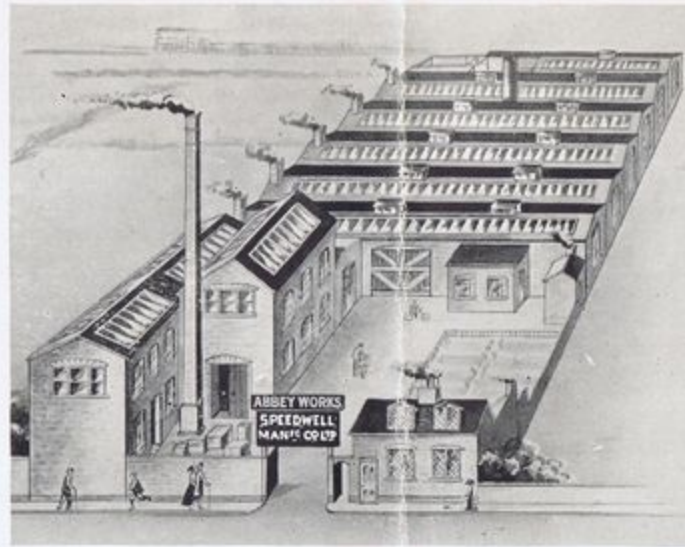


Barnstormers.co.nz

SPEEDWELL SIDE CARRIAGES



MANUFACTURED THROUGHOUT BY

The Speedwell Manufacturing Co.

Abbey Works, **ALCESTER.**

Nr. REDDITCH.

Telegrams—“ENTERPRISE, ALCESTER.”

Phone No. 3, ALCESTER.

Iron Works

Speedwell Side Carriages.

SEASON 1913-14.

FOR originality and beauty of design, stability of construction, convenience, roomy compactness, superior finish, and general excellence of quality, we are satisfied to let Speedwell Side Carriages speak for themselves. They are SUPREMELY COMFORTABLE and ROADWORTHY. Our one aim has been to produce an efficient and absolutely reliable side carriage, and we believe we have succeeded in evolving a vehicle that will add distinction to the most costly motor cycle.

Speedwell Side Carriages are built by experienced adult artizans, the bodies are built of exceptionally tough 4-ply material upon very strong but light framework. They are well upholstered, have wide and comfortable backs, and, in the case of the "de Luxe" and "Royale" models, spring seating and spring back upholstery.

An entirely new chassis has been designed, with leaf spring suspension fore and aft. This is of unusually practical and smart design, and as strong as it is good to look at.

SPEEDWELL MANUFACTURING CO.,

Abbey Works, Barnstormers.co.nz ALCESTER.

Telegrams "ENTERPRISE, ALCESTER."

'Phone—No. 3 Alcester.

Nr. REDDITCH.

GUARANTEE.

We guarantee that reasonable precautions have been taken to secure excellence of material and workmanship in constructing the side-car and its parts, and that our side-cars are in good working order when leaving our works.

We will repair or replace free of charge, within 12 months from date of delivery, parts which are or become faulty through defective material or workmanship. This guarantee does not apply to defects caused by wear, misuse or accident, include the cost of re-fitting, nor tyres, and no other responsibility, either expressed or implied is accepted.

The term Agent is used in complimentary sense only, and persons described as our Agents in different localities are not authorised to act on our behalf in any way whatever.

Any part alleged to be defective must be sent to us, carriage paid, and accompanied by an intimation from the sender that he desires to have it repaired free of charge under the guarantee.

INTRITES OF SATISFACTION.

Hele, Devon.

Just completed a holiday tour of 757 miles; my wife appreciates to the full the extra comfort of your turn-out, and it was much admired by everyone as being one of, if not "the neatest side-car they had seen.—J.P.

Errwood Road, Manchester.

I have made an extended trial of the Speedwell side-car, and can speak of it in the highest terms. The chassis is of ample strength, and its design and four point attachment give a rigidity which creates every confidence. The method of front springing and the resilient Cee springs at the back absorb road shocks most effectively. The coach-built body, with its high canoe-shaped front, is exceedingly roomy and comfortable, and the upholstery work is thoroughly well done. The general appearance of the whole turn-out is graceful, pleasing, and artistic, and has been very much admired.

Yours faithfully, J. HUDSON.

Hele, Nr. Colompton, Devon.

Quite the finest turn-out I have seen for some time. Besides being a thing of beauty, it has every sign of good workmanship, in fact, I should call it the last word (much as the phrase is abused nowadays) in side-cars. I congratulate your firm on every point.

