

CYCLE & MOTOR CYCLE MANUFACTURERS.

Roy Gault

Cycles/Bicycles and Motor Cycles are a popular area of study and renovation today, and of course, the one industry grew out of the other. But I guess the question is, 'How many Cycle & Motor Cycle Mfrs used Perfins? I think I have evidence for a dozen, as follows:



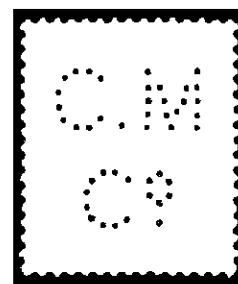
- Birmingham Small Arms - BSA.
- Cogswell & Harrison.
- Cheylesmore Manufacturing Co.
- The Enfield Cycle Co Ltd.
- Hercules Cycle & Motor Co Ltd.
- Humber & Co Ltd.
- New Hudson Cycle Co.
- The Palatine Engineering Co Ltd.
- The Raglan Cycle ...
- The Raleigh Cycle Co Ltd.
- Rex Motor (Mfg) Co Ltd.
- Swift Cycle Co Ltd.

Cheylesmore Manufacturing Co.

This is the identity given in Tomkins, but I firmly believe it should read *Coventry Machinists' Co Ltd*, Cheylesmore, Coventry. It was originally established c1859 by James Starley and Josiah Turner and called the 'Coventry Sewing Machine Co'. However, within a decade they had begun to make all types of cycles (bicycles, tricycles, and even quadricycles). Under the name of the "*Swift Cycle Co Ltd*" they became the second largest manufacturer of cycles in the country. In 1898 they branched out into motor cycles, and in 1901 they produced their first motor car.

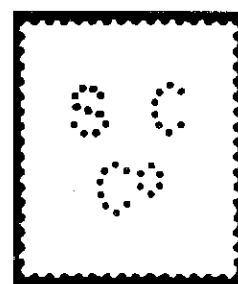
A Trade card from The Swift Cycle Co Ltd, Coventry dated 28AU/1902 is known used with Perfin C4920.01.

1890-1902



C4920.01

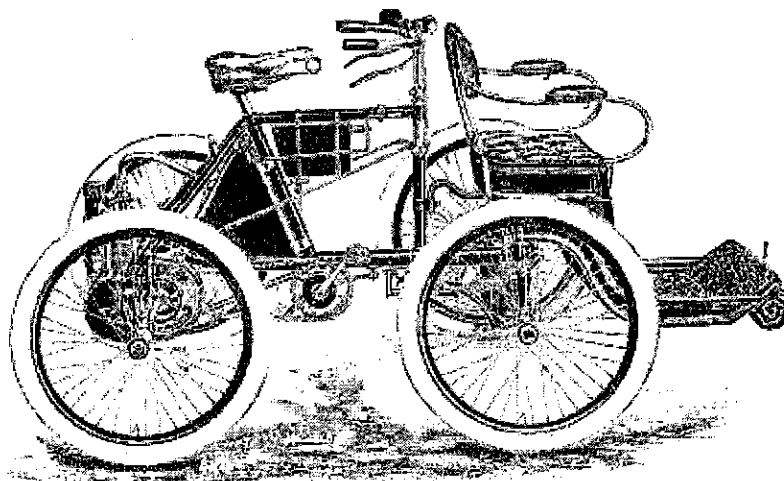
1898-1903



S1360.02

Humber & Co Ltd.

The "*Humber Cycle Co*" was founded in Sheffield in 1868 by Thomas Humber, opening a factory in Beeston (Nottinghamshire) in 1869. The company prospered making bicycles during the 1870's, and opened another factory in Wolverhampton. In 1889 they bought a further factory, this time in Coventry. The company tried out various, tricycle and quadricycle designs (see 1898 example illustrated below), but after the Coventry factory was destroyed by fire in 1896, it was rebuilt and used to manufacture motor cars.



In 1899 the first Humber car, the "Phaeton", was built at Beeston, with their "Voiturette" making its debut in 1901. Humber also built motorcycles, initially under license, from 1902 through to 1930.



Just two Perfins appear to have been used throughout the bicycle and motorcycle era. The earlier die used the frame from their 'five walkers' emblem which appeared on their bicycles, motorcycles, and early motor cars. "Humber & Co Ltd" was first registered in 1887, liquidated in 1900, then re-constructed as "Humber Ltd", all of which is reflected in their two known Perfin dies.

