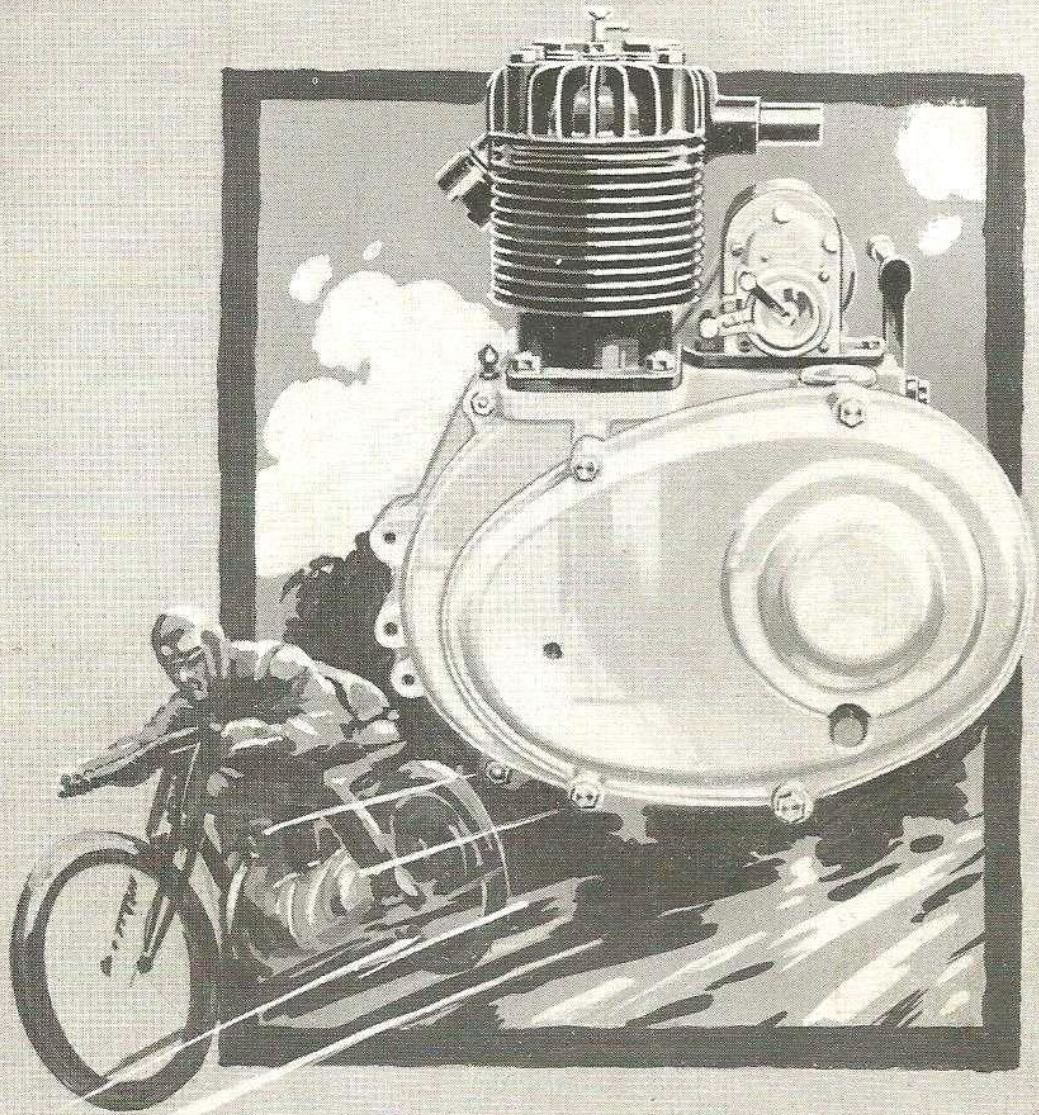
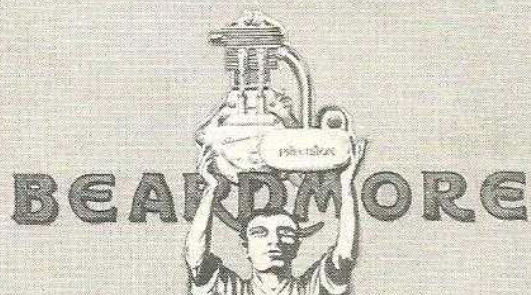


## Catalogue Beardmore Precision 1923 en anglais



BEARDMORE  
PRECISION





# Beardmore-Precision

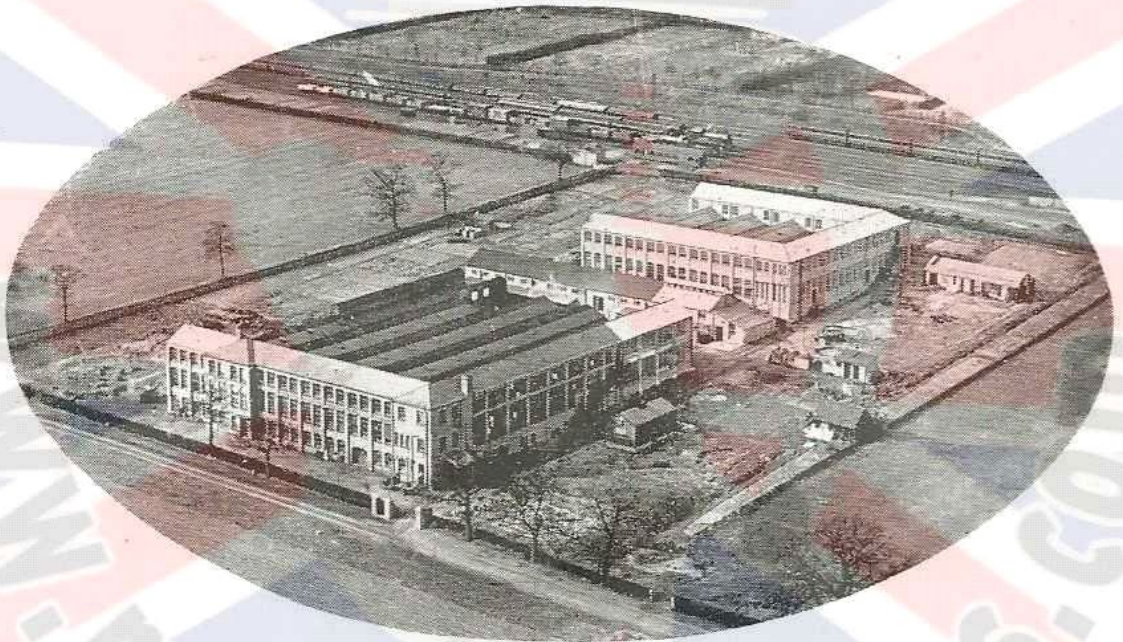
STEEL FRAME MOTOR BICYCLES

MAKERS :

**F. E. BAKER, LIMITED**  
PRECISION WORKS, KING'S NORTON  
BIRMINGHAM

---

Telegrams : "Bachuck, King's Norton."  
Telephone : 184 & 185, King's Norton.



View of Precision Works  
taken from an Aeroplane

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LONDON DEPOT: Beardmore Motors, Ltd.  
112, Great Portland Street, W.C.1.  
Telegrams : "Ausdaimo, Wesdo, London."  
Telephone: Museum 550.    ::    ::    ::    ::

## SEASON 1923.

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**F**ROM the year of its introduction, in 1919, the makers of the BEARDMORE-PRECISION MOTOR BICYCLE have spared neither effort nor outlay to ensure the highest perfection in appearance and reliability.

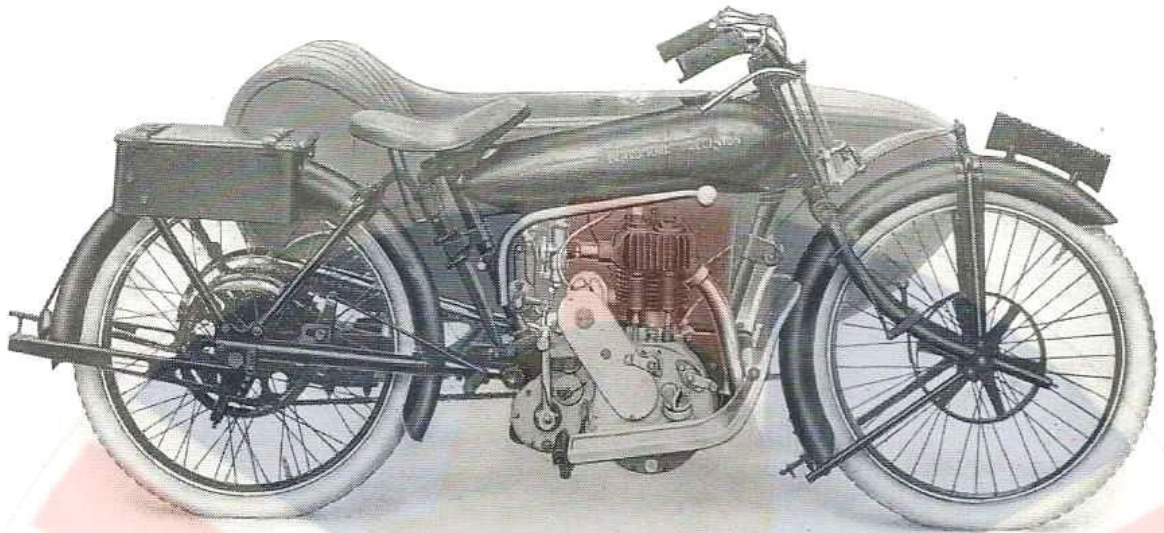
The process of development has been facilitated by the association of F. E. Baker, Limited, with the Beardmore Aero Engine Limited, London, and Messrs. Wm. Beardmore & Co., Limited, Glasgow, which has placed at the disposal of the designers and manufacturers technical resources of unrivalled character.

The gradual development of manufacturing processes, supported by adequate financial resources, have permitted the entire elimination of castings of inferior metal in the frame construction. The BEARDMORE-PRECISION is unique, inasmuch that, apart from the engine and gear-box unit, it is built entirely of steel. Its general appearance is characterized by an absence of superfluous attachments or redundant struts.

For the current season the BEARDMORE-PRECISION Bicycle is produced in types which appeal to every class of user, *i.e.*,  $4\frac{1}{4}$  h.p. Touring Models with full spring frame and with rigid frame, a  $3\frac{1}{2}$  h.p. Sports Model, and a  $2\frac{3}{4}$  h.p. Touring Model, each Model being produced either as a solo machine or side-car combination.

The machines have amply demonstrated their strength, power and speed in Reliability Trials and Hill Climbs, resulting in a long record of successes won during the past season.

# Beardmore-Precision



4 $\frac{1}{4}$  h.p. Model, Type C.

**Beardmore-Precision  
Steel Spring Frame  
598 c.c. Combination.**

**Price - - £105**

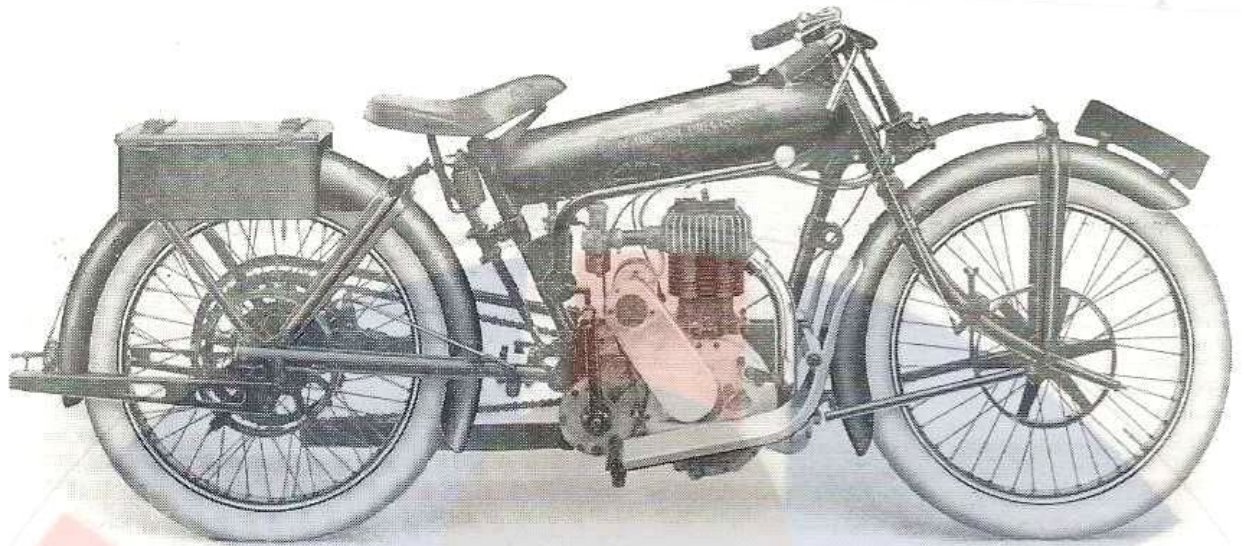
This model is claimed by us to be the most advanced example of English Motor Cycle design for heavy touring purposes, either as a Solo or Sidecar machine.

