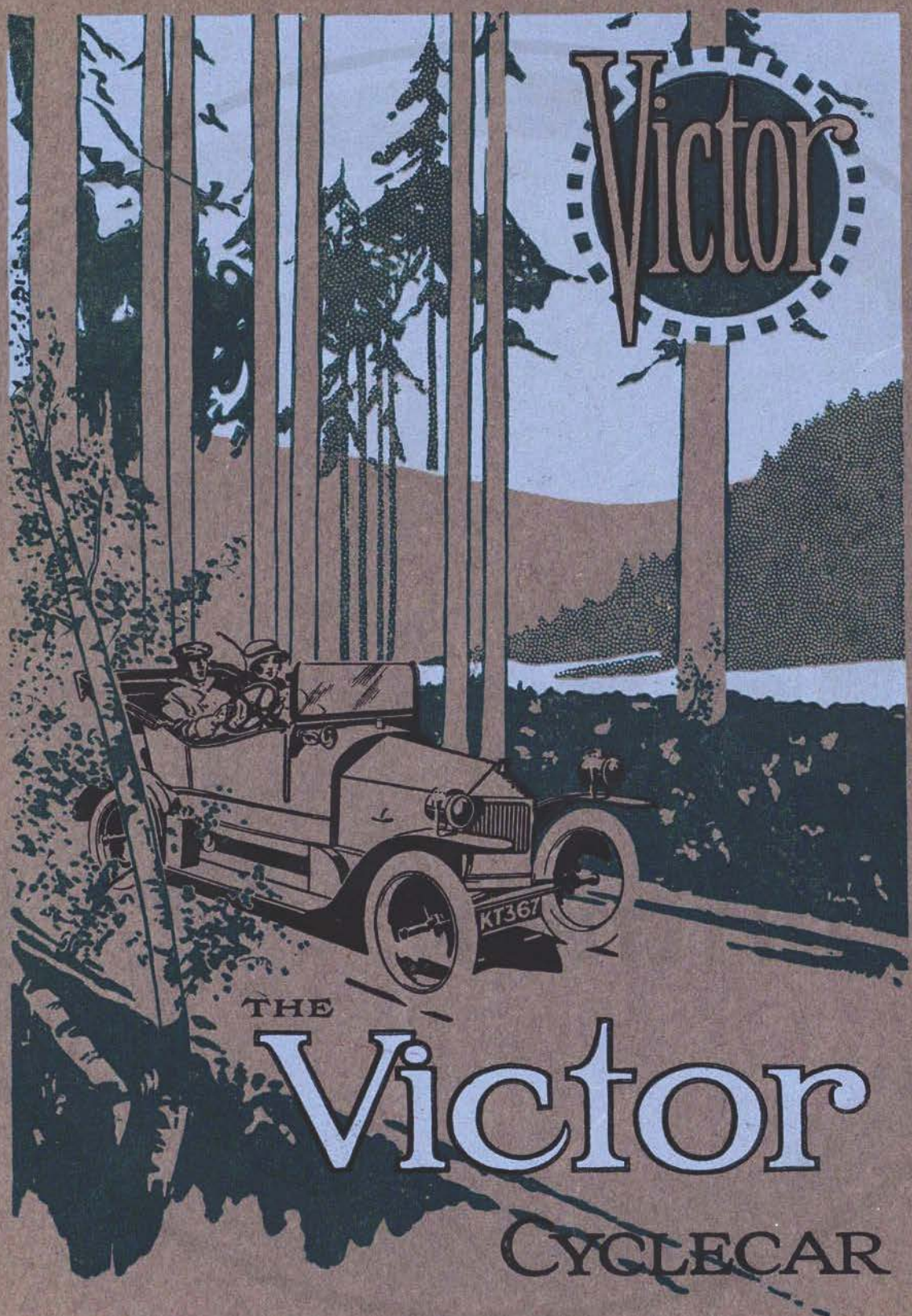
