

AUTOMOTIVE HISTORY SOURCES



IN COVENTRY ARCHIVES

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AUTOMOTIVE HISTORY SOURCES IN COVENTRY ARCHIVES

Modern Records Centre Sources Booklet No. 6

edited by

Richard Storey

**Coventry
1996**

The cover illustration shows a Daimler in front of Ford's Hospital, Coventry, 1914.

Cover illustration by courtesy of the Museum of British Road Transport

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CONTENTS

	Page
Introduction	4
BP Archive	5
Coventry City Record Office	5
Jaguar Daimler Heritage Trust	18
Lanchester Library, Coventry University	19
Modern Records Centre	19
Museum of British Road Transport	34
Index	44

INTRODUCTION

The idea for this Sources Booklet to mark the centenary of the British motor industry originated with the Modern Records Centre, which has a significant holding of business records of various motor manufacturers formerly within British Leyland, deposited under an agreement of 1983 with the British Motor Industry Heritage Trust (then BL Heritage Ltd.). (The Centre also holds some business records of the motor industry and trade from other sources and extensive records on industrial relations in the industry.) As well as Coventry firms, such as Standard-Triumph, or those which had their origin in Coventry, for example Rover, the Centre also holds records of firms located elsewhere, such as AEC (Southall), Crossley (Manchester), and Jensen (West Bromwich).

The holdings of the British Motor Industry Heritage Trust (Heritage Centre, Banbury Road, Gaydon, Warwickshire CV35 0BJ), which are not described in this Sources Booklet, include production records, engineering drawings, technical and sales literature, photographs and films, as well as such record groups as the Miles Thomas Papers. Also excluded from this Sources Booklet are references to the records of engineering firms closely associated with the motor industry, such as Alfred Herbert Ltd., manufacturers of machine tools, and the records of the cycle and motor cycle industry. An exception is made for firms such as Rover, which moved from one product to another. It should be realised that the length of an individual entry in this booklet does not necessarily bear a direct relationship to the size or significance of the records concerned.

Some references to marque histories are given under the relevant company. The following general works may also be noted : G.N. Georgano (ed.), *Britain's motor industry : the first hundred years* (1995); R. Church, *The rise and decline of the British motor industry* (1994); B. Long, *The marques of Coventry* (1990); J. Wood, *Wheels of misfortune* (1988); D. Thoms & T. Donnelly, *The motor car industry in Coventry since the 1890s* (1985); K. Richardson, *The British motor industry 1896-1939* (1977).

The widening of the range of this Sources Booklet, to bring in sources of automotive history in other repositories within Coventry, was suggested by the Director of the Museum of British Road Transport, Coventry. The Centre is pleased to be able to take this opportunity to thank Barry Littlewood for this fruitful suggestion and also all those who have collaborated in the compilation of this Sources Booklet.

Researchers intending to visit any of the repositories featured in this Sources Booklet are strongly urged to make prior arrangements for their visit.

BP ARCHIVE

**University of Warwick Library
Coventry CV4 7AL**

In 1993 the BP Archive was relocated to the University of Warwick, where it occupies premises in the Library extension adjacent to the Modern Records Centre. Its two miles of records document the history of the company from the incorporation of the Anglo-Persian Oil Co. in 1909, covering planning, exploration, refining, marketing and distribution, research and technical development. Material of relevance to automotive history includes early British petrol advertising, photographs, information booklets produced for dealers and customers, UK petroleum statistics, etc. *Records pre-dating 1955 are currently open for research.*

COVENTRY CITY RECORD OFFICE

**Mandela House
Bayley Lane
Coventry CV1 5RG**

This section of the booklet was compiled for the City Record Office by Mark McGeown.

The information used to compile many of the introductions to each subsection was obtained from *A survey of Coventry car factories 1894-1994*, by Dr. Paul Collins and Dr. Michael Stratton for Coventry City Council.

ALVIS Ltd.

Holley Brothers Company Ltd., 1917-18; T.G. John Ltd., 1919-20; Alvis Car and Engineering Co. Ltd., 1920-36; Alvis Ltd., from 1936; merged with Rover Motor Co. Ltd., 1965; Rover merged with Leyland Motor Corporation, 1968; separated from British Leyland in 1981 when it was sold to United Scientific Holdings as a military vehicle manufacturer. Alvis produced sports and touring cars from 1920 to 1967 and military vehicles from the late 1930s.
(Accessions 985, 1012, 1042, 1260, 1454)

Minutes and other papers of Board & shareholders' meetings, 1925-81.

Financial records, including reports to shareholders, offer for sale of shares and lists of stock holders, 1919-86.

Records of mergers with Rover Co. Ltd. and Leyland Motor Corporation, 1965-8.

Legal and contractual documents : patents, trade marks, affidavit of T.E. John; registrar's notes concerning the liquidation and subsequent reconstruction of the company, service agreements, 1917-68.

Other records including : Works Sick and Dividend Society summaries of sick and dividend members, correspondence with the GPO, photograph of bomb damage to factory and *Alvis 1919-1967, A short history*, by Bernard Light, 1940-78.

(Accession 1693 relating to Wickman Machine Tools Ltd. : 1693/7/2)

Technical drawings and instructions for the assembly of Alvis "Personnel Carrier F.V.603", with photograph.

Alvis Strausler Ltd., (from 1938/9 Alvis Mechanisation Ltd.) : Minute books of meetings, register of directors and managers and share certificates, 1936-73.

Gears Investment Trust Ltd. : Minute book of meetings of Board of Directors, Memorandum and Articles of Association and shares certificate book, 1934-73.

Self Changing Gears Co. Ltd. : Memoranda of Association, register of members and share register and shares certificate book, 1934-78.

M and W Patents Ltd. : Minute book of meetings of Board of Directors and share register, 1938-68.

Wilson Box (Foreign Rights) Ltd. : Register of Members and share ledger, 1933.

Rover Gas Turbines Ltd. : Minutes of management meetings, accounts and Directors' and Auditors' reports, 1953-72.

British Aerospace Ltd. : Works ledger, 1972-3.

ARMSTRONG SIDDELEY MOTORS Ltd.

Formed in 1906 as the Deasy Motor Car Manufacturing Co., the firm became the Siddeley Deasy Motor Car Co. in 1912. In the following years, especially during the First World War, the firm expanded its activities, firstly by setting up or purchasing subsidiary firms such as Stoneleigh Motors and the Burlington Carriage Co., and secondly by entering aeroplane engine and later aeroplane manufacture. In 1919 Armstrong Whitworth purchased all preference and ordinary shares of the Siddeley Deasy Motor Car Co. and the Armstrong Whitworth Development Co. was created as a subsidiary of Armstrong Whitworth, and had the following newly established firms as its own subsidiaries : Armstrong Siddeley Motors; the Sir W.G. Armstrong Whitworth Aircraft Co., and the various subsidiaries of the former Siddeley Deasy Motor Car Co. Initially the Sir W.G. Armstrong Whitworth Aircraft Co. was created in 1920 as a subsidiary of Armstrong Siddeley Motors Ltd. In December 1926 the Armstrong Siddeley Development Co. and all its subsidiaries were purchased from the parent company and in March 1927 it changed its name to the Armstrong Siddeley Development Co. On his retirement in 1935 Siddeley sold all his interest in the Armstrong Siddeley Development Co. to Hawker Aircraft and a new group, Hawker Siddeley Aircraft, was formed. This group held all the share capital of the Armstrong Siddeley Development Co. and half the ordinary share capital of Hawker Aircraft. At the time of sale the Armstrong Siddeley Development Company consisted of Armstrong Siddeley Motors (the firm whose records form the bulk of those listed here), Sir W.G.

Armstrong Whitworth Aircraft; A.V. Roe and Co. (purchased in 1928); Stoneleigh Motors; Burlington Carriage Co. and Air Service Training. The group had substantial interests in the Self Changing Gear Trading Co. and in High Duty Alloys. The firm continued to operate, purchasing and forming subsidiaries until June 1936, when Siddeley (from 1937 Lord Kenilworth) retired. In the following years and throughout the Second World War until 1959, the group and also all its various subsidiary and associated firms continued to make aero engines, motor car engines and high quality motor cars. In 1959 the Hawker Siddeley Group and Bristol Aero Engines formed a joint company, Bristol Siddeley Engines. As a result of this merger, Armstrong Siddeley Motors ceased to exist and in 1960 the production of Armstrong Siddeley cars ceased.

(Accessions 748, 1020, 1060, 1074, 1128, 1150, 1207, 1280, 1343, 1359, 1397, 1714)

Reference [M. Redman], *The evening and the morning* (1957).

Register of directors and managers, minute books of directors and other papers of Board of Directors, 1906-56.

Financial records including stocks and shares, 1906-60.

Legal and contractual records : agreements, leases and title deeds to properties, 1709-1967.

Union records, including Joint Shop Stewards Committee minute books, 1962-73.

Personnel records : time rate record books, apprenticeship indentures and registers of apprentices, 1890-1977.

Correspondence files relating to premises and other matters, 1933-58.

Correspondence files of the Deasy Motor Car Manufacturing Co. Ltd. and the Siddeley Deasy Motor Co. Ltd., relating to transactions with various suppliers, 1910-17.

Other records, including site plans, car delivery record book and car and chassis record book, 1920-49.

Armstrong Whitworth Development Co. Ltd.

Holding company. Incorporated 17 April 1919, name changed to Armstrong Siddeley Development Co. Ltd., 30 March 1927.

Financial records, Memoranda and Articles of Association and Board attendance book, 1919-50.

Sir W.G. Armstrong Whitworth Aircraft Ltd.

Subsidiary of the Armstrong Siddeley Development Co.

Memorandum and Articles of Association and memoranda of agreements, 1920-31.

Air Service Training Ltd.

This company, later called A.T.S. Company, was founded in February 1931 as a direct subsidiary of the Armstrong Siddeley Development Co. It remained part of the Armstrong Siddeley Development Co. Ltd. until 1940, after which it came under the direct control of the Hawker Siddeley Group.

Accounts, 1936-7.

Stoneleigh Motors Ltd.

This subsidiary was formed by the Siddeley Deasy Motor Manufacturing Co. 'for the purpose of dealing with the new light car and eventually with commercial vehicle business'. In July 1922 the decision was made to produce the Stoneleigh car; in January 1923 problems in selling the car were reported and production ceased soon afterwards.

Memoranda and Articles of Association, 1912-21.

Financial records, 1912-60.

Burlington Carriage Co. (1913) Ltd.

This subsidiary was founded when the Siddeley Deasy Motor Car Co. purchased the good will of the Burlington Carriage Co. of London in 1913.

Memoranda and Articles of Association, 1913-36.

Financial records and agreements, 1936-60.

The Powertrac Company Ltd.

A subsidiary formed in 1932 and based at Hendon. It manufactured vans with compressors fitted to the rear for use in excavating by the General Post Office and similar organisations.

Financial records, 1961-7.

Improved Gears Ltd.

Founded in December 1928.

Memorandum and Articles of Association, 1928.

The Self Changing Gear Trading Co. Ltd.

Founded in 1934.

Memorandum and Articles of Association and financial records, 1934-45.

Taggarts (Glasgow) Ltd.

This firm traded under the name of Ross Christie until 1922. At the Board meeting of the firm on the 1 December 1955 it was decided that, 'the Company be taken over by Stoneleigh Motors Ltd., a subsidiary of Armstrong Siddeley Motors Ltd., in accordance with the offer made on the 10 October 1955'.

Minute book of meetings of Board of Directors, 1919-55.

Financial records, 1951-62.

Memorandum and Articles of Association, 1922.

CLARKE CLULEY & Co. Ltd.

Formed in the late nineteenth century, this cycle manufacturing company experimented with motor car manufacture between 1922 and 1928, before going on to produce parts for textile machinery and later to become aero engineers. After sustaining considerable damage during the air raids on Coventry, this company relocated to Kenilworth.

(Accession 1233)

Financial records, including records of stocks and shares, invoice and cash books, sales ledger, order books, works wages ledgers, salaries account books and P.A.Y.E. records, 1899-1985.

Legal and contractual records : Memoranda and Articles of Association, insurance policies, correspondence and other papers regarding patents and trade marks, 1900-79.

Site and building records, 1913-63 : sales particulars relating to building land in Coventry; agreement for tenancy of factory site in Kenilworth.

