

underlying reason for the left-hand dip head lamps for 1956. This modification is achieved by the use of an offset filament in conjunction with a new block-pattern lens. The manufacturers emphasize that the two are complementary. It would be inadvisable, therefore, to fit the new type of bulb in an existing light unit. Both this unit and the model MCH58 head lamp of elongated pattern with built-in Smiths speedometer are, at present, original equipment but will become standard components in the near future. These arrangements apply also to the new 25SA combined horn-push and dip-switch unit which is also a feature of the 1956 programme.

Designed to operate at engine-speed on two-stroke power units, the new contact breaker and automatic advance unit, listed as the 2CA1, is of pressed-steel construction and provides for an ignition advance of up to 30°. Giving an advance range of 12°,

the existing half-engine-speed unit, the CA-1A, with heavier bob-weights, is to be continued.

Used exclusively with Lucas A.C. ignition-lighting equipment, the four-plate bridge-connected selenium rectifier has been reduced in diameter from 4½ in. to 2½ in., and is, therefore, more easily accommodated in confined space. It is also now provided with an earth return lead.

An Old Friend

Long established, the Lucas Magdyno, is continued but users of 1956 models will have the benefit of a new type of sintered-iron face-cam which, oil impregnated upon assembly, requires no further lubrication.

Possessing all the technical excellence of the Lucas racing ("T.T.") and Wading ("R") magnetos, a new Lucas "C"-type has been introduced. Externally the "C"

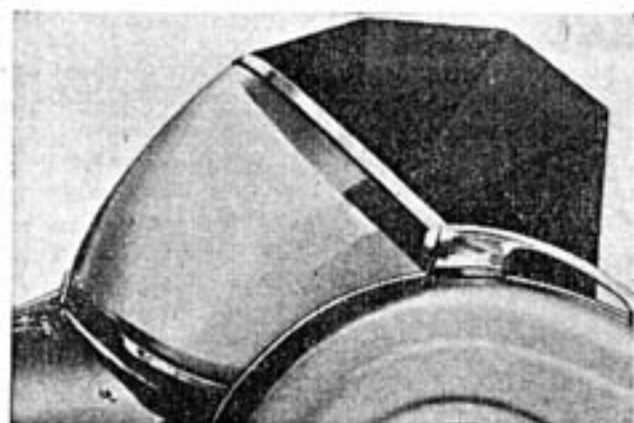
model has an austerity finish; it is not water-tested but is guaranteed splash-proof and has been designed to sell at a low price. This magneto is to be produced in three forms, i.e., as the base-fitting NC1 and KNC1 for single-cylinder engines, or as the K2FC with a flange-fitting facility for twins.

Alternating-current ignition lighting equipment has been modified to provide increased output at lower engine r.p.m. than previously. The new alternator, listed as the RM13/15, has a wider rotor with a more powerful magnet assembly and is designed to balance effectively lighting and coil loads, particularly on machines used in overseas markets where town speed limits are low and full, or dipped, lights are compulsory at night.

These products, old and new, together with a wide range of reflectors, mirrors and similar accessories will be featured on Stand No. 147 at Earls Court.

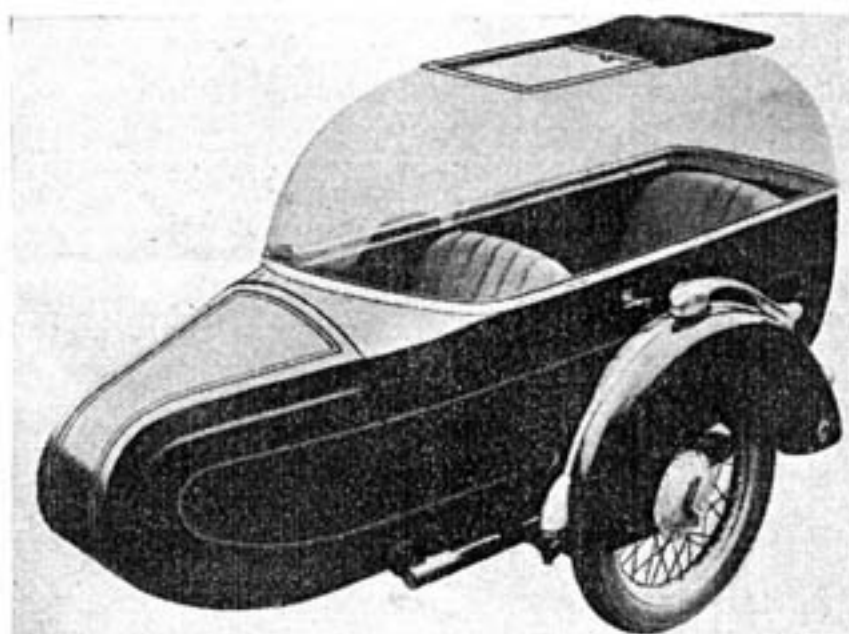
ALL-WEATHER STEIB SIDECARS from GERMANY

New Models by Prominent Continental Maker



(Right) The new two-seater Steib sidecar has a "Plexiglass" top.

(Left) A close-up of the hood and screen on the S250 model.



A CLEAR plastic top with sliding panel will undoubtedly make the TR502 Steib two-seater saloon a focal point of interest on Stand No. 41 at the Show. Unique among sidecars on the British market, the top has no supporting pillars at all, the "Plexiglass" material in itself possessing considerable strength.

Especially built for attachment to the Vespa scooter, the RS1 model, which weighs 102 lb., follows the general lines of the larger bodies in the range.

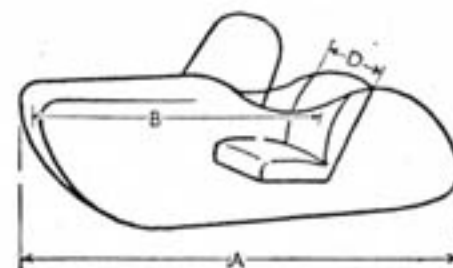
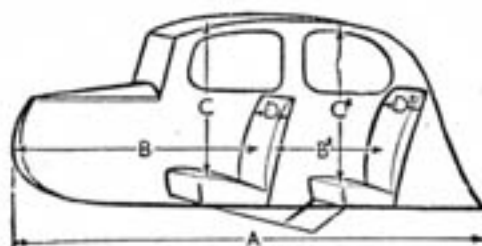
A continued feature common to several of the models is a sidecar lamp which has its body shaped to form a handle for passenger

assistance on entering or leaving the "chair."

Every Steib sidecar has a sprung wheel, and a brake is an optional extra on most of the range; this is carried in a full-width

light-alloy hub and is unusual inasmuch as it is hydraulically operated.

Concessionaires in this country for Steib sidecars are A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex.



SPECIFICATIONS AND PRICES

Model	Dimensions							Basic price	Total inc. P.T.
	A	B	B2	C	C2	D	D2		
	in.	in.	in.	in.	in.	in.	in.		
RS1 (Vespa only)	—	—	—	—	—	—	—	56 0 0	69 0 5
LS200 s/s	73	44	—	31½	—	16½	—	55 10 0	68 8 0
S250 s/s	75	46½	—	33	—	18½	—	67 0 0	82 11 6
S501 s/s	75	47	—	31½	—	17½	—	73 0 0	89 19 6
TR500 s/s	80½	50	—	35	—	18½	—	78 0 0	96 2 9
TR502 2/s saloon	—	—	—	—	—	—	—	112 0 0	138 0 10

Alternative Specification: all models available with hydraulic brake at extra cost except RS1.

STEIB SIDECARS

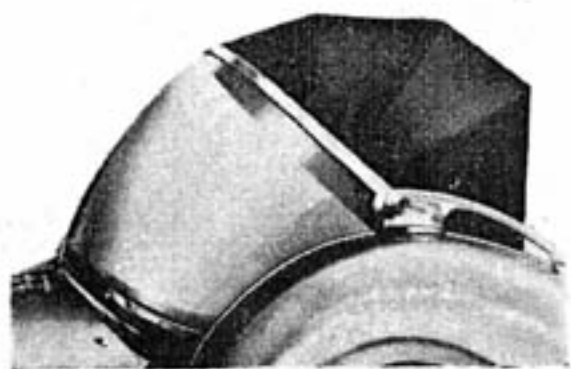
Two-seater Saloon Added to High-quality Range from Germany

MOST interesting feature of the latest Steib programme is that the range, previously confined to single-seaters, is extended to include a two-seat saloon designated the TR502. Below the waistline the new body looks much like any other body of its kind but, as with all Steibs, it is of steel stressed-skin construction. The canopy, however, strikes an entirely new note since it comprises a single Plexiglass moulding in the form of an elongated dome.

