

PATRONISED



BY ROYALTY

AT HOME

AND ABROAD.

By HER MAJESTY'S ROYAL LETTERS PATENT.

ILLUSTRATED PRICE LIST, 1884.

STARLEY & SUTTON,

MANUFACTURERS OF

THE "METEOR"
BICYCLES AND TRICYCLES

AS SUPPLIED TO

H.H.H. THE PRINCESS LOUISE.

H.R.H. THE CZAR OF RUSSIA.

H.R.H. PRINCE IBRAHIM HELMEY.

H.R.H. PRINCE HASSAN PASHA.

H.R.H. THE GRAND DUKE OF HESSE.

THE MARCHIONESS OF ABERGAVENNY. THE DUKE OF ABERCORN.

THE EARL OF ANTRIM.

LORD HENRY SCOTT.

LORD ARTHUR HILL.

LADY GREATHED.

&c., &c., &c.

"Meteor" Works, West Orchard,

COVENTRY,

ENGLAND.

ALL FORMER LISTS CANCELLED.



London Depots :

Mr. T. HUTCHINGS, 23, High Road, Knightsbridge.

Mr. H. GOY, 21, Leadenhall Street.

Mr. T. MOORE, Kennington Park Corner.

ROYAL TRICYCLE DEPOT, 5, Lisle Street, Leicester Square.

Mr. C. LENI, 1, Salisbury Terrace, Blythe Road, Kensington.

Messrs MARTIN & BOURDON, 30, Queen Victoria Street.

Mr. G. D. HOWARD, 290, High Holborn.

Manchester Depot :

15, VICTORIA BUILDINGS, ST. MARY'S GATE.

FOREIGN ORDERS should in all cases be addressed to the Works and accompanied by Banker's Sight Draft on London, with cost of Packing Cases, as below included.

CASES FOR SHIPMENT.

Bicycles	...	...	...	...	price, 15/-
Tricycles	...	...	...	...	price, 25/-
Sociables	...	...	...	...	price, 45/-
Zinc Lining ditto	...	...	...	...	Extra.





TN submitting our Price List for the Season 1884, we would call particular attention to our new machine, the "Rover," and to the numerous improvements made to meet the requirements of all riders. To our No. 1 "Meteor" we have added a New Double Band-Brake, most efficient and lasting, Adjustable Handles, Horn Handles, and Plated Hubs, Handle-Brackets, etc., a New Adjustment to Seat-Rod, exceedingly simple and effective, etc., etc. Our No. 2 "Meteor" we have entirely re-modelled, and in its development feel satisfied that we have one of the most complete machines of the day. The position is altered by bringing the pedals farther forward, thus obviating the objectionable tipping so frequently occurring on all double-driving, front-steering machines, yet by using the \perp or cranked seat-rod, the old, or indeed any position may be obtained. We are also fitting this machine with Ball Bearings to all wheels, Adjustable Handles, Band Brake, Plated Hubs, Handle-Brackets, etc., best Red Rubber, etc., etc. To the "Meteor Sociable" we have added Starley's Patent Automatic Double-Driving Gear, Handles adjusted independently of seat, Band Brake, etc., and will be made with 40in. and 46in. wheels only, with 1in. Rubber Tyres. The Youth's "Meteor" is also fitted with Adjustable Handles and Seat-Rod, etc., and can be altered to suit the height of any rider. We have also introduced a New Machine for the "Little Folks," on the same lines and finished with the same care as all our other machines, with 30in. wheels, Adjustable Handles and Seat-Rod, making it suitable for any child between the age of four and ten.

IMPORTANT.

We have arranged with Mr. Harrington for the right to Enamel machines at our own works, under his new process, which (when done in plain black) is as lustrous as silver-plating, and as hard as steel. We particularly recommend black ground, being so much more lasting.

Enamel and Cradle Spring Works, Coventry,

January 13th, 1883.

This is to Certify that I have (under contract) authorized Messrs. Starley & Sutton, of the "Meteor" Works, Coventry, to use my Enamelling process for coating their Machines, the Enamel being manufactured and supplied to them by me.

I also Certify that I have carefully examined the work done by them, and pronounce it to be in every way equal to my own.

Signed,

JOHN HARRINGTON.

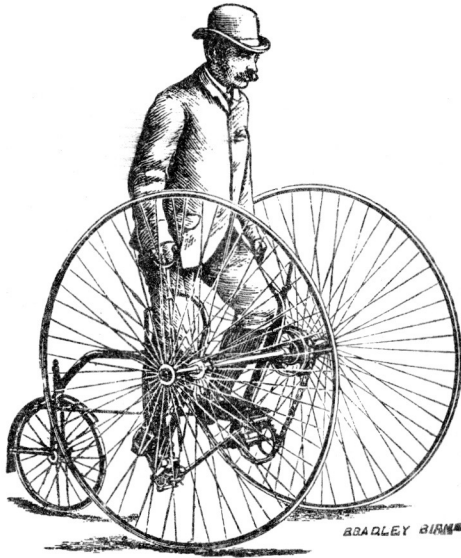
We shall Enamel our Machines in plain black, free of charge, and Enamel and line in Colours or Gold at the following prices :—

Bicycles,	...	7/6,	in Gold,	15/-
Tricycles,	single,	12/6,	„	21/-
	double,	15/-,	„	30/-

CAUTION.