It should be noted that the axle of the Sidecar is sprung, consequently the occupant is insulated from road shocks by two systems of springing and thus enjoys a degree of comfort unknown to the

## SPECIFICATION.

<b>Engine</b>	Single cylinder, four stroke 89×96—598 c.c.			
<b>H.P.</b>	A.C.U. Rating, 5.98.			
<b>Gear-box</b>	Integral with crank case with Sturmey. Archer three-speed gear.			
<b>Gear Ratios</b>	Top	Middle	Low	Alternate Low (if specified).
<b>Touring Body</b>	5.5.	9	14.64	17.87
<b>Sports Body</b>	5	8.16	13.11	16.25
<b>Magneto</b>	B.T.H.			
<b>Carburettor</b>	B. & B. or AMAC.			
<b>Transmission</b>	All-chain, with shock absorber.			
<b>Brakes</b>	External contracting bands.			
<b>Handlebars</b>	Touring—upturned. Sports—flat.			
<b>Footboards</b>	Of aluminium, ample dimensions, swept upwards.			
<b>Springing</b>	Cantilever front and rear.			
<b>Lubrication</b>	Automatic—Beardmore-Precision system.			
<b>Oil Capacity</b>	Three pints.			
<b>Petrol Tank</b>	Integral with frame; capacity, two gallons			
<b>Tyres</b>	Dunlop light-car type, 700×80.			
<b>Wheelbase</b>	54 $\frac{1}{2}$ in.			
<b>Side-car</b>	Special Beardmore-Precision type with spring axle. Touring body coach-painted with locker.			
<b>Equipment</b>	Inflator, repair outfit, spare valve, plug and			

# Beardmore-Precision



4 $\frac{1}{4}$  h.p. Model, Type C.

**Beardmore-Precision  
Steel Spring Frame  
598 c.c. Solo.**

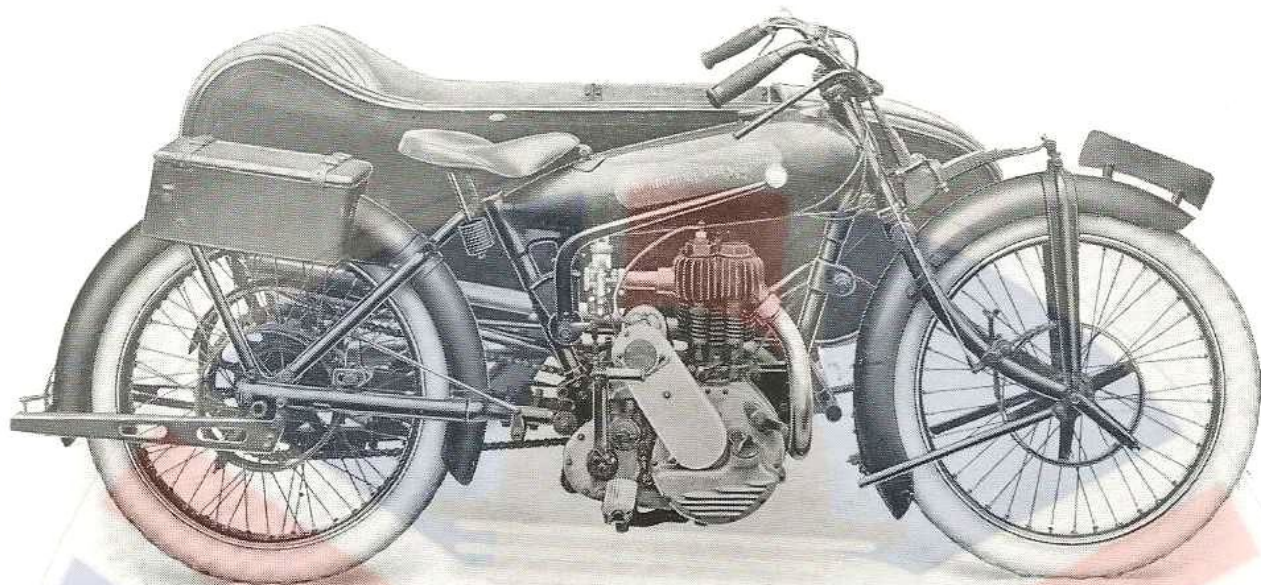
**Price - - £80**

In its general specification this Machine is in accordance with accepted practice—namely—large single cylinder Engine, three-speed gear, light car tyres and all-chain

## SPECIFICATION.

<b>Engine</b>	Single cylinder, four stroke .89 x .96 = 598 c.c.			
<b>H.P.</b>	A.C.U. Rating, 5.98.			
<b>Gear-box</b>	Integral with crank case, with Sturmey-Archer three-speed gear.			
<b>Gear Ratios</b>	Top	Middle	Low	Alternative Low (if specified)
	4.5	7.34	11.97	14.62
<b>Magneto</b>	B.T.H.			
<b>Carburetter</b>	B. & B. or AMAC.			
<b>Transmission</b>	All-chain, with shock absorber.			
<b>Brakes</b>	External contracting bands.			
<b>Handlebars</b>	Flat.			
<b>Foot-rests</b>	Adjustable as shown on 500 c.c. Sports Model.			
<b>Springing</b>	Cantilever front and rear.			
<b>Lubrication</b>	Automatic—Beardmore-Precision system.			
<b>Exhaust</b>	"Overtyp" pipe as shewn on 500 c.c. Sports Model.			
<b>Oil Capacity</b>	Three pints.			
<b>Petrol Tank</b>	Integral with frame; Capacity, two gallons*			
<b>Tyres</b>	Dunlop light-car type, 700 x 80.			

# Beardmore-Precision



4 $\frac{1}{4}$  h.p. Rigid Model, Type C.R.

**Beardmore-Precision  
Steel Spring Frame  
598 c.c. Combination.**

**Price - - £100**

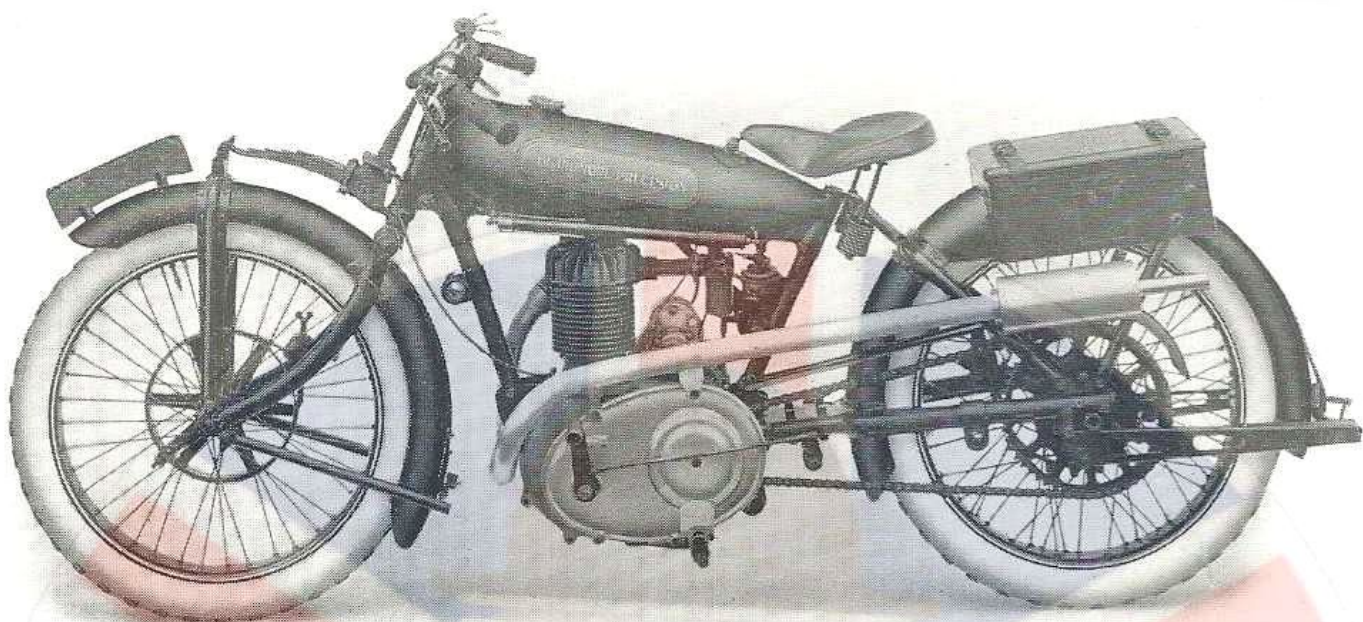
In introducing this new Model, the makers have every confidence that it will fully and satisfactorily meet the demand for a high-grade full-powered motor bicycle, or family combination, at the lowest possible price consistent with quality,

## SPECIFICATION.

<b>Engine</b>	Single cylinder, four stroke, air-cooled.
<b>Bore</b>	89 × 96 = 598 c.c.
<b>H.P.</b>	A.C.U. rating, 5.98 h.p.
<b>Magneto</b>	Driven by enclosed chain.
<b>Carburettor</b>	Brown and Barlow or Amac.
<b>Crankshaft</b>	Built-up type; drop forged flywheel and running on duplex ball bearings.
<b>Connecting Rod</b>	Nickel chrome drop forging, with case-hardened bush for roller bearing big end.
<b>Gudgeon Pin</b>	Driving, fit in piston, and working in phosphor-bronze bush in connecting rod.
<b>Piston</b>	Cast-iron.
<b>Cylinder</b>	Cast-iron, with detachable cast-iron head.
<b>Decompressor</b>	Sliding rocker type, foot operated.
<b>Exhaust Lifter Valve</b>	Hand operated.
<b>Lubrication</b>	Rotary pump to distributing chamber; supply adjustable by needle valve to suit climatic conditions.
<b>Clutch</b>	Plate type, Ferodo insets: operated by lever in handlebar.
<b>3-speed Gear</b>	Sturmev-Archer countershaft gear.
<b>Ratios</b>	Alternate Top. Mid. Low. Low.
<b>Transmission</b>	Touring model sidecar 5 $\frac{1}{2}$ 9 14 $\frac{1}{2}$ 17.87 By chains throughout; cush drive in back wheel.
<b>Brakes</b>	Band, Ferodo lined, external contracting on steel drums; hand operated on front wheel, foot operated on back wheel.
<b>Springing</b>	Cantilever to front wheel.
<b>Petrol Tank</b>	Steel pressing, integral with frame.
<b>Capacity</b>	2 gallons.
<b>Oil Capacity</b>	3 pints, carried in engine sump.
<b>Tyres</b>	Dunlop, 700 × 8c.



# Beardmore-Precision



4 $\frac{1}{4}$  h.p. Rigid Model, Type C.R.

