that happened in the days when it was possible to find a local garage that had some ball bearings with which to repair it, and they made it to Madeira Drive with an hour to spare.

His most memorable Run, however, was when the Lord Mayor of Westminster fell ill and wasn't able to join him as planned. Not wanting to set off on his own, he put out a message on the PA system and was joined by a young lady whose boyfriend was a passenger on another car. Having thought that she'd have to get the train to Brighton, she was delighted not only to take part in the Run, but also to share a VIP lunch with Sir Stirling Moss at the finish.

There's a hint of good-natured competition in this group, with John Dennis being keen to hear how many Runs John Newens has entered. The answer is 64 and counting, the first having been as a passenger in 1955, at the age of seven. All have been on the 1904 Star that his father bought and restored in the 1950s, and John has been at the controls since 1965.

The twin-cylinder Star has also made it to Brighton every time, although a fuel blockage made it a close-run thing in 2014. On another occasion, it arrived at the finish making 'a terrible noise' after running a big-end bearing. Then, in 2019, it survived being hit at some traffic lights by another veteran. The incident provided the opportunity for a restoration to be carried out, and 2023 will mark its first Run since.

When you've done more than 50 Runs, you're bound to notice changes over the years, from the number of spectators along the way to the construction of major roads easing the traffic on certain parts of the route. As for what keeps them

coming back, John Kemsley jokes that it might be 'some sort of masochism' but, like the others, he revels in the event's unique atmosphere. 'Leaving Hyde Park is an incredible spectacle early in the morning,' agrees Neil Lucas, 'and seeing these machines on the road all the way down to Brighton is amazing.'

It's also significant that family plays a large part in many of these stories, whether that's being introduced to the Run by a parent or being joined every year by children and partners. That continuity means that there will no doubt be plenty more Gold Medals awarded in years to come. ⊕



John Newens' parents meeting HM The Queen in 1968.



John Newens' 1904 Star.



*Cars leaving the Royal Automobile Club's Woodcote Park clubhouse at the start of the 2023 Summer Veteran Car Run.*

# RUNNING ON SUNSHINE!

**Jonathan Gill reflects on the second iteration of the Royal Automobile Club's Summer Veteran Car Run, held in the blazing July sunshine.**

**A**fter the success of last year's inaugural event, the second running of the Royal Automobile Club's Summer Veteran Car Run was hailed an even greater triumph than the first!

Again based at the Club's Woodcote Park clubhouse near Epsom, the event was introduced as a means of providing owners and drivers of pre-1905 machines with an opportunity to enjoy their cars in warm and relaxed surroundings.

Upon gathering under bright blue skies on the Cedar Lawn, a full-capacity field of 30 veterans set out through the Woodcote Park gates to begin their journey. The 54-mile day trip led them through the grasslands and woodlands of rural Surrey and West Sussex.

First to leave was the oldest car – a venerable single-cylinder 1899 De Dion Bouton vis-à-vis – followed by a captivating cavalcade of Cadillac,

Daimler, Napier, Peugeot and Renault pioneers. Also represented were some less familiar marques including Argyll, Dennis, Gladiator, MMC, Mors, Norfolk and Rambler.

From Woodcote Park, the horseless carriages headed south through the Surrey Hills and passed through the charming villages of Brockham, Charlwood and Rusper, towards a leisurely lunch stop at Gildings Barns in the countryside; once refreshed, the field travelled back via the picturesque Mole Valley. With the sun shining throughout, large numbers of spectators lined the wayside, revelling in the sights and sounds of these extraordinary vehicles from long-gone Victorian and Edwardian times.

Once all the cars had safely returned to Woodcote Park, crews of all ages shared their experiences over tea, before prizes were awarded for Best in Show and the Chairman's Choice, as well as for a round of mini-



*Over 30 cars set off from Woodcote Park around the Surrey and Sussex countryside, before a leisurely lunch stop at nearby Gildings Barns.*



golf on the Cedar Lawn! Later, at sundown, the Club hosted drinks on the golf course, and many stayed on for a celebratory dinner in the atmospheric Motor House, home to the Club's heritage fleet.

"What a perfect day," beamed a delighted Harold Pritchard, participant and Steering Group member. "This was the English summer at its very best: blue skies, beautiful villages and some very, very special old cars for all to admire. Judging by the huge grins on all the faces, everyone had a fantastic day out."

We hope that participants in this year's RM Sotheby's London to Brighton Veteran Car Run will be able to join us for next year's Summer Run on Thursday 18 July 2024.

For further information, please contact the Veteran Car Run team [vcr@royalautomobileclub.co.uk](mailto:vcr@royalautomobileclub.co.uk) 📧



*The glorious sunshine and scenery provided a different atmosphere from the November Run's slightly more challenging conditions!*



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# GO GO, TEAM BO'!

**Imperial College's unique Team Bo' has been a mainstay on the Veteran Car Run for eight decades, and is going stronger than ever. We caught up with Sean Mabiasan and Alona Enraght-Moony, two of the student volunteers helping to keep their venerable mascot running.**



*Team Bo' on display at the Veteran Car Concours in 2003.*



*2018 Veteran Car Run.*

lining up in Hyde Park this year, you may spot a red James & Browne, registration AW 38. It's more likely, though, you'll notice its driver and passengers.

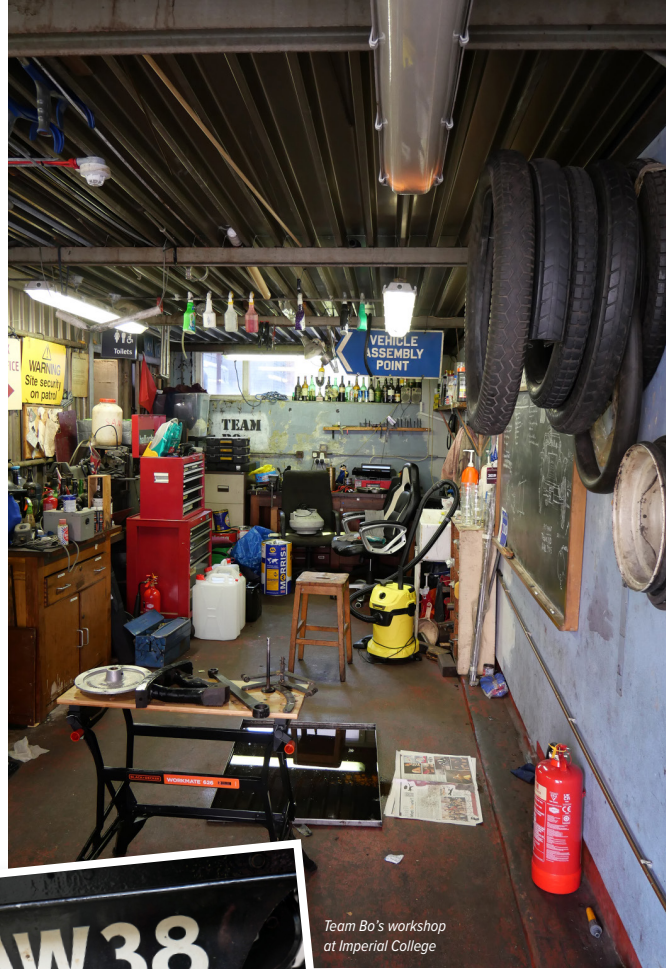
Dressed to the nines in top hats and red-striped blazers, this is Team Bo', a group of students from Imperial College London who have volunteered to maintain the 1902 car – the titular Bo', which is short for Boanerges – and take him to Brighton. The team has been participating in the London to Brighton for over 80 years, with the car having been owned by City & Guilds College (part of Imperial College London) since 1933.

As the motoring mascot of the City & Guilds College Union, Bo's importance to Imperial College goes beyond being simply an annual jolly for the team. His mechanical needs offer students the chance to develop practical skills, the kind that many won't receive on their courses, and the opportunity to be part of the car's lengthening history. And boy, does he keep them busy with the preparation required to compete in the Run each year.

"I've been with the 'club' for two years now, and the thing that drew me in – because I'm a mechanical engineering student – is that I'd never really touched anything practical before," says Sean. "I wanted to have more experience with putting something together engineering-wise. I'd heard about this car from someone else who had just joined, and I thought I'd go down for a session. I turned up and I was faced with this big, red box of wood on wheels, and I thought 'that thing is never going to run'. But they actually got it started and I was damn impressed!"

Since Sean joined the team, Bo' has been treated to a full nut-and-bolt restoration, which he believes gives the team the best chance to keep the spirit alive for years to come.

"Because 2019 was our last successful Run, we want 2023 to be the year that gets that lucky streak back, because he's now in good



Team Bo's workshop at Imperial College





shape. I can feel it; he's got some legs on him, so hopefully we're going to be the year that gets him finishing again."

Beyond the work itself, so much of what the team does relies heavily on passing knowledge of this veteran car down to the next generation. Alona Enraght-Moony points out that: "Relatively speaking, there are so few people working on it that, if we're the year where the tradition dies out because we don't recruit a couple of freshers and pass on the information, it'll be a disaster! We can't let that happen because we feel the weight of history. You're talking about bits of metal that are 120 years old, and you actually cannot mess this up, you can't just leave it. If six people don't work on it, it's not going to happen, so you have to keep showing up to do your bit. It's rewarding but it can also be a lot of frustration, and it mostly doesn't work!"

"Don't say that!" says Sean. But Alona agrees that this perseverance makes everything all the more special when the car is working. "When it's been 3am and you've been doing this twice a week for the last two months, and the engine's finally turning over, it's a magical feeling."



2019 Veteran Car Run.

So much of the spirit of Team Bo' revolves around its legacy that members such as Sean and Alona have inherited. Once you've been part of Team Bo', it seems, you never really leave it, and many ex-members still find themselves coming back to work on the car again.

"We have a lot of strong alumni connections," says Sean. "There's a great support network so we can ask the Chair from any given year a random question that needs a solution – typically the Chairs of recent years, because they were the ones we were working under. The former Chairs do have a lot of knowledge under their belts, so it's very nice to have them so close to us in spirit. Actually, many of the former Chairs came down to witness the rebuild because they themselves had never seen Bo' this deconstructed before. They were learning while we were."

"Sometimes alumni who worked on this in the 1980s will come up to us and say: 'I didn't know you still have him, it's great that he's still around,'" Alona adds. "There are people who worked on this car 20, 30, 40 years ago and they'll sometimes show up out of the blue. It's heartwarming to know that maybe in another 40 years it'll still be around." From what we've seen and heard, Team Bo' will probably be competing in the Run for a lot longer than that. ⊕



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# GOING DUTCH

**The Louwman Museum is a longtime supporter of the Run and hosts one of the world's finest and oldest vehicle collections. Zack Stiling takes a look at the history of this remarkable institution, whose collection spans the entire history of motoring.**

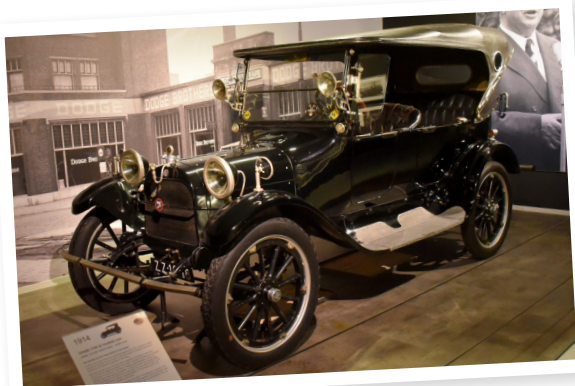
**T**he Louwman Museum in the Netherlands is not only one of the world's finest privately-owned vehicle collections, it's also one of the oldest.

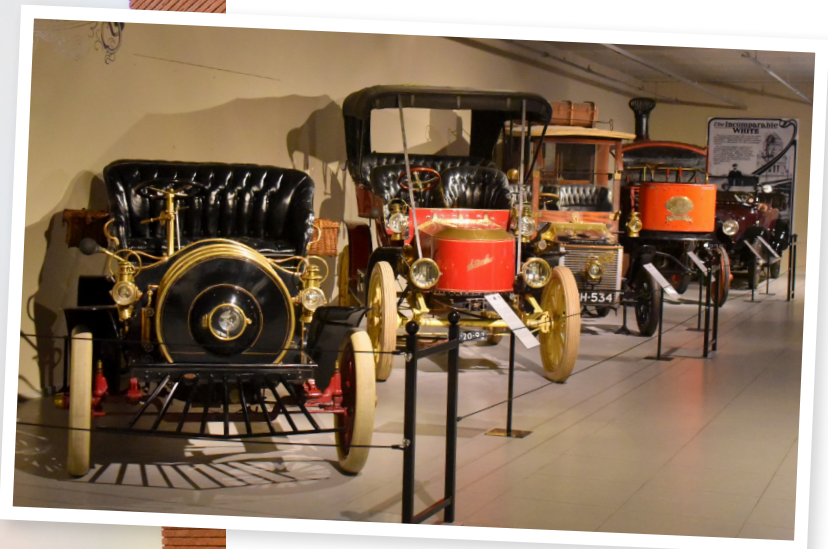
Piet Louwman set himself up as a car dealer in the Hague in 1923 and obtained a contract to import and sell Dodges. In 1934, he decided to obtain one of the very first Dodge cars to display in his showroom. A 1914 Dodge Type 30 tourer was despatched from Detroit which, unbeknownst to Piet at the time, had been the personal transport of Horace Elgin Dodge, hence it came with all kinds of bells and whistles, from spotlights and bumpers to an adjustable 'fat man' steering wheel and opera windows in the hood.

Piet had the foresight to recognise the value of preserving cars, and the Dodge marked the beginning of his collection. His son Evert inherited not only his father's business but also his passion, and he made the collection publicly accessible in 1969. The present-day Louwman Museum opened in the Hague in 2010, in a new building designed by Michael Graves which is crisp and modern but respectfully traditional.



For veteran enthusiasts, one of the museum's greatest draws is its collection of early cars, which includes one of the oldest vehicles in existence, the 1887 De Dion-Bouton et Trépardoux steam quadricycle. There are early models from pioneering marques such as Peugeot, Daimler and Panhard et Levassor, and no fewer than seven Victorian-era Benzes. Few people today have ever heard of Henry Buffum, but he was responsible for the first ever four-cylinder car and the museum houses one of his four-cylinder Stanhopes from 1895. Further in, visitors may discover the earliest petrol-electric hybrid, the unique 1896 Armstrong, and the 1903 Spyker 60hp racing car, which was the first ever car with a six-cylinder engine and brakes acting on all four wheels, and the first petrol vehicle with four-wheel drive.

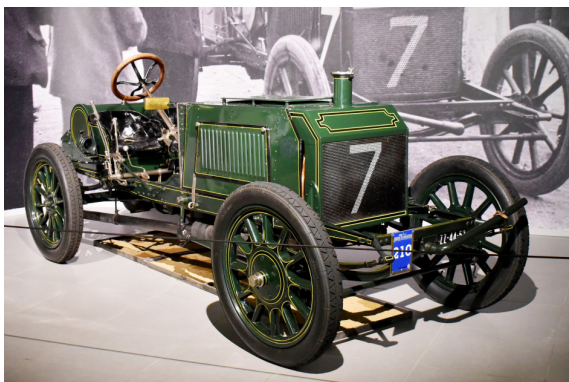




Part of the magnificent Spyker collection on display at the Louwman Museum.

What soon becomes noticeable from viewing the exhibits is Louwman's dedication to preservation. As far as possible, all the cars are displayed *dans leur jus*, so visitors can appreciate them exactly as they should be: original through and through, with their factory finish and fittings kept intact. Time can all too easily run away as one pores over the enchanting patina of cars from the 1890s which have never been restored.

Evert Louwman has been a keen supporter of the London to Brighton Run for decades, and regular spectators will certainly have seen some of his cars making the annual pilgrimage. The 1895 Peugeot *Type Neuf vis-à-vis* is sometimes among the oldest entrants, and last year the museum entered its thunderous 1903 Napier 100hp Gordon Bennett racer, which stormed to Brighton alongside the two other surviving



Gordon Bennett Napiers. Louwman's name, however, is probably most closely associated with Genevieve, the much-loved 1904 Darracq from the eponymous film, which celebrates its 50th anniversary this year. Genevieve joins the Brighton Run every year, but this year she is accompanied by her old rival, the Spyker, which the Louwman Museum has just restored in the pretty primrose livery it sported in the film.

On the subject of Spyker, Evert Louwman is naturally proud of the Netherlands' car-building heritage, and a hall dedicated to the Amsterdam marque, which built cars from 1900 to 1925 is another of the museum's star attractions. They share space with the only surviving example of an Eysink, another Dutch car-maker contemporary with Spyker.

Of course, with 275 cars on display, the Louwman Museum contains much more than just veterans. Visitors will find entire rooms dedicated to racing and concept cars, Ferraris and special coachwork, to name just a few of the attractions. The huge automobilia collection is something to behold, spanning everything from early motoring clothing to spindizzies— pre-war model racing cars powered by miniature combustion engines. Perhaps most impressive of all is the art gallery— the world's largest publicly-accessible collection of motoring art – which contains everything from Art Nouveau trophies and beautiful *Belle Époque* posters to F Gordon Crosby's soul-stirring paintings of early motor races and the more recent but very evocative Impressionism of De Bruyne.

There is nowhere else quite like the Louwman Museum. Few other collections contain such an extraordinary variety of rare, unique and historic cars, and Piet and Evert Louwman are to be congratulated for all they have done to preserve and promote the history of motoring.

For further information, please visit [www.louwmanmuseum.nl/en/](http://www.louwmanmuseum.nl/en/) 🌐



# CONCOURS ENJOYS ROYAL SURROUNDINGS

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**St James's Palace once again provides the backdrop for a very special display of veteran cars, as Jonathan Gill discovers.**

Staged less than 24 hours before the RM Sotheby's London to Brighton Veteran Car Run, the prestigious St James's International Concours acts as the perfect curtain-raiser for the remarkable veteran vehicles setting out from Hyde Park at dawn on Sunday morning.

This concours of 100 pioneering vehicles will again be held on Marlborough Road next to St James's Palace, just a short walk from the Royal Automobile Club on Pall Mall and the stately grounds of Marlborough House, which will provide the setting for RM Sotheby's' major London sale of standout collector's cars.

Built by Henry VIII in the early 1530s and located close to the latterly-built Buckingham Palace, St James's Palace is one of London's oldest royal

residences where Kings and Queens of England have resided for more than 300 years. The stature and provenance of the historic red brick building provide a fitting backdrop for a display of remarkable pre-1905 vehicles, all dating back to the dawn of motoring.

A particular highlight this year is the participation of the two movie star cars from the classic British film *Genevieve*, first shown in cinemas in 1953 - another royal coronation year. The much-loved comedy caper follows two couples participating in the London to Brighton Run aboard a pair of veteran cars: a Darracq nicknamed *Genevieve* and a charismatic *Spyker*. To mark the film's 70th anniversary, the cars will be reunited in their silver-screen incarnations for this year's RM Sotheby's London to Brighton Veteran Car Run and, as a high-profile preview, both will be back in



the spotlight outside St James's Palace.

There will also be a competitive element to the concours, with an expert panel judging and deliberating over the displayed vehicles to determine an overall winner, alongside other awards, and recognising the very best of the display. There will also be a special prize awarded to the driver and passengers wearing the most authentic period costumes.

"This concours has become the perfect entrée to the RM Sotheby's London to Brighton Veteran Car Run, and we are delighted that, after last year's tremendous success, the event has a wonderful new home within St James's," says Ben Cussons, Chairman of the Royal Automobile Club. "I'm sure the magical surroundings once again will prove to be a great success, enchanting both participants and visitors." 🍷





# SUPPORTING THE PASSION

RM Sotheby's is proud to be the title sponsor and partner of the Royal Automobile Club's London to Brighton Veteran Car Run. Supporting this wonderful hobby is the duty of any business that relies upon the passion and enthusiasm of a global community of people who love motor cars, and to ensure that the events which are central to that passion thrive, the world over. It's true that with the passing of generations, tastes and desires in the car market evolve, and whilst many of the cars we sell reflect those changes, we are passionate about veteran cars and the pre-war market as a whole; and the enduring appeal of the London to Brighton Veteran Car Run has brought generation after generation to love these pioneering motor cars.

Over the past 40 years, RM Sotheby's has led the global collector car auction industry with unparalleled capabilities, expertise, and resources, and we believe that we play a crucial role in educating and attracting new enthusiasts to the hobby. We have always sought

to offer the widest possible selection of motor cars both in Europe and in the US, and as we reflect on 2023, we can take pride in another phenomenal year that has included staggering single owner collections and some of the finest cars from across every era of motoring history. Many of you will be familiar with our Hershey sale in the US, which always offers a remarkable selection of veteran or 'Brass Era' cars, and 2023 is no exception.

Every year presents us with a unique opportunity, and this year our Le Mans Centenary sale, held in collaboration with the ACO, was one such highlight. Held on the eve of the iconic 24 Hours of Le Mans race, the auction was a remarkable one-off spectacle during what proved to be an amazing race weekend. It was undoubtedly a year to remember for the Scuderia Ferrari, with a stunning victory on track and with the 1955 Ferrari 121 LM Spider by Scaglietti achieving the top price in the auction.

Aside from live auctions, which are unquestionably



the most visible arm of the business, RM Sotheby's has been a trusted private broker for buying or selling significant motor cars for countless global clients over the years. Our dedicated Private Sales division was formed to provide discreet and honest advice with unparalleled global transaction execution capabilities to our clients for those looking to buy or sell outside of an auction atmosphere. RM Sotheby's Private Sales division offers a focused and tailored approach to clients through each stage of analysis, acquisition, and deaccession, along with our unique ability to leverage our global team of Car Specialists, combined with our expansive and deep client relationships, to ensure that the best possible result is achieved for our valued clients. In 2023 our Private Sales division launched Sotheby's Sealed, which offers our clients a revolutionary way to buy and sell exceptional automobiles in a competitive, private sale format. The Sotheby's Sealed platform is engineered to provide bidders and buyers absolute privacy, whilst

ensuring the final sale price remains confidential. The proprietary system has been used to sell Juan Fangio's personal Mercedes-Benz 300 SL, the fabled white Ferrari Enzo, and the McLaren F1 chassis no. 059, among many others.

We also provide clients with credible appraisals for a wide variety of purposes, including estate planning, collection management, loan collateral, and insurance, to name a few. Our appraisals have been employed to value everything from single important motor cars to large diverse collections and are trusted by prominent private collectors, museums, global banks, insurance companies, and tax and legal professionals who rely on our expertise-driven valuations based on our market insight as one of the largest market makers in the industry. RM Sotheby's offers the highest level of service with the strictest policy of confidentiality for those private individuals, collections, financial institutions, and fiduciaries.

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1900 De Dion-Bouton

# CELEBRATING VETERAN VEHICLES

Every year, we welcome a vast selection of different marques to the Run. For 2023, we have a gathering of vehicles whose origins span the globe.

## Adler

Adler was established by Heinrich Kleyer in Frankfurt-am-Main in the 1880s, manufacturing pedal cycles, wheels for the Benz organisation, and then motorised tricycles under licence from Cudell of Aachen. The first Adler motor car appeared in mid-1900. This was mechanically similar to the Renault with its 3.5hp De Dion Bouton engine and shaft drive, but differed considerably in appearance. Changes were made to the cars for 1901, including the use of semi-elliptic springs all round, and wheel steering on an inclined column. The company continued to use De Dion Bouton engines of 4.5hp and 6hp.

## Albion

Two ex-employees of Arrol-Johnston, Norman Fulton and Thomas Murray, founded Albion in Glasgow, in 1899. The first vehicle, a dogcart, appeared in 1900, powered by a flat-twin 8hp engine, and equipped

with a 'Patent Combination Clutch' gearbox. It had solid tyres, which continued to be a feature after many other manufacturers had abandoned the practice. The company produced twin cylinder vehicles of increasingly large capacity, and in 1903, it launched a 3115cc, 16hp vertical twin-engine powered vehicle. Commercial vehicles became the mainstay after 1918.

## Alldays

The company was formed in 1898 from two long-established Birmingham engineering firms that dated back to 1720 and 1650 respectively. Success in the manufacture of good quality bicycles led to the limited production of a motorised quadricycle, almost certainly a re-badged version from a French supplier, and then the 'Traveller', a lightly built, De Dion Bouton-powered, unsprung, two-seater appeared. The first motor car, with a 7hp engine and shaft driven, available as a two or four-seater, was manufactured in 1903 and 1904.

## Amédée Bollée

The Bollée family first began producing vehicles in 1873, when Amédée-Ernest Bollée, who had been running the family bell foundry at Le Mans, built his first steam vehicle, the 12-seater L'Obéissant. Steam vehicle production notably included the La Mancelle, generally regarded as the first series production automobile with 50 built. In 1887 his son Amédée-Ernest-Marie Bollée built a prototype gasoline engine and by 1896 Amédée-Jr had developed an internal combustion engine, and launched his first gasoline car, the Type D, that same year. Aimed at the luxury market, the Type D had a 6 hp engine with two horizontal-facing cylinders. It sold well - as many as 100 a year – and was licensed by De Dietrich for production in Germany.

## American Bicycle Co

In September 1900, the American Bicycle Company of Toledo, Ohio, announced they would stop building bicycles in favour of steam automobiles. Its first steam car debuted at the New York Auto Show that year under the name Billings (after its designer, Frederick Billings). The first Toledo steam cars were powered by 2-cylinder engines producing 6¼ hp. Steam car production stopped at the end of 1902 after a petrol car with an 18 hp 3-cylinder engine was introduced.

## Argyll

An Argyll-branded motor car, inspired by the early De Dion Bouton-engined Renault, was made in 1899, a year before the Hozier Engineering Company was formed in Glasgow to make it. The 1901 Argyll used a 5hp MMC engine, and it had distinctive horizontal radiators linked by vertical tubes. For 1902, engines by MMC or Simms were offered, and before the year was out, 10hp and 12hp twin-cylinder and 16hp four-cylinder

engines were listed. In 1904, a range of front-radiator, Aster-engined vehicles was introduced, including one of 4849cc capacity. The company was known for its magnificent factory and office accommodation that cost £220,000 to build in 1906.

## Arrol-Johnston

George Johnston played a prominent role in the early days of motor vehicle development in Scotland and was building his own prototypes before the end of 1895. Sir William Arrol provided the financial backing to launch a company whose first vehicle was a six-seater dogcart, powered by a 10hp, twin-cylinder opposed-piston engine, mounted beneath the floor. The chain drive, high-wheeled, solid tyre, horse carriage type of body, was conservative on launch day, but positively anachronistic by 1906. Nevertheless, it sold well in Scotland, where it coped admirably with the poor quality, undulating terrain. The company merged with Aster in 1927.

## Autocar

Autocars were built in Ardmore, Pennsylvania, USA from 1900, following the re-location of the original Pittsburgh Motor Vehicle Company. The first Autocar was a two-seater runabout with a 3hp single-cylinder and chain drive. The following year's 6hp, twin-cylinder car may have been America's first shaft-driven car with more than one cylinder. For 1904, the Autocar was equipped with an 11hp horizontal-mounted flat twin engine, and three-speed transmission. Early Autocars had left-hand tiller steering, and when wheel steering was introduced on the 1905 model, the wheel remained on the left.