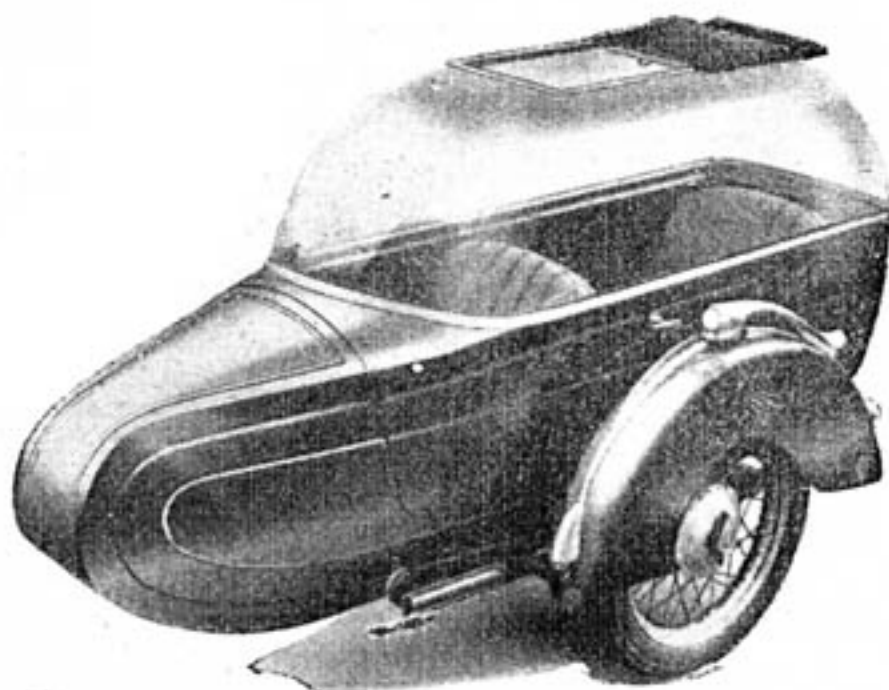
Along its right edge the moulding is hinged to the top of the body and lifts up, with part of the body left side, to permit entry or egress. The rear seat is reached from behind the wheel. In the top of the moulding is a framed orifice fitted with a sliding fabric cover.

Typically Steib is the pivoted front mounting of the body to the forward

Detachable hood suitable for most Steib models



Most striking feature of the new TR502 two-seat saloon is a one piece Plexiglass moulding forming the canopy



cross tube of the sturdy chassis which is equipped with rubber-in-torsion wheel springing. At extra charge the TR502 can be supplied with the Steib hydraulic brake, which is housed in a handsome full-width hub and is operated from the machine's rear-brake mechanism.

Other models in the range include the established RS1 for Vespa scooters, the lightweight LS200 and the mediumweight S250 models. The last is mounted on a more robust chassis than the LS200 and can be fitted to motor cycles of from 200 to 600 c.c. capacity. Completing the list are the S501 and TR500, respectively sporting and touring units for machines of 500 c.c. or more. The mediumweight S350 model is discontinued.

All the sidecars have pivoted-arm wheel suspension with rubber as the

springing medium. The hydraulic brake can be supplied on any model except the RS1. A Plexiglass hood is available as an extra on the S250.

Concessionaires are A.F.N., Ltd., Falcon Works, Isleworth, Middlesex. Prices (in which total price includes purchase tax, payable only in Great Britain) are as follows:—

	Basic Price			Total Price		
	£	s	d	£	s	d
RS1 for Vespa	56	0		69	0	5
LS200 single-seat sports	55	10		68	8	0
With hydraulic brake	65	10		80	14	7
S250 single-seat sports	67	0		82	11	6
With hydraulic brake	76	0		93	13	5
S501 single-seat sports	73	0		89	19	6
With hydraulic brake	85	0		104	15	3
TR500 single-seat tourer	93	15		115	10	11
With hydraulic brake	78	0		96	2	9
TR502 two-seat tourer	112	0		118	0	10
With hydraulic brake	125	0		154	1	3

Bond Minicars

INCREASED production rather than changes in design has been the policy of the Bond Minicar concern during the past year. The modifications to the three-wheelers are few in number and of a detail nature. There are standard and de-luxe versions of the Mark C and Family models. Compared with the Mark C, the Family model has two extra seats for children and redesigned rear wings with larger rear lights.

All models have a new front grille, chromium-plated lamp hoods and plated side strips along the body which, with a new high-gloss cellulose finish, obtainable in a variety of colours, substantially improve appearance. Refinements on the de-luxe versions of both models include an electric starter, front and rear bumper bars, bonnet motifs and a leather-covered dashboard. (On standard models the dashboard is plastic-covered.)

Power unit employed on all four models is the well-tried 197 c.c. Villiers 8E with integral gear box, which provides a satisfactory compromise between low-speed power and reasonable open-road performance. The hydraulically damped,

pivoted front springing is continued without alteration, as is the worm and sector steering which gives a 90-degree lock in each direction.

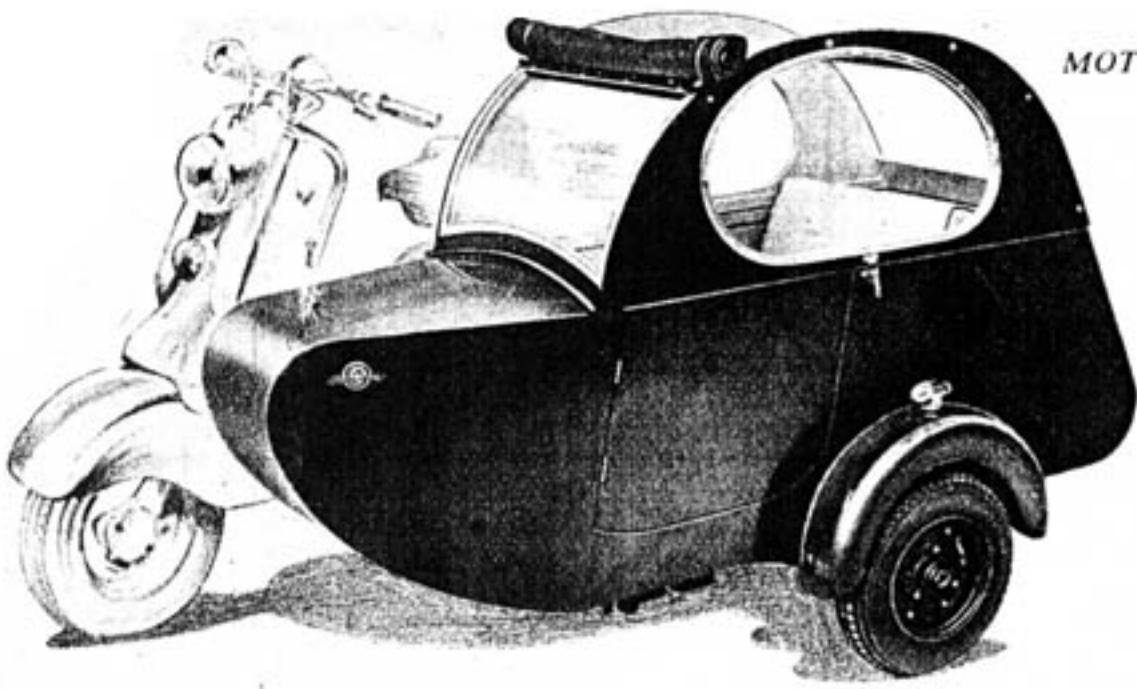
The makers are Sharps Commercial, Ltd., Ribbleson Lane, Preston, Lancs. Prices (in which total price includes pur-