We particularly wish to caution intending purchasers of our Tricycles against the great quantity of machines (of very inferior quality) now in the market, unscrupulously called "Meteors," *not our make*; and advise our friends to write direct to the Works for list of authorized Agents before placing their orders.

THE "ROVER."



THE POPULAR MACHINE FOR 1884.

Specially constructed for gentlemen requiring a light machine with vertical or bicycle position, very easy, comfortable, perfectly safe, and the best hill-climber yet made. OPEN FRONT, fitted with Starley's Patent Automatic Double-driving Gear, Ball Bearings to all Wheels, Adjustable Handles and Seat, safe yet effective Band Brake, Plated Parts, Hubs, Handle Brackets, Seat, and Steering Rod, &c.

PRICE, with Ball Bearings to all Wheels :

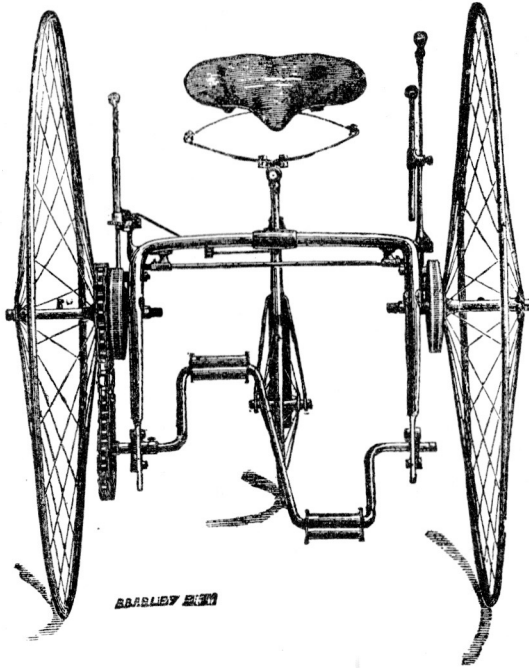
With 42in. Wheels, $\frac{3}{4}$ Tyres	...	...	...	£21 10s.
„ 46in. „ „	...	...	...	£21 10s.
„ 50in. „ „	...	...	...	£22 Os.

With Ball Bearings to Crank shaft, 15/- extra ; Ball Bearings to Pedals, Plated, £1 15s. ; $\frac{3}{4}$ in. Tyres, 15/- ; Enamelled black, free ; lined colours, extra 12/6.

A very special feature in this machine is the fact that the rider can easily and quietly dismount from behind while going down hill 10 miles an hour : an immense advantage in case of danger from any cause.

Crates for the above Machines 4/-, not returnable.

THE "ROYAL METEOR" TRICYCLE, NO. 1.



Fitted with a new adjustable band brake, adjustable handles, horn handles and plated hubs, handle brackets, seat and steering rod, new seat-rod adjustment (exceedingly simple), new triangular roller bearing pedals, &c.; ordinary width, 3 feet 3 inches, can be made narrower to order; by unscrewing the foot-rest or cap-nut the side wheel can be taken off, when the machine will pass through a doorway 2 feet 6 inches wide—a very great desideratum.

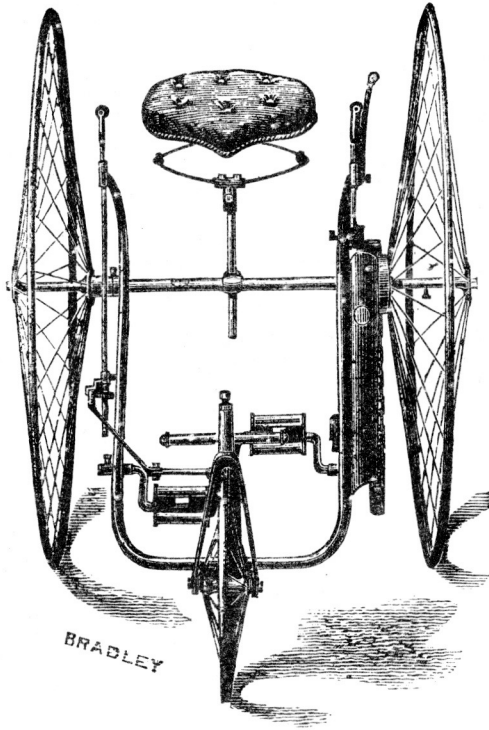
PRICES :

		£	s.	d.
40 inch Wheels	...	17	0	0
44 inch "	...	17	10	0
48 inch "	...	18	0	0

Ball bearings to all wheels and crank shaft, £3 extra. B.B. pedals, 35s. extra. Enamelled black ground with coloured lines, 12s. 6d. extra. Enamelled black ground, gold lines, 25s. extra. Plated all over, £8 extra.

Crates for the above Machines, 4s., not returnable.

THE "ROYAL METEOR," NO. 2.



Front Steerer and Double Driver.

Fitted with Starley's patent automatic balance gear, patent weldless steel tube framework, adjustable double-band brake, adjustable handles, plated hubs, handle brackets, seat and steering rod, red moulded tyres, horn handles, new triangular roller bearing pedals, &c. Particularly recommended for rough or hilly work, and its great safety in descending hills.

PRICES:

With Ball Bearings to all Wheels.

