



ANTIQUÉ MOTORCYCLES - ACCESSORIES AND RELATED ITEMS

BONESHAKER CA 1868 2712 SOLD



Boneshaker ca 1868 Believed French

Diamond shaped main frame (some pitting and surface rust in places), sprung metal frame with saddle pan and remains of covering (rear fixing pin replaced with nut and bolt), metal handlebar with turned wooden grips (some worming, left handle bent) and twist brake mechanism (twist inoperable and lacking wire), (front left fork cracked with old riveted plate repair), wooden spoked wheels with metal rims, wide hubs (rear hub split) with radial opposed spoking, (once painted black with red lining, now discoloured), 36 inch diameter front and 32 inch trailing wheels (one rear spoke missing), adjustable pedal cranks with pedal pegs (lacking blocks).



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Formerly from the collection of the late Sir Albert Edward Richardson KCVO FRIBA FSA RA (1880-1964):

Sir Albert was given an early safety bicycle, by his father.

He was fascinated by its design and speed and tried many different designs of bicycle as and when they were patented for the public, including the Townend solid tyre safety bicycle, the spring-frame cycle and the Crypto with a forty-eight inch front wheel.

It was considered a rather glamorous and racy way to travel at the time and Sir Albert enjoyed the freedom and solitude that it brought him.

As an architectural student he joined a number of clubs, including the North London Cycling Club which included members of the famous North Road Club.

The competitive side of the North London Club was predominantly endurance tests and reliability trials rather than open races - on occasion he acted as a scout for big races, warning competitors of the whereabouts of the police, who waited in ambush to catch speeding cyclists. He was keen to break records in the solitude of the open road, reaching speeds of over 18 miles per hour, comparatively rapid for the times.

Sir Albert often stopped to sketch on his journeys, a good practice for the scale drawings which he was required to make during his training as an architect.

Through the sport he befriended Fredrick Bidlake, the architect, Frank Shoreland, and a well-known rider of the day, Schofield.

He cycled a lot in his late teens, his trips adding to his passion for architecture.

He often stopped to sketch on his journeys and would pack a cloth-bound sketch book and the stub of a pencil before heading out to draw arches fonts and lettering in meticulous detail.

In August 1897 he made the long journey

[**MORE INFORMATION**](#)



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ABOUT YESTERDAYS

Yesterday's is a link with the past, particularly with motorcycles from the past. We are a straightforward organisation which aims at acquiring old motorcycles - in the broadest sense of the word - and making them available to enthusiasts of all kinds by means of sale.

After 35 years of experience we claim to have an extensive knowledge of the world of antique and classic motorcycles. Our field of interest ranges from pre-1900s machines till those from the thirties and forties. We have regularly been able to provide- private enthusiasts, collectors, and museums all over the world with interesting acquisitions.

We cordially invite you to visit our site and step back in the illustrious past of motorcycling.

We ship worldwide at cost

Visitors by appointment from Tuesday - Saturday 14.00h - 17.30h

We are closed Sunday and Monday.