J. ROBERTSON PATRIE.

Enfield Highway, N.

We are well pleased with the Speedwell Side-cars; for comfort and good value they are the best. We have fitted a good many side-cars of different makes and we find none give greater satisfaction than "Speedwells."

D. J. Shepherd & Co.

High Street, Biggar.

The coach-built side-car I had from you for my own use gave the greatest satisfaction, being most comfortable and thoroughly reliable. This machine has done a great deal of hard work, and yet it seems to me as good as when I got it.

Yours faithfully, DAVID BROWN.

Linthorpe Road, Middlesboro.

I can speak highly of your side-cars for both finish and reliability, and invariably people look twice on account of their smart appearance. In this age of cheapness (and perhaps worthlessness) I can compliment you on the solidity of your manufactures.

H. A. HUGGINS.

The Butts Garage, Worcester.

We have pleasure in testifying to the stability, comfort and general finish of your side carriages which have always given the utmost satisfaction.

THORNE & WELCH.

The Speedwell Side Carriage

SPECIFICATION

BODY. Coachbuilt in our own works by experienced workmen. Outside dimensions: length 4' 7", width 1' 10". Inside dimensions: length 4', width 1' 6½". Spring seating, adjustable and hinged to provide large compartment underneath for carrying spares, &c. Upholstered spring back. Pocket for maps opposite door. The whole luxuriously upholstered and fitted with comfortable armrests.

CHASSIS. Built of best quality tubing, carrying body by means of four large leaf springs.

ATTACHMENT. Speedwell patent safety coupling (see page 15) at four points. Instantaneous in action. Connected or disconnected in less than one minute.

LUGGAGE CARRIER. Very strong and supported by springs, thus protecting luggage from road shocks.

WHEEL. Speedwell detachable, mudguard securely supported to obviate rattle, and fitted with mud screen to protect bodywork..

TYRE. Hutchinson, 26×2¼".

FINISH. Body coach-painted in brown, grey, or green, and lined in the very best style by experienced coach-painters. Chassis enamelled with four coats of best black.

MODELE DE LUXE.

THIS SUPERB SIDE-CAR is the final word in luxurious passenger accommodation, and combines comfort, giving features usually associated only with high-class motor cars.

Nothing finer in side-cars is to be desired or obtained. The same care that has been exercised in producing such a beautiful exterior has been taken to ensure every possible convenience for the passenger.

Ample springing in both body and chassis ensure absolute freedom from shock.

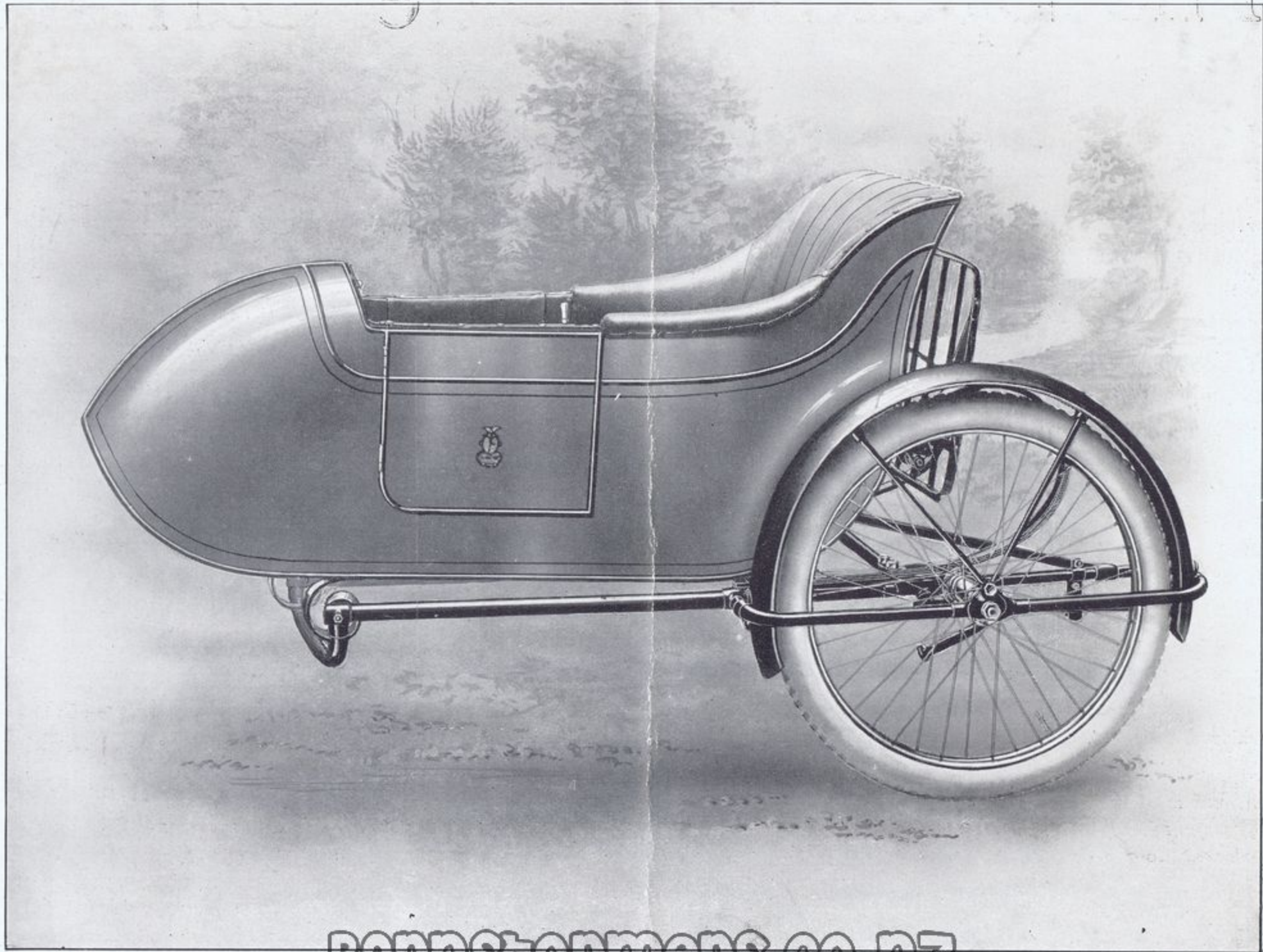
The Model de Luxe has an extra large body (outside dimensions, 4ft. 7in.×1ft. 10in.) and is especially suitable for use with 6 h.p. and 8 h.p. motors.