	£	s.	d.
40 inch	21	0	0
46 inch	21	10	0
50 inch	22	0	0

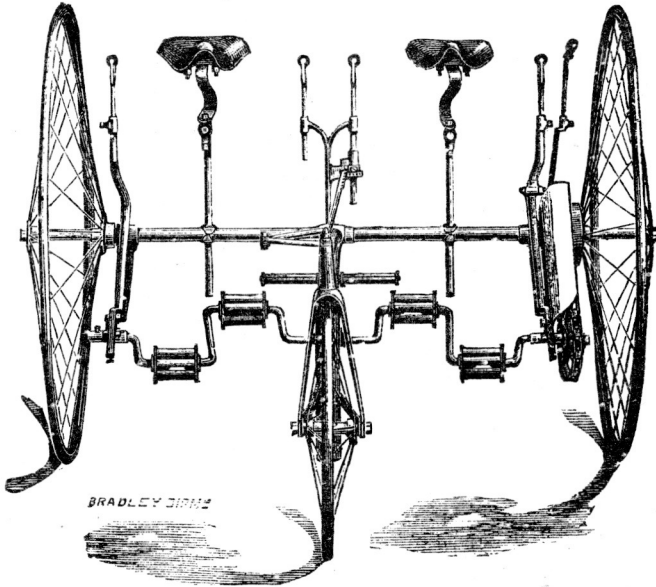
B.B. cranks, 15s.; Ditto pedals, 35s. Plated all over, £10 extra. Enamelled black ground, coloured lines, 12s. 6d. extra. Enamelled black ground, gold lines, 25s. extra.

Crates for the above Machine, 4s., not Returnable.

Extreme width of Machine, 3 feet 3 inches.

Can be fitted with Seat or Saddle, as preferred. Specify when ordering.

THE "METEOR" SOCIABLE.



PRICE :

With Ball Bearings to all Wheels.

					£	s.	d.
40 inch	...	...	...	...	27	10	0
46 inch	...	...	...	...	28	0	0

Ball Bearings to Cranks, extra, £1 10s.; Ditto to Pedals, extra, £3 10s.
Enamelled black ground, coloured lines, 15s. extra. Enamelled black
ground, gold lines, 30s. extra.

Fitted with Starley's patent automatic double-driving gear, handles adjustable independently of seat, powerful band brake, 1 inch red moulded rubber tyres, new triangular roller bearing pedals.

The 40 inch "Meteor" Sociable can with ease be got into an ordinary guard's van of any train: the only sociable made that can do so. A great advantage to tourists.

Extreme width of Machine, 5 feet 3 inches.

Can be fitted with seat or saddle, as preferred. Specify when ordering.

Crates charged 20s., and are returnable.

THE YOUTH'S "METEOR."



A THOROUGH RELIABLE MACHINE.

Made on the same lines and of the same materials as the ordinary "Meteor," with new pan seat, rubber pedals, adjustable handles and seat rod, efficient double brake, light, yet very strong, and will be found suitable for youths from 10 to 20 years of age; or for ladies or gentlemen of small size and light weight.

PRICE:

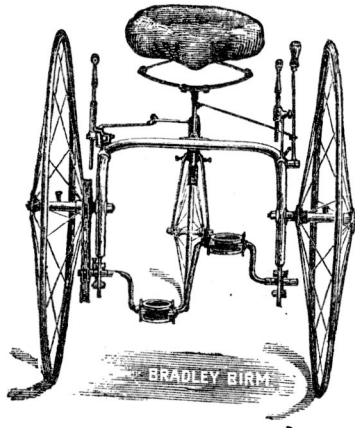
36 inch Wheels £10 0 0

Enamelled black ground, coloured lines, 7s. 6d. extra. Enamelled black ground, gold lines, 15s. extra. Half plated, £3 extra. Plated all over, £8 extra.

Crates for the above Machine, 3s. 6d., not returnable.

Saddle or Seat as Required.

THE CHILD'S "METEOR."



Made on the same lines, and with the same care, as the ordinary "Meteor"; fitted with an efficient hind-wheel brake, adjustable handles, rubber pedals, pan seat (light and strong), and suitable for children from 4 to 10 years of age.

PRICE:

					£	s.	d.
30 inch wheel	...	...	...	...	6	6	0

Half-plated, £2 extra; plated all over, £6 extra; enamelled black ground, coloured lines, 5s. extra; enamelled black ground, gold lines, 10s. extra.

SADDLE OR SEAT AS REQUIRED.

Crates for the above Machines, 2/6, not returnable.

THE "METEOR" BICYCLE.



Each Machine is fitted with Patent Adjustable Ball Bearings to both Wheels.

PRICES:

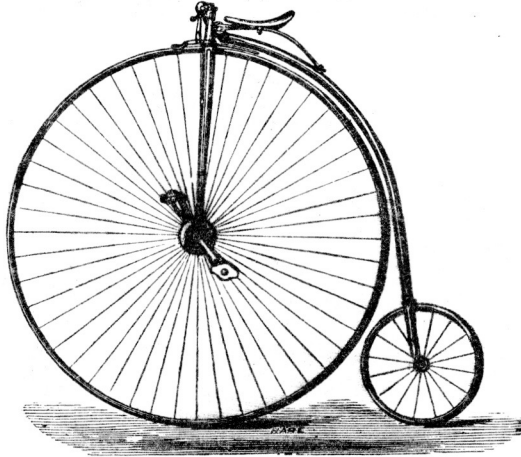
Elegantly Painted, and fitted with Front-wheel Brake.