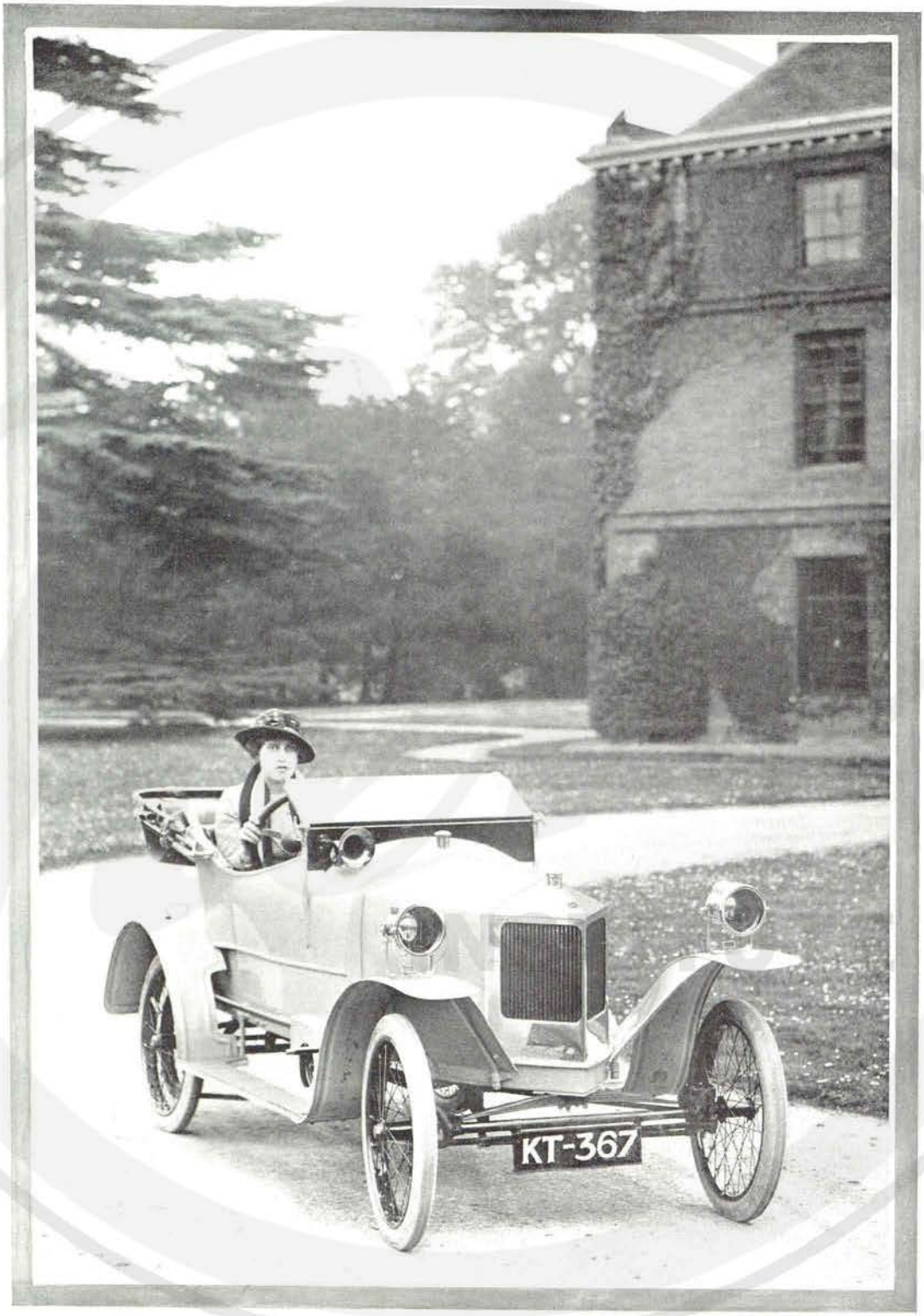


