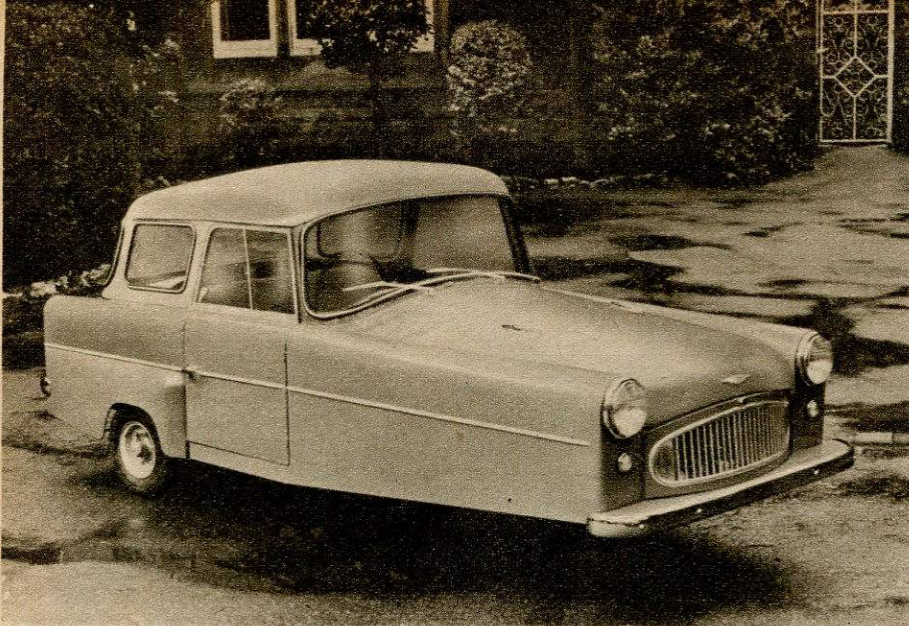


The handsome new Mk. E Saloon Coupé is built to the same weight—and price—as the touring model. A rear view appears below.

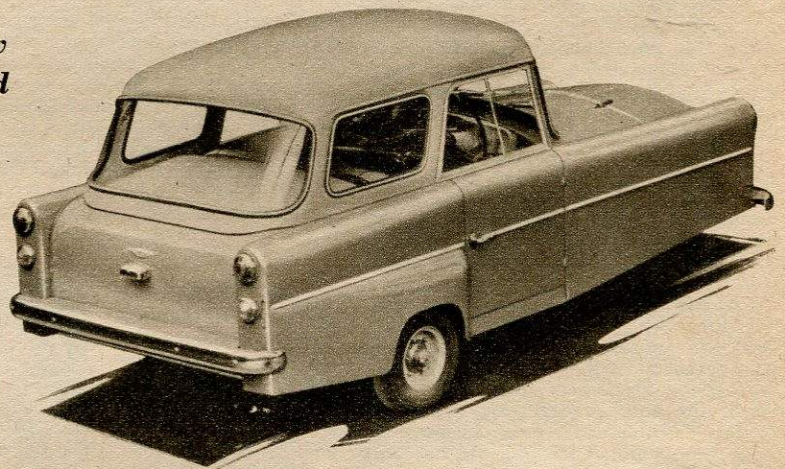


drives. The power-plant is a standard, motorcycle-type, single-cylinder, two-stroke Villiers 9E combined with a three-speed gearbox and drives the front wheel via a motorcycle-type chain. The entire assembly moves with the steering—an undoubted advantage in view of the F.W.D. employed—and enables the Minicar to turn within its own diagonal length.

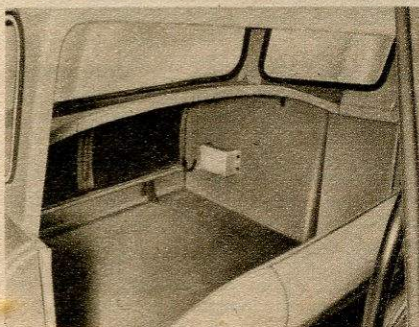
Controls are in car style, the gears being operated by a positive-stop finger-tip lever below the steering wheel. A 12v. D.C. Siba "Dynastart" electrical layout is featured, providing powerful lighting and starting and ignition. The motorcycle-pattern kick-starter, easily operated by lifting the bonnet, is retained for emergencies. Without reverse, the Minicar may be driven by the holder of a "motorcycles only" licence.

BOND PROGRAMMES FOR 1959

A 197 c.c. Scooter and a New Saloon Coupé "Minicar" Added to Ranges for Next Season



The roomy interior of the Saloon Coupé. Below is the luggage compartment, with fitting for spare wheel.