				£	s.	d.
48 inch	...	...	...	16	0	0
50 inch	...	...	...	16	10	0
52 inch	...	...	...	17	0	0
54 inch	...	...	...	17	10	0
56 inch	...	...	...	18	0	0
58 inch	...	...	...	18	10	0
60 inch	...	...	...	19	0	0

Enamelled black ground, lined colour, 7/6 extra. Enamelled black ground, lined gold, 15/- extra.

Crates charged 2/6, not returnable.

THE "METEOR" BICYCLE, NO. 2.



This Bicycle (the best value in the market) is now so thoroughly well known and appreciated that it needs little comment. Stock patterns are now constructed upon the interchangeable system.

STANDARD PATTERNS.—Direct spokes in gun metal hubs; adjustable double ball bearings to front wheel, adjustable cones to back; $\frac{7}{8}$ in. red moulded tyres to front wheel, $\frac{3}{4}$ in. ditto to back. Elegantly japanned, black and yellow, or black and red. Best hogskin saddle.

PRICE: £12.

Sizes, 48in., 50in., 52in., 54in., 56in. No other sizes made.

EXTRAS.—All bright except felloes, £1. Nickel plated, ordinary bright parts, £1 5s.; ditto all over, except felloes, £2 10s. Ball bearings to hind wheel, £1. Harrington's Enamel, coloured lines, 5s.; in gold, 10s.

THE "METEOR" RACER.

This Machine is fitted with very neat compact close head, hollow front and back forks, made of patent weldless steel tube; rat-trap, or, if required, ball pedals; ball bearings to both wheels; $\frac{3}{4}$ in. and $\frac{1}{2}$ in. \cup felloes.

PRICE: From £17.

BOY'S BICYCLES.

Boys' Bicycles are identical with the No. 2, with the exception of bearings, which are parallel. Tyres, $\frac{3}{4}$ in. front, $\frac{5}{8}$ in. back. They are of great strength, and we have no hesitation in warranting them for any length of time for fair wear and tear.

Length of Leg—	Size—	PRICE—	£	s	d
25in. ...	36in. ...	£8	0	0	
" 26in. ...	" 38in. ...	"	£8	10	0
" 27in. ...	" 40in. ...	"	£9	0	0
" 28in. ...	" 42in. ...	"	£9	10	0
" 29in. ...	" 44in. ...	"	£10	0	0

Enamelled black, coloured lines, 5/- extra. Enamelled black, gold lines, 10/- extra.

Crates charged 2/6, not returnable.

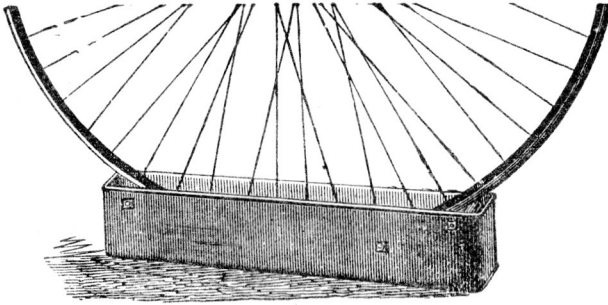
PRICE LIST OF SUNDRIES.

	<i>£</i>	<i>s.</i>	<i>d.</i>
LAMPS, small, per pair	0	15	0
,, large, " King of the Road," ... each	0	16	0
OIL, special refined, for lubricating ... per tin	0	1	6
GONGS each 3s. and	0	5	0
VALISE each	0	3	6
M.I.P. BAGS (to hold suit) ,,	0	15	0
CRADLE SPRINGS (Bicycle) ,,	0	15	0
,, (Tricycle)... each 15s. and	0	17	6
SADDLES, Lamplugh's (Bicycle) ... each	0	7	6
,, (Tricycle) ,,	0	16	0
,, (Long distance Bicycle)	0	8	6
,, " " Tricycle	0	15	0
,, Brooks's (Tricycle)	0	15	0
CEMENT, for fixing Tyres per lb.	0	3	0
TYRES, best red ,,	0	4	6
BELLS (Challis's Stop) each 2s. and	0	2	6
CYCLOMETERS (Thompson's) ... each	1	11	6

RE-PAINTING.

RE-PAINTING Bicycle	0	10	6
,, " Gold Leaf	0	15	0
,, Tricycle	0	15	0
,, " Gold Leaf	1	0	0
RE-ENAMELLING Bicycle	0	15	0
,, Tricycle	1	0	0

STARLEY'S WASHER.



PRICE 7s. 6d.

The Washer is a long narrow trough, with rollers (on which the wheel revolves) fitted at both ends, and brushes on each side. When in use, the trough is filled with water, and the wheel placed on the rollers, on which it turns freely, the friction of the brushes effectually cleaning the wheel. Other parts of the machine can then be easily cleaned by the application of a wet sponge.

In the event of Machines for repair, **THEY MUST BE SENT CARRIAGE PAID**, or otherwise they will not be taken in.

Senders are advised to forward per "**GOODS TRAIN**," in consequence of the high charges per passenger train, and the Machine should be securely labelled with **OWNER'S NAME**.

WE NEVER PAY CARRIAGE OF MACHINES, nor do we send Machines on sale or return.

CRATES being charged at cost price are not returnable.

PAYMENTS.

CHEQUES and **P.O.O.** to be made payable to **STARLEY & SUTTON**.