THE Victor CYCLECAR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WITH the growth in popularity of motoring which in recent years has developed with such remarkable vigour there has arisen a steady and strong demand for a light, handy four-wheeled vehicle which, while no less reliable than the full-sized motor carriage, shall be small in price, very easy to manage and cheap to maintain.

It is to meet this demand that after several years of careful study and ceaseless experiment the "Victor" Cyclecar has been evolved and is now offered to the public with every confidence of its success. It is British made throughout. The aim of its designers and manufacturers has been to provide a machine which, while possessing the comfort and essential refinements of the high-class automobile shall cost little more either in first outlay or in running expenses than a motor bicycle and side-car.

The undoubted merits and advantages of the "Victor" will appeal to those of moderate means who, while wishing to enjoy the delights of motoring in comfort, desire to keep their expenses within a modest limit, and also to those who, already owning one or more cars, require a little runabout which, although speedy, can be taken out at any moment at far less cost and trouble than the larger vehicle.

The advantages which are possessed by the "Victor" may be set out briefly under seven headings:—

(1) **Simplicity.**—In design and construction the aim has been to reduce as far as possible the number of parts and yet to obtain the highest possible efficiency.

(2) **Reliability.**—The simplicity and correctness of design coupled with the strictest regard to the choice of material and accuracy of workmanship render the "Victor" thoroughly capable of undertaking all the work expected of it and reliable under every circumstance.

(3) **Durability.**—In the same way the care which is displayed in every process of its manufacture renders all parts of it thoroughly durable and capable of withstanding the hardest usage, even in countries where roads and other conditions are not highly favourable to motoring.

(4) **Comfort.**—Not only is there ample room for the two occupants which the "Victor" is intended to carry, but the manipulation of the car is very easy and the springing is arranged on the well known and well tried system of three point suspension, so that a long drive can be undertaken without any feelings of discomfort or fatigue.

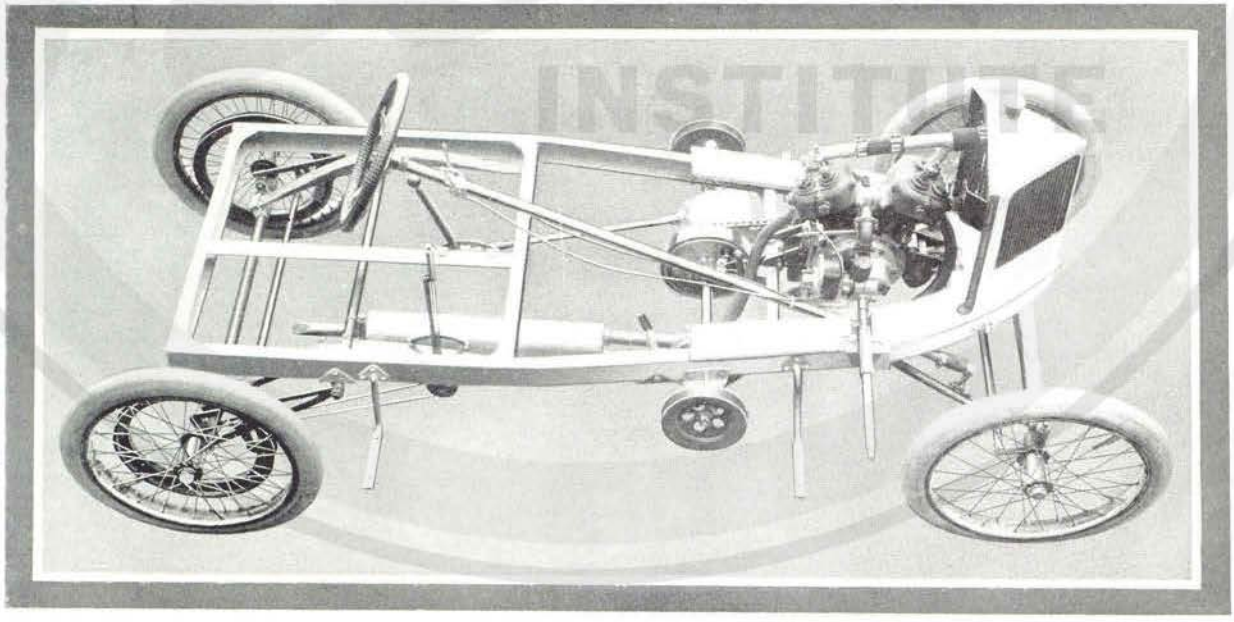
(5) **Economy of Running.**—The lightness of construction and the correct design reduce the consumption of fuel and lubricating oil to the lowest degree; the special system of transmission employed prevents any undue wear and ensures long life of tyres. The average petrol consumption is 49 miles per gallon.

(6) **Ease of Manipulation.**—There is no part of the "Victor" which cannot be understood and manipulated by the veriest novice, and the machine as a whole can be managed with perfect ease by any intelligent and reasonably careful person, even though totally devoid of mechanical knowledge or experience. It starts easily and is very easily controlled in traffic. A speed of 45 miles per hour can be attained on the open road, and hills can be surmounted with the greatest ease.

(7) **Accessibility.**—All working parts are placed beneath the bonnet and on its being raised are at once at hand and within the driver's view for the purposes of examination and adjustment.

Every part of the "Victor" is British and absolutely interchangeable; replacements when required can be promptly supplied.

If there be any point on which further information is required a letter of enquiry to us will receive prompt and complete attention.



The "Victor" Chassis—Plan View.

