

117 My Dear Miss & Mrs

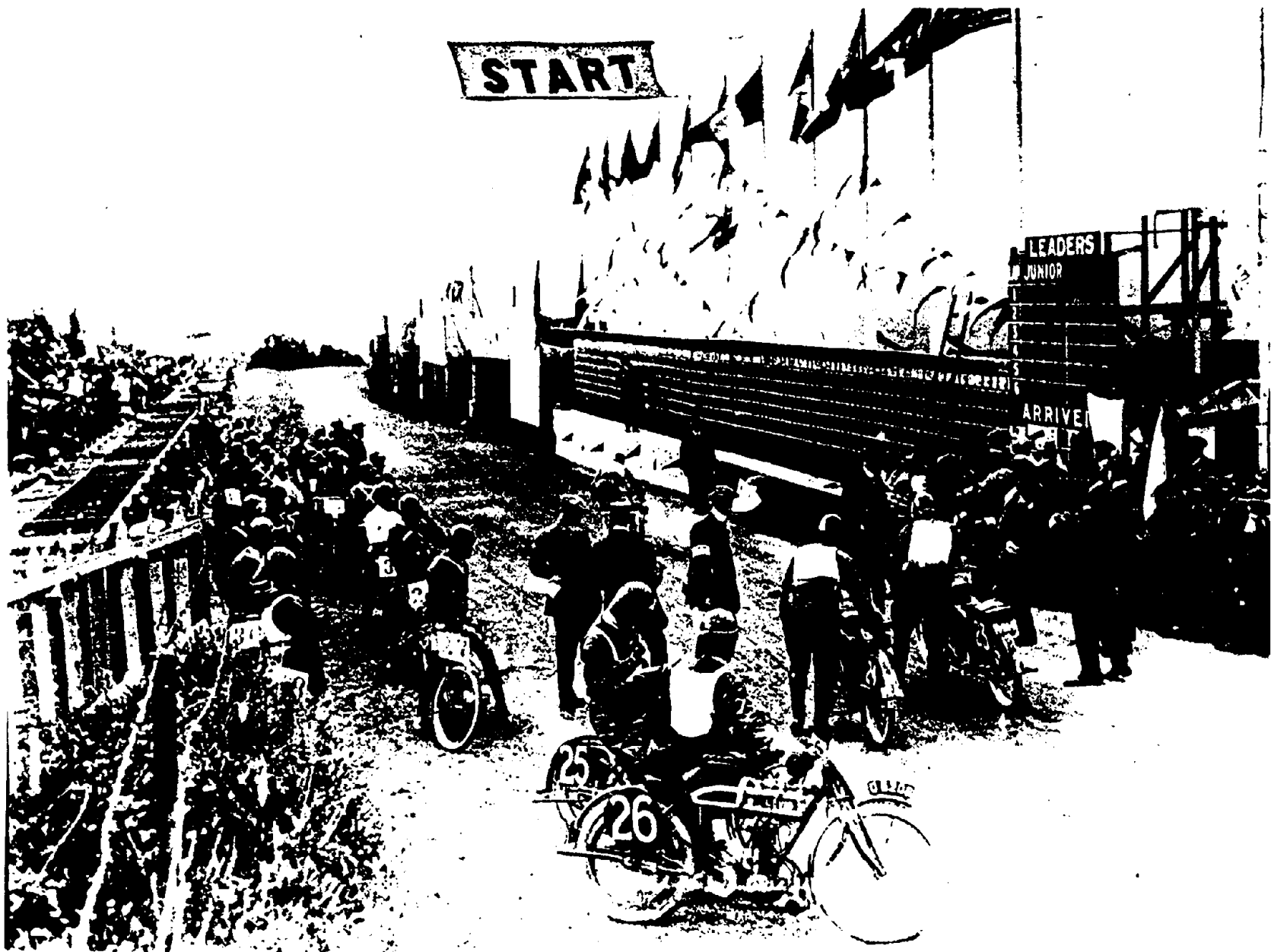
I expect Mrs has told  
you all about this picture,  
of the Machines your granddad  
founded, with her initials  
cut in the early days  
the old JS was in gold leaf  
on a back enamel &  
looked so rich.

