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Singer Auto Company in their sales room and garage. With the help of a friend, Lionel Martin starting out with a Singer 10hp car, with a top speed of 40 mph. proceeded to improve on and fine tune the engine until the Singer could reach a top speed of 70 mph.

Martin and Bamford successfully promoted the little car in rallies and hill climbs. Before long, the little firm began to receive orders for replica versions. However, Martin was determined to design another vehicle powered by the proprietary 1400cc Coventry-Simplex engine. Martin and Bamford continued to use that same engine design until 1923, when it was deemed outdated.

Bamford and Martin, Ltd. occasionally received contributions from well-wishers. Fortuitously, Martin and Bamford were approached by the racing enthusiast, Polish Count Louis Zborowski, to build a dual overhead camshaft engine for his use in the 1922 Grand Prix. After manufacturing had begun, the cars were used in additional races and Lionel Martin was there helping in the pits. Thus, Bamford and Martin put a car into production in 1923 with the new dual-overhead cam engine.

Again, finding themselves near financial exhaustion, Martin and Bamford struggled through the 1925 Motor Show, but Bamford and Martin, Ltd. was sold by the end of the year.

It was William Renwick who purchased Aston Martin. He had been working for the Armstrong-Siddeley Motor Company in Coventry. While there, Renwick became acquainted with Augustus Bertelli.

Augustus Bertelli, born in Italy, immigrated with his parents to Cardiff, Wales when he was a young child. Renowned as a great automobile enthusiast, he traveled to Italy where he spent a period of time employed as a designer at Fiat manufacturers.

Back in Coventry, these two highly talented men decided to form a partnership for the purchase and development of Aston Martin in 1925.

Renwick and Bertelli moved the Aston Martin works to Feltham in Middlesex where, until 1934-5, they jointly designed a 1.5-litre four-cylinder engine, with a single overhead camshaft. From 1934, the new location was in Tysley, Birmingham.

Leonard Lord was a man who would manage Standard Motor Company for approximately two decades. Born in Coventry, he was educated at the Bablake School. He was made an apprentice with the Courtaulds, and then was employed by the Coventry Ordnance Works. Lord next worked at Daimler, an early mainstay among motorcar manufactures.

In 1922, Leonard Lord joined the Hotchkiss Motor Company, an offshoot of a French company. At Coventry, Hotchkiss is best remembered for constructing the engines for William Morris's "Bull nose" model. In 1927, Lord moved to the Wolseley Motor Company in Coventry, which had been taken over by the Morris Motor Company, and moved its own works from Oxford to the Coventry property in 1925.

The Swallow Sidecar and Coachbuilders were able to take over an old ammunition factory at Foleshill, in Coventry, in order to expand their business. Then, Swallow provided the bodies for the carmakers Standford, Wolseley, and Austin.

Swallow's first cars, the SS models provided its customers with choices of four and six-cylinder engines, provided by Standard Motors. But, soon the workers at Swallow were swamped with requests for the SS cars and could no longer supply the other car companies with their bodies.

This all created a thorn in the side of John Black, the owner of Standard Motors. His vast holding included a large variety of successful sedans, but he had no exciting sporting cars like the SS and Jaguar.

It's possible that all this motivated him to save the bankrupt Triumph name, and then further develop new sporting designs. In later years, the name of Standard Motors became Standard-Triumph.

These pages, which illuminate the beginnings of English motorcar production, out of necessity, describe only a fraction of the early motorcar manufacture's history. Although some of the carmakers in this article were short-lived enterprises, it was through their failures, acquired knowledge and experience that would contribute to the makes of automobiles that succeeded them in years and decades to come.