In all cases where Customers have no Ledger Account with the Firm, it is requested that remittances should be sent with all orders.



TESTIMONIALS.

70, Little Bedford Street, North Shields, 9th August, 1883.

Dear Sirs,—I am pleased to inform you that the "Meteor Sociable" tricycle which we purchased from you has carried us safely to our journey's end. We started from London on Friday evening, and arrived this morning, thus taking five days in completing nearly 300 miles. We had the evenings in the large towns, and altogether it was a pleasant trip.

Yours truly,

Messrs. Starley and Sutton.

GEO. REDFORD.

Rochampton, January 9th, 1884.

Gentlemen,—You will be pleased to know that yesterday, against a slight wind, with frock coat and great coat on, I rode Wimbledon Hill in a heavy shower, passing every vehicle on the way. It is 1 in 11 by the ordnance map. I regard the hill-mounting powers of the "Rover" as very important for anyone who needs to travel *clean*, as there is no hill fit for carriage which a rider need go into the mud for with your machine.

Yours truly,

Messrs. Starley and Sutton.

(REVD.) DONALD MATHESON.

Hurst Lodge, Church End, Finchley, 4th January, 1884.

Dear Sirs,—I had a trial run of about 15 miles on one of your new "Rover" tricycles (purchased in London) yesterday afternoon. The present state of our roads enabled me to form a very fair idea of its general capabilities, and I may say I am well pleased with the result. It seems good climber, and is very steady down hill.

I am, dear sirs, yours faithfully,

Messrs. Starley and Sutton.

E. SIMES HITCHCOCK.

Chief Auditor's Office, Madras, 5th November, 1883.

Gentlemen,—I have much pleasure in writing and informing you that I have duly received out here my No. 2 Royal "Meteor" Tricycle, ordered from your firm in September last, and to state that I am delighted with the machine, and the excellent order in which it was received—hardly a scratch—and all my friends who have seen it pronounce it to be a very light and useful machine, and the perfection of a tricycle; and one likely to suit our Madras roads.

I am, gentlemen, yours faithfully,

FRED. ORFORD SHERMAN, Asst. Ch. Aud., M.R. Co.

To Messrs. Starley and Sutton.

13, Nelson Terrace, Stockton-on-Tees, Sept. 20th, 1883.

Gentlemen,—More than two years ago, I purchased one of your "Meteor" tricycles (40in. wheels geared to 50in. running). I have used it nearly every day in summer and winter in my business as an insurance agent. I may safely say I have done several thousands of miles on my little favourite, and am more than even satisfied that no more useful or durable machine has appeared in this district, although nearly every make of tricycle has been introduced. I have been allowed to try most of them, but not one have I seen that I like as well as my own. I have often been on the road when others have been out for a run. I have always had to lead the way. I don't go in for racing, but for good road riding. A gentleman from London has been staying in our town for several weeks, and he has been on the road with me several times dressed in his uniform and the badge of the C.T.C. on his helmet. After a smart run of about 50 miles, on Monday last, he called either my machine or myself a "Demon," for he had never on his "Rucker" done so much, neither as to time or distance. I take the various cycling periodicals, and often notice the records, but strange to say, I have not noticed that anyone had done 100 miles on the "Meteor" in one day. On the 20th of August, I ventured to test the thing myself. So on the date named, I left Stockton (accompanied by Mr. Thomas Huggins on his bicycle) at 6 a.m., and arrived at York at 1 p.m. After spending about four hours in the city, we took our departure, and rode home in the same time as in the former part of the day, reaching Stockton at 12 (midnight). We were on the machines about six hours each way, or twelve hours the double journey, and six hours for rest and refreshment. I am fully convinced that I can manage 150 miles in 24 hours, which I think of attempting next season, not to beat any record, but simply to make my own, and to satisfy myself. You will think me a cycling enthusiast, and so I am. Excuse my long epistle. I write to encourage you in the manufacture of the unsurpassed "Meteor" Tricycle.

To Messrs. Starley and Sutton.

Yours truly,
W. SUDLOW.

St. George's Square, Bishop's Waltham, Hants., Oct. 20, 1883.

Sir,—The youth's tricycle which I purchased of you for my daughter's use, I consider a marvel of cheapness. For lightness, durability, and ease of propulsion, I think it unsurpassed. The machine has been much used during the last seventeen months, with no apparent damage.

Yours respectfully,

To Messrs. Starley and Sutton.

W. KILLICK.

Hungerford, September, 1882.

Gentlemen,—I have much pleasure in stating that your tricycle has given me entire satisfaction during the time I have used it. It is a splendid machine, very easily managed, simple yet safe. I can highly and thoroughly recommend it, and shall feel pleased for you to use this in any way you think fit.

Messrs. Starley and Sutton.

JANE A. WOOLDRIDGE.

Dean Road, Croydon, 23rd August, 1883.

Gentlemen,—My brother and I have had, during the season, several voyages on your "Sociable," and having ridden several hundreds of miles on it over principally the Southdown Hills, &c., between here and the Sussex and Hampshire Coasts, we think it a good, useful, and serviceable machine.

I am, gentlemen, yours respectfully,

Messrs. Starley and Sutton.

CHARLES SAVAGE.

Waverley, Chesterton Road, Cambridgeshire, July 28th, 1882.

Gentlemen,—I have been riding my "Meteor" now for two years, and it is still in excellent condition, though I have done some hard and rough work upon it, and my weight is over 14 stone. After trying many other makes, I believe yours is the best in the market, for strength, lightness, and speed combined.