Its complete and inclusive specification includes: spring seating, spring back, padded arm rests, adjustable seat, luggage carrier and four point attachment, with Speedwell patent quick detachable couplings.

BARNSTORMERS.CO.NZ

Price, complete as Specification, £14 . 14 . 0

The Speedwell Side Carriage—Modele de Luxe.



Barnstormers.co.nz

Price, complete as Specification, £14 . 14 . 0.

The Speedwell Side Carriage

SPECIFICATION.

BODY. Coachbuilt in our own works by experienced workmen. Spring seating, adjustable and hinged to provide large compartment underneath for carrying spares, etc. Upholstered spring back. Pocket for maps opposite door. The whole luxuriously upholstered and fitted with comfortable armrests.

CHASSIS. Built of best quality tubing, carrying body by means of four large leaf springs.

ATTACHMENT. Speedwell patent safety coupling (see page 15) at four points. Instantaneous in action. Connected or disconnected in less than one minute.

WHEEL. Speedwell detachable. Mudguard securely supported to obviate rattle, as on "Modèle de Luxe."

TYRE. Hutchinson, 26" x 2¼".

FINISH. Body coach-painted in brown, grey, or green, and lined in the very best style by experienced coach-painters. Chassis enamelled with four coats of best black.

MODÈLE ROYALE.

THIS MODEL has a body of different outline to the Modele de Luxe, and will perhaps appeal strongly, on that account, to riders giving their machines very rough usage, and who desire the same interior comfort.

An examination of the specification will shew that in other details this model is of the same high-grade quality as the Speedwell Modele de Luxe.

The Modele Royal is a most serviceable and most comfortable car; it provides ample room for passenger.

Outside dimensions of body, 4ft. x 1ft. 11in.

Well upholstered, with spring seating, spring back, roll arm rests, adjustable hinged seat and four point attachment, with Speedwell patent quick detachable couplings.

BARNSTORMERS.CO.NZ
Price, complete as Specification, £13 . 13 . 0

The Speedwell Side Carriage—Modele Royale.



BARNSTORMERS.CO.NZ

Price, complete as Specification. £13 . 13 . 0

The Speedwell Side Carriage

STANDARD MODEL.

SPECIFICATION.

BODY. Coachbuilt in our own works by experienced workmen. Spring seating. Well upholstered and finished in best style.

CHASSIS. Built of best quality tubing, carrying body by means of four large leaf springs.

ATTACHMENT. Three-point. Speedwell patent safety couplings. Instantaneous in action. Connected or disconnected in less than one minute.