Personnel records : deeds of apprenticeship and papers relating to the pension scheme, 1965-72.

Production records : censuses of production and specifications of manufacture, 1924-63.

Other records, including sales catalogues for Globe cycles and file relating to the will of Mrs Emma Carnell deceased, of which her cousins Norman Frederick Cluley and Charles James Cluley were executors, 1902-58.

COVENTRY CLIMAX ENGINES Ltd.

Founded in 1917 by Horace Pelham Lee, the firm made engines for light cars, generators and fire pumps and in 1946 started making fork lift trucks. In the 1950s Coventry Climax achieved an international reputation through its manufacture of motor racing engines. Between 1959 and 1965 vehicles powered by Climax engines won over forty Grand Prix races. The firm also made marine engines. Coventry Climax went public in 1951 and was acquired by Jaguar Cars Ltd. in 1963, which in turn became part of British Leyland. In 1981 Coventry Climax ceased to be part of British Leyland, and became Climax Holdings Ltd., which consisted of Climax Trucks Ltd., Climax Engines Ltd., and Climax Parts and Services Ltd. In October 1986 the Climax Group went into receivership. They continued to operate whilst in the hands of the receivers until 1 December 1986, when they were taken over by the Swedish concern Kalmar. (Accessions 1031, 1731)

Records of meetings : minute books of Board of Directors and registers of members and directors' attendance, 1924-75.

Financial records, including stocks and shares, registers of members, records relating to the capitalisation of Coventry Climax, balance sheets, reports of sales and orders, directors' reports and annual statements of accounts, and correspondence relating to shares, 1910-78.

Legal and contractual records : Memoranda and Articles of Association, agreements with various parties, licences and register of seals, 1917-63.

Correspondence files : including, property, policy and finance, 1939-75.

Site and building records : leases to and from Coventry Climax, plans of premises and proposed roads development near the Friars Road works, 1931-67.

Other records, including summary history of Coventry Climax Engines Ltd., memorandum regarding the appointment of directors, notes of significant dates in the company's history, manuals and specifications, resolution relating to the winding up of Bieckert Investment Trust Ltd. 1944-80.

Coventry Diesel Engines Ltd.
Memorandum and Articles of Association, 1942.
Balance sheets, 1942-55.

Coventry Fork Lift Trucks Ltd.
Memorandum and Articles of Association, 1946.

Coventry Gas Turbines Ltd.
Memorandum and Articles of Association, 1946.

Coventry Climax Electronics Ltd.
Balance sheets, 1954-5.

Coventry Climax Engines (Australia) Proprietary Ltd.
Balance sheet and general correspondence, 1962-5.

Jaguar Cars Ltd.
Memorandum and new Articles of Association of Jaguar Cars Ltd., annual reports and accounts, correspondence relating to the acquisition of Coventry Climax by Jaguar Cars, 1954-63.
Jaguar Journal, March 1963.

COVENTRY VICTOR MOTOR Co. Ltd.

This firm produced engines and motorcycles during the 1920s and from 1926 their own car, from a design originating in 1919.

The firm still operates under the name of A.N. Weaver (Coventry Victor) Ltd.
(Accession 1392)

Financial records : balance sheets, benevolent fund accounts, social and athletic club accounts and financial correspondence, 1923-48.

Photograph albums and several hundred photographs showing the range of products of the Company, including automotive vehicles, Coventry Victor's Three-wheeler, 1922-50.

Drawings and publications of the products of the Company, 1950-72.

Victor Oil Engines (Coventry) Ltd. (subsidiary of Coventry Victor Motor Co. Ltd.)
Memorandum and Articles of Association, 1933.
Financial records, 1929-46.

DAIMLER MOTOR Co. Ltd.

The first Daimlers sold in Coventry were imported in kit form from Germany; the first all-British models were produced in 1898. The firm's origins date from a syndicate established by Frederick Simms in 1896 to make under licence engines from the Daimler Motoren Gesellschaft. The company re-formed as the Daimler Motor

Company in 1904, and in 1910 was taken over by BSA. In 1931 they took over Lanchester Ltd. In 1960 the company was taken over by Jaguar. In 1966 Jaguar merged with the British Motor Corporation and in 1968 became part of British Leyland, Jaguar Cars Ltd. was in 1980 freed from British Leyland and was in 1990 taken over by Ford.

(Accessions 594, 669, 680, 682, 699, 1054, 1358, 1620. Accession 1656 is a microfilm of 594/18/2 (Chassis sales ledger for Daimler Motor Company 1914-15). The main accession (594) has not been fully listed due to lack of funding, but a catalogue of the collection is expected to be completed by the end of 1996)

Meetings : Directors and General minute books and agenda books, 1905-24.

Financial records : registers of members, share and stockholders and share transfers, 1896-1915.

Chassis sales ledgers, 1906-29, 1933-4.

Liquidators records, 1910-11.

Production records : spares register, car assembly lists, 524-617, dispatch notes for buses, 1914-49.

Legal and contractual records : leases, conveyances, contacts of employment, contracts with other, mainly foreign, firms, litigation papers regarding infringements of patents, agreement books and agreements, patent applications and specifications, 1897-1941.

Correspondence files relating to subsidiary companies' Annual General Meetings and other business links with the following companies :

Alfred Herbert Ltd., 1917-27.

Alvis Car and Engineering Co., 1935-36.

Armco International Co., 1928.

Armes Automatique Lewis, 1921-27.

Association of British Motor Manufacturers, 1925-30.

Austin Motor Co., 1921-32.

Britannia Batteries Ltd., 1929-33.

British Abrasive Wheel Co. (includes financial reports, statements of sales, directors' and shareholders' minutes and advertising), 1929-34.

British Monomarks Ltd., 1934-40.

Burton Griffiths and Co. Ltd., (includes financial reports, statements and Directors reports), 1929-35.

Cabo Hood Company Ltd., 1923.

Chrysler Motor Co., 1921-40.

Coventry Chain Co. Ltd., 1906-24.

Douglas Motors, 1919.

Dunlop Rubber Co., 1923-32.

Electric Furnace Co., 1926-7.

Fluid Flywheels Ltd., 1928-41.

High Speed Alloys, 1928-36.

Hooper & Co., coachbuilders, 1925-33.

Hotchkiss, 1923-4.

J. and J. Saville (includes purchase of shares and papers of General Meeting), 1924-7.

J.H. Wilson, 1930-6.
 Morris Motors Ltd., 1930-3.
 Pressed Steel Co. Ltd., 1932.
 R.A. Rotherham and Co., 1915-39.
 Rootes Ltd., 1926-31.
 United Dominions Trust Ltd., 1932-5.
 Vickers Ltd., 1918-26.
 Webley and Scot, 1921.
 West Coast Motor Co., 1925-9.
 William Jessop & Sons Ltd., (includes financial reports, statements of sales and Directors reports), 1929-36.
 Willys Overland Crossley Ltd., 1919-33.
 W.R. Ponting Ltd. (Insurance Brokers), 1936-8.
 Other records : newspaper cuttings, long service medal presented by the Daimler Motor Company, letter relating to Daimler cars supplied to the King, 16mm safety (acetate based) film of the visit of King George VI to the Daimler works in 1940, specifications and drawings relating to electrical transmissions for automobiles, 1915-44.

Associated Daimler Co. Ltd., formed in 1926 : Accounts, correspondence, press-cuttings, files relating to formation and general files, agreements, agendas, reports and minutes of meetings, 1925-31.
 Publications; *Daimler - Britain's Oldest Motor Car Manufacturer*, c. 1992.

B.S.A. Co. Ltd.: Minutes and other papers of Board Meetings, Annual General Meetings, Managing Directors' meetings, subsidiary companies' reports and financial records, 1910-40.
 Reports and sales statements of various BSA subsidiaries, 1929-33.

Daimler Hire Ltd. : Use of name, work and staff notes and reports, 1927-37.

Lanchester Motor Co. Taken over by Daimler in 1931. Accounts journal, Memoranda and Articles of Association, 1931-59.

HILLMAN MOTOR Co. Ltd.

Founded in 1898, this company had premises at Ryton-on-Dunsmore and at Hood Street. Motor cars were produced under the Hillman name between 1907 and 1979.
 (Accession 1081)

Site plans of factory of Messrs. Humber Ltd. and the Hillman Motor Car Co. at Stoke, Coventry, 1937.
See also ROOTES

HUMBER Ltd.

Founded in 1867, the company had premises at Lower Ford Street, Coventry and later at Humber Road, Coventry. Motor cars were produced under the Humber name between 1898 and 1968.
(Accession 731)

Minutes of AUEW Shop Stewards Committee, 1950-63.

See also HILLMAN and ROOTES

INDUSTRIAL RELATIONS

(Accessions 635, 731, 748, 1033, 1177, 1192, 1198, 1209, 1223, 1243, 1271, 1376)

The archives held at Coventry City Records Office include those from a number of trade unions active in the motor industry in Coventry. These include :

Amalgamated Engineering Union, 1894-1984,
National Society of Metal Mechanics, 1896-1986,
Transport and General Workers' Union, 1964-85,
National Union of Vehicle Builders, 1855-1974.

JAGUAR CARS Ltd.

The company had its origins in a sidecar manufacturing business founded by William Lyons in his home town of Blackpool. The Swallow Coach Building Co. Ltd. needed to find a new factory due to increased production demands, and by 1928 had leased premises in Coventry. In 1945 the sidecar interests were sold off and the company name changed to Jaguar. In 1990 the company was taken over by Ford.
(Accessions 270, 1272/14, 1345, 1364, 1385, 1620)

Notice of extraordinary general meeting of Jaguar plc to amend the Articles of Association, 1989.

Financial records : annual reports and other documents relating to the Ford Motor Co.'s offer for Jaguar Cars plc, 1985-9.

Legal and contractual records, including agreement between Jaguar Cars, British Leyland UK Ltd. and the Association of Clerical, Technical & Supervisory Staffs and APEX, 1977.

Publications and publicity : Sales literature and specifications relating to various Jaguar cars, 16mm film of Queen Elizabeth II visit to Jaguar Cars Ltd. and *The Jaguar Story*, 1986-92.

Minute book of the S.S. Car Club, 16 January 1936 - 3 November 1938.

See also DAIMLER and COVENTRY CLIMAX

LEA FRANCIS CARS Ltd.

Richard Lea and Graham Francis entered into partnership in 1895, combining the skills of an irrepressible inventor and an engineer of wide commercial experience. Their small workshop in Days Lane, Coventry was to produce cycles that would compete with Sunbeam and Beeston-Humber. The company introduced a range of motor cycles in 1911 which dominated production output until 1920. Light cars and family cars were offered in the 1920s. The first sports car of significance, the L-type, was introduced in 1925. The assets and rights of Lea-Francis were bought in 1962 by B. Price (Studley) to handle spares and services. Further records of the company are held by A.B Price Ltd., Hardwick House, Studley, Warws. B80 7AF.
(Accessions 626, 1357)

Legal and contractual records; Memoranda and Articles of Association, contracts relating to production, cutting and grinding, aero engines and armaments, 1937-55.

Liquidation records, 1961-2.

Financial records : general cash book, sales day book, car order books and register of share transfers, 1939-61.

Production records : register of chassis, register of parts issued, received and dispatched and notes on the disposal of equipment, 1945-59.

Correspondence files relating to armaments, the Lea Francis Owners' Club, the Montagu Motor Museum, various insurance brokers, the Vintage Sports Car Club and other issues, 1935-62.

Correspondence files relating to a joint venture with York Noble industries for the manufacture of bubble cars, 1958-62.

Other records, including photographs of the Earls Court Motor Show, 1960.

MORRIS MOTORS Ltd. ENGINES BRANCH

William Morris acquired the Coventry Hotchkiss engine concern in 1920. In 1929 a new works was opened at Courthouse Green, eventually replacing the factory in Gosford Street.

(Accessions 1361, 1381, 1508)

Legal records : site deeds of Morris Motors Engines, Gosford Street factory in Coventry, 19th-20th century.

Financial records : price record cards and reports regarding performance review and VAT accounting, 1972-3.

Management records : diary and address books, provision of company cars for managers, 1967-82.

Personnel records : job descriptions, staff performance and potential reports, notes and lists relating to staff redundancy, 1971-82.

