

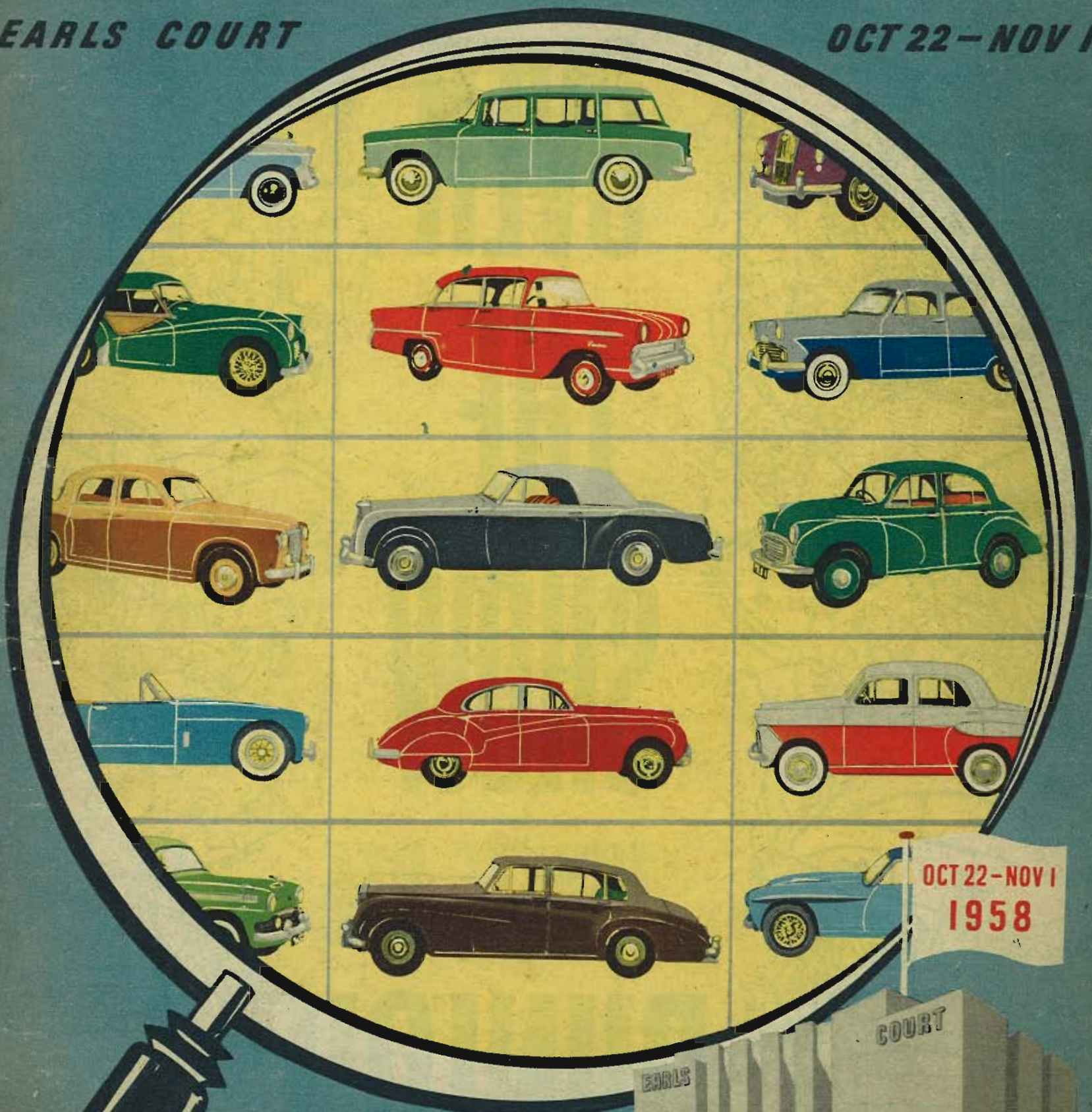
**DAILY MAIL**

*REVIEW OF THE 1958*

# MOTOR SHOW

*EARLS COURT*

*OCT 22 - NOV 1*



**OCT 22 - NOV 1  
1958**



HUNT

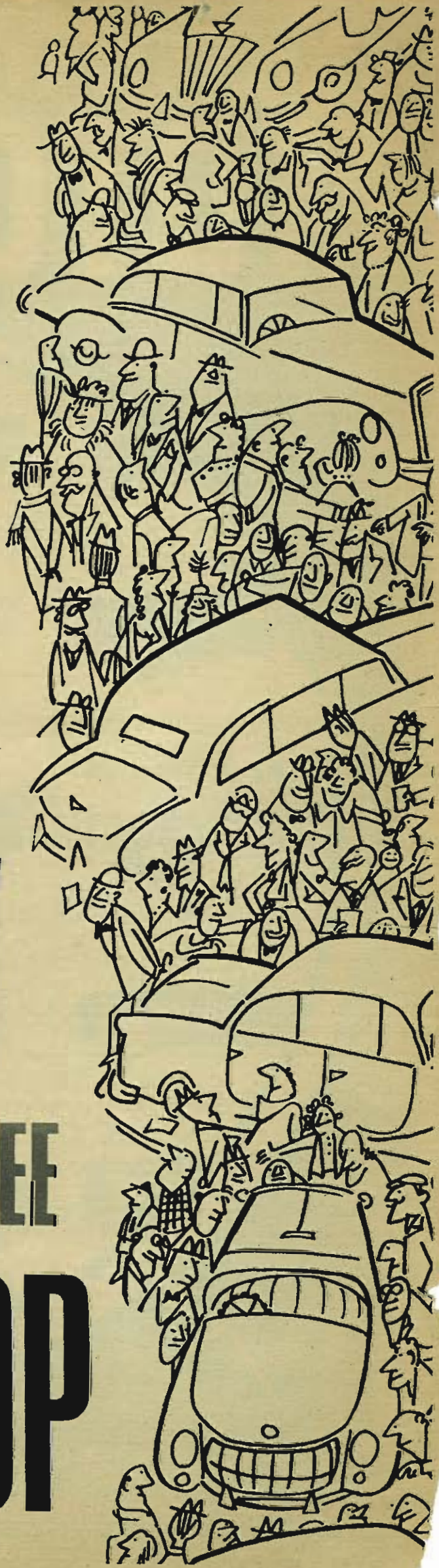
**1959 CARS • COACHWORK • CARAVANS • ACCESSORIES**

**A DAILY MAIL PUBLICATION**

**1'6**



**ALL  
OVER  
THE  
SHOW  
YOU'LL SEE  
DUNLOP**



*• The tyres fitted by the majority of British car manufacturers as standard equipment*

# DAILY MAIL REVIEW OF THE 1958 MOTOR SHOW

## A YEAR OF RISING PRODUCTION

Mr. Stanley Clark, Chief Executive of the Society of Motor Manufacturers and Traders, has written this article specially for the "Daily Mail" Review of the Motor Show.

THE year represented by this 1958 Motor Show has, for British motor manufacturers, been one of high level trade and rising production.

During the first half of the year, in fact, the figure of over a quarter of a million cars exported from January to June constituted an all-time record for any six-monthly period.

All this, of course, is not fortuitous. Careful planning has been necessary, particularly in the sphere of after-sales service, to achieve such results. Today the British car is not only renowned for the finest performance compatible with



S. E. Clark, Esq., O.B.E.

economy and crisp, modern styling, but also for the excellent and ever-improving service facilities which are provided today by our industry and which make ownership of a British car in any part of the world not only a pleasure but a sound, practical proposition.

Once more, at this year's Motor Show, exhibits occupy a record area of display space, bringing together all the latest British models and their overseas competitors, and a splendid array of caravans, motor boats, accessories and components and garage equipment.