**Beardmore-Precision  
Steel Spring Frame  
598 c.c. Solo.**

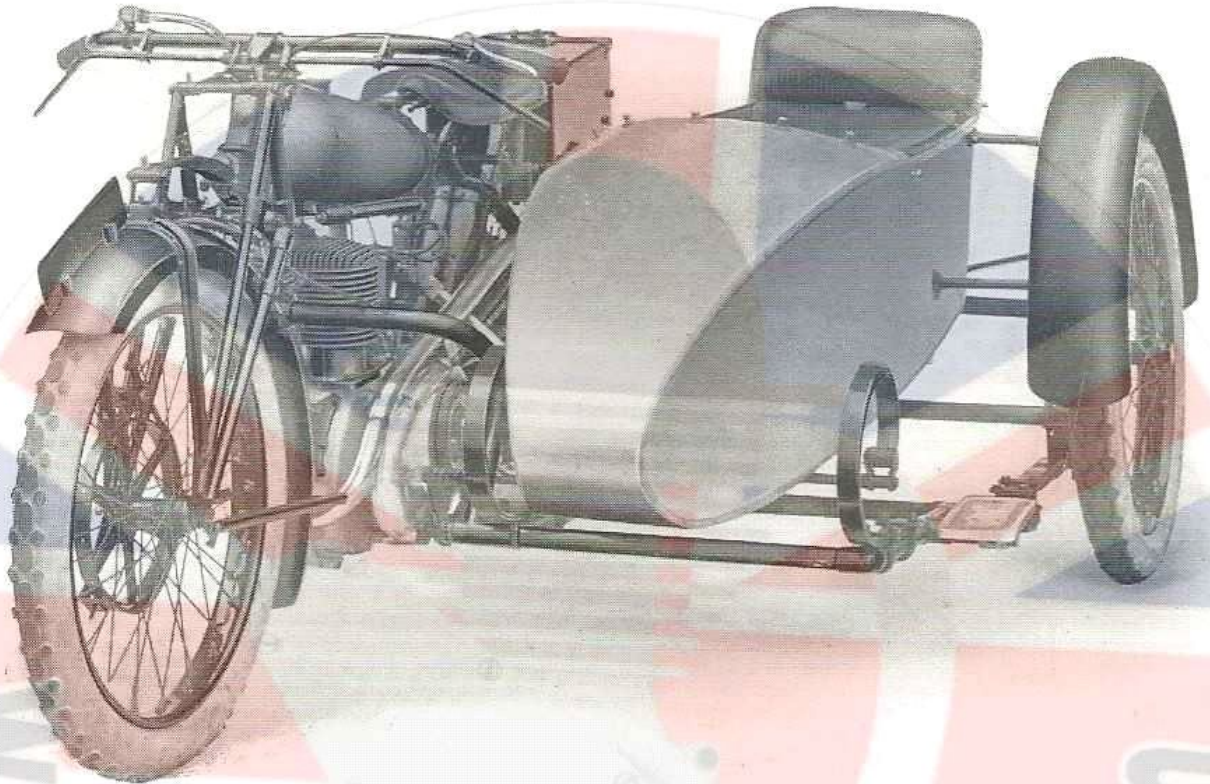
**Price - - £75**

The rigid frame "Beardmore-Precision" is identical with its famous spring frame predecessor, with the exception that the back wheel of the motor bicycle is not sprung, and the equipment, as regards footboards and silencing arrangements, is slightly less elaborate. In other respects it is identical with the remarkably successful 'C' Type "Beardmore-Precision," which competed with such

## SPECIFICATION.

<b>Engine</b>	Single cylinder, four-stroke, air-cooled.
<b>Bore</b>	89 × 95 = 598 c.c.
<b>H.P.</b>	A.C.U. rating, 5.98 h.p.
<b>Magneto</b>	Driven by enclosed chain.
<b>Carburetter</b>	Brown and Barlow or Amac.
<b>Crankshaft</b>	Built-up type; dropped forged flywheels, and running on duplex ball bearings.
<b>Connecting Rod</b>	Nickel chrome drop forging, with case-hardened bush for roller bearing big end.
<b>Gudgeon Pin</b>	Driving, fit in piston, and working in phosphor-bronze bush in connecting rod.
<b>Piston</b>	Cast-iron.
<b>Cylinder</b>	Cast-iron, with detachable cast-iron head.
<b>Decompressor</b>	Sliding rocker type, foot operated.
<b>Exhaust Lifter</b>	
<b>Valve</b>	Hand operated.
<b>Lubrication</b>	Rotary pump to distributing chamber; supply adjustable by needle valve to suit climatic conditions.
<b>Clutch</b>	Plate type, Ferodo insets, operated by lever on handle-bar.
<b>3-speed Gear</b>	Sturmey-Archer countershaft gear.
<b>Ratios</b>	Alternate Top. Middle. Low. Low.
<b>Transmission</b>	Solo ... .. 4 $\frac{1}{2}$ 7 $\frac{1}{2}$ 12 14.62 By chains throughout; cush drive in back wheel.
<b>Brakes</b>	Band, Ferodo lined, external contracting on steel drums; hand operated on front wheel, foot operated on back wheel.
<b>Springing</b>	Cantilever to front wheel.

# Beardmore-Precision



3½ h.p. Sports Model, Type E.

**Beardmore-Precision  
Steel Frame 500 c.c.  
Sports Combination.**

**Price - - £90**

The Frame of this Model follows the general lines of the 4¼ Model, but the riding position of the saddle is lower and the rear spring is eliminated.

As is usual with Beardmore-Precision Models, the bicycle

## SPECIFICATION.

<b>Engine</b>	Single cylinder, four stroke 81.1 × 96—496 c.c.			
<b>H.P.</b>	A.C.U. Rating, 4.96.			
<b>Gear-box</b>	Integral with crank case, with Sturmey-Archer three-speed gear.			
<b>Gear Ratios</b>	Top	Middle	Low	Alternate Low (if specified)
	5.89	9.6	15.58	19.13
<b>Magneto</b>	B.T.H.			
<b>Carburetter</b>	B. & B. or AMAC.			
<b>Transmission</b>	All-chain, with shock absorber.			
<b>Brakes</b>	External contracting bands.			
<b>Foot-rests</b>	Rubber pads, adjustable for position.			
<b>Handle-bars</b>	Flat.			
<b>Mudguards</b>	Detachable.			
<b>Front Fork</b>	Special link motion.			
<b>Exhaust</b>	"Overttype" pipe to rear, with expansion chamber.			
<b>Lubrication</b>	Automatic—Beardmore-Precision system.			
<b>Oil Capacity</b>	Three pints.			
<b>Petrol Tank</b>	Integral with frame; capacity, two gallons.			
<b>Tyres</b>	Dunlop light-car type, 700 × 80.			
<b>Wheel-base</b>	58 in.			

# Beardmore-Precision



3½ h.p. Sports Model, Type E.

**Beardmore-Precision**  
**Steel Frame**  
**500 c.c. Sports Solo.**

**Price** - - **£70**

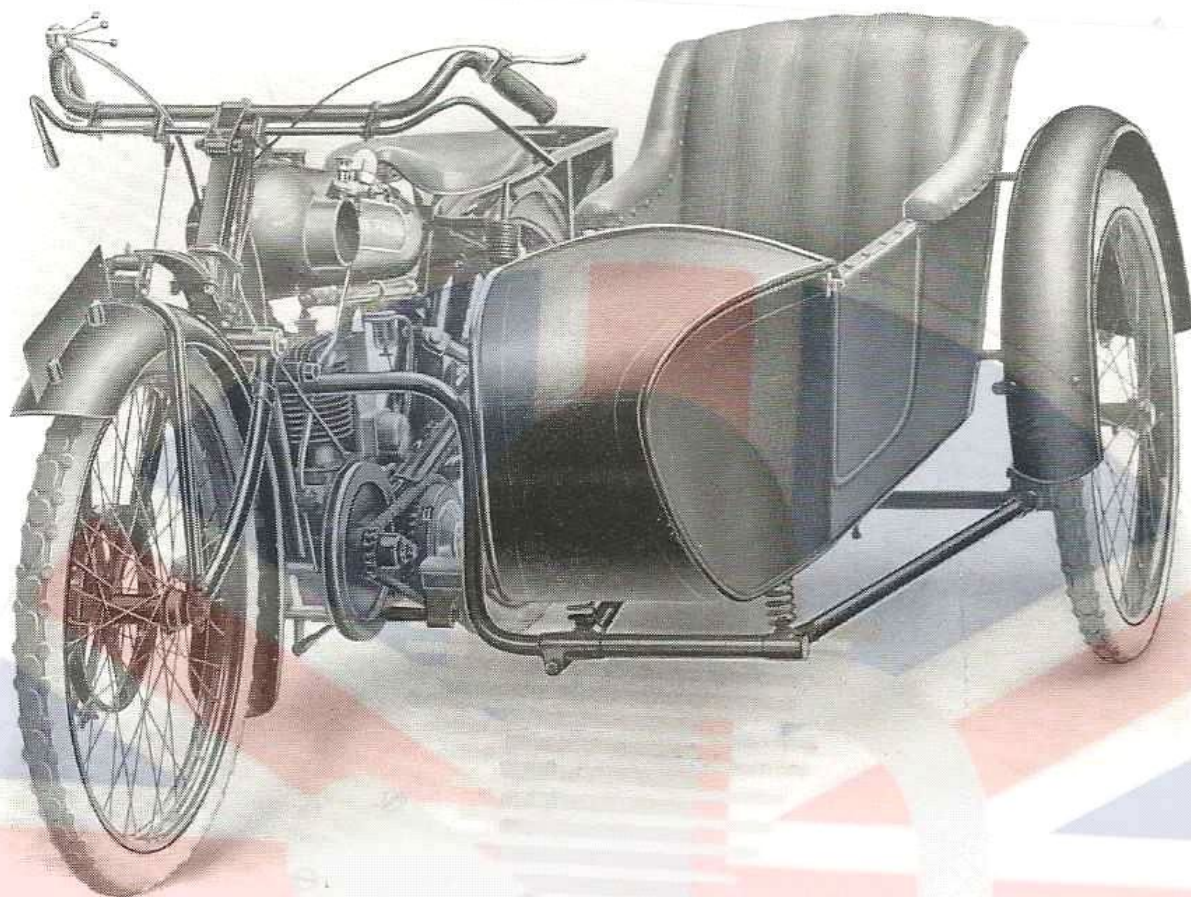
This Machine is a new introduction and is designed for sporting riders who wish to engage in speed contests with a utility machine which is capable of exceeding 60 miles per hour.

The type of fork employed provides the required angle and trail for high-speed duty while affording complete

## SPECIFICATION.

<b>Engine</b>	Single cylinder, four stroke 81.1 × 96 = 496 c.c.			
<b>H.P.</b>	A.C.U. Rating, 4.96.			
<b>Gear-box</b>	Integral with crank case with Sturmey-Archer three-speed gear.			
<b>Gear Ratios</b>	Top	Middle	Low	Alternative Low (if specified).
	4.89	7.98	13.01	15.89
<b>Close Gear Ratios if specified</b>	... 4.89	6.26	7.98	—
<b>Magneto</b>	B.T.H.			
<b>Carburetter</b>	B. & B. or AMAC.			
<b>Transmission</b>	All-chain, with shock absorber.			
<b>Brakes</b>	External contracting bands.			
<b>Foot-rests</b>	Rubber pads, adjustable for position.			
<b>Handle-bars</b>	Flat.			
<b>Mud-guards</b>	Detachable.			
<b>Front Fork</b>	Special link motion.			
<b>Exhaust</b>	"Overtyp" pipe to rear with expansion chamber.			
<b>Lubrication</b>	Automatic—Beardmore-Precision system.			
<b>Oil Capacity</b>	Three pints.			

# Beardmore-Precision



2 $\frac{3}{4}$  h.p. Model, Type D.

## Beardmore-Precision Steel Frame 350 c.c. Combination.

Price - - £75  
(With Precision Engine.)

