

Brough Superior Club

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Here is a complete and illustrated history of the SS.I00
TO 6924 as far as is known, as requested.

I have split this into three sections - the very well
documented early days, the known 'modern' period, and some thoughts
plus assumptions and a few facts over the middle and largely unknown
period.

We are lucky to have amassed so much data on this Brough.
To do a similar exercise on many others would only produce a half
page and no photos!

Yours sincerely,

Mike

Copy of Works Record Card

Supplied to: Jones Resold to G.Lance, 22 March 1930
Engine No: JTO/C 95163/T
Frame No: 949 X
Model: SS.100 1928. Fully equipped
Cruiser sidecar with light grid
Gearbox No: I2914I 22T.
Tank No: I86I
Fork: Castle
Rear Wheel: Enfield (Journal bearing)
Carb: Binks 2 Jet. 2 float. 1 1/4" Twistgrip.
Reg.No: TO 6924
Chains: Coventry
Date ex works: 4th January 1928
Ref.No: Advice A.3568

Remarks: 15T Sprocket
Lucas MDAV 50d anti-clock magdyno
Lamps c/with ammeter & dipper
Klaxon horn
Rear footrests
2I x 3 wired on wheels
Enfield front wheel
Large saddle. Terry
Speedometer: Jaeger. Rear wheel drive.
Hinged carrier
Tank top switch

items in red refer to resale 22.3.30

Known early history - pre crash rebuild

The original owner was Harold W.Jones, a keen Motor Cycling Club member who entered many of the M.C.C. long distance trials with TO 6924 during his ownership. The following gives details of the relevant events taken mostly from contemporary press reports. (We have no home address for Mr.Jones - perhaps the M.C.C. have archives??)

1927 London - Exeter Comp.No: 217 Sidecar. Achieved gold medal
This event was post-poned from the night of 27/28 December '27 until 13/14 January '28 due to snowdrifts. It started and finished at Slough, Buckinghamshire (20 miles west of London). The overnight weather conditions were crisp and fine but some problems with floods from the melting snow. The observed section hills were a) Peak Hill, Exeter I in 6 gradient b) Gittisham Hill c) Salcombe where Jones was reported as "far from slow although his engine mis-firing badly" d) White Sheet Hill, Axminster. All these hills being in Devon.

1928 London - Land's End Comp.No: 346 Sidecar. Achieved gold medal.
Held during the Easter holiday. The overnight run was through thick mist and intense cold to the breakfast stop near Taunton, Somerset. The observed sections included a) Porlock, where "Jones put up an especially good performance in the sidecar class" b) Beggars Roost, Lynmouth c) Blue Hills Mine, near Perranporth, Cornwall "Jones was particularly good"

1928 London - Edinburgh Comp.No: I70 Sidecar. Achieved gold medal.
A fine and warm night to Grantham, Lincolnshire for the breakfast stop but thereafter much ground fog encountered. There were only 3 observed sections all in Yorkshire a) Stake Moss b) Askrigg c) West Stonesdale

1928 London - Gloucester

Comp.No: I64 Sidecar.

This event was not reported in the press so we know little about it, nor how Jones got on. However a photo survived in the B.S.Works archive though accidentally torn in half and is reproduced here.

The location "Maiden's Grove" was pencilled on the back of the original. That was a well known trials hill of the day in the Chiltern Hills near the village of Stonor on the Oxfordshire/Buckinghamshire borders.

As an aside it may be of interest to note that quite recently the Brough Superior Club rode up Maidens Grove in a trials re-enactment and although now a tarmac road the ghosts of 1928 may have heard the roar of Brough Superiors once again!

1928 London - Exeter

Comp.No: II9

Sidecar.

achieved gold medal Started from Slough on the evening of Boxing Day. There was a fine drizzle falling for all of the overnight run. The observed sections were a) Middledown - visibility only 10 yards due to mist. Prior to b) Peak Hill, after Exeter considerable flooding was encountered causing great problems for sidecars c) Westgate d) White Sheet e) Harcombe f) Little Minterne. This year the trial finished at Shaftesbury, Dorset.

1929 London - Land's End (at Easter) Jones had entered as usual getting Comp.No: I68, but for some unreported reason failed to start.

1929 London - Exeter

Comp.No: 99

Sidecar.

Retired (crashed)

On the Boxing Day night run to the west country just before Andover, in Hampshire, Harold Jones was negotiating a bend when the throttle jammed open with disastrous results. The outfit mounted a bank and landed upside down between two trees where it caught fire. Jones was thrown clear but his passenger had to be extricated from the wreck fortunately without serious injury.

