

Midcar-taxis and Coventry-Premiers

Historian Michael Worthington-Williams reminds us that he still owns one of the U.S.A. midcar-taxis (PM 3012) that used to operate in Brighton, though the body is now missing: the story of this actual vehicle appeared in our November, 1956, issue, incidentally. Passengers sat side-by-side in the roomy taxi body, completely isolated from the driver, hence the local nickname "cuddler". "Cuddlers" were operated by Baker Bros. Automart from premises in Margaret Street, though this company (which traded as "Baytax") subsequently moved to George Street. A parallel service, of which little is known, was run in the Margate-Cliftonville area. Reader Worthington-Williams also points out that Vintage samples of Coventry-Premier (and Castle-Tree) were running in Brighton in 1954, while he has also heard of a 1919-20 Coventry-Premier in Nottingham, which is still with us. It may be of interest to know that the first town-designed Coventry-Premier was a four-seater in 1916, and that Singers paid £90,000 for the company in July, 1920.

Miscellaneous Sightings

John Hagger recently encountered a 1939 Birmingham and Mitchell bodied six-cylinder saloon in the West End where few interesting cars now penetrate. He also discovered a heavily modified 1935 SS 90 and a one-owner four-cylinder Austin Twenty with truck body in North Wales.

Turned Exiles

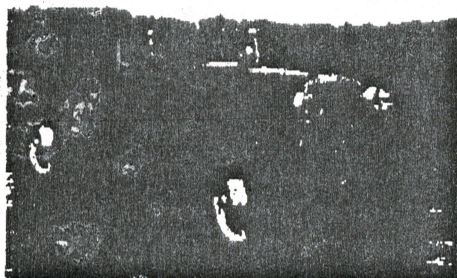
Information is currently sought on two foreign sports cars, sometime residents of Great Britain. The first is a 128 B.M.W. recently owned and driven by Albert Leonard of Munich and believed to be one of the sports cars. Unfortunately the original chassis number has disappeared and the one now appearing on the car's documents is "impossible for a 128", to quote its owner. This B.M.W.'s full history is known only from 1956, when it was acquired from a Düsseldorf dealer by a serving member of the R.A.F. and imported into Britain, where it stayed until returned to its homeland by Herr Leonard six years ago. The only clue to the machine's pre-1956 career is its former registration, 104-BZ. Maybe one of our readers knew a car in West Germany before 1955-56. The second car is the Viotu-bodied 2+2-seater sports 522 FIAT displayed at the 1932 Olympia show and later road-tested by *Motor Sport*. It may also have been at Olympia in 1931, (this is by no means certain). It was run on German plates until 1933, when it was apparently imported by FIAT (England) Ltd., its number being transferred from a standard 2C cabriolet-royal formerly in their possession. Thereafter the car disappears from sight until it turns up in the early fifties in a Cornish garage, whence it was finally rescued by one Vignale of Turin. Its registration is nearly complete, after which it joins two other interesting FIAT sixes, a 500 two-door sports saloon and a 525SS sports tourer. Did any of our readers use a FIAT in the 1933-33 period, or can they help in any clues to its career?

Vulcan Remains

Dug up in Anglesey—some bits of a 12 h.p. MV-type Vulcan with Dorman engine. Reader J. C. Thomas would like to correspond with any owners of similar cars.

Even Without Petrol . . .

Recently encountered near Chichester was a rare Vintage indeed, a 1920 Sports 10 h.p. Calthorpe with polished-aluminium two-seater bodywork, a car we haven't seen since it ran at a V.S.C.C. Prescott seventeen years ago, though it is still in the same hands, and is currently taxed. We think this must be a sole survivor, though a four-seater version has been seen in V.S.C.C. events in the past decade, and William Boddy still exercises his 1924 12-20 two-seater. Morris enthusiast Michael Elmer sends us a picture of his



nice-ly-restored 1935 Ten-Six Special Cunard sports four-seater, also probably a sole survivor, though quite a few of these sporty Morrises (usually with the factory body) seem to be around. On April 6, 1974, incidentally, Mr. Elmer informs us that Mr. J. M. Kerr will be opening Easton Park Farm, a model farm at Easton, near Woodbridge, Suffolk. A Victorian dairy, a working smithy, a display of Vintage farm machinery, and an exhibit of Vintage and Classic motor cycles will be among the amenities. Further details are obtainable from Mr. Kerr at Tannington Lodge, Tannington, Woodbridge, Suffolk. IP13 2NN (tel. Worlingworth 275). From Switzerland Dr. Roland Scheuchter sends us a picture of an unusual Pierce-Arrow he owns. This is a straight-eight seven-seater limousine with a mere 37,000 miles on the clock, and is one of the relatively few later ones on which the headlamps are not incorporated, P.A. fashion, in the front wings.

