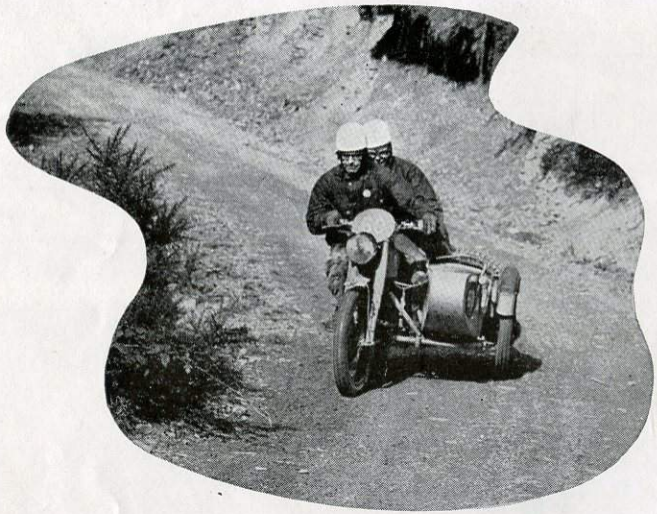
THE WORLDS LARGEST AND MOST MODERN SIDECAR FACTORY
CANTERBURY SIDECARS
PIONEERS
Canterbury
WE LEAD THE WAY
1959

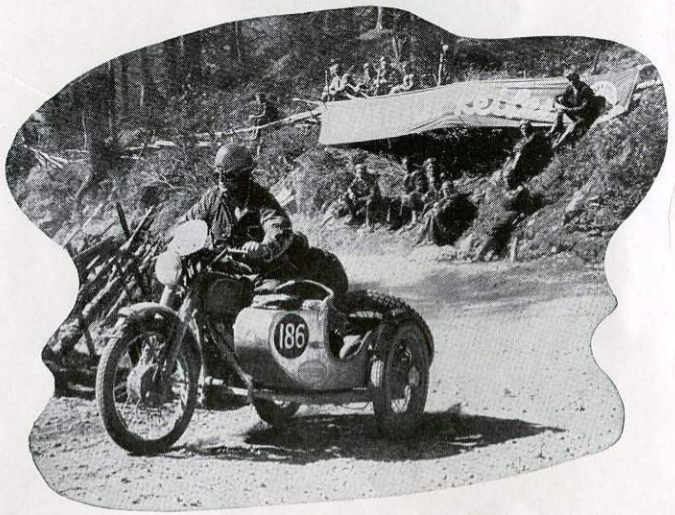


A. J. & H. Humphries winning BRITAIN'S only (Special)
GOLD SIDECAR MEDAL, I.S.D.T., 1954.

ALL WITH
Canterbury's WORLD FAMOUS
SPRUNG WHEEL CHASSIS

THE WORLD'S ONLY SPECIAL
GOLD SIDECAR AWARD FOR
BRITAIN BY **Canterbury**

AND NUMEROUS OTHER AWARDS



Peter Baldwin and Passenger winning GOLD MEDAL
for BRITAIN at the ALPINE TRIAL, 1954.

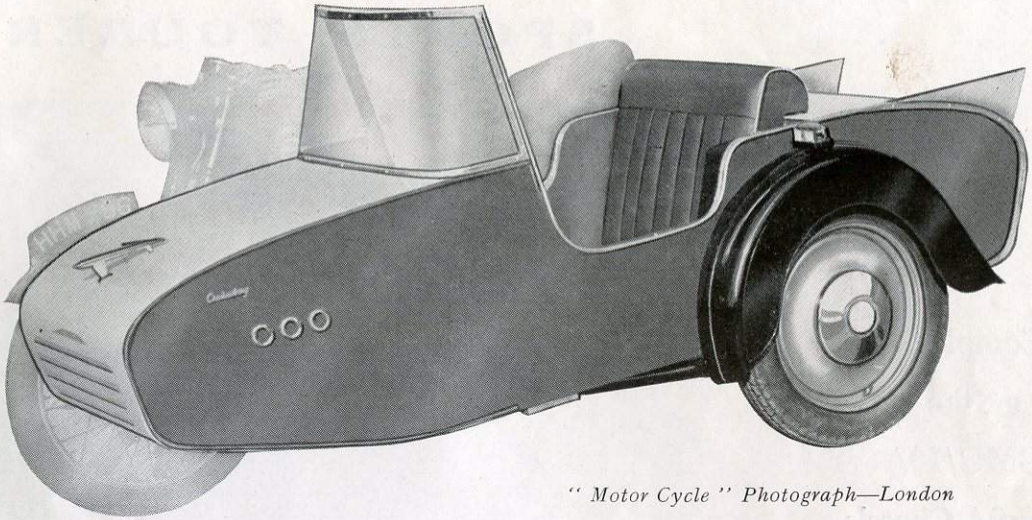
CANTERBURY SIDECARS LIMITED, ARISDALE AVENUE, SOUTH OCKENDON, ROMFORD, ESSEX
Telephone: SOUTH OCKENDON 2224 (7 Lines)

The New "SNIPE" Single Seater Sports Tourer.