WHEEL. Speedwell detachable. Mudguard securely supported to obviate rattle.

TYRE. Hutchinson, 26" x 2¼".

FINISH. Body coach-painted in brown, grey, or green, and lined in best style. Chassis enamelled with four coats of best black.

THE SPEEDWELL STANDARD MODEL is a well-finished and coach-built side-car at a very low price.

The body is our favourite 1913 pattern improved and built lighter.

The chassis is of the three point attachment pattern, carries the new 1914 leaf springing, and is of the well-known Speedwell standard of quality. This model is extra good value in every way.

Comfortable and roomy, well upholstered, wide and well padded back, deep tilted seat.

Accessibility is a feature of Speedwell Side-cars, by slackening the axle nuts the wheel may be removed, whilst when fixed in position the wheel is perfectly secure, being held in position by a lock washer and locking screw.

BARNSTORMERS.CO.NZ
Price, complete as Specification, £12 . 12 . 0

The Speedwell Side Carriage - Standard Model.



Barnstormers.co.nz

Price, complete as Specification, £12 . 12 . 0

The Speedwell Business Model

SPECIFICATION.

CHASSIS. Tubular chassis built of best quality weldless steel tubing, specially designed for business purposes, it has four point attachments, fitted with Speedwell patent couplings, and is reinforced at every point of strain.

BODY. Coach-built, extra strong framing, with 4-ply side stop giving great strength with extreme lightness; the body is divided into two compartments, each fitted with spring lock. Dimensions: 39in. long \times 23in. wide \times 21 $\frac{1}{2}$ in. deep.

WHEEL. Speedwell detachable, mudguard securely supported to obviate rattle, fitted with wide mudscreen to protect bodywork.

TYRE. Hutchinson, 26 \times 2 $\frac{1}{4}$ in.

ATTACHMENT. Speedwell patent safety coupling (see page 15) at four points instantaneous in action. Connected or disconnected in less than one minute.

THE MOST PRACTICAL COMMERCIAL SIDE-CAR yet devised. It is sturdily built and has very large carrying capacity; it has been designed specially for delivering large or bulky goods, but is suitable for any business.

It has a well-made, coach-built body, divided into two compartments with hinged lid to each fitted with strong lock.

Finished in Brown, Grey or Green, and suitably lined; lettering to order.

BARNSTORMERS.CO.NZ

Price, complete as Specification, £13 . 13 . 0

The Speedwell Business Model.



Barnstormers.co.nz
Price, complete as specification, £15 . 13 . 0

Details of Construction.

SPEEDWELL SIDECARS are carefully constructed throughout by adult artizans and experienced mechanics. Every operation is carried through with the one aim of producing an efficient and beautiful passenger conveyance. As the following details will demonstrate, nothing has been too much trouble in making the Speedwell as perfect as possible, and the purchaser of a Speedwell is assured both manufacture and finish of the very highest grade.

Speedwell bodies are built of exceptionally tough 4-ply material upon very strong but light frame-work. They are well upholstered, have wide and comfortable backs heavily padded, and, in the case of the "de Luxe" and "Royale" models, sprung in addition. They are carefully designed to give an abundance of leg room; comfort, rather than unconventionality of design, has been our aim throughout, and we have succeeded in making Speedwell Sidecars supremely comfortable and road-worthy.



The chassis, as will be seen from the accompanying illustration, is of unusually handsome design, and built throughout of the very finest steel tubing. It is not only good to look at, but exceptionally strong. The leaf springing fore and aft is a great improvement upon older methods, and gives a floating motion without sidesway. All lugs and connections are extra strong and well brazed. In short, we have taken every possible care to produce a chassis worthy of our Speedwell bodies, and have, as the illustration proves, succeeded in every way.

The Speedwell detachable wheel is a feature of great importance, rendering quick tyre repairs and wheel adjustments

BARNSTORMERS.CO.UK
Speedwell Side Carriages.

Details of Construction—continued.

The wheel is held in perfect alignment by parallel supports which form part of the chassis design, and the axle is secured by axle nuts fitted with lock washers and locking screws. By slackening the axle nuts, the wheel is readily withdrawn, and a stand is provided for the support of the chassis. Absolute accessibility is combined in this arrangement with the greatest rigidity and strength.