## Barré

Barré was an automobile manufacturer based in Niort, France. At the 1899 Paris Salon, the company exhibited a light car with a 4hp Gaillardet engine, two-speed transmission and belt drive. For 1901, their vehicles were equipped with a choice of single cylinder De Dion Bouton engines, two-cylinder units from Aster, or four-cylinder ones from Buchet. From 1903, core components were sourced from Lacoste et Battmann, including tubular chassis for the smaller-engined vehicles, and the larger engines were housed in wood and flitch plate frames. All had three-speed gearboxes with direct drive on top and shaft drive.

## Benz

Karl Benz was a motoring pioneer who made the first petrol-engined car to run successfully. His factory was at Mannheim, Germany where the 1.5hp, two-speed Patent-Motorwagen went into production in 1888. The growth in engine capacity along with a license





arrangement with Emile Roger of Paris, aroused significant interest. In 1893, a four-wheel model was launched, which was available with an array of heavy coachwork. The company's fortunes were transformed with the arrival of the 'Velo' in 1894, with its 3hp horizontal, rear-mounted engine, belt and pulley transmission, wire wheels, and two-seater body. The car was outdated by 1900 and sales dropped. Efforts were made to revive interest initially with the addition of a dummy bonnet, and then a new look arrived with the launch of the Benz Parsifal in 1902, with its twin cylinder, 2,250cc engine.

### **Berliet**

Marius Berliet started experimenting with automobiles in 1894 at premises in Lyons, producing small numbers of single cylinder, horizontal-engined tandem cars in 1900 (apparently because the workshop had a narrow door), followed by front-mounted twin and four-cylinder, chain driven vehicles in 1901. In 1902, Berliet purchased the premises of Audibert-Lavirotte, and by 1903, the company had an agency in Paris, from where a range of four-cylinder, steel chassis machines with distinctive honeycomb radiators were advertised. Berliet had a reputation for manufacturing high quality, large engined motor cars, frequently clad with luxurious open and closed coachwork.

### **Bolide**

Bolide was the brand name given to motor vehicles that were distributed by Lefebvre, but the chassis, gearbox and axles were purchased by the company from Lacoste et Battmann. The latter, based in Paris, manufactured a large range of motor vehicle components that other companies purchased to support the assembly of their vehicles.

### **Boyer**

A Boyer car competed in the 1899 Paris-Rambouillet race. By 1901 the company was making standard voitures with front-mounted single cylinder engines

sourced from Aster, Buchet, Meteore or De Dion Bouton. They had tubular frames and were shaft driven, with the water tank for the frontal radiator located at the rear of the frame. In 1902, Boyer vehicles were sold in England under the name of York, but Georgano reported that this was discontinued due to quality issues. By 1903, Boyer were selling larger cars with four-cylinder engines with side valves on an 'L' head, an armoured wood frame, and chain drive. Georgano claims that from 1905 Boyer cars were being made in the Prunel factory, along with vehicles that were branded Gnome, Gracile, and J.P. that were marketed in England. The last cars sold under the Boyer name appeared at the Paris Salon in 1906.

### **Brennan**

The Brennan Motor Manufacturing Company of Syracuse, New York, USA was a manufacturer of automobile engines, used by a range of other motor car companies. It is believed that the company prepared custom-made complete vehicles for some customers, during the period 1902 - 1908, which were branded with the 'Brennan' marque. In the competitive American market that existed at this time, it was always unlikely that a small firm could succeed against organisations such as Ford, Cadillac, and Oldsmobile.

### **Brown**

The company Brown Brothers was formed in 1888, for the supply of cycle components. The business moved to 30 Great Eastern Street, London in 1892, from where it offered a substantial and very diverse range of components, accessories and tools to cycle, motor vehicle and, ultimately, aircraft manufacturers worldwide. Complete cycles and motor vehicles were also available, sometimes from the constituent parts in stock or, more usually, as rebadged products from other manufacturers (including Aster-engined Stars). There are only a small number of known surviving Brown quadricycles, and each example uses a Perfecta quadricycle frame and a Starley rear axle.

### **Brush**

The Brush Electrical Engineering Co Ltd of Lambeth, London made motorcars from 1902, initially using two-cylinder 10hp Abeille engines coupled to a Sage gearbox, both from France. By 1903, the company was re-badging a range of motor cars that were substantially manufactured by the Lacoste et Battmann factory in France. These included a 12hp twin cylinder, and 12hp, 16hp, or 20hp four-cylinder vehicles for 1903, and a similar selection of machines for 1904, which included a 5hp single cylinder option. Brush began to manufacture its own engines in 1904, when production was switched to Loughborough.

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### C.G.V

Fernand Charron, Léonce Girardot and Emile Voigt were three successful Panhard racing drivers who launched their first car in 1901 from workshops in Puteaux, France. The vehicle shared many of the characteristics of Panhard, but to create a more streamlined profile, the radiator was mounted just above the dumbirons, and in front of a coal scuttle bonnet. It had a 3306cc, 15/20hp, four-cylinder engine with automatic inlet valves, a four-speed gearbox, and chain drive. From 1902 there was a 40hp 8616cc engine car, presenting a competitor for Panhard. The world's first straight-eight was on show at the 1902 Paris Salon (with no gearbox fitted because the engine was so flexible), but it did not enter production. It is recorded that 196 vehicles were made in 1903.

### Cadillac

In 1902, Henry Leland, an engine and transmission manufacturer, formed the Cadillac Automobile Company in Detroit, Michigan, USA. Leland had made engines for Oldsmobile and, following a disagreement on cost, discussions with Henry Ford led to the creation of Cadillac. The first vehicle, launched at the end of 1902, had a single cylinder, horizontal engine, two-speed epicyclic transmission and chain drive to the rear axle. At the 1903 New York Automobile Show, 2286 orders for the car were taken in the first week. The same basic design of vehicle continued until the end of 1904, by which time the reputation of the business was firmly established.

### Century

Century was founded by Ralph Jackson, an Altrincham-based cycle maker, who initially made 2.25hp-engined three-wheeled forecars with a

steering wheel, which was unusual at the time. Production was moved in 1901 to Willesden in London, where Cyril Begbie, the UK importer of Aster engines, assumed control of operations. He started making Century-branded, four-wheeled cars in 1903, using English-made chassis, French gearboxes, and Aster two-cylinder engines of 8 or 12hp. Larger four cylinder, Mutel-engined models were later introduced. Production ceased in 1907.

### Clément

Adolphe Clément made multiple fortunes, from cycle manufacture, the purchase of the French rights for Dunlop tyre production, and motor cars. He launched the rear-engined Clément-Gladiator in 1897, Clément-De Dion in 1898, and the Clément-Panhard in 1900, which had a rear-mounted 763cc, 3.5hp inclined single cylinder engine with automatic inlet valve and hot tube ignition. A reverse gear was provided in 1899, and in 1901, a three-seater vis a vis was added to the two-seater, when a larger 4.5hp engine was introduced along with electric ignition. Clément became Chairman of Panhard et Levassor and married Emile Levassor's widow. Clément cars were made in London from 1903 under the name Talbot.

### Clément-Bayard

Adolphe Clément (later renamed Clément-Bayard after the Chevalier Bayard) resigned from the boards of both Panhard and Gladiator in order to form Clément-Bayard in 1903 to produce cars under his own name. The marque made a full range of cars – 6hp singles, 7hp twins and 14hp, 20hp and 27hp four cylinders, all with shaft drive. Clément-Bayard made all the parts for its own vehicles, except the tyres, using largely American machine tools. Racing cars with engines up to 100hp (16,786cc) were made and competed with some success.

### Clément-Panhard

Clément-Panhard automobiles were manufactured from 1898. Adolphe Clément was a director of Panhard-Levassor, and when the Panhard factory could not meet the production requirements for c.500 units of the 1898 'voiture Légère' ('dog cart') model, he undertook manufacture under licence at his factory in Levallois-Perret.

### Colliot

The Colliot was made in 1901 by Deliry et Fils at Soissons, Aine, France. These voitures were noted for having a transversely mounted, 4.5 hp air-cooled V-twin engine at the front driving through a conventional 4 speed gearbox.



### Columbia and Columbia Electric

Colonel Albert Augustus Pope made his first fortune from bicycle manufacture, and then with the expertise of Hiram Percy Maxim, set up production facilities in Connecticut, USA, for both electric and petrol vehicles. Models, generally of the two-seater runabout design, were available from 1898. The purchase of the Riker Electric Vehicle Co. in 1900 facilitated the development of a heavy truck division. By 1903, the Columbia range consisted of 20 electric vehicle options and a 12/14hp two-cylinder petrol-driven motor car, which was joined in 1904 by a 35hp four-cylinder option. Colonel Pope was involved in numerous other ventures including Pope-Hartford, Pope-Toledo, Pope-Robinson, Pope-Tribune, and Pope-Waverley.



### Covert

Byron Covert set out in 1902 to construct a steam car at his workshop in Lockport, New York, but the first production machine to emerge was a single cylinder, 3hp, petrol-driven runabout with chain drive. This car and its successor, now with a 5hp engine and rear axle-mounted gearbox, were both of modest size with a 1.57m wheelbase and weighing only 159kg. By 1904, a 24hp, four-cylinder tourer was available.



### Crestmobile

The Crest Manufacturing Company, of Massachusetts, USA started life as an automobile component manufacturer, and then launched a Crestmobile Model A in 1901, which was a lightweight runabout with a 2hp single cylinder, air-cooled engine mounted ahead of a straight dash, with chain drive to the rear wheels and tiller steering. Later in the year, there was a Model B with a 3.5hp engine, and a Model C with a 5hp engine located under a small bonnet. Shaft drive was adopted in 1903, when the company claimed to have made 1000 cars, and by 1904 the engine was quoted at 8.5hp. For 1904 and 1904, there was also a 15hp, two-cylinder option available.



### Daimler

Gottlieb Daimler was at the forefront of the development of single cylinder petrol engines, and in conjunction with Wilhelm Maybach, the first experimental vehicle was tested in 1886. By 1889 a V-twin engine of 565cc had been installed in tubular steel frame with steel wheels which was exhibited at the 1889 Paris World's Fair. The Daimler Motoren Gesellschaft was formed in 1890 and over the next seven years the design of a vertical, twin cylinder engine evolved for use in rail cars and motorboats, assisted by Maybach's invention of the spray carburettor. The Daimler-designed engines were the basis for the engines produced by Panhard Levassor

and they were also used in the early Peugeot. During 1891, Richard Simms acquired a licence to sell Daimler engines in Great Britain, which led to Harry Lawson acquiring manufacturing rights in 1895. The first British-made Daimler was on the road at the end of 1897, although French-made engines were initially installed. Early machines with tiller steering and full elliptic springs were made in small numbers, as the company experienced a lack of investment and poor management. A new range appeared in 1902 with 8hp, twin cylinder vehicles, as well as 12, 16 and 22hp four-cylinder options. The company enjoyed royal patronage from Edward VII and underlined its desire for premium market in positioning in 1904 with the launch of a 5.7 litre 28/36hp model.



### Darracq

Alexandre Darracq (1855–1931) became a prominent and successful bicycle manufacturer following his decision to create a partnership with Jean Aucoc to make Gladiator-branded cycles in 1891 at a factory in north-east Paris in Pré-Saint-Gervais. In 1896, a British consortium that included Ernest T. Hooley, M.D. Rucker, H.H. Lawson and Harvey du Cros purchased Darracq's company, which led to him building a new factory called the Perfecta works, in Suresnes, where he manufactured a wide range of cycle components as well as four-wheeled cars under licence from Léon Bollée. Following Paul Ribeyrolles's arrival at the company in 1900, a light car was produced with a 6.5hp, single cylinder engine, 3-speed gearbox and shaft drive. Two- and four-cylinder cars were added to the range in 1903, and in 1904, and pressed steel frames were adopted. Darracq had a long involvement with motor racing, which established both a healthy profile and a very profitable business.



### De Dietrich

The De Turkheim family became involved in the Lorraine-based De Dietrich ironworks business in 1806, following which large factories were established in both French and German territory. Both the French



and the German parts of the business initially made cars and commercial vehicles under licence from Amédée Bollée in 1897 with tube ignition and a complex transmission system involving primary belt drive and final drive by two sets of bevels. The French concern began production of the Turcat-Méry, with its two- and four-cylinder engine options, tubular radiators, fitch plate frames, and chain drive. The German business, at its Niederbronn factory, initially made a version of the single cylinder, belt-driven Belgian Vivinus under licence, before Ettore Bugatti arrived to design a four-cylinder, chain-driven car. There were two engine sizes: a 5305cc unit, variously called 20hp or 24hp, and a 7430cc, 24hp option. After Bugatti left the company in 1904, no further cars were made in Niederbronn.

### ■ ■ De Dion Bouton

The partnership between the Comte de Dion, Georges Bouton and Charles Trépardoux was forged in the summer of 1882, leading to the production of a wide range of steam vehicles. Motor tricycles and quadricycles followed, and by 1900, ensconced in new premises on the banks of the Seine in Puteaux, De Dion Bouton was comfortably the largest producer of compact, lightweight, high-revving single cylinder engines, which it supplied to many other manufacturers. Rear-engined, two-seater voituresses were launched in 1899, followed by front-engined vehicles in 1901 that were equipped with more powerful engines, as passenger capacity expanded, including two twin cylinder options from 1903. The use of expanding clutch gearboxes and Cardan shaft transmission was consistent across all models.

### ■ ■ Decauville

The Decauville company was based at Seine-et-Oise, France, and in 1898 it produced a small tubular-framed car powered by two 1.75hp De Dion Bouton engines on the same crankcase mounted under the seat, with a two-speed gearbox, called a voituress. The front suspension was independent, by a transverse spring and sliding pillars, and was the first known example of IFS on a petrol-engined car. There was no rear suspension. By 1899, a water-cooled engine of 5hp had been installed, along with rear suspension and a three-speed gearbox. For 1900, an 8hp in-line twin, 1416cc engine was placed in the front, with a round bonnet and dashboard radiator, and now there was a four-speed gearbox. This was followed by a model with a 2090cc, twin cylinder engine with a fully floating rear axle that achieved prominence because Henry Royce used several design features in his first Royce car of 1904. Thereafter the company focused on twin cylinder 12/14hp and larger four-cylinder vehicles.



### ■ ■ Deckert

Henri Deckert initially promoted his Paris-based business in the 1890s as 'Transformation de Moteurs'. He had a significant involvement in the development of power units for racing tricycles and quadricycles. He did this by increasing the size of the cylinder bore, or by lengthening the stroke of standard engines. The advertising literature indicates that from 1902 he variously produced 6hp single cylinder vehicles, twin cylinder cars of 12hp and 16hp, as well as a 20hp four-cylinder machine. Only one 6hp model is known to survive, and it is possible that Deckert re-badged or upgraded vehicles that were made by companies such as Lacoste et Battmann or Malicet & Blin.

### ■ ■ Delahaye

Emile Delahaye began manufacturing motor cars on a limited scale in the mid-1890s in Tours, France, and participated in the 1896 Paris-Marseille-Paris race in 1896. The vehicle he used had certain characteristics of an early Benz, but the steel frame was tubular, and the tyres were pneumatic. Léon Desmaris and Georges Morane bought the business in 1897, and gradually moved the production to Paris. Delahaye's 6hp Type 0 was replaced with the Type OA in 1901, and there were Types 6, 7, and 8, each with horizontal engines. In 1902, a vertical twin appeared, with a 12hp, 2194cc engine, and thereafter there were numerous engine upgrades, revised chassis lengths, and transmission arrangements. In 1904, it was possible to buy a 5320cc, four-cylinder model.

### ■ ■ Delaugère et Clayette

In 1904, Maurice Clayette joined the company of Delaugère, situated in Orleans, who were a long-standing family of carriage and wagon makers. The founder's son and a great-nephew had built a three-wheeled car in 1898, and a four-wheeled one in 1900. This used a De Dion Bouton engine, but by 1901

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DeLaugère built its own two-cylinder engines, and, by 1902, four-cylinder engines. The cars were along Panhard lines, with automatic inlet valves and double chain drive. The 20hp four-cylinder cars had a four-speed gearbox.

### **Dennis**

John and Raymond Dennis manufactured 'Speed King' bicycles initially, and then turned their attention, in 1899, to motor tricycles and quadricycles, and then Dennis-branded motor cars from 1901. The Dennis company, despite its expressed focus on technical development, procured its chassis in complete form from Lacoste et Battmann. Along with Speedwell and Brush, it was one of the earliest adopters of complete vehicles from Paris that it simply re-badged. The company offered a single cylinder shaft-driven vehicle with a De Dion Bouton engine of 8hp, and from 1903 there was a twin cylinder 12-14hp option, or the larger, four cylinder 16-20hp model, both made by Aster. Dennis cars from 1904 were characterised by their overhead worm-drive transmission.

### **English Mechanic**

A magazine called English Mechanic and World of Science and Art was launched at the turn of the century and featured design templates and construction instructions for cars that could be built at home. The originator was T Hyler White. The series started in May 1899 with a tricycle featuring a 1.75hp De Dion Bouton engine. In January 1900, the first of 56 weekly parts on 'A small car and how to build it' appeared. To keep costs down, amateur engineers were encouraged to use second-hand materials, or to purchase components from the writer's friend, David J. Smith, who had a workshop in the East End of London. The number of vehicles that were successfully completed, is unknown but four vehicles survive: a Benz-type two-seater, a steam dog cart, an 8hp tonneau, and a two-cylinder car of 1907 date.



1904 Ford

### **Fiat**

Fiat (Fabbrica Italiana Automobili Torino) was incorporated in 1899, and the first vehicles appeared that year, starting with a 3.5hp horizontal-mounted, twin cylinder engine vis a vis. Engine capacity increased to 6hp before the company launched a front-engined vehicle with an 8hp vertical, twin-cylinder power unit. By the end of 1901, there was a four cylinder, 12/16hp model with a 3768cc engine, supplemented by a 4181cc 16/20hp version in 1903. By this time Vincenzo Lancia was working as a driver, and he drove the Fiat entry in the ill-fated 1903 Paris to Madrid Race. The influence of Panhard was readily apparent with the Fiat output, but by 1904 when there was a 75hp motor car on offer, the marque had begun to focus on emulating Mercedes.

### **Flint**

Made in Flint, Michigan, USA, by ABC Hardy. In 1902, he began to make a two-seater, 8hp, single-cylinder roadster with left- or right-hand tiller steering for \$850. He made 52 of these but ceased in 1902 because he was unwilling to pay the Seldon patent fee.

### **Ford**

Henry Ford started the Ford Motor Company in Detroit, USA in 1903. The first production car – the Model A – used a two-cylinder horizontally opposed 1645cc engine in a Runabout-type body and was initially assembled from parts supplied by Dodge Brothers and others. The model A was discontinued in October 1904 when 670 had been made, according to the company's records. This model was replaced by three new ones: the larger-engined AC; the C with the same engine and a bonnet and vertical radiator, and the Model B, which was a completely new car, with a front-mounted, vertical four-cylinder engine of 4646cc, developing 24hp. Unlike the smaller Fords, it had shaft drive and a side entrance tourer body. In 1904, the company moved to a new factory and by 1905 300 employees were making 25 cars a day. By 1906, it was making 100 cars a day.

### **Franklin**

The H. H. Franklin Manufacturing Company, located in Syracuse, New York, made motor cars between 1902 and 1934. The first cars were designed by John Wilkinson. From the outset, air-cooled four-cylinder engines were preferred that were transversely mounted in a wooden chassis. Engines for 1903 and 1904 cars were of cast iron design including the base and cylinders. Aluminium was not used in the engine for these early cars. The early cars had a simple two-speed planetary transmission system and semi-elliptic suspension front and rear. There were 219 cars made



1903 Gladiator

in 1903 and only nine are currently known to exist. The bodies of the 1902 & 1903 cars were made by the John Leggett Carriage Company in Syracuse. The sides of the body have a swooped section that resembles a sleigh.

### **Gamage Aster**

Gamage's of Holborn, London, was a famous department store. It offered cars and a wide range of motoring accessories for both vehicles and occupants between 1903 and 1904. All the vehicles were sourced in from Lacoste et Battmann in Paris and were badged as 'Gamage' on arrival at the store. All vehicles had shaft drive and three-speed gearboxes, and there was a choice of De Dion Bouton or Aster single or twin cylinder engines.

### **Gasmobile**

The Automobile Company of America introduced its first cars and trikes in 1899 under the name 'American'. The name was changed to Gasmobile in 1900. There is evidence that 3hp single cylinder, chain driven cars and three-cylinder models were available from 1900 up to 1902, although according to the standard catalogue only single cylinder models were made between 1899 and 1901 and 4 cylinder and rear mounted 3-cylinder engines were available in 1902. It is likely that by November 1901 a total of 140 cars had been produced. At the New York Motor show in January 1902 a prototype 6-cylinder car was shown, which was the first of its kind in America, but in March 1902 the company was in the hands of the receiver. Production continued until August 1902 when the plant and property were sold at auction.

### **Georges Richard**

Situated at Ivry-Port, Seine, France, the Richard Company made photographic equipment and then bicycles. Motor vehicles were made from 1897, when a Benz-type machine, complete with belt drive and three speeds, appeared. In 1901, Henri Brasier left Mors to

join the Richard brothers. His arrival heralded a new regime of larger cars on Panhard lines, with two or four cylinder engines in four models, from 10hp to 40hp. At first, they were chain driven, with tubular frames on the smaller cars, but by 1904, all frames were pressed steel. The company offered a 5.5hp single cylinder voiturette for the British market in 1903, called the Pony Richard; probably a stock clearance exercise. The company gained great kudos from its victories in the 1904 and 1905 Gordon Bennett races, with their 9.9 litre, 80hp and 11.2 litre 90hp machines.

### **Gillet-Forest**

Gillet-Forest was founded in 1899 in Saint-Cloud, France. Fernand Forest was a prolific inventor, who designed a four stroke engined car in 1890. The first production vehicles were horizontal single cylinder cars of 5, 9/10 and 12hp, with three-speed gearboxes, and the drive was encased in an aluminium oil bath. They ran at boiling point to improve fuel economy and were steam cooled with a distinctive V shaped vertical tubed condenser at the front.

### **Gladiator**

The Société Gladiator, Seine, France, was founded by Paul Aucoq and Alexandre Darracq to make low-cost bicycles, which attracted the attention of a British consortium that included Harvey du Cros and Ernest Hooley. Light car production was underway by 1898, and by the following year Aster engines of 2.5hp and 3.5hp had been installed in the front of the tubular chassis, with a two-speed gearbox and chain drive to the rear axle. They were also sold as Clément because Adolphe Clément was on the board until 1903. By then, Gladiator was making 1000 cars a year, of which 80 percent were sold in England. From 1903, larger 10hp, twin cylinder models were available.

### **Haynes-Apperson**

The Apperson Brothers had premises at Kokomo, Indiana, USA. Elwood Haynes, a talented metallurgist who invented stainless steel, approached them to build his first car. The Haynes two-seater, with its chassis frame made of square steel tubing, had two forward speeds. Further prototypes were developed until the Haynes-Apperson Company was incorporated in May 1898. The cars were powered by 5hp engines, with a three-speed gearbox, and the 'heavy parts' were made of aluminium alloy. The company earned itself a reputation by participating in numerous endurance races. The partnership disintegrated, but Haynes continued to manufacture Haynes-Appersons with rear-mounted twin cylinder engines of 8hp and 12hp. In 1904, a four-cylinder model was introduced, and the Apperson name was dropped.



### **Humber and Humberette**

Humber was one of the earliest cycle manufacturers, initially located in Nottingham, and later in Coventry and Wolverhampton. Plans to make the Léon Bollée three-wheeler were interrupted when a fire destroyed the Coventry factory, but the Coventry Bollée and the Coventry Motette did appear at the end of 1896, making Humber the first maker of series-production cars in England. Numerous prototype four-wheeled motor cars appeared at shows, but it was 1901 before the first conventional vehicle arrived, powered by a 4.5hp De Dion Bouton engine, with shaft drive, and a rear entrance tonneau body. Single spoke steering wheels were a feature of Humbers until 1910, and cars with four-cylinder engines of 12hp and 20hp appeared in 1902 and 1903. The latter was pivotal for the company; it introduced a lightweight Humberette with a 6hp De Dion Bouton engine, a two-speed gearbox, a tubular frame and shaft drive. A larger engine and three-speed gearbox arrived in 1904.

### **Hurtu**

The company was founded in 1880 as Hurtu, Haution et Diligeon, as a maker of sewing machines and bicycles. The first car, a version of a Leon Bollee tri-car, was made in 1896, followed by a version of the German Benz the following year. In 1900, the Benz was replaced by a new model powered by a 3.5hp De Dion Bouton engine with shaft drive. Two- or four-seater bodies were available, the latter a rear entrance tonneau. The company also used Aster engines with one, two or four cylinders.

### **James & Browne**

James & Browne Ltd of Hammersmith, London, England was registered in January 1902. The earliest motor car had a 9hp twin cylinder engine with a

transverse crankshaft and the flywheel was positioned between the cylinders, there was a four-speed gearbox and chain final drive. This car and a 18hp four-cylinder model had conventional bonnets, but the engine was placed under the front seat. Later the company installed four-cylinder vertical engines at the front of the chassis.

### **Knox**

The Knox Automobile Co. of Springfield, Massachusetts began production in 1900 with a 3-wheel car, the model A, which was powered by a 1562cc, 5hp, horizontal air-cooled single cylinder engine that drove the rear axle by a single chain. The engine used cooling rods rather than fins, leading to the nickname 'Old Porcupine'. In 1902 the 4-wheel model B was introduced, and then the model C, all single cylinder cars. The Type D, launched in 1904, had a two-cylinder engine of 16/18hp.

### **Lacoste et Battmann**

Lacoste et Battmann had their beginnings in 1897 when Jacques Lacoste founded a business at Levallois, Paris under the name of J. Lacoste & Cie. Emile Battmann joined the concern in 1900 at which point there was a change of name to Lacoste et Battmann. Mechanical components were manufactured as well as complete cars usually equipped with De Dion or Aster engines. These were re-badged by scores of 'manufacturers' around Europe. Standard configurations of 6hp and 8hp engines were available. Later, larger engined vehicles were available bearing the Lacoste et Battmann brand.

### **Lambert**

Lambert & Cie offered 8hp De Dion Bouton-engined cars, or alternatively with 10hp and 12hp two-cylinder engines by Abeille or Aster. All had shaft drive, artillery wheels and two- or four-seater bodies. These vehicles were all procured from Lacoste et Battmann.

### **Lanchester**

Frederick William Lanchester built cars in Birmingham and was considered one of the finest engineering minds of his time. His cars owed nothing to the prevailing influence of Benz and Panhard. His first prototype vehicle was powered by a 1306cc single cylinder horizontal engine which had two overhanging balanced cranks, each with its own flywheel and connecting rod. The cranks revolved in opposite directions giving a smooth-running unit. One of eight children, his brothers George and Frank joined him. Six cars were completed during 1900, and production began in earnest in 1901 when the model was equipped with a mid-mounted, horizontally opposed



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two-cylinder engine driving through a three-speed epicyclic gearbox and worm final drive. Investment funds were short, and the company liquidated in 1904, but was revived later the same year by the receiver who facilitated the development of the first four-cylinder model powered by a 2470cc 20hp engine.

