

W. A. BLYDENSTEIN  
Primrose House  
Clarence Lane  
Kendon S.W. 15

24/8/62

Mr. Oscar Marcolongo  
Salguero 3026  
Buenos Aires  
Argentina

Dear Mr. Marcolongo,

Thank you for your letter which I received today. I remember well meeting you at the Borgward factory.

I do feel that you misunderstood Mr. Völker, because it was on the 6 cylinder engine that I got 120 HP.

My own TS engine was tested at the factory and gave 85 HP at the back wheels. This means that the engine was producing 97 HP and my top speed at Spa in Belgium was 180 kph. Late last year I constructed a better

camshaft which gave the engine a power of 103 HP.

It is not possible to tell you in a letter what the modifications are. I have, therefore, made two drawings and two pages of descriptions which describe everything I have done.

These drawings and descriptions are for sale and cost £10 as you will see from my brochure.

The camshaft will take 2 weeks to make and will give even a standard car + 5 HP. This camshaft can be sent to you for £30.

Please let me have your cheque and I shall send you what you require by return post.

Yours sincerely

W. J. de Vries

## BERGWARD ENGINE CONVERSIONS.

Due to an increasing demand for the Blydenstein Conversion outside the United Kingdom, it has been decided to offer full details of this Conversion on a "do it yourself" basis. In England the Conversion is being sold over the counter by Metcalfe & Mundy (Services) Ltd., the Bergward stockists. It takes the form of an exchange of parts; the customer exchanges his cylinder head and inlet manifold for the modified ones. Obviously, this exchange system cannot be extended to other countries, the sending to and for of the various parts would be too time consuming and expensive.

### BLYDENSTEIN CONVERSION.

What does the Conversion do? Broadly speaking the Stage 1 gives an extra 10 horsepower. The Stage 2 and 3 (for 75 and Coupe only) give 13 and 22 extra horsepower respectively, - not so very much one might say. Maybe, but it is difficult to improve on an already very efficient design. What is more, the fuel economy at constant speeds are slightly improved over those of the standard engine. This, believe it or not is rather unusual when many Conversions, tuned crudely for power only, can increase the fuel consumption by as much as 70%.

### RACING EXPERIENCE.

Another advantage is that all the standard parts are retained. No extra complication is added. This has incidentally, been entirely due to the racing experience of the writer; three years of it. It so happens that the international rules laid down for Touring Car Racing by the F.I.A. specify that all parts must be immediately identifiable as the standard product. Only machining or polishing of these standard parts is allowed.

The 1954 Isabella owned by the writer has won many international races both in it's class and outright. In 1960 the old girl won the B.A.R.C. Cibie Cup for Touring Cars. In May 1961 with the odometer registering 180000 kilometers she won the Spa Grand Prix for cars up to 1600 cc in Belgium. This was a rousing victory which set a new race record of 92.8 mph (149 kph) over 8 laps of the magnificent Spa Circuit. The nearest the 'hot' Alfa Romeos got was second place, 40 seconds behind. The Volvos and Rileys were over a minute behind. After 3 years and 50 races, Isabella has had only one mechanical failure, that of a rear axle universal joint which had covered 160000 kilometres.

Development goes on. A 24 mm anti roll bar is marketed in England and shortly a "hot" camshaft will follow. \*

### HOW IS IT DONE?

The actual work involved in effecting a conversion is as follows. The head has to be machined on a vertical milling machine. This is a two hour job and is best carried out by your local engineering firm. The remaining work is extensive hand work with an electric drill and rotary burrs, files and emery paper. A drawing will give the shape of five templates required for the forming of ports, combustion chambers etc. Full details of fitting will accompany the drawing.

### PRICES.

The prices of drawings and descriptions are:-

Suspension modifications		£2. 0. 0.
Isabella or Kombi	Stage 1	£5. 0. 0.
T S or Coupe	Stage I	£5. 0. 0.
T S or Coupe	Stage II	£5. 0. 0.
T S or Coupe	Stage III	£10. 0. 0.

\* Camshaft fully modified costs £30-0-0  
This camshaft will give +5 BHP

Please note that the Stage III is a full rally or race conversion. Once this has been carried out it is not possible to return the engine to standard form if this be wanted.

It is pointed out that for Stage III stronger valve springs can be obtained from:

Metcalf & Mundy ( Service ) Ltd.,  
8, Bramber Road,  
London, W.14.  
£2. 15. 0. post paid.

This Conversion requires not only the stronger valve springs but also special Solex carburettor parts and a very special gasket, .6 mm Reims Super Special obtainable from the makers in Germany or from ~~Metcalf & Mundy~~ ~~(Service) Ltd.~~ *stock at* CHILLCOTT'S, LTD.  
80 NEWLANDS ROAD, LONDON S.E.26

However, if you want to beat the Alfas and Volvos this is the only Conversion which will do so with reasonable consistency.

When ordering, should you decide to order, please observe the following conditions:-

- a) State octane value of the best petrol available.
- b) Include a cheque for a bank in this country, ~~or alternatively remit direct to~~

~~Messrs. F.W. Hyltonstein & Co.,~~  
~~55, Threadneedle Street,~~  
~~London, E.C.2.~~

Please send all queries, orders etc., to the writer at the following address.

Primrose House,  
Clarence Lane,  
London, S.W.15.

February 1962.

W.H. Hyltonstein.