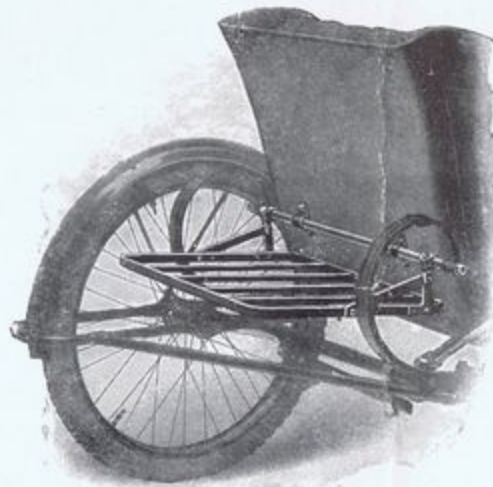
The wheel is fitted with ample mudguarding, supported by unusually strong stays. The whole, as our illustration shews, is a thoroughly well-constructed and sound piece of work. The usual objectionable rattle being entirely eliminated.

The Speedwell Luggage Carrier is another important feature of Speedwell Sidecars. It is strong, well-placed, and capable of carrying heavy loads. At the same time, it is by no means clumsy or unduly heavy. It is mounted so as to get the full benefit of the rear leaf springs, this being an exclusive feature of the Speedwell chassis, and is thus free from rattle and jar. It will carry most fragile luggage without injury, and its load receives the

same floating carriage as the occupant of the sidecar body.

When not in use, the Speedwell Luggage Carrier folds up neatly behind the body, out of the way but ready for use at a moment's notice.

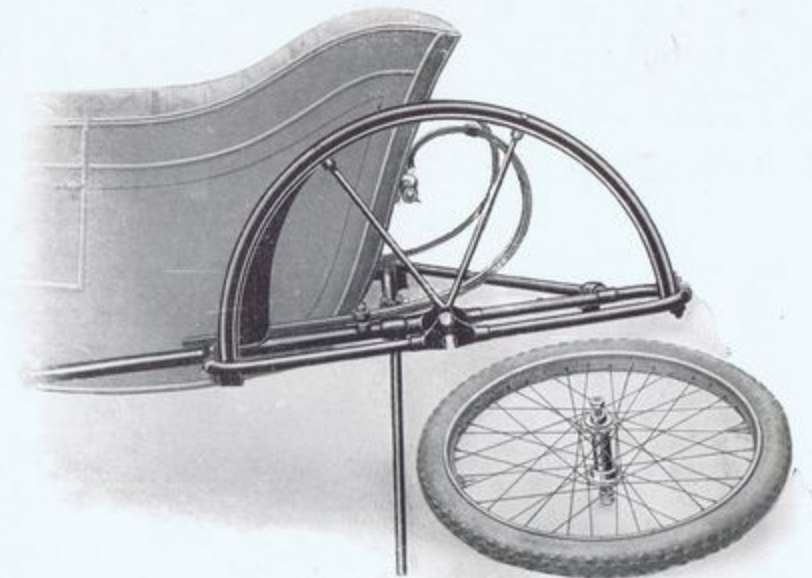
Windscreens are fitted to Speedwell Sidecars to order, in either glass or celluloid.



A



B



C

- A.—Shows the Speedwell Carrier ready for use.
- B.—Shows the Carrier folded up when not in use, and illustrates method of attachment to Chassis.
- C.—Illustrates the simplicity of removing wheel, the wheel when fixed is absolutely secure.

BARNSTORMERS.CO.NZ
Speedwell Side Carriages.

