

ADVANCE OF THE LOW-PRICED AUTOMOBILE

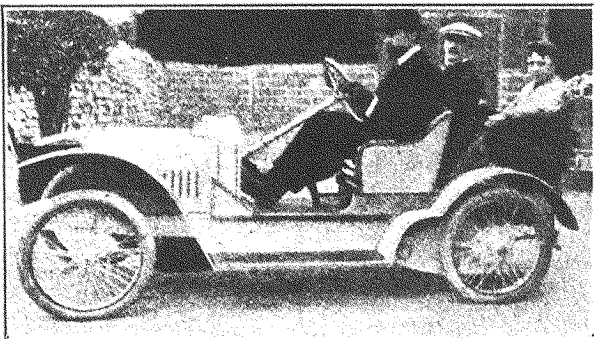
ROAST chicken once a week was the wish of the French peasant in bygone ages. The modern Frenchman, less modest, substitutes a motor car for the fowl. French manufacturers have responded to this demand by producing low-priced autos, based somewhat on the principle of the motorcycle. Scores of these have been manufactured at prices varying between two hundred fifty and five hundred dollars. The cheap automobile of this type has been successfully imitated in England.

There have been inexpensive automobiles built on the established lines of the costlier type; but, so W. F. Bradley assures us in *The Technical World*, there appear to be more possibilities by working along motorcycle rather than automobile lines. Such, at any rate, has been the experience of European manufacturers, who have found it almost impossible to get below five hundred dollars on cars of the usual build, but have been able to produce four-wheeled motorcycles at half this price. A vehicle of this description costs little more than a high-grade motorcycle, the up-keep is about the same, its speed is equal to any two-wheeler, and its comfort is infinitely greater.

"It is a long, narrow, boat-like vehicle, mounted on four wire wheels, carrying its passengers in tandem fashion, with the driver at the rear, and having one single or two-cylinder air-cooled motor under cover in front. The frame, consisting of two wooden members, is narrowed in front, the sides are enclosed, the top is closed in by the gasolene tank, while the

front is left open to allow a free passage for the air. A single chain running under the footboards takes the drive to a countershaft, on each extremity of which are a couple of pulleys from which power is carried to the rear wheels by belts, as in a motorcycle. The two pulleys permit a quick change of gear ratio.

"There is neither clutch, gear box nor differential. The rear axle is attached to the extremity of a pair of inverted semi-elliptic springs, the front hanger of which is pivoted, thus allowing the axle to be moved forward or backward by means of a lever at the driver's right hand. It is by this means that the belt can be slackened off to disconnect the motor. At the front there is a tubular pivoting axle, with a coil spring suspension."

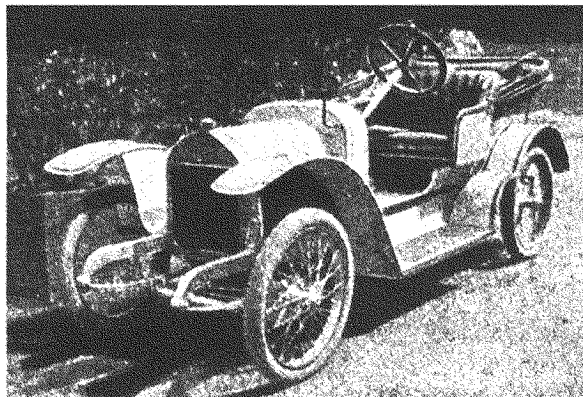


SITTING AT TANDEM

The one drawback of most baby automobiles based on the principle of the motorcycle is the fact that the passengers cannot well sit side by side. Tho they are seated tandem style, there is room for three persons.

Any man who knows how to manage a motorcycle is at once familiar with this little car. Its use is not confined to pleasure purposes, a large number being used in France for quick delivery work. In some cases—note again the economy of the French—the touring model is convertible. On week days it carries drugs and groceries; on Sundays and holidays it is transformed, by the turn of a screw, into a touring car for the family.

"It weighs complete only from 300 to 350 pounds, has an eight-horse-power, two-cylinder, air-cooled motor, chain transmission to a countershaft, and double belt drive to pulleys on the rear wheels. . . . For utility service, with calls for work over heavy roads, in snow, or amongst dense traffic, the four-wheeler has limitations. But these limitations are even more strongly felt by the motorcycle. As a little pleasure vehicle it has a remarkable future before it."



A SMART LITTLE CAR FOR LESS THAN \$500.

This is another exemplar of the low-priced French automobile.