Some Details of Construction

THE following constructional details of the "Victor" will, we believe, be of exceeding interest to the potential buyer, and in addition to affording him complete evidence of its extreme simplicity will fully demonstrate the great care which is exercised in design and manufacture in our attempt to achieve our ideal—the production of the true cycle car.

The Chassis. The V shaped frame is of channel steel and the chassis is insulated from road shocks by the well-known and excellent system of three-point suspension. The front is supported on a laminated transverse spring, and the rear portion, as shown in illustration on page 4, by two semi-elliptic springs on the cantilever principle. These latter are housed within the chassis and being covered by the body are protected from the rain and grit which would otherwise creep in and cause rust and noisy running.

The action of the springs is regulated by radius-rods which keep the movement of the axles within pre-determined limits. The rear radius-rods, which are of special design and material, carry the fulcrums of the rear brakes and serve to withstand the pull of the belts.

The Steering Gear. In accordance with the most advanced practice in light automobile designs the steering gear is very stoutly constructed, and is direct in action. The design of the steering-pivots imparts a trailing action to the wheels and renders the steering of the "Victor" a constant pleasure even at the highest speeds. A ribbed steering wheel of ample diameter is mounted on a sturdy pillar and all the controls of the engine are conveniently placed thereon.

The Engine. The Engine is mounted in the front part of the chassis on sliding plates, so arranged that the entire power unit can be readily drawn forward to take up any chain stretch, and then rigidly clamped up. It is a Twin Cylinder of the well-known "Precision" manufacture, famous for its high efficiency and for its ability to pull well at all speeds. This engine has shown itself capable of withstanding a vast amount of abuse. It develops nominally 8 h.p., but is capable of producing even greater power than this when it is run at more than its usual number of revolutions per minute. Its flexibility is marvellous. This we attribute to the 12 in. external fly wheel weighing 16 lbs.—and to several details characteristic of and exclusive to the "Victor."

The transmission from engine to gear box is by chains and the method of tensioning already referred to above is described by a writer in the *Motor Cycle* thus:—"The engine is hung in slots cut through vertical cradle plates, against which big nuts lock it by friction; in front there is a winder bolt attached to the apex of the Chassis, and having loosened the friction-nuts you just apply a spanner and wind the engine to or fro as if you were changing a leaf in a dining table." This description and a reference to the plan view of Chassis on page 4 and to the two illustrations on page 8, will enable the reader to fully grasp the details.

The "Victor" Two-Speed and Reverse Gear.

We provide Two Forward Speeds and a Reverse by means of a neat gearbox of extreme simplicity, of our own design. The rotating shafts, of which there are two only, are carried on ball-bearings of substantial proportions; and (as will be seen in the illustrations at foot) the countershaft passes straight through the box, the clutch being mounted on a sleeve which runs freely on the countershaft.

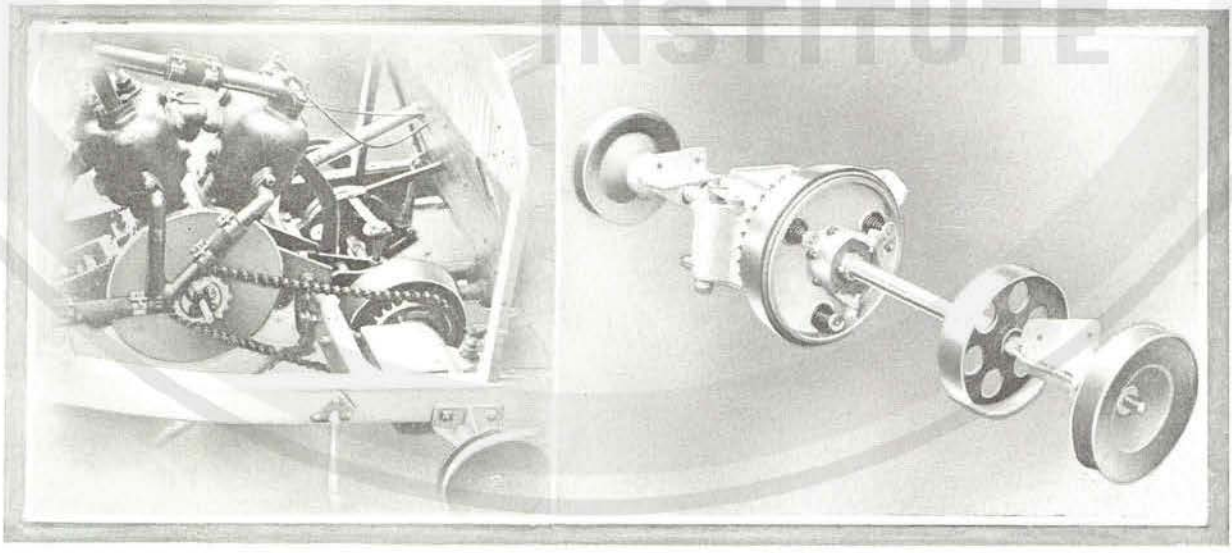
The Top Gear is obtained by locking this sleeve fast to the countershaft and the Low Gear by transmitting the drive from the engine through a lay-shaft with its corresponding pair of pinions.