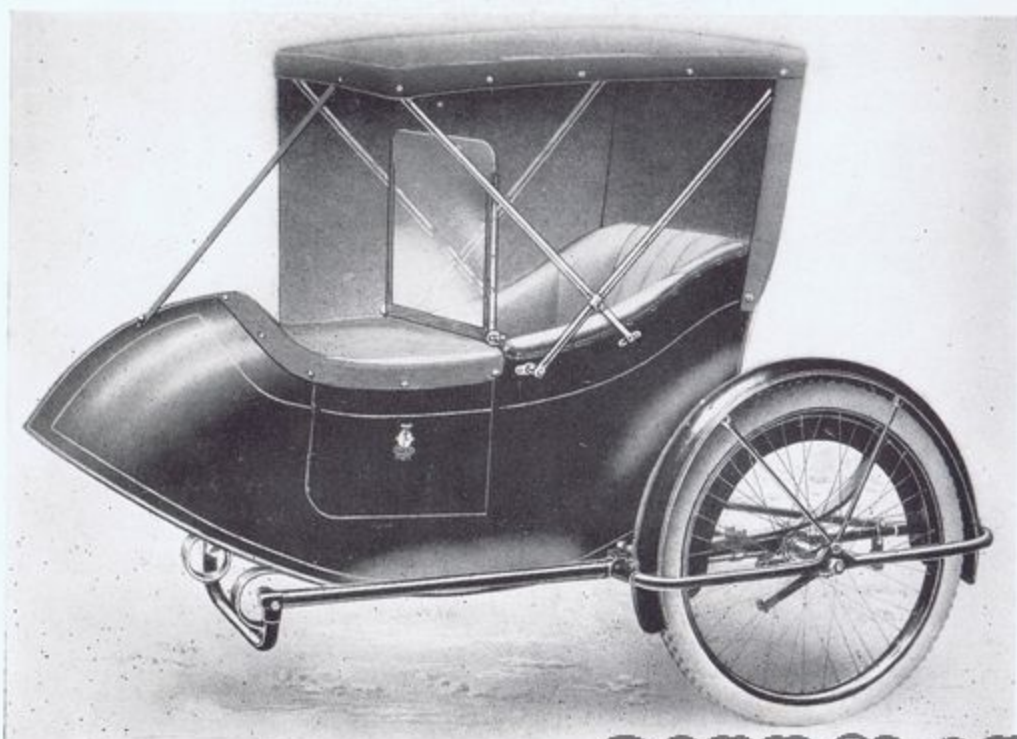
Details of Construction—continued.

HOODS.

Cape Cart Hoods of best waterproofed material, fitted with strong side stays and best quality leather strap, are also fitted to order.

SCREENS.

Effective screen of best plate, in polished hard wood frame, mounted on adjustable brackets. The screen can be fixed at any angle or at any desired distance from the passenger.



EXTRAS.

			£	s.	d.
Storm Apron	-	-	0	10	6
Dust Apron	-	-	0	10	6
Wind Screen and Apron	-		1	10	0
Luggage Carrier	-	-	1	0	0
Full size Cape Cart Hood, as illustrated	-	-	2	5	0
Locker in front of car	-	-	0	10	0

Standard Colours are Brown, Fawn or Grey.
Other Colours than Standard, 5/- extra.

BARNSTORMERS.CO.NZ
Speedwell Side Carriages.

The Speedwell One-Minute Coupling, Prov. Patent.

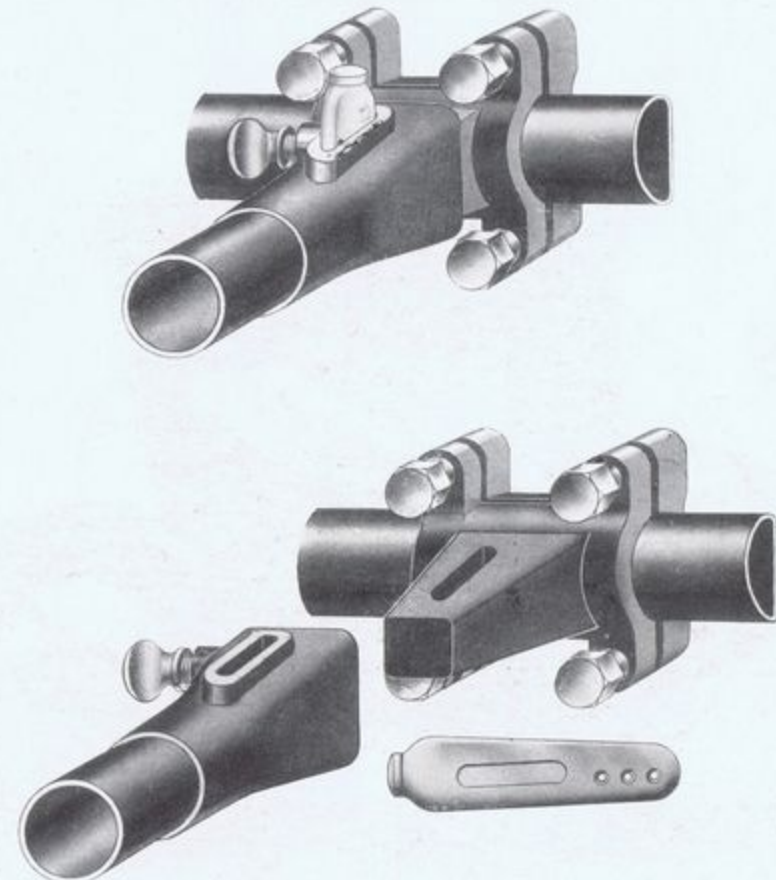
“SIMPLICITY ITSELF.”