The Raleigh Cycle Co Ltd.

After being told in 1887 by his doctor to ride a bicycle 'for his health', Frank Bowden (later Sir) was so impressed by the bicycle he bought, that he purchased an interest in the small company on Raleigh Street, Nottingham, that made it. Taking its name from the street, the "**Raleigh Bicycle Co**" was formed in 1890, and in 1896 a new Raleigh factory opened, which at the time was the biggest bicycle manufactory in the world. The colourful advert shown below from the inter-war years (1922 to be precise) advertises their 'all steel' bicycle.

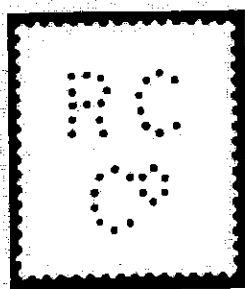
In 1899 Raleigh started to build motorcycles, and in 1903 introduced the 'Raleighette', a three-wheeled motorcycle. In the early 1930's they even produced a 3-wheeled motor car called the 'Safety Seven', but it was not a great success. Undaunted, the Chief Engineer Mr T L Williams took the equipment and remaining Raleigh parts and moved to Tamworth, where he produced 3-wheelers. The name 'Reliant' was chosen to match the 'R' stamped on the parts!



Raleigh is still in business today, as "Raleigh Industries", but over the years it absorbed great names such as Sturmev Archer (of Gear fame) in 1902, Humber Cycles (in 1932), and BSA Cycles (in 1957).

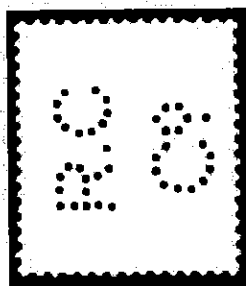
Raleigh are thought to have used Perfins from their very earliest years in business in Nottingham, although there is a tantalising gap of over 20 years between the earlier and later dies.

1890-1895



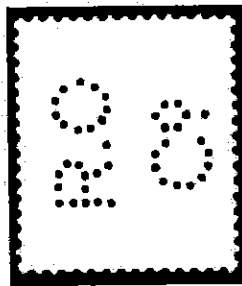
R0930.01

1918-1922



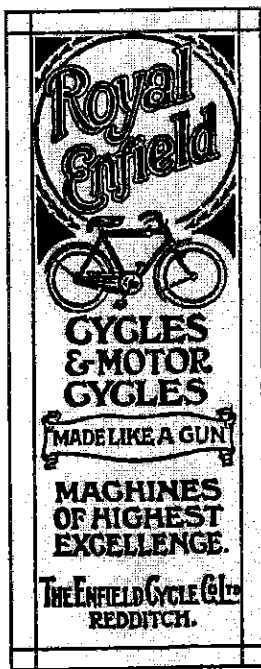
R0935.01

c1925



R3803.01

The Enfield Cycle Co Ltd.

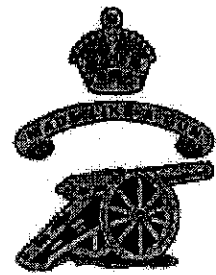


The company started life in 1851 when George Townsend built 'Givry' Mill in Hunt End, near Redditch, to manufacture needles and fish hooks.

After George's death, his son branched out into cycle parts manufacture with the 'Townsend Cyclists Saddle & Spring'. This eventually led to the manufacture of their own 'Townsend' cycles, but by 1891 had encountered financial problems.

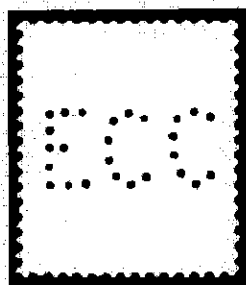
The result was that "George Townsend & Co" was taken over by R W Smith and Albert Eadie, and re-named the "Eadie Manufacturing Co Ltd".

'Smith & Eadie' supplied weapons parts to the Royal Small Arms Factory in Enfield, Middlesex, and as a result decided to name their new bicycle the "Enfield". The "Royal" prefix was added in 1892, and the company slogan, "Made Like A Gun", came along a year later. "*The Enfield Cycle Co Ltd*" was registered specifically to handle the cycle business.