Training records : work study and other training course handouts, notes. etc., 1961-75.

Production and technical records : tooling speeds, costs, etc.; notes and calculations, estimating data and index, power unit symbols charts and other reports, 1961-80.

Drawings and plans : details of engine parts, location plan of Courthouse Green Factory, Coventry Works, plans of 'A' Block No.1. Works, plans of 'J' Block No.1. Works, plans of 'A' 'E-F'G', and 'H' Blocks No.2. works, 1934-81.

Other records, including calculations books, business cards, photographs of social events, car park register and articles relating to the history of Morris Motors Ltd., 1937-82.

Publications and publicity : workshop rules and conditions of employment, handbooks, rule books of various Morris Motors clubs and associations, operating manuals relating to the use of various machines, miscellaneous publications.

ORAL HISTORY COLLECTIONS

There are two collections of reminiscences on audio tape held at the Coventry City Record Office. One comprises interviews solely with Coventry car workers; the other is a more general collection, which includes interviews with car workers.
(Accessions 1647, 1662)

ROOTES SECURITIES Ltd.

In 1938 work commenced on aero-engine factory No.2 at Ryton, Coventry; car production began at Ryton in 1945. In 1964 Chrysler took a minority holding in Rootes and in 1970 the group became Chrysler UK. By 1968 the Humber name had been dropped from all models, followed in 1970 by the Singer name. The Hillman name disappeared in 1978. The company was acquired in 1978 by Peugeot.
(Accession 1690)

Correspondence files relating to pay, conduct and conditions, sanctions for machinery and the protection of factories during war-time, agreements with suppliers of machinery and materials, the supply of water, gas and electricity to the factories, construction and maintenance work at the factories, Rootes Securities involvement in the war-effort and military projects, 1938-47.

Correspondence files relating to the Engineering and Allied Employers' National Federation, pay, conduct and conditions, and production issues, construction and maintenance work, transport and storage issues, 1949-59.

Correspondence files relating to production issues, projects and planning, transport and storage, links with Acton Technical College, dealings with suppliers, 1949-59.

Correspondence files relating to Board and other meetings, 1960-7.

Correspondence files and other papers relating to job vacancies, productivity, salary policy and conditions of service, guidance notes for management recipients of Long Service Award, Foremen and Staff Mutual Benefit Society, the Rootes Social and Athletic Club and the Humber-Hillman Sick and Dividend Society, introduction of new wage systems and working conditions, papers of Mr J.P. England, Director and Group Personnel Executive, factory visits, social and sporting events, expenses and minutes of meetings, booklets on management techniques and share capital, canteen facilities, the supply and use of canteen equipment and vending machines, foreign travel by Rootes

personnel, including visits to France, Belgium, Germany, U.S.A., Norway, Sweden, Denmark, Switzerland, Iran, Italy and Mexico, 1955-67.

Correspondence files and papers relating to finance, expenditure forecasts, minutes of meetings and memoranda relating to the increase in the price of steel and schedules of capital expenditure, 1964-67.

Files relating to quality performance, guarantees, and statements of intent on productivity, prices and incomes, 1962-7.

Correspondence files and brochures relating to planning, 1962-7.

Correspondence files relating to customer complaints about their vehicles, 1966.

Files and other papers relating to National Savings, 1960-8. Files relating to the Coventry and District Engineering Employers Association, 1960-4.

Files relating to publicity and publications, including supervisors' manual relating to the history of the company, industrial health, hours and hourly paid employees' overtime, profit sharing, shop stewards, redundancy and piece work agreements, 1959-68.

Financial records : files relating to the annual accounts, taxation, stock taking, canteen trading, sales ledger balances, takings Budget, salaries and taxation, 1939-67.

See also subsidiary companies.

Personnel records : engagement cards for No.2 Factory, Ryton-on-Dunsmore, staff record cards, completed applications for staff employment, files for trainees usually containing photograph, correspondence and reports on training, 1937-66.

Production records : weekly abstracts of output, cash and labour data, 1938-43.

Miscellaneous production reports, 1950s-60s.

Various production and parts manuals, 1970s-80s.

Schedules of planned vehicle production, c.1970-90.

Manuals, etc., regarding the assembly of the Peugeot 309 & 405 models, 1986-93.

Plans : Bridgnorth dispersal factory, 1940-1; plant at Ryton-on-Dunsmore, 1940-77; Chrysler plants in the UK, 1971-82; Linwood, 1970s-80s.

Miscellaneous records : plans, reports and photographs of Iran National Industrial Manufacturing Co. plant, 1960s-70s.

Centaur Company Ltd. : private ledgers and journal, 1911-29.

Commer Cars Ltd. : private ledger and analysis of monthly staff salaries, profit and loss account, balance sheets and final accounts adjustments, production stock reconciliation for Commer - Karrier, analysis of monthly salaries, 1926-54.

De Normanville Transmissions Ltd. : ledger and journal, 1933-7.

Hillman Motor Co. Ltd. : annual accounts, private ledger, working papers, reports and balance sheets, inter-company balances, schedule of sales, nominal ledgers, journal and files relating to sales ledger balances, 1919-62.

Humber Ltd. : accounting schedules of balances, draft accounts and annual accounts, private ledgers, nominal ledgers, sales ledgers, remittance ledgers and journals, private cash book, accounts book and balance sheets, file of working papers relating to schedule of capital additions and depreciations for Humber Ltd. and Hillman Motor Co.

Ltd., profit and loss appropriation account, stock-taking records and files relating to sales ledger balances, files relating to canteen trading of Humber Ltd., Midland Bank statements and cheques, 1902-62.

Unidentified volumes (possibly Humber) : ledgers, sanctions book and wages book giving name and department of employee, 1941-58.

Karrier Motors Ltd. : accounts and supporting papers, balance sheets, 1957.

Rootes Motor Parts Ltd. : minutes of meetings, reports, brochures, 1965-6.

Singer Motors Ltd. : annual accounts and project brochure, files relating to sales ledger balances, car deposits, car ledgers and sundries, 1957-62.

Sunbeam Motors Ltd.: balance sheets and sales ledger balances, 1947-62.

Sunbeam Talbot Ltd.: balance sheets, sales ledger balances and analysis of monthly salaries, 1943-62.

See also HILLMAN and HUMBER

ROVER Co. Ltd.

(Accessions 870, 1190, 1626)

Papers of the late Mr R. Seal, Chief Designer of the Rover Co.; notes on the B26 Car Jet Engine, 1912 Model White and Poppe engine, plans of the Rover 'Scarab' gear box, details of an engine, engine mountings and transmission. Sales cards for M.G. two litre and two litre tourer, M.G. two litre saloon and chassis specifications for an M.G. two litre model. Offprints from various automobile publications, 1920-60. Miscellaneous items, 1897, 1922.

STANDARD MOTOR Co. Ltd.

(Accessions 1170, 1362)

Technical note book relating to the Standard Motor Company, 1941-6.

Registers of workmen giving dates of commencement and dates and reasons for dismissal or leaving the company, 1896-1924 (pre-dating Standard : perhaps used originally for another concern).

SWIFT OF COVENTRY MOTOR Co. Ltd.

This company was founded in 1859. It produced motor cars between the years 1900 and 1931.

(Accessions 961, 1207, 1296)

Records mostly relating to deeds to property and premises, correspondence about bonds, insurance policies and land, to the sale of part of the Swift Works to Armstrong Siddeley Motors Company, and appointments of trustees, 1897-1934.

Notes on the history of the Coventry Machinists Co. Ltd. and the Swift Cycle Co. Ltd., extracts from various sources and biographical notes on senior staff relating to the Swift Motor Co., notes on various Swift motor cars, article on the Swift Motor Co. Ltd. and its predecessors. Magazines : *Vintage Swift* and *Veteran and Vintage Swift*, 1968.

VEHICLE REGISTRATIONS

(Accession 718)

Extensive card index of cancelled vehicle registrations (series not complete), 1921-64.

JAGUAR DAIMLER HERITAGE TRUST

Browns Lane

Allesley

Coventry CV5 9DR

The Trust was formed in March 1983 as a subsidiary to Jaguar Cars Ltd., to maintain for the nation a permanent collection of motor vehicles manufactured and sold by Jaguar Cars and its predecessors under the marque names Swallow, SS Jaguar, Daimler and Lanchester.

Records held by the Trust include :

Production records, from 1931, for : Swallow Sidecars, SS Cars, Jaguar Cars Ltd., Daimler Co. Ltd. (partial)

Service Bulletins : Jaguar, 1946-80; Daimler, 1962-8

Service Manuals : Jaguar, 1946-80 (95% complete); Daimler, 1955-80 (60% complete)

Parts catalogues : Jaguar, 1936-80 (95% complete); Daimler, 1955-80 (60% complete)

Spare parts bulletins : Jaguar/Daimler, 1960-70

Handbooks : Jaguar, all models, 1932-1979 (Series III); Daimler, 1950 onwards (50% complete)

Brochures : Jaguar, 1930-80 (incl. some European language and USA variants from 1968 onwards); Daimler, 50% of all models pre-1960

Road Tests : Jaguar, 1930s - Series III (95% of models)

Wiring diagrams : Lucas, 1930s-70

Specification books, chassis/engine/body/electrical, 1948-84

Magazines : Jaguar Drivers' Club, 1960 to date; Daimler & Lanchester Owners' Club, 1972 to date; *Jaguar Topics*, 1977 to date; *Jaguar Journal*, 1977-80; *Specialist Car*, 1978-80

Photographic collection : over 100,000 negatives and prints : factory shots, motor sport, shows, etc.

Secretariat, Jaguar Cars Ltd. :

Minute books.

LANCHESTER LIBRARY, COVENTRY UNIVERSITY

**Much Park Street
Coventry CV1 5FB**

FREDERICK WILLIAM LANCHESTER (1868-1946), engineer

Main accumulation of his papers (others at Institution of Mechanical Engineers). It includes correspondence (technical as well as personal); sketchbooks with detailed drawings, calculations, etc.; patents granted to Lanchester brothers, 1888-1949; published works (books and articles); manuals for pre-1930 cars; 2 vols. of official photographs of Lanchester cars and some engineering drawings.

References C.S. Clark, *The Lanchester legacy 1895-1931* (Coventry University, 1995); J. Fletcher (ed.), *A celebration of genius* (Coventry University, 1996).

MODERN RECORDS CENTRE

**University of Warwick Library
Coventry CV4 7AL**

A thirty year rule applies to all unpublished material deposited by the British Motor Industry Heritage (MSS.226). Thus at the date of this publication unpublished material up to the end of 1965 may be consulted.

AEC

The Associated Equipment Co. Ltd. originated in the bus manufacturing activities of the London General Omnibus Co. AEC became an independent subsidiary of the Underground group, changing into an entirely independent company after the London Passenger Transport Act of 1933, albeit with a strong contractual link to supply LPTB for ten years. In 1948 AEC acquired Crossley Motors Ltd. (q.v.) and the Maudslay Motor Co. Ltd. and a new holding company, Associated Commercial Vehicles Ltd. (ACV), was set up, which joined Leyland in 1962. AEC was a noted manufacturer of lorries, as well as buses and coaches.

Minutes of Board & general meetings, giving some detail of business (e.g. re premises, equipment, finance, senior appointments, output), 1912-70 (MSS.226/AE/1/1/1-14).

Registers of seals, 1931-41 (MSS.226/AE/1/4/1-2).

AEC Managers' meetings, 1948-50, 1966-8 (MSS.226/AE/1/2/1-2).

AEC shareholding records (MSS.226/AE/2/1-3).

AEC Purchasing Dept. standing orders book, 1912-50 (MSS.226/AE/7/AD/1).
AEC Gazette, some issues, 1945-50 (1947-9 complete) (MSS.226X/AE/4/1-6).
Minutes of ACV Board & committee, 1948-70 (MSS.226/AE/1/1/12,15).
ACV Sales Ltd. Board minutes, 1950-8 (MSS.226/ACV/1/1).

ALFORD & ALDER (ENGINEERS) Ltd.

This firm, axle, independent front suspension and steering gear specialists, was based in Hemel Hempstead, Hertfordshire. Its name changed to Alforder Newton Ltd. in 1959; Alford & Alder, Newton & Bennett Ltd. and Power Jacks Ltd. were operating subsidiaries. The greater part of its production was already taken by Standard-Triumph before they acquired the company in 1960.