Complete

on

GMC/10A Chassis.



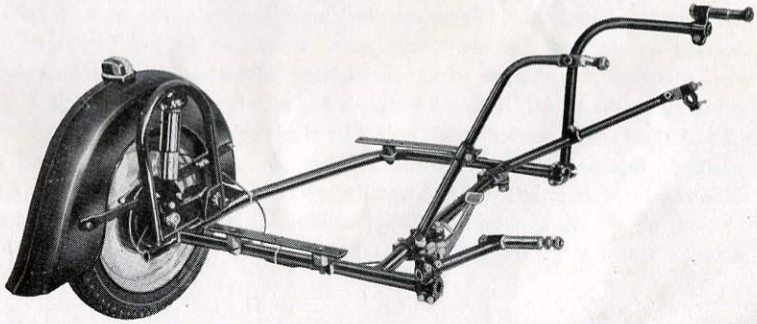
" Motor Cycle " Photograph—London

This very latest addition to the Canterbury range is a classic example of modern streamlined automobile trends, incorporated for the very first time in a sports tourer sidecar. With panoramic vision and most attractive embellishments on the new GMC/10A chassis, this unit must surely be outstanding amongst all British sidecars of to-day. This unit is built with stressed plywood, aluminium alloy panels and incorporates detachable side-screens and complete hood for weather protection.

As an optional extra, an additional child's seat and backrest can be provided, which may be readily fitted into the rear boot for the sum of £8 17s. 6d. including Purchase Tax.

The New GMC/10A Chassis.

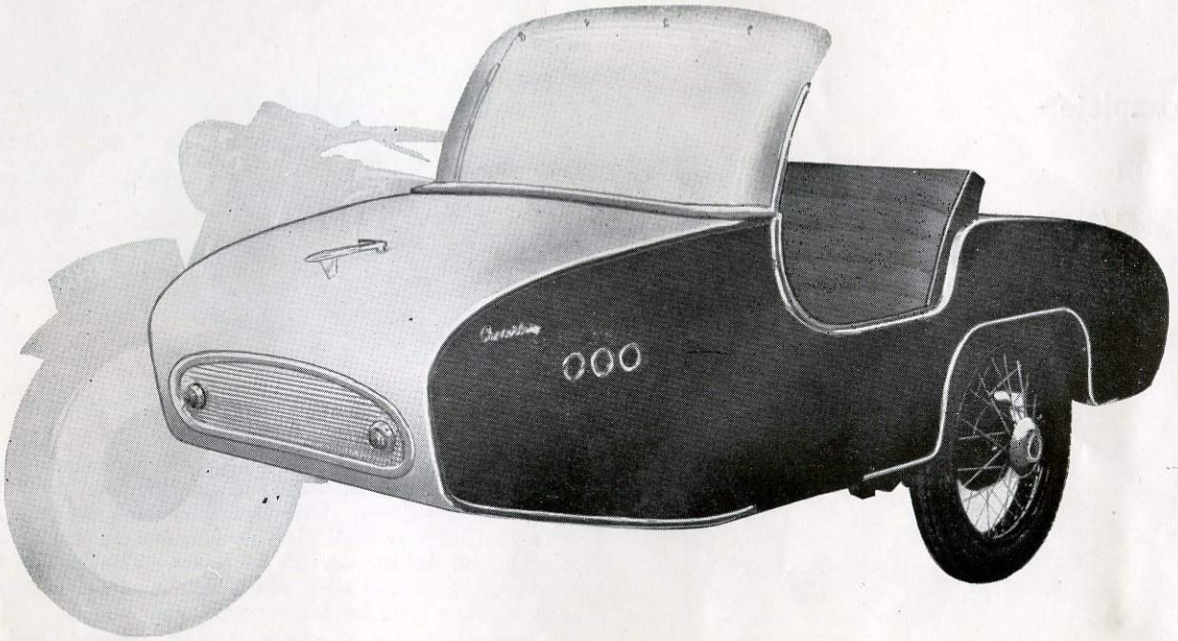
Incorporating the advantages of all springer chassis within the range and now universal for all Canterbury bodies. Manufactured especially low but with good ground clearance for ease of entry into sidecar, improved appearance and better handling.