### L'Elegante

L'Elegante cars were sold by JB Mercier from premises in the Rue St Ferdinand, Paris, France. The cars were made by Lacoste et Battmann and featured the wording 'L'Elegante' on the gearbox. A surviving example has a De Dion Bouton 8hp engine.

### Léon Bollée

The Bollée family of Le Mans were bell founders, but members of the family produced steam carriages and motor vehicles from the early days. Amédée Bollée Senior was the major French pioneer steam vehicle maker from the 1870s. His sons, Léon and Amédée Junior, accompanied their father in the 1895 Paris-Bordeaux-Paris race in their 15-year-old steam carriage. The three-wheeled voiturette, which had a horizontal air-cooled single-cylinder engine, frame mounted and with hot tube ignition, was designed by the sons. Various engine sizes, from 640cc-822cc were used, they were very noisy, the belt drive temperamental, but with their modest weight, they were very fast. The passenger was seated at the front and the driver at the rear. Several hundred voiturettes were made, with a range of bodies. In 1903, a new factory produced four-wheeled cars with a conventional four-cylinder engine with chain drive.

### Locomobile and Locomobile steam

Amzi Lorenzo Barber and John Brisbane Walker registered the Locomobile Company of America at Watertown, Massachusetts, USA, and the first Locomobiles were really Stanleys. Barber and Walker soon disagreed, and in 1900 Walker set up in Tarrytown, New York, to build Mobiles. Meanwhile, Barber consolidated Locomobile production in Bridgeport, Connecticut, making a lightweight steam Runabout. By 1902, these were made sturdier, but the company soon went over to petrol-driven cars.

### MMC

Harry J Lawson, entrepreneur and promoter of the first London to Brighton Run in 1896, created The Great Horseless Carriage Company Ltd in Coventry, in 1897. By 1898, this had become The Motor Manufacturing Company Ltd. This was based in part of The Motor Mills, which housed various manufacturers, including Daimler. The early MMC and Daimler shared many characteristics including the 4hp twin cylinder vertical



1902 Locomobile (Steam)

engines, steering and ignition. George Iden joined the company, and in 1899 new designs were available with rear-mounted horizontal-twin engines and side gear change. By 1902, the engines were front mounted with one, two or four cylinders. The company faced restructurings and financial constraints leading to modest output and poor reputation for quality.

### Marot Gardon

The Marot Gardon company was established in Paris in 1897 and by 1900 when it had moved its operations to Corbie in the Somme, it had established a pre-eminent reputation for its tricycles and quadricycles that were used by many of the successful racing riders at the time. In line with other tricycle manufacturers, by 1899, attention had shifted towards developing a range of four-wheeled vehicles: a 3hp engine voiturette was followed in 1900 by a similar model with a 4.5hp power unit. For 1901, two models were offered, both with front-mounted horizontal 6hp engines and chain drive.

### Martini

Martini was a pioneer Swiss automobile manufacturer, in operation from 1897 to 1934. In 1897, businessman Adolf von Martini built an experimental rear-engined car. He followed this with V4 cars of 10hp and 16hp in 1902. Since Swiss cantons were unusually hostile to cars, the company had to rely more than most on exports, and demand from abroad proved sufficient to justify building a factory in Saint-Blaise in 1904.

### Maxim

The London General Automobile Company Limited gave the name Maxim to a car designed by Hiram Stevens Maxim, who invented the Maxim gun. It had a twin-cylinder, 16hp, T-head Fafnir engine, three-speed gearbox and a double chain drive. Early cars had an armoured wood chassis and gilled-tube radiator, but later had steel frames and honeycomb radiators.

### Maxwell

The Maxwell-Briscoe Motor Co of Tarrytown, New York, USA commenced production in 1904, when 10 cars were built that year. The vehicle was a two-seater tourer with a wheelbase of 1.83m, equipped with a twin-cylinder horizontally opposed engine with mechanically operated inlet valves, thermosyphon cooling and two-speed planetary transmission.

### Mercedes

The Mercedes cars were born from a request from Wilhelm Jellinek to Daimler for a more powerful model with a lower centre of gravity, after a 24hp Daimler crashed in the 1900 La Turbie hill climb, killing the driver. The resultant design appeared in late 1900, and Jellinek called it after his daughter, Mercedes. The vehicle was equipped with a 35hp, 5913cc four-cylinder engine and had mechanically operated inlet valves as well as a gate-type gear change. It was markedly different from its predecessors, with a longer and lower frame although it did retain the earlier chain drive. It still required refinement, but during 1901 made its name in competitions. Between 1901 and 1903, models with increasingly larger engines appeared. The 40hp and 60hp cars set the standard that many other manufacturers followed.

### Mercedes/Simplex

The Mercedes Simplex was designed by Wilhelm Maybach in Stuttgart, Germany from 1902 until 1909. It featured powerful engines ranging from 40 to 60hp.

### Minerva

The Minerva was a prominent Belgian luxury automobile company that was established by a Dutchman, Sylvain de Jong, who originally set up a cycle manufacturing business in Antwerp in 1897. He built engines for several motorcycle manufacturers, including Humber, Royal Enfield and Triumph before embarking on motor car production. The company was restructured in 1903, following which the first important product was the Minervette that was introduced in 1904, with a 636cc engine mounted transversely at the front, a two-speed constant mesh gearbox and final drive by a single chain to the offside rear wheel. Later the focus switched to larger-engined cars, including a 3.6 litre four-cylinder model.

### Mors

The Paris-based Mors company initially manufactured petrol-engined railway inspection cars, and then produced a motor car based on the designs of Henri Brasier, an employee at the time. It used low tension coil and dynamo ignition. A later development included V-four engines with water-cooled heads and

air-cooled barrels that were rear-mounted. By 1898, production was growing rapidly, and the 'Petit Duc' was launched with a smaller, front-mounted 850cc flat twin cylinder engine and final drive by side chains. Full water cooling was adopted in 1902, and from 1903, vertical engines were standard. Models introduced in 1903 had four-cylinder T-head engines, Mercedes-like honeycomb radiators, chain drive and pressed steel chassis. The 1904 engine options included an 8.1 litre 40/25hp model.

### Napier

At the beginning of 1898 Selwyn Edge, manager of the Dunlop Pneumatic Tyre Company acquired the Panhard 'Old Number 8', the second placed car in the 1896 Paris-Marseilles race. He enlisted the services of Montague Napier at David Napier & Son, to undertake various modifications and improvements to the car. These were carried out to Edge's satisfaction and by 1900 Napier were building complete cars for competition and later for normal road use. The first Napier distinguished itself in the Thousand Mile Trial of 1900, driven by Edge. Other racing cars were built, the most famous being a 30hp, four-cylinder car that won the Gordon Bennett Race for Great Britain in 1902. In 1903, Napier built 250 cars, and needed to expand from his Lambeth premises to Acton, London. In October, the company announced the 18/30hp six-cylinder range that became its trademark, and by 1906 Napier had an all six-cylinder product range.

### Napoleon

Mr Bernard Neave of London displayed a Napoleon at the Crystal Palace Motor Show in 1903, that was manufactured by the Paris-based Lacoste et Battmann Co., using a De Dion Bouton 6hp engine.



### **New Orleans**

This was a Belgian Vivinus voiturette built under licence in Orleans Road, Middlesex, by HG Burford and Dutchman Johannes Van Toll. The car had a front-mounted 3.5hp single cylinder engine with belt transmission to fast and loose pulleys on a countershaft and then by spur gears to the rear axle. A 6hp two-cylinder car was available at the end of 1900, and in 1901 came a 7hp model with water cooling and three forward gears. Both tubular frames and flitch-plate chassis were used. For 1903, there was a tubular-framed 9hp twin cylinder and a flitch plate 14hp four-cylinder range. It is possible that components were still sourced in Belgium from Vivinus.

### **Norfolk**

Only 12 Norfolk vehicles were made by A Blackburn & Company in Cleckheaton, Yorkshire, England. They were light cars with twin-cylinder 10hp or 12hp engines. There were three-speed gearboxes and chain drive, with two or four-seater coachwork. The company operated from 1904 to 1905.

### **Northern**

Northern was founded in Detroit, Michigan USA by two ex-employees of the Olds Company – Charles Brady King and Jonathan Dixon Maxwell. Maxwell designed the first Northern, a single-cylinder Runabout similar to a Curved Dash Olds, but without the curved dash. About 300 were sold in 1903, and then Maxwell left to work with Benjamin Briscoe.

### **Oldsmobile**

The Curved Dash Oldsmobile came about after Ransom Eli Olds had experimented with gas, electric and steam buggies at the end of the 19th century. It was developed in 1900, the factory caught fire in March 1901 and all the various models were destroyed, save for one runabout. This was the only model to resume production when the factory was rebuilt. There are 3 basic Curved Dash models: the Model R 5 HP which was produced until 1904, the Model 6C 7 HP which appeared during 1904 and the less often seen Model B 7 HP which succeeded the 6C and was made until 1907. These models evolved as suppliers were changed. They were made variously in Lansing or Detroit, Michigan and assembled in other countries.

### **Orient**

The Waltham manufacturing company was founded in the 1890s with Charles Metz as chief designer. Cycles, motor bikes and some motor buggies were produced. In 1903, with the company under new management, the Orient Motor Buckboard was produced. It was a very lightweight machine with little suspension and



only a single speed, body work consisted of just a twin seat bolted to a wooden chassis with Hickory perches with cross strips of Ash bolted on to form a platform. Front springs were single leaf quarter elliptic, there were no rear springs, and the vehicle was started by pulling a leather strap. In late 1903, a new model had full elliptic front springs, rear coil springs, a two-speed transmission, and crank starting. It apparently remained in production until 1907. More conventional cars were also produced from 1905.

### **Panhard et Levassor**

René Panhard met Emile Levassor as a student, and by 1872 they were working together. The factory in Paris produced a batch of four identical cars in 1891, 15 in 1892, 37 in 1893 and 41 in 1894. This made Panhard et Levassor the world's first marque of car in continuous production. Following Levassor's early death in 1897, Arthur Constantin Krebs joined the company as technical director and set about developing a new range of vehicles with balanced four-cylinder engines, raked steering columns, front-mounted radiators, improved carburettors, and a coil and battery ignition system. In 1899 Panhard introduced the A1/A2 models fitted with Phénix engine of 4hp (1,201cc) or 6hp (1,648 cc). Initially these cars had larger rear wheels but by 1901 equal-sized wheels were available. In 1902 the new Centaure engine of the same size was introduced and designated the model A (still with the two sizes of engine). In 1903, the Centaure S-series, with 10hp, 15hp, 18hp, 24hp, and 35hp output options, was offered with Eisemann magneto ignition and t-head construction with mechanical inlet valves.

### **Peerless**

Located in Cleveland, Ohio, the company launched the Peerless Motorette in 1901 with a choice of 2.75hp or 3.5hp De Dion Bouton engines. It was ill-suited to the rough American roads, leading to the design of a 12/16hp vertical twin cylinder-powered car the



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following year. More power was available for 1903, when three four-cylinder options were available with power outputs of 24hp, 35hp and 60hp (known respectively as Types 8, 7 and 12). 1903 cars had channel-section steel frames dropped in the centre to give a lower centre of gravity.

### Peugeot

Armand Peugeot, a successful cycle manufacturer, started experimenting with prototype motor cars in the late 1880s. Following contact with Gottlieb Daimler and Emile Levassor, he agreed to make cars with a Daimler concept engine made by Panhard et Levassor under licence. Throughout 1891 new versions were tested: each had rear-mounted V-twin engines and chain drive, tubular steel frames and tiller steering. By 1895, Peugeot had completed his testing and he decided to make his own engines. Tiring of the inertia of the family firm, he started SA des Automobiles Peugeot at Audincourt in 1897, then moved to Paris in 1900, hiring Louis Delage to run his drawing office in 1902. In the same year, Peugeot adopted front-mounted engines for all models but there was still a mixture of chain and shaft drive. The most popular Peugeot was the 652cc 5hp Type 54, and the biggest machine was the 18hp 3635cc Type 42.

### Phoenix

There are several marques known as Phoenix. The most well-known made a tricycle called Pheonix Trimo, powered by a Minerva engine.

### Pick

JH Pick made bicycles in Stamford, Lincolnshire, followed by a couple of cars for local gentry. From 1900 to 1904, it became Pick Motor Company and made two De Dion-engined voiturettes followed by front-engined De Dion cars including 6hp and 10hp two-cylinder models. Manufacture ceased in 1904 and restarted in 1906.

### Pierce

George Norman Pierce was a successful businessman in Buffalo, New York, USA, who made a range of domestic goods and bicycles. Towards the end of 1901, he produced a batch of 25 Pierce Motorettes (called the Knockabout) with 2.75 single cylinder De Dion Bouton engines. The design was by an Englishman named David Fergusson who also created the Runabout in 1902, equipped with a 3.5hp De Dion Bouton engine. This was followed by a 5hp model whose engine was locally made in Detroit. Engines of 6.5hp and 8hp output quickly followed, and production continued until 1906.

### Pope-Toledo

One of Colonel Pope's enterprises was the International Bicycle Company in Toledo, Ohio, USA. It made two models of petrol-driven cars in 1904, a 14hp twin-cylinder and a 24hp four-cylinder. The latter vehicle won many races on the west coast of America, winning for itself the accolade 'The Mile a Minute Car'. A Pope Toledo finished third in the 1904 Vanderbilt Cup; the country's most important race at the time.

### Rambler

Thomas B Jeffery and R Philip Gormully, made bicycles in Chicago in the 1890s. They also had a factory in Coventry, England. After the death of Gormully in 1900, Jeffery and his son bought a large factory in Kenosha, Wisconsin. They produced the Model C with a single-cylinder engine under the seat and single chain drive, and automatic advance and retard. In 1902, 1500 sold at \$750 each. The single-cylinder continued until 1905 with increased engine size and extended wheelbase, and twin-cylinder cars were available in 1904, when 3342 were produced.

### Renault

Louis Renault set up a small workshop behind his family home in Billancourt, Paris, where he produced his first vehicle, the Type A, in 1899. Its wheelbase was one metre, and it featured a tubular frame and a De Dion Bouton engine. It was an advanced design with front-mounted engine, wheel steering, and his own transmission design of final drive by shaft to a bevel gear on the back axle (with no chain or belt drive). The three-speed gearbox had direct drive on top. In 1902 he started to use engines of Renault design. Improvements were continuous, helped by the company's regular testing of its products on the race circuits of France. Marcel Renault won the 1902 Paris to Vienna in the four-cylinder car. Six cars were



prepared for the 1903 Paris to Madrid. Marcel was killed and the race stopped at Bordeaux, and Louis did not race again. Production was given a boost in 1902 when Paul Viet, the De Dion Bouton designer, arrived to work on the twin cylinder and then the four-cylinder engines. By the end of 1904, 2650cc twin cylinder and 4942cc four-cylinder engines were available, providing significant competitive advantage.

### **Richard-Brasier**

In 1901, Henri Brasier left Mors to join Georges and Max Richard at Ivry-Port, Seine, France and inspired a new range of larger-engined, Panhard-inspired cars with two- or four-cylinder engines. The Richard-Brasier cars were at first chain driven and tubular framed, but by 1904 the frames were pressed steel with a range of engine sizes up to 40hp. The UK market also had a smaller vehicle, branded the Pony-Richard and fitted with a Vivinus engine. They were not generally called Richard-Brasier until 1904, despite being to his design.

### **Rochet**

During 1895, Edouard Rossel had begun to assemble cars in small quantities in Lille, from components supplied by Panhard et Levassor and Peugeot, but none survives. In 1898 he sold the rights to his car to the Compagnie Générale des Cycles, a bicycle manufacturer based on the Champs Élysées in Paris, who made versions of Rossel's cars and tricycles under the name of Rochet. The first Rochet cars had a conventional front-engined twin cylinder configuration with four speed gearboxes and double side chain drive to the rear wheels. By 1900 the company was offering a 12hp car and unusually in 1902, reversing the trends of most motor manufacturers, the company marketed a small rear-engined car which was equipped with a 4.5hp single cylinder Aster engine driving a cone clutch through a Bozier gearbox.

### **Rochet-Schneider**

Founded in 1894 in Lyons, this company manufactured high quality cars originally modelled on the Benz system, with rear-mounted single horizontal cylinder engines and belt drive. During 1901 a new factory was erected, and the latest model was based on the conventional Système Panhard with a front-mounted engine of two (8hp) or four (12hp) vertical cylinders, and chain final drive. By early 1903, the new range was firmly in the style of Mercedes with pair-cast four-cylinder engines, four-speed gearboxes and double chain drive. There were 16hp, 20/22hp, 40hp, and 50hp engine options. From 1904-1907, Rochet Schneider was in British ownership, when several production licences were sold to foreign firms, including Martini and Florentia.



1903 Rochet

### **Royal Enfield**

George Townsend & Co. was a light engineering company which made sewing machine needles and began making bicycles in the latter part of the 19th century. In 1892 the bicycle business was bought by Albert Eadie and R W Smith. The company name changed to the Enfield Manufacturing Company in 1893 when it was awarded a contract to provide parts to the Royal Small Arms factory in Enfield, and its bicycles were renamed 'Royal Enfields'. The company rebranded again in 1898, becoming The Enfield Cycle Co. and that same year produced its first motorised vehicle. The 1.5hp quadricycle was powered by a single cylinder De Dion engine – and the model would attract much attention in 1900 when one was awarded a silver medal in the 1000-mile London to Edinburgh (and back) trial. In 1901 the first Royal Enfield motorcycle was produced and the company's first motor car in 1904. The Enfield Autocar Co. was created in 1906, with Enfield Cycle Co. production concentrating on motorcycles. Quadricycle production ceased in 1905.

### **Salvesen**

HA Salvesen, a member of the family that owned the Christian Salvesen shipping company of Leith near Edinburgh, had built a steam vehicle with coal-fired boiler at the back powering a horizontal, two-cylinder, double-acting engine mounted on a steel chassis. It was steered from the front, with boiler-man at the rear and passengers on wooden benches in between.

1903 Sunbeam



### Societe Manufacture d'Armes

Societe Manufacture d'Armes was an armament maker in St Etienne, France. It also built bicycles and chassis for other makers before starting to make complete cars from 1904. There is only one known survivor, which is fitted with an Aster engine.

### Spyker

Spyker was started in 1880 by brothers Jacobus and Hendrik-Jan Spijker, who built the Golden Coach still used today by the Dutch Royal family. Automobile production began in 1900 with a four-seater voiturette with two-cylinder 3hp or 5hp engines. In 1903 four-cylinder models were introduced, together with the Spyker 60 HP race car, which was the first car in the world with a six-cylinder engine, the first petrol-driven car with four-wheel drive and the first car with a braking system connected to all four wheels. The 1905 cars featured a round radiator grille, as seen on the 2/16 HP Double Phaeton which starred alongside the Darracq Genevieve in the eponymous 1953 movie. In 1907, an 18hp Spyker finished second in the gruelling Peking to Paris race.

### Stanley

The Stanley Brothers made their fortunes in the photographic industry. They had built a steam car in 1897. It was lightweight and fast, and they entered it in the speed trials of New England's first automobile show, where Francis Stanley drove it to victory. By the end of 1899, they had made and sold about 200 cars. John Brisben Walker bought the business and renamed the cars Locomobile. The Stanleys had a year off from motor manufacture and then, in 1902, started the Stanley Motor Carriage Company. By 1904, it had four different models, and by mid-1905 the

boiler was moved to the front of the car, where it was covered with a coffin like bonnet and then the tiller was replaced with a wheel.

### Star

The Star Motor Company of Wolverhampton was owned by the Lisle family who had made a fortune in cycle manufacture. In the early years, Star relied upon designs of other cars for their production, starting with Benz in 1899. From 1902 there were two De Dion Bouton-engined cars and three Panhard-like cars with 8hp, 10hp, and 24hp four-cylinder engines. The 1904 Stars all had four-cylinder engines of 12hp, 18hp, and 24hp that were built on Mercedes lines with honeycomb radiators, mechanically operated inlet valves and pressed steel frames.

### Stephens

R Stephens built bicycles at Clevedon, near Bristol, England. He made a few vehicles over the 1898 to 1900 period with drive by belts to a countershaft and chains to the rear wheels.

### Stevens-Duryea

The J. Stevens Arms & Tool Co. of Chicopee Falls, Massachusetts, manufactured its first car in 1901. It was originally powered by horizontally opposed 5hp two-cylinder engines that could be started by the driver from a seated position without hand cranking. It had wire wheels, sliding gear transmission, and tiller steering. By 1904, the company had pioneered three-point mounting of its engine, and in the following year a four-cylinder engine was developed.

### Sunbeam

John Marston founded his bicycle business in Wolverhampton, in 1887, and like many others he was interested in the new idea of motorcars. After some unique designs such as the De Dion Bouton-powered Sunbeam-Maberley, which had four wheels in a diamond pattern with three seats facing sideways and outwards in the manner of a Victorian sofa, he built a twin-cylinder front-engined car for the 1901 Crystal Palace Show, which was possibly a one-off. Thomas Pullinger was recruited to develop a range of vehicles and it was his suggestion to base the development on the French Berliet. Chassis were imported until Sunbeam began building their own and imported the engines and gearboxes. The engine was a 10/12hp 2412cc four-cylinder unit, and it became the mainstay of production until the end of 1905.

### Thornycroft

John I. Thornycroft & Co. started life as shipbuilders on the Thames at Chiswick. In 1896, it made its first

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Only known example  
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commercial steam vehicle. In 1898, it moved vehicle production to Basingstoke, Hampshire, adding high quality petrol-driven passenger cars from 1903. Two models were made, a 10hp twin cylinder and a 20hp four-cylinder, both with automatic inlet valves, gilled tube radiators and shaft drive.

### Tony Huber

Tony Huber was an engineer who built engines under his own name. In 1902, he registered Automobiles Tony Huber, Billancourt, Seine, France and launched a range of cars with both two (8hp and 11hp) and four-cylinders (14hp, 16/18hp, and 20/25hp). In 1905, he formed a company with Armand Peugeot to make engines, motorboats and electrical equipment.

### Vallée

Henri Vallée initially worked with the Bollée family before setting up a company to make bicycles in 1890. In 1895 he built a tubular chassis motor car with chain final drive and coil ignition, powered by a twin cylinder horizontal engine of his own design that was exhibited at the Paris Salon that year. The following year he launched two new vehicles: a four-seater vis a vis and a four-seat Victoria. In 1897 he was manufacturing vehicles with an assortment of 4hp, 5hp, and 7hp engines, which continued until 1902, when he began to produce motorcycles. In 1899 he built an extraordinary racing car which was nicknamed 'La Pantoufle' (the Slipper). It had a 7598cc horizontal four-cylinder engine developing 16hp, and gears were considered unnecessary.

### Vauxhall

The London-based company made marine engines from 1857 and began to experiment with petrol engines for river launches in 1897. It was this design that ultimately led to the creation of a front-mounted 978cc horizontal single cylinder unit that was fitted to the company's first motor car in 1903. There was coil ignition, a two-speed epicyclic gearbox (without reverse), and single chain drive. The armoured wood frame was suspended on coil springs at each corner, and steering was by tiller. About 70 of these were sold, and an improved version with wheel steering, reverse gear, and a 6hp engine was available in 1904. Some 105 of these were made, and they were not available after 1904. In 1905, the company moved to Luton.

### Vulcan

In 1899, two brothers, Thomas and Joseph Hampson, built a prototype 4.5hp single cylinder car in Bolton. Three years later they formed the Vulcan Motor & Engineering Company Ltd, started production of a front-engined, single-cylinder car with radiators on the

side bonnet in Renault style, a two-speed gearbox and final drive by single belt to the centre of the rear axle. In 1903, there was an improved 6hp or 9hp version with mechanically operated inlet valves, three-speed gearbox and shaft drive, an armoured chassis, and artillery wheels. For 1904 the Renault-style radiators were replaced with a frontal honeycomb version, and offered a 10/12hp engine.

### Warwick

The Warwick Cycle and Automobile Company of Springfield, Massachusetts, USA, made bicycles before producing a vehicle that resembled a traditional light steam runabout that was powered by a De Dion Bouton petrol engine, vertically mounted, of either 3.5 or 6hp plus two-speed transmission, tubular frame and tiller steering. In 1903, Warwick made its own engine and extended the wheelbase. The 1904 models were considerably larger with front-mounted engines of 14hp (two cylinder) or 18hp (three cylinder) with side entrance tonneau bodies.

### Waverley/Pope-Waverley

The Pope Manufacturing Company was founded by Albert Augustus Pope and around 1876. In 1878 they began making bicycles in Hartford, Connecticut and introduced motorcycles to their range in 1902. In 1898 Pope Manufacturing began producing electric cars, and had made more than 500 by 1899, when the automobile division was bought by the Electric Vehicle Company. Pope went on to buy several small manufacturers, including the International Motor Car Company, which it acquired in 1904. This became known as the Waverley Department of Pope Motor Company. All models were electric. The Waverley was originally a small two-seater runabout but by 1902 a four-seater model was introduced. Variants included the Pope-Waverley Chelsea, a two-seater with single electric motor and 30 batteries and the five-seater Pope-Waverley Tonneau, with twin electric motors each producing 3hp, an armoured wood frame and 40 batteries.





1902 Wolseley

### White

Rollin White of Cleveland, USA, started steam-car production in 1900. His prototype, powered by a flash boiler or generator (White's preferred term for a boiler) was ready in 1899. It was a light two-seater with horizontal engine under the floor, and 18 were sold in 1900. White's steam cars had a reputation for being long-lived, and 387 had been manufactured by the end of 1901. From 1902, a large rectangular frontal condenser was in use. The Model C of 1903 had a front-mounted engine, a four-seater tonneau body, wheel steering and shaft drive. It was the first White steamer to have a compound engine, in which the steam is condensed and re-used in a low-pressure cylinder. By 1904, the Model D was available with an enclosed limousine body.

### Winton (USA)

Alexander Winton emigrated from Scotland to America, worked as a marine engineer and set up his own cycle manufacturing business in Cleveland, before experimenting with motor cars from 1896, when he created a single cylinder, dos a dos four-seater with tiller steering. His four production cars made in 1897 had two-seater bodies, horizontal single cylinder engines and two-speed gearboxes. In 1898, 22 of these were sold, as well as eight petrol-driven delivery vehicles. In 1899, more than 100 vehicles were made, making him the largest producer of petrol-engined vehicles in the USA. Winton used competitions to raise the profile of his vehicles, although his first attempt to compete against Fernand Charron's Panhard with a 3800cc single cylinder car in the 1900 Gordon Bennett event did not meet with success. A second attempt in the 1903 event, this time with two vehicles: an 8500cc four-cylinder horizontal in-line engine and a 17000cc eight-cylinder leviathan also failed when both retired early. Production cars, however, flourished, principally with two-seater vehicles in 1901 and 1902. A larger 20hp four-seater vehicle arrived in 1903, and was used, in two-seater format, to undertake an epic

journey across America from San Francisco to New York in May-July 1903.