Minutes of board and annual general meetings, 1925-60, 69 (MSS.226/AA/1); 1960-3 (MSS.226/ST/3/AA/4, 6).

Volume of balance sheets and accounts, 1926-39; shareholding record, 1931-48 (MSS.226/AA/2); some monthly accounts, 1960-1 (MSS.226/ST/3/AA/5).

Standard-Triumph files re acquisition, reorganisation, property, patents, 1959-64; Newton & Bennett file re shock absorber agreement, Morocco, 1953 (MSS.226/ST/3/AA/1-15).

ALVIS Ltd.

Alvis produced sports and touring cars from 1920 to 1967 and military vehicles from the late 1930s. It was acquired by Rover in 1965 and sold off by BL to United Scientific Holdings in 1981 as a military vehicle manufacturer. The main deposit of Alvis records is in Coventry City Record Office (*q.v.*); it is understood that production records are held by Red Triangle Autoservices Ltd., Kenilworth.

Managing director's reports to Rover Co. board, 1966-71 (MSS.226/RO/1/1/10-12).
30 year rule applies.

NUVB file, 1947-8 (MSS.126/VB/6/BD/1). *Prior permission needed to access this file.*

For sale of second-hand Alvis cars *see below* GATEHOUSE and GILLOTT

ATKINSON LORRIES (HOLDINGS) Ltd.

This specialist lorry manufacturer was the subject of a number of take-over bids in 1970, resulting in its acquisition by Seddon Diesel Vehicles Ltd. The Centre holds two groups of papers, relating to the take-over battle and to the company, mainly before take-over.

References A.G. Horsnail, 'The turning point in the business history of the British "prestige truck builders"', *Business Archives*, no.44 (1978), pp.7-20; P. Kennett, *Seddon Atkinson* ('World Truck' series, no.3, 1978); R.A. Storey, 'British "prestige truck builders": a sequel', *Business Archives*, no.56 (Nov 1988), pp.39-40.

P.M. Yates, Atkinson man. dir., 1964-71 : Atkinson annual reports, 1950, 1955-7, 1959-63, 1965-70; house journals, 1963-71; file re take-over bids and shareholders' opposition, 1970; market research report, 1970; a few post-take-over documents, 1971 (MSS.256).

A.G. Horsnail, economic adviser : 8 files re Atkinson Shareholders' Committee, which he formed, 1970, to oppose take-over bids; some miscellaneous items (MSS.290).

A few Atkinson and Seddon-Atkinson brochures, cuttings, etc. (MSS.256X).

AUSTIN MOTOR Co. Ltd.

Car and commercial vehicle manufacturers, Longbridge, founded 1906 by Herbert Austin (formerly gen. mgr. of Wolseley Tool & Motor Car Co. Ltd.). Survived financial crisis in 1920s, introducing the highly successful 'Seven' in 1922. Joined Morris Motors in the British Motor Corporation 1952. BMC and Leyland merged in 1968 and from 1970 Austin was part of the Austin-Morris Division of the British Leyland Motor Corporation Ltd.

References R. Church, *Herbert Austin. The British motor car industry to 1941* (1979); R.J. Wyatt, *Austin, 1906-1952* (1981); Modern Records Centre *Information Leaflet* No.8 (1986).

The main business records of Austin held by the Centre are three detailed board minute books, 1919-58 (MSS.226/AU/1/1/1-3).

C.R.F. Engelbach, Wkrs. Dir. of Austin : cuttings-books, 1925-38; letters of condolence to his widow, 1943 (MSS.305).

Industrial relations at Longbridge, c. 1944-79 : extensive papers of R.A. (Dick) Etheridge, convener, 1945-75. These include Joint, AEU and Combine Shop Stewards' records, as well as other documentation not specific to Austins. Of particular importance for the study of day-to-day industrial relations at Longbridge are Etheridge's 'daily working notes', with which much of his correspondence 1945-53 was interfiled (MSS.202).

Miscellaneous publications, cuttings, etc., between 1920s and 1986, incl. list of dealers, 1933, Austin 'Seven' illus. spare parts list, 1933, *Austin Pocket Guide 1962/63*, *Austin 50 years of car progress* [1953] (MSS.226X/AU).

AWD Ltd.

David Brown, manufacturer of heavy plant, acquired part of Vauxhall Motors' Bedford commercial vehicle plant at Dunstable and rights to its lorry range in 1986. The effect of recession on the commercial vehicle market led to receivership in 1992, manufacturing rights subsequently being acquired by Marshalls Engineering of Cambridge.

The Centre holds some cuttings about AWD from outset to receivership; also nine general and product brochures, 1988 (MSS.226X/IND/60/29-37).

BIRMINGHAM SMALL ARMS Co. Ltd.

The early years of BSA's somewhat tentative venture into car production, including taxi-cabs, are reflected in some miscellaneous minutes and reports, 1907-10 (MSS.19A). The deposit includes minutes of the Knight & Kilbourne (European) Patents Co., 1913-25, which was chiefly concerned with the handling in Europe of the patents of Charles Y. Knight, the automotive inventor (MSS.19A/1/3/1-2).

(BRITISH) LEYLAND MOTOR CORPORATION Ltd.

Printed annual reports & accounts, 1965-74.

Files re sale of Sowley Estate and House, Hants., 1964-5, and registration of Leyland circular symbol, 1964-8; various guides to the Corporation and product literature (MSS.226/B; MSS.226X/GEN); product literature, etc. (MSS.226X/L).

BRITISH MOTOR CORPORATION/HOLDINGS Ltd.

Printed annual reports & accounts, most years 1952-67 (MSS.226/BM).

Joint Shop Stewards Committee and other industrial relations records, 1940s-70s, deposited by L.R. Gurl (MSS.228).

B.R.M. Ltd.

In 1952 the BRM assets were sold to Rubery Owen and Sir Alfred Owen took over management and direction of the British Racing Motor Research Trust of Bourne, Lincs. Many of the Bourne records and artefacts were sold off in the 1970s. However, files relating to the BRM, Owen Motor Racing Association and Rubery Owen Engine Development Division are to be found in the papers of Sir Alfred Owen (MSS.338/RO/4/1) within the deposited Rubery Owen archive *q.v.* and the deposit also includes relevant press-cuttings books (MSS.338/RO/10).

(A Sources Booklet on the Rubery Owen deposit is in preparation.)

CROSSLEY MOTORS Ltd.

Beginning with gas engine manufacture, Crossley moved to car production, 1904-37, and commercial vehicles, 1912-56. Buses were introduced into its range in 1928. The firm merged with AEC in 1948; its Stockport factory was closed in 1958.

Minutes of Directors' meetings and AGMs, 1932-54 (MSS.226/CR/1/1/1-2).

Registers of seals (with details of contracts, agreements, etc.), 1923-59 (MSS.226/OR/1/3/1-2).

Shareholding records (MSS.226/CR/2/1-4; MSS.226/CR/3/1).

Sales journal no. 15 (monthly analysis), 1949-59 (MSS.226/CR/2/7).

DAIMLER MOTOR Co. Ltd.

Its origins were the Daimler Motor Syndicate Ltd. of 1896. Re-formed in 1904, it was acquired by BSA in 1910, then by Jaguar in 1960. Products included bus and coach chassis and military vehicles, as well as cars.

Minutes, 1932-45 (BSA Foundries Group photocopy) (MSS.19C/17).

Report re need for production reorganisation, 1937 (MSS.19A/1/2/57-9).

Radford Works : war damage valuations, 1941-2, documents re rebuilding, 1946-9 (MSS.19A/7/PR).

NUVB file re Barker body dept., 1947-52 (MSS.126/VB/6/BD/3,6). *Prior permission needed to access.*

Daimler Hire Ltd.: file re, 1921 (MSS.19A/3/9); profit & loss accounts, 1922-4 (MSS.19A/2/43).

FERGUSON TRACTORS

For information on records relating to the manufacture by the Standard Motor Co. of tractors and equipment incorporating the Ferguson system and for the attempt by Standard to develop an alternative tractor, c. 1958 *see* the entry on Standard-Triumph below.

Reference C. Fraser, *Harry Ferguson : inventor and pioneer* (1972).

FISHER & LUDLOW Ltd.

This firm of Birmingham car body manufacturers was acquired by BMC in 1953. Its Tile Hill, Coventry factory was purchased by Standard in 1959.

Reference *The story of a hundred purposeful years* [1950].

Standard Motor Co. files re production for Standard, 1950s, acquisition of Tile Hill factory, 1958-9 (MSS.226/ST/3/FL/1-10).

Annual reports, 1946/7, 1947/8, 1952 (MSS.226/ST/3/JB/2/2; MSS.226/ST/3/FL/1).

Trade union records : NUVB file, 1946-53 (MSS.126/VB/6/BD/7);

ASSET F&L Group minutes, 1965-8 (MSS.79/AS/6/5/1); ASTMS files, 1959-66 (MSS.79/AS/3/7/251-3). *Prior permission needed to access t.u. files.*

FORD MOTOR Co. Ltd.

The UK operation of Ford of America was established first at Manchester in 1911. The main production plant was opened at Dagenham, Essex in 1932. Other locations, such as the Leamington Spa foundry, were added later.

The Modern Records Centre does not hold a Ford archive as such, but the company, especially in an industrial relations context, features in a number of accessions, the chief of which are described below.

The establishment of trade union recognition and a Joint Negotiating Committee at Fords is covered in some detail in a series of files, 1936-60, in the Trades Union Congress Registry deposit.

The process began with an initiative by Romford & Hornchurch Trades Council for a recruitment campaign in the Romford/Dagenham area. Questions of union recognition and demarcation at Fords, Briggs Motor Bodies Ltd. and the Kelsey-Hayes Wheel Co. were quickly identified, although their resolution took longer. Ford plants at Manchester and Leamington Spa, as well as Dagenham, are covered in this series of files. Topics include union recruitment, recognition, disputes, e.g. at Briggs, 1945, development and working of the JNC; correspondents include Lord Perry, chairman of Fords (MSS.292/57.4/1-15, 57.42/1).

File, 1936, re supply of Ford sub-assemblies and parts by M.B.K. Motors Ltd. to Jensen Motors Ltd., including notes re points agreed by Sir Percival Perry and Lt.-Col. J.T.C. Moore-Brabazon (MSS.215/3/MB/1).

ISTC reference file on Ford industrial relations, including agreements, handbooks, proposals, mainly 1951-73 (MSS.36 : F33).

The Standard-Triumph archive includes a file with references to the supply of Standard engines for Ford 'Dexta' tractors, 1960, 63 (MSS.226/ST/3/IN/5).

The Centre's collection of motor industry secondary documentation (cuttings, product literature, descriptive brochures, etc.) includes a section on Ford (MSS.226X/IND/21). This contains, *int.al.*, Ford commercial vehicle product literature, 1968, 81, 88; 20th anniv. booklet on 'Transit' van, 1985; 75th anniv. booklet re Ford UK, 1986.

FORWARD RADIATOR Co. Ltd.

Founded 1919, controlling interest acquired by Mulliners in 1958; manufacturers of sheet metal work and presswork, almost entirely for the motor industry. In the late 1950s its customers included Alvis, Carbodies, Coventry Climax, Daimler, Humber, Mulliner, Petters, Rover and Standard.

Directors' meeting minutes, 1919-60; post-acquisition minutes and memoranda, 1960-70 (MSS.226/ST/F/1/1-2).

Accounts & balance sheets, 1952-3, 1955-9, 1966 (MSS.226/ST/F/2).

Memo. & articles of association, including of Smithson (Tools) Ltd. (MSS.226/ST/F/7). Standard files re Forward Radiator, including re ownership change and premises, 1958-64 (MSS.226/ST/3/FR/1-5).

GATEHOUSE MOTORS Ltd.

This Highgate firm was a British Salmson agent in the 1930s and a specialist dealer in used Alvis cars. After the Second World War for a time it engaged additionally in trade in ex-WD vehicles, especially jeeps. Dealings with other firms feature in the records, including Parkside Garage, Coventry and the Great Portland Street centre of the used car trade in London.

References R.A. Storey, 'Records of a north London garage', Transport History Group Newsletter no.3 (Autumn 1978), pp.8-11; 'Inter-war trade in used Alvis cars', *Alvis Register Bulletin*', nos. 147-156 (1983-5).