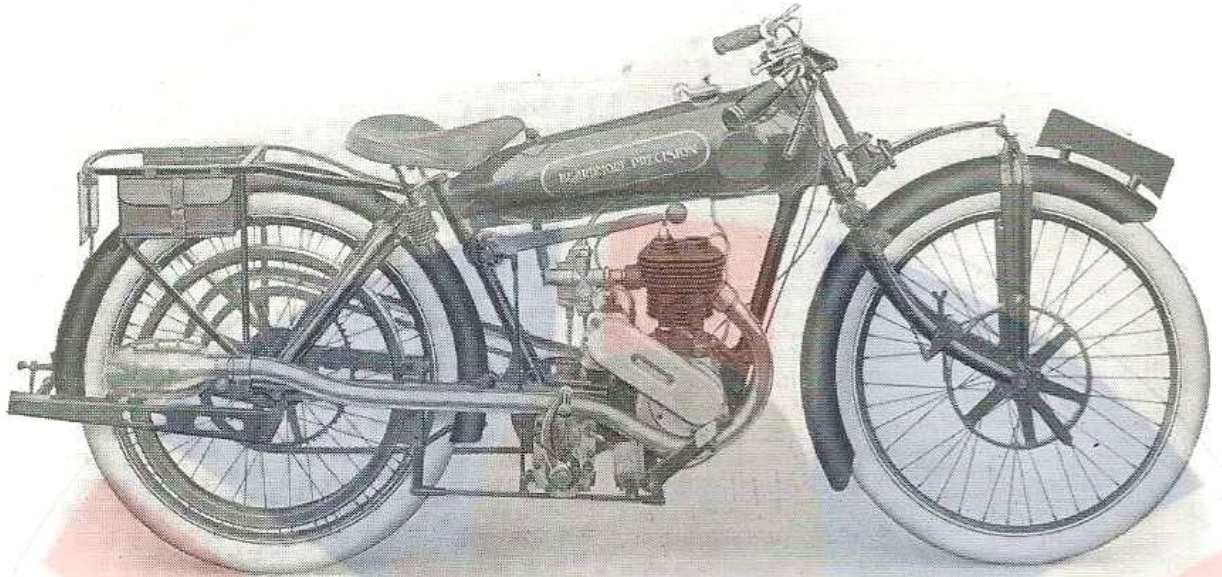
Price - - £90  
(With B. & S. Engine.)

In suitable districts, for light duties, this Machine provides a Side-car Combination of exceptional efficiency at an unusually low cost. The power weight ratio is good and, apart from ultimate speed, provides all the

## SPECIFICATION.

<b>Engine</b>	Single cylinder, four stroke 70 x 90 = 348 c.c.			
<b>H.P.</b>	A.C.U. Rating, 3.48 h.p.			
<b>Gear box</b>	Sturmey-Archer, three-speed.			
<b>Gear Ratios :</b>	Top	Middle	Low	Alternate Low (if specified).
	5.56	8.34	16.12	—
Alternate Gears (if specified)	5.56	9.07	17.79	..
When fitted with B. & S. Engine	5.93	8.89	17.19	—
Alternate gears (if specified)	5.93	9.6	18.07	—
<b>Magneto</b>	B.T.H.			
<b>Carburetter</b>	B. & B. or AMAC.			
<b>Transmission</b>	All-chain, with shock absorber or chain-cum-belt.			
<b>Brakes</b>	External Contracting band on front, Fibrax block rear.			
<b>Foot-rests</b>	Rubber pads.			
<b>Handle-bars</b>	Raised.			
<b>Springing</b>	Cantilever front.			
<b>Exhaust</b>	Long pipe to rear with expansion chamber.			
<b>Lubrication</b>	Pump spring loaded for automatic discharge.			
<b>Oil Capacity</b>	Two pints.			
<b>Petrol Tank</b>	Integral with frame, capacity 1 $\frac{3}{4}$ gallons.			
<b>Tyres</b>	Dunlop 26 in. x 2 $\frac{1}{2}$ in. When fitted with B. & S. engine—Dunlop 26 in. x 2 $\frac{1}{2}$ in.			

# Beardmore-Precision



2 $\frac{3}{4}$  h.p. Model, Type D.

**Beardmore-Precision  
Steel Frame  
350 c.c. Solo.**

**Price - - £57 10s.**  
(With Precision Engine.)

**Price Two Speed - £55**  
(Chain cum-belt-drive with  
Precision Engine.) . . .

**Price - - £73**  
(With B. & S. Engine.)

This Model has been offered to the public during the past year fitted with a two-stroke Engine or with a Barr and Stroud Engine. With this latter it obtained more awards than all other makes

## SPECIFICATION.

<b>Engine</b>	Single Cylinder four-stroke, 70 x 90 = 348 c.c		
<b>H.P.</b>	A.C.U. Rating, 3.48h p.		
<b>Gear-box</b>	Sturmey-Archer Three-speed.		
<b>Gear Ratios</b>	Top	Middle	Low
	5.56	8.34	16.12
Alternate gears (if specified) . . .	5.56	9.07	17.79
When fitted with B. & S. Engine	4.78	7.17	13.86
Alternate gears (if specified) . . .	4.78	7.74	15.29
When fitted with 2-speed gear. . .	5.69	—	10.24
Alternate gears (if specified) . . .	5.69	—	15.76
<b>Magneto</b>	B.T.H.		
<b>Carburetter</b>	B. & B. or AMAC.		
<b>Transmission</b>	All chain with shock absorber but chain-cum-belt for Two Speed Model.		
<b>Brakes</b>	External contracting band on front, fibrax block rear.		
<b>Foot-rests</b>	Rubber pads.		
<b>Handle-Bars</b>	Flat.		
<b>Springing</b>	Cantilever front.		
<b>Exhaust</b>	Long pipe to rear with expansion chamber.		
<b>Lubrication</b>	Pump spring loaded for automatic discharge.		
<b>Oil Capacity</b>	Two pints.		
<b>Petrol Tank</b>	Integral with frame, Capacity 1 $\frac{3}{4}$ gallons.		

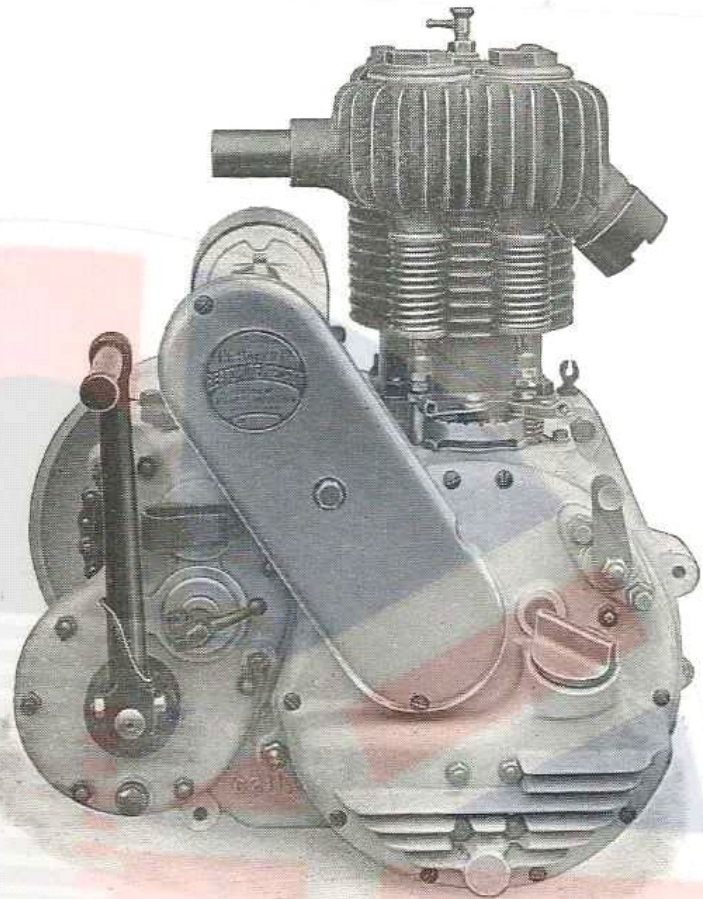
# Beardmore-Precision

## Beardmore-Precision Engines.

The engines fitted to the  $4\frac{1}{4}$  H.P. model and the  $3\frac{1}{2}$  H.P. model are practically identical in external appearance. The design and practice followed in the crank chamber is identical, the only difference being the necessary modification of the fly-wheel weights and the contours of the cams.

It will be observed that unit construction is followed, that is, the gear box and engine base are incorporated in the same casting—a desirable feature that is one of the main features of the BEARDMORE-PRECISION.

Although both gear and engine base are embodied in the same casting, access to either unit is afforded without interfering with the other, that is, gears can be examined or replaced without interfering with the engine, or the timing gear of the engine can be approached without reference to the gear box.



### SPECIFICATION.

**Cylinder.** Of simple design with detachable cast iron head.

**Piston.** Cast iron with three rings. Gudgeon Pin is pressed in, with brass end caps fitted.

**Valves.** Side by side, interchangeable.

**Connecting Rod.** Drop forging, of nickel chrome steel, carrying a phosphor bronze bush on the small end, and a double row roller bearing at the big end.

**Flywheels.** Drop forged, integral with main shafts, carrying double row ball bearing on driving side, and single row bearing on timing gear side.

**Timing Gear.** Separate exhaust and inlet cams, each integral with its wheel, which operate adjustable tappets by intermediate levers.



# Beardmore Precision

## Precision E.23 Type Engine.

This is a single cylinder, four-stroke of 496 c.c. capacity, bore and stroke 81.1 x 96 m/m. It is built largely upon the lines of the Standard Precision 4½ h.p. which has proved so uniformly successful and has established such an excellent reputation for absolute reliability. The following is a brief specification :—

**Cylinder.** Specially designed, integral with cylinder head.

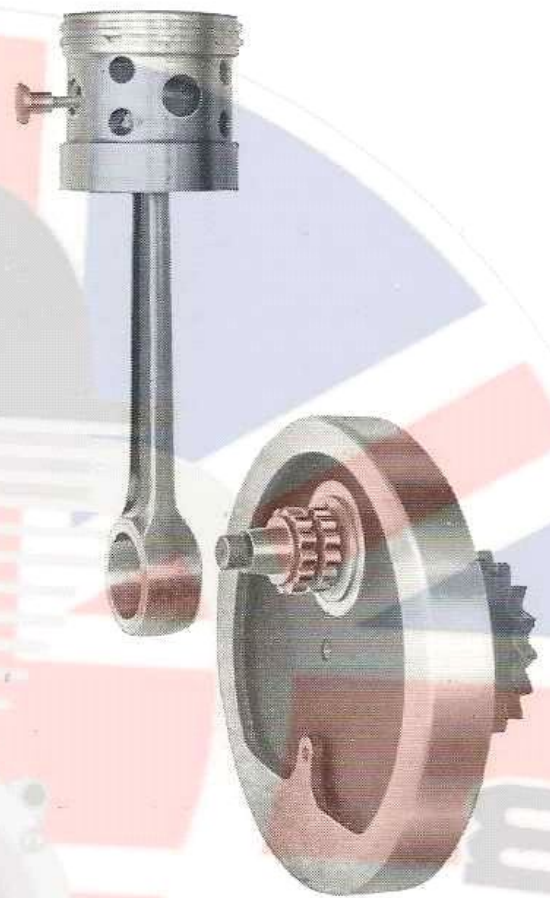
**Piston.** Cast iron, with two rings. Gudgeon pin floats in phosphor bronze bushes and end play is limited by a patented system of end caps.

**Valves.** Side by side, interchangeable.

**Connecting Rod.** Drop forging, of nickel chrome steel, carrying a phosphor bronze bush on the small end, and a double row roller bearing at the big end.

**Flywheels.** Drop forged, integral with main shafts, carrying double row ball bearing on driving side and single row bearing on timing gear side.