### Wolseley

Frederick Wolseley, who gave his name to one of the most important names in British motoring, played little part in its history. That accolade belongs to one of his employees, Herbert Austin, who initially experimented with three-wheelers, and built the first Wolseley four-wheel motor car in 1899. It had a front-mounted horizontal single cylinder engine of 1302cc, developing 5hp, steering was by tiller, and it had chain final drive. This car was very successful in the Thousand Miles Trial of 1900, driven by Austin. Car production did not begin in earnest until Vickers purchased the Wolseley motor department in 1901, and created facilities at Adderley Park, Birmingham. Here two motor cars were initially made: a single-cylinder 5hp and a twin-cylinder 10hp version. They had the same basic layout as the 1899/1900 vehicle with the distinctive wraparound tubular radiators although chain primary drive replaced the belts of the original four-wheeler. In 1902 a 20hp four-cylinder model was added, which was uprated to 24hp in 1904, but the smaller cars were more popular.

### Yale

This was the brand name of the Kirk Manufacturing Co of Toledo, Ohio, which was originally a bicycle manufacturer. The first car that appeared in 1902 was a light 10hp twin-cylinder with epicyclic transmission and single chain drive, and with detachable tonneau body; it sold for \$1500. The same vehicle was listed for 1903 and 1904, when the quoted power had risen to 16hp. It merged in 1903 with two other cycle manufacturers to form the Consolidated Manufacturing Co. and began to produce larger vehicles from 1905. 🌐



1904 Winton

# VETERAN CYCLE & MOTORCYCLE GUIDE

In recent years, we've invited intrepid owners of veteran cycles and motorcycles to take part in the Run. Here are the marques you're likely to see in 2023.



Cyclists on the 2022 Veteran Car Run

## CYCLES

### Birmingham Small Arms Co Ltd (BSA)

Although the Birmingham Small Arms Co Ltd (BSA) began supplying munitions for government contracts from 1861 it turned to making bicycles, albeit briefly, during the mid-1880s. However from 1892 it re-entered the cycle trade specialising in producing precision parts for cycles which were sold to the retail and wholesale bicycle makers. The quality and reputation of its components were second to none and they sold well in the domestic and overseas markets. Surviving examples of BSA fittings machines can be identified from the distinctive components often marked with the trademark 'piled rifles' but are difficult to attribute to its builder unless the original transfers or head badge survive. The example in the Run was made in 1903 and has a rear Bowden cable-operated brake which was also made in Birmingham in Tyseley not very far from Small Heath where BSA components were made.

### Centaur

The Centaur Bicycle Co was founded by Thomas Townsend in Coventry but was left in the capable hands of Edmund Mushing and George Gilbert who managed the company from 1876. They manufactured bicycles and tricycles and from the 1890s the focus of the firm was on reducing the weight of bicycles. During the bicycle 'boom' the company was publicly floated as the New Centaur Cycle Co Ltd and it maintained its reputation as a high quality manufacturer. This was recognised with its introduction of the X-frame model called the Featherweight which was the top of its product range from 1900 and continued being made after the company was taken over by Humber Ltd in 1910. The 1901 example entered into the Run for the second time this year is owned by the Veteran-Cycle Club and recently restored as a rideable example.

## Columbia

Manufactured by The Pope Manufacturing Co, the founder being Albert Pope who originally imported Singer bicycles from the UK, but in 1878 contracted the Weed Sewing Machine Co of Hartford, Connecticut to make machines he could market himself. Columbia bicycles were well made, and the Pope Manufacturing Co became the largest bicycle manufacturer in the USA by the 1890s. The company built a full range of machines beginning with high wheel machines and tricycles in the 1870s and 1880s and then introduced their safety bicycles. The machine entered is a nice example of a solid-tyred bicycle from 1892 by which time the pneumatic tyre was beginning to get a foothold in the tyre market.

## Crypto

The Crypto Cycle Co of London entered the cycle trade in the early 1880s manufacturing a two speed epicyclic gear for use in bicycles and tricycles and in 1887 commenced making complete machines. In late 1893 they introduced a small wheeled front-driven machine which was given the Bantam model name in Feb 1894 to indicate that it did not require a mounting step. The small wheel was geared up using an epicyclic train in the front hub. The model entered in this Run is a later model dating from 1895. The company later made a number of cars and motorcycles from 1904 and in 1906 became the Crypto Car and Cycle Co.

## Dursley Pedersen

This distinctive machine was the invention of Mikael Pedersen which he patented in 1894. It used a woven suspended saddle on a triangulated frame made of thin tubes acting in compression which was very light and strong and was also found to be suitable to be used in a motorcycle made in 1903. Pedersen traded as the Pedersen Cycle Frame Co Ltd and other manufacturers such as Humber and Co Ltd made them under licence. In 1899, with financial assistance from RA Lister and Co Ltd of Dursley in Gloucestershire the Dursley-Pedersen Cycle Co Ltd was formed. Although only about 8000 bicycles were made until just before the First World War, when production ceased, quite a large number survive and are very collectable although original examples of the pre-1904 machines are rare. The two models entered for this run date from 1901.

## Lea and Francis

Initially formed as the Lea Cycle Co in Coventry in 1895 it became Lea and Francis Ltd in the following year being a partnership of RH Lea and GI Francis. They targeted the high-price bicycle market during

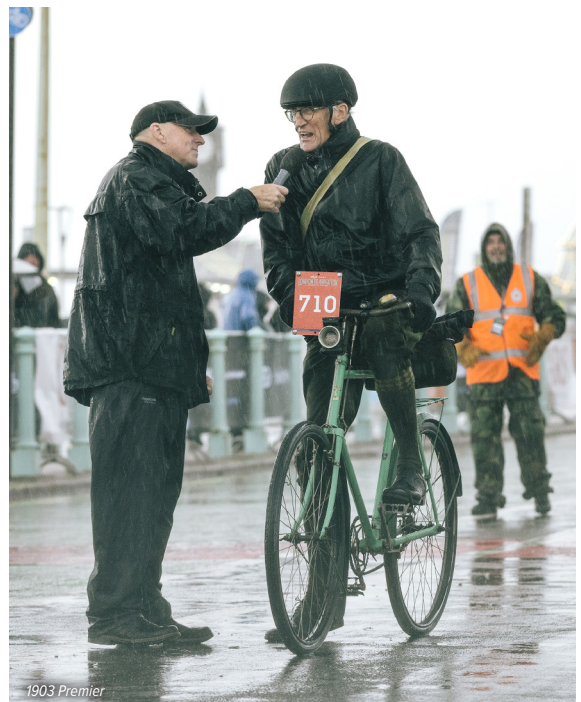
the 1890s boom and retained the highest reputation for bicycles produced during the Edwardian era up to 1914. The machine entered into this Run is an excellent example of the marque dating from 1901.

## New Mail

Manufactured by William Read and Son this maker was established in 1882 in Washington Street, Boston, Massachusetts, USA. The New Mail machines were well regarded and covered a range of styles and prices. Starting with the production of high wheel bicycles the company continued into the era of the safety bicycle one of which appears in this Run. It has solid tyres although production quickly shifted to producing pneumatic-tyred machines over the next few years.

## Premier

Premier bicycles were made by the firm of Hillman Herbert and Cooper from the 1870s and became The Premier Cycle Company in 1891 with great success producing over 40,000 machines a year by 1897. However, the downturn in bicycle prices led to the company struggling to maintain its market share and it was late compared to other Coventry bicycle manufacturers to diversify into the motor trade which it finally did in 1907 with a motor car and a motorcycle the following year. The Premier company pioneered manufacturing techniques which increased bicycle output and influenced other cycle companies particularly the Raleigh Cycle Co Ltd. Entered on this year's Run for the second year running is an example of a pneumatic-tyred Premier from 1903.



### Quadrant Cycle Co

The company originated from Lloyd Brothers' (Walter and Arthur Lloyd) company set up in Birmingham in 1880 to make safety pins and curtain hooks, but which entered production of tricycles in 1883 registering the Quadrant name. The company moved on to producing bicycles and in 1897 became the Quadrant Cycle Co trading from Sheepcote Street in Birmingham. They introduced a chainless bicycle using a cross-roller gear in 1898 which continued in production well into the Edwardian period. The bicycle on this Run is a later safety bicycle form 1904 equipped with a conventional chain drive.

### Raleigh

The Raleigh Cycle Co Ltd entered the cycle trade in 1886 when the original machines were made by Angois Ellis and Woodhead in Raleigh Street, Nottingham. The company was purchased by Frank Bowden and from the early 1890s, under his guidance, became a major producer of bicycles particularly during the Edwardian period when it decided to focus on cycle production rather than diversify into the motor trade. The machine on the Run, courtesy of Brooklands Museum, dates from 1901 and is an example of their top of the range X frame model which continued in production until 1936.

### Rudge

Dan Rudge was a cycle racing champion who set up a bicycle manufacturer in 1870, which enjoyed a high reputation during the pioneering days of cycling, as well as the era of the high bicycle. Dan Rudge died in 1880 and the machine in this year's Run was made during the period following George Woodcock's purchase of the business from Rudge's widow.

### Rudge-Whitworth

Formed by a merger of the Whitworth Cycle Co Ltd and Dan Rudge and Co in 1894 the company grew to be the largest manufacturer of bicycles during the decade up to 1914 although it eventually added motorcycle production in 1910 and marketed a cyclecar in 1912. The company was the first major firm to cut its prices in 1897 when it was clear that the demand for high price machines was falling and they introduced a 10 guinea machine. To maintain its market share the company employed some methods of manufacturing drawn from cycle makers in the USA which gave its machines a distinctive appearance. On this Run we have an example of a pneumatic-tyred Rudge-Whitworth safety bicycle dating from 1899.



### Singer

Established by George Singer in Coventry in the early 1870s, Singer bicycles were high quality machines as well as being innovative throughout the era of the high bicycle in the 1870s and 1880s. On this Run we have two examples from this period; a high wheeled bicycle made in 1884 and a solid-tyred 'safety' bicycle made in 1890. The company's reputation for quality was maintained when they turned to making "safety" bicycles in the late 1870s and later to motorcycles from 1901 and motor cars from 1905.

### Swift

Formed in 1896 from the pioneering cycle company, the Coventry Machinists Co Ltd, which had its roots in sewing machine production from 1859 and entered bicycle production in late 1868. Swift was one of the largest bicycle manufacturers through the 1870s and 1880s. It was also a pioneer in the motor trade introducing a De Dion Bouton type tricycle to its range in 1898, but later forming a separate company The Swift Motor Co in 1902. Swift bicycles had a reputation for quality which gradually declined through the Edwardian period in favour of competitively priced machines. The two companies were merged into a single company Swift of Coventry Ltd in 1918 which ceased trading in 1932. The 1904 example on this Run is a fine original example of the marque.

### Unknown Maker, Ordinary Bicycle 1885

The parts for a bicycle could be bought from the many specialist suppliers that grew up particularly around the West Midlands region and smaller makers could be found all over the UK catering for the local cyclists. Many of these machines are often difficult to identify. It is thought that this particular machine might have been produced by the Coventry Cycle Co Ltd which was formed in 1883, but more evidence is needed to positively authenticate it.

### Unknown Maker, Solid-tyred Safety Bicycle 1892

Owing to the growth of small manufacturers by the early 1890s, many surviving bicycles are difficult to identify - particularly without a badge or transfer. Although that applies to this bicycle it is clearly a well made machine. It has solid tyres, but was probably originally fitted with cushion tyres made from soft rubber judging by the clearances around the fork crown which allow for a larger section tyre to be accommodated.

### Victor Spring Fork Safety Bicycle

Founded by Albert H Overman, the Overman Wheel Co produced the Victor bicycle from its Boston, Massachusetts factory from 1885. The Victor Sprung Fork model, an example of which is on this year's run, was marketed between 1887 and 1894.



## MOTORCYCLES

### Clément

This was Clément's introduction to motorcycling: a 'Motor Set' comprising an engine, petrol tank, belt rim, and coil, etc – everything needed to convert your roadster bicycle into a motorcycle. They were sold all over Europe and also in Australia and USA, and were imported into England by Charles Garrard. With the assistance of James Norton to make the frames, he sold motorcycles with these engines as Clément-Garrard or Norton Energettes (the first Nortons). These Clément engines were only in production for a couple of years, but helped to get the motorcycling movement started.

### Dreadnought

Built by Harold Karslake in late 1903 and early 1904, this machine acquired the nickname 'Dreadnought' during his time with it. Based around what Karslake described as a 'stout loop frame', it used a single cylinder engine from a BAT motorcycle – which were made in London – and Karslake enjoyed great success in trials. Along the way, he developed it into twin-gear form after finding that it struggled on steep hills with only a single speed. The Dreadnought is now owned by the Vintage Motor Cycle Club.

### Minerva

Minerva were the company that started the motorcycle movement. Initially, they provided 'Motor Sets' – engine, tanks, coil and battery, etc – to convert a roadster bicycle into a motorcycle. Many cycle factories such as Excelsior and Quadrant used them as their way into motorcycling, and later they made and sold complete machines. ☺

# ENTRY LIST

Each year, the veteran cars eligible for the Run start at first light from Hyde Park in date order - the earlier the vehicle and the lower the horsepower, the earlier the start number. All vehicles are then grouped into sectors of 30 cars, which are released in batches at dawn (this year 7.00am). We are pleased to provide here a list of entries that was correct at the time of going to print (any late entries are not featured).

There's even a "spotter's record" checkbox where spectators can tick off those that they see on the route.

Keep an eye out for the cars that featured in the 1953 film *Genevieve*.

**Take a look who's joining us on this year's Run here...**

## Sector 1

1 to 30

7.00am - 7.06am

### 4 Panhard et Levassor

Year: 1896

Cylinders: 2

HP: 6

Reg No: TBA

Body: Omnibus

Entrant: Jan Anton Paalman

Driver: Thomas Sommer

Spotter's Record



### 1 Peugeot

Year: c1892

Cylinders: 2

HP: 2.5

Reg No: 25

Body: Vis-à-vis

Entrant: Museo dell'Automobile di Torino

Driver: Davide Lorenzone

Spotter's Record



### 5 Salvesen (steam)

Year: 1896

Cylinders: 2

HP: 10

Reg No: PU 15

Body: Open cart

Entrant: Duncan Pittaway

Driver: Sophie Pittaway

Spotter's Record



### 2 Peugeot

Year: 1895

Cylinders: 2

HP: 3.2

Reg No: A34

Body: Vis-à-vis

Entrant: Charlie Brooks

Driver: Charlie Brooks

Spotter's Record



### 6 Vallee

Year: 1897

Cylinders: 2

HP: 4

Reg No: W-OLD1

Body: Vis-à-vis

Entrant: Erich Sieber

Driver: Erich & Wolfgang Sieber

Spotter's Record



### 3 Peugeot

Year: 1896

Cylinders: 2

HP: 3.2

Reg No: TBA

Body: Vis-à-vis

Entrant: Charlie Brooks

Driver: John Brooks

Spotter's Record



### 7 Daimler

Year: 1897

Cylinders: 2

HP: 4

Reg No: MS 172

Body: Wagonette

Entrant: Tim Summers

Driver: Tim Summers

Spotter's Record



**8 Daimler**

<b>Year:</b> 1897
<b>Cylinders:</b> 2
<b>HP:</b> 4
<b>Reg No:</b> AW98
<b>Body:</b> Wagonette
<b>Entrant:</b> Stephen Curry
<b>Driver:</b> Stephen Curry
<input type="checkbox"/> Spotter's Record

**14 Spyker****Genevieve**

<b>Year:</b> 1905
<b>Cylinders:</b> 4
<b>HP:</b> 16
<b>Reg No:</b> ZZ 07 65
<b>Body:</b> Double-phaeton
<b>Entrant:</b> The Louwman Museum
<b>Driver:</b> TBA
<input type="checkbox"/> Spotter's Record

**9 Léon Bollée**

<b>Year:</b> 1898
<b>Cylinders:</b> 1
<b>HP:</b> 2
<b>Reg No:</b> BS 8192
<b>Body:</b> Tandem two-seater
<b>Entrant:</b> Vyvyan Valentine Bewley
<b>Driver:</b> Vyvyan Bewley
<input type="checkbox"/> Spotter's Record

**15 Benz**

<b>Year:</b> c1898
<b>Cylinders:</b> 1
<b>HP:</b> 3.5
<b>Reg No:</b> CO 0713
<b>Body:</b> Velo
<b>Entrant:</b> Peter Martin
<b>Driver:</b> Peter Martin
<input type="checkbox"/> Spotter's Record

**10 Rochet**

<b>Year:</b> 1898
<b>Cylinders:</b> 1
<b>HP:</b> 2.75
<b>Reg No:</b> T 1897
<b>Body:</b> Tricycle
<b>Entrant:</b> Tim Scott
<b>Driver:</b> Chris Scott
<input type="checkbox"/> Spotter's Record

**16 Panhard et Levassor**

<b>Year:</b> 1898
<b>Cylinders:</b> 2
<b>HP:</b> 6
<b>Reg No:</b> F28
<b>Body:</b> Detachable rear-entrance tonneau
<b>Entrant:</b> Jonathan Procter
<b>Driver:</b> Jonathan Procter
<input type="checkbox"/> Spotter's Record

**11 Marot Gardon**

<b>Year:</b> 1898
<b>Cylinders:</b> 1
<b>HP:</b> 3
<b>Reg No:</b> MGZ 1898
<b>Body:</b> Tricycle
<b>Entrant:</b> Tim Payne
<b>Driver:</b> Tim Payne
<input type="checkbox"/> Spotter's Record

**17 Peugeot**

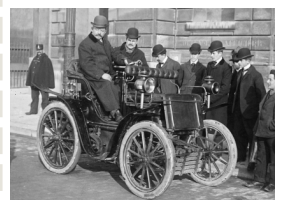
<b>Year:</b> 1898
<b>Cylinders:</b> 4
<b>HP:</b> 6
<b>Reg No:</b> AF 49
<b>Body:</b> Vis-à-vis
<b>Entrant:</b> Christopher Loder
<b>Driver:</b> Christopher Loder
<input type="checkbox"/> Spotter's Record

**12 Benz**

<b>Year:</b> 1898
<b>Cylinders:</b> 1
<b>HP:</b> 3.5
<b>Reg No:</b> BL 61
<b>Body:</b> Velo
<b>Entrant:</b> Ben Collings
<b>Driver:</b> Ben Collings
<input type="checkbox"/> Spotter's Record

**18 Rochet-Schneider**

<b>Year:</b> c1898
<b>Cylinders:</b> 1
<b>HP:</b> 8
<b>Reg No:</b> TBA
<b>Body:</b> Vis-à-vis
<b>Entrant:</b> Tobias Ward
<b>Driver:</b> Daniel Ward
<input type="checkbox"/> Spotter's Record



**19** Brown

Year: 1899

Cylinders: 1

HP: 2.25

Reg No: EL 379

Body: Quadricycle

Entrant: David Oakley

Driver: David Oakley

 Spotter's Record**24** Decauville

Year: 1899

Cylinders: 2

HP: 3.5

Reg No: FP 4

Body: Voiturette

Entrant: Trevor Ellis

Driver: Mike Farrall

 Spotter's Record**20** Clement

Year: c1899

Cylinders: 1

HP: 2.5

Reg No: ZZ 10 90

Body: Voiturette

Entrant: Stephan Musfeld

Driver: Rudolf W. Hug

 Spotter's Record**25** Locomobile (steam)

Year: 1899

Cylinders: 2

HP: 3.5

Reg No: EL 205

Body: Spindle Seat

Entrant: Kempton Moody

Driver: Kempton Moody

 Spotter's Record**21** Benz

Year: 1899

Cylinders: 1

HP: 3

Reg No: OL 13

Body: Vis-à-vis

Entrant: Gordon &amp; Cathy Cobbold

Driver: Gordon &amp; Cathy Cobbold

 Spotter's Record**26** Wolseley

Year: 1899

Cylinders: 1

HP: 3.5

Reg No: OWL 707

Body: Two-seater voiturette

Entrant: The British Motor Museum

Driver: TBA

 Spotter's Record**22** Locomobile (steam)

Year: 1899

Cylinders: 2

HP: 3.5

Reg No: EL 376

Body: Spindle-seat runabout

Entrant: Adam Brown

Driver: Charley Allen

 Spotter's Record**27** Darracq

Year: 1904

Cylinders: 2

HP: 12

Reg No: HXR 322

Body: Two-seater

Entrant: The Louwman Museum

Driver: TBA

 Spotter's Record**23** De Dion Bouton

Year: 1899

Cylinders: 1

HP: 3.5

Reg No: VIG 1899

Body: Vis-à-vis

Entrant: John Wilton

Driver: John Wilton

 Spotter's Record**28** De Dion Bouton

Year: c1899

Cylinders: 1

HP: 3.5

Reg No: 61

Body: Vis-à-vis

Entrant: Dirk Van Praag

Driver: Dirk Van Praag

 Spotter's Record

**29 Benz**

Year: 1899

Cylinders: 1

HP: 4

Reg No: GS-R1899 / HNJ999

Body: Dogcart

Entrant: Moritz Richter

Driver: Moritz Richter

Spotter's Record



**33 De Dion Bouton**

Year: 1900

Cylinders: 1

HP: 3.5

Reg No: 6 BFX

Body: Vis-à-vis

Entrant: Clive Pettit

Driver: Sophie Pettit

Spotter's Record



**30 Panhard-Levassor** *Genevieve*

Year: 1899

Cylinders: 2

HP: 6

Reg No: H 786

Body: Tonneau

Entrant: Allan Gibbins

Driver: Allan Gibbins

Spotter's Record



**34 New Orleans**

Year: 1900

Cylinders: 1

HP: 3.5

Reg No: SX 13

Body: Two-seater

Entrant: Paul Edwards

Driver: Paul Edwards

Spotter's Record



**Sector 2**  
**31 to 60**  
**7.00am - 7.06am**

**35 De Dion Bouton**

Year: 1900

Cylinders: 1

HP: 3.5

Reg No: BS 8657

Body: Motorette

Entrant: Iain Dobson

Driver: Benjamin Coles

Spotter's Record



**31 Daimler**

Year: 1899

Cylinders: 2

HP: 8

Reg No: DU 630

Body: Wagonette

Entrant: Robert Abrey

Driver: Robert Abrey

Spotter's Record



**36 De Dion Bouton**

Year: 1900

Cylinders: 1

HP: 3.5

Reg No: BS 8375

Body: Vis-à-vis

Entrant: Antony Pownall

Driver: Antony Pownall

Spotter's Record



**32 De Dion Bouton**

Year: 1899

Cylinders: 1

HP: 123

Reg No: PCJ408

Body: Tricycle

Entrant: Uno Levinsson

Driver: Uno Levinsson

Spotter's Record



**37 Fiat**

Year: c1900

Cylinders: 2

HP: 4

Reg No: 125

Body: Vis-à-vis

Entrant: Museo dell'Automobile di Torino

Driver: Francesco Arcieri

Spotter's Record



**38 De Dion Bouton**

Year: 1900

Cylinders: 1

HP: 4.5

Reg No: BL 67

Body: Vis-à-vis

Entrant: Mary Davies

Driver: Stephen Davies

 Spotter's Record

Please turn to  
page 76 for entry 43

**39 De Dion Bouton**

Year: 1900

Cylinders: 1

HP: 4.5

Reg No: LD 1381

Body: Voiturette

Entrant: Robert Goodwill

Driver: Robert Goodwill

 Spotter's Record**44 De Dion Bouton**

Year: c1900

Cylinders: 1

HP: 6

Reg No: BS8080

Body: Vis-à-vis

Entrant: Jörn Scharlemann

Driver: Jörn Scharlemann

 Spotter's Record**40 De Dion Bouton**

Year: 1900

Cylinders: 1

HP: 4.5

Reg No: BF 27

Body: Vis-à-vis

Entrant: Shaun Crofton

Driver: Mary Crofton

 Spotter's Record**45 Darracq**

Year: 1900

Cylinders: 1

HP: 6.5

Reg No: BW 64

Body: Tonneau

Entrant: Tim Summers

Driver: Tim Summers

 Spotter's Record**41 De Dion Bouton**

Year: 1900

Cylinders: 1

HP: 4.5

Reg No: PB0721

Body: Vis-à-vis three-seater

Entrant: Behlau Karl-Georg

Driver: Behlau Karl-Georg

 Spotter's Record**46 Darracq**

Year: 1900

Cylinders: 1

HP: 6.5

Reg No: 08V0502

Body: Rear-entrance tonneau

Entrant: Kamil Podhola

Driver: Kamil Podhola

 Spotter's Record**42 Daimler**

Year: 1900

Cylinders: 2

HP: 6

Reg No: EX 10

Body: Tonneau

Entrant: John Worth

Driver: John Worth

 Spotter's Record**47 Napier**

Year: 1900

Cylinders: 2

HP: 8

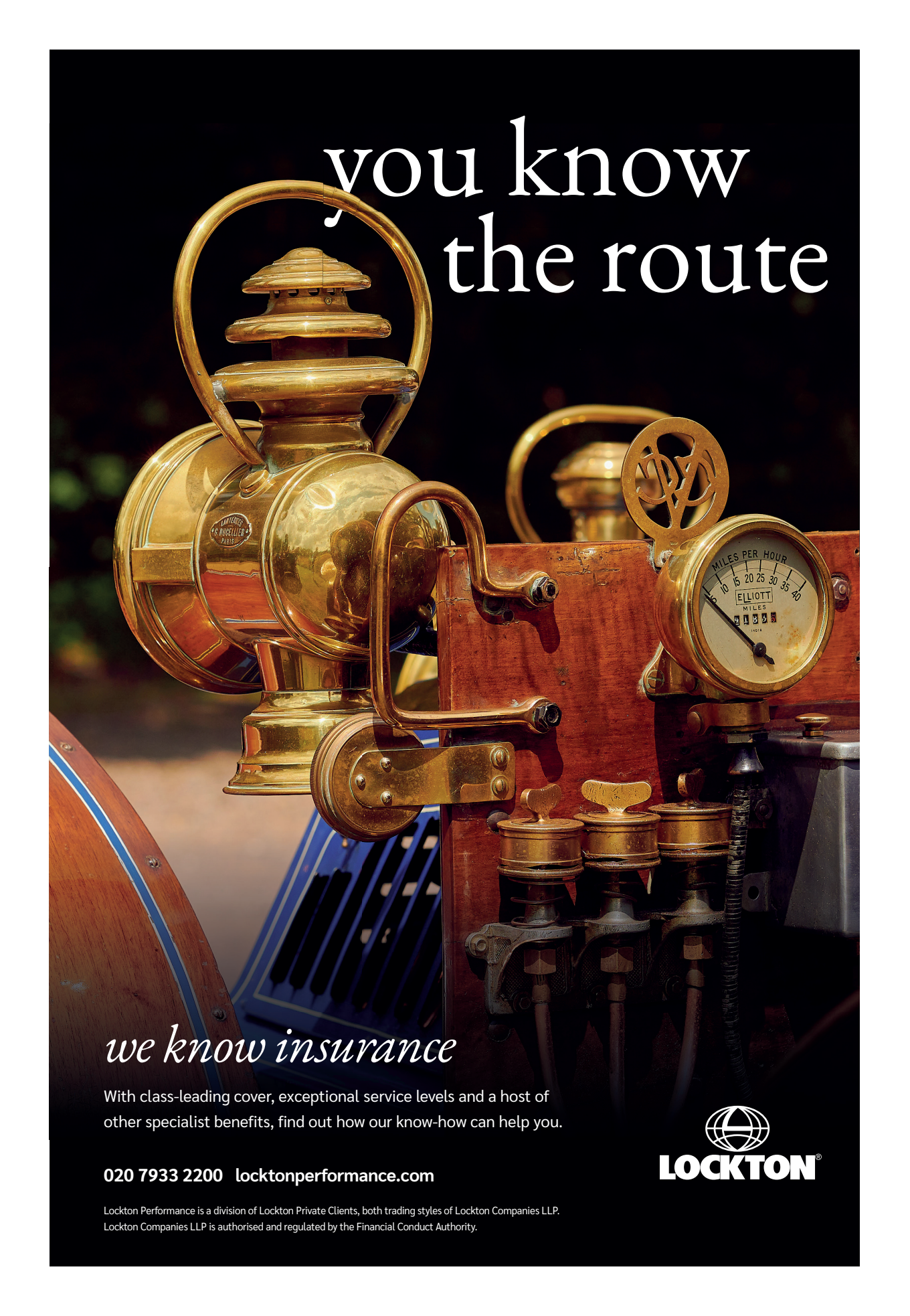
Reg No: AP 3575

Body: Double-phaeton

Entrant: Bronwen Angel

Driver: Bronwen Angel

 Spotter's Record



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**48 Stephens**

Year: 1900

Cylinders: 2

HP: 10

Reg No: AE 341

Body: Dogcart

Entrant: Tom Loder

Driver: Tom Loder

 Spotter's Record**53 Pick**

Year: 1901

Cylinders: 1

HP: 4

Reg No: CT 174

Body: Two-seater

Entrant: Robert Hadfield

Driver: Robert Hadfield

 Spotter's Record**49 Amédée Bollée**

Year: 1900

Cylinders: 2

HP: 10

Reg No: ZZ-61-81

Body: Six-seater dogcart

Entrant: Jos van Genugten

Driver: Jos van Genugten

 Spotter's Record**54 De Dion Bouton**

Year: 1901

Cylinders: 1

HP: 4.5

Reg No: Y 107

Body: Vis-à-vis

Entrant: Richard Plavetich

Driver: Richard Plavetich

 Spotter's Record**50 Royal Enfield**

Year: 1901

Cylinders: 1

HP: 2.7

Reg No: JM 3239

Body: Quadricycle

Entrant: Gordon May

Driver: Gordon May

 Spotter's Record**55 De Dion Bouton**

Year: 1901

Cylinders: 1

HP: 4.5

Reg No: M 11

Body: Vis-à-vis

Entrant: James Gresham

Driver: James Gresham

 Spotter's Record**51 Georges Richard**

Year: 1901

Cylinders: 1

HP: 3

Reg No: BS8654

Body: Tonneau

Entrant: Tim Summers

Driver: Tim Summers

 Spotter's Record**56 De Dion Bouton**

Year: 1901

Cylinders: 1

HP: 4.5

Reg No: AH 299

Body: Voiturette

Entrant: Julie Evison

Driver: Enzo Round

 Spotter's Record**52 Waverley (electric)**

Year: 1901

Cylinders: 0

HP: 3

Reg No: BS 8113

Body: Cleveland (electric)