PIONEERS in the production manufacture of Bond lightweight three-wheelers and plastics-bodied scooters, Sharps Commercials Ltd., of Ribbleson Lane, Preston, Lancs, are continuing their ranges for next season basically upon the lines of the 1958 models. Principal news is the introduction of a larger version of the scooter, the P2, fitted with a 197 c.c. Villiers engine, and a full saloon—as distinct from a "hard-top"—197 c.c. Minicar three-wheeler.

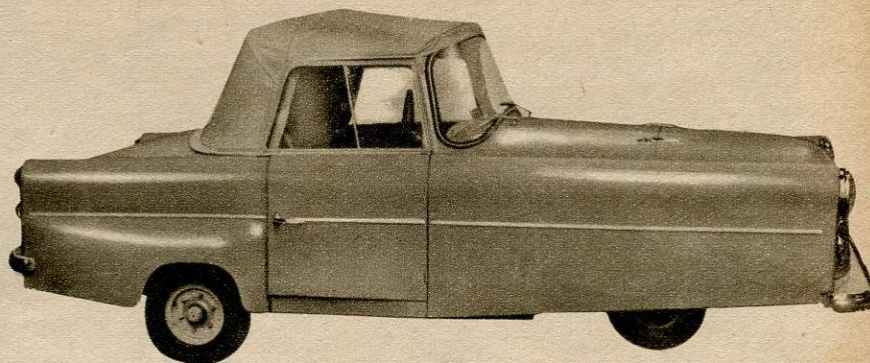
Dealing with three-wheelers first, that old favourite, the Mark D goes on into 1959 unaltered, internally or externally, but is to be offered only in family-model form, in which it fills adequately the need for cheap, 80 m.p.g., 50 m.p.h. transport for two adults and two children. For those to whom this Minicar three-wheeler is unfamiliar, it may be briefly described as having a body of stressed skin construction, pleasingly styled but having no chassis. Spencer-Moulton rubber-in-torsion Flexitor units fitted directly to the body form the rear suspension while the engine is cradled on the main tubular beam which supports the trailing arm carrying the single front wheel which it

In view of the appeal of this continued model to the family man, the plain 2-seater is no longer listed.

Introduced for the 1957 range, the two/three seater Mark E also remains unaltered, save for details, in its open tourer form. This model is distinguished from its Mark D stable-mate by its ultra-sporting lines and the use of a chassis, comprised of 18g. steel channel members. In general construction it differs considerably from the family three-wheeler although the engine-mounting, steering and mechanical features follow the well-tried Bond principles. The pack-away hood, however, has been largely redesigned, to give improved weatherproofing and the sidescreens have been modified to ensure even greater freedom from draughts.

Modern Styling

Pride of place in the programme goes to the new saloon. This new model, known as the Saloon Coupé, has a similar specification to the open three-wheeler, but embodies a full-length top in modern car styling, and fitted with a wrap-round safety-glass windscreen, in common with its contemporaries



An established model with detail improvements—the two/three seater Mk. E tourer.

The new P2 version of the Bond scooter has a 197 c.c. engine and four-speed gearbox. Claimed maximum speed is 60 m.p.h.

in the range. At the rear, the bodywork is swept down between the raised wings, carrying their tail/stop lamps and flashing indicators, and has a wrap-round rear window of exceptional scope. Like the large side-windows, it is filled with extremely tough Perspex. The two wide doors are each equipped with sliding Perspex panels which ensure adequate ventilation as well as ample side vision, as vertical pillars have been kept to a minimum to reduce obstruction to the view of driver or passenger.

Constructed in glass-fibre, the addition of the saloon body does not add to the weight of the Mark E which remains at 672 lb. for both this and the touring model.

Luggage Room

As in the case of the open model, both the driver's and the passenger's seats are adjustable fore and aft, and access to the remarkably large luggage boot is effected by both seat-backs being made to tilt. Beneath the fascia, with its instrument panel, switches, etc., is a deep, wide parcel shelf while, behind the seats, another wide shelf offers further luggage accommodation.

A feature of the new three-wheeler is that the saloon section of the body, although not detachable in the usually accepted sense is, nevertheless, readily removable for repairs

or other attention.

Despite the fact that the engine remains as hitherto, the Mark E Saloon Coupé is a very full-sized vehicle, dimensions being: overall length, 11 ft.; width, 5 ft.; height, 4 ft. 4 in. Wheelbase is 5 ft. 6 in.; track being 4 ft. 5 in.; ground clearance is 7 in. Tyre size, in common with all Bond models, remains at 8 in. by 4.00 in. with split-type disc wheels. Reversing gear is £10 extra.

Scooter Programme

The scooter programme now includes the two models, P1, of 147 c.c., and P2, of 197 c.c. In each a Villiers engine with forced-draught cooling and Siba 12-v. "Dynastart" electrical equipment and starting is mounted in a fully sprung tubular frame, and the bigger model can only be distinguished from the smaller by the fact that the fan is on the opposite side, although this cannot be observed externally, as chromium-plated air-grills, identical in pattern, are fitted on each side of each model. A speed-claim of 60 m.p.h. with fuel consumption of 90 to 95 m.p.g. is made for the P2, which has a four-speed gearbox.