The records include : sales ledgers and other income & expenditure records, 1935-51; vehicle stock books, 1935-6, 1946-50; car storage account, 1939-44; commission account of F.J.C. Lohr, 1938-9; salary records, 1935-46; record of potential purchases, 1945; autobiog. note and personalia of S.C. Nash, man. dir., 1930s (MSS.150).

W.R.H. GILLOTT, car dealer, Sheffield

Mr Gillott diversified from his family's steel business into quality used car trading in the depression of the early 1930s. His pre-war stock included in particular Alvis and Bugatti cars, supplemented by Salmsons, Amilcars and Austin sevens. During the post-war vehicle shortage his basic stock comprised 8-12 hp vehicles, including a few vans and motorcycles, supplemented by the occasional Alvis and Jaguar.

Reference A. Padfield, 'Was your car in Sheffield 55 years ago?', *Alvis Register Bulletin*, no.167 (1988).

Vehicle stock books (reg. no., make, model, vendor, purchaser), 1932-6, 1951-7 (MSS.293).

ISETTA of GT. BRITAIN Ltd.

Manufacturers under sub-licence from BMW of 3-wheel cars.

Rubery Owen file re chassis frames, 1960-3, 1967 (MSS.338/RO/13/3/5/37).

JENSEN MOTORS Ltd.

Originally coachbuilders, the Jensen brothers moved into quality car production 1935/6, to which for a time was added lorry manufacture, begun in 1939. This was later replaced by sub-contract work. After various changes of ownership, the firm went into receivership in 1976. After various revival schemes, the business failed again in 1993. The records described below were selected from those held by the Official Receiver; *most are subject to a thirty year rule*. It is understood that publicity, technical and later production and servicing records are held by Martin Robey Engineering Ltd., Nuneaton.

Agreements file, 1936-49, Volvo agreement file, 1959-61; various financial records, including monthly analysis of sales & production costs, 1947-58, general ledgers, 1951-67, papers re annual accounts, c.1957-71; correspondence files re projects, suppliers and other firms in the industry, c. 1969-74 (*thirty year rule*), press-cuttings and public relations material, 1970s (MSS.215).

Some secondary material, etc., owned by the Centre, including Jen-Tug and Jensen lorry photographs (MSS.215).

MG CAR Co. Ltd.

Established in 1930 to take over from Morris Garages Ltd. the business of making and selling MG cars. The new company was established at Abingdon and sold to Morris Motors in 1935. The managing director 1930-41 was Cecil Kimber (*Dict. Bus. Biog.*), to whom the MG concept owed its origin.

Minutes of directors' and general meetings, 1930-40 (MSS.226/MG/1/1).

Annual balance sheets and accounts, 1930-5 (MSS.226/MG/2/1); 1936-68 (MSS.226/MG/2/1).

Shareholding records (MSS.226/MG/2/2-3).

Four files, articles of association, superannuation fund trust deed (MSS.226/MG/3,7).

MORRIS COMMERCIAL CARS Ltd.

Established 1924, taking over, first, the Soho, Birmingham factory of E.G. Wrigley & Co. Ltd. (in liquidation) and then the former Wolseley factory at Adderley Park. Its production of vehicles, usually of 1 ton pay load upwards, supplemented the light commercial vehicles made by Morris Motors.

Reference H. Edwards, *Morris Commercial vehicles* (1992).

Minutes of directors' and general meetings, 1924-68 (MSS.226/MC/1/1-4).

Annual balance sheets and accounts, 1926-7, 1936-68 (MSS.226/MC/2/1/1-37).

Statutory returns and registers; a few admin. files, etc. (MSS.226/MC/2/2-3; MSS.226/MC/3,7).

A few Morris Commercial brochures, 1930s, 1950s (MSS.226X/MO).

MORRIS MOTORS Ltd.

Formed as Morris Motors (1926) Ltd., taking over Morris Motors, Morris Engines, Osberton Radiators and Hollick & Pratt, previously privately owned by W.R. Morris. Merged with the Austin Motor Co. Ltd. in 1952 to form the British Motor Corporation Ltd.

References P.W.S. Andrews & E. Brunner, *The life of Lord Nuffield* (1995); R. Jackson, *The Nuffield story* (1964).

Directors' minutes, 1926-66. Supplementary minutes, 1937-45 (MSS.226/MO/1/1/1-8; MSS.226/MO/1/2/1).

Investment Committee minutes, 1934-40 (MSS.226/MO/1/3/1).

Registers of seals, 1926-51 (MSS.226/MO/1/4/1-2).

Various series of balance sheets and accounts, 1926-68 (MSS.226/MO/2).

Shareholding records (MSS.226/MO/2).

Memoranda & articles of association (MSS.226/MO/7/1-2).

Salary ledgers, 1940-70 (MSS.226/MO/2/13/1-2).

MULLINERS Ltd. and MULLINERS (HOLDINGS) Ltd.

This firm of Birmingham bodybuilders was acquired by Standard-Triumph in 1958, following Mulliners' acquisition of the Forward Radiator Co. Ltd. (*q.v.*) in February of that year.

Mulliners Ltd.

Minutes of directors' and annual meetings, 1924-73 (MSS.226/ST/M/1).

Report on and valuation of Birmingham premises, 1954 (MSS.226/ST/M/2).

Mulliners/Standard Motor Co. files re acquisition of Mulliners by and production for Standard; also re agreements with Marshall Motor Bodies Ltd., Cambridge over bus body production; property files. (Files mainly 1948-66, 1 earlier : MSS.226/ST/3/MU/1-22).

Mulliners (Holdings) Ltd.

Minutes of directors' and annual meetings, annual reports, 1928-72 (AGMs to 1940); register of seals, 1928-62 (MSS.226/ST/MH).

NUFFIELD EXPORTS Ltd.

Founded 1933 as Morris Industries Exports Ltd. to handle export of Morris products; name changed 1945, ceased trading 1964.

Directors' minutes, 1933-74 (MSS.226/NE/1/1/1-2).

Balance sheets and accounts, 1933-68 (MSS.226/NE/2/1/1-34).

Shareholding records; banking arrangements (MSS.226/NE/2/2; MSS.226/NE/3).

NUFFIELD MECHANIZATIONS Ltd.

This title was adopted in 1942. The original concern with military production gave way to agricultural machinery post-war.

Minutes, 1935-53.

Annual accounts & balance sheets, 1936-52; shareholding records, 1935-52.

RILEY (COVENTRY) SUCCESSORS Ltd.

The family-owned business, dating back to the late nineteenth century, was acquired by Morris Motors Ltd. in 1938 when the Riley concern was in severe financial difficulties. Victor Riley, however, remained as managing director until 1947.

Minutes of directors' and general meetings, 1938-61 (MSS.226/RI/1/1).

Balance sheets and accounts, 1938-68 (MSS.226/RI/2/1).

Shareholding records, 1938-48 (MSS.226/RI/2/2).

ROOTES GROUP

The Group, built up by Reginald and William Rootes, included such marques as Hillman, Humber and Sunbeam (cars) and Commer and Karrier (commercial vehicles). The Chrysler Corporation acquired a minority interest in 1964 and Rootes became Chrysler UK in 1970. However, Chrysler's global financial problems, a limited model range in the UK, and industrial relations problems resulted in sale to Peugeot in 1978.

References J. Bullock, *The Rootes brothers : story of a motoring empire* (1993); S. Young & N. Hood, *Chrysler U.K. A corporation in transition* (1977).

The principal source in the Centre is a group of industrial relations records, deriving from David Edwards, TGWU shop steward at Rootes, Coventry. They cover the Rootes to Peugeot Talbot period, but with particular concentration on Chrysler UK. This deposit chiefly comprises : Joint Shop Stewards' minutes, 1960-84; Rootes AEU shop stewards' minutes, 1964-86 (1 vol.); extensive material, including company documentation, on pay & conditions, productivity, participation, Chrysler planning agreement negotiations, pensions, etc., between 1968 and 1984; papers re British t.u. meetings with Continental counterparts, 1979-85; press-cuttings, 1973-5, 79 (MSS.315).

The records of Standard-Triumph include two files, 1956-7, relating to private negotiations over a possible Standard-Rootes merger, including correspondence with Lazard Bros. & Co. Ltd. and Rootes annual reports, 1955-6 (MSS.226/ST/3/RT/1-2); also a file, 1946-51, which illustrates Standard-Rootes co-operation as shadow factory tenants (MSS.226/ST/3/MH/48).

The Centre's secondary documentation series (MSS.226X/IND/61, 136) includes a copy of the memoirs of Geoffrey, 2nd Baron Rootes, a few official publicity photographs of vehicles, some product literature, general brochures and press-cuttings.

ROVER Co. Ltd.

The firm originated in the cycle manufacturing business of J.K. Starley & Co. Ltd., changing its name in 1905 when car manufacture was introduced. The cycle business was sold off in 1912 and the motor cycle department in 1917. The New Rover Cycle Co. Ltd. was acquired in 1922, but the cycle & motor cycle department was again closed in 1926. Activities 1939-45 included the operation of aero shadow factories and

tank manufacture. The Land Rover 4WD utility vehicle was introduced in 1948. In 1965 Rover acquired the specialist car and military vehicle manufacturer, Alvis, which ceased car production in 1967. Rover merged with Leyland in 1966. It was acquired by British Aerospace in 1988 and then by BMW in 1994.

Reference G. Robson, *The Rover story* (4th ed., 1988); *The Land-Rover : workhorse of the world* (1976).

Board minutes of Rover Co. Ltd. and its predecessors, 1890-1972 (MSS.226/RO/1).
Executive Directors' minutes, 1961-6 (MSS.226/RO/1/2/1). Shareholders' minutes, 1896-1972 (MSS.226/RO/1/3/1-2).

Rover Gas Turbines Ltd. minutes, 1953-71 (MSS.226/RO/1/5/1).

Alvis Ltd.: reports to Rover Co. board, 1966-71 (MSS.226/RO/1/1/10-12).

Solihull Housing Assoc. [subsidy houses for Rover employees] : minutes, 1947-55 (MSS.226/RO/6).

Private Ledgers, 1890-1916. Estimated assets and liabilities, 1906-31. Stocktaking/audit files, 1931-3, 1940-1. Annual accounts, 1932-4, 1936-57. Bonus payment files, 1934, 36, 42, 43. Rover SDI ('3500') project : cost estimates, 1971 (MSS.226/RO/2).

Files re Land Rover assembly, Peru, 1966-7 (MSS.226/RO/3/3/1-2).

Min. of Supply factory, Acocks Green [operated as an agency by Rover] : works diary, 1951-8 (MSS.226/RO/8/1). Property register (MSS.226/RO/7/LE/2); 2 photo albums of factory-building, 1960s (MSS.226/RO/12/1-2).

Rover Magazine, nos. 2,4,7,8, 1945-6; *Rover News*, most issues 1961 - March 1967 (MSS.226/RO/4/3-4).

Press-cuttings files on disputes, 1950, 1955 (MSS.226/RO/10/1-4), company news, 1961-2 (MSS.226/RO/10/5).

The records of Standard-Triumph include nine files on Standard-Rover merger negotiations, 1954, 1958-9, including the Allied Motors project (MSS.226/ST/3/RV/1-9).

Industrial relations in Rover and then British Leyland feature in the papers of Peter Nicholas, a Rover shop steward. These papers, which arrived in a disordered and damp state, include a group of files on Rover shop stewards' business, 1950s; extensive material deriving from and relating to BL and Leyland Cars, 1970s, including quality issues, employee communications and participation, bargaining reform, productivity, planning; AEU national, district and branch (Birmingham 168 BE) material; some international motor trade unionism items (MSS.309).

In 1995 Paul Worm donated to the Centre an extensive accumulation of material deriving from his research in the early 1980s into industrial relations in the motor industry, especially at Rover (MSS.356). In addition to several dozen interviews with a wide range of staff, the following minutes were included :

Garrison Street Shop Stewards', 1975-6

Rover Combine Shop Stewards' Committee, 1952-5, 1959-60

Rover Jt. Negotiating Committee/Collective Agreement NC, 1974-9
Rover Jt. Shop Stewards, 1967-75
Rover Solihull Plant Factory Council, 1976-82
TGWU 5/357 Rover branch, 1960-79
TGWU Rover Production Shop Stewards, 1972-80
TGWU Rover Works Committee, 1976-80
Tyseley Shop Stewards, 1949-60, 1968-70.