Entrant: James Healy

Driver: Luke Morley

 Spotter's Record**57 De Dion Bouton**

Year: 1901

Cylinders: 1

HP: 4.5

Reg No: MI 1

Body: Vis-à-vis

Entrant: William Bennett

Driver: Osmond Bennett

 Spotter's Record

**58 Colliot**

Year: 1901

Cylinders: 1

HP: 4.5


Reg No: K 3064

Body: Rear-entrance tonneau

Entrant: Michael Burke

Driver: James Dolan

Spotter's Record



**62 Clement-Panhard**

Year: c1901

Cylinders: 1

HP: 4.5


Reg No: 8596\_Y6

Body: Two-seater voiturette

Entrant: William Draper

Driver: William Draper

Spotter's Record



**59 De Dion Bouton**

Year: 1901

Cylinders: 1

HP: 4.5


Reg No: AD 229

Body: Vis-à-vis

Entrant: Antony Pownall

Driver: Antony Pownall

Spotter's Record



**63 Locomobile (steam)**

Year: 1901

Cylinders: 2

HP: 5

Reg No: DS 6632

Body: Spindle-seat runabout

Entrant: Anthony Lewis

Driver: Anthony Lewis

Spotter's Record



**60 De Dion Bouton**

Year: 1901

Cylinders: 1

HP: 4.5


Reg No: VF 24

Body: Vis-à-vis

Entrant: Anne Jackson

Driver: Helen Jackson & Oscar Phillips

Spotter's Record



**64 De Dion Bouton**

Year: 1901

Cylinders: 1

HP: 5

Reg No: PCJ086

Body: Open four-seater

Entrant: Uno Levinsson

Driver: Uno Levinsson

Spotter's Record



**Sector 3**  
**61 to 90**  
**7.16am - 7.22am**

**65 Panhard et Levassor**

Year: 1901

Cylinders: 2

HP: 5

Reg No: YR45

Body: Rear-entrance tonneau

Entrant: Evan Ide

Driver: Brad Baker

Spotter's Record



**61 Adler**

Year: 1901

Cylinders: 1

HP: 4.5


Reg No: BS 8319

Body: Vis-à-vis

Entrant: John Hankin

Driver: John Hankin

Spotter's Record



**66 Hurtu**

Year: 1901

Cylinders: 1

HP: 5

Reg No: BS8693

Body: Rear-entrance tonneau

Entrant: Rodney de Little

Driver: Cressida de Little

Spotter's Record



**67 American Bicycle Co**

Year: 1901

Cylinders: 2

HP: 6.25

Reg No: BS 8518

Body: Stanhope

Entrant: Jim Gregory

Driver: Jim Gregory

 Spotter's Record**72 Darracq**

Year: 1901

Cylinders: 1

HP: 6.5

Reg No: GL 3858

Body: Two-seater

Entrant: Paul Hoskins

Driver: Paul Hoskins

 Spotter's Record**68 Gladiator**

Year: 1901

Cylinders: 1

HP: 6.5

Reg No: UMP 1

Body: Open two-seater

Entrant: Grant Pilcher

Driver: Grant Pilcher

 Spotter's Record**73 Darracq**

Year: c1901

Cylinders: 1

HP: 6.5

Reg No: BS 8569

Body: Rear-entrance tonneau

Entrant: Alan Webber

Driver: Alan Webber

 Spotter's Record**69 Darracq**

Year: 1901

Cylinders: 1

HP: 6.5

Reg No: KV 3769

Body: Detachable tonneau

Entrant: Jane Berridge

Driver: Samuel Berridge

 Spotter's Record**74 Panhard et Levassor**

Year: 1901

Cylinders: 2

HP: 7

Reg No: CJ 28

Body: Tonneau

Entrant: David Collier

Driver: David Collier

 Spotter's Record**70 Darracq**

Year: 1901

Cylinders: 1

HP: 6.5

Reg No: FL11

Body: Tonneau

Entrant: The Sowrey Family Trust

Driver: Peter Sowrey

 Spotter's Record**75 Renault**

Year: 1901

Cylinders: 1

HP: 7.5

Reg No: SLZ 1901

Body: Racing two-seater

Entrant: Ron Walker

Driver: Ron Walker

 Spotter's Record**71 Darracq**

Year: 1901

Cylinders: 1

HP: 6.5

Reg No: BH-56

Body: Two-seater

Entrant: Dick Bac

Driver: Dick Bac

 Spotter's Record**76 Albion**

Year: 1901

Cylinders: 2

HP: 8

Reg No: BS8677

Body: Dogcart

Entrant: Mark Farrall

Driver: Mark Farrall

 Spotter's Record

**77 Georges Richard**

Year: 1901

Cylinders: 2

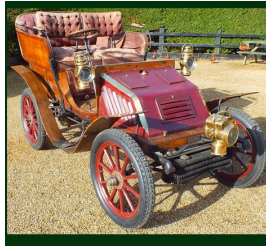
HP: 8

Reg No: BS8355

Body: Swing-seat tonneau

Entrant: Graham Ferguson

Driver: Adam Ferguson

 Spotter's Record**82 Gasmobile**

Year: c1901

Cylinders: 3

HP: 12

Reg No: TBC

Body: Runabout

Entrant: Russell Marne

Driver: Russell Marne

 Spotter's Record**78 Darracq**

Year: 1901

Cylinders: 1

HP: 8

Reg No: BS 8439

Body: Rear-entrance tonneau

Entrant: Andrew Johnson

Driver: Andrew Johnson

 Spotter's Record**83 Panhard et Levassor**

Year: 1901

Cylinders: 4

HP: 24

Reg No: DS 6670

Body: Roi-des-Belges

Entrant: Nick Mason

Driver: Nick Mason

 Spotter's Record**79 Lanchester**

Year: 1901

Cylinders: 2

HP: 10

Reg No: O-166

Body: Tonneau

Entrant: Laurence Pilmore-Bedford

Driver: Laurence Pilmore-Bedford

 Spotter's Record**84 Waverley (electric)**

Year: c1902

Cylinders: 0

HP: 03

Reg No: DZ-43-48

Entrant: Fons Jans

Driver: Fons Jans

 Spotter's Record**80 Wolseley**

Year: 1901

Cylinders: 2

HP: 10

Reg No: O 4156

Body: Tonneau

Entrant: The British Motor Museum

Driver: TBA

 Spotter's Record**85 Clement-Panhard**

Year: 1902

Cylinders: 1

HP: 2.5

Reg No: BS8010

Body: Voiturette Vis-à-vis

Entrant: Tim Summers

Driver: Tim Summers

 Spotter's Record**86 Pierce**

Year: 1902

Cylinders: 1

HP: 3.5

Reg No: AM-02-56

Body: Motorette

Entrant: Dick Bac

Driver: Dick Bac

 Spotter's Record

Please turn to  
page 76 for entry 81

**87** Columbia (electric)

Year: 1902

Cylinders: 0

HP: 3.5

Reg No: LC 21

Body: Tonneau

Entrant: Laurens Klein

Driver: Laurens Klein

 Spotter's Record**292** De Dion Bouton

Year: 1904

Cylinders: 1

HP: 8

Reg No: 6393 D

Body: Victoria

Entrant: Cliff Jowsey

Driver: Edwin Jowsey

 Spotter's Record**88** Rochet

Year: 1902

Cylinders: 1

HP: 4.45

Reg No: BS 8229

Body: Vis-à-vis

Entrant: Lionel Bourne

Driver: Lionel Bourne

 Spotter's Record**602** Renault

Year: 1905

Cylinders: 4

HP: 30

Reg No: AA 1

Body: Phaeton

Entrant: Denis Bass

Driver: Denis Bass

 Spotter's Record**89** De Dion Bouton

Year: 1902

Cylinders: 1

HP: 4.5

Reg No: P5721

Body: Vis-a-Vis

Entrant: Ivan Odds

Driver: Ivan Odds

 Spotter's Record**43** Daimler

Year: 1900

Cylinders: 2

HP: 6

Reg No: BS 8316

Body: Tonneau

Entrant: Royal Automobile Club/  
Jaguar Daimler Heritage Trust

Driver: TBA

 Spotter's Record**90** Oldsmobile

Year: 1902

Cylinders: 1

HP: 4.5

Reg No: SL 227 KL

Body: Curved-dash runabout

Entrant: Andreas Melkus

Driver: Andreas Melkus

 Spotter's Record**81** Mors

Year: 1901

Cylinders: 4

HP: 10

Reg No: RAC 1

Body: Tonneau

Entrant: Royal Automobile Club

Driver: Ben Cussons

 Spotter's Record**227** Daimler

Year: 1903

Cylinders: 4

HP: 14

Reg No: AP 221

Body: Tonneau

Entrant: Royal Automobile Club/  
Jaguar Daimler Heritage Trust

Driver: Duncan Wiltshire

 Spotter's Record

**Sector 4**  
7.16am - 7.22am



# HISTORIC AWARDS 2023

The Royal Automobile Club's Historic Awards recognise excellence and outstanding contributions to the UK's historic motoring and motorsport industries.

- 1 Collection
- 2 Competitive Event
- 3 Innovation
- 4 Motoring Spectacle
- 5 Outstanding Journalism
- 6 Personal Endeavour
- 7 Restoration
- 8 Young Achiever

The Awards will be presented on

**Thursday 23rd November 2023**

at the Royal Automobile Club

at Pall Mall, culminating in the presentation of the Club's Lifetime Achievement Award.

To purchase tickets or for more information about the evening go to

[royalautomobileclubhistoricawards.co.uk](http://royalautomobileclubhistoricawards.co.uk)

**354 Lanchester**

Year: 1904

Cylinders: 4

HP: 20

Reg No: O 1230

Body: Demi-limousine

Entrant: Jaguar Daimler  
Heritage Trust

Driver: Neil Campbell

 Spotter's Record

## Sector 5

### 91 to 120

7.32am - 7.38am

**364 Mercedes**

Year: 1904

Cylinders: 4

HP: 32

Reg No: S - 0638

Body: Simplex

Entrant: Mercedes-Benz Heritage

Driver: Marcus Breitschwert,  
Head of Mercedes-Benz Heritage Spotter's Record**91 Rochet**

Year: 1902

Cylinders: 1

HP: 4.5

Reg No: BS 8086

Body: Voiturette

Entrant: Geoff Gray

Driver: Geoff Gray

 Spotter's Record**366 Delaugere et Clayette**

Year: 1904

Cylinders: 4

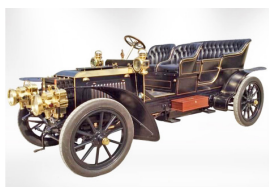
HP: 40

Reg No: CU176

Body: Tonneau

Entrant: Ana Polo

Driver: Ana Polo

 Spotter's Record**92 Oldsmobile**

Year: c1902

Cylinders: 1

HP: 4.5

Reg No: 01V6683

Body: Runabout

Entrant: Jiří Černý

Driver: Jiří Černý

 Spotter's Record**367 Wilson Pilcher**

Year: 1904

Cylinders: 4

HP: 12

Reg No: BB 96

Body: Phaeton

Entrant: Ross Brawn

Driver: Ross Brawn

 Spotter's Record**93 Covert**

Year: 1902

Cylinders: 1

HP: 5

Reg No: BS8234

Body: Two-seater

Entrant: Michael Coatman

Driver: Michael Coatman

 Spotter's Record**601 Cadillac**

Year: 1905

Cylinders: 1

HP: 9

Reg No: Y 319

Body: Tourer

Entrant: Royal Automobile Club/  
RM Sotheby's

Driver: TBA

 Spotter's Record**94 Oldsmobile**

Year: c1902

Cylinders: 1

HP: 5

Reg No: BS8639

Body: Curved-dash runabout

Entrant: Edward Lee

Driver: Benjamin Pearce

 Spotter's Record

**95 De Dion Bouton**

Year: 1902

Cylinders: 1

HP: 6

Reg No: BS 8564

Body: Four-seater

Entrant: Simon Robinson

Driver: Simon Robinson

 Spotter's Record**100 Gillet-Forest**

Year: 1902

Cylinders: 1

HP: 7

Reg No: P100

Body: Detachable rear-entrance tonneau

Entrant: Tobias Ward

Driver: Tobias Ward

 Spotter's Record**96 De Dion Bouton**

Year: 1902

Cylinders: 1

HP: 6

Reg No: ULZ 1902

Body: Vis-à-vis

Entrant: Bernard Holmes

Driver: Tam Large

 Spotter's Record**101 Panhard-Levassor**

Year: 1902

Cylinders: 2

HP: 7

Reg No: FP21

Body: Tonneau

Entrant: Barry Weatherhead

Driver: Barry Weatherhead

 Spotter's Record**97 Warwick**

Year: 1902

Cylinders: 1

HP: 6

Reg No: BS8231

Body: Stanhope

Entrant: Palmer Motorama

Driver: David Evans

 Spotter's Record**102 Oldsmobile**

Year: c1902

Cylinders: 1

HP: 7

Reg No: BS 8418

Body: Curved-dash runabout

Entrant: John Brooks

Driver: Sarah Lee

 Spotter's Record**98 Rambler**

Year: c1902

Cylinders: 1

HP: 6.5

Reg No: 1887

Body: Open two-seater

Entrant: Jennifer Lancaster

Driver: Jennifer Lancaster

 Spotter's Record**103 De Dion Bouton**

Year: 1902

Cylinders: 1

HP: 8

Reg No: A 6814

Body: Rear-entrance tonneau

Entrant: Michael Edwards

Driver: Michael Edwards

 Spotter's Record**99 Panhard-Levassor**

Year: 1902

Cylinders: 2

HP: 7

Reg No: FR 10

Body: Tonneau

Entrant: Tim Dickson

Driver: Tim Dickson

 Spotter's Record**104 Peugeot**

Year: 1902

Cylinders: 2

HP: 8

Reg No: OAZM275

Body: Tonneau

Entrant: Marc Sabbe

Driver: Marc Sabbe

 Spotter's Record

**105 Bolide**

Year: 1902

Cylinders: 1

HP: 8

Reg No: IP-1

Body: Rear-entrance tonneau

Entrant: Derek Wilson

Driver: Derek Wilson

 Spotter's Record**110 Peugeot**

Year: 1902

Cylinders: 2

HP: 8

Reg No: AH 222

Body: Tonneau

Entrant: Robin Coleman

Driver: Robin Coleman

 Spotter's Record**106 Dennis**

Year: 1902

Cylinders: 1

HP: 8

Reg No: P 26

Body: Tonneau

Entrant: John Dennis OBE

Driver: John Dennis OBE

 Spotter's Record**111 Delahaye**

Year: 1902

Cylinders: 1

HP: 8

Reg No: YG 46

Body: Tonneau

Entrant: Tim Dickson

Driver: Michael Williams

 Spotter's Record**107 De Dion Bouton**

Year: 1902

Cylinders: 1

HP: 8

Reg No: BM 4

Body: Tonneau

Entrant: Sarah Marsh

Driver: Sarah Marsh

 Spotter's Record**112 Deckert**

Year: 1902

Cylinders: 1

HP: 8

Reg No: BS 8232

Body: Two-seater

Entrant: Barbara Dedman

Driver: Barbara Dedman

 Spotter's Record**108 De Dion Bouton**

Year: 1902

Cylinders: 1

HP: 8

Reg No: D435

Body: Rear-entrance tonneau

Entrant: David Fellows

Driver: David Fellows

 Spotter's Record**113 De Dion Bouton**

Year: 1902

Cylinders: 1

HP: 8

Reg No: DS 6785

Body: Double-phaeton

Entrant: Tony Wordley

Driver: Tony Wordley

 Spotter's Record**109 Renault**

Year: 1902

Cylinders: 1

HP: 8

Reg No: BS 8195

Body: Double-phaeton

Entrant: Cliff Jowsey

Driver: Cliff Jowsey

 Spotter's Record**114 De Dion Bouton**

Year: 1902

Cylinders: 1

HP: 8

Reg No: D 235

Body: Tonneau

Entrant: Antony Pownall

Driver: Antony Pownall

 Spotter's Record

**115 Renault**

Year: 1902

Cylinders: 1

HP: 8

Reg No: FH 6

Body: Tonneau

Entrant: John Kemsley

Driver: John Kemsley

Spotter's Record



**120 James & Browne**

Year: 1902

Cylinders: 2

HP: 9

Reg No: AW 38

Body: Tonneau

Entrant: Dana Gadd

Driver: Dana Gadd

Spotter's Record



**116 Renault**

Year: 1902

Cylinders: 1

HP: 8


Reg No: BS 8336

Body: Two-seater

Entrant: Ian Strang

Driver: Alex Trotman

Spotter's Record



**Sector 6**  
**121 to 150**  
**7.32am - 7.38am**

**117 Albion**

Year: 1902

Cylinders: 2

HP: 8


Reg No: A 802

Body: Dogcart

Entrant: The British Motor Museum

Driver: TBA

Spotter's Record



**121 Lambert**

Year: 1902

Cylinders: 1

HP: 9


Reg No: N 2163

Body: Rear-entrance tonneau

Entrant: Rupert Banner

Driver: Rupert Banner

Spotter's Record



**118 Benz**

Year: 1902

Cylinders: 2

HP: 9

Reg No: A789

Body: Tonneau

Entrant: Robert Corry

Driver: Robert Corry

Spotter's Record



**122 Darracq**

Year: c1902

Cylinders: 1

HP: 9

Reg No: N/A

Body: Two-seater voiturette

Entrant: Dean Baker

Driver: Dean Baker

Spotter's Record



**119 Darracq**

Year: 1902

Cylinders: 1

HP: 9

Reg No: BS 8425

Body: Tonneau

Entrant: Sarah Tunnicliffe

Driver: Sabrina Brown

Spotter's Record



**123 Georges Richard**

Year: 1902

Cylinders: 2

HP: 10


Reg No: JCG 838

Body: Tonneau

Entrant: Peter Thompson

Driver: Peter Thompson

Spotter's Record



**124 Panhard et Levassor**

Year: 1902

Cylinders: 4

HP: 10

Reg No: BS 8199

Body: Rear-entrance tonneau

Entrant: Russell Marne

Driver: Charles Clark

 Spotter's Record**129 Wolseley**

Year: 1902

Cylinders: 2

HP: 10

Reg No: BW 719

Body: Tonneau

Entrant: The Veteran Car Club of GB

Driver: Chris Rolph

 Spotter's Record**125 M.M.C.**

Year: 1902

Cylinders: 2

HP: 10

Reg No: DR14

Body: Rear-entrance tonneau

Entrant: Jack Thwaites

Driver: Jack Thwaites

 Spotter's Record**130 Georges Richard**

Year: c1902

Cylinders: 2

HP: 10

Reg No: BS4464

Body: Phaeton

Entrant: Stephan Musfeld

Driver: Stephan Musfeld

 Spotter's Record**126 Autocar**

Year: 1902

Cylinders: 2

HP: 10

Reg No: 02V 1177

Body: Rear-entrance tonneau

Entrant: Jiri Horice

Driver: Jiri Horice

 Spotter's Record**131 Arrol-Johnston**

Year: 1902

Cylinders: 2

HP: 12

Reg No: SA 88

Body: Six-seater dogcart

Entrant: Tom Muir

Driver: Tom Muir

 Spotter's Record**127 Wolseley**

Year: 1902

Cylinders: 2

HP: 10

Reg No: WL 9999

Body: Wagonette

Entrant: Peter Grose

Driver: Roger Wood

 Spotter's Record**132 Panhard et Levassor**

Year: 1902

Cylinders: 4

HP: 12

Reg No: SS 44

Body: Tonneau

Entrant: The Caister Castle Car Collection

Driver: TBA

 Spotter's Record**128 Boyer**

Year: 1902

Cylinders: 2

HP: 10

Reg No: 6940

Body: Rear-entrance tonneau

Entrant: Evan Ide

Driver: Brad Baker

 Spotter's Record**133 Napier**

Year: 1902

Cylinders: 4

HP: 12

Reg No: HE 1

Body: Tonneau

Entrant: Clive Boothman

Driver: Clive Boothman

 Spotter's Record

*How many Runs have YOU  
taken part in?*



## VCR LONGEVITY MEDALS



**Calling all intrepid drivers who have reached the milestone of 10, 25 or 50 years taking part on the Run - we'd love to hear from you...**

Please get in touch via [vcr@royalautomobileclub.co.uk](mailto:vcr@royalautomobileclub.co.uk) to let us know how many Runs you've taken part in and to see whether you're eligible for one of our exclusive Longevity Medals!\*

\*If you've got 10 or 25 Runs under your belt, your Longevity Medal can be purchased for just £26. If you've entered 50 or more, the Royal Automobile Club will present your gold 50-year Longevity Medal at this year's Lockton Participants' Reception, taking place on Saturday 4 November at the Club's Pall Mall clubhouse.

