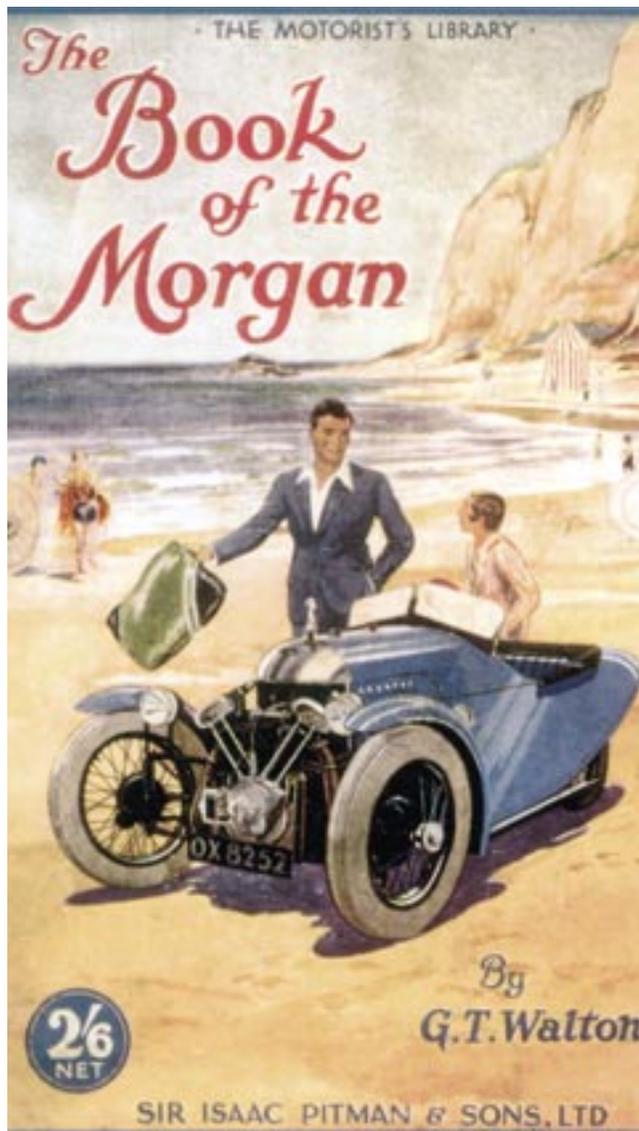


## Three Wheelers



Reliability and economy contributed to Morgan's formidable reputation. Along with this the car attracted those with a carefree disposition which is portrayed in this delightful piece of publicity material gracing the cover of *The Book of the Morgan*. In today's money 2/6d represents 12½p, which gives a clue as to the vintage of the item. (Author's collection)

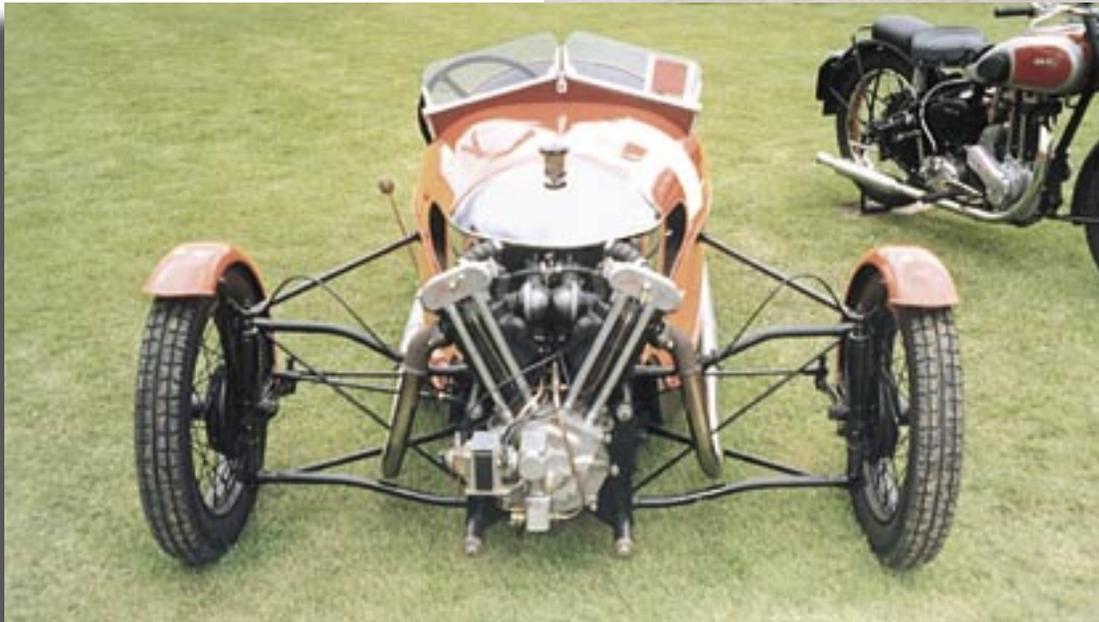
Carrier went into production. The Auto-Carrier, a three-wheeled delivery truck with its storage compartment supported by the front wheels and a 636cc air-cooled single-cylinder engine beneath the driver's seat, sold in substantial numbers. They were bought by some of the leading retailers of the day including Army & Navy Stores, Boots the Chemist, Dickens & Jones, and Selfridges. A passenger version, the AC Sociable, appeared in 1907, and examples were seen competing in a number of reliability events around the country including Brooklands.