The Reverse is obtained by the use of entirely separate pinions which give a still further reduction in gear ratio. We do not fit reverse guard owing to the gap between the speeds being sufficient to eliminate the danger of actual engagement.

The whole process of gear-changing is effected by means of a neat and unobtrusive hand lever placed centrally in the frame, this ensuring the greatest possible comfort for the driver and increased ease of operation. Indeed, gear-changing is rendered almost absurdly simple, and the veriest tyro has no difficulty in changing gear surely and silently under every circumstance.

Transmission.

The final transmission of power from engine to road wheels is obtained by long belts which run over two large 8-in. pulleys, mounted on the extreme ends of the countershaft, and two 16-in. belt-rims, spoked and clipped on to the rear wheels. The results achieved on the "Victor" are such as in our opinion to entirely overcome the objections often raised against belt transmission and to afford convincing proof of the perfection which we have attained by our selection of the correct ratios for the application of this type of transmission, both as regards the size of the pulleys and the speed at which the belts are running. We do not believe in expanding pulleys because of the consequent variation of belt line and wear of belts. In the "Victor" the pulleys are of a fixed diameter and the distance between the front and rear pulleys remains constant. For the belts on the "Victor" we consider



The "Victor" Power Plant—Near Side View.

Transmission Gear—Offside View.

6,000 miles a fair life, and in the course of our tests we have obtained as much as 10,000 miles out of one pair of belts.

We have found this system—as we have applied it—thoroughly efficient and reliable, and we are convinced that the belt form of transmission excels any other form of drive for the purpose of propelling a true cyclecar. The belts very rarely need attention. During the first thousand miles they generally require shortening about three times, after which they should have become fully stretched.

Driving Controls. The illustration on page 11 gives a view of the interior of the car as seen from behind the driver's seat. The position of the various controls can be clearly seen, and it will be noted that the two brakes are most conveniently placed for accessibility in cases of emergency.

The Footbrake is actuated by the driver's right foot, and consists of a metal-to-metal combination of large diameter which is mounted on to the countershaft. This brake is exceedingly powerful and will be found to meet practically every requirement.

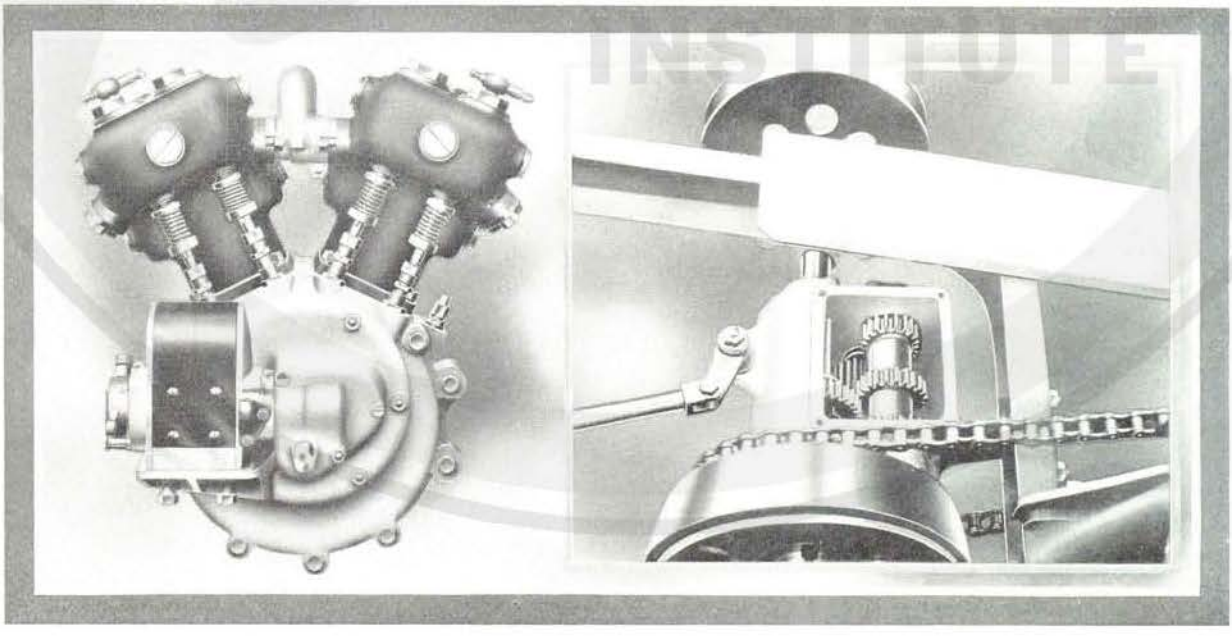
The Handbrake is within easy reach, and operates two large brake shoes which act on the rear belt-rims through a compensating device, which ensures an equal pressure of the brakes on each belt rim, and distributes the braking strain on both wheels alike.