chase tax, payable only in Great Britain) are as follows:—

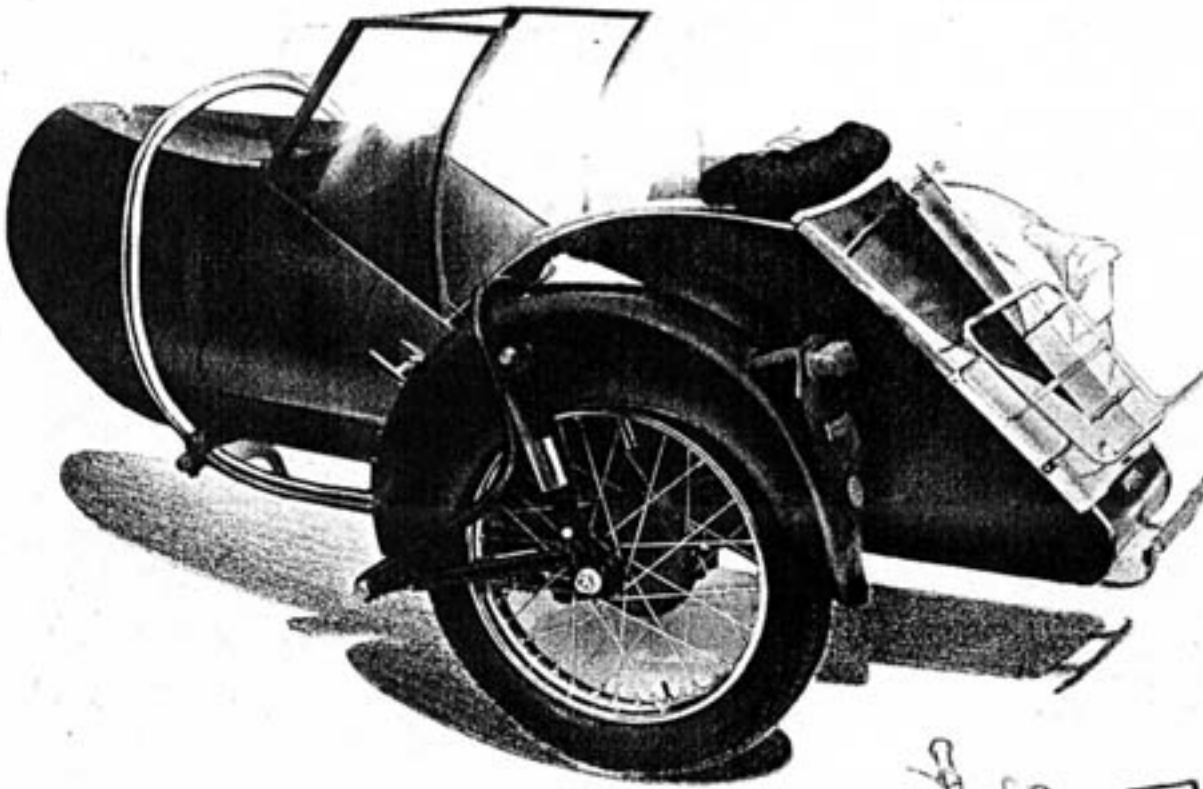
	Basic Price			Total Price		
	£	s	d	£	s	d
Mark C Standard	221	10	0	278	13	2
Mark C De Luxe	242	0	0	304	7	8
Family Standard	242	0	0	304	7	8
Family De Luxe	254	12	1	320	4	1

New rear wings and larger rear lamps on the Family models



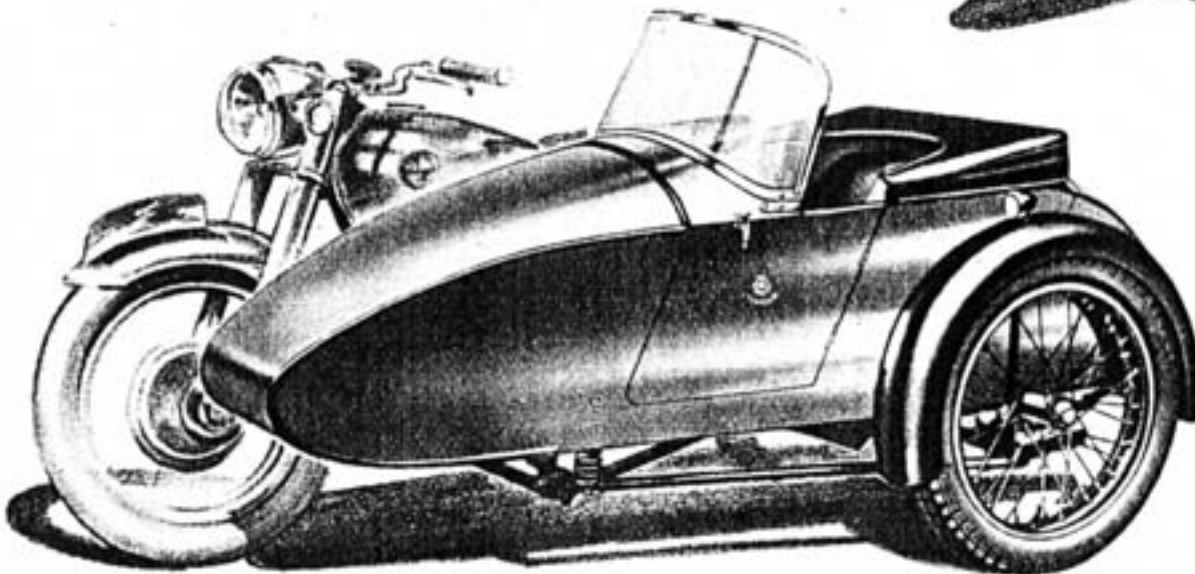
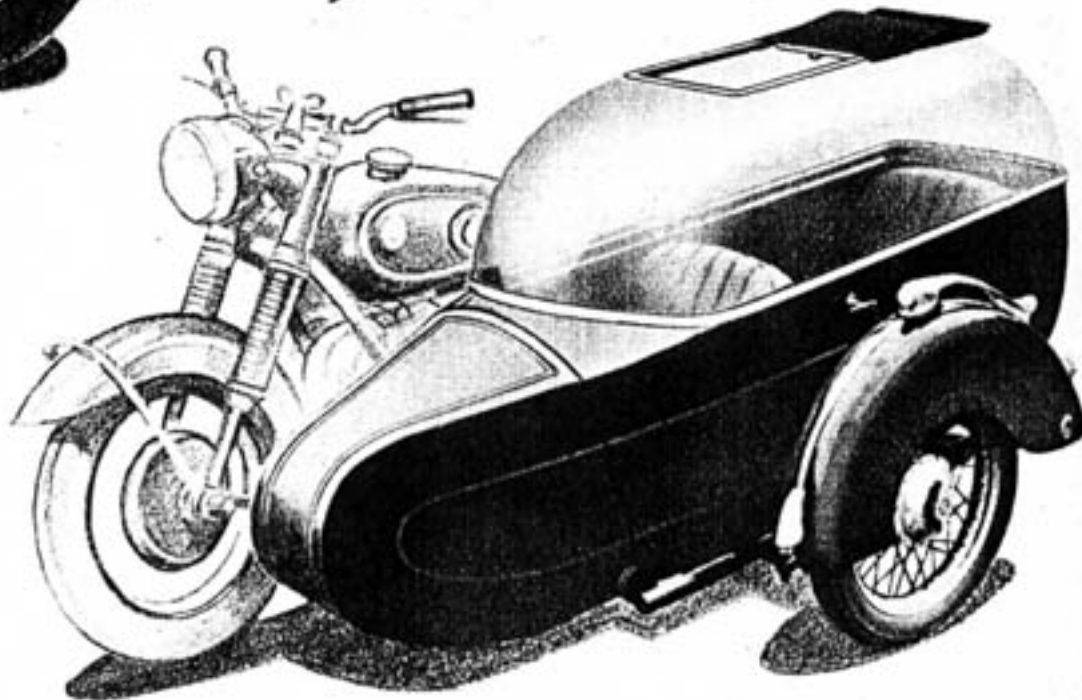


A novelty on Stand No. 93 is this ultra-light saloon—the Canterbury "Demon," especially designed for use with small machines or scooters. Costing £50 18s. 7d. with P.T., it is attracting much interest.



On the left is a popular sporting model by Garrard which is shown on Stand No. 30. It is the S90 Convertible 2-seater, which is fitted with ingenious sliding windows and, mounted on a Mark 5 chassis, with swinging fork suspension, and hydraulic brake, costs £117 1s. 10d., including Purchase Tax; the grid and bumper raise the price by another £4 10s.

From Germany comes this Steib type TR 502 2-seater, shown on Stand No. 41, and the only multi-seat model in the range. The canopy, with its top opening, is of plastic and gives an unusual aspect to this product of a famous Continental factory; it is listed at £138 0s. 10d. with Purchase Tax.



An open tourer bearing the world-famous name of Sunbeam is this Model 22/50 de luxe single-seater shown on Stand No. 99. Inclusive of Purchase Tax, the price is £79 9s. 11d. with a sturdy chassis.



Lightweight saloon on simple chassis—the Canterbury Demon

Other features of the Lancastria which are being appraised by potential owners are the generous map pocket provided, the interior mirror and the chromium-plated roof-top luggage grid.

Extremely elegant in claret and pastel blue, the Lincoln single-seater saloon is provoking thoughtful discussion among those whose passengers possess—to use the advertising phrase—"the fuller figure." The Lincoln is undoubtedly one of the largest of contemporary single-seaters and allows for passengers of above-average height and girth; it also has luggage accommodation on a generous scale to match.

Prices.—Bodies and chassis: Lincoln, £93 1s 2d; Durham (single-seater saloon), £81 19s 4d; Cumbrian (child-adult), £83 12s 3d; Lancastria, £101 13s 8d; Devon (family saloon), £92 17s 2d; York, £110 6s 3d; Astral, £105 7s 8d. Bodies: Lincoln, £58 10s 11d; Durham, £47 9s 1d; Cumbrian, £49 2s; Lancastria, £67 3s 5d; Devon, £58 6s 11d; York, £75 16s; Astral, £70 7s 5d. Chassis: Standard, £34 10s 3d. Extras: sidecar-wheel brake, £5 10s 11d; Gregoire suspension unit, £8 12s 6d; two-colour scheme, £2 15s 6d. Busmar, Ltd., Field Street, Blackpool.