Yours faithfully,

Messrs. Starley & Sutton.

O. R. BARINCOTT, L.L.B.

East Dulwich, S.E., November 3rd, 1883.

Gentlemen,—I feel that the following statement is due to you, and you may, perhaps, appreciate it the more as coming from one who has had no dealings with you, and whose name is probably unknown to you. In June of this year I procured, for the amusement of my little boy, 12 years of age, and weighing only $4\frac{1}{2}$ stones, one of your 36in. "Youth's Meteor" tricycles. It was a second-hand machine, which had evidently done long and arduous service on hire, and had to all appearance carried far heavier weights than were ever contemplated for it. In fact, it was chiefly on the ground of compassion for the machine that I redeemed it from its terrible servitude and destined it for a career more worthy of it. I spent a little on renovating it, and handed it over to its young rider. Since that time he has accompanied me on rides of 20, 30, and 40 miles, over roads principally in Kent and Surrey—in all weathers and on all kinds of surface and gradients. On the 27th of last month I put the capabilities of both rider and machine to a more crucial test by allowing my boy to accompany me in a ride from Upper Norwood to Brighton. The roads from Norwood to Redhill were in such a bad state as to deter many adult riders from the journey; but notwithstanding mud and stones the lad successfully accomplished his task—46 miles in 7 hours riding time. The next morning he rose quite fresh, and before starting for the home journey put in eight miles along the sea coast. We left Brighton on the return at 1 p.m., and arrived in Norwood a little after 9 p.m., the actual riding time being $6\frac{1}{2}$ hours. The boy rode every hill out but Redhill, and every hill back but the latter half of Handcross and South Norwood Hill, and arrived home so fresh and lively that he could have achieved another twenty miles. My object in writing to you is not to claim credit for the boy's performance, which is merely typical of the pluck and staying power of the English boy generally, but to thank you for having furnished a real working tricycle—not a toy—on which an English boy can show what he can do. I think it should be known that such a machine is to be had, and therefore give you full permission to use this letter as you please. I may add that every important stage of the journey, both out and home, is verified at various halting places.

I am, yours faithfully,

Messrs. Starley and Sutton.

W. GRIST.

3, Holland Park Road, Kensington, W., 4th July, 1882.

Dear Sirs,—I have now ridden the "Meteor" more than 3,000 miles, and cannot express in strong enough terms my appreciation of its high qualities.

Yours faithfully,

Messrs. Starley & Sutton.

C. H. R. GOSSET.

90, Aston Street, Birmingham.

Gentlemen,—I have just completed 317 miles on your "Meteor" Tricycle, in five days, and like the make very much. I have sold it and intend going in for the same make with latest improvements.

Yours truly,

Messrs. Starley & Sutton.

F. ANTHONY.

12, Pavilion Parade, Brighton, May 17th, 1882.

Sirs,—I am a medical practitioner, age 53, weight 17 stone 14lbs., height 6 feet, and have been ever since tricycles came out, in the habit of advising my friends and patients to ride the "Salvo," but of late I have been induced myself to use your 44in. "Meteor," which I like exceedingly, and have promised your agent a testimonial pointing out the advantages of this machine over others which I have had the opportunity of observing in my own experience, as well as those whom I have advised to obtain them through your agent.

Yours truly,

Messrs. Starley & Sutton.

DR. HENRY BELCHER.

Battledown View, Cheltenham, October 16th, 1882.

Sirs,—About a year ago, I had one of your "Meteor" tricycles, 40in. I have ridden it some thousands of miles, and like the machine better than any I have yet ridden.

Yours faithfully,

Messrs. Starley & Sutton.

H. MOORE.

112, Maida Vale, London, W., 4th August, 1882.

Dear Sirs,—I like the "Meteor" tricycle you supplied we with last spring very much indeed. When at the Hampton Court Meet I saw a great many machines of all sorts and sizes, but did not see one I liked the looks of so well. I have had a good many runs on it, and find it a thoroughly good machine—got up the hills at Barnet on it.

Yours truly,

Messrs. Starley & Sutton.

I. C. R. OKES.

Hugglescote School, Ashby-de-la-Zouch.

Gentlemen,—I must say after having every opportunity of trying your "Meteor" tricycle I can speak of it in terms of the most unqualified praise. The mechanism is so simple and yet so very effective. After half-an-hour's practice the most timid person might feel himself at home on the "Meteor." I shall think it my duty to make known to my fellow teachers the merits of the "Meteor," and induce them to avail themselves of the healthy exercise it affords.

Yours very truly,

Messrs. Starley & Sutton.

G. F. SMITH.

Sandroyd, Cobham, Surrey, May 12th, 1882.

Gentlemen,—I am very pleased with the 48in. "Meteor" you sent me a little time ago. It is a great pleasure to ride.

I can't understand anyone wishing for a more comfortable and beautiful machine. I have tried most of the strong featured hill climbers, and have come to the conclusion that the "Meteor" is quite equal to them except at very steep ones, which no one (sensible) would care to fag on any make. On a level country they are nowhere for speed beside the "Meteor." Many of my friends have come round to my opinion.

I am, dear sirs, yours very truly,

Messrs. Starley & Sutton.

W. TAVENOR.

Maybrook Villas, Aylestone Park, Leicester, April 1, 1882.