**134 Haynes-Apperson**

Year: 1902

Cylinders: 2

HP: 12

Reg No: BS 8108

Body: Surrey

Entrant: Daniel Nash

Driver: Daniel Nash

 Spotter's Record**139 Humber**

Year: 1903

Cylinders: 1

HP: 3

Reg No: Bw1500

Body: Tricycle

Entrant: Chris Cook

Driver: Chris Cook

 Spotter's Record**135 Mors**

Year: 1902

Cylinders: 4

HP: 15

Reg No: AT 115

Body: Rear-entrance tonneau

Entrant: Julie Evison

Driver: Julie Evison

 Spotter's Record**140 Humber**

Year: 1903

Cylinders: 1

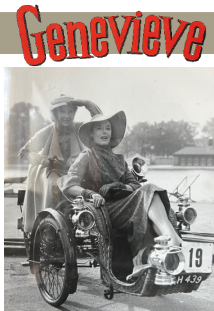
HP: 3

Reg No: AH 439

Body: Olympia Tandem

Entrant: Martin Tacon

Driver: Martin Tacon

 Spotter's Record**136 Panhard et Levassor**

Year: 1902

Cylinders: 4

HP: 16

Reg No: F 643

Body: Two-seater

Entrant: Sarah Tunnicliffe

Driver: Sarah Tunnicliffe

 Spotter's Record**141 Crestmobile**

Year: 1903

Cylinders: 1

HP: 3.5

Reg No: BS 8685

Body: Open two-seater

Entrant: Christopher Myerscough

Driver: Christopher Myerscough

 Spotter's Record**137 De Dietrich**

Year: 1902

Cylinders: 2

HP: 16

Reg No: PM-285-24

Body: Rear-entrance tonneau

Entrant: Frans van Haren

Driver: Frans van Haren

 Spotter's Record**142 Oldsmobile**

Year: 1903

Cylinders: 1

HP: 4.5

Reg No: INO1903

Body: Curved-dash

Entrant: Andreas Melkus

Driver: David Barth

 Spotter's Record**138 Panhard et Levassor**

Year: 1902

Cylinders: 4

HP: 20

Reg No: AA161

Body: Rear-entrance tonneau

Entrant: Tim Snowden

Driver: Tim Snowden

 Spotter's Record**143 Oldsmobile**

Year: c1903

Cylinders: 1

HP: 4.5

Reg No: BS8594

Body: Curved-dash

Entrant: Richard Whittemore

Driver: Jack Whittemore

 Spotter's Record

**144 Oldsmobile**

Year: 1903

Cylinders: 1

HP: 4.5

Reg No: 166

Body: Curved-dash runabout

Entrant: Jeff Orwig

Driver: Jeff Orwig

 Spotter's Record**149 Oldsmobile**

Year: 1903

Cylinders: 1

HP: 5

Reg No: BS 8342

Body: Curved-dash

Entrant: George Hudson

Driver: George Hudson

 Spotter's Record**145 Oldsmobile**

Year: c1903

Cylinders: 1

HP: 4.5

Reg No: SI-O 1903 H

Body: Curved-dash

Entrant: Arndt Nikolaus Loh

Driver: Arndt Nikolaus Loh

 Spotter's Record**150 Vauxhall**

Year: 1903

Cylinders: 1

HP: 5

Reg No: BS 8213

Body: Four-seater

Entrant: Vauxhall Motors Limited

Driver: TBA

 Spotter's Record**146 Oldsmobile**

Year: 1903

Cylinders: 1

HP: 5

Reg No: BS 8410

Body: Curved-dash runabout

Entrant: Andrew Jolliffe

Driver: Andrew Jolliffe

 Spotter's Record

## Sector 7

### 151 to 180

7.48am - 7.54am

**147 Humberette**

Year: 1903

Cylinders: 1

HP: 5

Reg No: BS 8256

Body: Two-seater

Entrant: Rob Aylott

Driver: Rob Aylott

 Spotter's Record**151 Humberette**

Year: 1903

Cylinders: 1

HP: 5

Reg No: FD 213

Body: Open two-seater Coventry

Entrant: Rory Cullen

Driver: Rory Cullen

 Spotter's Record**148 Humberette**

Year: 1903

Cylinders: 1

HP: 5

Reg No: AW 108

Body: Two-seater

Entrant: Colin Smith

Driver: Colin Smith

 Spotter's Record**152 Oldsmobile**

Year: 1903

Cylinders: 1

HP: 5

Reg No: BS 8315

Body: Curved-dash runabout

Entrant: Patrick Hemphill

Driver: Christopher Wilson

 Spotter's Record

**153 Humber**

Year: 1903

Cylinders: 1

HP: 5

Reg No: SD583

Body: Open two-seater

Entrant: Peter Bryson

Driver: Peter Bryson

 Spotter's Record**158 Oldsmobile**

Year: c1903

Cylinders: 1

HP: 5

Reg No: AT 16327

Body: Runabout

Entrant: Erin Seidemann

Driver: Erin Seidemann

 Spotter's Record**154 Oldsmobile**

Year: 1903

Cylinders: 1

HP: 5

Reg No: JAZ 1903

Body: Curved-dash runabout

Entrant: John Kempley

Driver: John Kempley

 Spotter's Record**159 Oldsmobile**

Year: 1903

Cylinders: 1

HP: 5.5

Reg No: AG 8088

Body: Curved-dash runabout

Entrant: Christoph Hasler

Driver: Christoph Hasler

 Spotter's Record**155 Oldsmobile**

Year: 1903

Cylinders: 1

HP: 5

Reg No: MC 4849

Body: Curved-dash runabout

Entrant: Alexander  
Stafferton-Barber

Driver: Alexander Stafferton-Barber

 Spotter's Record**160 De Dion Bouton**

Year: 1903

Cylinders: 1

HP: 6

Reg No: BS8652

Body: Two-seater

Entrant: Trevor Wood

Driver: Trevor Wood

 Spotter's Record**156 Humber**

Year: 1903

Cylinders: 1

HP: 5

Reg No: FH12

Body: Open

Entrant: Darwin Smith

Driver: Darwin Smith

 Spotter's Record**161 De Dion Bouton**

Year: 1903

Cylinders: 1

HP: 6

Reg No: AA 20

Body: Two-seater

Entrant: Doug Hill

Driver: Ben Montagu-Scott

 Spotter's Record**157 Oldsmobile**

Year: 1903

Cylinders: 1

HP: 5

Reg No: BS8389

Body: Curved-dash runabout

Entrant: Anthony Whittome

Driver: Anthony Whittome

 Spotter's Record**162 De Dion Bouton**

Year: 1903

Cylinders: 1

HP: 6

Reg No: A 355

Body: Two-seater

Entrant: Nicholas Pellett

Driver: Nicholas Pellett

 Spotter's Record

**163 De Dion Bouton**

Year: 1903

Cylinders: 1

HP: 6

Reg No: BS 8250

Body: Two-seater

Entrant: Keith Pointing

Driver: Keith Pointing

 Spotter's Record**168 De Dion Bouton**

Year: 1903

Cylinders: 1

HP: 6

Reg No: JK 6779

Body: Two-seater

Entrant: Richard Morgan

Driver: Thomas Morgan

 Spotter's Record**164 De Dion Bouton**

Year: 1903

Cylinders: 1

HP: 6

Reg No: PU 255

Body: Open two-seater

Entrant: John May

Driver: John May

 Spotter's Record**169 Pierce**

Year: 1903

Cylinders: 1

HP: 6.5

Reg No: BS 8527

Body: Stanhope

Entrant: Darren Parker

Driver: Darren Parker

 Spotter's Record**165 Napoleon**

Year: 1903

Cylinders: 1

HP: 6

Reg No: AA 142

Body: Two-seater

Entrant: Julian Clarke

Driver: Julian Clarke

 Spotter's Record**170 Stanley (steam)**

Year: 1903

Cylinders: 2

HP: 6.5

Reg No: BS 8052

Body: Spindle-seat runabout

Entrant: Adam Brown

Driver: Adam Brown

 Spotter's Record**166 De Dion Bouton**

Year: 1903

Cylinders: 1

HP: 6

Reg No: R 20

Body: Tonneau

Entrant: Sarah Tunnicliffe

Driver: Caroline Ali

 Spotter's Record**171 Gamage Aster**

Year: 1903

Cylinders: 1

HP: 6.5

Reg No: HY 689

Body: Tonneau

Entrant: Brian Curry

Driver: Brian Curry

 Spotter's Record**167 De Dion Bouton**

Year: 1903

Cylinders: 1

HP: 6

Reg No: E 303

Body: Two-seater

Entrant: David Gibbins

Driver: David Gibbins

 Spotter's Record**172 Cadillac**

Year: 1903

Cylinders: 1

HP: 6.5

Reg No: BS 8152

Body: Rear-entrance tonneau

Entrant: Richard Clarke

Driver: David Briggs

 Spotter's Record

**173 Cadillac**

Year: 1903

Cylinders: 1

HP: 6.5

Reg No: HAM UC 3 H

Body: Tonneau

Entrant: Dominik Ridder

Driver: Heinrich Ridder

 Spotter's Record**178 Cadillac**

Year: c1903

Cylinders: 1

HP: 6.5

Reg No: BT4

Body: Rear-entrance tonneau

Entrant: Peter Wood

Driver: Peter Wood

 Spotter's Record**174 Rambler**

Year: 1903

Cylinders: 1

HP: 6.5

Reg No: BS 8143

Body: Runabout

Entrant: Andy Parncutt

Driver: Andy Parncutt

 Spotter's Record**179 Panhard et Levassor**

Year: 1903

Cylinders: 2

HP: 7

Reg No: T 3372

Body: Rear-entrance tonneau

Entrant: Rodney Fowler

Driver: Rodney Fowler

 Spotter's Record**175 Rambler**

Year: 1903

Cylinders: 1

HP: 6.5

Reg No: BS 8492

Body: Runabout

Entrant: Tom Brent

Driver: Tom Brent

 Spotter's Record**180 Panhard et Levassor**

Year: 1903

Cylinders: 2

HP: 7

Reg No: OYM 340 A

Body: Tonneau

Entrant: Russell Marne

Driver: Jim Clark

 Spotter's Record**176 Cadillac**

Year: 1903

Cylinders: 1

HP: 6.5

Reg No: DL 264 FY

Body: Detachable tonneau

Entrant: Francis Gardan

Driver: Francis Gardan

 Spotter's Record

**Sector 8**  
**181 to 210**  
**7.48am - 7.54am**

**177 Cadillac**

Year: c1903

Cylinders: 1

HP: 6.5

Reg No: CA Lic: 5924

Body: Tonneau

Entrant: Dave Ness

Driver: Dave Ness

 Spotter's Record**181 Stevens-Duryea**

Year: 1903

Cylinders: 2

HP: 7

Reg No: BS-8112

Body: Stanhope

Entrant: Dick Bac

Driver: Dick Bac

 Spotter's Record



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**182 Panhard-Levassor**

Year: 1903

Cylinders: 2

HP: 7

Reg No: A6639

Body: Tonneau

Entrant: Jill Bishop

Driver: Elizabeth Bishop-Gourlay

 Spotter's Record**187 Darracq**

Year: 1903

Cylinders: 1

HP: 8

Reg No: BS 8313

Body: Tonneau

Entrant: Stephen Nixon

Driver: Stephen Nixon

 Spotter's Record**183 Knox**

Year: 1903

Cylinders: 1

HP: 8

Reg No: DS6586

Body: Stanhope

Entrant: Hagerty International Ltd

Driver: Daniel Cogger

 Spotter's Record**188 Ford**

Year: 1903

Cylinders: 2

HP: 8

Reg No: 171 690 AV

Body: Detachable rear-entrance tonneau

Entrant: Dave Shaddock

Driver: Dave Shaddock

 Spotter's Record**184 Darracq**

Year: 1903

Cylinders: 1

HP: 8

Reg No: UC 9567

Body: Rear-entrance tonneau

Entrant: David Greaves

Driver: David Greaves

 Spotter's Record**189 De Dion Bouton**

Year: 1903

Cylinders: 1

HP: 8

Reg No: O 812

Body: Tonneau

Entrant: Peter Clough

Driver: Peter Clough

 Spotter's Record**185 De Dion Bouton**

Year: 1903

Cylinders: 1

HP: 8

Reg No: A 1364

Body: Rear-entrance tonneau

Entrant: John Richards

Driver: John Richards

 Spotter's Record**190 De Dion Bouton**

Year: 1903

Cylinders: 1

HP: 8

Reg No: EL 166

Body: Rear-entrance tonneau

Entrant: Ollie &amp; Katie Smart

Driver: Ollie &amp; Katie Smart

 Spotter's Record**186 Darracq**

Year: 1903

Cylinders: 1

HP: 8

Reg No: BS 8157

Body: Rear-entrance tonneau

Entrant: David Main

Driver: David Main

 Spotter's Record**191 Haynes-Apperson**

Year: 1903

Cylinders: 2

HP: 8

Reg No: BS8683

Body: Runabout

Entrant: Martin Bodenham

Driver: Martin Bodenham

 Spotter's Record

**192 Tony Huber**

Year: 1903

Cylinders: 2

HP: 8

Reg No: PX 2

Body: Tonneau

Entrant: Neil Lucas

Driver: Neil Lucas

 Spotter's Record**197 Lacoste et Battmann**

Year: 1903

Cylinders: 1

HP: 8

Reg No: SI AJ 8

Body: Open two-seater

Entrant: Wolfgang Kraemer

Driver: Wolfgang Kraemer

 Spotter's Record**193 Flint**

Year: 1903

Cylinders: 1

HP: 8

Reg No: BS 8097

Body: Roadster

Entrant: Martyn Hudson

Driver: Martyn Hudson

 Spotter's Record**198 De Dion Bouton**

Year: c1903

Cylinders: 1

HP: 8

Reg No: BE 222055

Body: Open two-seater

Entrant: Haas Marcel

Driver: Haas Marcel

 Spotter's Record**194 De Dion Bouton**

Year: 1903

Cylinders: 1

HP: 8

Reg No: BS 8277

Body: Tonneau

Entrant: James Holland

Driver: James Holland

 Spotter's Record**199 L'Elegante**

Year: 1903

Cylinders: 1

HP: 8

Reg No: 818 UXN

Body: Sports

Entrant: Peter Selby

Driver: Peter Selby

 Spotter's Record**195 Darracq**

Year: 1903

Cylinders: 1

HP: 8

Reg No: AE 809

Body: Tonneau

Entrant: Andrew Lawler

Driver: Andrew Lawler

 Spotter's Record**200 Gladiator**

Year: 1903

Cylinders: 2

HP: 9

Reg No: AD 448

Body: Tonneau

Entrant: Abbey Manor Group Ltd

Driver: Nigel Timmis

 Spotter's Record**196 Stevens-Duryea**

Year: 1903

Cylinders: 2

HP: 8

Reg No: BS8692

Body: Stanhope

Entrant: Stewart Parkes

Driver: Stewart Parkes

 Spotter's Record**201 De Dion Bouton**

Year: 1903

Cylinders: 2

HP: 10

Reg No: HP 2938

Body: Detachable top Brougham

Entrant: Harold Pritchard

Driver: Harold Pritchard

 Spotter's Record

**202 White (steam)**

Year: 1903

Cylinders: 2

HP: 10

Reg No: 60 00

Body: Rear-entrance tonneau

Entrant: Mitch &amp; Wendy Gross

Driver: Mitch &amp; Wendy Gross

 Spotter's Record**207 Panhard et Levassor**

Year: 1903

Cylinders: 4

HP: 10

Reg No: AB 232

Body: Tonneau

Entrant: Ken Barley

Driver: Adam &amp; Kath Henley

 Spotter's Record**203 Renault**

Year: 1903

Cylinders: 2

HP: 10

Reg No: DLH 202

Body: Landaulette

Entrant: Peter Watters Westbrook

Driver: Peter Watters Westbrook

 Spotter's Record**208 Panhard-Levassor**

Year: 1903

Cylinders: 4

HP: 10

Reg No: AE 10

Body: Tonneau

Entrant: George White

Driver: Philip White

 Spotter's Record**204 Renault**

Year: 1903

Cylinders: 2

HP: 10

Reg No: BS 8243

Body: Wagonette

Entrant: Dee Searle

Driver: Dee Searle

 Spotter's Record**209 Gladiator**

Year: 1903

Cylinders: 2

HP: 10

Reg No: BS8219

Body: Rear-entrance tonneau

Entrant: Nigel Parrott

Driver: Nigel Parrott

 Spotter's Record**205 Gladiator**

Year: 1903

Cylinders: 2

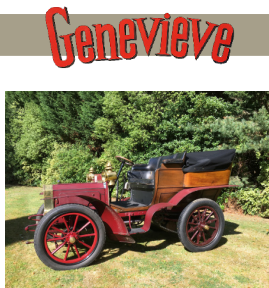
HP: 10

Reg No: CE1229

Body: Tonneau

Entrant: Reece Hayden

Driver: Andrew Hayden

 Spotter's Record**210 Georges Richard**

Year: 1903

Cylinders: 2

HP: 10

Reg No: BS8447

Body: Brougham

Entrant: Robert Lewis

Driver: Robert Lewis

 Spotter's Record**206 De Dion Bouton**

Year: 1903

Cylinders: 2

HP: 10

Reg No: LE 7419

Body: Tonneau

Entrant: Bernard Holmes

Driver: Mark Wentworth

 Spotter's Record

**Sector 9**  
**211 to 240**  
**8.02am - 8.06am**

**211 Renault**

Year: 1903

Cylinders: 2

HP: 10

Reg No: AF 192

Body: Tonneau

Entrant: Paul Kelling

Driver: Paul Kelling

 Spotter's Record**216 Sunbeam**

Year: 1903

Cylinders: 4

HP: 12

Reg No: AM 1530

Body: Tonneau

Entrant: The Honourable  
Sir Michael KadoorieDriver: The Honourable  
Sir Michael Kadoorie Spotter's Record**212 Cadillac**

Year: 1903

Cylinders: 1

HP: 10

Reg No: BS 8630

Body: Tonneau

Entrant: Bronwen May

Driver: Bronwen May

 Spotter's Record**217 Barre**

Year: 1903

Cylinders: 2

HP: 12

Reg No: 6 BXG

Body: Rear-entrance tonneau

Entrant: Michael Kent

Driver: Michael Kent

 Spotter's Record**213 Wolseley**

Year: 1903

Cylinders: 2

HP: 10

Reg No: E 449

Body: Tonneau

Entrant: Robert Smith

Driver: Robert Smith

 Spotter's Record**218 Darracq**

Year: 1903

Cylinders: 2

HP: 12

Reg No: W 389

Body: Rear-entrance tonneau

Entrant: Alistair Hacking

Driver: Charlie Hacking

 Spotter's Record**214 Autocar**

Year: 1903

Cylinders: 2

HP: 12

Reg No: BS 8301

Body: Rear-entrance tonneau

Entrant: Christine Tacon CBE

Driver: Eve Jefford

 Spotter's Record**219 Clement**

Year: 1903

Cylinders: 4

HP: 12

Reg No: N 1261

Body: Tonneau

Entrant: Alan Beardshaw

Driver: Alan Beardshaw

 Spotter's Record**215 Argyll**

Year: 1903

Cylinders: 2

HP: 12

Reg No: D 1160

Body: Tonneau

Entrant: John Stephenson

Driver: John Stephenson

 Spotter's Record**220 Richard-Brasier**

Year: 1903

Cylinders: 2

HP: 12

Reg No: CZ 984 TX

Body: Tonneau

Entrant: Klazinus Noordijk

Driver: Klazinus Noordijk

 Spotter's Record

**221 Brush**

Year: 1903

Cylinders: 2

HP: 12

Reg No: MN 1903

Body: Double-tonneau

Entrant: Andrew Howe-Davies

Driver: Andrew Howe-Davies

 Spotter's Record**226 Clement**

Year: 1903

Cylinders: 4

HP: 14

Reg No: E589

Body: Rear-entrance tonneau

Entrant: Harry Painter

Driver: Harry Painter

 Spotter's Record**222 Darracq**

Year: 1903

Cylinders: 2

HP: 12

Reg No: AK136

Body: Rear-entrance tonneau

Entrant: Christopher Atkinson

Driver: Christopher Atkinson

 Spotter's Record

Please turn to  
page 76 for entry 227

**223 Wolseley**

Year: 1903

Cylinders: 2

HP: 12

Reg No: AT45

Body: Tonneau

Entrant: Neil Walker

Driver: Neil Walker

 Spotter's Record**228 Peerless**

Year: 1903

Cylinders: 2

HP: 16

Reg No: AX 733

Body: Rear-entrance tonneau

Entrant: Andrew Hayden

Driver: Andrew Hayden

 Spotter's Record**224 Clement**

Year: 1903

Cylinders: 4

HP: 12.1

Reg No: N 54

Body: Rear-entrance tonneau

Entrant: Jack Boyd Smith Jr

Driver: Jack Boyd Smith Jr

 Spotter's Record**229 Clement**

Year: 1903

Cylinders: 4

HP: 16

Reg No: BS 8671

Body: Rear-entrance tonneau

Entrant: Paul Gould

Driver: Paul Gould

 Spotter's Record**225 Clement**

Year: 1903

Cylinders: 4

HP: 14

Reg No: BS 8317

Body: Four-seater

Entrant: Sue Watson

Driver: Hugh Angear

 Spotter's Record**230 Maxim**

Year: 1903

Cylinders: 2

HP: 16

Reg No: D 165

Body: Rear-entrance tonneau

Entrant: Ian Strang

Driver: Ian Strang

 Spotter's Record



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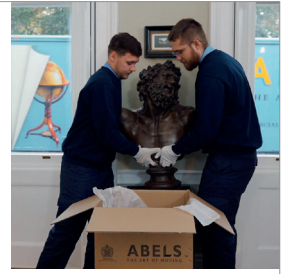
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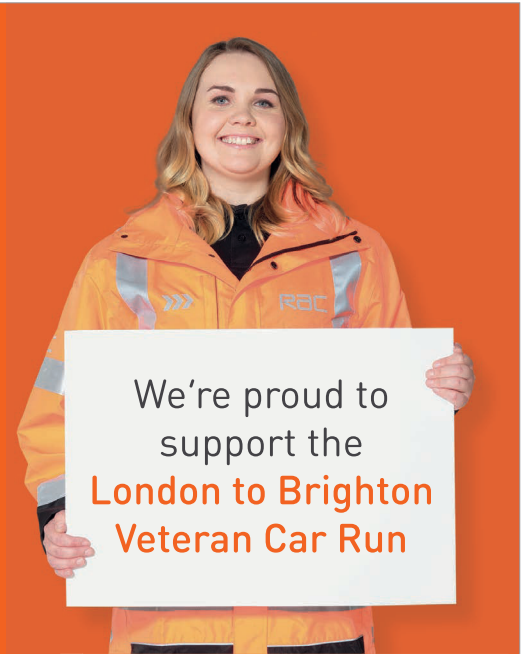
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**231 Martini**

Year: 1903

Cylinders: 4

HP: 18

Reg No: BE 964

Body: Rear-entrance tonneau

Entrant: The Earl of Antrim

Driver: The Earl of Antrim

 Spotter's Record**236 Mors**

Year: 1903

Cylinders: 4

HP: 24

Reg No: FJ15

Body: Rear-entrance tonneau

Entrant: Malcolm Ginns

Driver: Malcolm Ginns

 Spotter's Record**232 Clement**

Year: 1903

Cylinders: 4

HP: 18

Reg No: AP 107

Body: Four-seater

Entrant: Rob Walton

Driver: Rob Walton

 Spotter's Record**237 Darracq**

Year: 1903

Cylinders: 4

HP: 24

Reg No: 1903 LG

Body: Rear-entrance tonneau

Entrant: Lord Laidlaw of Rothiemay

Driver: Lord Laidlaw of Rothiemay

 Spotter's Record**233 Berliet**

Year: 1903

Cylinders: 4

HP: 20

Reg No: JW 206

Body: Closed swing-seat tonneau

Entrant: John Bentley

Driver: John Bentley

 Spotter's Record**238 Mercedes Simplex**

Year: 1903

Cylinders: 4

HP: 60

Reg No: GY5145

Body: Tonneau

Entrant: Tim Scott

Driver: Tim Scott

 Spotter's Record**234 Thornycroft**

Year: 1903

Cylinders: 4

HP: 20

Reg No: AA 575

Body: Double-phaeton

Entrant: John Brooks

Driver: Edward Lee

 Spotter's Record**239 Phoenix**

Year: 1904

Cylinders: 1

HP: 3.5

Reg No: A 9225

Body: Trimo basket forecar

Entrant: Kevin Matchan

Driver: Rosie Matchan

 Spotter's Record**235 Daimler**

Year: 1903

Cylinders: 4

HP: 22

Reg No: AA 11

Body: Tonneau

Entrant: Doug Hill

Driver: Doug Hill

 Spotter's Record**240 Orient**

Year: 1904

Cylinders: 1

HP: 4

Reg No: BS 8560

Body: Buckboard

Entrant: Frank Lyons

Driver: Frank Lyons

 Spotter's Record

## Sector 10

### 241 to 270

8.02am - 8.06am

#### 241 Orient

**Year:** 1904  
**Cylinders:** 1  
**HP:** 4  
**Reg No:** BS 8305  
**Body:** Buckboard  
**Entrant:** Keith Mainland  
**Driver:** Keith Mainland



Spotter's Record

#### 245 Peugeot

**Year:** 1904  
**Cylinders:** 1  
**HP:** 5  
**Reg No:** BS 8554  
**Body:** Two-seater  
**Entrant:** David Little  
**Driver:** David Little



Spotter's Record

#### 246 Oldsmobile

**Year:** 1904  
**Cylinders:** 1  
**HP:** 5  
**Reg No:** CDO  
**Body:** Runabout  
**Entrant:** William Kennedy  
**Driver:** Gil Fuqua



Spotter's Record

#### 242 Orient

**Year:** 1904  
**Cylinders:** 1  
**HP:** 4  
**Reg No:** HI 70  
**Body:** Buckboard  
**Entrant:** Keith Pearson  
**Driver:** Keith Pearson



Spotter's Record

#### 247 Peugeot

**Year:** 1904  
**Cylinders:** 1  
**HP:** 5  
**Reg No:** A 254  
**Body:** 69 Bebe  
**Entrant:** George Beale  
**Driver:** George Beale



Spotter's Record

#### 243 Minerva

**Year:** 1904  
**Cylinders:** 1  
**HP:** 5  
**Reg No:** O-AYK195  
**Body:** Two-seater  
**Entrant:** Ronald Cryns  
**Driver:** Ronald Cryns



Spotter's Record

#### 248 Wolseley

**Year:** 1904  
**Cylinders:** 1  
**HP:** 6  
**Reg No:** AH 407  
**Body:** Two-seater  
**Entrant:** Warren Rushton  
**Driver:** Warren Rushton



Spotter's Record

#### 244 Humberette

**Year:** 1904  
**Cylinders:** 1  
**HP:** 5  
**Reg No:** BS 8184  
**Body:** Two-seater  
**Entrant:** Adrian Herbert  
**Driver:** Adrian Herbert



Spotter's Record

#### 249 De Dion Bouton

**Year:** 1904  
**Cylinders:** 1  
**HP:** 6  
**Reg No:** BF 4434  
**Body:** Two-seater  
**Entrant:** Chris Woodhouse  
**Driver:** Chris Woodhouse



Spotter's Record

**250 Vauxhall**

Year: 1904

Cylinders: 1

HP: 6

Reg No: JNM 400

Body: Two-seater

Entrant: Vauxhall Motors Limited

Driver: TBA

 Spotter's Record**255 Napoleon**

Year: 1904

Cylinders: 1

HP: 6

Reg No: EL266

Body: Rear-entrance tonneau

Entrant: Stephen Wright

Driver: Stephen Wright

 Spotter's Record**251 De Dion Bouton**

Year: 1904

Cylinders: 1

HP: 6

Reg No: NH 94

Body: Two-seater

Entrant: John Tunnicliff

Driver: Michael Tunnicliff

 Spotter's Record**256 Wolseley**

Year: 1904

Cylinders: 1

HP: 6

Reg No: AJ 334

Body: Two-seater voiturette

Entrant: Mike Kendall

Driver: Mike Kendall

 Spotter's Record**252 De Dion Bouton**

Year: 1904

Cylinders: 1

HP: 6

Reg No: Y554

Body: Victoria

Entrant: Ian Bradbury

Driver: Ian Bradbury

 Spotter's Record**257 De Dion Bouton**

Year: 1904

Cylinders: 1

HP: 6

Reg No: AA 863

Body: Tonneau

Entrant: Robert Pedler

Driver: Robert Pedler

 Spotter's Record**253 De Dion Bouton**

Year: 1904

Cylinders: 1

HP: 6

Reg No: 8428 PE

Body: Tonneau

Entrant: Ian Johnstone

Driver: Ian Johnstone

 Spotter's Record**258 De Dion Bouton**

Year: 1904

Cylinders: 1

HP: 6

Reg No: 1AZX221

Body: Two-seater

Entrant: Niels Bollen

Driver: Niels Bollen

 Spotter's Record**254 De Dion Bouton**

Year: 1904

Cylinders: 1

HP: 6

Reg No: F 4105

Body: Two-seater

Entrant: Penelope Chew

Driver: Penelope Chew

 Spotter's Record**259 Wolseley**

Year: 1904

Cylinders: 1

HP: 6

Reg No: AJ 148

Body: Two-seater

Entrant: Kenneth Goddard

Driver: Kenneth Goddard

 Spotter's Record

**260 De Dion Bouton**

Year: 1904

Cylinders: 1

HP: 6

Reg No: EE 101

Body: Tonneau

Entrant: Mark Green

Driver: Yeeman Lam

 Spotter's Record**265 Cadillac**

Year: 1904

Cylinders: 1

HP: 6.5

Reg No: BS 8495

Body: Tonneau

Entrant: Graham Barker

Driver: Graham Barker

 Spotter's Record**261 Wolseley**

Year: 1904

Cylinders: 1

HP: 6

Reg No: P 1860

Body: Two-seater

Entrant: The British Motor Museum

Driver: TBA

 Spotter's Record**266 Humberette**

Year: 1904

Cylinders: 1

HP: 6.5

Reg No: SS41

Body: Open two-seater

Entrant: Tim Grigsby

Driver: Tim Grigsby

 Spotter's Record**262 Stanley (steam)**

Year: 1904

Cylinders: 2

HP: 6.5

Reg No: BS8462

Body: Runabout (steamer)