My tender love  
to you all  
+ + +  
+ + +

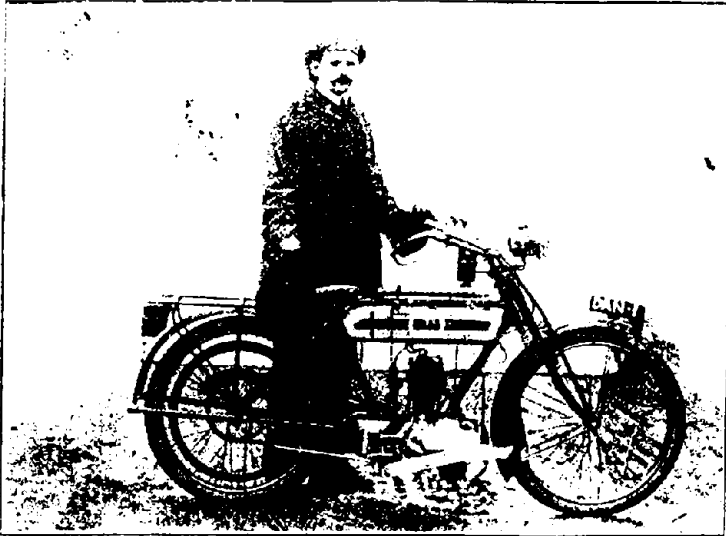
Happy Remembrances

1880





Mr. A. J. STEVENS with his 2 1/2 hp. A. J. S. Two Speed Motor Cycle.  
PRICE 44 GNS.



VACUUM MOBIL OIL B is used and recommended exclusively for A. J. S. Machines.  
A. J. STEVENS & Co., Ltd., Petreart Street, Wolverhampton

# POST CARD

TO BE USED FOR ADDRESS ONLY  
PRINTED MATTER

ONLY THE ADDRESS TO BE  
WRITTEN HERE.

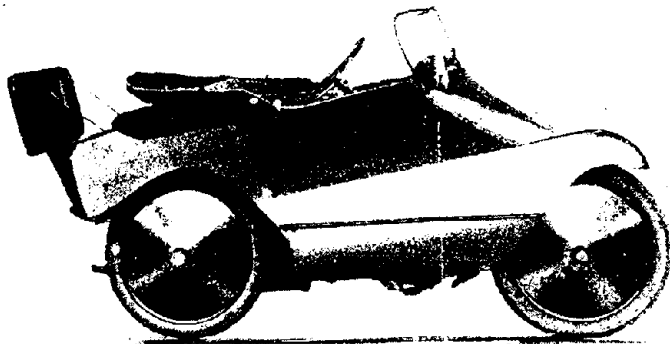
INLAND POSTAGE  
1d.  
FOREIGN POSTAGE  
1d.



*Handwritten address:*  
Mr. A. J. Stevens  
Petreart Street  
Wolverhampton  
Staffordshire







The Scott Sociable was a clever conception, designed to carry two adults and two children in comfort on a chassis with the wheel dis-position of the combination.

The Demand Exists for a Vehicle Combining Motorcycle Performance With Car Comfort

## The Case for the

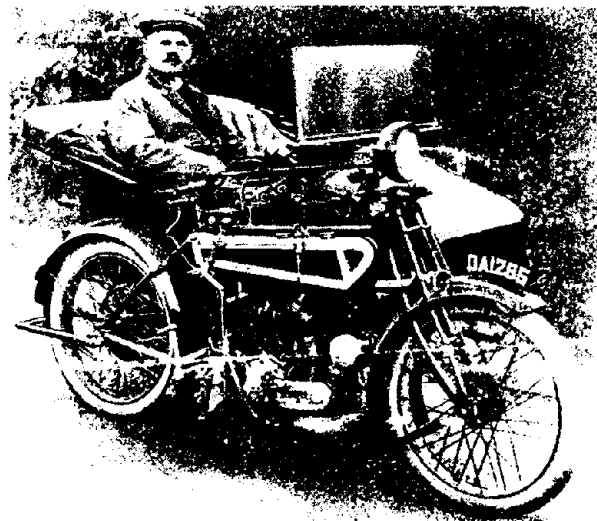
TOWARDS the end of my schooldays I used to see a 988 c.c. B.S.A. combination every summer week-end carrying a crew of six into the country. Father occupied the saddle, Junior a Tan-Sad armchair-type pillion seat, and two "Juniorists" were crammed into the back seat of the family model sidecar, while mother sat patiently and enduringly in the front with baby upon her knee. Truly, Mr. and Mrs. Junior transport their brood and sometimes the old folk within the greater protection, but not so much greater comfort, of an 8 h.p. saloon car. What of the families of to-morrow—in particular, of pre-war motorcyclists who have one or a couple of kiddies awaiting the happy day when daddy returns? These fathers—and mothers—are young and very much in possession of youth's inherent love of "sportiness"; must they retire, willy-nilly, unto the portly bosom of the car world, or will motorcycle and sidecar manufacturers combine to introduce some most tempting, thrilling vehicle, something that will satisfy the thirst for adventure, yet provide real comfort for the precious cargo?