**Timing Gear.** Separate exhaust and inlet cams, each integral with its wheel, which operate adjustable tappets by intermediate levers, so arranged that the thrust is as direct as possible. The wheels are



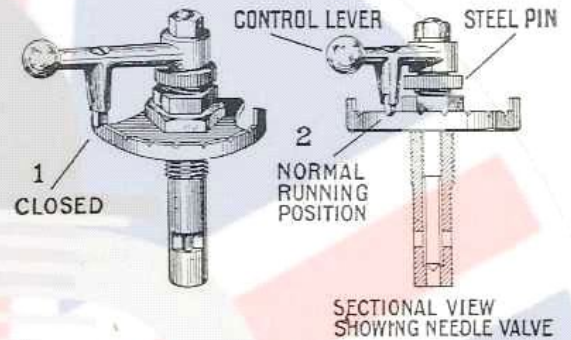
# Beardmore Precision

## Engine Lubrication.

This is accomplished in the C and E type engines by an unique system of extreme simplicity and efficiency. Its application has brought the motor cycle power unit into line with motor car practice, and removed the responsibility of the driver for correct lubrication. A marked economy in the consumption of oil is obtained. The system is adequately indicated by the accompanying illustration.

It will be noted that a large supply of oil is carried in the engine base and provision made for its automatic and continuous supply during the time the engine is running, and during that time only. The timing case and its cover are made rather larger and deeper than usual, and additional space is provided by communication with a chamber under the gear box, the whole of the space affording provision for carrying three pints of oil. The large filler cap is conveniently placed and so arranged that the quantity of oil in the chamber can be seen at a glance.

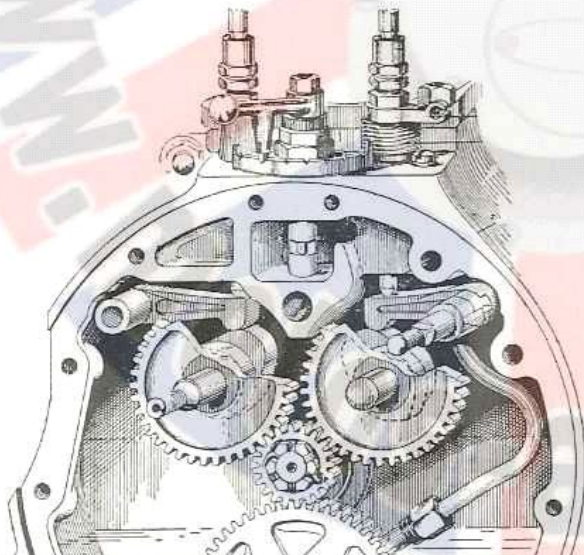
A pump of the sliding vane type—gear driven at about one-third engine speed and so placed that its inlet is at all times submerged—delivers oil from the bottom of the oil chamber to a small pocket at the top of the timing cover. From this pocket the oil passes through a regulating needle valve and thence through a non-return valve to the crank chamber to provide splash lubrication in the usual way. The regulating valve is adjusted by means of a lever engaging with a quadrant. The quadrant is so arranged that when the lever is engaged with the second notch from the left the adjustment is correct for normal running. Other definitely marked notches give increased supply of oil for exceptional circumstances, such as heavy hill-climbing in hot weather.



### Control of Lubrication.

The needle valve is controlled from the saddle, but in a general way and for ordinary touring speeds, it is not necessary to move the controlling lever from the standard setting. Reference to the illustration will show that there is a quadrant placed between the valves of the engine with a projecting control lever. It is not necessary for ordinary touring speeds to set the control lever beyond the second notch from the left on the quadrant. The first notch is the closed position.

The control lever fits on a taper and if it is desired to set the lubricating system, the control lever is removed and the steel pin, which has a knurled edge, should be screwed down finger-tight. The lever should then be put back in position with the engaging ratchet in the first notch and nutted down tightly. It should then be opened out to the next



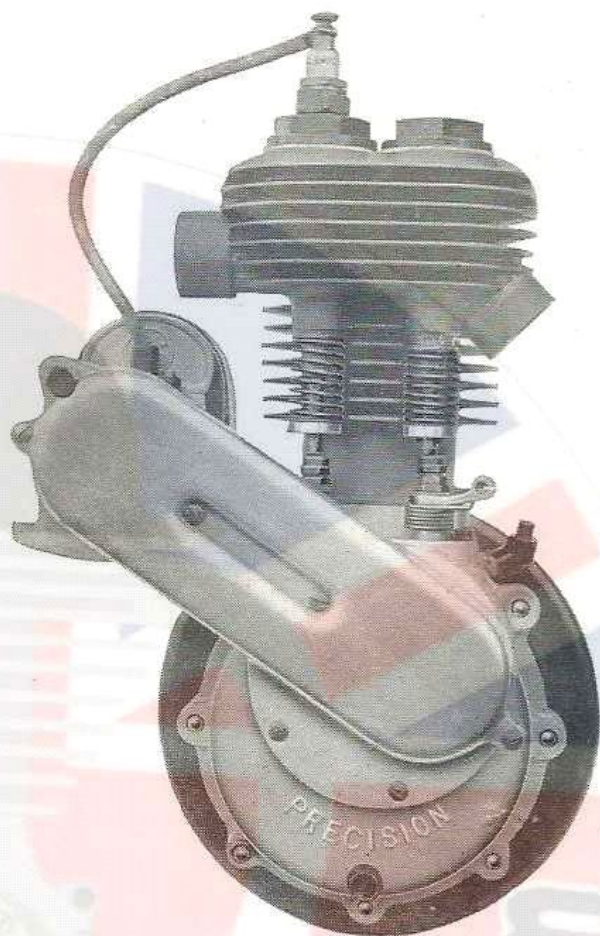


# Beardmore Precision

## Precision D.23 Type Engine.

A single cylinder, four-stroke of 348 c.c capacity, bore and stroke  $70 \times 90$  m/m. This is an entirely new production, especially designed for the now popular light-weights.

Exhaustive tests have proved its power, consistent running and reliability, and there is little doubt but that it will quickly win a high place in public favour.



The following is a brief Specification:—

**Cylinder.** Specially designed, integral with cylinder head.

**Piston.** Cast Iron with two rings. Gudgeon pin floats in phosphor-bronze bushes, and end play is limited by a patented system of end caps.

**Valves.** Side by side, interchangeable.

**Connecting Rod.** Drop forging, of nickel chrome steel, carrying a phosphor-bronze bush on the small end, and a double roller bearing on the big end.

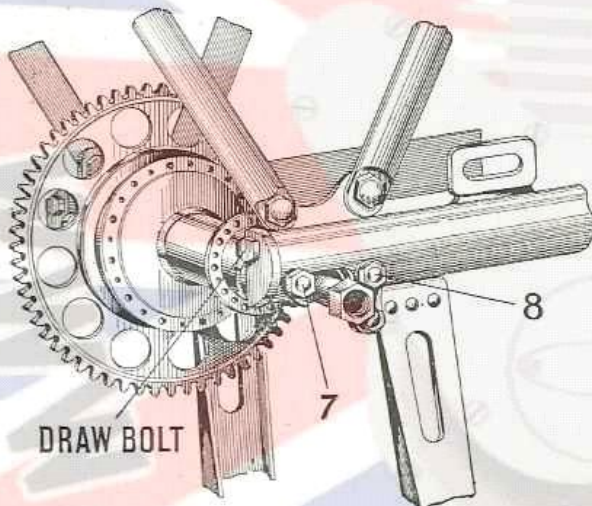
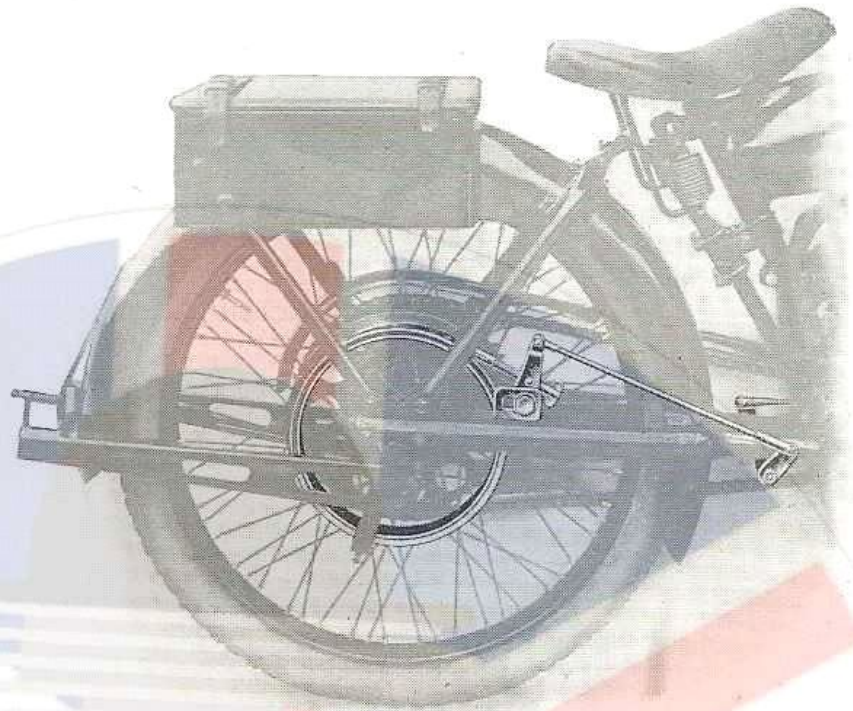
**Crankshaft.** Drop forged, integral with balance weights, carried on ball bearings

# Beardmore Precision

## Brakes.

For  $4\frac{1}{4}$  h.p. and  $3\frac{1}{2}$  h.p. Models.

Two Brakes are provided, one operating on each wheel. Both are contracting band-brakes, lined with Ferodo, acting on steel drums. The one to the front wheel is operated by what is known as a rolling lever on the right-hand side of the bicycle, and the one to the rear wheel by a pedal on the left-hand side of the machine. Owing to their smooth, yet powerful action, either brake will control the machine under any condition, without any tendency to skid the machine or lock the wheels.



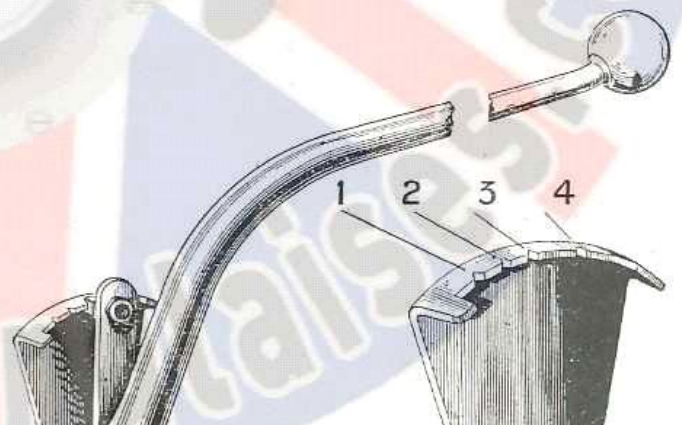
## Chain Adjustment.

The chain is adjusted in the usual manner by draw-bolts. It will be observed that the nuts which hold the wheel itself are not disturbed, but the two smaller nuts on each fork-end, Numbered 7 and 8, in the drawing.

## Three-speed Gear Control.

For  $4\frac{1}{4}$  h.p. and  $3\frac{1}{2}$  h.p. Models.

This is a special fitment designed in conjunction with the BEARDMORE-



# Beardmore-Precision



## The Steel Spring Frame of the Beardmore-Precision 4 $\frac{1}{4}$ h.p. Model.

Shown separately, the merit and simplicity of its construction is at once apparent. The ordinary tubular compression and tension members at the top of the frame and the loose tank for petrol and oil have been discarded, the whole of these being replaced by one single member. The mudguards, rolled from a heavy gauge steel, also form essential members of the frame. The entire absence of non-essential and redundant struts make cleaning a much simpler process than is usually the case.