The Sensational "SPORTSMOBILE"

SPORTS TOURER

Complete on the GMC/10A or 9A Chassis



An elegant, attractive, streamlined Sidecar with sports car styling, providing side-by-side seating, the "Sportsmobile" must surely be the answer to the sporting requirements of the family man. First ever in production of its type, this unit, in addition to its outstanding appearance, provides car-like springing on the GMC/10A or 9A chassis and also is no wider in track width than the accepted conventional unit. In dual colours to match standard machines, this unit must surely take pride of place in the sporting world of sidecars. Further points to note are the excellent materials employed, *i.e.*, stressed ply body, aluminium alloy panelling, perspex screen, large commodious rear boot, attractive chrome bumpers, etc.

PIONEERS
Canterbury
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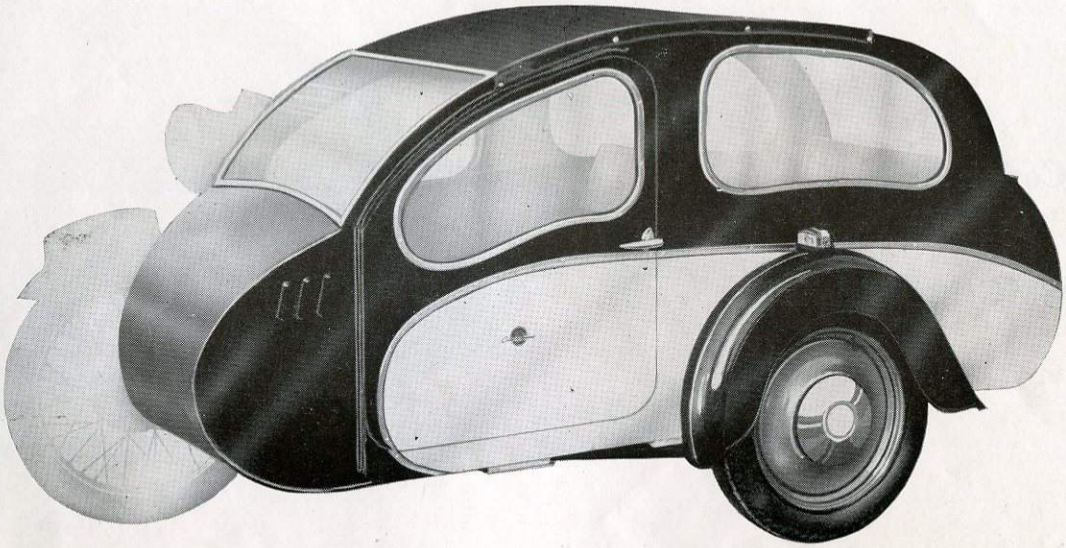
The New Streamlined Luxurious "CONTINENTAL"

Child/Adult Saloon.

Complete
on
GMC/10A Chassis.



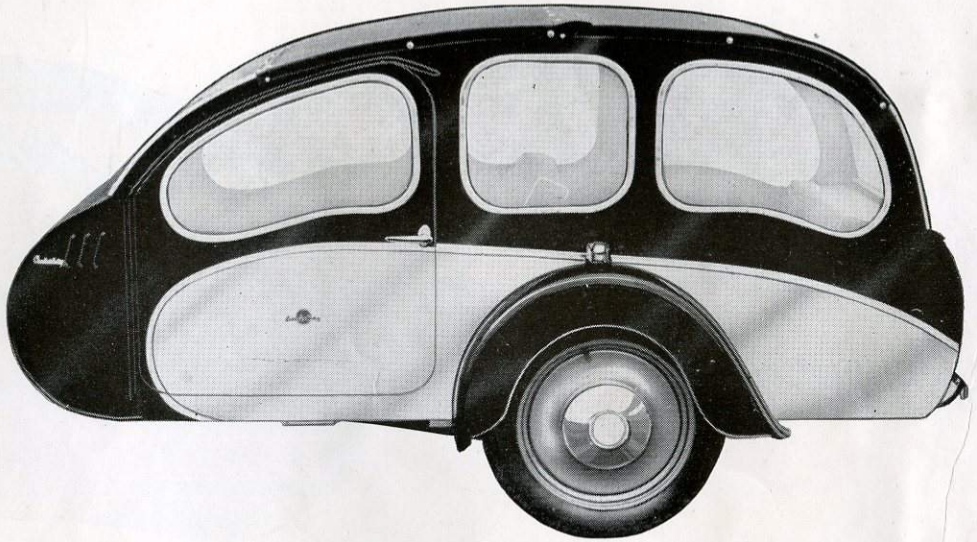
" Motor Cycle " Photograph—London

British coachbuilt but yet embodying sleek Continental lines, this unit on the new GMC/10A chassis is without doubt the most modern of its kind. Its special features comprise stressed plywood construction, cobex windows, aluminium alloy panels, extra wide door, and body width of 26″ at elbows, affording absolute comfort. This body width is achieved by the sprung unit being within the body structure *but does not increase the overall track of the unit.*