Methods of Lubrication The engine is lubricated by means of a Best & Lloyd semi-automatic drip-feed, which is supplied from a reservoir of large capacity housed in the scuttle-dash.

The oil is forced to the sight-feed Lubricator by means of a pressure pump, which is kept filled by depressing the plunger whenever it protrudes to its full extent from the dashboard.

The rate of flow is quickly found from experience; but it is far better to allow an excess of oil to pass to the engine than to too closely study economy in this direction. It will usually be found that a flow of 20 drops per minute will be ample for any but excessive speeds.

The distribution of lubricant in the gear box is automatic if the gear box be kept nearly full of best grease, for which purpose it should be inspected once a week.



The "Precision" 8 h.p. Water-cooled Engine. View of "Victor" Gear Box.

Equipment. The Body-work, carried out by highly skilled coach builders of long experience is of very attractive appearance. Comfort and easy driving are assured by its careful design. The driver and passenger have ample room and are well protected from the weather. Cleanliness is preserved by the introduction of valances to the front wings, the use of an undershield, and by the fitting of ample mudguards.

At the rear of the seats is a capacious and easily accessible locker for the Tools and spares of various kinds, and there is ample space for luggage on the platform which is constructed in one with the Locker (see page 12).

The Tool Kit contains all necessary Tools for maintaining the various parts in correct adjustment, and for effecting all but the most complicated repairs. With it are included an efficient Tyre Pump, and a neat jack for raising the wheels of the car from the ground for the purpose of tyre repairs, etc.

The Lamps supplied are of excellent quality, and give ample illumination for all ordinary touring speeds.

Each of the four road wheels can be detached bodily from the chassis by the removal of one nut and split-pin, and all stub-axles are interchangeable with one another.

Hints for Drivers. For the of the owner of a "Victor" we issue a booklet to be used as a ready reference until the user has become fully acquainted with the construction. It contains a large Lubricating Chart, full instructions for driving the car, and a list of those parts which benefit by inspection and attention. A copy is included in the kit of every car.

* * *

Describing the Olympia Show in *The Motor Cycle*, the well known authority Mr. B. Hart Davies, says of the "Victor":—

"'Concentrated Essence of Simplicity' best describes this very charming Chassis, for there is nothing on it which a clever puncture-repair boy couldn't tinker up if it went wrong; and that is part of the Cyclecar Ideal."