The Centre's secondary documentation series (MSS.226X/RO) includes some product literature, particularly for Land Rover, and press-cuttings files on ownership changes and other company events.

RUBERY OWEN HOLDINGS Ltd.

Metal fabricators, chassis frame and motor component mfrs., Darlaston. Records of the holding company and subsidiaries, including the extensive files of Sir Alfred Owen, are deposited in the Modern Records Centre (MSS.338). *A 30 year rule and the requirement of prior permission to consult individuals' papers apply.* (A Sources Booklet on this major deposit is in preparation.)

SHORROCK SUPERCHARGERS Ltd.

Incorporated 1947; bought by Harry Ferguson (Holdings) Ltd. 1950. Issued share capital acquired by Rubery Owen & Co. Ltd. in 1954. Shorrock Superchargers were used in tractors, commercial vehicles, cars and rail-cars to improve performance. The company ceased trading in 1966.

AGM minutes, 1947-69; directors' minutes, 1955-60, supporting papers, 1956-8; corres. re sale & purchase of company, 1954. (MSS.338/ROS/21). File re parts supply to Allard Motors, 1960s (MSS.338/RO/4/2/3/9). *A 30 year rule applies.*

STANDARD-TRIUMPH

The Standard Motor Co. Ltd. was founded by Reginald Maudslay in 1903. The car-manufacturing interests of Triumph were acquired by Standard in 1944 and Standard-Triumph International Ltd. was established in 1959. In addition to cars, the company produced light commercial vehicles, especially in the post-war period, when tractors were also made. In 1960 Standard-Triumph was acquired by Leyland, the commercial vehicle manufacturers. From 1934 to 1954 Standard was led by Sir John Black, with a strongly individual style.

In the editor's experience, the survival of motor industry records on the scale of the deposited post-war files of Standard-Triumph is a rare occurrence.

References J. R. Davy, *The Standard car 1903-1963* (1967); B. Long and T. Freeman (comp.), *Pre-war Standard cars* (1991); *Post-war Standard cars* (1990); B. Long,

Standard Motor Company Limited. The illustrated history - including Standard-Triumph (1993); G. Robson, various titles on post-war Triumph cars.

Board minutes, 1903-76 (MSS.226/ST/1/1/1-16); detailed decisions, 1908-12 (MSS.226/ST/1/2/1); board meeting files, 1959-61 (MSS.226/ST/1/1/18).

Executive Directors' minutes, 1950-4 (MSS.226/ST/1/5/1).

General meetings, 1923-70 (MSS.226/ST/1/3/1).

Standard Motor Co. (1959) Ltd./Standard-Triumph Motor Co. Ltd./Triumph Motor Co. Ltd.: board and general meetings minutes, 1959-71 (MSS.226/ST/1/7/1-2).

Standard Tractor Co. (1959) Ltd.: minutes, 1959-60; 3 files re finance & administration, 1959-63.

Standard-Triumph Engineering Ltd. minutes, 1960-73 (MSS.226/ST/1/8/1-2).

Standard-Triumph Sales Ltd.: directors' and general meetings, 1946-59 (MSS.226/ST/1/9/1-3).

Standard Motor Co. Ltd. Employees' Special Fund : trustees' minutes, 1952-65 (MSS.226/ST/1/12/1).

Triumph Motor Co. (1945) Ltd.: board and general meetings minutes, 1945-70 (MSS.226/ST/1/6/1).

Triumph Motor Co. Ltd./Triumph Motors : Exec. Management/Manufacturing Cttee. minutes, 1971-3 (MSS.226/ST/1/10/1-2).

Specialist Car Div./Rover Triumph Advisory Bd. minutes, 1971-5 (MSS.ST/1/11/1).

Printed annual reports and balance sheets, 1913-60 (MSS.226/ST/2/1/1-49).

Financial forecast and analysis files, 1960, 64-6 (MSS.226/ST/2/3/1-6).

Standard-Triumph records are particularly noteworthy for the fortuitous survival of an extensive series of files from the company secretary's and solicitor's offices, c. 1945-70 (MSS.226/ST/3). These have been arranged and are being listed in three main series :

Administrative (MSS.226/ST/3/A)

Main (MSS.226/ST/3/AA-ZR)

Overseas trading (MSS.226/ST/3/O).

The *Administrative* series has major sub-series dealing with Patents, Personnel & Labour issues, Property, and Trade Marks. The *Property* files (3/A/PR) include material on war damage, the Crown Assets agreement, Allesley service depot, London depot at Park Royal, purchase of Hawkhurst Moor Farm, and the Banner Lane, Canley and Fletchamstead works.

The *Main* series includes a sub-series on Sir John Black (3/JB/1-18), relating especially to his business expenses on behalf of the company, and also to company finances and policy. Another major sub-series relates to Standard's manufacturing agreement in respect of the Ferguson tractor, with its unique hydraulic linkage constituting the "Ferguson system" of agriculture (C. Fraser, *Harry Ferguson : inventor and pioneer*, 1972). This was followed by an agreement between Standard and Massey-Harris-Ferguson Ltd. after Ferguson sold to Massey-Harris in 1953, then by Standard's sale of

its tractor interests to Massey in 1959. These agreements, and the assembly of tractors in France (Soc. Standard-Hotchkiss), give rise to the major sub-series 3/F/1-18, 3/MH/1-72 and 3/SH/1-15. Other topics represented include the supply of industrial engines, *int. al.* to Auto Diesels Ltd. (3/IN/1-6, 3/AD/1-7); manufacture of the Avon jet engine (3/AV/1-12); the development of plant at Speke, Liverpool (3/L/1-2; 3/LI/1-24).

Manufacturers originally related to Standard as suppliers, then subsequently acquired by them, give rise to distinct groups of files. These firms include : Alford & Alder/Alford Newton Ltd., axle, suspension & steering gear specialists (3/AA/1-15); Beans Industries Ltd., acquired for their foundry capacity (MSS.226/ST/3/BI/1-26); Forward Radiator Co. Ltd., sheet metal and presswork (MSS.226/ST/3/FR/1-5); Mulliners Ltd., body builders (MSS.226/ST/3/MU/1-22).

Records of some of these acquired suppliers are also present in the Heritage Trust deposit and are listed in this Sources Booklet under their own names.

The *Overseas trading* series includes several major sub-series relating to Standard-Triumph trading/assembly in a number of overseas countries. The principal ones are :

Australia : 1949-65 (3/O/AU/1-39) : Standard Motor Co. (Australia) Ltd./Standard Motor Products Ltd./Australian Motor Industries Ltd. Topics include : relations with A. & C. Crosby; rôle of Tozer, Kemsley & Millbourn Ltd.; pricing and product suitability; AMI crisis; visits by Sir John Black, Alick Dick and K. Aspland.

Belgium : 1956-63 (3/O/B/1-10) : includes assembly project.

Brazil : 1951-65 (3/O/BR/1-20) : especially establishment and operation of Standard Motors SA, Vehicles, Accessories and Parts, 1955-65.

Canada : 1949-62 (3/O/CA/1-21) : includes problems with some distributors; excess stock; industrial engine.

Eire : files re McEntagart Bros., concessionaires & assemblers, their takeover, reorganisation, further assembly plans, 1951-65 (MSS.226/ST/3/O/EI/1-8).

France : licensing negotiations with Soc. Hotchkiss-Brandt, 1958-62 (MSS.226/ST/3/HB/1-3); files re Soc. Standard-Hotchkiss and manufacture of Ferguson tractor in France, 1952-9 (MSS.226/ST/3/SH/1-15); file re possible licensing of VELAM to manufacture TR3, 1958-60 (MSS.226/ST/3/VE/1).

Germany : negotiations with Büssing company, 1958-9 (MSS.226/ST/3/BU/1); engine supply to Kramer Werke, 1960s (MSS.226/ST/3/IN/3, 5); Herald engine supply for Amphicar, 1960-3 (MSS.226/ST/3/IN/3; MSS.226/ST/3/IW/1); possible licensing to S-T of Porsche gear-box, 1961-2 (MSS.226/ST/3/PO/1); negotiations with Zahnradfabrik re marine gear-box, 1960-1 (MSS.226/ST/3/ZR/1).

India : files, 1950-71, re establishment and operations of Standard Motor Products of India Ltd., its car and tractor assembly and component manufacture. The series includes correspondence with Harry Ferguson Ltd. and Harry Ferguson of India Ltd., 2 files of correspondence with International Finance Corporation, 1956-8, and photographs of visit by A. Dick and M. Whitfield to SMPI, 1958 (MSS.226/ST/3/O/IN/1-17).

Israel : files re Autocars Co. Ltd., Haifa and Leyland Triumph (Israel) Ltd., 1964-7, 1969-70. Topics include Marcos Mini project (MSS.226/ST/3/O/IS/1-5).

Italy : 1957-67, 1970 (3/O/I/1-15) : Standard Triumph Italiana SpA; 'Italia' project (Ruffino SpA); Cesac SpA, concessionaires; G. Michelotti, designer.

Mexico : possible joint manufacturing venture, 1956, 1958-65 (MSS.226/IT/3/O/ME/1-3).

New Zealand : 8 files re NZ company, local assembly, NZ market, 1950-62, 66-9 (MSS.226/ST/3/O/NZ/1-8).

South Africa : 15 files re local assembly in 1950s, SA market, 1949-64 (MSS.226/ST/3/O/SA/1-15).

Spain : 5 files re interest in Spanish market and assembly possibilities, 1952-64 (MSS.226/ST/3/O/SP/1-5).

United States : 49 files, including : Fergus Motors case, 1950-6, 1962; Standard-Triumph Motor Co. Inc., 1953-61; general aspects of trading in USA; product liability issues, 1960-71 (MSS.226/ST/3/O/US/1-49).

Other material relevant to Standard-Triumph

Works conf. files of the former Coventry & District Engineering Employers Association relate to Standard and other Coventry motor firms (MSS.66).

Professor Seymour Melman's notes and collected material for *Decision-making and productivity* (1958), which relate in particular to the Standard Motor Co. The deposit also includes a file of Massey-Ferguson data, 1977 (MSS.254).

R.J. (Dick) Stynes' file, mainly re Standard Workers' Strike Committee against redundancies, 1956; interview with Stynes, 1977 (MSS.145).

VAUXHALL MOTORS Ltd.

The Centre can only provide scattered references; as far as is known, the company's records remain in its own custody (including a filing cabinet of 'rescued' documentation in the Vauxhall Heritage Centre).

(Sir) Charles Bartlett, man. dir.: exchange of correspondence with A.P. Young, works mgr., BT-H, 1942-3, on business theory (MSS.242/C/1/56-67).

The Centre's motor industry secondary documentation collection includes booklets on Vauxhall's Luton & Dunstable (1957) and Ellesmere Port (1973) works; on the company and its products (1938, 1966); *Vauxhall engineering leadership* (1938); product literature, etc., on the former Bedford commercial vehicle range (MSS.226X/IND/60).

VEHICLE BUILDING

The Centre holds extensive records of the National Union of Vehicle Builders, including some predecessors' records (MSS.126/VB) and extensive records of the National Union of Sheet Metal Workers and some predecessors' records

(MSS.101/SM). Individual vehicle, body and component manufacturers can be identified in the records.

VULCAN MOTOR & ENGINEERING Co. (1906) Ltd.

Primarily commercial vehicle manufacturers; 1919/20 a member of the Harper-Bean consortium; in receivership 1931. Taken over by Tilling-Stevens and transferred from Southport to Maidstone 1938.

Annual reports and receivership documents, 1923-32, in papers of C.E. Partridge, finan. dir. of Rubery Owen (MSS.338/RO/4/1/4/box 5).

MUSEUM OF BRITISH ROAD TRANSPORT

**St. Agnes Lane
Hales Street
Coventry CV1 1PN**

ALVIS Ltd.

Photographs :

Approx. 3500 negatives, mainly from 1950s/1960s, recording cars, components, factories, fighting vehicles, etc.

