

# ON THE FOUR WINDS

A 98 c.c. Model with Banking Sidecar : Road Improvements : Best Market : Russian Machines — By "NITOR"

main chassis are attached by further swivels at front and rear of the sidecar-wheel carrier. To ensure that the sidecar wheel banks in unison with the machine, there is a slider mechanism on the rear chassis tube. From secondary swivels on the sidecar wheel carrier, and on the rear wheel stirrup support, there are tie-rods to a slider. This slider operates on a rod and is cushioned at the extreme ranges of travel by coil springs. To right or to left the machine can cant to a point where the footrest is about an inch off the ground. Fitting the sidecar is a straightforward job. The swivels, incidentally, are of the quickly detachable type, so that the outfit can be made a solo in about five minutes or vice versa. Corgi gearing is lowered from 5.82 to 1 to 6.82 to 1 by means of a larger rear wheel sprocket.

**I**N most people's minds that mention of gearing will arouse thoughts of the clutch. Yes, the clutch does have to earn its keep when one is starting off. A fair amount of slipping is necessary though perhaps not so much as might be imagined because the little two-stroke engine will pull lustily at low revs. To allay any doubts I might say that in a morning of traffic work in the City and West End of London, the clutch gave no signs of distress.

## DRIVING



Russian Moskva 125 c.c. two-stroke, which is a German D.K.W. under another name

**A**S already mentioned, the outfit is handled exactly as if it were a solo (and one can inadvertently forget the sidecar, as George Wilson found when he attempted to demolish an upright roof support in our CONCLUSION office car park). Acceleration (with about 30 lb. in the sidecar) from a walking pace was about on a par with a London bus driven hard or a small car driven sedately. Maximum speed seemed to be only slightly lower as against a Corgi solo, once the outfit had a chance to build up momentum. Steering was unaffected—it is so like a solo Corgi's that the mild low-speed roll experienced with the solo was there with the sidecar outfit. Corners left and right could be swung with consummate ease and stability—better perhaps and certainly no slower than with a Corgi solo. Brakes were good enough and seemed no less efficient by reason of the added weight. Sceptical before I had a run on this diminutive sidecar outfit, I am now convinced that it is a practical proposition. Finally, I would like to know if there are any insurmountable snags with larger banking sidecar outfits. If as I suspect, there is none, then why aren't they on the market?

**B**EST road-safety news last week was the announcement of the experiment in Chiswick High Road, London. Guard-rails are to be erected along a section of the road, with gaps only at pedestrian crossings and bus stops. Climbing over the rails or crossing the road by way of a bus stop gap may result in prosecution. The Minister of Transport has power under the Road Traffic Act, 1934, to issue an order making it an offence to cross the road other than at a crossing. I hope the order is forthcoming for this experiment and that the *may* becomes a *will*. In that way only, as I have said in this column before, will proper control of pedestrians be achieved.

## EXPERIMENT

**D**URING 1948 no fewer than 127 road improvements were carried out as a result of representations by the R.A.C. The system is that members and other road-users call the attention of the Club to bad road surfaces, danger spots, inadequate sign-posting, and so on. The Club's road staff investigates, and where a complaint is justified, the facts are placed before the highway authority concerned. Of the 127 improvements last year, lack of sign-posting heads the list, with 60 cases attended to; next, with 38 cases, comes dangerous crossings, bends, junctions, etc.; third was generally dangerous surfaces, with 32. This last heading is the one that I feel is the best achievement, because I am fairly certain that the most blameworthy single factor contributing directly or indirectly to danger on the roads is the slippery surfaces that abound. The R.A.C. emphasises its hope that road-users will pile in with details of any unsatisfactory road

## REPORT IT



A two-stroke single known as the Izh 350, identical with the D.K.W. made in 1943

conditions that may be encountered. In turn, I hope that all motor cyclists will co-operate to the full with the special object of getting rid of slippery surfaces. I can imagine a highway authority being more ready to agree to a new sign-post or two than to the resurfacing of a road. Hence, the more complaints received about surfaces the stronger will be the R.A.C.'s hand.

**I**T may have come as a surprise to many to learn from the figures given last week that Australia is still the biggest importer of British motor cycles. The figure for 1948 was 18,880 machines, with Argentina second (9,410), U.S.A. third (8,178), and Switzerland fourth (4,381). Recently I had a chat with a prominent Australian distributor of British machines, Mr. Geo. Bolton, of Adelaide, who was visiting this country. He gave me many interesting facts, and

## ABOUT AUSTRALIA



Cornering with the Corgi banking sidecar is as easy as with a solo. Note the tie-rod and slider mechanism, which controls the banking, at the rear of the sidecar

