



A SMALL French concern, the Derby company, produced usually interesting cars from the mid-Twenties to the mid-Thirties.

The largest cars built featured a front-wheel-drive transmission. The finest example was the 1932 f.w.d. 2-litre V-8 on a 118" wheelbase chassis. It was well-engineered with a compact, quickly removable engine and front axle assembly. The engine featured side inlet valves and overhead exhaust valves, arranged contrary to the current F-head design.

Both camshaft and crankshaft were strong and short, almost vibration-proof. Two Solex carburetors supplied the mixture. Transmission provided four speeds forward (two silent) and was shifted from the dashboard. The front axle, of the wing type, was remarkable; two large channeled suspension arms, swivelled on the transmission housing, enclosing the two propeller shafts fully, and the universal joints as well. The rear axle also was the swing-axle type with independent suspension. Both steering and mechanical brakes were excellent.

Low bodies gave a luxury appearance to the Derby, but the factory did not survive the world-wide depression and closed in 1934.

Derby cars always were regarded as interesting. A Derby-rebuilt Miller (modified f.w.d.) for years held the Montlhery lap record at 144.5 m.p.h.

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There was a neat look to the 1933/34 Derby V8 chassis. Note the swing axle suspension all around, employing only one casting for all four units.

Below: 1933 Derby V8; This Body was known as the "Special Coach".

Sketch shows how the propeller shafts of the 1933 Derby V8 ran through the hinged suspension arms.