93 CANTERBURY

Turntables at Earls Court are becoming all the rage. The Canterbury concern has succumbed to the fever and the three new models, the Carmobile, the Demon and the Avenger, are all displayed on a rotating platform. The merit of the scheme is obvious to anyone who has been to an Earls Court Show—for it is only when a sidecar is viewed from a few feet that its lines can be adequately assessed.

Something of awe can be detected in the eyes of those who inspect the child-and-double-adult Carmobile for the first time. The body appears to be of gargantuan capacity! In spite of that, however, its length, and its track when it is fitted to a machine, are identical with those of the double-adult Conqueror body from which it is derived; thanks to the use of a 16in-diameter wheel the overall height is, in fact, lower than that of the Conqueror.

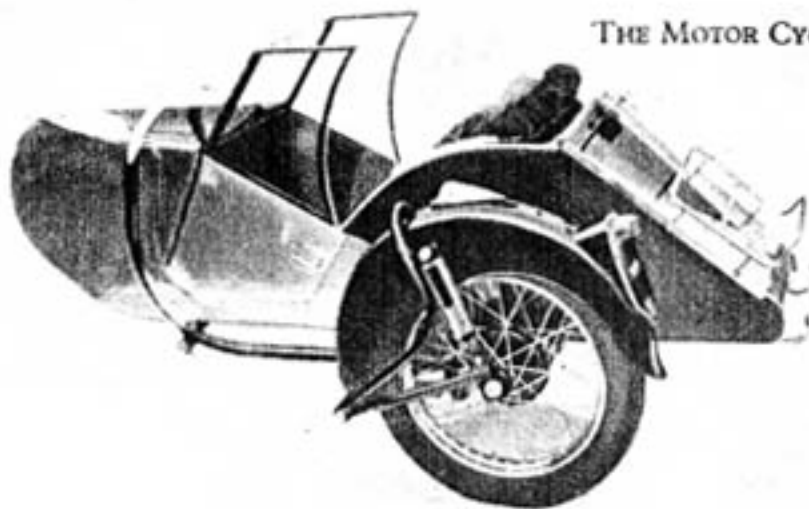
The Carmobile is intended for mounting on the sprung-wheel GMC/7A chassis. Features are a very wide door and a hinged safety-glass screen with twin electric wipers. Displayed in company with an Ariel Square Four, it is a focus of interest for every family man who sets foot in the exhibition hall.

The neat little single-seater Demon saloon, in addition to being exhibited on a turntable, is shown also on the floor, coupled to Vespa and Lambretta scooters. For such low-powered machines its light weight (120 lb) promises obvious dividends. The GMC/8 chassis designed for the Demon is notable for its simplicity. A chromium-plated example of the chassis is displayed.

The third new model, the Avenger, is a straightforward occasional double-adult sidecar which, like the majority of the Canterbury products, embodies stressed-ply construction. A full-depth, metal-panelled door and lockable boot are features.

No fewer than 13 complete sidecar outfits are exhibited. These cover the full range which, in addition to those models already mentioned, includes the Invader double-adult saloon, the Victor and Gladiator child-adult saloons, the Challenger single-seater saloon, the Warrior single-seater sports, and the competition sidecar. The three standard chassis are the unsprung-wheel GMC/3A and 6A and the already mentioned GMC/7A.

Prices.—Bodies only: Carmobile, £88 12s 5d; Conqueror, £69 11s 6d; Invader, £62 6s 4d; Avenger, £54 19s 7d; Victor, £64 17s 7d; Gladiator, £38 8s 4d (with sprung seats, £40 2s 6d); Challenger, £55 4s 9d; Warrior, £54 4s 2d; Demon, £29 0s 6d; Crusader, £48



Garrard S90 Convertible with pivoted-fork springing

9s 11d. Bodies and chassis: Competition, £79 10s 10d; Mediumweight commercial box, £44 13s 8d; Heavyweight commercial box, £50 0s 4d. Chassis: GMC/3A, £36 17s 8d; GMC/6A, £38 16s 11d; GMC/7A, £40 2s 6d; GMC/8, £21 18s 1d. Extra for brake, all chassis, £5 18s 7d. Canterbury Sidecars, Ltd., 93-95 Chigwell Road, South Woodford, London, E.18.

30 GARRARD

The majority of sidecarists have come to appreciate the improved comfort and roadholding which accrue from a sprung mounting for the sidecar wheel. Contemporary layouts take a variety of forms and the latest Garrard design on the Mark 5 de Luxe chassis is evoking considerable interest. The scheme is unique in that the wheel is carried in the slotted ends of a pivoted fork, movement of which is controlled by two hydraulically damped shock absorbers.

It is said that the proof of the pudding is in the eating and this philosophy doubtless accounts for the keen interest being shown in an outfit—fitted with one of the new chassis—which was brought to Earls Court fresh from an arduous road test. The outfit comprises a Triumph T110 coupled to an S90 sports-convertible sidecar. The body in question appeals especially to the driver with variable requirements in that it can be rapidly transformed from open to closed state by swivelling upward two safety-glass windows and erecting a hood. Furthermore, a child's seat can be accommodated in the capacious rear boot.

Ten other outfits are exhibited and all have the sidecar body finished in the same colour scheme as the machine. The machines are well chosen, being models which are popular for sidecar duty. The new Granville two-seater saloon is shown in harness with an Ariel Square Four and with a 598 c.c. Panther; in both cases the Mark 2A unsprung chassis is used.

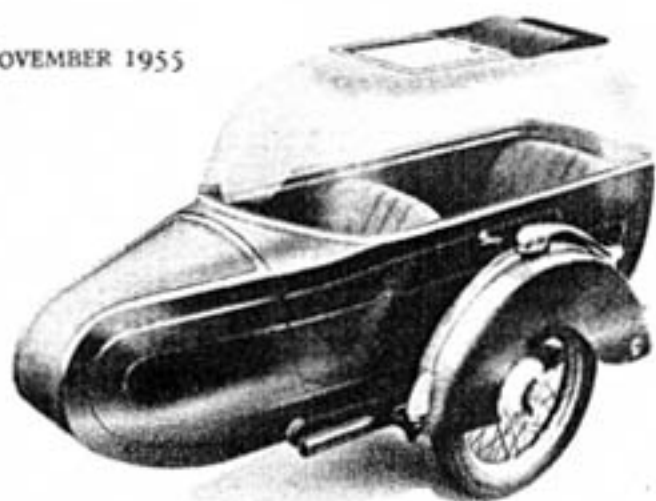
While there is no apparent alteration to the body or chassis design of the Gazelle lightweight saloon intended for use with small-capacity machines, the Pixie body is much different in shape from the last time it was exhibited. Equipped with an 8in-diameter wheel, the Pixie is designed exclusively for attachment to scooters; the example on the stand is harnessed to a Douglas Vespa. Cutaway sides give access to the seat, and the new body shape, which is distinctly eyeable, has been chosen to permit the fitting of a hood in wet weather.

Prices.—Bodies: Granville, £89 7s 2d; Silchester, £86 5s 6d; S90, £64 14s 2d; Gazelle, £38 4s 2d; Pixie, £27 14s 8d; Lightweight commercial box, £20. Chassis: Mark 5 de Luxe, £52 7s 8d; Mark 2A, £40 1s 2d; Gazelle, £27 14s 8d; Pixie, £27 14s 8d. Extras: hydraulically-operated brake, £10 10s; cable-operated brake, £7 10s; luggage grid, £3; bumper bar, £1 10s; matching number plate and stop light, £2 5s; child's seat for S90 and Silchester, £4 10s. Garrard Sidecars, Ltd., 78, Walmer Road, London, W.10.

41 STEIB

For long enough the two-seater sidecar has been the prerogative of the British manufacturer. (Across the Channel only the single-berth sports model has been able to achieve any measure of popularity.) There is good reason, then, for all the knee-bending, peering and prodding round the double-adult tourer with Plexiglass canopy, the TR502, on the Steib stand.

As is the case with all Steib sidecars, pressed-steel monocoque construction is employed for the body, which extends upward



Steib two-seat saloon with Plexiglass canopy

only as far as the waistline. The upper portion is composed entirely of a single transparent moulding. Shaped like a small, inverted bath, the moulding is hinged on the offside; when it is raised, downwardly projecting steel panels, profiled to fit snugly into cutaways in the body nearside, raise with it, to provide easy access to both the front and rear seats. There is ample room for a six-footer in the back of the sidecar. A framed, rectangular opening in the top of the moulding is fitted with a sliding, fabric, ventilation panel.