I wish to express my admiration of the tricycle which I received from you the other day. I rode from Hinckley, and fairly tested its merits, as the road was more or less hilly and rough, but it was too great an undertaking for my first journey, because I was obliged to dismount for steep and long hills and rough stony places, yet I performed the distance in three hours. I have no doubt that the machine will give me the greatest amount of pleasure in due season.

I am, yours very truly,

Messrs. Starley & Sutton.

N. CHALLIS.

13, Jesson Street, Coventry, March 1st, 1882.

Gentlemen,—The "Meteor" you supplied me some ten months since has carried me in perfect safety, I reckon from eight to nine hundred miles, without any expense whatever excepting oil. It has given perfect satisfaction.

Yours truly,

Messrs. Starley & Sutton.

JOHN TWIGG.

Bitterne Boys' School, Southampton, February 28th, 1882.

Gentlemen,—I have ridden your "Meteor," which you supplied to me, for the past two months, and find that although the ground has been often full of moisture that very little difficulty is experienced in working it. The high wheels give it a most elegant appearance, and many persons in this district admire it. The exercise is good and has greatly improved my appetite. I have seen and tried several other machines since I bought one of your firm, but I do not yet regret having purchased the "Meteor."

Yours faithfully,

Messrs. Starley and Sutton.

HENRY W. COOKE, School Master.

112, Maida Vale, London, W., 4th August, 1882.

Dear Sirs,—I like the "Meteor" tricycle you supplied we with last spring very much indeed. When at the Hampton Court Meet I saw a great many machines of all sorts and sizes, but did not see one I liked the looks of so well. I have had a good many runs on it, and find it a thoroughly good machine—got up the hills at Barnet on it.

Yours truly,

Messrs. Starley & Sutton.

I. C. R. OKES.

Hugglescote School, Ashby-de-la-Zouch.

Gentlemen,—I must say after having every opportunity of trying your "Meteor" tricycle I can speak of it in terms of the most unqualified praise. The mechanism is so simple and yet so very effective. After half-an-hour's practice the most timid person might feel himself at home on the "Meteor." I shall think it my duty to make known to my fellow teachers the merits of the "Meteor," and induce them to avail themselves of the healthy exercise it affords.

Yours very truly,

Messrs. Starley & Sutton.

G. F. SMITH.

Sandroyd, Cobham, Surrey, May 12th, 1882.

Gentlemen,—I am very pleased with the 48in. "Meteor" you sent me a little time ago. It is a great pleasure to ride.

I can't understand anyone wishing for a more comfortable and beautiful machine. I have tried most of the strong featured hill climbers, and have come to the conclusion that the "Meteor" is quite equal to them except at very steep ones, which no one (sensible) would care to fag on any make. On a level country they are nowhere for speed beside the "Meteor." Many of my friends have come round to my opinion.

I am, dear sirs, yours very truly,

Messrs. Starley & Sutton.

W. TAVENOR.

Maybrook Villas, Aylestone Park, Leicester, April 1, 1882.

I wish to express my admiration of the tricycle which I received from you the other day. I rode from Hinckley, and fairly tested its merits, as the road was more or less hilly and rough, but it was too great an undertaking for my first journey, because I was obliged to dismount for steep and long hills and rough stony places, yet I performed the distance in three hours. I have no doubt that the machine will give me the greatest amount of pleasure in due season.

I am, yours very truly,

Messrs. Starley & Sutton.

N. CHALLIS.

13, Jesson Street, Coventry, March 1st, 1882.

Gentlemen,—The "Meteor" you supplied me some ten months since has carried me in perfect safety, I reckon from eight to nine hundred miles, without any expense whatever excepting oil. It has given perfect satisfaction.

Yours truly,

Messrs. Starley & Sutton.

JOHN TWIGG.

Bitterne Boys' School, Southampton, February 28th, 1882.

Gentlemen,—I have ridden your "Meteor," which you supplied to me, for the past two months, and find that although the ground has been often full of moisture that very little difficulty is experienced in working it. The high wheels give it a most elegant appearance, and many persons in this district admire it. The exercise is good and has greatly improved my appetite. I have seen and tried several other machines since I bought one of your firm, but I do not yet regret having purchased the "Meteor."

Yours faithfully,

Messrs. Starley and Sutton.

HENRY W. COOKE, School Master.

St. Anne's Vicarage, Wandsworth, Surrey, 11th May, 1882.

Gentlemen,—About twelve months ago, through your London Agents, Messrs. Goy and Co., I purchased one of your "Meteor" tricycles (40in. level gearing), and during the time I have had it in use I have found it to work admirably. Having in that space of time ridden some hundreds of miles, I think that is a sufficient test to be able to judge of its good merits.

I am, yours etc.,

Messrs. Starley and Sutton.

GEO. B. T. CHAVE.

Broughton Astley, Lutterworth, October 21st, 1882.

Gentlemen,—On a 44in. "Meteor," in August—hot weather—I went from here to St. Albans in one day, and thence to Lewes the next—153 miles. Visited Eastbourne and Hastings, over such roads as I never wish to see again, and after return home machine was as good as when it started, rubbers being little scratched and machine perfect.

Yours obediently,

Messrs. Starley and Sutton.

W. S. CHANDLER

Sydney House, Worcester, October 8th, 1882.