One large photo album titled 'Alvis. The Company's Factories and Wartime Activities. Alvis Limited. Coventry 1944' with interior and exterior views of plants at Anstey, Barwell, Blackheath, Coventry (Baginton, Binley, Broad Lane and Holyhead Road 'replacement' factory), Hinckley, Maidenhead, Mountsorrel, Stafford, Stone, Stratford-upon-Avon and Syston.

Seven photo albums containing prints of factory interiors and exteriors, fighting vehicles, etc., 1930s/1940s.

Several hundred prints of cars, 1920-39, 1947-67.

Two copies of photo album titled 'Alvis. Master of the King's Highway. View of Works. Coventry', containing 1920s/1930s views of interior and exterior of pre-war Holyhead Road factory destroyed in WW2.

Press-cuttings :

Nine large ring-binders containing adverts, aero-engine, car and factory related press-cuttings, 20 December 1938 - 22 August 1939, December 1941 - July 1951, October 1955 - December 1958, 1960.

Miscellaneous :

Various authored company histories, sales material on aero-engines, armoured cars, tanks, troop carriers, etc., in addition to civilian vehicles. Several dozen articles taken from house journal *Alvis News*, 1966-7.

ARMSTRONG SIDDELEY MOTORS Ltd.

Complete set of drawings, graphs, tables and technical specifications dated July 1953 for the 'Screamer 8000 lb. Thrust Rocket Engine'.

Approx. 100 photographs of cars and the Parkside factory c. 1900-60.

CALCOTT BROS. Ltd.

Car manufacturers (1913-26), Coventry

Photo album titled '1921 Calcott Bros. Ltd.,' containing pictures of factory interiors/exterior and members of Calcott family.

CLARKE CLULEY & Co. Ltd.

Balance sheets and accounts (or drafts), most years 1936-63 and 1971.

Memo. & articles of association, 1928.

COVENTRY CLIMAX

Coventry Climax Diesel Engines Ltd.:

Balance sheets and profit and loss accounts for 1950-2, 1955.

Coventry Climax Electrics Ltd.:

Balance sheet and profit and loss account for 1955.

Coventry Climax Engines Ltd.:

Balance sheets and profit and loss accounts for year ending 31 July, 1941-5.

Balance sheet and profit and loss account for 1 August 1945 to 31 December 1946.

Balance sheets and profit and loss accounts for year ending 31 December, 1947, 1951-61, 1963.

Balance sheet and profit and loss account for seven months to 31 July 1964.

Balance sheet and profit and loss account for year ending 31 July 1966.

Balance sheet and profit and loss account for fourteen months to 30 September 1968.

Balance sheets and profit and loss accounts for year ending 30 September, 1969-74.

Blueprints/engineering drawings dated 14/12/39 for engine.

Document re Jaguar offer to Coventry Climax shareholders, and press comment on takeover.

Memorandum and Articles of Association of British Fork Trucks Ltd., 1946.

Trust deed, Coventry Climax Engines and Baring Brothers & Co. Ltd., 1956.

Various documents on company history, some photographs of engines, fire pumps and racing cars.

Coventry Climax Engines (Australia) Pty. Ltd. and its subsidiary companies :

Balance sheet and statements of account, 1963.

COVENTRY VICTOR MOTOR Co. Ltd.

Single volume of engineering blueprints and related parts list; other parts lists, some as blueprints, 1946-84.

DAIMLER MOTOR Co. Ltd.

Correspondence: one box of miscellaneous correspondence, 1961-3.

Drawings: Approx. 1100 blueprints/engineering drawings covering the period 1907-56 (with gaps).

Photographs: Approx. 4000 glass plate negatives (including c.600 Lanchester), all computer databased and image-captured on laser disc, covering approximately 1900-23, with a few from 1930-50.

They include images of ambulances, aeroplanes/engines, armoured cars, body frames, bodywork, buses, cars (interiors and exteriors) charabancs, chassis, coaches, design drawings, factory interiors and exteriors (Motor Mills and Drapers Field and Daimler Road/Sandy Lane plants) fire engines, landaulettes, limousines, lorries, motor shows, parts, Renard Road Train, Royal Tours, saloons, shell-making, steam engines, tanks, tankers, technical drawings, traction engines and tractors.

Approx. 100 prints, from about 1920 to date, of buses, cars, lorries, factory interiors and exteriors. N.B. many 1960s bus photographs come under Metro Cammell Weymann body-building company heading.

Press-cuttings: three volumes within Jaguar collection specifically devoted to Daimler in 1958, and 1961-4 inclusive.

Publications: silk-covered booklet on the British Motor Syndicate Limited issued 1896 by the company directorate. Motor Mills picture on front, very early horseless carriage pictures inside, with the minutes of the first ordinary (statutory) meeting of the British Motor Syndicate.

EAGLE ENGINEERING Co. Ltd.

Long established specialist vehicle bodybuilder of Warwick, which subsequently became associated with the chassis manufacturers, Dennis of Guildford, within the Hestair Group. *There is a major deposit in Warwickshire County Record Office.*

Approx. 500 negatives showing Eagle conversions to specialist vehicles, e.g. refuse wagons, street sweepers, mounted on a variety of chassis e.g. A.E.C., Albion, Austin, Bedford, Commer, Dennis, Foden, Ford, Karrier, Leyland, Morris, Scammell, Thornycroft. Mainly from 1940s/1950s, painted in a variety of local authority and company liveries. Some views of interior/exterior of the Warwick factory.

GUY MOTORS Ltd.

Commercial vehicle manufacturers, Wolverhampton, acquired by Jaguar.

Approx. 140 press releases, 1960s, re new models, orders, etc.
Over 500 photographs of buses, lorries and factory scenes, 1930s-60s.

JAGUAR CARS Ltd.

Annual Reports and accounts :

SS Cars Ltd.	statement to members from W. Lyons at AGM	28 May 1942
"	report of the directors and accounts for years ended	31 July 1942, 1943
"	statement to members from W. Lyons at AGM	23 Mar 1945
Jaguar Cars Ltd.	annual report and accounts for year ended	31 July 1945
"	statement to shareholders from Chairman at AGM	30 May 1946
"	annual report and accounts for years ended	31 July 1946, 1948
"	statement to shareholders from Chairman at AGM	6 May 1949
"	annual report and accounts for year ended	31 July 1949
"	statement to shareholders from Chairman at AGM	4 May 1950
"	annual report and accounts for year ended	31 July 1950
"	statement to shareholders from Chairman at AGM	26 April 1951
"	annual report and accounts for year ended	31 July 1951
"	statement to shareholders from Chairman at AGM	30 April 1952
"	annual report and accounts for years ended	31 July 1952-61
"	statement to members in lieu of address at AGM	6 April 1962
"	annual report and accounts for years ended	31 July 1962, 1963
"	statement from W. Lyons to Jaguar ordinary shareholders re bid offer for Coventry Climax Engines Ltd.	18 March 1963
"	Notice of Jaguar EGM re bid for Coventry Climax	11 April 1963

Correspondence : several dozen boxes for the period 1934-1968, covering various topics, including advertising, artwork, dealers, design, developments, internal memos, new model launches, owners' testimonials, press releases, purchase of Daimler.

Journals : house magazine, *Jaguar Journal*, August 1960 to December 1966 inclusive (lacks April 1961, January 1963).

Photographs : several hundred negatives and prints for the period c.1930 to date, showing cars, factory interiors and exteriors, motor shows, new model launches, etc.

Press-cuttings : several dozen scrapbooks with cuttings for the period 1947-1965 in a variety of European languages. Topics covered include advertising, disputes, new model launches, purchase of Daimler, races, rallies, road tests, etc.

LANCHESTER MOTOR Co. Ltd.

Drawings : approx. 300 blueprints/engineering drawings covering the period 1922-5.

Photographs : approx. 600 glass plate negatives (within Daimler collection), all computer databased and image-captured on laser disc, covering approximately 1900-23.

LEA FRANCIS CARS Ltd.

Several hundred items of correspondence, 1950s/1960s.

Several hundred blueprints of cars/parts from 1950s/1960s, including several relating to ill fated Lynx model, and a book of drawings dated February 1950 for the 85 mm. x 110 mm. E2 engine.

Approx. 50 photographs of cars, components, motorcycles, 1920s-60s.

Cuttings book, February 1947 - September 1949.

MAUDSLAY MOTOR Co.

Originally car, later commercial vehicle manufacturers.

Approx. 30 blueprints of assemblies, components, etc., 1956-9.

Approx. 100 photographs of cars and interior views of the Parkside factory c.1900-20s.

Three copies of photo album containing photographs of Parkside factory interior, c. 1900-10.

METRO-CAMMELL WEYMANN Ltd.

Bus bodybuilders

Approx. 8000 photographs of interiors/exterior of MCW-bodied buses in a variety of (mainly UK) bus company liveries, and mounted on several manufacturers' chassis e.g. Daimler, Leyland. Also many views restricted to bodywork, chassis, components, engines, 'tilt tests', etc.

MORRIS MOTORS Ltd.

Blueprints :

Engineering drawings from 1934/35 and other technical information, e.g. graphs, tables, covering the period 1925-70.

Site layout blueprints, one of No.2 factory (Durbar Avenue, Foleshill - ex Riley plant), dated 21/10/76, and nine of Courthouse Green, Bell Green Road site, dated 1970-6.

Two large leather-covered volumes containing site plans, one dated April 1959 with blueprints of Courthouse Green, Durbar Avenue and Wellingborough foundry plants. The other volume, dated September 1975, contains site plan blueprints of Courthouse Green and Durbar Avenue Morris factories, and plans of the Mile Lane, Coventry factory of Nuffield Tool and Gauge Co. Ltd.

NATIONAL UNION OF VEHICLE BUILDERS

The Museum holds some artefacts (tools, banners, etc.) and very miscellaneous documentation of the NUVB and predecessors (including from the pre-motor era), formerly in TGWU Vehicle Building & Automotive Museum.

ROOTES ARCHIVE

Donated by Peugeot UK, the archive includes over 70,000 photographic negatives from the 1930s - 1980s, showing factory/building construction and operation, personalities, special events, vehicles, etc., from all Rootes Group companies. The collection also comprises hundreds of photo albums covering 1930s - 1970s, with many other albums having extensive press-cuttings from home and abroad during the 1920s to 1960s. In addition, a very large quantity of sales literature/commemorative brochures, etc., from the turn of the century to date is held within this archive. Brief details of the holdings for each Rootes subsidiary or associate company as well as the main group are given below.

British Light Steel Pressings (BLSP)

Photo albums containing exterior and interior views of BLSP factory at Acton, London.

Chrysler America

Binder with engineering drawings for American Chrysler cars.

Chrysler Europe

Dealer uniform accounting system.

Product plans 11 March 1974.

'The Iranian Four Cylinder Passenger Car and Pickup Programme 1974-1980'. Model plans and drawings for the Iranian version of the Hillman Hunter (the Paykan), plus factory site plans for the assembly facility of the Iran National Manufacturing Company (INMC).

Chrysler International SA (CISA)

Styling photos and text re visits to England and Japan of the executive director, planning, CISA (D.A. Forman).

Chrysler/Rootes

Arrow staff newspaper, complete for : January 1968 - November 1969 inclusive, January 1970 - May 1972, August 1972 - November 1973, January - June 1974; December 1974.

Chrysler/Sunbeam

Sales aid pack titled 'The New Chrysler Sunbeam', containing brochures and other promotional material.

Chrysler UK

Chrysler Challenge newspaper, February - April, June 1977.

Photos of :

Board members and personnel (1970) of Rootes Administrative Committee.

Finished fibre glass models of J Series sedan and coupé, 17 October 1969.

H - Series : A car, sedan and coupé 6 March 1970, Rootes and Simca prototypes, 15 June 1970.

Interior/exterior views of H Series sedan coupé, IPPC presentation, 23 May 1969.

IPPC 6 February 1970, with photos of K series mock-ups.

Key set of photographs (1970) of Hillman Hunter, Husky, Imp-derived Sunbeams and Sunbeam derivatives.

Key set of photographs (1970/71) of UK cars, home and export models, including Alpines, Avengers, Hunters and Imps.

Key file (1970/71) of imported cars showing Chrysler 180 and Simca exteriors/interiors.

Painted clay models of H Series sedan coupé, dated 23 May 1969.

Presentation 3 March 1971 at Carrieres-s-Poissey, with shots of various Chrysler and Simca models.