The Victor Cyclecar

Specification of The Victor Model de Luxe

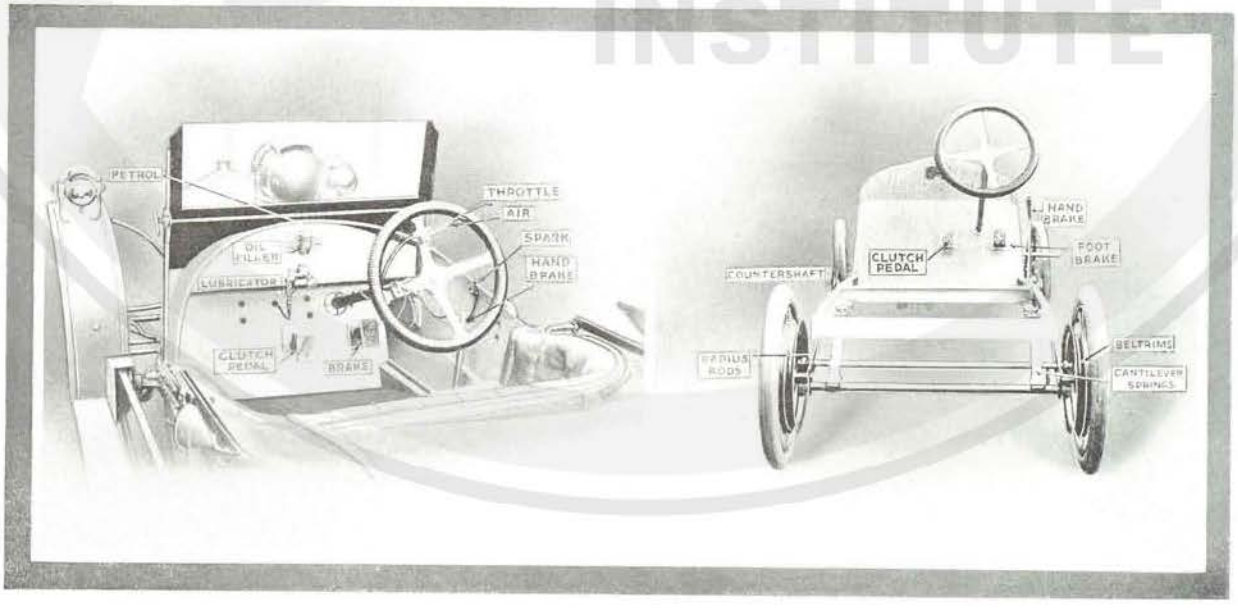
8 h.p. Water-cooled Two-Seater Type.

Engine.	8 h.p. Water-cooled Twin *Precision*. Mechanically operated Valves. Bore and Stroke 85 × 85 m/m, capacity 965 c.c.
Ignition.	By special pattern C.A.V. Magneto, which gives easy starting and slow running.
Carburettor.	Claudel-Hobson Automatic submerged-jet Type, giving excellent acceleration and very moderate fuel consumption.
Transmission.	From Engine to Gear box by extra heavy ⅜-in. × ½-in. roller chain. Thence by two twelve-foot rubber belts of one-inch cross-section, which run over large pulleys mounted on the ends of the countershaft to belt-rims spoked and clipped to the rear wheels.
Wheels.	Heavily built with 10 G. Spokes. Size 650 × 65 International Standard rolled rims.
Tyres.	Michelin.
Springs.	Transverse spring on front and two Cantilever six-leaf springs on back, giving the famous three-point suspension.
Brakes.	Footbrake mounted direct on Countershaft. Handbrake acting through compensating mechanism to brake-shoes on rear beltrims.
Chassis.	Pressed channel-steel, Reg. Design.
Petrol Tank.	Holding three gallons, one quart.
Oil Tank.	Concealed within scuttle dash: capacity three quarts.
Lubrication.	By Best and Lloyd semi-automatic drip feed lubricator mounted on dash-board.
Clearance.	Ten inches under car, making it ideal for Colonial work.
Dimensions.	Length of Wheelbase, 7ft.; Width of Track, 3ft. 6in.; Extreme Width, 4ft. 6in.; Extreme Length, 10ft.; Extreme Height, 4 feet 6 inches.
Speeds.	Two and Reverse. Ratios—Top: 5 to 1. Low: 9·25 to 1. Reverse: 11·375 to 1.
Clutch.	Large cone type, faced with unwearable "Ferodo."
Accessibility.	All parts readily accessible by removing the bonnet.
Protection from Mud.	By the wide wings back and front, with valances. The mechanism is protected by an efficient metal under-shield and belt guards are fitted, which, although not totally enclosing the belts, prevent the throwing of mud over the body-work.
Finish.	Two-Seater Body finished in grey or blue and well upholstered, with electro-plated fittings.
Equipment and Accessories.	Hood, Screen, two Head Lamps and one Tail Lamp, large square Generator, Horn, Jack, Pump, full Kit of Tools.

Prices:

Model de Luxe (Complete as above) £115 net

Standard Model (as above but with air-cooled engine) £105 „



View from Driver's Seat.

View from Rear of Chassis.