## MESSAGE FROM THE PRESIDENT OF THE S.M.M.&T.



Mr. Reay Geddes

THE "Daily Mail" Review of the Motor Show is on the bookstalls once again to bring to its readers, in its own popular and easy style, the world's top ranking annual Motor Show.

This annual publication, catering for the wide appeal of the Show itself, contains a miscellany of news, views and pictures about the exhibits at Earls Court with informative supporting feature articles.

I wish every success to the 1958 edition.

## THE MOTOR SHOW OCT. 22nd — NOV. 1st

### Prices and times of admission to Earls Court

Times.—Open daily (except Sundays) 10 a.m. to 9 p.m.

Prices.—October 22 and 28: Before 5 p.m., £1; after 5 p.m., 10s.

All other days, including Saturdays—Before 5 p.m., 5s.; after 5 p.m., 2s. 6d.

### VISITORS FROM OVERSEAS

A special service is available for overseas visitors. On production of their passports at the Overseas Visitors' Reception Bureau they obtain free admittance. Those connected with the Motor Industry overseas are also provided with a Catalogue, Buyers' Guide, and a Badge commanding the special attention of Exhibitors, together with the exclusive use of a comfortably furnished lounge, staffed by members of the Society's Overseas Department, and a Corps of Interpreters.

## CONTENTS

	Page		Page
THE PESSIMISTS WERE WRONG		SPECIAL COACHWORK	
by Courtenay Edwards . . . . .	5	by A. G. Douglas Cleese, B.Sc., A.M.I.Mech.E. . . . .	45
TECHNICAL TRENDS		CARS FROM OVERSEAS	
by A. G. Douglas Cleese, B.Sc., A.M.I.Mech.E. . . . .	6	by Gordon Wilkins . . . . .	46
REVIEW OF THE 1959 CARS		CARAVANS FOR 1959 . . . . .	48
by Dennis May . . . . .	8-44	REVIEW OF ACCESSORIES . . . . .	51
COLOUR FEATURE		THE FEMININE TOUCH	
British Car Successes, 1958 . . . . .	28-29	by Jean Street . . . . .	53
		THE MARINE SECTION . . . . .	54