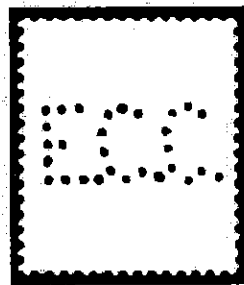
During this early period in the company's history they built a wide variety of vehicles, including two-wheeled motor cycles, tricycles, four-wheeled "quadricycles", and even motorcars.

1895-1935



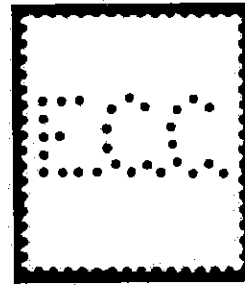
E0570.03

1903-1915



E0580.01M

1915-1939



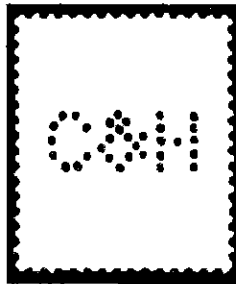
E0580.02

The company used Perfins from their early cycle manufacturing years right up to the outbreak of World War II. Unlike their cycles and motor cycles, the Perfins are often poorly produced!

Cogswell & Harrison.

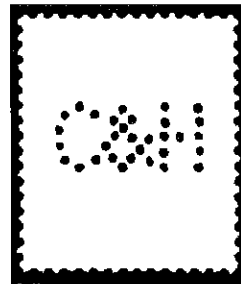
Established in London in 1770, "*Cogswell & Harrison*" (Ltd in 1882) are world renown for their Guns & Rifles. Tomkins has two entries for them, one of which records them as 'Gun & Cycle Mfrs', 226 Strand, London WC.

1890-1918



C3040.04

1895-1918



C3040.05

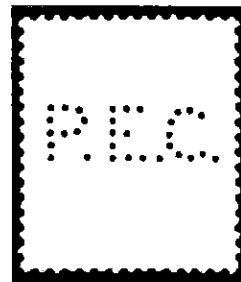
I can find no confirmatory evidence on the Internet regarding their manufacture of Cycles, but do you know differently?

The Palatine Engineering Co Ltd.

Again, I can find nothing on the Internet about the company. The entry in Tomkins reads:

*"The Palatine Engineering Co Ltd",
Cycle Manufacturers, 10 Blackstock St,
and 77 Bold St, Liverpool.*

1895-1900



P1790.01

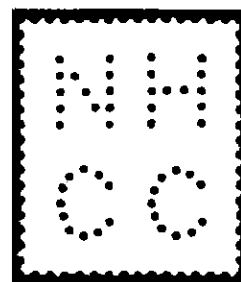
New Hudson Cycle Co Ltd.



Originally called "Hudson, Edmonds & Co", cycle production began in Birmingham in 1891. The name changed in 1893 to "*New Hudson*". Their first motorcycle was made in 1902, but it was not a success and no more were made until 1910. Although cycles were made throughout, motor cycle production ceased in 1932.

Cycles continued to be produced, as well as making Girling Brake Systems for motor cars. In 1943 the cycle factory was purchased by B.S.A., with production continuing under the 'New Hudson' name until 1957. Just one Perfin die was used throughout virtually the entire life of the company.

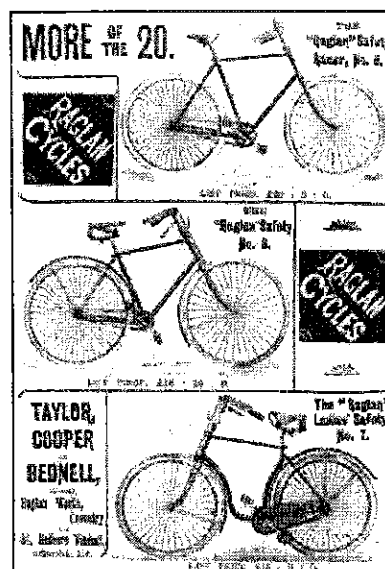
1896-1936



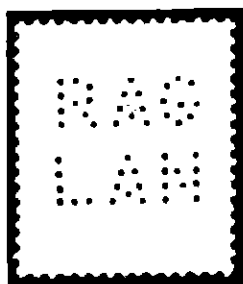
N1670.01

The Raglan Cycle & Anti-friction Ball Co Ltd.