Gentlemen,—I received the "Meteor" No. 2 on Thursday, and cannot speak of it in terms too high; it far exceeds the expectations I had formed of it. Thanking you for your prompt attention,

I remain, yours faithfully,

Messrs. Starley and Sutton.

E. ALBERT HANCOCK.

Ferry Hill Vicarage, Co. of Durham, August 18th, 1882.

Gentlemen,—You will have heard by telegram that Miss Thorp has received the tricycle. I am sure she will be pleased with it, though she will have little use of it till next year. The machine you supplied to me goes on very well, and is most useful even in this hilly country. Three of us can run from 40 to 60 miles a day without great fatigue, and allow ourselves some hours for stopping with friends.

Yours faithfully,

Messrs. Starley and Sutton.

Rev. H. F. LONG.

Highfield House, Fitzjohn's Avenue, Hampstead, N.W.

Gentlemen,—The tricycle I had of you through my friend, Mr. Johnson (a "Meteor" No. 2), gives great satisfaction; my friends all admire it, and I do my best to recommend your firm on every occasion.

I am, yours truly,

Messrs. Starley and Sutton.

HERMAN ROSENHEIM

35, Ashburnham Road, Bedford, November 3rd, 1882.

Gentlemen,—I have heard from Mr. Sidney Lee this morning, and am glad to find that the machine for me has been duly ordered. If it turns out as well as a "Meteor" Sociable I have, made by you, it will be a source of unmixed satisfaction, and the sooner it comes the better.

Yours faithfully,

Messrs. Starley and Sutton.

G. E. HARRIS.

The Hollies, Moseley, Birmingham, 16th May.

Gentlemen,—I feel it a duty to inform you that I travelled from Moseley to London on Thursday last, in 13hrs. and 35m., on your 40in. "Meteor," non-multiplied, without feeling at all distressed; in fact, had it been necessary, I could have ridden another 30 miles. My rest during the day occupied 5hrs. 25m. This, to my mind, speaks most highly of the "Meteor." I certainly believe it to be the best machine in the market; rest assured I shall recommend it most strongly. Pray make use of my name as a reference whenever you please.

Yours truly,

Messrs. Starley and Sutton.

G. H. SIMMS,
Vicar of S. Crypian, Hay Mill, near Birmingham.

36, Windsor Road, Ealing, 22nd August, 1882.

Gentlemen,—My brother bought one of your Sociables in the beginning of the year and has ridden it several thousand miles, and it is as steady now as the day it was turned out, there being not the slightest shake anywhere. His was the first one in Ealing, and now there are about a dozen, which shows that they recommend themselves. There is no doubt about it; they are the most compact double made.

I am, gentlemen, faithfully yours,

Messrs. Starley & Sutton.

E. B. DEANE, Ranelagh B.C.

Paul, Hull, Yorks., January 17th, 1883.

Gentlemen,—Machine safely to hand. I am pleased so far beyond measure; it is the best I have yet seen.

Yours faithfully,

Messrs. Starley & Sutton.

W. B. PRIDDY.

THE EASE OF TRICYCLING.—There is an idea by those who do not ride the tricycle that the work of it is exceedingly fatiguing, and those who are seen riding receive often from the lookers-on anything but complimentary observations, with proffers of assistance as singular as they are uninviting. In point of fact, however, nothing is so easy as the work when the art of working is mastered. It is easier than walking, it is easier than riding on horseback on the easiest horse that can be ridden. The peculiarity of the process of riding on a tricycle is such, indeed, that when once the art is obtained, much can be done, not only without fatigue, but with the sense of lightness and a relief of weariness, bodily and mental, which is positively refreshing. I can ride forty miles on the tricycle, experiencing, I can safely say, less fatigue than from walking ten or from riding on horseback twenty, although I am a practised hand in both the last-named exercises all my life through, while I am comparatively a novice on the tricycle.

Dr. W. B. RICHARDSON.

We all have our hobbies, but the Pegasus for me—the roadster, that is at once wheeled and winged—is yclept the “Meteor,” and its birth-place, Coventry. Were it possible for a modern Lady Godiva to be doomed by cruel fate to ride through the streets of the ancient city *à la Eve*, if she were advised she would shun all quadrupedal agency, and order her palfrey to be saddled at the Cyclopedian stable of Messrs. Starley and Sutton. The recreant Tom, the “Peepers,” would then pry in vain, for ere he could wink thrice, the fair vision would have flown past him, though, perhaps, there would be a remote possibility of his being stricken blind by her lightning speed. I make this last assertion *on trust*, however, and on *that* I have seen more daring riders achieve. Personally, I am a jog-trot rider, and my “Meteor” has never had its high-flying qualities fairly put to the test. I am always content, taking the rough with the smooth, to cover, say, seven or eight miles within the hour, and this I have done daily, summer and winter, and in all weathers, excepting in seasons of fog, for more than two years, and there still is my sturdy nag, whose only feed is an occasional refresher from its oil-can, as sound in wind and limb, in a manner of speaking, as on the day when I first mounted it.

“ONE OF THE CROWD” of the *Daily Telegraph*.

Grange Mount, Upper Norwood, March 24, 1883.

Gentlemen,—I think, for elegance, material, and workmanship, your “Meteor” Tricycle is unequalled. I have named mine “L’Allegro.” The speed at which one is enabled to get along makes one feel quite joyous.

Yours faithfully, J. SIMS REEVES.

Messrs. Starley & Sutton.

(The Great Tenor.)