Only one sidecar is shown wedded to a machine—a TR500 single-seat tourer which, partnered by an R50 B.M.W., makes a very desirable outfit. Other models exhibited are the little RS1, for fitting to Vespa scooters, the lightweight LS200 and the heavy-weight S501 single-seater.

All Steibs have rubber wheel suspension and the hydraulic wheel brake is available on all save the RS1. The brake is actuated from the machine's rear-brake pedal and is housed in a well-styled full-width hub.

Prices.—Bodies and chassis: RS1, £69 0s 5d; LS200, £68 8s (with hydraulic brake, £80 14s 7d); S250, £82 11s 6d (£93 13s 5d); S501 £89 19s 6d (£104 15s 3d); TR500, £96 2s 9d (£115 10s 11d); TR502, £118 0s 10d (£154 1s 3d). A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex.

94 SWALLOW

Even the young visitors who usually pause only momentarily at the sidecar displays on their way to stands exhibiting super-sporting machines are eyeing the Swallow sidecars before the road-burners to which they are hitched. The reason? Primarily the vivid yet attractive colours in which all the passenger models are finished. Although the company is not diverting from its practice of providing colour finishes to match the majority of machines, the Show exhibits sparkle most independently in, for example, deep, all-over claret; ivory with black flutes; bright yellow; silver.

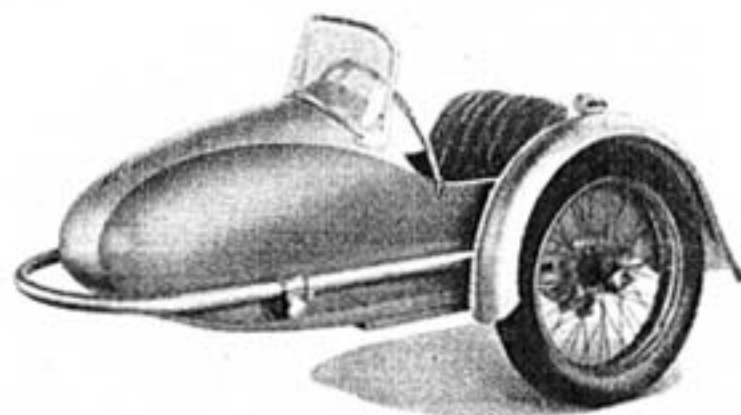
Although family men are naturally devoting most of their attention to the large Vulcan and Viscount two-seat saloons, they spare a moment to watch, with the sporting enthusiasts, an example of the open single-seat Jet 80 trailing long streamers in its wake in a most vigorous breeze; the exhibit suggests speed and grace in a most striking manner.

Airiness is the predominant impression of the Vulcan saloon that most visitors are carrying away with them. The sidecar is attached to a suitably large machine—a 598 c.c. Model 100 Panther—and the ensemble seems the right answer for a family in search of sunshine. The window-to-panel ratio must be one of the most favourable of any sidecar, for the side windows continue back from the front passenger squab—uninterrupted by any pillars—to the rear.

So generous is the legroom provided that even the tallest of passengers can be accomplished in the front seat, and enthusiasts are agreed that it is difficult to distinguish the Vynide upholstery from real leather. The glove tray under the scuttle is but one of the many well-thought-out details being appraised.

Chassis construction can be examined in detail. The Velvet and Pathfinder chassis, which are suitable for all four Swallow saloons, have a place of honour on the stand with their wheel- and body-suspension arrangements exposed.

Slightly smaller than the Vulcan, the Viscount family two-seater and the Comet occasional two-seater—respectively attached to



Famous single-seater—the Swallow Jet 80

a Norton 19S and a six-fifty Ariel Huntmaster—are garnering a full share of close inspection. An immediately appreciated feature of both models is that they have full-height doors, and a refinement on the Viscount which is being accorded favourable comment is the sliding panel in the right-hand front window.

Remaining touring model on view is the roomy Tudor single-seat saloon. It also has a full-height door and is attached to a rear-sprung MSS Velocette. Room for the passenger is not the only good feature: the Tudor scores also with a spacious outside-opening rear locker.

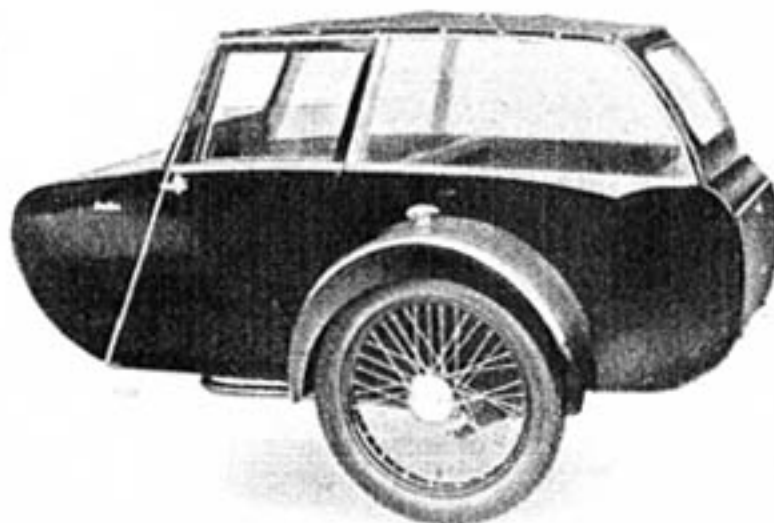
Prices.—Bodies and chassis: Viscount on Velvet chassis, £107 12s 8d, on Pathfinder, £112 15s 11d; Vulcan on Velvet, £103 10s 1d, on Pathfinder, £108 13s 4d; Comet on Velvet, £86 5s 4d, on Pathfinder, £91 8s 6d; Tudor on Velvet, £81 1s, on Pathfinder, £86 4s 2d; Commercial Box, £52 16s 8d; Jet 80 on Silk, £99 4s 4d. Jet 80 body, £72 9s 5d. Chassis: Velvet, £35 5s 5d; Pathfinder, £40 13s 9d. Sidecar-wheel brake, £6 4s 8d. Swallow Coachbuilding Co. (1935), Ltd., The Airport, Walsall, Staffs.

101 WATSONIAN

Twelve months ago the thunder of the Show sidecar exhibits was largely stolen by the eleventh-hour appearance of the futuristic-looking Watsonian Monaco Sports with integral chassis. This year the Monaco can still claim to be among the most glamorous sidecars under the Earls Court roof. Finished in grey and tastefully upholstered in that highly-controversial material—zebra skin—it looks exceedingly elegant in harness with one of the new 592 c.c. Matchless twins; the outfit is mounted on a revolving platform. Whereas the prototype was panelled in light-alloy sheet, the current exhibit is a production model made of glass-reinforced plastic.

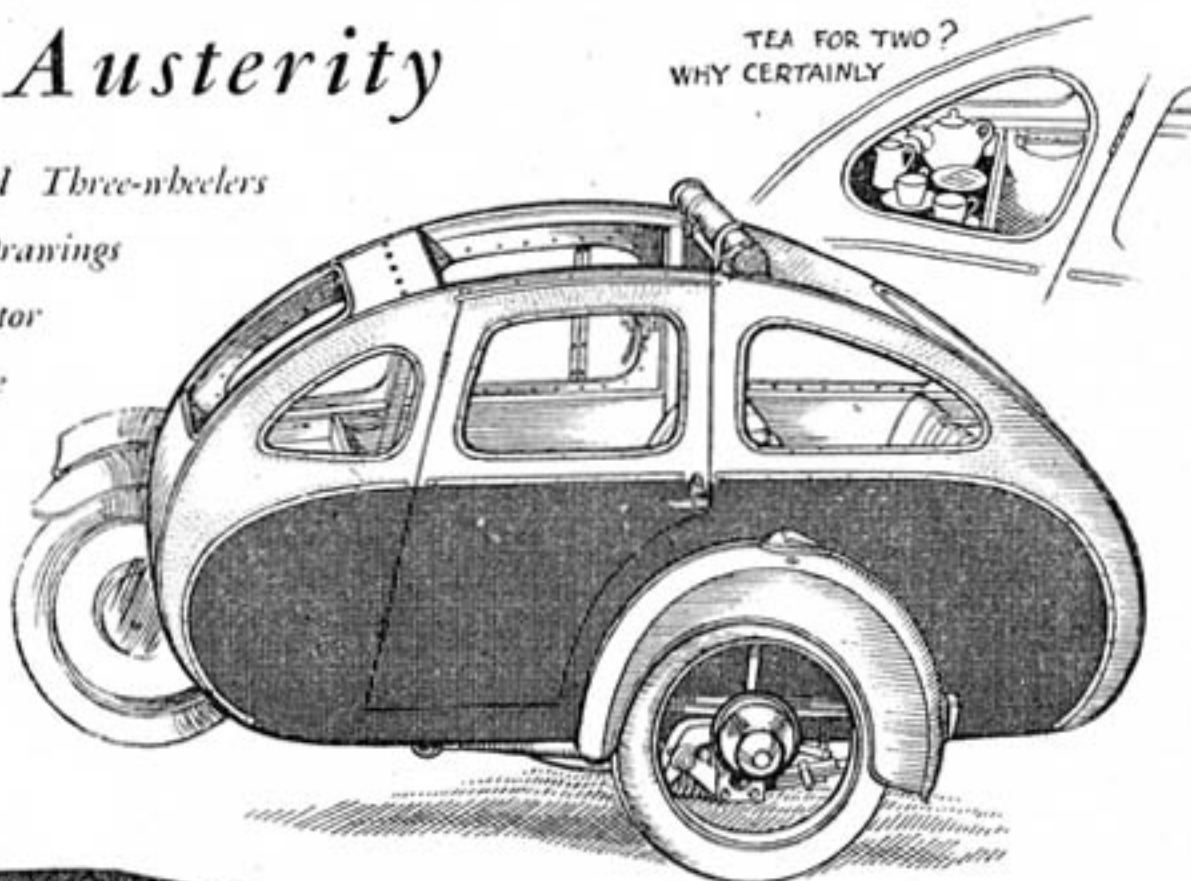
No visitor of aesthetic appreciation can fail to be impressed by the Monaco's graceful lines. The horizontal chromium-plated strips embracing the nose give the body an air of quiet dignity, while the streamlined mudguard, in spite of its generous proportions, can be swivelled upward after removal of only one bolt should access to the wheel be required. The full-width light-alloy hub houses a 7in-diameter Girling brake, and the hydraulically-damped shock absorber controlling movement of the sprung wheel, besides incorporating a two-position adjustment