PIONEERS
Canterbury
WE LEAD THE WAY

The New Streamlined "JAVELIN" Double/Adult Saloon.

Complete
on
GMC/10A Chassis.



" Motor Cycle " Photograph—London

Coachbuilt throughout and with its sleek lines unspoiled by the provision of more than sufficient head room for two over-average size adults, this unit combines elegance with distinction. Complete on the new GMC/10A chassis, it achieves a streamlined appearance far and above the accepted double adult saloon. Incorporating cobex screens, opening side window, stressed plywood construction, aluminium alloy panels, attractive chrome bumpers, etc.

PIONEERS
Canterbury
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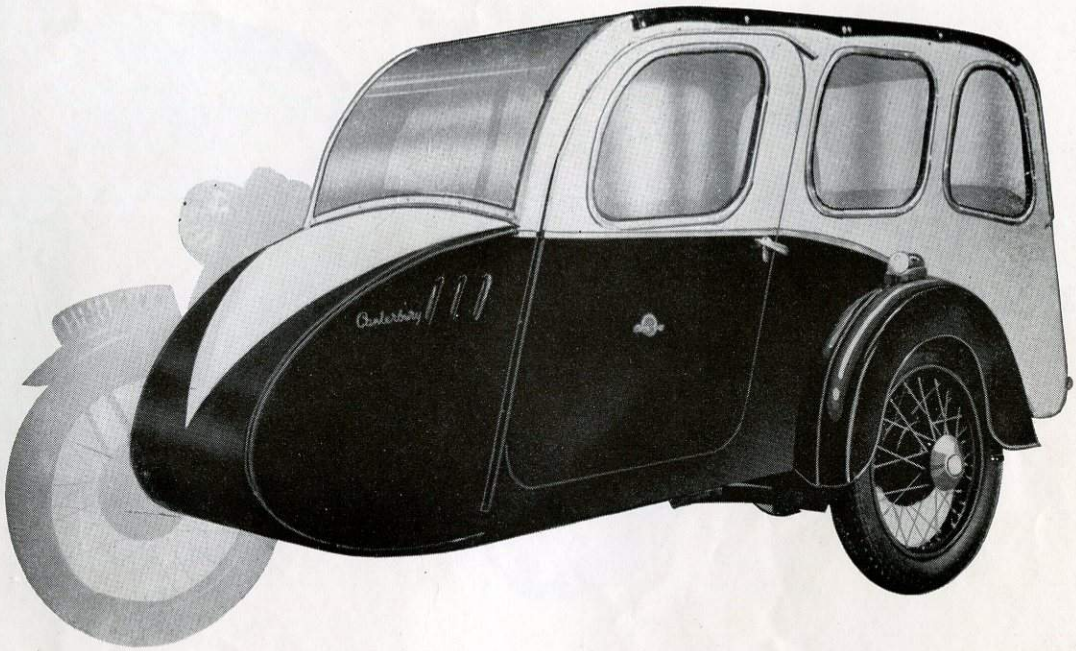
THE "EAGLE" Full Double Adult Family Saloon

Complete
on the
GMC/10A or 9A Chassis

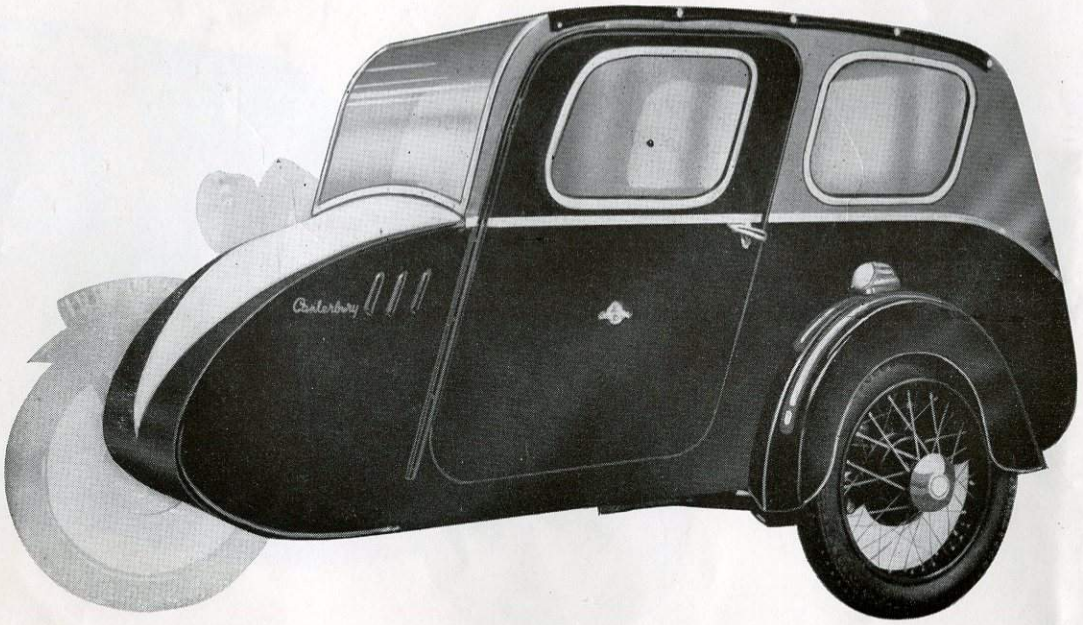


This new Double Adult sidecar once again incorporates the other improvements in our new models. New styling, extra width door, much greater width (without increasing the overall track of the unit), arm rests and upholstered in rich P.V.C. with fully sprung seats and back rests, this unit ensures the maximum comfort for two full adults. Supplied on the new GMC10A or 9A chassis, first-class springing is assured. The body is metalled exteriorly with aluminium alloy sheet and coach built throughout. Other interesting points are the opening side window, chrome rear bumper, chrome exterior car-type door handle with slam lock, Cobex non-flam. screens, rear boot, etc.

PIONEERS
Canterbury
WE LEAD THE WAY

THE "VENOM" Occasional Double Adult Saloon

Complete
on the
GMC/10A or 9A Chassis



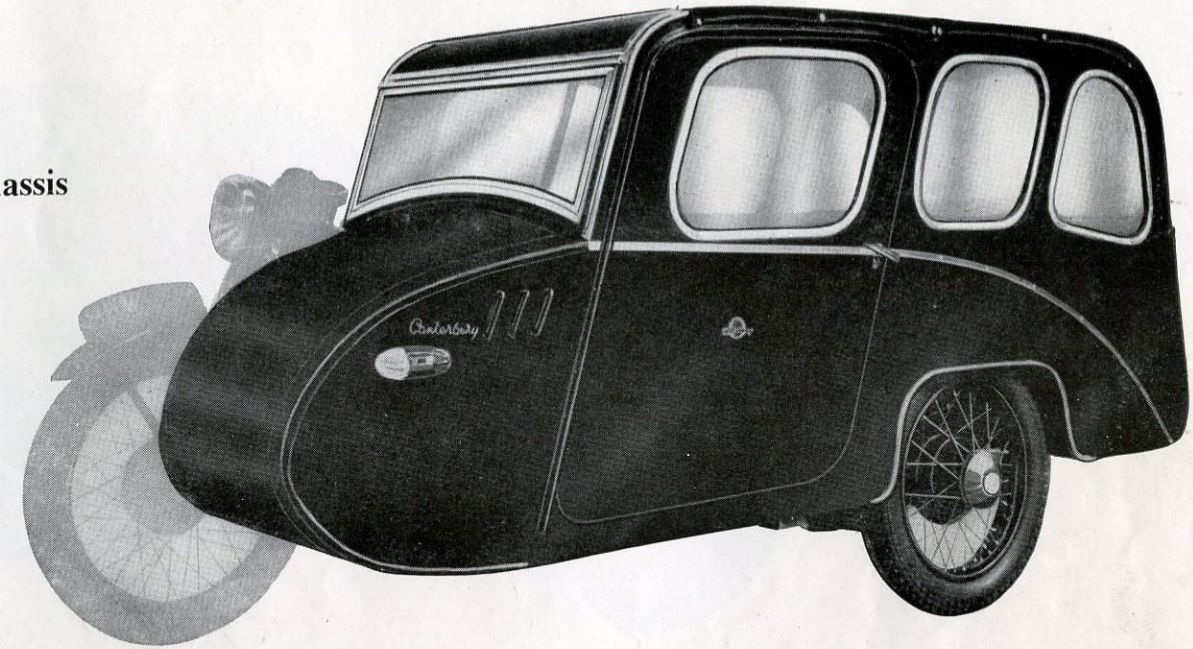
The Venom offers the very latest in Saloon Sidecar comfort

This occasional double adult saloon again follows the new trend for "Canterbury's" 1959 editions, with very much wider door (27 in.) and much wider body (26 in.). This attractive looking sidecar offers comfort unparalleled, built with stressed ply and metalled with aluminium alloy it is exceptionally well constructed. Fully sprung seats are provided. Additional features comprise: Opening side window, Cobex screens, polished alloy moulds, opening rear boot and Louvre ventilation.

PIONEERS
Canterbury
WE LEAD THE WAY

THE "CARMOBILE" Three-seater Family Saloon

Complete
on the
GMC/10A or 9A Chassis



This sensational three-seater saloon, providing side-by-side seating and a wider door than ever before, is fully metalled with absolute beauty in appearance. It has a body car-like in both style and comfort. This later edition, mounted on the GMC/10A or 9A sprung chassis, provides the answer to the popular request for yet more room in the family saloon.

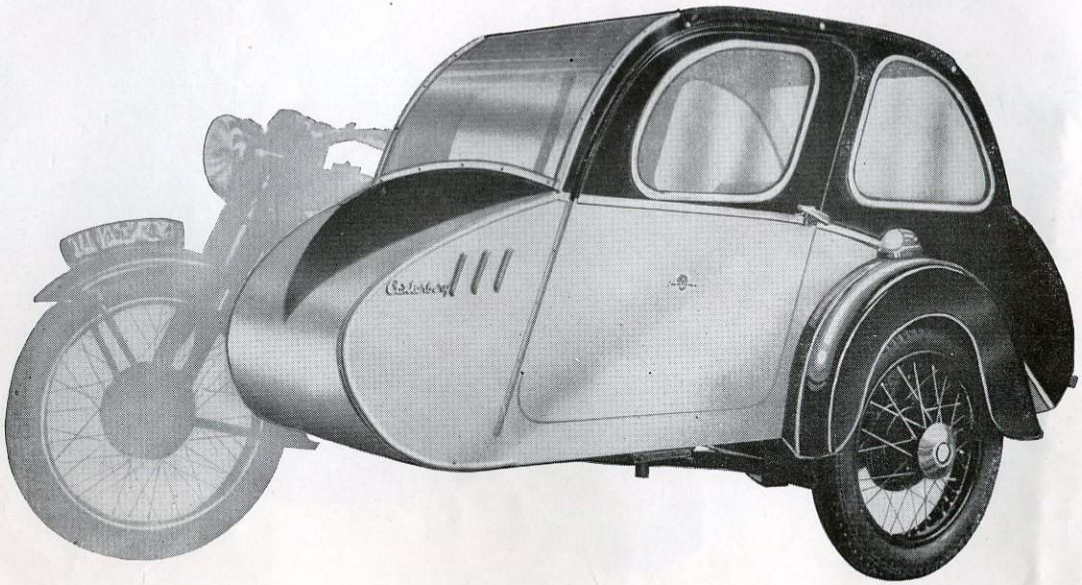
Special features include: Opening polished alloy front screen in toughened glass, opening side window, large rear boot, Cobex non-flam. screens, streamlined chrome side-lamps, fully sprung seats (front seat bench type) and two-tone colour at no additional cost.

Recommended load: two adults and one child or one adult and two children with heaviest adult to rear.

PIONEERS
Canterbury
WE LEAD THE WAY

The 'HAWK' Single Seater Saloon, Full Door

Complete
on the
GMC/10A or 9A Chassis



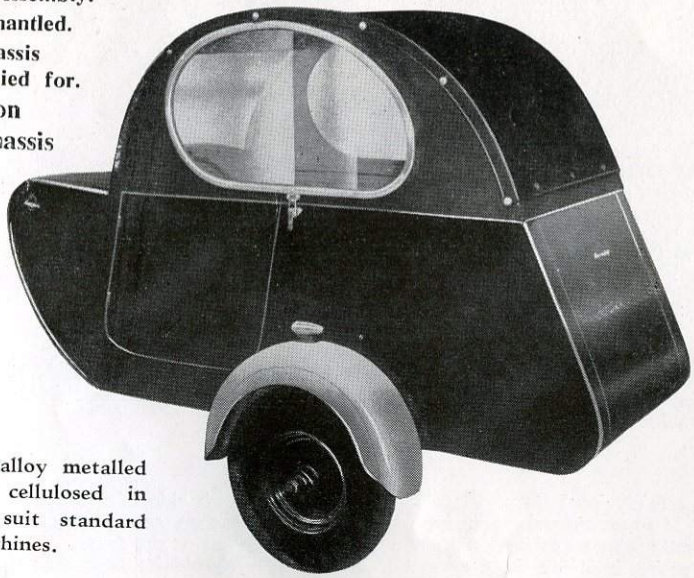
This new Single Seater Saloon has most attractive lines as well as being more commodious and accessible than any previous model of its type in our range. Firstly, it has a door which is 25 in. in width as well as a body 26 in. in width interiorly, together with well finished arm rests for additional comfort. Fitted on the GMC/10A or 9A chassis, which has hydraulic sprung suspension of our latest type, the new "Hawk" is unsurpassable in value. It is important to note that the track of the machine and sidecar does not exceed the conventional.

PIONEERS
Canterbury
WE LEAD THE WAY

The "DEMON" Single-Seater Saloon

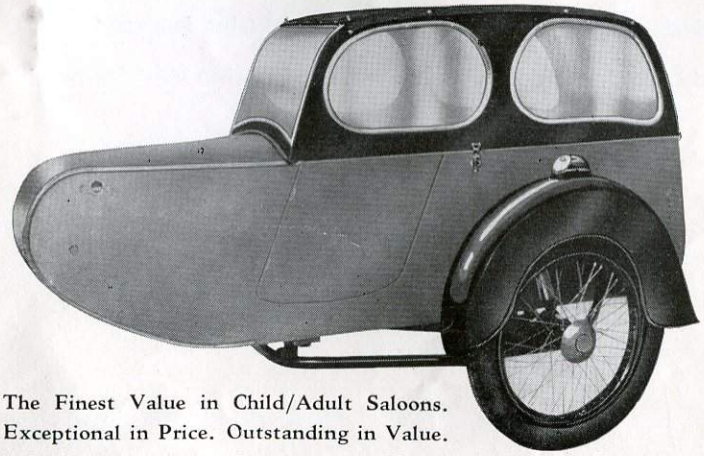
Canterbury's sensational lightweight sidecar with the new portable and universal lightweight chassis.

Lightning Assembly. Easily Dismantled. GMC/8 Chassis patent applied for. Complete on GMC/8 Chassis



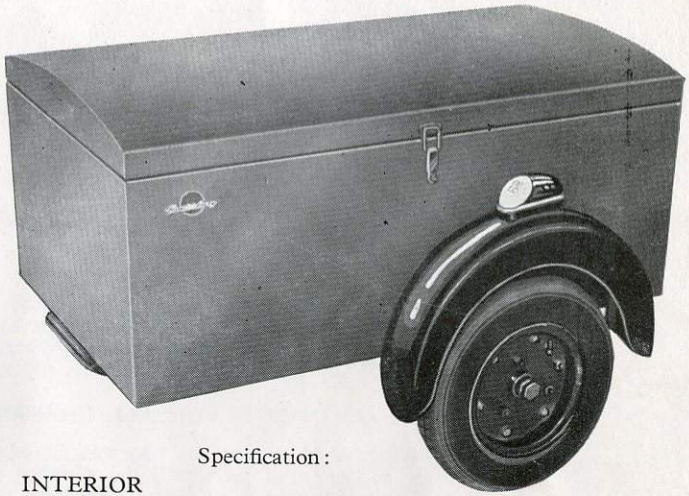
Aluminium alloy metalled body and cellulosed in colours to suit standard machines.

The "VALIANT"



The Finest Value in Child/Adult Saloons. Exceptional in Price. Outstanding in Value.

THE LIGHTWEIGHT COMMERCIAL (All Metal) Box on the Lightweight GMC/8 Chassis



Specification:

INTERIOR

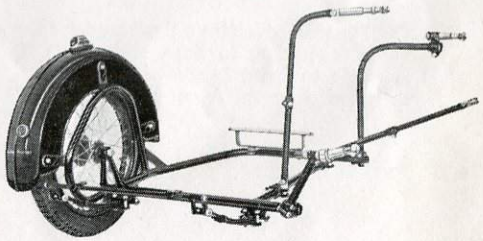
22¾ in. wide, 39¾ in. long, 14 in. deep (less lid).

EXTERIOR

23 in. wide, 40 in. long, 16 in. deep (17¼ in. with lid).

GMC/3a or 6a Rigid Chassis

With improved frame design and identical with the exception of spring specification.



General Information

BODY CLEANING.

Wash down thoroughly with cold or luke warm water using a soft chamois leather, and ensure that all road dust and grit is removed before applying a well accepted car body polish.

CLEANING OF "COBEX" SCREENS.

Clean off thoroughly with cold or luke warm water, using soft chamois leather and polish with clean dry mutton cloth.

POLISHED ALLOY MOULDS.

These can be kept in excellent condition by the application from time to time of a small amount of metal polish which should afterwards be removed and a clean polishing cloth applied.

CHASSIS.

The wheel hub should always be kept well packed with a suitable hub grease.
Taper roller bearings are fitted and for correct adjustment the wheel should spin absolutely free showing only perceptible play on the wheel rim. Adjustment should not be necessary as these are fitted and adjusted at works, but the aforementioned information would apply in any instance where incorrect adjustment should subsequently be observed.

GENERAL ALIGNMENT FOR ALL CHASSIS.

To obtain correct alignment use two straight edges and a fairly level floor. Place straight edges on each side of the combination and adjust at front and rear until the distance at front is approximately half inch to one inch less than at the rear, with the machine leaning slightly away from the chassis, which should be parallel to the floor and raised one inch at the front.
It is advisable to note that the narrower the track the easier it is for the engine but careful note should be kept that there is sufficient clearance between the handlebars and body.

It is considered and recommended that the sidecar wheel should have a lead over the rear wheel of the machine of between three to six inches.

When correctly fitted this outfit should be easy to handle and a joy to drive.

When a rigid chassis is being fitted to a machine with rear springing the machine rider's weight must be taken into consideration when obtaining parallel floor level to chassis.

In the case of the GMC/10A or 7A chassis the weight of the sidecar body must be taken into consideration when obtaining parallel to floor level.

Our general description of models are as accurate as possible, but it should be noted that modifications or improvements may be made from time to time, and that such changes are made without giving notice. When such modifications are made every effort is made to interchange with old parts. If this is not possible, however, arrangements are made for the continuity of supply of superseded parts. A copy of the Company's guarantee is always supplied on receipt of the guarantee record card.

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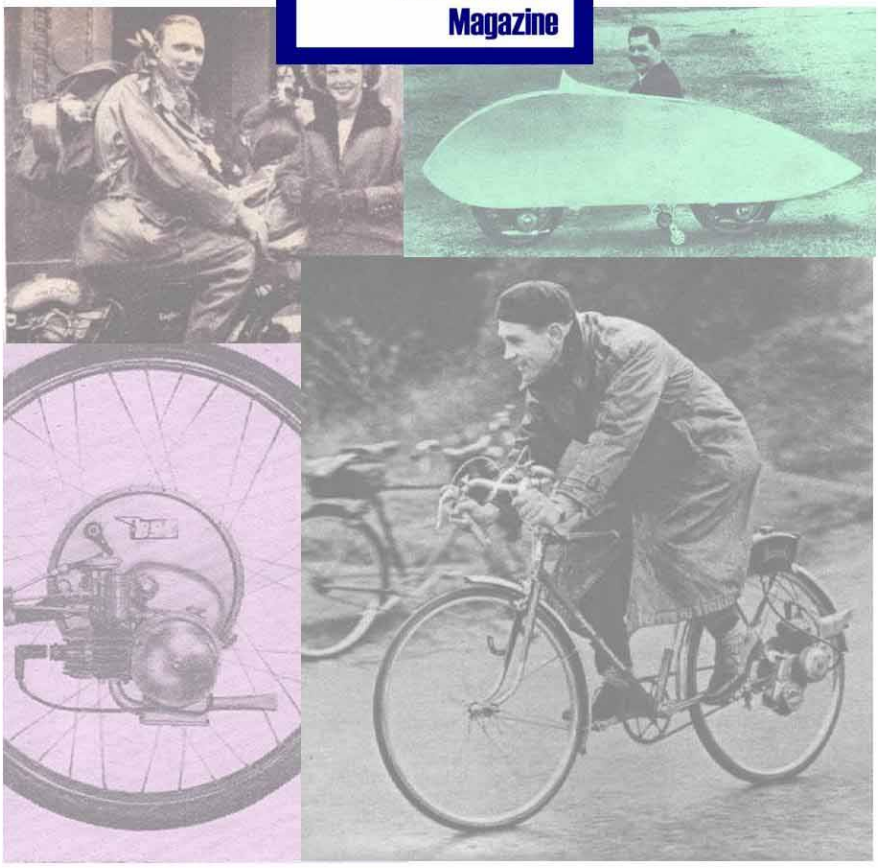
Cyclemotor Autocycle C Moped



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