

ROAD TESTS OF CURRENT MODELS

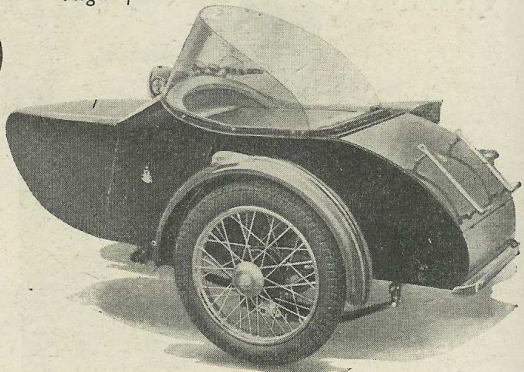
The 499 c.c. High Camshaft MSS Model
VELOCETTE and WATSONIAN
"MONARCH" SIDECAR

Powerful "Single" Capable of Sustained
High Speeds in Double Harness



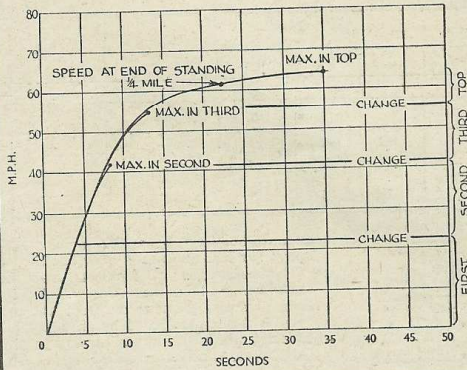
The outfit behaved well; even with the sidecar containing a full load the handling was exemplary.

The new "Monarch" sidecar is roomy without being ugly. The curved "Perspex" screen adds to its appearance.

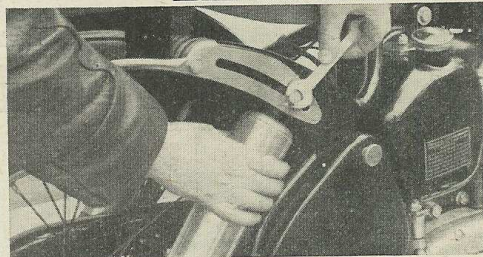


TESTER'S ROAD REPORT

Maximum Speeds in:—		Time from Standing Start	
Top Gear (Ratio 5.5 to 1)	64 m.p.h. = 4700 r.p.m.	5.5 secs.	
Third Gear (Ratio 6.64 to 1)	55 m.p.h. = 4800 r.p.m.	13 secs.	
Second Gear (Ratio 8.73 to 1)	42 m.p.h. = 4850 r.p.m.	8.2 secs.	
Speeds over measured Quarter Mile:—			
Flying Start	62.2 m.p.h.	Standing Start	44.6 m.p.h.
Braking Figures On DRY TARMACADAM Surface, from 30 m.p.h.:—			
THREE Both Brakes	33 ft.	Front Brake	53 ft.
		BOTH Rear Brakes	55 ft.
Fuel Consumption:—			
30 m.p.h.	57.6 m.p.g.	40 m.p.h.	52.3 m.p.g.
		50 m.p.h.	44.3 m.p.g.

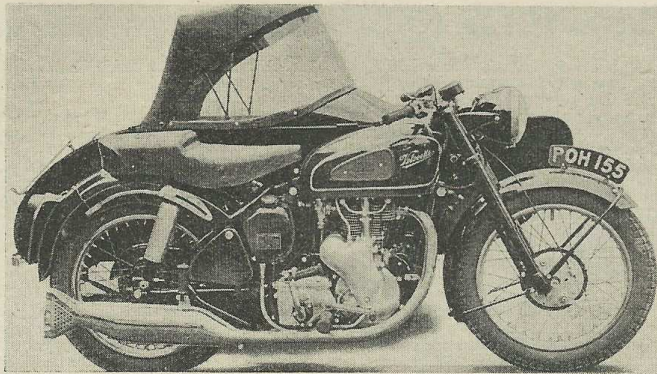


New for next year, the hood and the screen both fold over the seat of the machine, allowing access for the passenger without the necessity for undoing the canopy.



Rear suspension is adjustable for load, although for sidecar use it is best in the "stiff" position.

"YOU won't get any trouble—'Velos' are like that." Thus spoke a Midland sage when one of our London office staffmen collected a 500 c.c. MSS Velocette, with a 1955 Watsonian "Monarch" sidecar hitched to it, some four weeks ago. This statement proved to be almost 100% correct; the only attention required, other



No one will deny that this, the biggest Velocette, is a good-looker.

than routine adjustments, was to a very small split in one of the petrol-tank seams, due, it was seen, to a slight flaw in the welding. During the course of the test the engine remained completely oiltight and, a point that will be appreciated by owners of some of the older models, *no oil at all* came out from the exhaust-lift lever housing, a defect sometimes noted in previous tests.

The mechanical silence of the engine was of the highest order, and it can fairly be claimed that there is no quieter "all-alloy" motor on the British market. Exhaust silencing was good at low revs., but only fair at higher speeds. Many of the 3,000 miles covered during the course of the test were in the West Country and the exhaust note, when accelerating hard on some of the hills—Porlock springs to mind—was somewhat "sporting."

"How fast?" is always asked, although it really is a relatively unimportant factor in assessing a machine's value as a mount one would wish to possess. It is true that the outfit's maximum is over the "60" mark, but it is its *sweetness* at all speeds, its acceleration in top (which can be engaged at 20), and its ability to "slog" as easily as it will "rev," that endeared the big "Velo." to the tester. On the open road the outfit would happily "cruise" all day in the "50s," and it covered many miles of hurried

going without the slightest protest from the engine or transmission.