Wide-vision two-seater—the Swallow Vulcan

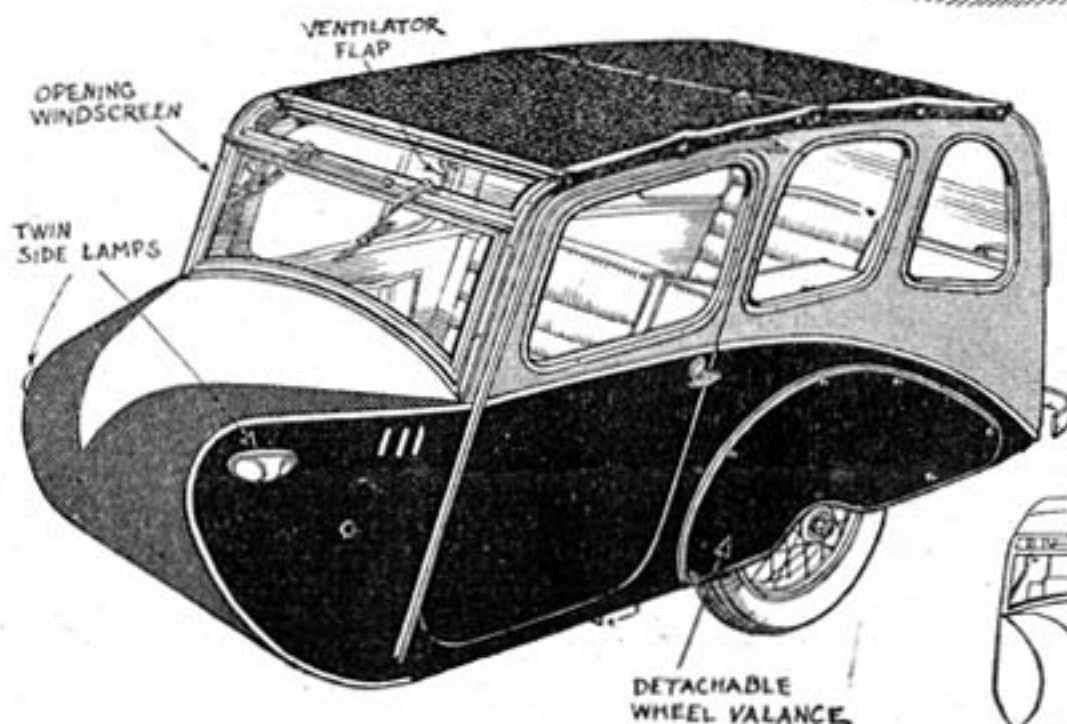


Farewell to Austerity

*Candid Comments on Sidecars and Three-wheelers
by GERARD PERIAM, and Drawings
by R. E. POULTON of "The Motor
Cycle" Staff of Artists, after the
Two Had Made Their Annual
Visit to Earls Court*



Above: The Busmar Astral, which Gerard Periam hopes will have a bright future. Wheel suspension is of French Gregoire design



Left: The Canterbury Carmobite three-seater. Side-by-side seating for children is provided in front



"IT'S all a question of what you get used to," as the Indian fakir said, sinking back gratefully on his bed of nails after a particularly heavy day at Earls Court. And that is exactly how I feel about some of the new sidecars seen at the Show. Remember how the car-buying public sniffed suspiciously when British manufacturers began to restyle their products after the war? But the new shapes conquered and so it may prove with sidecars. No one could accuse me of feather-bedding those responsible for the design and production of our sidecars. A few barbs on the subject of stagnation in design, and the need for improvement in quality and finish, have not gone unremarked. Or maybe it is merely coincidence. Whatever the reason, I found the 1955 Earls Court Show the most stimulating and provocative for years.

Quality was definitely up. On every stand where sidecars or three-wheelers were exhibited it was obvious that manufacturers had made a determined effort to free themselves from the last lingering traces of the years of austerity, when it was almost a cause for patriotic pride to be able to say, "Look what we can make out of a soap box."

Builders, we know, were faced with shortages of materials

immediately after the war, and for the impatient enthusiast almost any sidecar was better than no sidecar at all. But the shortcomings of those early post-war bodies have been slow, in some cases, to disappear. Now they have gone and it is possible to compare home productions and imported models without making too many patriotic excuses, or turning a blind eye to obvious deficiencies.

I should like to see the Busmar Astral catch on. Here is the first real attempt to streamline a large two-seater sidecar. Only heaven and probably Harold Karslake, that mine of motor-cycling historical knowledge, could tell us how long ago someone stuck a nose on a sidecar and topped it with a near-vertical windscreen. Sidecars have had noses ever since. And in their vast, chilly spaces, the legs of winter passengers have bobbed up and down like ice-floes in a freezing sea. The man responsible for the bold surgical operation which has abolished the snub-nose is Len Smith, a director of Busmar Sidecars. He has been trying to produce his pipe-dream sidecar for three years but has not before been able to find the time.

There are plenty of possibilities for development in the new model. At present it is in child-adult form, but it could

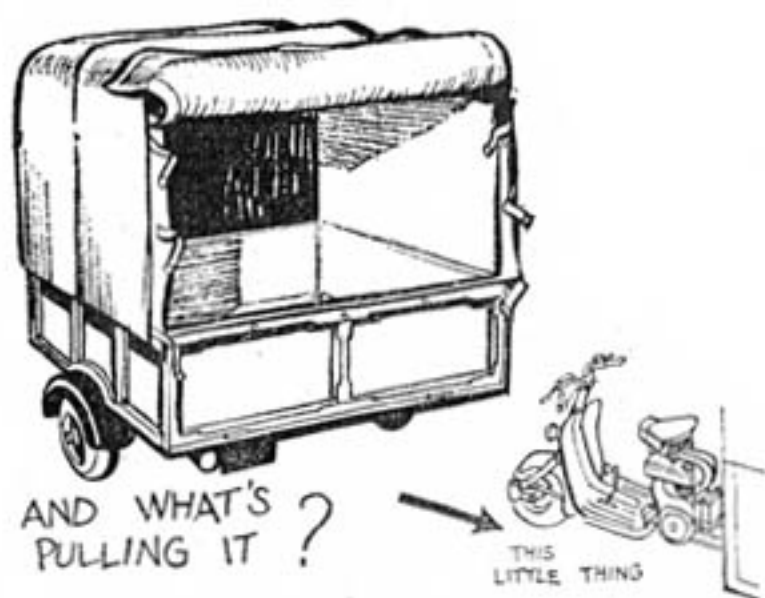
very easily become a double-adult sidecar or an in-line three-seater with an adult in the middle and a child fore and aft. But while the public makes up its mind about the Astral the Busmar folk think they have spotted a gap in the industry for a medium-priced child-adult saloon. Thus the Cum-brian model retains the side-hinged saloon top, at a time when design generally favours the use of a full door. In favour of the hinged canopy and half-length door is the comparative ease with which exit and entry can be made. The French Gregoire suspension unit can be attached to all the Busmar chassis. The system has been widely used on the Continent in a variety of elaborate applications and has proved highly successful. It is sturdy and reliable and unobtrusive.