This appears to have brought Harold Jones M.C.C. trials career to a close. However it did not put him off Brough Superiors as on 29th March 1930 he collected a new spring frame SS.80 also with Cruiser sidecar. It was registered TV 1945 and had frame D987 and engine KTC/W 92363/S. This had the same large rectangular pannier bags as seen in TO 6924's photos, but a Black Alpine finish petrol tank and most unusually the horn push button mounted on the left foot-rest. It does not appear to have survived.

George Brough organised two B.S. Rallies in the late 1920s. One at Newmarket, Suffolk on 16th September, 1928 and one at Chipping Norton, Oxfordshire in August 1929. Harold Jones definitely attended the latter with TO 6924 as can be seen from the photo evidence herewith. TO 6924 is the third sidecar outfit from the left on the front row.

The other photo showing it an a different line up of sidecar outfits may also be during the Chipping Norton event but could be at the 1928 Newmarket event as I have seen the photo described both ways on different occasions!

Recent known history as frame 973 & engine 95163/T

1979 Purchased in Australia by S.W.Hazelton, P.O.Box 256, Goulburn, New South Wales 2580. We have no details of the previous owner but it is rumoured that he may have bought it in England circa 1967 from Brian Verrall. There is no proof of this.

Between March and July 1998 returned to England when purchased by Peter M.Rae, The Manor House, Church Lane, Houghton, Stockbridge, Hampshire. Mr.Rae had the SS.100 restored by John Weedon Restorations, Coalville, Leicestershire. During this time the registration TO 6924 was re-issued by the U.K. authorities.

April 2000 Sold to Verralls (Handcross) Ltd., Handcross, Sussex

By 2002 purchased by Dieter Mutschler, Germany. In August 2004 he lent the SS.100 to Christian Zottl who attended the Brough Superior Club Rally at Nurburgring in the Eiffel Mountains with it.

November 2005 to present owner A.Paul, U.S.A. (via M.Upham)

The "Missing" years - some assumptions and some facts

Following the crash and fire on 26th December 1929, we know that Mr.Jones SS.100 returned to the Brough Works for repairs as the Works Record Card shows it resold 22nd March 1930 to G.Lance.

I have always felt it safe to assume that this Works rebuild involved the fitting of a new frame (973) and petrol tank (2176) even though these changes are not shown on the card like some of the other alterations. The tank must have been changed, as expected after such a crash, to the latest style as the original '28 tank would not have had a tank top switch. The tank 2176 can be dated to about December 1929 manufacture so would have been 'in stock' at the time. The frame 973 does not appear on any Works Record Card and although made circa June 1928 must have been held as a spare for some reason by the Works. Apart from 973 all the SS.100 frames numbered 944 to 995 are accounted for on cards.

The Works Records are at times erratic when components were later changed - often these are recorded, but sometimes not.

I understand the tank 2176 was stamped "Brown & Davis" but I have no knowledge of them. The present gearbox number, unknown to me, might give another clue.

We should bear in mind that the new frame should, according to the letter of the law, have resulted in a re-registration, the mark TO 6924 assigned specifically to frame 949X (unless for overseas sale) Again the Works seem erratic in this situation. Other bikes subsequently reframed were sometimes re-registered but sometimes not.

There is no address shown for G.Lance who took the SS.100 on resale. But might he be the same E.G.Lance who took SS.100 S.992 + JTOR/C I8550/T ex works I8.I2.28 and shipped new to Sydney, Australia per s.s. Jervis Bay? This of course would give an Australian connection going back to 1930 rather than the hearsay 1967 (the latter could be a mistaken identity)

However, as a complication, many years ago I met a man at a Rally who pre-war had been friends with the owner of TO 6924 (he was certain of the model and number, perhaps from a photo?). This was around 1937 and the owner was a Mr.E.Iles of West Wycombe, High Wycombe, Buckinghamshire. For a short time Mr Iles ran it with a side valve engine whilst the o.h.v. unit was rebuilt. He sold it around 1940 with the o.h.v. engine to a Les Hore of Penn, also Buckinghamshire.

Ad

So was this TO 6924 as reframed? In which case G.Lance was English. Or is it possible that 949X was repaired, fitted with a replacement engine number unknown and resold in England still as TO 6924 but for some reason no Works Record Card was raised?

Sadly as the Nottingham (TO) old registration records appear to have been destroyed when the new U.K. computerised registration system was introduced in 1974 we are unlikely to ever find out the whole story.