Certain modifications have been made to the P1 which are also embodied in the 197 c.c. model. These include a new-pattern dual seat, upholstered in Vitafoam

rubber covered with Lionide and built on to a pressed-metal pan, side-hinged and secured with a substantial spring-loaded plunger. The centre stand, notable for its ease of operation, has been strengthened and the fastenings of the detachable, glass-fibre body side panels have been modified to prevent distortion. The coin screws are now fitted at the forward ends, the rearward ends being held by clips. Made for the Bond, the windscreen is now fitted to the handlebar, with which it turns.

More positive operation of the double-pedal gear change has been attained by using a shorter, stiffer cross-tube, carrying the main rocker spindle. A stiff coil spring is interposed between the rocker and the end of the tube to take up sideplay, and grease nipples are provided to ensure adequate lubrication of this and the rear brake pedal-spindle.

New Finish

A new synthetic paint has been specially developed for the Bond concern and this appears on the new models in colours to choice. It is stated to possess extremely hard-wearing qualities and to provide a much higher gloss than earlier finishes.

Held by clips to the main tubular frame, a rear carrier is now available at £3 17s. 6d. extra, finished in chromium plate and embodying an anchorage for a spare wheel.

**A ROAD IMPRESSION OF THE
"MINICAR" SALOON COUPÉ
APPEARS ON PAGE 609**

SPECIFICATIONS AND PRICES

SCOOTERS

Model	Type	Capacity c.c.	Comp. ratio	b.h.p. at r.p.m.	Suspension		Gear ratios	Dry weight	Fuel tank capacity	Wheel- base	Ground clear- ance	Seat height	Basic price	Total inc. P.T.
					Front	Rear								
P1 scooter	...	148	7.75:1	6.3/5,000	LL	SA	5.7, 7.16, 14.4	lb. 262	gal. 2½	in. 52	in. 5½	in. 28	£ 148 0 0	£ 184 12 6
P2 scooter	...	197	7.25:1	8.5/4,500	LL	SA	4.5, 5.7, 8.0, 13.3	272	2½	52	5½	28	160 0 0	199 12 0

Extras (prices include P.T.): Windscreen, £6 17s. 6d.; luggage carrier, £3 17s. 6d.; spare wheel, £5 5s.; cover, £1 5s.

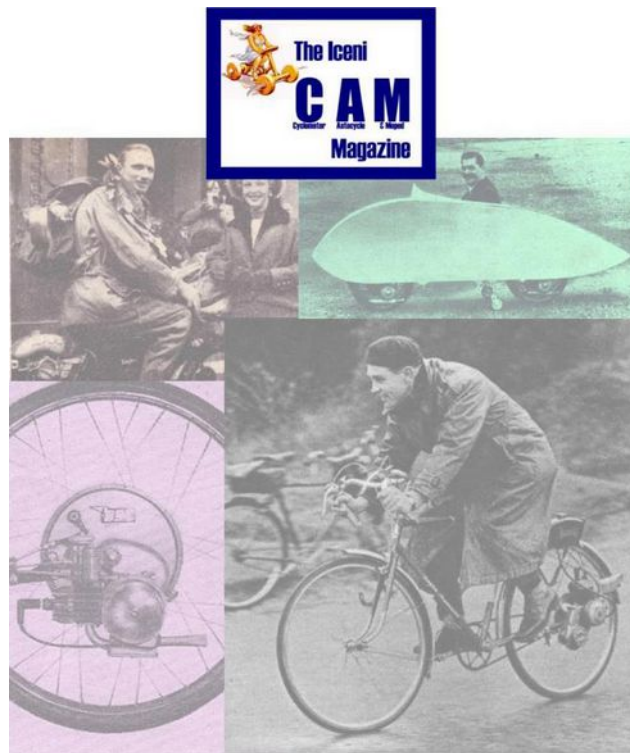
THREE-WHEELERS

"Minicar" Mk. D	t.s.	197	7.25:1	9/4,500	TL	TL	4.8, 8.0, 15.4	520	2½	66	7	—	266 12 1	335 5 3
"Family Safety" de Luxe	t.s.	197	7.25:1	9/4,500	TL	TL	4.9, 6.8, 11.0, 15.9	672	3½	66	7	—	302 0 0	379 13 9
"Minicar" Mk. E	t.s.	197	7.25:1	9/4,500	TL	TL	4.9, 6.8, 11.0, 15.9	672	3½	66	7	—	302 0 0	379 13 9

Alternative specifications: All models with reverse gear, £10 (inc. P.T.). Extras include: Spare wheel, £5 5s. (inc. P.T.).

Abbreviations: t.s.—two-stroke; LL—leading link; TL—trailing link; SA—swinging arm.

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