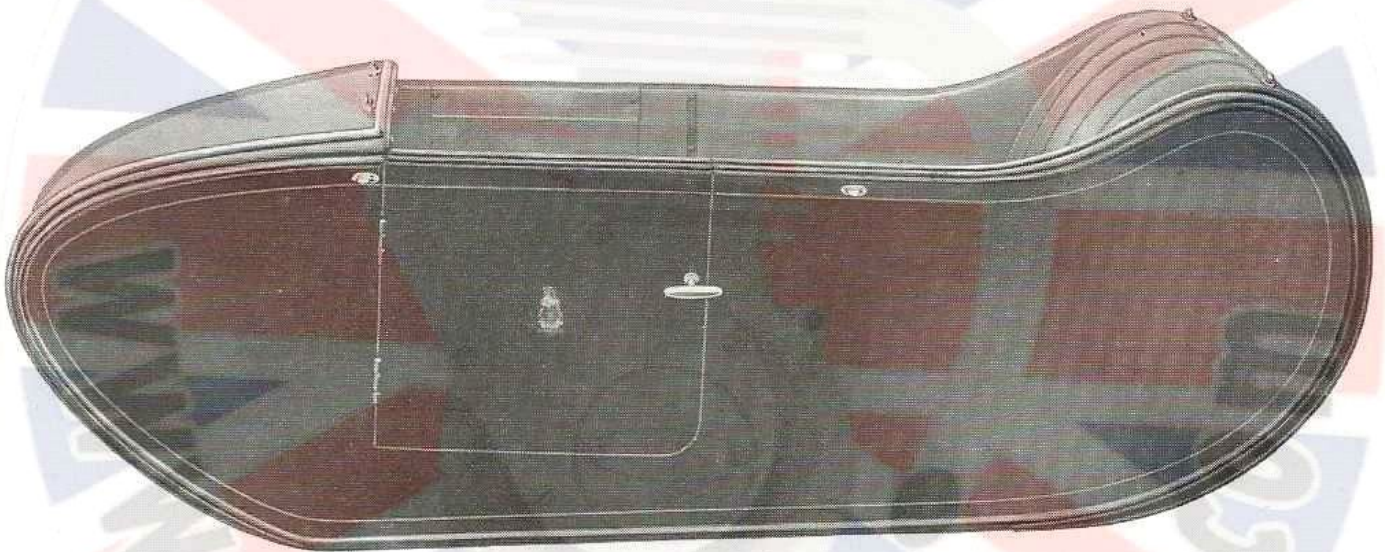


# Beardmore Precision

## SIDE-CAR BODIES.



Sports Model.

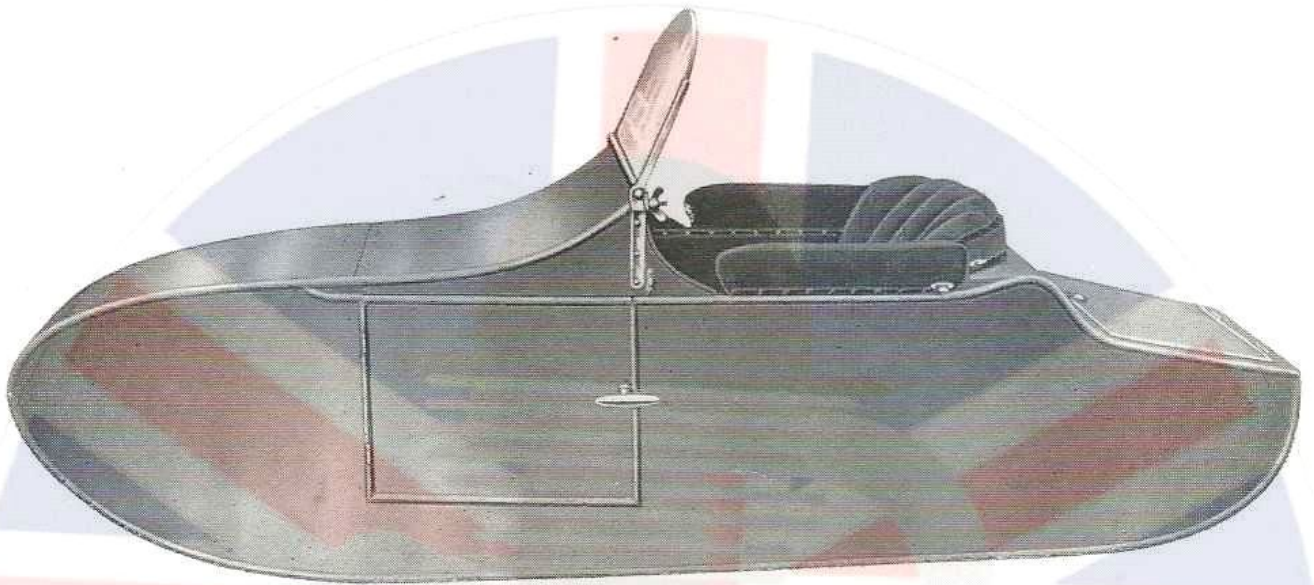


Standard Touring.



# Beardmore-Precision

## Side-car Body "De Luxe."

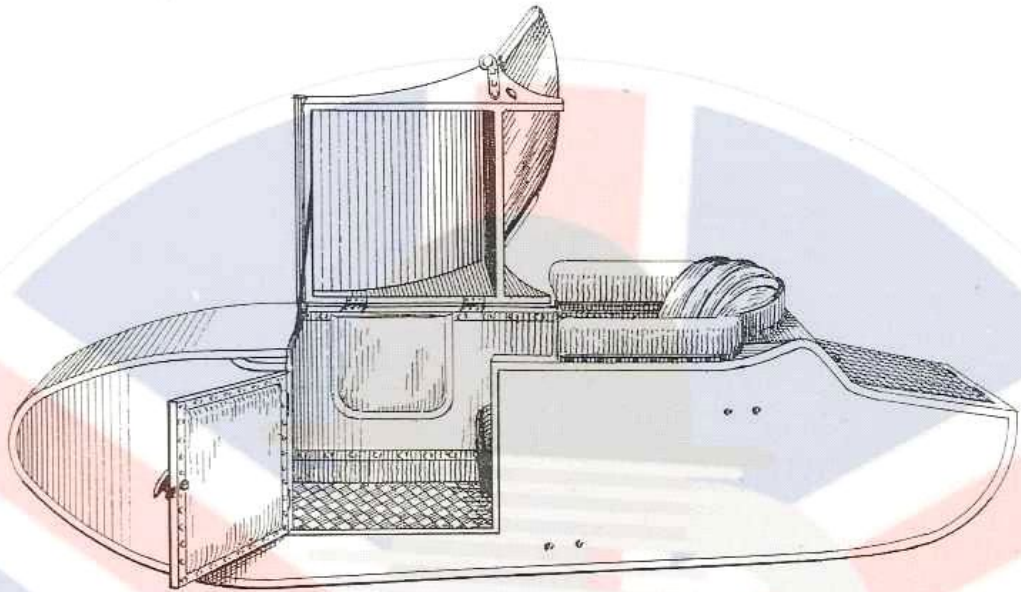


This is an exceptionally well-finished body of strong construction, upholstered in Bedford cord, with all the panelling made of stout gauge aluminium, finely polished. It was shewn for the first time at the 1922 Exhibition at Olympia, and was exceptionally well received. It can be fitted to the "C" Type  $4\frac{1}{4}$  h.p. Spring Frame Model, the "C R" Type  $4\frac{1}{4}$  h.p. Rigid Frame Model, and the "E" Type  $3\frac{1}{2}$  h.p. Sports Model, at a cost of £5 more than the Standard Touring Model, the price of the Combinations, when so fitted, being as follows—

"C" Type  $4\frac{1}{4}$  h.p. Spring Frame    £110

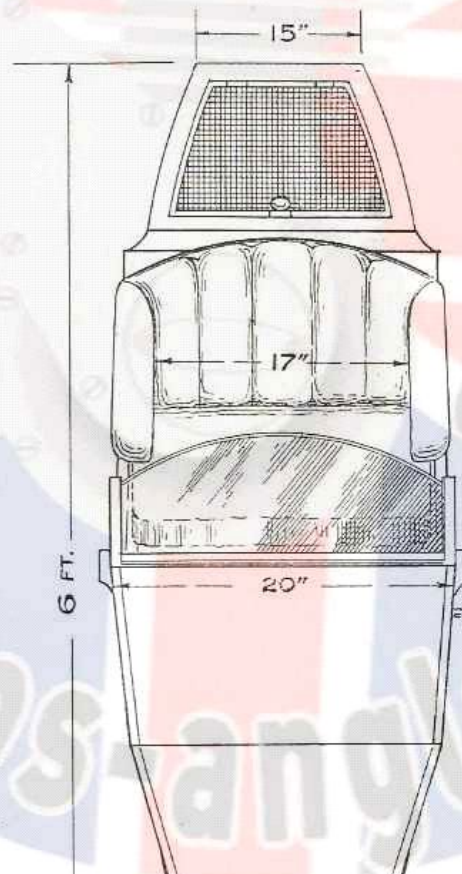
# Beardmore Precision

## Side-car Body "De Luxe."



This Side-car Body is entitled to rank as the handsomest and the most comfortable yet offered to the public.

As will be seen from the diagram, the top lifts up sedan fashion, thus allowing perfect freedom and ease in getting in or out.



A capacious locker extends under the seat, and provides ample accommodation for a reasonable bulk of touring impedimenta.

The windscreen is adjustable at any angle, and is of sufficient height to afford real protection to the

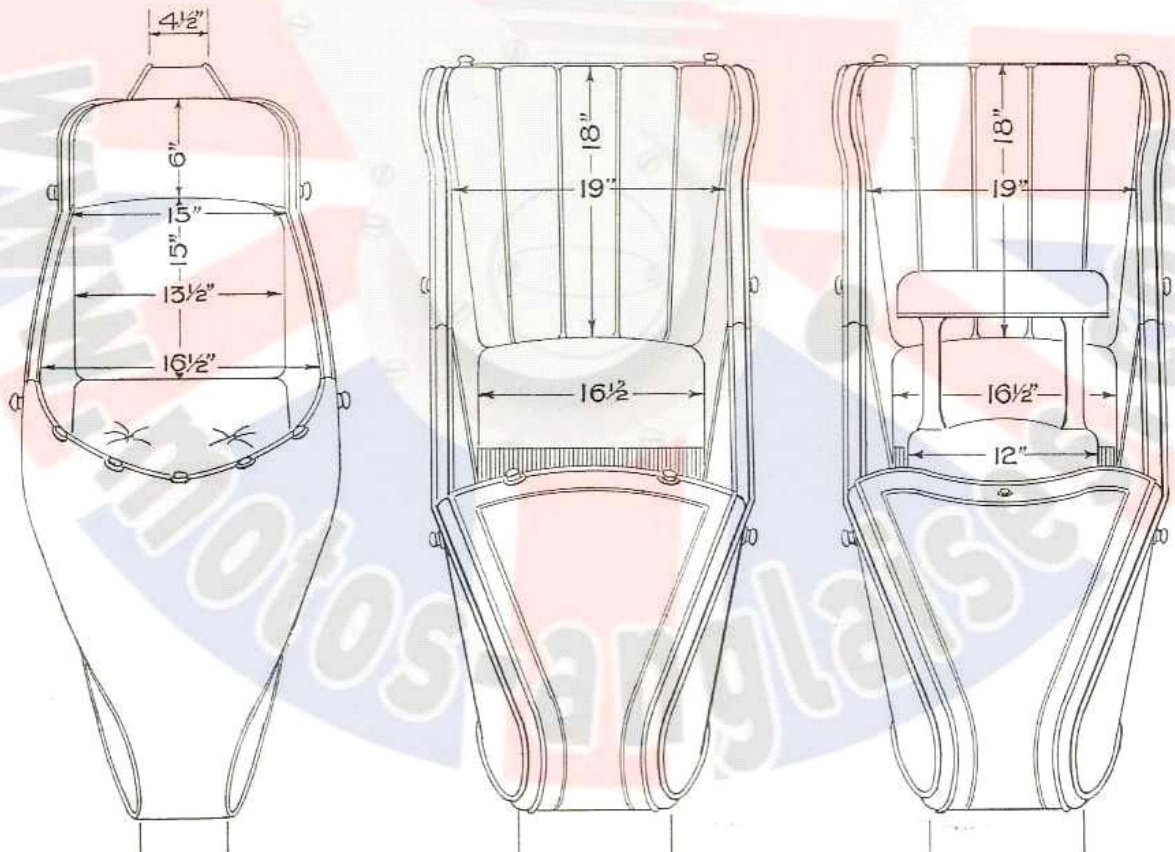
# Beardmore-Precision

## Sidecar Bodies.

The Sidecar bodies illustrated on the preceding pages have been designed with the especial object of securing a comfortable space and position for the occupant, together with a handsome exterior and the avoidance of unnecessary bulk and weight. Every likely requirement is provided for in these three models—the sporting Motor Cyclist will find in the light Aluminium body of the Sports Model ample room for his passenger, who is enabled to recline in an easy position, giving the smallest possible wind resistance. The standard Touring body is roomy and exceptionally comfortable, and, mounted on the special side-car chassis constructed to suit the action of the "Beardmore-Precision" Spring Frame, smooth and easy travelling is assured. The Two-Seater gives ample accommodation for an adult and a second passenger up to the age of 12 or 14 years.