Part of the answer can be found in the 1939 sidecar catalogues. Noxals proved, with their bucket-seated Imperial Twin model, that even an *adult* two-seater sidecar need not be unbecomingly, while both Swallows and Warsaws a number of "two-seaters" but all seemed to think in terms of two, or "one-and-a-half"—there were no sidecars designed specifically to take one adult and two growing children. Yet the manufacturers themselves indicate that this would have been the better proposition, for almost invariably one reads of the largest adult two-seaters: "the rear seat is capable of accommodating a passenger up to 5 ft. in height . . ." Why consider 5-ft. (or less) adults when most adults reach 5½ ft. or more?

### The Safest Vehicle

Readers may recall my article, "The Safest Vehicle on the Road" (August 19, 1943, issue), in which I advocated that sidecar bodies should enclose the wheel. Were the body to be streamlined so that it swept over the wheel to its maximum width at the stern (rather like the outline of a rowing boat), ample space would be provided in the back in which to seat a couple of sturdy youngsters. The front passenger would benefit, also, for the 4 ins. or so gained between body and wheel would increase by another 6 ins. in front of the integrally built mudguard. Given sufficient headroom, weather protection and proper springing, *there* is the complete answer to the "small family" man's question.

It must not be expected, however, that the combination can monopolize family transport. There will be energetic competition from at least one three-wheeler manufacturer, while cars will always present obvious advantages to large families; indeed, any future attempt to provide transport for six by motorcycle combination, as in the case of my B.S.A. friends of yesteryear, can only lead to disappointment and ridicule. There have been other forms of competition, too, mainly because of the "gap" which is bound to exist between driver and passenger on any sidecar outfit. The Seal, for instance, in which the driver sat (and drove) beside his lady-love in the "chair," and the Scott Sociable, manufactured in considerable numbers by the late Alfred Scott after the last war, which was virtually a three-wheeler designed on a combination's wheel formation. And although



This two-seater sidecar-drive 6 h.p. A.J.S. was specially constructed for Mr. A. J. Stevens in 1914. Another was built for one of his sons. Both outfits covered more than 200,000 miles and one is still running. Similar designs were marketed commercially by other concerns in the early 'twenties.

*that is your mother's standard*

neither of these efforts achieved lasting success, the idea is not, judging from occasional "Correspondence Column" letters, completely dead.

The truth is, sidecar outfits are anything *but* sociable—when father wants to enthuse with mother about the scenery (or comment on her well-meant endeavours to assist cornering!) he either has to shout himself hoarse or slow to a crawl to overcome the "noise" made by the airstream. Or if the sidecar be of the saloon pattern, he must, perforce, stop to make himself intelligible. In this connection, I have often wondered why the inter-communication system, as used in tanks and aircraft, cannot be adapted to motorcycle use, not only in combinations, but also on solos, between rider and pillion passenger; and, again, judging from correspondence letters, I am not alone in this thought.

If sidecar manufacturers persuade "Mr. Lucas" or "Mr. Miller" to make "inter-com." sets for fitting as *standard equipment* to every sidecar sold, I am sure they will have overcome one of the greatest prejudices against an economical and safe vehicle. Incidentally, the amateur mechanic might convert ex-Government "inter-com." after the war if such is made available to the public.

Of other sidecar comforts, little need be said. Speedometers, clocks, interior lighting, a cubby-hole for milady's handbag, even a radio, like that shown on a Vincent-H.R.D. outfit at Olympia in 1936—all these aids to the passengers'