On the Watsonian stand the Monaco sports was attracting almost as much attention as it did when it made its first sensational appearance at the 1954 Show. It was a prototype then, manufactured largely in sheet metal. Last week it appeared in its production form—glass-reinforced plastic. It may have lost a little of the Coney Island glitter that helped to draw the crowds last year, but the more restrained finish will suit sober British taste.

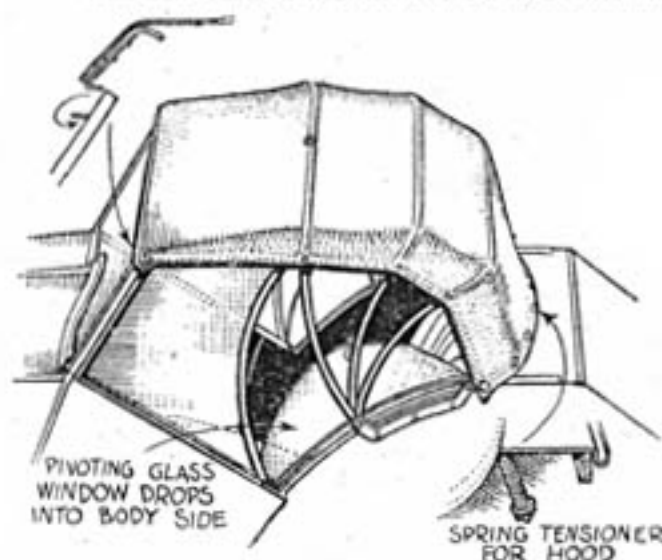
Probably the most widely used sidecar on our roads today is the Watsonian Maxstoke, which now accommodates two adults, or one adult and two children, the youngsters in the rear seat. Beginning life as a simple, all-canvas-topped, hinged-canopy sidecar for an adult and child, the Maxstoke has paid the penalty of popular demand and grown up year by year. The 1956 version may be regarded as a new model.

One of the smallest, and certainly the largest, of sidecars at the Show were to be found on the vast Canterbury stand. Whether the Carmobile, providing side-by-side seating for two, with a third seat at the back, will find a large buying public I hesitate to say. In fact, the total width of the Carmobile, which is built out over the sidecar wheel, is no greater than that of many a touring sidecar. But it looks greater! "I feel sorry for the machine that will have to pull it," was a comment I overheard. The Carmobile was appropriately shown with an Ariel Square Four. On any smaller-capacity machine I imagine that the large frontal area in high winds will make itself felt. Whether it was widely approved or not, the Carmobile certainly drew lots of attention last week.

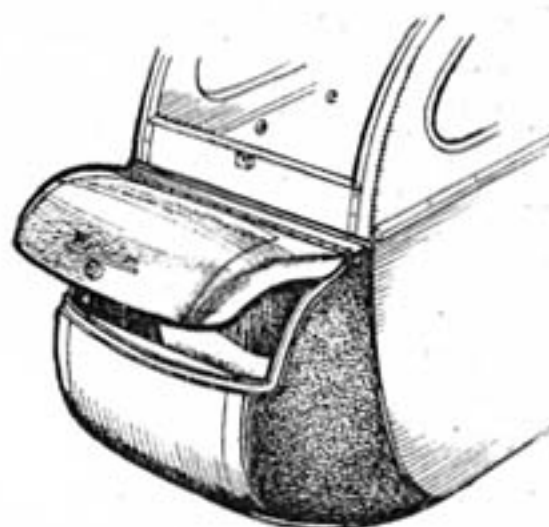
Canterbury's first venture into the lightweight field is with the Demon saloon. I thought it matched up very well with the B.S.A. Bantam Major to make it an attractive proposition for anyone seeking low-cost motor cycling. With 10 touring models and a competition sidecar available from which to choose, a man who cannot find a model



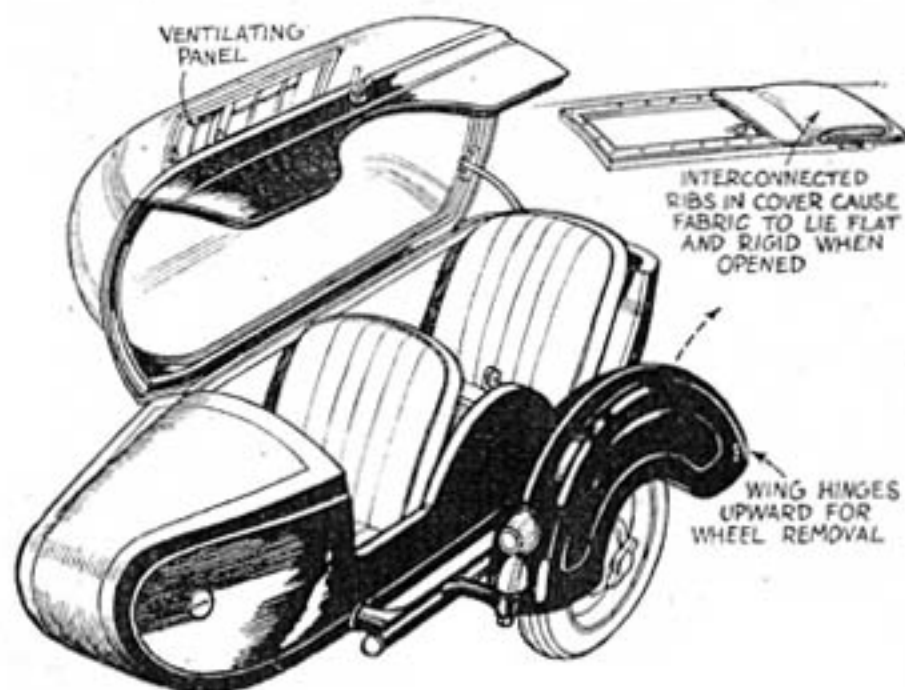
A three-wheeler goods carrier exhibited, powered by a modified Lambretta, excited the R. E. Poulton imagination



On the Garrard S90 de-luxe convertible the hood is kept taut by a tension spring in the boot



An unusual feature of the Watsonian Maxstoke. A plastic boot can be fitted to the rear of the body, greatly improving the appearance



Left: The Steib TR502 two-seat saloon. A one-piece Plexiglass moulding forms the canopy

to suit his needs in the Canterbury range must be hard to please.

I doubt whether anyone will ever produce a more aesthetically satisfying out-and-out sports sidecar than the Swallow Jet 80 at which both R. E. Poulton and the man who fills up the space between the drawings on these pages paused to register admiration. Growing old gracefully may be all right for some folk. I fear I shall develop into a disgruntled old man, hugging a grudge against a world which debarred me from the ownership of a Vincent, a Jet 80 and a passenger to match.

In contrast with the curvaceous Jet 80 is the razor-edge treatment featured in the remainder of the Swallow programme; and the Vulcan full two-seater, in brilliant yellow, was certainly an attention compeller. Finish and interior trim were difficult to fault. Toughened-glass windscreens are featured on all the Swallow saloons—a point that all passengers who have ever ridden behind a much-scratched celluloid screen will be quick to appreciate.

At home after the Show, when a mass of literature is subjected to searching scrutiny by potential customers, the Swallow catalogue stands out. The illustrations are bold and simple, the captions full of detailed information and a specification chart shows no fewer than nine dimensional details plus the weight of each body. Chassis information is similarly detailed. The motor cyclist likes to get down to facts. The Swallow catalogue gives them to him in greater detail than any other I saw.

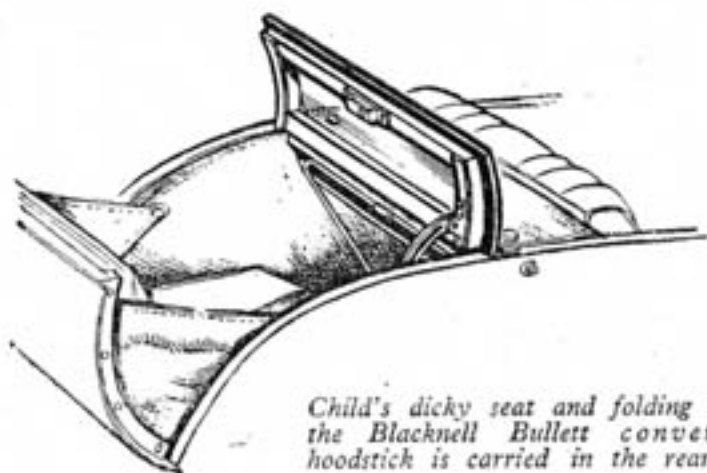
Notable for the high standard of their external finish and the opulence of their internal trimming, the sidecars displayed by Garrards could stand comparison with any other make at home or abroad. The famous S90 de luxe sports convertible now has all-round weather protection and armour-plate glass. The nearside panels can be pushed down into the body when not required. I liked particularly the neat, spring-loaded hood which can be operated by the passenger.