The one three wheeler, appearing before 1914, to have great impact on the motoring society was the Morgan. The prototype Morgan Runabout was built in 1909 and made its debut at the 1910 Motor Cycle Show at Olympia where it was greeted with lukewarm enthusiasm. What prospective customers wanted was a reliable machine to accommodate two people. H.F.S.Morgan soon saw to it that his Runabout made its mark at various reliability trials, and within a year

Right: The wide track of this JAP-engined Morgan indicates that the vehicle has been used for racing. Some cars were built with a wider track to customer specification but a number have been rebuilt for such purpose. What is not entirely evident in this photograph is the Super Sports body styling. (Author's collection)

## Three Wheelers Before 1939

In 1935 Morgan introduced the F-Type three-wheeler which had a 933cc Ford Model Y side valve engine. Other features of the car included more accommodating two or four-seater bodywork and a pressed steel chassis to replace the previous tubular type. The Ford engine was concealed beneath the bonnet and afforded somewhat smoother performance than did the air-cooled V-twin models. The F-Type also formed the basis of the four-wheeled Morgan, which was developed largely in response to a threat by the government of the day to abolish the horse-power tax from which three wheelers benefited.  
(Author's collection)



## Three Wheelers

Isettas were equipped with sun roofs which, it has been claimed, allowed a means of exiting the car in the event of the single front door being damaged and inoperable.

Because of the large glass area and confined space within the cabin, driving in hot sunny weather proved uncomfortable, which is why the opening roof is useful.  
(Author's collection)



Pictured at an enthusiasts' rally this late model Isetta has right hand drive. The driver and the engine are positioned on the same side of the car which caused stability problems. So that the car would not overturn on right hand bends and corners, Isetta engineers devised a method of installing ballast. When unsuspecting owners removed the metal weight from the left hand side of the car, difficulties in maintaining equilibrium were encountered.  
(Author's collection)

## Three Wheelers

This recently taken photograph of an early Messerschmitt illustrates the very narrow tub in which the occupants are confined. The rear passenger sits with their legs parallel to the driver's. (Author's collection)



The Messerschmitt was highly acclaimed when it made its debut in March 1953 at the Geneva Motor Show. Despite its name being associated with aeroplane manufacture, the Messerschmitt's evolution owed nothing to aviation. Its origins can be traced to invalid carriage design and efforts by designer Fritz Fend to provide a means of inexpensive transportation for the war wounded. Fend was unable to finance the project, which evolved from hand-propelled machines to petrol-engined cabin scooters, and in Professor Willy Messerschmitt he found a willing collaborator who, like Ernst Heinkel had been prohibited from building military aircraft. (Author's collection)

## The Bubble Boom



Right: Eugene Chung with his P50 pictured outside the hospital where he practised as a surgeon in the 1960s. The vehicle's tiny dimensions are evident, and it goes without saying that Peels were better suited for the rural lanes of the Isle of Man where they were manufactured by Peel Engineering, a plastics company specialising in motor boat hulls. (Gordon Fitzgerald)



Above: Another bubble-oddy is the Peel, the most diminutive car built in the United Kingdom. The prototype machine featured a single wheel at the front but following testing the configuration was reversed. When the Peel P50 first appeared in 1962 the bubblecar era was virtually over, but priced at a little under £200 it nevertheless attracted some customers. Around 50 P50s were made, each fitted with a 49cc DKW fan-cooled two-stroke which afforded a breathtaking 40mph. (Gordon Fitzgerald)



Left: With its Cyclops headlamp and single door, the proportions of the Peel make for claustrophobia. There was no necessity for Peels to have a reverse gear, especially when a handle attached to the rear of the car gave it manoeuvrability. (Author's collection)