'R. Axe Confidential' shots of Alpine, Avenger, etc.

Research and development and experimental models.

Clement-Talbot

Photos of Ladbroke Hall, Kensington, factory.

Commer/Karrier

Photos of 1930s/40s/50s/60s/70s ambulances, fire engines, municipal vehicles, etc.

Exterior of 100 Series F/L.

Photo albums of Dunstable and Luton factories, Bingley Hall and Tipton premises.

'Light Van Range - Commer Project Proposal July 1963', containing many blue prints and technical specifications.

Press-cutting albums, many overlapping by date, for periods : July 1929 - November 1954, March - December 1960, October 1961 - October 1962.

Hillman

Evaluation of TV campaign on Hillman Imp 1967-70.

Marketing idea to link 'Road Runner' cartoon character to the high performance Hillman Minx.

Photos : Exterior/interior views of Avengers, Hunters and Imps.

Photo albums : 'Hillman Fourteen' velvet-covered folder with W.E. Rootes in gold lettering with photos (and text) of Hillman works, Stoke, Coventry.

History of Hillman views, including many trade press-cuttings, adverts, sales aids and brochures.

Press-cuttings albums, April 1928 - January 1934, January 1959 - August 1964, February 1970.

Humber

Cancelled cheques 1941 and 1962 headed 'Humber'.

Photo albums :

History of Humber; Humber progress 1899-1910 (including adverts); Knottingley Test House, near Pontefract; Stoke, Coventry (between 21/1/31 and 18/5/38).

Press-cuttings : November 1945 - February 1951; May 1959; October 1960 - July 1963.

Reports and balance sheets, 1949 and 1950.

Stocktaking instructions, 1949 and 1950.

Rootes

Photo albums, listed by company name :

British Light Steel Pressings factory, Acton;

Bristol Engine shadow aircraft factory;

Clement Talbot, Ladbroke Hall factory, Kensington;

Commer Karrier Dunstable and Luton factories and Bingley Hall and Tipton premises;

George Heath, Birmingham; Hillman, Stoke, Coventry.

Humber, Stoke, Coventry and Knottingley, near Pontefract.

Rootes, Devonshire House HQ, London; Linwood; Ryton-on-Dunsmore, near Coventry;

Stoke, Coventry;

Singer, Birmingham and Coventry;

Sunbeam Commercial Vehicles Ltd.;

Sunbeam Talbot, Barlby Road and Park Royal, London;

Thrupp and Maberly, Cricklewood;

Tilling-Stevens, Maidstone;

Warwick Wright.

Photo albums listed by location where company name unknown :

Canterbury; Chase Road; Manchester.

Photo albums listed by building name where other details unknown :

Abbey Hall; Halkin House.

Photo albums of wartime 'Shadow' factories :

No.1 shadow factory, Aldermoor Lane, Stoke, Coventry;

No.2 shadow factory, Ryton-on-Dunsmore;

No.3 shadow factory, Bridgnorth, Shropshire;

No.4 shadow factory, Duggins Lane, Tile Hill, Coventry;

No.10 shadow factory, Speke, Liverpool.

Photo albums of overseas premises listed by country : Argentina; Australia (Port Melbourne); Belgium (Antwerp); Canada; Eire (Dublin); Japan (Isuzu Motor Company); New Zealand; South Africa (Johannesburg); Switzerland; Venezuela.

Photo albums of special events/scenes :

Various WW2 pictures of military personnel and politicians, home and abroad;

Photo albums of special events/scenes :

Montgomery's 'Old Faithful' and 'Victory Car';

Humber staff cars in war and Victory Parade settings;

1946 Jubilee Cavalcade and VCC runs;

7 November 1946 RAC, VCC London to Brighton Run, and Humber vans used by the BBC;

British Automobile and Cycle Show, New York, April 1950;

Earls Court Motor Show 1951/53/55-9, 62-4;
Alpine Rally 1952, 58-61, 63/65;
Monte Carlo Rally 1952-6, 58, 61-4;
Factory visits by company executives and politicians, 1960s/70s.

Singer

Photos of Gazelle artwork.

Photo album of Birmingham and Coventry factories, January 1956.

Press-cutting albums, October 1954 - November 1955, April 1959 - October 1963, October 1964.

Sunbeam

Car advertising, press and TV, 1968/9.

'History of Sunbeam' booklet with small b/w photos.

Photo album containing pictures of factory buildings.

'1970 Key Set of Photographs' containing pictures of Hullman Hunter-derived Sunbeam models.

Press-cuttings (1959 road tests).

Sunbeam-Talbot

Folder detailing ST Owners Club (London branch) visit to Rootes Coventry factories, 1 April 1966.

Photo albums of exterior and interior of ST Ltd., Barlby Road and Park Royal Factory buildings, London.

'Sunbeam Talbot Hat Competition' - wartime morale-boosting measure, contained in album of photos and press-cuttings.

Talbot (Peugeot)

'Talbot Is Going to Take You Further This Year' dealer promotion pack.

Tilling-Stevens

Photo albums containing views of Maidstone factory buildings.

Thrupp & Maberly

Photo albums containing pictures of the Cricklewood factory in London, and shots of T & M bodywork on Bentley, Humber and Rolls-Royce chassis.

STANDARD-TRIUMPH

The bulk of the Museum's coverage of Standard-Triumph is provided by the Belgrove Collection. Walter James Belgrove was with the Triumph Motor Company from 1927, and rose to be chief stylist and body engineer of Standard-Triumph, leaving the firm in October 1955. His collection covers the period 1934-76, and comprises a wide range of business and personal material. It includes blueprints of Harry Ferguson Research, Lucas, Massey Ferguson, Morris, Pressed Steel Fisher and, mainly, Standard and Triumph products (also many design sketches of latter two companies' vehicles). There

are many photographs of 1950s/1960s American and European cars (interiors and exteriors) as well as some showing Harry Ferguson prototypes and Standard-Triumph models c.1930s-60s. Additionally, there are several thousand pages of business and personal correspondence. *Accession content still under examination.*

Principal sections of the Belgrove Collection include :

Harry Ferguson Research

Approx. 50 engineering drawings of cars/components, early 1960s, of Ferguson prototype four-wheel-drive vehicles, eg. Project 99 racing car, R4/2 and R5/2 saloons.

Standard-Triumph

Approx. 100 blueprints, designs and sketches of cars, 1934-55.

Many letters, internal memos and reports : *content still under examination.*

Photographs : approx. 80 in Belgrove Collection; approx. 250 other photographs of cars and factory interior/exterior views, c. 1910-80 are also held.

White & Poppe Ltd. (engine builders)

Holbrook Lane site plans, 1916 (No.10 National (Shell) Loading Factory) and 1929 (W&P Works). 20 photographs of factory interior, 1920s.

Approx. 100 engineering drawings 1909-32.

VEHICLE MANUFACTURERS' SALES BROCHURES

Thousands of sales brochures are held in the archive for a wide range of cycle, motorcycle and motorcar manufacturers. The collection is constantly added to and ranges from AC, Allard and Armstrong Siddeley, through HRG, Humber and Invicta, to TVR, Vauxhall and Wolseley. Several dozen foreign car manufacturers are also represented. Commercial vehicle catalogues also feature in the collection, from AEC, Austin and AWD to Standard, Thornycroft and Volvo.

SELECTIVE INDEX

ACV Sales Ltd.	20
AEC Ltd.	19-20
Alford & Alder (Engineers) Ltd.	20, 32
Alvis Ltd.	5-6, 20, 25, 29, 34
Alvis Mechanisation Ltd.	6
Alvis Straussler Ltd.	6
Anglo-Iranian Oil Co.	5
Anglo-Persian Oil Co.	5
Armstrong Siddeley Motors Ltd.	6-8, 35
Associated Daimler Co. Ltd.	12
Atkinson Lorries (Holdings) Ltd.	20-1
Austin Motor Co. Ltd.	21
Australia	32
AWD Ltd.	21-2
Beans Industries Ltd.	32
Belgrove, Walter J.	42-3
Birmingham Small Arms Co. <i>see</i> BSA Co. Ltd.	
Black, Sir John	31
Brazil	32
(British) Leyland Motor Corpn.	22
British Light Steel Pressings	39
British Motor Corpn.	22
British Petroleum	5
BRM Ltd.	22
BSA Co. Ltd.	22
Calcott Bros. Ltd.	35
Canada	32
Centaur Co. Ltd.	16
Chrysler UK	16, 28, 39-40
Clarke Cluley & Co. Ltd.	8-9, 35
Commer Cars Ltd.	16, 40
Coventry & Dist. Eng. Empl. Assoc.	33
Coventry Climax Engines Ltd.	9-10, 35
Coventry Victor Motor Co. Ltd.	10, 36
Crossley Motors Ltd.	22
Daimler Hire Ltd.	23
Daimler Motor Co. Ltd.	10-12, 18, 23, 36
Deasy Motor Car Mfg. Co. Ltd.	7
De Normanville Transmissions Ltd.	16
Eagle Engineering Co. Ltd.	36
Edwards, David	28
Engelbach, C.R.F.	21
Etheridge, R.A. ('Dick')	21

Ferguson tractors	31-2
Fisher & Ludlow Ltd.	23
Ford Motor Co. Ltd.	23-4
Forward Radiator Co. Ltd.	24, 32
France	32
Gatehouse Motors Ltd.	25
Gears Investment Trust Ltd.	6
Germany	32
Gillott, W.R.H.	25
Gurl, L.R.	22
Guy Motors Ltd.	36-7
Harry Ferguson Research	43
Hillman Motor Co. Ltd.	12, 16, 40
Humber Ltd.	13, 16-17, 40-1
India	32
Industrial relations	13, 21, 22, 28, 29-30, 33-4
Iran Nat. Industl. Mfg. Co.	16, 39
Isetta of Gt. Britain Ltd.	25
Israel	33
Italy	33
Jaguar Cars Ltd.	10, 13, 18-19, 37
Jensen Motors Ltd.	25-6
Karrier Motors Ltd.	40
Lanchester, F.W.	19
Lanchester Motor Co. Ltd.	19, 37-8
Land Rover	29, 30
Lea-Francis Cars Ltd.	14, 38
Maudslay Motor Co.	38
McEntagart Bros.	32
Massey-Ferguson	see Ferguson tractors
Melman, S.	33
Metro-Cammell Weymann Ltd.	38
MG Car Co. Ltd.	26
Michelotti, G.	33
Morris Commercial Cars Ltd.	26
Morris Motors Ltd.	26-7, 38
Morris Motors Ltd., Engines Branch	14-15
Mulliners Ltd. and Mulliners (Holdings) Ltd.	27, 32
National Union of Sheet Metal Workers	33-4
National Union of Vehicle Builders	13, 20, 23, 33-4, 38
New Zealand	33
Newton & Bennett	20
Nicholas, Peter	29
Nuffield Exports Ltd.	27
Nuffield Mechanizations Ltd.	27
Oil industry	5

Oral history	15, 29	
Peugeot Talbot Motor Co. Ltd.	15	
Registration records	18	
Riley (Coventry) Successors Ltd.	28	
Rootes Securities Ltd.	15-17, 28, 39-42	
Rover Co. Ltd.	17, 28-30	
Rover Gas Turbines Ltd.	6	
Rubery Owen Holdings Ltd.	25, 30, 34	
Ryton (Rootes) plant	15, 16, 41	
Sales brochures	43	
Seal, R.	17	
Shorrock Superchargers Ltd.	30	
Siddeley Deasy Motor Co. Ltd.	7	
Singer Motors Ltd.	17, 42	
Soci, t, Standard-Hotchkiss	32	
South Africa	33	
SS Cars	18, 37	
Standard Tractor Co. Ltd.	31	
Standard-Triumph	17, 30-3, 42-3	
Stynes, R.J.	33	
Sunbeam Talbot/Motors Ltd.	17, 41, 42	
Swallow Sidecars	18	
Swift of Coventry Motor Co. Ltd.	17-18	
Taggarts (Glasgow) Ltd.	8	
Thrupp & Maberly	42	
Tilling-Stevens factory	42	
Triumph <i>see</i> Standard-Triumph		
United States	33	
Vauxhall Motors	33	
Vulcan Motor & Eng. Co.	34	
White & Poppe Ltd.	43	

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