No Wear. No Rattle. Absolute Security.

The Speedwell quick attachment is worthy of special notice. It has been designed by an experienced motor engineer, and is not only a marvel of speedy attachment, but a thoroughly secure and sound proposition in all ways. Our illustrations will give some idea of the strength of this coupling.

The part A is clipped to the tubes of the motor cycle. The one shown is for the front down tube, and the part B is brazed on a tube and attached to the sidecar in the usual manner. The two fit together as shown in the illustration showing complete clip. Each of these parts have cotter slots formed through them at D and E, and when put together the slots come directly in line with each other. Now there is a taper cotter C which fits into the slots mentioned, and bears against the front part of B, as marked at H, and outer end of the part A, as shown at G. One edge of the cotter is straight, and the other taper as shown at F, and when the cotter is pressed down, the straight edge bears against the end of the slots at H, and the taper edge at the end of the slot in the

other part at G, and so draws the two parts together very solidly. The thumb screw I is to tighten up against the cotter to secure the same, and as an additional security there is a series of holes drilled at J to allow the insertion of a split cotter. The extra holes being drilled to provide for the cotter going through further, as it will do as wear takes place. Thus the split cotter can always be inserted in the hole which just comes below the slot. Thus absolute security is provided.



Barnstormers.co.nz
Speedwell Side Carriages.

SPEEDWELL 3-SPEED CONVERSIONS.

Scarcely any argument is necessary nowadays in urging the necessity of a change speed gear. The exigencies of hill-climbing and traffic riding are sufficient reminders of the desirability of a better control than can be obtained on single-gear machines. Most new machines carry some provision for quick alteration of gears, and owners of older and single-gear machines are realising the necessity of bringing their machines up-to-date in this respect. With these riders, our conversion service has become extremely popular.

We will convert your present mount, whatever the make, to give gear ratios of 5 to 2, $7\frac{1}{2}$ to 1, and 12 to 1, with lower gears with pulley adjustment. You obtain the advantages of a free engine, multiple disc clutch, enabling you to start your engine with both wheels upon the ground. The drive is solid on top gear, and the gears are always in mesh.

Dear Sir,

Early this year I had my 1912 Triumph converted by you to the Armstrong 3-Speed Model, and after having covered about 4,000 miles without any trouble whatever, I feel I should like to let you know how highly satisfied I am with your conversion

Yours truly, H. LANDSTAD.

4, King Richard St., Coventry,

October 11th, 1913.

Gentlemen,

The Armstrong 3-Speed Gear Conversion you supplied me with, I fitted it on to my Triumph myself. I have since then covered about 3,000 miles with side-car attached, and have had no difficulty in climbing even severe hills. The Gear has never failed although the combined weight of passenger and myself is about 25 stones.

Yours truly, H. F. LANDSTAD

Limefield, Heworth,

October 11th, 1913.

We fit the Armstrong Mark VII. Tourist Trophy Three-Speed Gear Hub because we believe it to be the best. In addition to the success of Armstrong Gears in past years, the winner of the Junior Tourist Trophy Race, 1913, had an Armstrong Gear fitted to his machine, and many were fitted to prominently-placed machines in both Senior and Junior Races with conspicuous success and an entire absence of trouble.

The new pattern Armstrong Tourist Trophy Three-Speed Gear has been so improved and strengthened in all parts as to be practically fool-proof

Our conversion service eliminates all doubt and uncertainty in the matter of having your single-speeder brought up-to-date; for one inclusive price we return your machine absolutely ready for the road, fitting everything necessary for the complete conversion, for **£11 11s.** for Triumphs, and **£12 12s.** other makes.

Dear Sirs,

I have now run the machine with 3-Speed Gear between three and four thousand miles with absolute satisfaction. The gear has received no consideration whatever, the low gears frequently being jammed in at 30 m.p.h. to act as a brake. I have also done a good deal of heavy side-car work, including a recent tour in Yorkshire and Derbyshire over hilly roads which necessitated a good deal of 'all out on low gear' work.

Yours sincerely, G. EUSTACE CUFFE.

13, Manor Road, Coventry,

October 2nd, 1913.

Dear Sirs,

The Armstrong 3-Speed Gear you fitted to my Triumph has given every satisfaction. Your Company's name is a good one. You do your work in days, where others take months.

Yours faithfully, ROBT. D. COOPER.

Hawks Mill House, Needham Market,

October 1st, 1913.

Dear Sirs,

The Armstrong 3-Speed Gear Conversion, which you fitted to my T.T. Triumph some months ago, has given entire satisfaction and could thoroughly recommend your workmanship to anyone requiring a three-speed gear fitted.