Comfort provided by the Velocette telescopic forks and swinging-fork rear suspension was of a very high standard and, with the rear legs in the "stiff" position, the handling of the combination was unaffected by irregularities in the road surface.

The outfit's handling properties were further enhanced by the well-proved sidecar wheel brake, offered by Watsonians as an optional extra. By judicious application of this the outfit could be cornered round left-hand bends in complete safety at speeds much higher than with an unbraked wheel. On right-hand bends it could be held to the given line with the greatest of ease at all speeds. Used together, the three brakes proved capable of stopping the outfit in a surprisingly short distance, even from high road speeds, although it must be admitted that the sidecar brake was susceptible to water. If the roads were wet, the brake had to be frequently dried out.

The brakes on the motorcycle were unaffected by water unless the machine was left standing in rain—and in this connection it should be mentioned that, although the machine was performed left uncovered for long periods, it was impossible to find any deterioration of the exceptionally good finish at the end of the test, except for a pronounced "bluing" of the exhaust pipe near

the cylinder head. The dynamo, too, though mounted in front of the engine, was weather-proof so far as water splashed up from the road was concerned. After the machine had been hosed down the end cover had to be removed to dry the brushes out, for a considerable amount of water had got in, so causing a dead "short" to show on the ammeter. The note from the hooter was considered to be somewhat ineffective and it was thought that the horn could, with advantage, be placed nearer the front of the machine. The 7-in. Miller head lamp gave a broad, penetrating beam and proved no cause of annoyance to on-coming drivers when in the "dipped" position, and night driving with the outfit showed that speeds as high as those used by day could be safely employed.

"The new Watsonian 'Monarch' is an exceptional sidecar." So pronounced the passenger at the end of the West Country tour. The roominess of the body is truly remarkable—even a 6-ft. 2-in. 13-stoner had ample room. The locker, which has a "Yale"-type lock to foil would-be thieves, is such that it can accommodate one large and one small suitcase, two small and one large army-type packs, a pair of thick boots and a riding suit. Furthermore, there is a luggage grid on the boot lid.

The large, curved "Perspex" screen provided adequate weather protection; it extends well back along both sides of the "chair" and no draughts were felt by the passenger. In heavy rain the hood can be fitted in a few moments and, a very good point, it does *not* have to be undone for the passenger to get in or out. The hood fits to a sub-frame which carries the windscreen and they both hinge sideways over the machine, the passenger stepping out through the door. During the course of the test the outfit several times had to be driven through virtual cloudbursts and no rain entered the sidecar except for one or two odd drops in the boot.

To sum up, the "MSS" and "Monarch" outfit must surely come close to the top of any "short-list" to be considered by the man who needs an economical outfit capable of cruising all day in the "50s," that is flexible to use, simple to work on when the time comes round for a "decoke," and, above all, inspires that "pride of ownership" which characterizes all possessors of machinery that is well above average in finish and performance.

BRIEF SPECIFICATION

Engine: Velocette single-port, single-cylinder, high-camshaft, o.h.v., bore 86 mm, by 86 mm, stroke=499 c.c.; die-cast light-alloy cylinder head and barrel; totally enclosed valve mechanism; dry-sump lubrication, with felt oil filter, by double gear pump; pressure feed to o.h.v. mechanism and big-end bearing; Lucas flange-fitting gear-driven magneto with automatic timing control.

Transmission: Four-speed Velocette foot-operated gearbox with built-in change mechanism; sidecar ratios 5.5, 6.6, 8.7 and 12.6:1, primary chain ½ in. by .305 in. running in oil bath; rear chain ½ in. by .305 in.; Velocette seven-plate clutch.

Frame: Tubular construction, brazed-lug cradle type with Velocette patent swinging fork suspension assembly, including hydraulic dampers, adjustable for load.

Front Forks: Velocette telescopic forks with hydraulic damping.

Lighting: Miller belt-driven DVR type dynamo; automatic voltage regulator, Miller 7-in. head lamp; 24/24-w. main bulb, S.B.C. fitting.

Wheels: Front and rear WM 2-19 rims; Dunlop front and rear Universal 3.25-in. by 19-in. tyres; 7-in. brakes front and rear.

Tanks: Welded-steel fuel tank, capacity 3 gallons; oil tank 4 pints.

Dimensions: Saddle height 30½ in.; wheel-base 53½ in.; overall width 27½ in.; overall length 94 in.; weight 375 lb.

Equipment: Varley 6v. 13-amp. hour battery; Smiths 120 m.p.h. trip speedometer; Miller electric horn, licence holder, dual seat, folding pillion footrests.

Finish: Black tank lined gold with maker's gold motif; chromium-plated rims with dull chrome centres; timing cover contoured and polished; black handlebars.

Annual tax: £3 15s. (£1 0s. 8d. per quarter).

Price: £175 10s., plus £35 2s. P.T.

Makers: Vecece, Ltd., Hall Green Works, York Road, Hall Green, Birmingham, 28.

THE SIDECAR

Body: Single seater; detachable hood and frame; car-type door; large, curved

"Perspex" one-piece screen; luggage grid on lid of large locker; bumper bar. Dimensions in inches (see diagram below) A, 56; B, 56; D, 23. Wt., 125 lb.

Chassis: VG21 model with quarter-elliptic rear springs; wheel fitted with 3.25 by 19 in. Dunlop tyre and incorporating sidecar wheel brake; wt., 108 lb.

Price: £59, plus £11 8s. 8d. P.T.

Extra: Brake, £5 (inc. P.T.).