The Granville two-seater and Silchester single-seater enjoy the same Garrard treatment. The impression is that Mr. Garrard says: "Let's build the best sidecars we can and never mind the price." The new Mark 5 chassis has a feature which every sidecar owner who has ever struggled with a lead hammer and a tangle of reluctant tubing will covet. The wheel is carried in a pivoted fork with two proprietary spring units and a simple chain-type adjuster that enables the amount of toe-in to be varied instantly. Bodies fitted on the chassis are cushioned by means of coil springs and bell cranks.

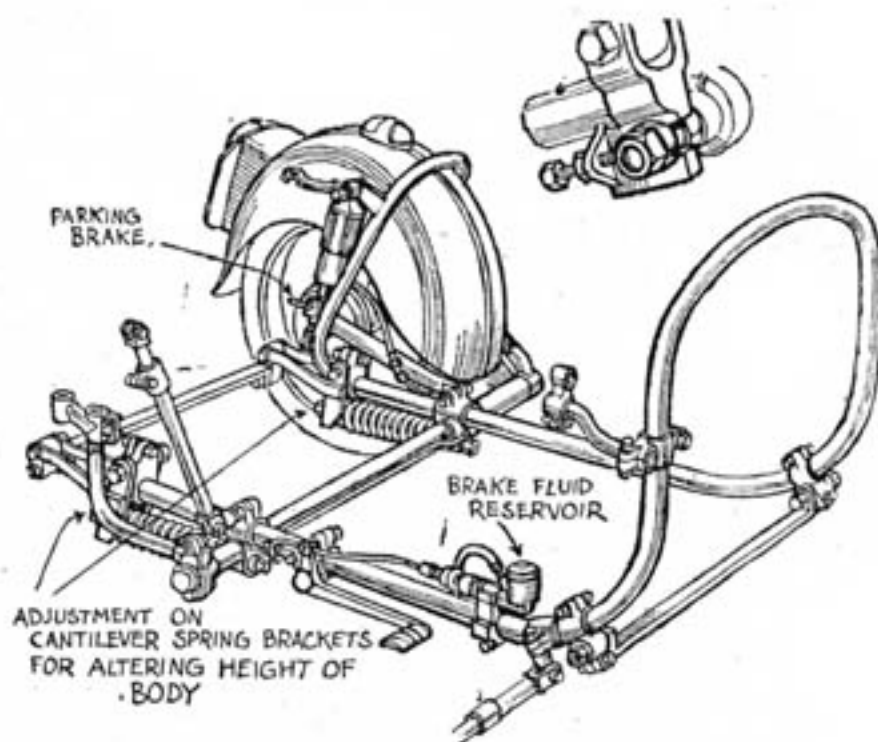
The new Steib two-seater, with its goldfish-bowl top of organic glass, moulded in one piece, was designed especially for the English market. Allowing for five days out of seven in an English summer to be wet and cold, I think passengers might find things uncomfortably warm when we do get a heat-wave. True, there is a roof opening with a self-placing sliding hood. I was assured that this would provide adequate ventilation. Nevertheless, don't park your wife and baby out in the midday sun.

Eminently practical was the big, wrap-round screen on the new Steib S250. Hood and screen open forward in one piece. As usual, finish and detail work are superb throughout the Steib range.

I heard nothing but favourable comment for the Bullett convertible child-adult on the Blacknell stand. The fold-down, separate windscreen for the child shows a real appreciation of the parents' concern for the well-being of their offspring. So, too, do the leather-cloth draught-protecting sides which conceal the chains supporting the backrest. If



Child's dicky seat and folding windscreen on the Blacknell Bullett convertible. The hoodstick is carried in the rear compartment



Trailing pivoted-fork wheel springing is a feature of the new Garrard chassis. A hydraulically operated wheel brake is available

not required for child-carrying the compartment can be used as a boot.

Blacknells are always abreast of the times. Five years ago they had a sprung wheel. Three years ago they produced the pioneer, monocoque-construction Snug and now they have the Gnat for the scooter market. Both the Snug and the Gnat are really full-size single-seaters. I cannot really see why anyone wants any bigger single-seater than the Snug, which can be fitted to machines of up to 500 c.c. and weighs only 105 lb. I like its compact, cobby appearance and the sturdy construction incorporating safety features which are variously found on all Blacknell chassis. A novice, as many scooter owners are, would not seriously harm the Gnat in a minor or even a major brush, protected as it is with a tough bumper rail. Of more orthodox construction are the Blacknell double-adult and child-adult saloons, both with wide, car-type doors.

Mary and I have spent a long time considering the advantages and disadvantages of three-wheelers and we gave them all a thorough inspection at the Show. Nearest approach to the sidecar enthusiast's idea of performance is the Reliant Regal, which is a real motor car. Its chassis sells it on the spot. What we didn't like was the lack of width for the front-seat passengers and the short backrests for the seats. But no doubt the Reliant has just about reached the 8cwt weight limit for the £5 taxation class. Price is now such that would it really matter if taxation cost another £7 10s a year and the chassis were lengthened to allow more room in the front compartment. A bench-type front seat for two adults and a child should not cost more than two separate seats as at present.

The most car-like three-wheeler in feel from the driving seat is the AC Petite, in which performance has been deliberately curtailed to provide flexible top-gear motoring and comfort up to orthodox four-wheeler standards. The Gordon, too, offers a car-like atmosphere and a comparatively big body—but surely the weight is high for 197 c.c.?

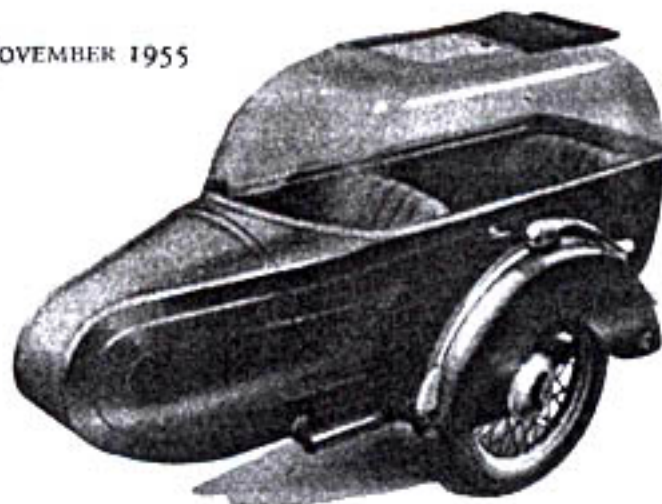
Best power-to-weight ratio of the two-stroke-powered three-wheelers is possessed by the Bond and I was told that some 10,000 are now on the road. Of cars that have come to the factory's notice record mileage for the original engine stands at 36,000 miles. Frontal appearance is 100 m.p.h. sports car in miniature and the finish and upholstery lacks nothing. I have never yet driven a Bond—an omission which I hope to rectify ere long. It should be fun.

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For long enough the two-seater sidecar has been the prerogative of the British manufacturer. (Across the Channel only the single-berth sports model has been able to achieve any measure of popularity.) There is good reason, then, for all the knee-bending, peering and prodding round the double-adult tourer with Plexiglass canopy, the TR502, on the Steib stand.

As is the case with all Steib sidecars, pressed-steel monocoque construction is employed for the body, which extends upward

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Steib two-seater saloon with Plexiglass canopy

only as far as the waistline. The upper portion is composed entirely of a single transparent moulding. Shaped like a small, inverted bath, the moulding is hinged on the offside; when it is raised, downwardly projecting steel panels, profiled to fit snugly into cutaways in the body nearside, raise with it, to provide easy access to both the front and rear seats. There is ample room for a six-footer in the back of the sidecar. A framed, rectangular opening in the top of the moulding is fitted with a sliding, fabric, ventilation panel.

Only one sidecar is shown wedded to a machine—a TR500 single-seat tourer which, partnered by an R50 B.M.W., makes a very desirable outfit. Other models exhibited are the little RS1, for fitting to Vespa scooters, the lightweight LS200 and the heavy-weight S501 single-seater.

All Steibs have rubber wheel suspension and the hydraulic wheel brake is available on all save the RS1. The brake is actuated from the machine's rear-brake pedal and is housed in a well-styled full-width hub.

Prices.—Bodies and chassis: RS1, £69 0s 5d; LS200, £68 8s (with hydraulic brake, £80 14s 7d); S250, £82 11s 6d (£93 13s 5d); S501 £89 19s 6d (£104 15s 3d); TR500, £96 2s 9d (£115 10s 11d); TR502, £118 0s 10d (£154 1s 3d). A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex.