

Gundie tricycle chassis fitted with a rickshaw body for overseas use

MOTORIZED TRICYCLE CHASSIS

For use as goods vehicle with 224 lb loads or as a rickshaw

BUILT on the same general principles as the makers' pedal-operated tricycle, a new mechanically-propelled tricycle chassis has been introduced by Leonard Gundie Motor Co. Ltd., Smith Street, Hockley, Birmingham, 9. It is known as the H.U.C. Handymotor, and the body is mounted specially to give light steering, the handlebar and mud-guard being integral with the chassis.

Finished in black, with an orange tank and the exhaust pipe and silencer chrome, the Handymotor can be supplied in chassis form only, with closed box body with front opening, or with open metal truck bodywork.

For overseas markets the chassis can be supplied to take a rickshaw body. Carry-

ing capacity is 224 lb (about 100 kg), and the vehicle has a petrol consumption of approximately 65 m.p.g.

Power is supplied by a Villiers Mark 6E 197 c.c. engine with a rectifier for the lighting system. Three-point suspension gives the engine the necessary rigidity.

Based on previous principles, the steering head is vertical and situated close to the rear of the body. Running forward from the base of the head are two tubes which carry the solid front axle.

Two flat leaf springs are anchored to the cross member at the base of the steering head and extended forward to the front of the body. Four holes in the springs provide for the bolt fixing of the bodywork. No other anchorage than that

at the rear is provided for the springs, which rest on two rubber buffers on the axle.

Owing to the disposition of the axle behind the centre line of the bodywork, the load tends to bear downwards at the forward end and lift very slightly at the rear. This, with the pressure of the driver's hands on the handlebars, gives balanced, light and easy steering and is a patented feature of the design.

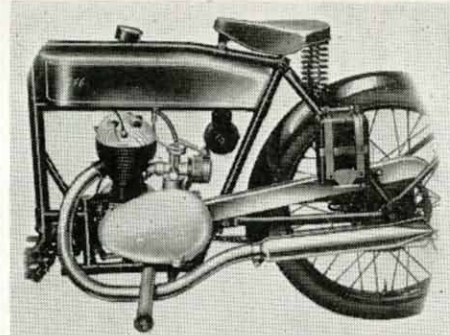
The one-piece handlebar is connected to the axle beam by two two-way bolted lugs, and a cross stiffener is similarly connected to the top of the steering head.

At the rear of the steering head the main frame is of brazed construction, with bolted-up seat and chain stays. At the lower end of the head tube the frame is stiffened by duplication of the tubes.

A 6in brake operates on the rear, and two 5in brakes on the front wheels. Operation of the rear brake is by means of a foot pedal on the right-hand side of the machine. A hand lever is fitted which operates the rear brake independently of the foot mechanism, for parking. A lever running the full width of the handlebars operates the front brakes.

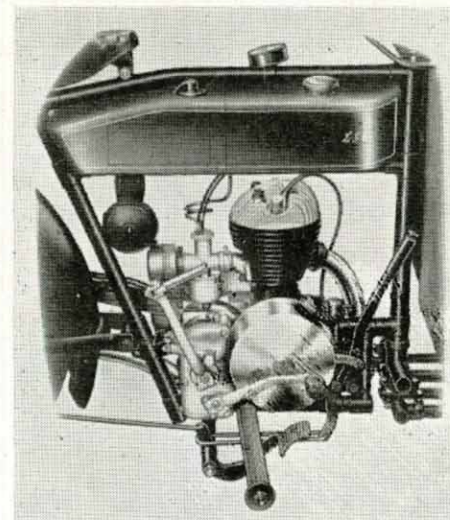
Lucas side lights are fitted to each front guard and a tail light to the rear number plate. An interesting feature is the tank, which is built in two halves, the front part holding the petrol, the rear providing space for the tools and carrying the lighting switch.

Totally enclosed gearing is supplied to the Smiths speedometer, which is driven from the rear hub and located on the top tank tube.

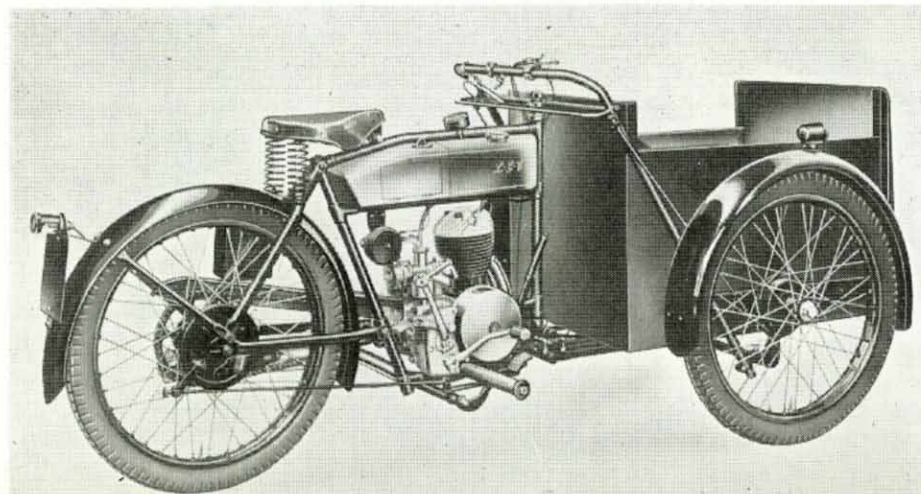


Left-hand side view of the Villiers engine unit

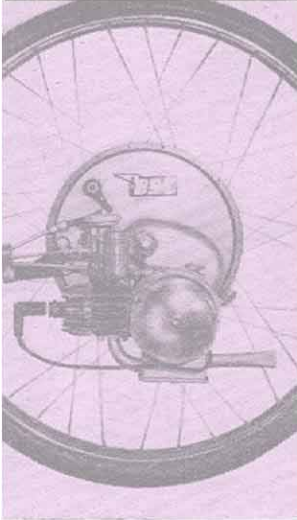
Ratchet attachment to foot brake for parking



Standard open-type body which will take loads of approximately 100 kilogrammes



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