### THE "DORWAY" COLLAPSIBLE SIDE-CAR.

For the convenience of customers who are hampered by narrow entrances and doorways of insufficient width to allow free passage for a Side-car, we shall be pleased to fit on either the 500 c.c. Model or the 350 c.c. the "Dorway" Collapsible Side-car (which permits the Machine to be wheeled through a 28" doorway) at an extra charge of £5 over and above the standard price.



# Beardmore-Precision

## Competitions and their Effects.

An important factor in the development of English Motor Cycles in general, and the BEARDMORE-PRECISION in particular, is the large number of Reliability Trials which are organised throughout the British Isles. Roads are selected containing steep gradients and rough surfaces—in some cases the Trial courses will consist of little used agricultural tracks, and sometimes of roads which are merely Roman foundations. Colonial riders who compete in these Trials state that as a test of durability and strength they exceed the requirements of their own conditions or of their own competitions.

The BEARDMORE-PRECISION has been uniformly successful during the past Season and in big national Trials has secured premier awards with only one machine of each class competing, when frequently other manufacturers enter up to half-a-dozen machines.

During the year over one hundred awards have been secured, these include:—

**17 Premier Awards and Cups.**

**54 GOLD MEDALS.**

In two Classic performances, namely, the English Six Days' and the Scottish Two Days' Trials, the following results were obtained:—

### ENGLISH SIX DAYS' TRIALS.

One  $4\frac{1}{4}$  h.p. Combination entered:—

**GOLD MEDAL awarded.**

One  $4\frac{1}{4}$  h.p. Solo machine entered:—

**GOLD MEDAL awarded.**

This Trial was terminated at Brooklands, when the following speeds were obtained:—

$4\frac{1}{4}$ h.p. Combination	...	...	37.43 m.p.h.
$4\frac{1}{4}$ h.p. Solo	...	...	47.96 m.p.h.

### SCOTTISH TWO DAYS' TRIAL.

Entered:—

One  $4\frac{1}{4}$  h.p. Sidecar Combination.

Two  $2\frac{3}{4}$  h.p., Barr & Stroud Solo machines.

Each machine was awarded a GOLD MEDAL, and, collectively, the manufacturers'



# Beardmore Precision

## Some 1922 Successes.

March 15th	A.C.U. Stock Trial ....	S. Warne	1st Class Certificate.
March 18th	Victory Cup ....	H. Greaves	Gold Medal.
March 18th	Victory Cup ....	C. S. Burney	Gold Medal.
March 25th	A.C.U. Mid. Centre Trial ....	L. A. Bees	Bowerman Trophy & Gold Medal
April 1st	A.C.U. West Centre Trial	A. G. Cocks	Arctic Medal.
April 14th	M.C.C. London-Land's End	H. Greaves	Arctic Medal.
April 17th	Burton M.C.C. Hill Climb	C. W. Lewis	Gold Medal.
May 1st	Scottish 6 days ....	A. L. Baldock	Solos unlimited, 1st on formula.
May 1st	Scottish 6 days ....	H. M. Batten	Special Gold Medal.
May 13th	S. Birmingham M.C.C. Trial	H. Greaves	Gold Medal.
May 13th	A.C.U. N.E. Centre Trial ....	H. Greaves	Palmer Cup & Gold Medal
May 13th	Cumberland M.C.C. Open Trial	G. E. Jackson	Gold Medal.
May 20th	A.C.U.S.W. Centre Trial ....	G. E. Jackson	Gold Medal.
May 24th	Scarboro' M.C. Handicap Trial	S. Warne	Gold Medal, Class Winner.
May 27th	Dublin & District M.C.C. Trial	G. E. Jackson	Gold Medal.
June 2nd	M.C.C. London-Edinboro' ....	G. Smith	Gold Medal.
		C. W. Lewis	Gold Medal.
		S. Warne	Gold Medal.
		L. E. Chirney	Gold Medal.
		C. Waldin	Gold Medal.
June 3rd	Wellingboro M.C.C. Speed Trial	A. J. Bosworth	350 Class standing start, 1st.
June 3rd	Dundee M.C.C. Formula Hill	R. B. Henderson	350 Class flying start, 1st.
June 3rd	Dundee M.C.C. Formula Hill	R. B. Henderson	350 Class 1st.
June 7th	Scarboro' M.C.C. Whitby Section Trial	G. E. Booth	Class Winner. Gold Medal.
June 10th	A.C.U. Mid. Centre Night Trial	J. R. Sylvester	Gold Medal for team prize & Special Medal best Side-car performance.
June 14th	Scarboro' M.C. Hill Climb	T. Jackson	Gold Medal.
June 24th	A.C.U. Mid. Centre Trial	H. Greaves	} 3 Gold Medals and Tied for Team Prize.
		L. A. Bees	
		E. R. Jacobs	
July 15th	Ipswich & District M.C.C. Speed Trial	J. F. Rose	350 Class "Any-Trim," 1st.
July 15th	Dundee M.C.C. Formula Hill Climb	R. B. Henderson	350 Class 1st.
July 29th	Hull M.C.C. Hull-London-Hull	H. V. Wright	Gold Medal.
Aug. 12th	Bournemouth & District M.C.C. Trial	W. G. Churchill	Best performance of the day.
Aug. 21st	A.C.U. 6 days ....	J. M. Philpott	Gold Medal.
		E. R. Jacobs	Gold Medal.
Sept. 2nd	N. Wilts, M.C. & L.C.C. Hill Climb	V. Church	Beardmore-Precision Cup for Best Side-car performance.
Sept. 10th	Ipswich & District M.C.C. 200 Mile Non-Stop Trial	H. Green	350 Class, 1st.
		C. O. Rose	600 Class, 1st.
		J. F. Rose	Side-car Class, 2nd.
Sept. 10th	Scottish 2 days ....	E. M. Wright	Winners of Team Prize.
		A. L. Clark	} 1st Class Awards and Manufacturers Team Prize.
		G. E. Proctor	
		C. S. Burney	
Sept. 16th	Scott Trial	H. Greaves	Completed Course.
Sept 16th	Redditch & District M.C.C. Trial	H. Greaves	Gold Medal.
Sept. 17th	N. Wilts, M.C. & L.C.C. Trial	W. H. Turner	Winner of Salvage Cup & Gold Medal.
Sept. 30th.	M.C.C. One-Day Sporting Trial	C. W. Lewis	Gold Medal.
Oct. 1st.	Scarboro' & District M.C. Trial	G. E. Jackson	Kirk Challenge Cup. Fell Cup and Gold Medal.
Oct. 5th.	Ealing & District M.C. Trial	B. F. G. Fowke	Best Motor Cycle performance of the day.
Oct. 7th.	Slough & District M.C.C. Trial	B. F. G. Fowke	Gold Medal.
Oct. 7th.	Ipswich & District M.C.C. Trial	C. O. Rose	Winner of 600 c.c. Side-car Class.

# Beardmore-Precision

## A Few Unsolicited Testimonials from Satisfied Users.

*THE ORIGINALS MAY BE SEEN AT OUR HEAD OFFICE.*

“ On the whole I cannot speak too highly of its performance. I find that it is beautifully sprung, and the engine appears to have heaps of power.” . . . . .

“ The conjunction of the strong mudguards, the ultra efficient lubricating system, the general weatherproof properties of the whole mount, coupled with ease of manipulation and road steadiness, made this easily the finest mount I have ever ridden, and I have ridden a good few of all kinds and makes.” . . . . .

“ I have to thank you for supplying me with what is, in my opinion, the finest machine yet made.”

“ You will be interested to know that my Beardmore-Precision is still running very satisfactorily, and I have completed 11,143 miles to date, and have never had occasion to use a tool, except to decarbonise or change a plug, and only one puncture, and the tyres are still good for another 5,000 miles, thanks to the spring frame and smooth running of the engine . . . . . and have never adjusted a single nut on any part of the frame and there are no signs of lateral play yet.”

“ . . . . . in all completing just on six hundred miles in four days, with not the slightest trouble of any kind, not even a puncture. This run was done on one of your spring frame models, and I might add that at the end of my journeys I felt no aches or pains of any kind, which I think is rather a record considering I spent two complete days in the saddle.

“Wishing your firm and your superb production the success they merit.” . . . . .

“After riding Motor Cycles for over 20 years, I am convinced that the Beardmore-Precision, with its sound and sensible frame and tank, and foolproof engine, is the nearest approach to Motor Cycle reliability to-day.” . . . . .

“ It might interest you to know that my mileage since February this year is approximately 6,000, and have never suffered one moment of mechanical trouble.” . . . . .

“ I have had it 1½ years and it has never yet been in a Garage for repair.” . . . . .

“ I wish to congratulate you on turning out such a splendid machine. It will stand as much hard grinding as any machine on the road. It has been driven at high speeds all over the Yorkshire Vales for six days per week all through last summer and winter, and I have not yet had any trouble except of course the usual

# Beardmore-Precision

"I am highly pleased with the performance of your Sports Model. It is in every way satisfactory, and I have never been let down with it yet."

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" . . . . . has given every satisfaction. The most striking feature is its smooth running with the spring frame and the ease with which it takes the steepest hills."

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"I must say I am simply delighted with the machine, and very proud to be the possessor of a Beardmore Precision. The engine runs delightfully and pulls beautifully."

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"I feel that I must write and tell you how very satisfied I am with the  $4\frac{1}{2}$  h.p. Combination supplied by Messrs. Rose Brothers, of Felixstowe, last May. Since then I have covered over 9,000 miles, during which time the running has been invariably the same. Apart from punctures, I have had no trouble whatever. While writing this I should also like to thank you for the courtesy shown to me on my visit to your works a few weeks ago."

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"You will be pleased to hear that the  $3\frac{1}{2}$  h.p. Beardmore-Precision Spring Frame Combination which I purchased last November from Bennetts is running splendidly and has given every satisfaction. All my friends are amazed at the power developed by the engine, and, after seeing it climb a local hill, one had classed it as a 5-6 h.p. I have no hesitation in recommending your products to any of my friends who are thinking of purchasing motor cycles."

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"I might mention that the machine has given every satisfaction up to the present. I have done over 1,300 miles, and have not had the slightest bit of trouble on the road. It takes the majority of hills on top gear, and it is only on the very steepest that I have to use bottom gear."

---

"Since I bought the machine from you I have travelled 4,000 miles, and have not had any trouble whatever. The second week in August I journeyed down to London, 210 miles, round Richmond, Oxford, Stratford on-Avon, Birmingham coming home, and in all I covered close on 500 miles without opening my toolbag. I covered 92 miles from home to Loughborough on the outward journey on exactly 1 gallon of petrol, my son (aged 10 years) in the sidecar, also a quantity of luggage, my weight 13 stones; in all I should estimate weight at 18 stones. I had not the least difficulty in climbing hills, and the majority I climbed on top. Previous to this journey I went to Windermere with son and daughter in sidecar (boy aged 10, girl aged 9), and the machine carried us splendidly, having no difficulty in climbing any hills; the distance from home is 87 miles. I did this journey on less than 1 gallon of petrol. Perhaps you will think I am exaggerating as regards consumption, but I am not, and I am open to make a bet that I do it again, and perhaps more. I congratulate you on building such a splendid machine, and I am thoroughly satisfied in every way."