**D**URING the last couple of weeks in January, I had the opportunity to gad around London on a Corgi fitted with a banking sidecar. It was designed and made by the originator of the idea, B. H. Kimberley, of K.V.P. Motors, Ltd., Acton, W.3 (we showed a photograph of him on a prototype in our issue dated January 6th). I had

## TINY OUTFIT

a later prototype which pretty well represents the final design; production has started, and sidecars will be available in limited numbers at £18 18s. a time in the very near future. Weight of body and chassis is around 30 lb. (production jobs will be a few pounds lighter), and a load up to half a hundredweight can be carried. Did you ask why a sidecar on a Corgi and why a banking sidecar? The answers are very simple. Some Corgi owners and potential owners take comfort from the added stability of a third wheel. With the banking arrangement there is no sidecar driving technique to master; one drives the outfit naturally and exactly as one would ride a solo—in fact, I found that it is a sidecar outfit one *rides* not *drives*. Additional answers are that the box body solves the luggage or parcels carrying problem very handsomely and a lot of Corgi owners are of the type who regard carrying capacity as an essential. Finally, there is the commercial market to consider.

**T**HE sidecar body is novicular in shape and of straightforward construction, with a wooden framework and sheet-aluminium panels. The chassis has a horizontal rear tube which forms the rear connection to the machine. Welded to this rear member is another tube curved to match the contour of the body floor. At the nose of the chassis is welded the front connection which curves round and is attached by means of a bolted clamp to the two front down tubes of the Corgi frame; this clip carries a swivel allowing movement in a vertical plane. A similar swivel is employed for the rear connection; this swivel is carried by a flat steel stirrup attached to the rear fork and extending round the back of the wheel. The stirrup is supported in the horizontal position by a bracket bolted to the two frame lugs protruding through the rear mudguard. Tubes welded to the

## THE SIDECAR

Front view of the Corgi with the K.V.P. banking sidecar

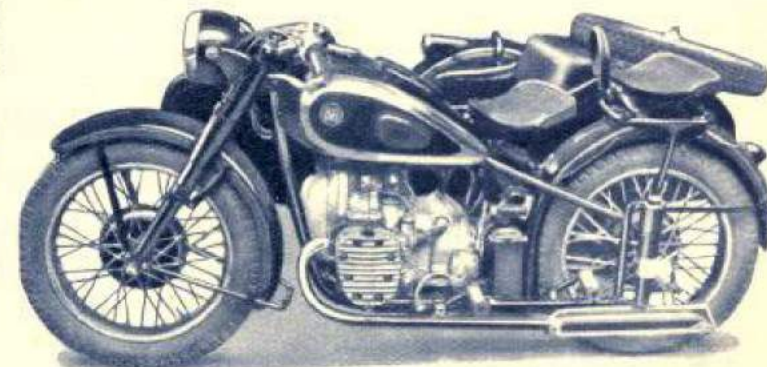


here are some of them: as in Britain, the average age of motor cyclists seems to be higher than pre-war; there is an urgent need for more machines capable of pulling a heavy sidecar; most Australian motor cyclists are real long-distance riders (when they can get the petrol, which is rationed and of Pool grade); the motor cycle has ousted the horse as transport for the "musterers," who go out boundary riding on the sheep stations to repair fences, check up on water supplies, and keep an eye on straying sheep (these riders favour big side-valve models); Australia's major competition is The Advertiser 24-hour trial held in mid-winter (our mid-summer, of course). The last point reminds me to ask whether it would be possible for Australia to send a team to compete in the International Six Days' Trial. Cost is the big obstacle, I know—but wouldn't it be just grand to have a bunch of Aussies here in September as well as in the Island in June?

**I**T is excusable to glance at the Russian machines shown on these pages and pronounce them German. Essentially they are German, but produced in Russia. The Moskva is a 125 c.c. two-stroke, or a former D.K.W. with a Russian name; it may be had in various attractive pastel finishes.

## RUSSIAN MACHINES

Larger two-stroke is the Izh 350, a direct copy of the D.K.W. NZ1 circa 1943, a 350 c.c. single with nothing especially outstanding about it. This model is, I gather, a popular mount for Soviet cross-country trials of the long-distance type which are steadily gaining popularity. Finally the sidecar outfit is the GMZ (probably means Gorky Motorcycle Works) and is the B.M.W. 750 c.c. side-valve model R71 which was, in fact, made under licence in the Soviet Union in 1939; it was then called the M71. A significant point about nearly all Soviet motor cycles of which details have come my way is that they are a crib from Germany. With cars, the crib is usually from American designs. I have occasionally seen photographs of "unknown" machines but have never obtained technical details; in one instance the "new model" was obviously a mock up which, to my understanding, could not possibly have worked. If we have any Russian readers, could they supply me with details of any home-designed and built Russian motor cycles?



B.M.W. 750 c.c. side-valve twin made in Russia and called the GMZ