Yours truly, T. C. de la HAIG.

Sandwell Cottage, Wollaston,

October 11th, 1913.

Sir,

I have now ridden 3,500 miles since my motor bicycle was at your works, having the Armstrong No. VI. 3-Speed Gear fitted to it. I am thoroughly satisfied. The gear works well in every way and has given me no trouble.

Faithfully yours, J. S. VAUGHAN. Lieut.-Col.

Brynog, South Wales,

October 4th, 1913.

Dear Sirs,

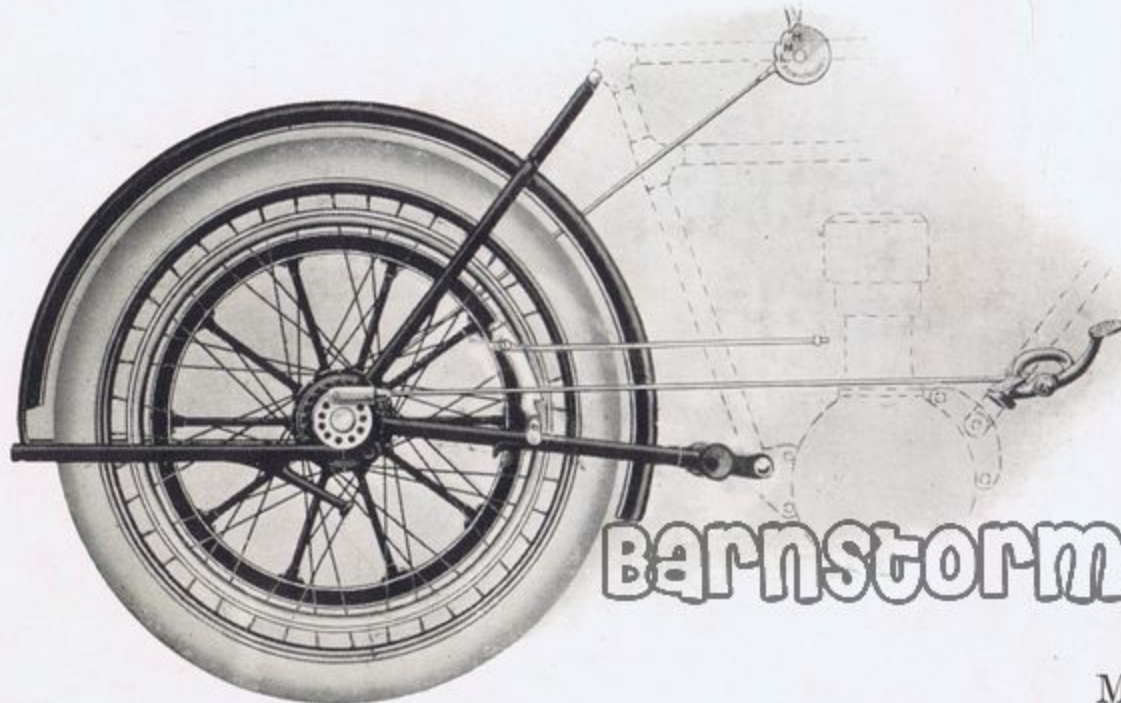
I thought you might be interested to know of the following performance of the Armstrong 3-Speed Gear Conversion supplied by you. I was out for a run with side-car, my wife and two children—total weight, 23 stones, 7lbs.; when 6 miles from Banbury on the Daventry side my friend, who was also out with me with his $4\frac{1}{2}$ 2-speed Singer and side-car, wife and child—total weight, 30 stones, 7lbs., had the misfortune to break his pulley, being Sunday no chance to get one sent on, I undertook to tow the entire outfit to Coventry in which I succeeded, all hills being climbed on bottom gear of course. I think the Armstrong Gear coupled to a good $3\frac{1}{2}$ h.p. requires some beating for side-car work.

ACTUAL WEIGHTS.

	Stones	Lbs.	
1911 Triumph Side-car	22	0	(This machine has run 17,000 miles)
Self and Passenger	23	7	
F. E. Cole Passengers	30	7	
Singer and Side-car	24	9	
	100	9	

My friend, Mr. F. E. Cole, 81, Marlboro' Road, Coventry, will corroborate my statement; you are at liberty to publish all or any of the above if you wish.

Yours faithfully, W. J. ROY.



BARNSTORMERS.CO.UK

Make your old Single-Speed up-to-date.