More Incidentals

It would seem that an Enzmann is still in existence in Leicestershire, possibly the sole example of this generation of near-VW sports cars from Europe in Britain. A reader reports some interesting discoveries in the Corie Castle area, including a hand-operated petrol pump and some old agricultural machinery on a farm on the main Wareham road, and a "mechanical wheelbarrow" (back to front Fordson tractor with Muir-Hill Jumbo) at the Norden Clay Works. At a farm (White-ways) at Church Knowle on the Corie-Lutterworth road is another early Fordson tractor, which our informant tells us was shown him by a Mr. Green.

Seen and Unseen—in Europe

Though a brief stroll round our fairways of S.W.7 produced such interesting as a Lancia Dilamboda tourer and one or two last Dellows, our Continental wanderings were monumentally dull, in that all you see are *voitures de collectionneur* and not everyday transport. We encountered nothing of true pre-war vintage in the latter category in the whole of our twelve days of wandering, though yet another of those deceptive normal-control 2-3-tonner Citroëns was in attendance on some roadworks in the former *quartier automobile* in Paris (we bet it was 1934). Even the good old *traction* is on its way out, the only specimen observed being a sad *il normale* parked near the Place Pigalle. 4CVs, 203s, and Panhards of any kind need looking for these days, while forward-control 30 cwt. Renault Galions (which look ancient) are not necessarily so by any means. The Simca Vedette is almost extinct. Belgium is, surprisingly, a little better, especially up in Limburg where Opel Blitz trucks, mid-50s Opel cars, and the like can be encountered. Ghent produced some elderly Opel Kapitans, a Ford Prefect 100E saloon, a circa 1947 Studebaker Champion two-door sedan, a rare 203 Peugeot fixed-head coupé and a bootless *il Legere* Citroën saloon. Amusingly, the two oldest machines actually observed were both British, a 1948 Austin Sixteen and a MO-series Morris-Oxford saloon, parked in a small town not far from Hasselt. Munich was sterile soil, about the only interesting car in evidence being the 1950 15CV Citroën saloon used as daily transport by Halwart Schrader, editor of our German contemporary *Automobil Chronik*. Geneva lived up to its reputation (the odd *traction*, and some elderly and uninteresting Opels and Vauxhalls), while Italy, where one could always rely on meeting the odd side-valve Fiat, is now a desert, though nice examples of Lancia Aurelia saloon and FIAT 500C cabriolet lurked among the tinware in Milanese garages. For those who know, however, life can still be interesting, and from the neighbourhood of Bayreuth that faithful correspondent Heribert Hofner is now using his restored 1.2-litre Opel, having added to his stable a 1953 B.M.W. 501 saloon with 154,000 km. on the clock. He also knows of a 1949 crash-box and cable-brake Volkswagen still run by the local priest (we saw at least one pretty ancient VW saloon in Montmartre), and very good examples of 1936 Opel Super Six and 1949 Kapitän. A 1927 Type XII Steyr has turned up, alas!, cut into a tractor with conventional beam rear axle ex-Opel Blitz and 1925 Chevrolet engine, though the original components are still stored, and bonnet, front wings, lamps, instruments and front seats are still *in situ*. So is the complete chassis (but not the body) of the Chevrolet from which the substitute motor was taken. Bayreuth also offers another 1934 Goliath three-wheeler, though the VS Stoewer already mentioned in these columns has gone to Swiss Stoewer enthusiast Jürg Denzler, who has an example of almost every Stoewer model, including restored G15 Gigant and C-types. A Stoewer Greif V8 is reported in good condition (but not for sale) in Hanover, one of two known to us. To conclude these foreign ramblings, we encountered a forgotten model in Paris, one of those odd little 400 c.c. Vespa rolltop convertibles. Apparently spares can still be obtained.

Would readers please note that all requests for information must be accompanied by a stamped addressed envelope, otherwise replies cannot be guaranteed.