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"I have at last received the  $4\frac{1}{2}$  h.p. Model Beardmore-Precision, which was unpacked a few days ago. I have spent some time studying the machine, and have also ridden it for some little distance, and I must honestly say that the machine has exceeded expectations, and it is a marvellous production. I have demonstrated the machine to all the traders in Melbourne, and not one of them could find anything to criticise in the machine the general verdict being that it was the best thing on the road."

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"I have just taken delivery of one of your 496 c.c. Type 'E'  $3\frac{1}{2}$  h.p. models, which I find is a remarkable machine for speed and hill-climbing. I must congratulate you for the way this engine is tuned. The tick over is splendid, and the way she picks up with the least touch of the throttle."

# Beardmore Precision

## Press Criticisms.

"The surface is mostly soft earth covered with a layer of shale, and the gradient in places is slightly worse than one in three . . . . five hairpins . . . . a veritable Stelvio in miniature . . . . nearly a mile in length . . . . ."

"The attack on the Screw Road was a debut, and very well the machine acquitted itself. Both Greaves and Cocks made faultless climbs, in fact the former ascended more than once, and no doubt Cocks would have repeated his success had he not taken off his coat and laid himself out to help the less fortunate."

*THE MOTOR CYCLE, 19th May, 1921.*

"ROBUST FRAME CONSTRUCTION." "A comfortable riding attitude is provided by the Sports type of layout: the high footrests and ample ground clearance make the machine a suitable one for trials and rough riding."

"The braking action is smooth and progressive, with the pedal conveniently situated against the right footrest in a position which does not necessitate any searching."

*THE MOTOR CYCLE, JULY 20th, 1922.*

"Creditable and outstanding performance."

J. M. Philpott. 4½ BEARDMORE-PRECISION, ascent of Whitehouse Hill.

"Star solo climbs." "An excellent climb."

J. M. Philpott. 4½ BEARDMORE-PRECISION, ascent of Rosedale Chimney.

*MOTOR CYCLING, AUG. 30th, 1922.*

"Fast and effortless."

J. M. Philpott. 4½ BEARDMORE-PRECISION, ascent of Alms Hill.

"Effective and quite fast."

H. Greaves, 350 c.c. Barr & Stroud engined BEARDMORE-PRECISION, ascent of Alms Hill.

"Surprisingly fast." "Spring frames evidently an advantage."

J. M. Philpott. 4½ BEARDMORE-PRECISION. Speed test at Brooklands.

"Speedy sidecar." "Plenty of power in hand."

E. R. Jacobs, 4½ BEARDMORE-PRECISION combination, climbing the Hirnant Pass.

*THE MOTOR CYCLE, AUG. 31st, 1922.*

". . . and it was difficult to distinguish the most meritorious climbs . . . . was fast as also were . . . . B.F.G. Fowke's Beardmore and . . . ."

Mow Cop Hill, Cheshire Centre Trial.

*THE MOTOR CYCLE, NOV. 2nd, 1922.*

# Beardmore Precision

## Terms of Business.

**Payment.** A Pro forma invoice will be submitted when machine is ready for delivery. We accept orders only on the condition that the prices in this list are subject to alteration without notice, and goods will be invoiced at the prices current at the time of delivery.

**Prices.** All prices—both cash and on easy payments are subjected to strict price maintenance

**Carriage.** All Motor Cycles in this list are delivered Carriage paid to the Railway Station in the United Kingdom nearest to the Agent's Depot.

**Railway Transit.** All goods are sent by Goods traffic except when ordered otherwise, or at our discretion respecting method of transport. The signature of the Carriers is a proof that goods have been received by them in good condition. All machines should, on arrival, be carefully examined, and, if damaged, signed for accordingly and a claim be made on the carriers within 24 hours of delivery. Beardmore-Precision Motor Cycles, Side-cars, Accessories and Spare Parts are sold on the terms that delivery is effected when goods are signed for as having been received by the Carriers, addressed as per Consignee's instructions.

**Crates.** For Export these are non-returnable, at the following prices:—

For Solo Motor Cycles	...	...	...	...	...	...	£2 0 0
For Side-car Combinations	...	...	...	...	...	...	£3 0 0
For Side-car only	...	...	...	...	...	...	£2 0 0

For Home Market, returnable, at the following prices, providing they are received in good condition:—

For Solo Motor Cycles	...	...	...	...	...	...	£0 15 0
For Side-car Combinations	...	...	...	...	...	...	£1 5 0
For Side-car only	...	...	...	...	...	...	£1 5 0

**Repairs.** Repairs are charged at nett cash prices in all cases. Machines or parts for repair must be forwarded Carriage or post paid to our Works, with sender's name attached. When ordering spare parts or replacements it is advisable, if possible, to send a pattern as well as mentioning the part number, so as to ensure the order being executed promptly and correctly. If a pattern cannot be sent and there is some doubt as to the name of the part required, a full description should be sent, mentioning type of machine and engine and frame numbers. The despatch should be promptly advised by separate post and full instructions for repair enclosed. A remittance including Postage should accompany orders for spare parts, otherwise a pro forma invoice will be sent, and the execution of order delayed.

When estimating for repairs, if the work quoted for is not executed, a nominal price will be charged for any work done in connection with the estimate.

For the convenience of customers, a deposit account can be opened with us to ensure the prompt despatch of spare parts ordered by telephone or telegram.

When sending machines to the Works for repairs, all accessories and tools should be removed, as we do not hold ourselves responsible for any loss to same whilst under our charge.

A spare parts list and "Instructions for care and maintenance" can be obtained on application.

**Pre-War Models.** In certain instances, the demand for replacements for pre-war engines is not sufficient to allow of their manufacture on a commercial basis. Under these circumstances we cannot guarantee to execute orders, and we advise communication with our Service Dept. before

# Beardmore Precision

## Guarantee.

WE GIVE the following guarantee with our motor cycles instead of the guarantee implied by statute or otherwise as to quality or fitness of such machines for the purpose of motor cycling ; any such implied guarantee being in all cases excluded. In the case of machines which have been used for " hiring out " purposes or from which our trade mark or manufacturing number has been removed, no guarantee of any kind is given or is to be implied.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for three months only from the date of purchase and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the motor cycle which may have proved defective. We do not undertake to replace or refix, or bear the cost of replacing or refixing, such new part in the motor cycle.

WE undertake, subject to the conditions mentioned below, to make good at any time within three months any defects in these respects. As motor cycles are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

The term " misuse " shall include among others the following acts :

- I. The attaching of a side-car to the motor cycle in such a manner as to cause damage, or calculated to render the latter unsafe when ridden.
- II. The use of a motor cycle or of a motor cycle and side-car combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.

Any motor cycle sent to us to be plated, enamelled, or repaired, whether the repairs are required for the purpose of making good the defect before referred to or otherwise, will be repaired upon the following conditions, *i.e.*, we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of material and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed, and this guarantee is in lieu and in exclusion of any common law or statute warranty, and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

## Conditions of Guarantee.

If a defective part should be found in our motor cycles, or in any part supplied by way of exchange before referred to, it must be sent to us carriage paid and accompanied by an intimation from the sender that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the name of the agent from whom he purchased it, and the date of the purchase, or the date when the alleged defective part was exchanged, as the case may be.

Failing compliance with the above, no notice will be taken of anything that may arrive, but such articles will lie here at the risk of the senders, and this guarantee and any implied guarantee shall not be enforceable.

We guarantee only those machines which are bought either direct from us or from one of our duly authorised agents, and under no other conditions. We do not guarantee the specialities of other firms, such as tyres, saddles, chains, lamps, etc., or any component part supplied to the order of the purchaser differing from our standard specification supplied with our motor cycles or otherwise.

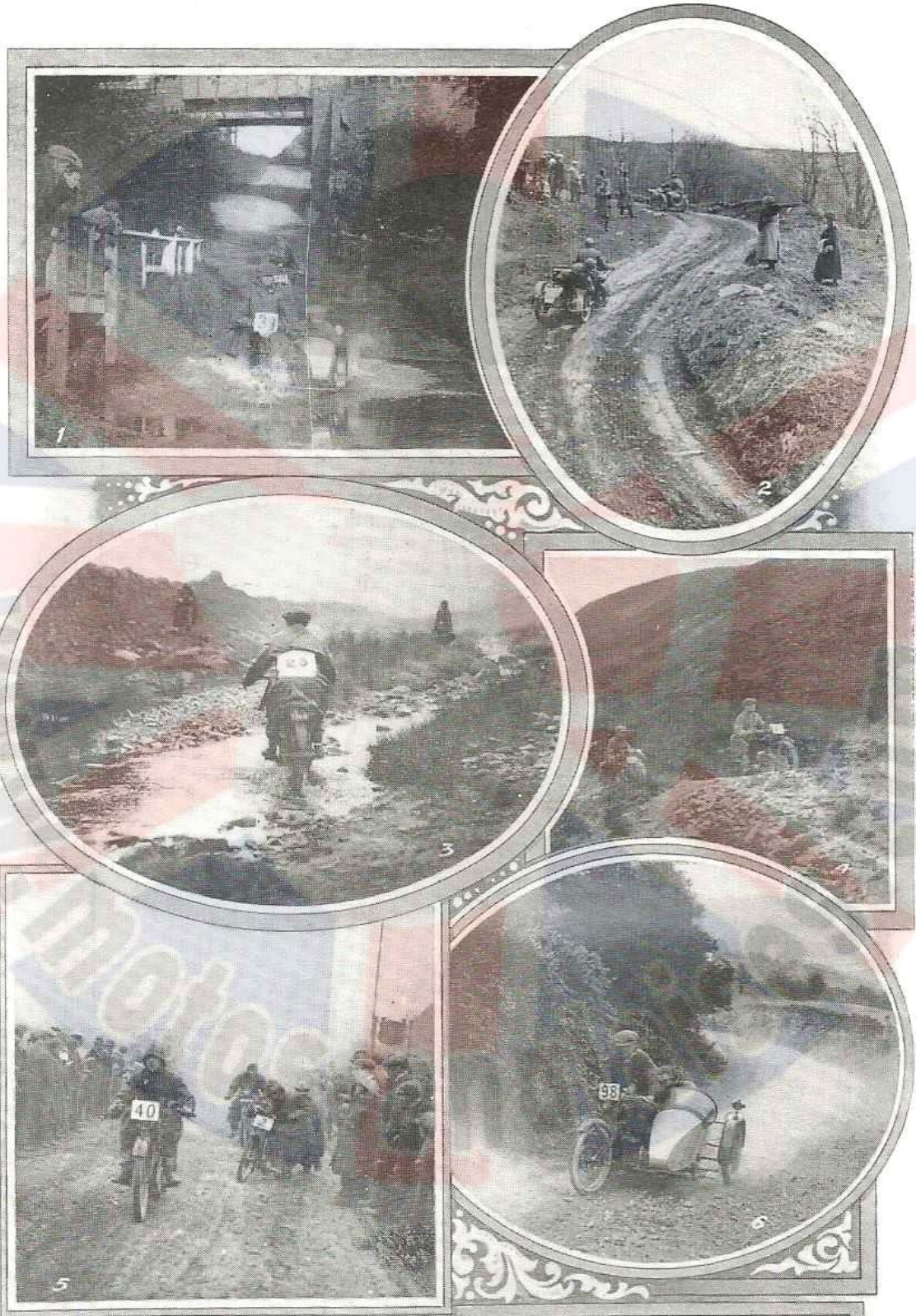
## The Term Agent

is used in a complimentary sense only, and those firms whom we style our agents are not authorised to advertise, incur any debts, or transact any business whatsoever on our account other than the sale of goods which they may purchase from us ; nor are they authorised to give any warranty or make any representation on our behalf other than those contained in the above guarantee.

" BEARDMORE-PRECISION " Agencies will be found in nearly all towns throughout the United Kingdom where our agents will be pleased to demonstrate the distinctive features and advantages of our models ; or in case of difficulty, every assistance will be given to owners who write to or visit the works.

F. E. BAKER, LIMITED,  
PRECISION WORKS, KING'S NORTON,  
BIRMINGHAM.

# Beardmore-Precision



Taking the rough with the smooth.  
How the "Beardmore-Precision" acquits itself.