Entrant: Richard Simons

Driver: Richard Simons

 Spotter's Record**267 Covert**

Year: 1904

Cylinders: 1

HP: 6.5

Reg No: COV ERT 1903

Body: Tonneau

Entrant: Automuseum  
Dr. Carl Benz

Driver: Wolfgang Presinger ASC

 Spotter's Record**263 Humberette**

Year: 1904

Cylinders: 1

HP: 6.5

Reg No: AA 678

Body: Open two-seater

Entrant: Richard Lancaster

Driver: Richard Lancaster

 Spotter's Record**268 Humberette**

Year: 1904

Cylinders: 1

HP: 6.5

Reg No: AH 242

Body: Henriod

Entrant: Keith Leadbeater

Driver: James Elwell

 Spotter's Record**264 Cadillac**

Year: 1904

Cylinders: 1

HP: 6.5

Reg No: BS 8388

Body: Tonneau

Entrant: Dan Suskin

Driver: Dan Suskin

 Spotter's Record**269 Humberette**

Year: 1904

Cylinders: 1

HP: 6.5

Reg No: C 597

Body: Two-seater

Entrant: Alexander Nall

Driver: Alexander Nall

 Spotter's Record

**270 Humberette**

Year: 1904

Cylinders: 1

HP: 6.5

Reg No: AP 413

Body: Two-seater

Entrant: Jim Kiernan

Driver: Jim Kiernan

 Spotter's Record**274 Oldsmobile**

Year: 1904

Cylinders: 1

HP: 7

Reg No: AB 28

Body: Curved-dash runabout

Entrant: Adam Barber

Driver: Adam Barber

 Spotter's Record**Sector 11****271 to 300****8.16am - 8.22am****275 Peugeot**

Year: 1904

Cylinders: 2

HP: 7

Reg No: BS8173

Body: Rear-entrance tonneau

Entrant: Richard Whittemore

Driver: Kelsie Whittemore

 Spotter's Record**271 Northern**

Year: c1904

Cylinders: 1

HP: 6.5

Reg No: BS 8754

Body: Runabout

Entrant: Thomas Jeanes

Driver: Thomas Jeanes

 Spotter's Record**276 Star**

Year: 1904

Cylinders: 2

HP: 7

Reg No: A 470

Body: Three-seater

Entrant: Peter John Newens

Driver: Peter John Newens

 Spotter's Record**272 Star**

Year: 1904

Cylinders: 2

HP: 7

Reg No: LC 3578

Body: Open two-seater

Entrant: Olav Glasius

Driver: Olav Glasius

 Spotter's Record**277 Star**

Year: 1904

Cylinders: 2

HP: 7

Reg No: F 7585

Body: Victoria

Entrant: Ken Butcher

Driver: Ken Butcher

 Spotter's Record**273 Oldsmobile**

Year: 1904

Cylinders: 1

HP: 7

Reg No: BF4661

Body: Runabout

Entrant: Colin Feyerabend

Driver: Colin Feyerabend

 Spotter's Record**278 Alldays**

Year: 1904

Cylinders: 1

HP: 7

Reg No: AX 108

Body: Swing-seat tonneau

Entrant: Bernard Holmes

Driver: Oliver Wentworth

 Spotter's Record

**279 Star**

Year: 1904

Cylinders: 2

HP: 7

Reg No: AF 3870

Body: Two-seater

Entrant: Christian Benton

Driver: Christian Benton

 Spotter's Record**284 Darracq**

Year: 1904

Cylinders: 1

HP: 8

Reg No: 91 LB

Body: Two-seater

Entrant: Lloyd Bailey

Driver: Lloyd Bailey

 Spotter's Record**280 Alldays**

Year: 1904

Cylinders: 1

HP: 7

Reg No: IB 49

Body: Three-seater

Entrant: Christopher Thomas

Driver: Morgan Thomas

 Spotter's Record**285 De Dion Bouton**

Year: 1904

Cylinders: 1

HP: 8

Reg No: M317

Body: Rear-entrance tonneau

Entrant: Piers Trevelyan

Driver: Piers Trevelyan

 Spotter's Record**281 Oldsmobile**

Year: 1904

Cylinders: 1

HP: 7

Reg No: A8829

Body: Curved-dash

Entrant: Lloyd Bailey

Driver: Edward Cleverhouse

 Spotter's Record**286 Crestmobile**

Year: 1904

Cylinders: 1

HP: 8

Reg No: BS 8303

Body: Rear-entrance tonneau

Entrant: Martyn Crump

Driver: Martyn Crump

 Spotter's Record**282 Cadillac**

Year: 1904

Cylinders: 1

HP: 8

Reg No: Mich 39644

Body: Rear-entrance tonneau

Entrant: Russell Marne

Driver: Alton Marne

 Spotter's Record**287 De Dion Bouton**

Year: 1904

Cylinders: 1

HP: 8

Reg No: Y 96

Body: Tonneau

Entrant: Leon Lazarus

Driver: Leon Lazarus

 Spotter's Record**283 Cadillac**

Year: 1904

Cylinders: 1

HP: 8

Reg No: BS8746

Body: Rear-entrance tonneau

Entrant: David Marne

Driver: Naomi &amp; Jonah Marne

 Spotter's Record**288 De Dion Bouton**

Year: 1904

Cylinders: 1

HP: 8

Reg No: N 1200

Body: Rear-entrance tonneau

Entrant: Peter Carrana

Driver: Susan Carrana

 Spotter's Record

**289 De Dion Bouton**

Year: 1904

Cylinders: 1

HP: 8

Reg No: F 9948

Body: Tonneau

Entrant: Peter Fryer

Driver: Peter Fryer

 Spotter's Record**294 Stanley (steam)**

Year: 1904

Cylinders: 2

HP: 8

Reg No: A 358

Body: Runabout (steamer)

Entrant: Andrew Green OBE

Driver: Andrew Green OBE

 Spotter's Record**290 English Mechanic**

Year: 1904

Cylinders: 2

HP: 8

Reg No: BH 601

Body: Tonneau

Entrant: John Shawe

Driver: John Shawe

 Spotter's Record**295 De Dion Bouton**

Year: 1904

Cylinders: 1

HP: 8

Reg No: D 134

Body: Two-seater

Entrant: Alan Hollett

Driver: Alan Hollett

 Spotter's Record**291 Ford**

Year: 1904

Cylinders: 2

HP: 8

Reg No: BM 99

Body: Tonneau

Entrant: Peter MacAlister

Driver: Peter MacAlister

 Spotter's Record**296 Darracq**

Year: 1904

Cylinders: 1

HP: 8

Reg No: EX 604

Body: Rear-entrance tonneau

Entrant: Mark Snowden

Driver: Andrew Jackson

 Spotter's Record

Please turn to  
page 76 for entry 292

**297 M.M.C.**

Year: 1904

Cylinders: 1

HP: 8

Reg No: F1676

Body: Swing-seat tonneau

Entrant: Bernard Holmes

Driver: Jonathan Wood

 Spotter's Record**293 Cadillac**

Year: 1904

Cylinders: 1

HP: 8

Reg No: 3 Caddy

Body: Rear-entrance tonneau

Entrant: William Kennedy

Driver: William Kennedy

 Spotter's Record**298 Darracq**

Year: 1904

Cylinders: 1

HP: 8

Reg No: AC 550

Body: Rear-entrance tonneau

Entrant: Polly Irvine

Driver: Polly Irvine

 Spotter's Record

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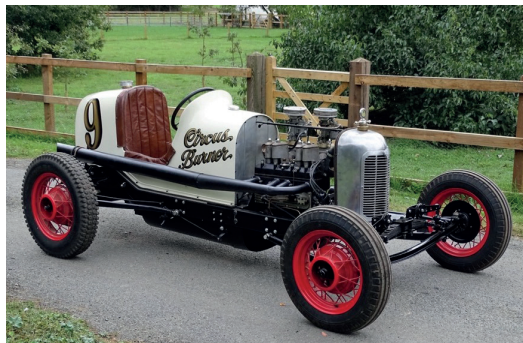
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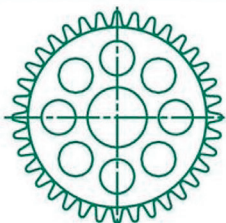
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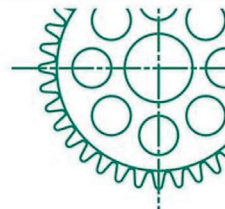


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**299 De Dion Bouton**

Year: 1904

Cylinders: 1

HP: 8

Reg No: D 1612

Body: Wagonette

Entrant: Jake Simpson

Driver: Jake Simpson

 Spotter's Record**303 Cadillac**

Year: 1904

Cylinders: 1

HP: 8.25

Reg No: BS 8464

Body: Tonneau

Entrant: Paul Kelling

Driver: Miles Kelling

 Spotter's Record**300 Darracq**

Year: 1904

Cylinders: 1

HP: 8

Reg No: OE 9515

Body: Two-seater

Entrant: Paul Emile Bessade

Driver: Paul Emile Bessade

 Spotter's Record**304 Cadillac**

Year: 1904

Cylinders: 1

HP: 8.25

Reg No: BS 8578

Body: Rear-entrance tonneau

Entrant: Nick Grewal

Driver: Nick Grewal

 Spotter's Record**305 Cadillac**

Year: 1904

Cylinders: 1

HP: 8.25

Reg No: BF 5208

Body: Tonneau

Entrant: Howard Pryor

Driver: Howard Pryor

 Spotter's Record**301 Rover**

Year: 1904

Cylinders: 1

HP: 8

Reg No: P 909

Body: Two-seater

Entrant: The British Motor Museum

Driver: TBA

 Spotter's Record**306 Cadillac**

Year: 1904

Cylinders: 1

HP: 8.25

Reg No: AD 475

Body: Detachable-top limousine

Entrant: Julie Hufstetler

Driver: Ionel Popa

 Spotter's Record**302 Cadillac**

Year: 1904

Cylinders: 1

HP: 8.25

Reg No: E 7

Body: Tonneau

Entrant: Nigel Batchelor

Driver: Nigel Batchelor

 Spotter's Record**307 Cadillac**

Year: 1904

Cylinders: 1

HP: 8.25

Reg No: A 18

Body: Rear-entrance tonneau

Entrant: Mark Snowden

Driver: Mark Snowden

 Spotter's Record

**Sector 12**  
**301 to 330**  
**8.16am - 8.22am**

**308 Cadillac**

Year: c1904

Cylinders: 1

HP: 8.25


Reg No: BS 8463

Body: Tonneau

Entrant: Richard Skipworth

Driver: Richard Skipworth

Spotter's Record



**313 Clement-Bayard**

Year: 1904

Cylinders: 2

HP: 9

Reg No: BS 8556

Body: Rear-entrance tonneau

Entrant: Peter Golding

Driver: Peter Golding

Spotter's Record



**309 Crestmobile**

Year: 1904

Cylinders: 1

HP: 8.5

Reg No: BS8140

Body: Rear-entrance tonneau

Entrant: Sandra Clark

Driver: Sandra Clark

Spotter's Record



**314 Peugeot**

Year: 1904

Cylinders: 2

HP: 9


Reg No: CL 273

Body: Swing-seat tonneau

Entrant: Karl Foulkes-Halbard

Driver: Karl Foulkes-Halbard

Spotter's Record



**310 Cadillac**

Year: 1904

Cylinders: 1

HP: 8.5


Reg No: CF07

Body: Rear-entrance tonneau

Entrant: Kate Medcalf

Driver: Kate Medcalf

Spotter's Record



**315 Cadillac**

Year: 1904

Cylinders: 1

HP: 10

Reg No: EL 52

Body: Detachable tonneau

Entrant: Richard Smallman

Driver: Richard Smallman

Spotter's Record



**311 Cadillac**

Year: 1904

Cylinders: 1

HP: 8.5

Reg No: BS 7928

Body: Tourer

Entrant: Bronwen May

Driver: Philip May

Spotter's Record



**316 Ford**

Year: 1904

Cylinders: 2

HP: 10

Reg No: KM 1903

Body: Rear-entrance tonneau

Entrant: John Biggs

Driver: Richard Rimmer

Spotter's Record



**312 Renault**

Year: 1904

Cylinders: 1

HP: 9


Reg No: BS 8298

Body: Tonneau

Entrant: Nigel Knighton

Driver: Nigel Knighton

Spotter's Record



**317 De Dion Bouton**

Year: 1904

Cylinders: 2

HP: 10

Reg No: BS 8452

Body: Rear-entrance tonneau

Entrant: John Winer

Driver: John Winer

Spotter's Record



**318 Ford**

Year: 1904

Cylinders: 2

HP: 10

Reg No: YJ 353

Body: Rear-entrance tonneau

Entrant: John Biggs

Driver: John Biggs

 Spotter's Record**323 Vulcan**

Year: 1904

Cylinders: 2

HP: 10

Reg No: AW432

Body: Two-seater

Entrant: Howard Day

Driver: Glyn Lloyd

 Spotter's Record**319 De Dion Bouton**

Year: 1904

Cylinders: 2

HP: 10

Reg No: EF 16

Body: Four-seater

Entrant: Peter Walton

Driver: Peter Walton

 Spotter's Record**324 Ford Model C**

Year: 1904

Cylinders: 2

HP: 10

Reg No: DZ-61-16

Body: Tourer

Entrant: Jan Kloosterman

Driver: Jan Kloosterman

 Spotter's Record**320 Ford**

Year: 1904

Cylinders: 2

HP: 10

Reg No: BS 8595

Body: Four-seater

Entrant: Geoffrey King

Driver: Emma King

 Spotter's Record**325 Ford**

Year: 1904

Cylinders: 2

HP: 10

Reg No: 39989EA

Body: Runabout

Entrant: Timothy Wiggins

Driver: Timothy Wiggins

 Spotter's Record**321 Darracq**

Year: 1904

Cylinders: 2

HP: 12

Reg No: SX 27

Body: Demi-limousine

Entrant: Richard Ashby

Driver: Richard Ashby

 Spotter's Record**326 Cadillac**

Year: 1904

Cylinders: 1

HP: 10

Reg No: PP 7962

Body: Tonneau

Entrant: Robin Morrison

Driver: Robin Morrison

 Spotter's Record**322 Autocar**

Year: 1904

Cylinders: 2

HP: 10

Reg No: MO 7776

Body: Runabout

Entrant: Joy Tacon

Driver: George Medd-Tacon

 Spotter's Record**327 Ford**

Year: 1904

Cylinders: 0

HP: 10

Reg No: IU 16

Body: Four-seater

Entrant: Andrew Boland

Driver: Andrew Boland

 Spotter's Record

**328 Argyll**

Year: 1904

Cylinders: 2

HP: 10


Reg No: BT 15

Body: Double-phaeton

Entrant: Alistair Hacking

Driver: Alistair Hacking

Spotter's Record



**332 Humber**

Year: 1904

Cylinders: 2

HP: 12


Reg No: BO 19

Body: Tonneau

Entrant: Christopher Lunn

Driver: Christopher Lunn

Spotter's Record



**329 Gladiator**

Year: 1904

Cylinders: 2

HP: 10

Reg No: D 154

Body: Side-entrance tonneau

Entrant: Anthony Boland

Driver: Anthony Boland

Spotter's Record



**333 Napier**

Year: 1904

Cylinders: 4

HP: 12

Reg No: MC143

Body: Rear-entrance tonneau

Entrant: Richard Whittemore

Driver: Richard Whittemore

Spotter's Record



**330 Peugeot**

Year: 1904

Cylinders: 2

HP: 10


Reg No: LE7436

Body: Swing-seat tonneau

Entrant: Palmer Motorama

Driver: Dylan Higgins

Spotter's Record



**334 Century**

Year: 1904

Cylinders: 2

HP: 12


Reg No: AO 69

Body: Two-seater

Entrant: James J. Gray. OBE

Driver: James J. Gray. OBE

Spotter's Record



**Sector 14**  
**331 to 360**  
**8.32am - 8.38am**

**335 Wolseley**

Year: 1904

Cylinders: 2

HP: 12

Reg No: SE22

Body: Four-seater

Entrant: Mark Green

Driver: Yeeman Lam

Spotter's Record



**331 Franklin**

Year: 1904

Cylinders: 4

HP: 10

Reg No: BS 8193

Body: Rear-entrance tonneau

Entrant: Clive Conyers

Driver: Clive Conyers

Spotter's Record



**336 Gladiator**

Year: 1904

Cylinders: 4

HP: 14

Reg No: EL 240

Body: Tourer

Entrant: Adam Fergusson

Driver: Adam Fergusson

Spotter's Record



**337 Pope-Toledo**

Year: 1904

Cylinders: 2

HP: 14

Reg No: JBG 632

Body: Rear-entrance tonneau

Entrant: Carl Arrgard

Driver: Andreas Arrgard

 Spotter's Record**342 White (steam)**

Year: 1904

Cylinders: 2

HP: 15

Reg No: BS 8561

Body: Tonneau

Entrant: Robert Lederer

Driver: Robert Lederer

 Spotter's Record**338 Brennan**

Year: 1904

Cylinders: 2

HP: 14

Reg No: BS8175

Body: Rear-entrance tonneau

Entrant: Palmer Motorama

Driver: Dylan Higgins

 Spotter's Record**343 Panhard et Levassor**

Year: 1904

Cylinders: 4

HP: 15

Reg No: D1590

Body: Tonneau

Entrant: Richard Wilson

Driver: Richard Wilson

 Spotter's Record**339 White (steam)**

Year: 1904

Cylinders: 2

HP: 15

Reg No: WS 28

Body: Touring

Entrant: Michael Dreelan

Driver: Michael Dreelan

 Spotter's Record**344 Darracq**

Year: 1904

Cylinders: 4

HP: 15

Reg No: WN 10

Body: Tonneau

Entrant: Christopher Thomas

Driver: Christopher Thomas

 Spotter's Record**340 Darracq**

Year: 1904

Cylinders: 4

HP: 15

Reg No: AA 1573

Body: Detachable tonneau

Entrant: Graham Gregory

Driver: Graham &amp; Alexander Gregory

 Spotter's Record**345 Panhard et Levassor**

Year: 1904

Cylinders: 4

HP: 15

Reg No: BL 539

Body: Tonneau

Entrant: Robert Vincent

Driver: Robert Vincent

 Spotter's Record**341 Darracq**

Year: 1904

Cylinders: 4

HP: 15

Reg No: EX 607

Body: Demi-limousine

Entrant: Diarmaid Boland

Driver: Diarmaid Boland

 Spotter's Record**346 Maxwell**

Year: 1904

Cylinders: 2

HP: 16

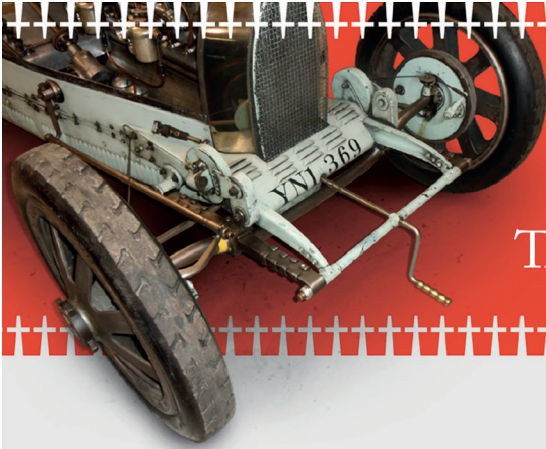
Reg No: BS 8511

Body: Side-entrance tonneau

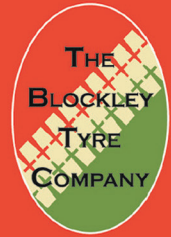
Entrant: Andrew Bailey

Driver: Andrew Bailey

 Spotter's Record



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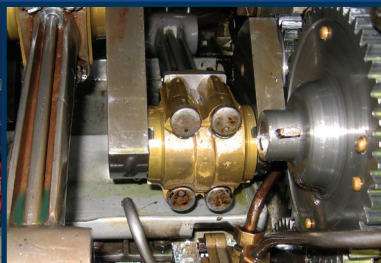
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**347 Albion**

Year: 1904

Cylinders: 2

HP: 16

Reg No: G 2347

Body: Wagonette

Entrant: David Pain

Driver: David Pain

 Spotter's Record**352 Renault**

Year: 1904

Cylinders: 4

HP: 20

Reg No: OPC 326

Body: Tourer

Entrant: Anthony Boland

Driver: Anthony James Boland

 Spotter's Record**348 Yale**

Year: 1904

Cylinders: 2

HP: 16

Reg No: BS8676

Body: Tonneau

Entrant: Paul Anderson

Driver: Paul Anderson

 Spotter's Record**353 De Dion Bouton**

Year: 1904

Cylinders: 4

HP: 20

Reg No: BH 14

Body: Tourer

Entrant: Bernard Holmes

Driver: Kevin Mate

 Spotter's Record**349 Rambler**

Year: 1904

Cylinders: 2

HP: 16

Reg No: 720

Body: Rear-entrance tonneau

Entrant: Thomas Heckman

Driver: Thomas Heckman

 Spotter's Record

Please turn to  
page 78 for entry 354

**350 Richard-Brasier**

Year: 1904

Cylinders: 4

HP: 16

Reg No: BS 8337

Body: Side-entrance tonneau

Entrant: Tim Moore

Driver: Tim Moore

 Spotter's Record**355 Renault**

Year: 1904

Cylinders: 4

HP: 20

Reg No: XH 618

Body: Swing-seat tonneau

Entrant: Bert Degenaar

Driver: Bert Degenaar

 Spotter's Record**351 Winton**

Year: 1904

Cylinders: 2

HP: 20

Reg No: MX192

Body: Detachable rear-entrance tonneau

Entrant: Bill Cleyndert

Driver: Bill Cleyndert

 Spotter's Record**356 Thornycroft**

Year: 1904

Cylinders: 4

HP: 20

Reg No: CG 9557

Body: Tonneau

Entrant: The British Motor Museum

Driver: Julian Pritchard

 Spotter's Record

**357 Mors**

Year: 1904

Cylinders: 4

HP: 24

Reg No: LN2231

Body: Roi-des-Belges

Entrant: Palmer Motorama

Driver: Palmer Motorama

 Spotter's Record**361 Cadillac**

Year: 1904

Cylinders: 1

HP: 30

Reg No: 5 GMO

Body: Coupe

Entrant: Robert Spencer

Driver: Robert Spencer

 Spotter's Record**358 De Dietrich**

Year: c1904

Cylinders: 4

HP: 24

Reg No: A 1853

Body: Racing two-seater

Entrant: The Shuttleworth Collection

Driver: Stuart Gray

 Spotter's Record**362 Soc.Man.d'Armes**

Year: 1904

Cylinders: 4

HP: 30

Reg No: BS 8008

Body: Landauette

Entrant: Robin Heringa

Driver: Robin Heringa

 Spotter's Record**359 C.G.V.**

Year: 1904

Cylinders: 4

HP: 25

Reg No: BS 8029

Body: Side-entrance tonneau

Entrant: Jim Boland

Driver: Jim Boland

 Spotter's Record**363 Fiat**

Year: 1904

Cylinders: 4

HP: 32

Reg No: IK 105

Body: Roi-de-Belges Tourer

Entrant: Shane Houlihan

Driver: Shane Houlihan

 Spotter's Record**360 Mercedes**

Year: 1904

Cylinders: 4

HP: 28

Reg No: BS 8031

Body: Tourer

Entrant: Andrew Boland

Driver: Andrew Boland

 Spotter's Record

Please turn to  
page 78 for entry 364

**Sector 15**  
**361 to 602**  
**8.32am - 8.38am**

**365 Berliet**

Year: 1904

Cylinders: 4

HP: 40

Reg No: D 1016

Body: Tourer

Entrant: Andrew Watt

Driver: Andrew Watt

 Spotter's Record

Please turn to  
page 78 for entry 366

Please turn to  
page 78 for entry 367

# CYCLE AND MOTORCYCLE ENTRIES

Each year we are joined by a small number of cycle and motorcycle entries. They start on the journey from Hyde Park to Brighton at 6.45am, prior to the official start time.