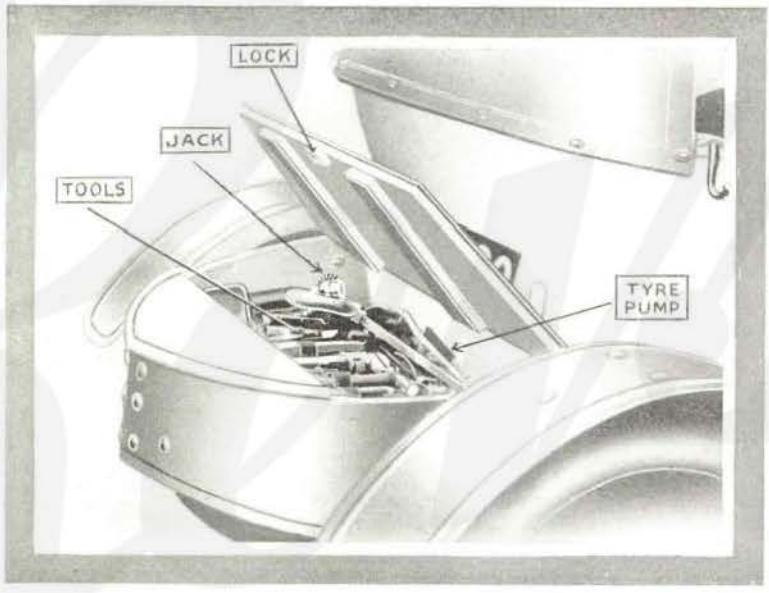
Terms of Business.

The Prices quoted in this Catalogue are Net.
Terms of Payment:—One-third with order, balance on receipt of advice that the vehicle is ready for delivery. These terms apply to both Wholesale and Retail Orders, and cannot be altered in any respect.

All Orders are executed in rotation as received.

We do our utmost to give delivery at time promised, but in the event of strikes, lock-outs, trade disputes, accidents, defective castings, fire, or other unforeseen circumstances, deliveries may be suspended or delayed, and the Company cannot undertake any liability for such delay.

Delivery is at our Works, and all orders, whether by letter, order form, or otherwise are only accepted on the above conditions. Our Clients are supposed to have made themselves acquainted with these terms.



The Term "Agent," used by any party in connection with the sale of our manufactures, is used in a complimentary sense only, and relationship of Principal and Agent does not in fact exist between the Company and the Dealer, and those parties whom we style our Agents or Concessionaires, are not authorised to advertise, incur any debts, or transact any business whatsoever on our account, nor are they authorised to give any warranty or make any representation on our behalf.

This Catalogue cancels all previous lists, and as we are from time to time introducing minor improvements, we retain the right to make such alterations or improvements, and to revise our prices as we may deem desirable without further notification. Illustrations in this Catalogue are intended only as a general guide and must not be taken as binding in detail.

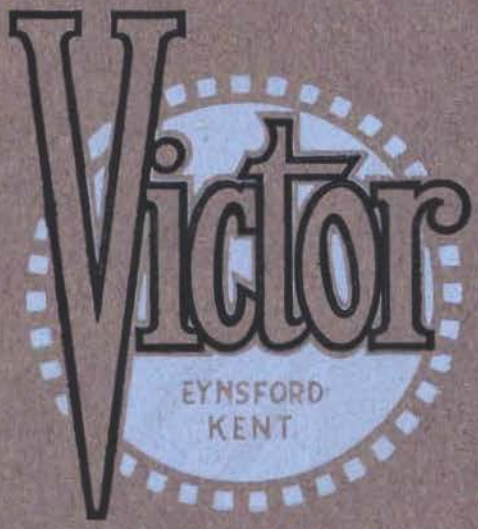
Guarantee.

We Endeavour to supply the best Material and Workmanship, but the sole liability undertaken by us is to the following effect, viz.:—

We Undertake to supply, free of charge, new parts in place of any parts that break through faulty material or bad workmanship within six months after delivery, provided such parts are at once returned to us, carriage paid, for examination before new parts are despatched. We are not liable for labour or any loss or damage, direct or consequential, nor responsible for any accident, nor in any way for the effect of any accident whether due to defective material, workmanship, or otherwise. Our Guarantee does not apply to defects caused by wear and tear, misuse, or neglect, nor to any Chassis from which the Company's number plate has been removed or obliterated. We do not guarantee tyres, accessories, or proprietary articles, not of our manufacture.

VICTOR MOTORS
Eynsford——Kent

Telephone: 26 Farningham
Telegrams: Victors, Eynsford.
Cables: A.B.C. 5th Edition.


Victor
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