



ANTIQUE MOTORCYCLES - ACCESSORIES AND RELATED ITEMS

NEW HUDSON 1911 300CC 1CYL AIV 2510



SOLD





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PRODUCT DESCRIPTION

New Hudson 1911 2 ¼ HP Lightweight De Luxe 282cc AIV JAP frame# 587 engine # 1932

New Hudson were already well known for their quality bicycles when they marketed their first motorcycle in 1903.

No further motorcycles were marketed till the end of 1910, when the company presented a three model motorcycle range at Olympia: a 2 ¼ lightweight with either direct belt drive or with Armstrong 3 speed hub and a 3 ½ HP direct drive machine.

Eric Londesbrough writes in his New Hudson history:

“On all three models, the front forks were of Druid pattern and the braking system was cycle type on the front and a belt rim brake at the rear.

The cycle parts were painted black and the tank was two tone brown, establishing a basic colour scheme which, with a few variations, would last for several years.

The famous New Hudson badge showing the strong arm of the industry projecting from a castle tower and holding a hammer, appeared on the tanks.

This badge seems to have been derived from the coat of arms of the City of Birmingham, in which it can be clearly seen.

On the lightweight models the petrol tank was considered as vary capacious, holding nine pints and 120 miles per gallon was suggested as the rate of consumption.

A brooks saddle and Dunlop tyres were fitted and the price was 45 Guineas (£ 47,25).

A beautifully restored example of this machine is on the new Hudson register.”

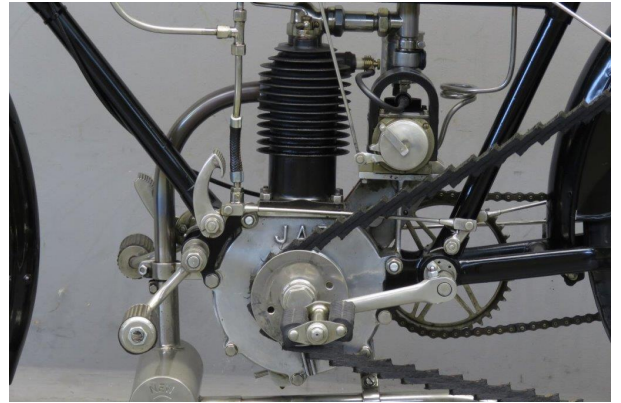
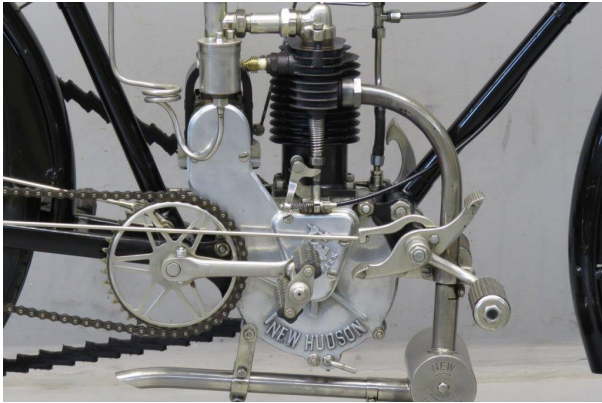
The machine we offer here is the motorcycle that Mr. Londesbrough refers to.

It must be one of the earliest surviving New Hudsons, since the AIV engine was only used till July 1911, when a JAP engine with full side valve configuration became the power source.

This good looking machine is fitted with Armstrong 3 speed hub and comes complete with Watford speedometer, Lucas Acetyphote no. 319 lamp and bulb horn.



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