Cycles  
6.45am

## 600 Cadillac

### Genevieve

Year: 1905
Cylinders: 1
HP: 9
Reg No: LC 4407
Body: Limousine
Entrant: David Smart
Rider: Ben Gray
<input type="checkbox"/> Spotter's Record



## 700 Singer (cycle)

Year: 1884
Body: Solo (Cycle)
Entrant: Christian Richards
Rider: Christian Richards
<input type="checkbox"/> Spotter's Record



## 701 Ordinary Cycle (cycle)

Year: 1885
Body: 52" Ordinary (cycle)
Entrant: Paul Sellars
Rider: Paul Sellars
<input type="checkbox"/> Spotter's Record



## 702 Rudge (cycle)

Year: 1885
Body: Ordinary (Cycle)
Entrant: David Aston
Rider: David Aston
<input type="checkbox"/> Spotter's Record



Please turn to  
page 78 for entry 601

Please turn to  
page 78 for entry 602

**703 Singer (cycle)****Year:** 1889**Body:** Gents Roadster (cycle)**Entrant:** Alan Cook**Rider:** Alan Cook Spotter's Record**708 Crypto (cycle)****Year:** 1895**Body:** Standard model (cycle)**Entrant:** Mark Entwistle**Rider:** Mark Entwistle Spotter's Record**704 Singer (cycle)****Year:** 1890**Body:** Royal Roadster (cycle)**Entrant:** Winston Teague**Rider:** Winston Teague Spotter's Record**709 Rudge (cycle)****Year:** 1899**Body:** Pneumatic-tyred  
Safety Bicycle (cycle)**Entrant:** Winston Teague**Rider:** Patrick Teague Spotter's Record**705 New Mail (cycle)****Year:** 1891**Body:** Solid Tyre Safety (Cycle)**Entrant:** David Moroney**Rider:** David Moroney Spotter's Record**710 Dursley Pederson (cycle)****Year:** 1900**Body:** Gents Roadster (cycle)**Entrant:** Jonathan Fenning**Rider:** Jonathan Fenning Spotter's Record**706 Unknown Make (cycle)****Year:** 1892**Body:** Safety Bicycle (cycle)**Entrant:** Ian Bromley**Rider:** Ian Bromley Spotter's Record**711 Lea & Francis (cycle)****Year:** 1901**Body:** Gents Roadster (cycle)**Entrant:** David Aston**Rider:** Tim Jones Spotter's Record**707 Columbia (cycle)****Year:** 1892**Body:** Solid Tyre (Cycle)**Entrant:** Philip Saunders**Rider:** Philip Saunders Spotter's Record**712 Dursley Pederson (cycle)****Year:** 1901**Body:** Gents Roadster (cycle)**Entrant:** Andrew Millward**Rider:** Andrew Millward Spotter's Record

**713 Raleigh (cycle)**

Year: 1901

Body: Safety Bicycle (cycle)

Entrant: Phil Kirby /  
Brooklands Museum

Rider: Phil Kirby


 Spotter's Record
**718 Quadrant (cycle)**

Year: 1904

Body: Safety Bicycle (cycle)

Entrant: Christopher Myerscough

Rider: George Duoblys


 Spotter's Record
**714 Centaur (cycle)**

Year: 1902

Body: Pneumatic-tyred  
Safety Bicycle (cycle)

Entrant: Robert Damper

Rider: Robert Damper


 Spotter's Record
**715 Premier (cycle)**

Year: 1903

Body: Gents Roadster (cycle)

Entrant: Michael Dawes

Rider: Michael Dawes


 Spotter's Record
**716 BSA (cycle)**

Year: 1903

Body: Gents Roadster (cycle)

Entrant: David Jarvis

Rider: David Jarvis


 Spotter's Record
**717 Swift (cycle)**

Year: 1904

Body: Safety Bicycle (cycle)

Entrant: Christopher Myerscough

Rider: Matthew Myerscough


 Spotter's Record

## Motorcycles

### 6.45am

**A Dreadnought (motorcycle)**

Year: 1903

Cylinders: 1

HP: 3.5

Reg No:

Body: Solo (motorcycle)

Entrant: John Bottomley /  
Brooklands Museum

Rider: John Bottomley


 Spotter's Record
**B Minerva (motorcycle)**

Year: 1903

Cylinders: 1

HP: 2

Reg No:

Body: Solo (motorcycle)

Entrant: David King

Rider: David King


 Spotter's Record


*Thank you to everyone who participated in this year's event and see you all next year!*



# The Royal Air Force Memorial Flight Official Club

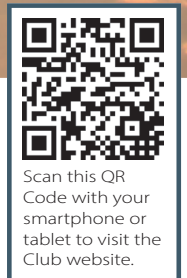


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- Club badge and pen

**Please note:** Membership pack contents and ballots are subject to change without notice. Tickets to the Members Day are limited and are a bonus opportunity of membership rather than a guaranteed benefit.



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# PARTICIPANT INDEX

Driver	Start Number	Car Year	Car Make	Page
Robert Abrey	31	1899	Daimler	69
Caroline Ali	166	1903	De Dion Bouton	87
Charley Allen	22	1899	Locomotive (steam)	68
Paul Anderson	348	1904	Yale	110
Hugh Angear	225	1903	Clement	94
Bronwen Angel	47	1900	Napier	70
The Earl of Antrim	231	1903	Martini	96
Francesco Arcieri	37	c1900	Fiat	69
Andreas Arrgard	337	1904	Pope-Toledo	108
Richard Ashby	321	1904	Darracq	106
David Aston	702	1885	Rudge (cycle)	112
Christopher Atkinson	222	1903	Darracq	94
Rob Aylott	147	1903	Humberette	85
Dick Bac	71	1901	Darracq	74
Dick Bac	86	1902	Pierce	75
Dick Bac	181	1903	Stevens-Duryea	88
Lloyd Bailey	284	1904	Darracq	101
Andrew Bailey	346	1904	Maxwell	108
Brad Baker	65	1901	Panhard et Levassor	73
Brad Baker	128	1902	Boyer	82
Dean Baker	122	c1902	Darracq	81
Rupert Banner	121	1902	Lambert	81
Adam Barber	274	1904	Oldsmobile	100
Graham Barker	265	1904	Cadillac	99
David Barth	142	1903	Oldsmobile	84
Denis Bass	602	1905	Renault	76
Nigel Batchelor	302	1904	Cadillac	104
George Beale	247	1904	Peugeot	97
Alan Beardshaw	219	1903	Clement	93
Osmond Bennett	57	1901	De Dion Bouton	72
John Bentley	233	1903	Berliet	96
Christian Benton	279	1904	Star	101
Samuel Berridge	69	1901	Darracq	74
Paul Emile Bessade	300	1904	Darracq	104
Vyvyan Bewley	9	1898	Leon Bollee	67
John Biggs	318	1904	Ford	106
Elizabeth Bishop-Gourlay	182	1903	Panhard-Levassor	90
Martin Bodenham	191	1903	Haynes-Apperson	90
Andrew Boland	327	1904	Ford	106
Andrew Boland	360	1904	Mercedes	111
Anthony Boland	329	1904	Gladiator	107

Driver	Start Number	Car Year	Car Make	Page
Anthony James Boland	352	1904	Renault	110
Diarmaid Boland	341	1904	Darracq	108
Jim Boland	359	1904	C.G.V.	111
Niels Bollen	258	1904	De Dion Bouton	98
Clive Boothman	133	1902	Napier	82
John Bottomley	A	1903	Dreadnought (motorcycle)	114
Lionel Bourne	88	1902	Rochet	76
Ian Bradbury	252	1904	De Dion Bouton	98
Ross Brawn	367	1904	Wilson Pilcher	78
Marcus Breitschwerdt, Head of Mercedes-Benz Heritage	364	1904	Mercedes	78
Tom Brent	175	1903	Rambler	88
David Briggs	172	1903	Cadillac	87
The British Motor Museum	26	1899	Wolseley	68
The British Motor Museum	80	1901	Wolseley	75
The British Motor Museum	117	1902	Albion	81
The British Motor Museum	261	1904	Wolseley	99
The British Motor Museum	301	1904	Rover	104
Ian Bromley	706	1892	Unknown Make (cycle)	113
Charlie Brooks	2	1895	Peugeot	66
John Brooks	3	1896	Peugeot	66
Sabrina Brown	119	1902	Darracq	81
Adam Brown	170	1903	Stanley (steam)	87
Peter Bryson	153	1903	Humber	86
Ken Butcher	277	1904	Star	100
The Caister Castle Car Collection	132	1902	Panhard et Levassor	82
Neil Campbell	354	1904	Lanchester	78
Susan Carrana	288	1904	De Dion Bouton	101
Jiří Černý	92	c1902	Oldsmobile	78
Penelope Chew	254	1904	De Dion Bouton	98
Charles Clark	124	1902	Panhard et Levassor	82
Jim Clark	180	1903	Panhard et Levassor	88
Sandra Clark	309	1904	Crestmobile	105
Julian Clarke	165	1903	Napoleon	87
Edward Cleverhouse	281	1904	Oldsmobile	101
Bill Cleyndert	351	1904	Winton	110
Peter Clough	189	1903	De Dion Bouton	90
Michael Coatman	93	1902	Covert	78
Gordon & Cathy Cobbold	21	1899	Benz	68
Daniel Cogger	183	1903	Knox	90
Robin Coleman	110	1902	Peugeot	80
Benjamin Coles	35	1900	De Dion Bouton	69
David Collier	74	1901	Panhard et Levassor	74
Ben Collings	12	1898	Benz	67

Driver	Start Number	Car Year	Car Make	Page
Clive Conyers	331	1904	Franklin	107
Alan Cook	703	1889	Singer (cycle)	113
Chris Cook	139	1903	Humber	84
Robert Corry	118	1902	Benz	81
Mary Crofton	40	1900	De Dion Bouton	70
Martyn Crump	286	1904	Crestmobile	101
Ronald Cryns	243	1904	Minerva	97
Rory Cullen	151	1903	Humberette	85
Stephen Curry	8	1897	Daimler	67
Brian Curry	171	1903	Gamage Aster	87
Ben Cussons	81	1901	Mors	76
Robert Damper	714	1902	Centaur (cycle)	114
Stephen Davies	38	1900	De Dion Bouton	70
Michael Dawes	715	1903	Premier (cycle)	114
Barbara Dedman	112	1902	Deckert	80
Bert Degenaar	355	1904	Renault	110
John Dennis OBE	106	1902	Dennis	80
Tim Dickson	99	1902	Panhard-Levassor	79
James Dolan	58	1901	Colliot	73
William Draper	62	c1901	Clement-Panhard	73
Michael Dreelan	339	1904	White (steam)	108
George Duoblys	718	1904	Quadrant (cycle)	114
Paul Edwards	34	1900	New Orleans	69
Michael Edwards	103	1902	De Dion Bouton	79
James Elwell	268	1904	Humberette	99
Mark Entwistle	708	1895	Crypto (cycle)	113
David Evans	97	1902	Warwick	79
Julie Evison	135	1902	Mors	84
Mike Farrall	24	1899	Decauville	68
Mark Farrall	76	1901	Albion	74
David Fellows	108	1902	De Dion Bouton	80
Jonathan Fenning	710	1900	Dursley Pederson (cycle)	113
Adam Ferguson	77	1901	Georges Richard	75
Adam Fergusson	336	1904	Gladiator	107
Colin Feyerabend	273	1904	Oldsmobile	100
Karl Foulkes-Halbard	314	1904	Peugeot	105
Rodney Fowler	179	1903	Panhard et Levassor	88
Peter Fryer	289	1904	De Dion Bouton	102
Gil Fuqua	246	1904	Oldsmobile	97
Dana Gadd	120	1902	James & Browne	81
Francis Gardan	176	1903	Cadillac	88
Jos van Genugten	49	1900	Amedee Bollee	72
Allan Gibbins	30	1899	Panhard-Levassor	69
David Gibbins	167	1903	De Dion Bouton	87

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Driver	Start Number	Car Year	Car Make	Page
Malcolm Ginns	236	1903	Mors	96
Olav Glasius	272	1904	Star	100
Kenneth Goddard	259	1904	Wolseley	98
Peter Golding	313	1904	Clement-Bayard	105
Robert Goodwill	39	1900	De Dion Bouton	70
Paul Gould	229	1903	Clement	94
Geoff Gray	91	1902	Rochet	78
James J. Gray OBE	334	1904	Century	107
Stuart Gray	358	c1904	De Dietrich	111
Ben Gray	600	1905	Cadillac	112
David Greaves	184	1903	Darracq	90
Andrew Green OBE	294	1904	Stanley (steam)	102
Jim Gregory	67	1901	American Bicycle Co	74
Graham & Alexander Gregory	340	1904	Darracq	108
James Gresham	55	1901	De Dion Bouton	72
Nick Grewal	304	1904	Cadillac	104
Tim Grigsby	266	1904	Humberette	99
Mitch & Wendy Gross	202	1903	White (steam)	92
Charlie Hacking	218	1903	Darracq	93
Alistair Hacking	328	1904	Argyll	107
Robert Hadfield	53	1901	Pick	72
John Hankin	61	1901	Adler	73
Frans van Haren	137	1902	De Dietrich	84
Christoph Hasler	159	1903	Oldsmobile	86
Andrew Hayden	205	1903	Gladiator	92
Andrew Hayden	228	1903	Peerless	94
Thomas Heckman	349	1904	Rambler	110
Adam & Kath Henley	207	1903	Panhard et Levassor	92
Adrian Herbert	244	1904	Humberette	97
Robin Heringa	362	1904	Soc.Man.d'Armes	111
Dylan Higgins	330	1904	Peugeot	107
Dylan Higgins	338	1904	Brennan	108
Doug Hill	235	1903	Daimler	96
James Holland	194	1903	De Dion Bouton	91
Alan Hollett	295	1904	De Dion Bouton	102
Jiri Horice	126	1902	Autocar	82
Paul Hoskins	72	1901	Darracq	74
Shane Houlihan	363	1904	Fiat	111
Andrew Howe-Davies	221	1903	Brush	94
George Hudson	149	1903	Oldsmobile	85
Martyn Hudson	193	1903	Flint	91
Rudolf W. Hug	20	c1899	Clement	68
Polly Irvine	298	1904	Darracq	102
Helen Jackson & Oscar Phillips	60	1901	De Dion Bouton	73

Driver	Start Number	Car Year	Car Make	Page
Andrew Jackson	296	1904	Darracq	102
Fons Jans	84	c1902	Waverley (electric)	75
David Jarvis	716	1903	BSA (cycle)	114
Thomas Jeanes	271	c1904	Northern	100
Eve Jefford	214	1903	Autocar	93
Andrew Johnson	78	1901	Darracq	75
Ian Johnstone	253	1904	De Dion Bouton	98
Andrew Jolliffe	146	1903	Oldsmobile	85
Tim Jones	711	1901	Lea & Francis (cycle)	113
Cliff Jowsey	109	1902	Renault	80
Edwin Jowsey	292	1904	De Dion Bouton	76
The Honourable Sir Michael Kadoorie	216	1903	Sunbeam	93
Behlau Karl-Georg	41	1900	De Dion Bouton	70
Paul Kelling	211	1903	Renault	93
Miles Kelling	303	1904	Cadillac	104
John Kempley	154	1903	Oldsmobile	86
John Kemsley	115	1902	Renault	81
Mike Kendall	256	1904	Wolseley	98
William Kennedy	293	1904	Cadillac	102
Michael Kent	217	1903	Barre	93
Jim Kiernan	270	1904	Humberette	100
David King	B	1903	Minerva (motorcycle)	114
Emma King	320	1904	Ford	106
Phil Kirby	713	1901	Raleigh (cycle)	114
Laurens Klein	87	1902	Columbia (electric)	76
Jan Kloosterman	324	1904	Ford Model C	106
Nigel Knighton	312	1904	Renault	105
Wolfgang Kraemer	197	1903	Lacoste et Battmann	91
Lord Laidlaw of Rothiemay	237	1903	Darracq	96
Yeeman Lam	260	1904	De Dion Bouton	99
Yeeman Lam	335	1904	Wolseley	107
Jennifer Lancaster	98	c1902	Rambler	79
Richard Lancaster	263	1904	Humberette	99
Tam Large	96	1902	De Dion Bouton	79
Andrew Lawler	195	1903	Darracq	91
Leon Lazarus	287	1904	De Dion Bouton	101
Robert Lederer	342	1904	White (steam)	108
Sarah Lee	102	c.1902	Oldsmobile	79
Edward Lee	234	1903	Thornycroft	96
Uno Levinsson	32	1899	De Dion Bouton	69
Uno Levinsson	64	1901	De Dion Bouton	73
Anthony Lewis	63	1901	Locomobile (steam)	73
Robert Lewis	210	1903	Georges Richard	92
Cressida de Little	66	1901	Hurtu	73

Driver	Start Number	Car Year	Car Make	Page
David Little	245	1904	Peugeot	97
Glyn Lloyd	323	1904	Vulcan	106
Christopher Loder	17	1898	Peugeot	67
Tom Loder	48	1900	Stephens	72
Arndt Nikolaus Loh	145	c1903	Oldsmobile	85
Davide Lorenzone	1	c1892	Peugeot	66
Evert Louwman and Quirina Louwman	27	1904	Darracq	68
Neil Lucas	192	1903	Tony Huber	91
Christopher Lunn	332	1904	Humber	107
Frank Lyons	240	1904	Orient	96
Peter MacAlister	291	1904	Ford	102
David Main	186	1903	Darracq	90
Keith Mainland	241	1904	Orient	97
Haas Marcel	198	c1903	De Dion Bouton	91
Russell Marne	82	c1901	Gasmobile	75
Alton Marne	282	1904	Cadillac	101
Naomi & Jonah Marne	283	1904	Cadillac	101
Sarah Marsh	107	1902	De Dion Bouton	80
Peter Martin	15	c1898	Benz	67
Nick Mason	83	1901	Panhard et Levassor	75
Rosie Matchan	239	1904	Phoenix	96
Kevin Mate	353	1904	De Dion Bouton	110
Gordon May	50	1901	Royal Enfield	72
John May	164	1903	De Dion Bouton	87
Bronwen May	212	1903	Cadillac	93
Philip May	311	1904	Cadillac	105
Kate Medcalf	310	1904	Cadillac	105
George Medd-Tacon	322	1904	Autocar	106
Andreas Melkus	90	1902	Oldsmobile	76
Andrew Millward	712	1901	Dursley Pederson (cycle)	113
Ben Montagu-Scott	161	1903	De Dion Bouton	86
Kempton Moody	25	1899	Locomobile (steam)	68
Tim Moore	350	1904	Richard-Brasier	110
Thomas Morgan	168	1903	De Dion Bouton	87
Luke Morley	52	1901	Waverley (electric)	72
David Moroney	705	1891	New Mail (cycle)	113
Robin Morrison	326	1904	Cadillac	106
Palmer Motorama	357	1904	Mors	111
Tom Muir	131	1902	Arrol-Johnston	82
Stephan Musfeld	130	c1902	Georges Richard	82
Christopher Myerscough	141	1903	Crestmobile	84
Matthew Myerscough	717	1904	Swift (cycle)	114
Alexander Nall	269	1904	Humberette	99
Daniel Nash	134	1902	Haynes-Apperson	84



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Driver	Start Number	Car Year	Car Make	Page
Dave Ness	177	c1903	Cadillac	88
Peter John Newens	276	1904	Star	100
Stephen Nixon	187	1903	Darracq	90
Klazineus Noordijk	220	1903	Richard-Brasier	93
David Oakley	19	1899	Brown	68
Ivan Odds	89	1902	De Dion Bouton	76
Jeff Orwig	144	c1903	Oldsmobile	85
David Pain	347	1904	Albion	110
Harry Painter	226	1903	Clement	94
Darren Parker	169	1903	Pierce	87
Stewart Parkes	196	1903	Stevens-Duryea	91
Andy Parncutt	174	1903	Rambler	88
Nigel Parrott	209	1903	Gladiator	92
Tim Payne	11	1898	Marot Gardon	67
Benjamin Pearce	94	c1902	Oldsmobile	78
Keith Pearson	242	1904	Orient	97
Robert Pedler	257	1904	De Dion Bouton	98
Nicholas Pellett	162	1903	De Dion Bouton	86
Sophie Pettit	33	1900	De Dion Bouton	69
Grant Pilcher	68	1901	Gladiator	74
Laurence Pilmore-Bedford	79	1901	Lanchester	75
Sophie Pittaway	5	1896	Salvesen (steam)	66
Richard Plavetich	54	1901	De Dion Bouton	72
Kamil Podhola	46	1900	Darracq	70
Keith Pointing	163	1903	De Dion Bouton	87
Ana Polo	366	1904	DeLaugere et Clayette	78
Ionel Popa	306	1904	Cadillac	104
Antony Pownall	36	1900	De Dion Bouton	69
Antony Pownall	59	1901	De Dion Bouton	73
Antony Pownall	114	1902	De Dion Bouton	80
Dirk Van Praag	28	c1899	De Dion Bouton	68
Wolfgang Presinger ASC	267	1904	Covert	99
Harold Pritchard	201	1903	De Dion Bouton	91
Julian Pritchard	356	1904	Thornycroft	110
Jonathan Procter	16	1898	Panhard et Levassor	67
Howard Pryor	305	1904	Cadillac	104
Christian Richards	700	1884	Singer (cycle)	112
John Richards	185	1903	De Dion Bouton	90
Moritz Richter	29	1899	Benz	69
Heinrich Ridder	173	1903	Cadillac	88
Richard Rimmer	316	1904	Ford	105
Simon Robinson	95	1902	De Dion Bouton	79
Chris Rolph	129	1902	Wolseley	82
Enzo Round	56	1901	De Dion Bouton	72

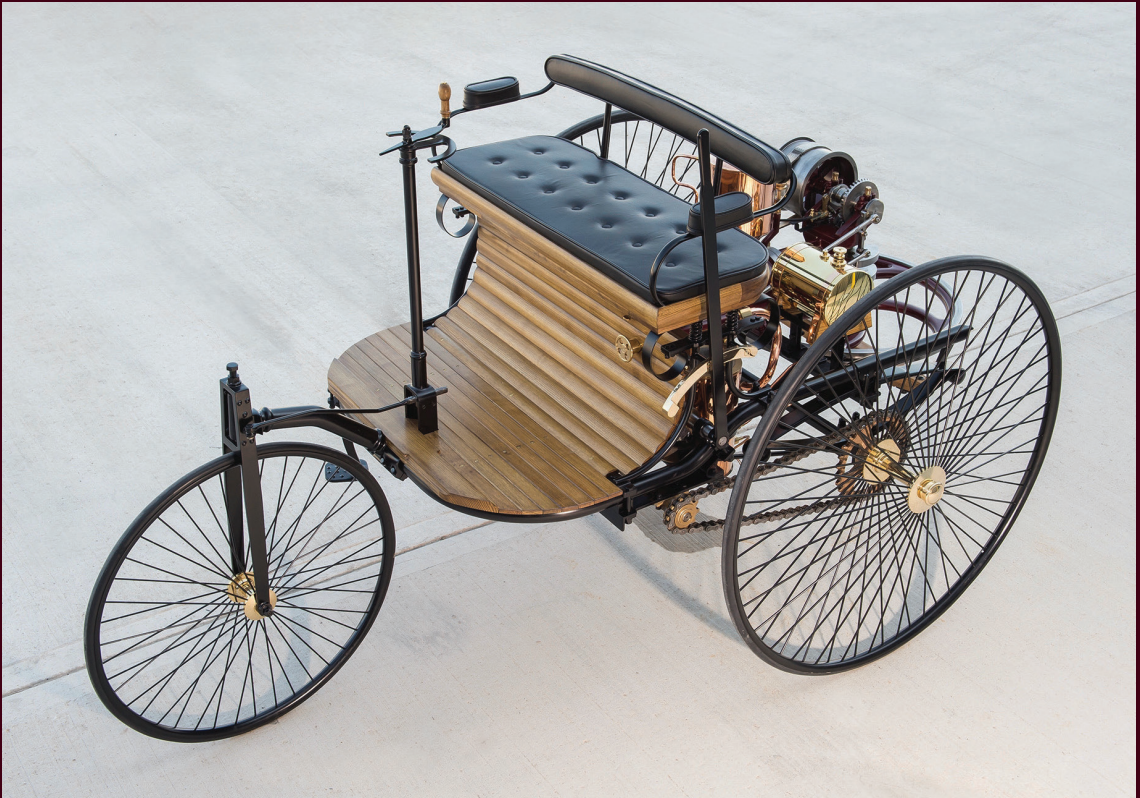
Driver	Start Number	Car Year	Car Make	Page
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Royal Automobile Club/RM Sotheby's	601	1905	Cadillac	78
Royal Automobile Club/ Jaguar Daimler Heritage Trust	227	1903	Daimler	76
Warren Rushton	248	1904	Wolseley	97
Marc Sabbe	104	1902	Peugeot	79
Philip Saunders	707	1892	Columbia (cycle)	113
Jörn Scharlemann	44	c1900	De Dion Bouton	70
Chris Scott	10	1898	Rochet	67
Tim Scott	238	1903	Mercedes Simplex	96
Dee Searle	204	1903	Renault	92
Erin Seidemann	158	c1903	Oldsmobile	86
Peter Selby	199	1903	L'Elegante	91
Paul Sellars	701	1885	Ordinary Cycle (cycle)	112
Dave Shaddock	188	1903	Ford	90
John Shawe	290	1904	English Mechanic	102
Erich & Wolfgang Sieber	6	1897	Vallee	66
Richard Simons	262	1904	Stanley (steam)	99
Jake Simpson	299	1904	De Dion Bouton	104
Richard Skipworth	308	c1904	Cadillac	105
Richard Smallman	315	1904	Cadillac	105
Ollie & Katie Smart	190	1903	De Dion Bouton	90
Colin Smith	148	1903	Humberette	85
Darwin Smith	156	1903	Humber	86
Robert Smith	213	1903	Wolseley	93
Jack Boyd Smith Jr	224	1903	Clement	94
Tim Snowden	138	1902	Panhard et Levassor	84
Mark Snowden	307	1904	Cadillac	104
Thomas Sommer	4	1896	Panhard et Levassor	66
Peter Sowrey	70	1901	Darracq	74
Robert Spencer	361	1904	Cadillac	111
Alexander Stafferton-Barber	155	1903	Oldsmobile	86
John Stephenson	215	1903	Argyll	93
Ian Strang	230	1903	Maxim	94
Tim Summers	7	1897	Daimler	66
Tim Summers	45	1900	Darracq	70
Tim Summers	51	1901	Georges Richard	72
Tim Summers	85	1902	Clement-Panhard	75
Dan Suskin	264	1904	Cadillac	99
Martin Tacon	140	1903	Humber	84
Winston Teague	704	1890	Singer (cycle)	113
Patrick Teague	709	1899	Rudge (cycle)	113
Morgan Thomas	280	1904	Alldays	101
Christopher Thomas	344	1904	Darracq	108

Driver	Start Number	Car Year	Car Make	Page
Peter Thompson	123	1902	Georges Richard	81
Jack Thwaites	125	1902	M.M.C.	82
Nigel Timmis	200	1903	Gladiator	91
Piers Trevelyan	285	1904	De Dion Bouton	101
Alex Trotman	116	1902	Renault	81
Michael Tunnicliff	251	1904	De Dion Bouton	98
Sarah Tunnicliffe	136	1902	Panhard et Levassor	84
Vauxhall Motors Limited	150	1903	Vauxhall	85
Vauxhall Motors Limited	250	1904	Vauxhall	98
Robert Vincent	345	1904	Panhard et Levassor	108
Ron Walker	75	1901	Renault	74
Neil Walker	223	1903	Wolseley	94
Rob Walton	232	1903	Clement	96
Peter Walton	319	1904	De Dion Bouton	106
Daniel Ward	18	c1898	Rochet-Schneider	67
Tobias Ward	100	1902	Gillet-Forest	79
Andrew Watt	365	1904	Berliet	111
Peter Watters Westbrook	203	1903	Renault	92
Barry Weatherhead	101	1902	Panhard-Levassor	79
Alan Webber	73	c1901	Darracq	74
Mark Wentworth	206	1903	De Dion Bouton	92
Oliver Wentworth	278	1904	Alldays	100
Philip White	208	1903	Panhard-Levassor	92
Jack Whittemore	143	1903	Oldsmobile	84
Kelsie Whittemore	275	1904	Peugeot	100
Richard Whittemore	333	1904	Napier	107
Anthony Whittome	157	1903	Oldsmobile	86
Timothy Wiggins	325	1904	Ford	106
Michael Williams	111	1902	Delahaye	80
Derek Wilson	105	1902	Bolide	80
Christopher Wilson	152	1903	Oldsmobile	85
Richard Wilson	343	1904	Panhard et Levassor	108
John Wilton	23	1899	De Dion Bouton	68
John Winer	317	1904	De Dion Bouton	105
Roger Wood	127	1902	Wolseley	82
Trevor Wood	160	1903	De Dion Bouton	86
Peter Wood	178	c1903	Cadillac	88
Jonathan Wood	297	1904	M.M.C.	102
James Wood	14	1905	Spyker	67
Chris Woodhouse	249	1904	De Dion Bouton	97
Tony Wordley	113	1902	De Dion Bouton	80
John Worth	42	1900	Daimler	70
Stephen Wright	255	1904	Napoleon	98



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