'The Cyclist' magazine for 23rd December 1896 records that "*The Raglan Cycle and Anti-friction Ball Co Ltd*" was registered on 4th December 1896 with a share capital of £20,000. The stated aims of the company were to acquire and carry on the business of cycle manufacture formerly carried out by "Taylor, Cooper & Bednell Ltd". Their premises were known as the 'Raglan Works', Raglan Street, Coventry.



1896-1902



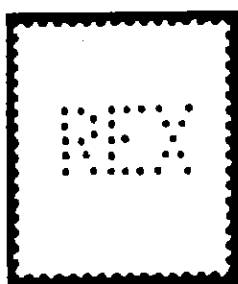
R0110.01

Despite the boom in cycle manufacture at the turn of the 19th/20th century, the "Raglan Cycle and Anti-friction Ball Company" was formally wound up on 24th September 1909. Just one Perfin Die with the 'Full-name' "RAG/LAN" was used throughout the short working life of the company.

Rex Motor (Manufacturing) Co Ltd.

The "*Rex Motor (Manufacturing) Company Limited*", Motor Car and Motor Cycle Makers, Osborne Rd, Coventry, was formed in June 1902 by the amalgamation of "Allard" of Coventry and the "Birmingham Manufacturing and Supply Company Limited". The Birmingham company had already produced its first car (the "Charette") in 1901, and claimed it 'was the most perfect car in the world'.

1905-1910



R1670.01

The Rex Motor Company also made bicycles, but these were discontinued in 1903 in favour of motorised vehicles. In 1911 the directors decided to concentrate on motor cycles, but was halted by the First World War. Motor cycles were produced after the war but by 1928 the Rex company had ceased trading. The 'Full-name' Perfin Die, "REX", is known from the early years of the company.

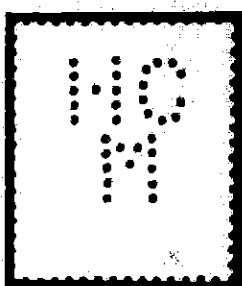
Hercules Cycle & Motor Co Ltd.

The "*Hercules Cycle and Motor Co Ltd*" was the brainchild of two brothers, Edmund (known as Ted, and later knighted) and Harry Crane. Based in Birmingham, it was registered on the 9th September 1910, but didn't start production until 1911. By 1927 they were producing 250,000 cycles a year.



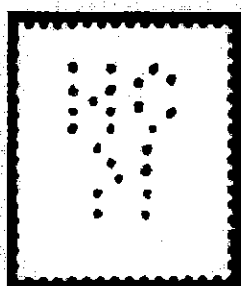
The company was sold in 1946 to Tube Investments, who in 1960 bought "Raleigh" to form "TI-Raleigh".

1929-1957



H1460.02

1945-1952



H1460.01

Motorcycles were made briefly c1914, then again in the 1950's with the introduction of mopeds.

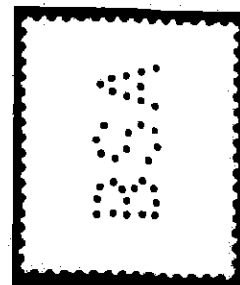
Two Perfin dies are known, both being found on stamps from vertical delivery coils.

Birmingham Small Arms (BSA for short).

The "*Birmingham Small Arms Company Ltd*" started life in Birmingham in 1861, formed from a Trade Association set up in 1854, no doubt influenced by the Crimean War. The stated aim was to make 'guns by machinery', which they sold to the British Government.

The company later diversified, and in 1880 began to manufacture bicycles, motorcycles (1903), and motor cars (1907). Inevitable during the two world wars there was a huge demand for their munitions, but their main peacetime activity was motor cycle production. Just one Perfin Die is known used by the company during the inter-war years.

1930-1939



B6490.04M

If anyone can add any more detail to any of the information presented, I would be pleased to hear from you!

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The Secretary of the GB Perfin Society, Steve Steere sent Brian Sole details of the above article which appeared in their December "GB Perfin Society Bulletin". Brian contacted their Editor, Maurice Harp, who kindly gave his permission for us to reprint this in "Bicycle Stamp". They request any of our members who have any further information to please forward this to their Editor - Maurice Harp