*the latest expression of the Austin line*



**AUSTIN A.40 THE MOST ADVANCED SMALL CAR OF TODAY**

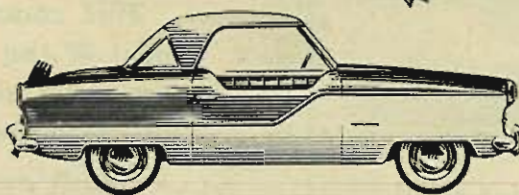


The new A.40 is more than the most important small car development in the British motor industry: it is a pointer to future design the world over. Most people recognise that the next few years will see sweeping advances in all cars. Austin believe that their own

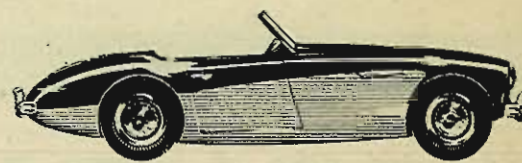
future developments will win them world leadership. The new A.40 is the first of these projects to go into production. It has been hailed everywhere as the most advanced small car of today. Price: £676 7s. tax paid. De luxe saloon £689 2s. tax paid. Many extras available.



AUSTIN HEALEY SPRITE £668.17s. tax paid



METROPOLITAN 1500 From £749.2s. tax paid.

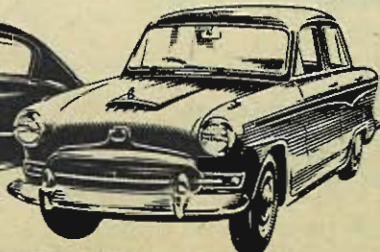


AUSTIN HEALEY 100-Six £1226.17s. tax paid.

PRINCESS From £3226. 7s. tax paid



A.95 From £1034.17s. tax paid.



VANDEN PLAS A.105 £1475.2s. tax paid.



A.55 From £808.7s. tax paid.



A.35 From £569.17s. tax paid.



BUY **AUSTIN** AND BE PROUD OF IT

THE AUSTIN MOTOR COMPANY LIMITED  
LONGBRIDGE • BIRMINGHAM



# “The Pessimists Were Wrong”

Writes **COURTENAY EDWARDS**,  
Motoring Correspondent of the Daily Mail

**F**OR months now the pessimists have been saying “It can’t possibly last”. They were wrong. The British motor industry has gone on, past all expectations, building more and more cars and selling more and more of them abroad.

It really has been a boom year for the car-building firms of Coventry, Birmingham, Oxford, Dagenham and Luton. Magnificently led by the Big Six—Austin, Nuffield, Ford, Vauxhall, Rootes and Standard—who are responsible for 95 per cent of Britain’s car output, the industry has almost made a monthly habit of breaking production and export records.

### A Record Year?

I write before the August figures are available, but it looks as if 1958 will be a record year for both production AND exports. In the first six months of the year we built 550,669 cars at an average weekly output of 21,180.

So far, the record year for car production was 1955. In the first six months of that year we built 460,740 cars. That is nearly 90,000 fewer than the output for the first half of 1958.

It certainly looks as if this year we shall see the industry’s car output pass the million mark for the first time. The export picture is correspondingly bright. We look like selling many more cars abroad this year than last, when the industry achieved record export figures.

Last year 426,272 cars were exported out of a total output of 860,842. That is close on 50 per cent. It was the first time the industry had exported more than 400,000 cars in a single year, the previous best 12 months being 1950, when 398,302 cars were sold abroad.

This is how the British production and export figures compare for the first six months of the past two years:

	Production	Exports
Jan.-June, 1957	388,572	204,946
„ 1958	550,669	250,883

### The Dock Strike

So far this year the industry as a whole has been relatively free from labour troubles, the main exception being the strikes at various body-building plants.

In June the London dock strike held up thousands of export cars, but the industry was able to catch up on the backlog in July. This helped to boost that month’s exports to the record figure of 50,200 cars.

As the Motor Show approached, many hard-headed business men expected almost daily to hear news of a general cut-back in production. For this is the season which traditionally produces the deepest ‘valley’ in the sales managers’ charts. It has been customary over the

years for motorists to stop buying new cars in the weeks immediately preceding the Show. They preferred to wait to see what the new models were like.

But the pattern is changing. The great British Motor Corporation, which supplies the home market with nearly 45 per cent of its cars, has taken the lead in a policy of refusing to ‘save up’ new models for the Show.

### Modernisation Programmes

The continuing expansion of world demand for cars has justified up to the hilt the British motor industry’s courage and foresight in investing a total of some £150,000,000 in modernisation programmes designed to give greater and more efficient productive capacity.

The percentage of total output sent abroad by the British industry continues to grow. It rose from 43½% in 1955 to 47½% in the following year and to 49½% in 1957. And it looks as if the 1958 percentage will soar well past the 50% mark.

Yet I doubt if people like Sir Leonard Lord, Sir Patrick Hennessy and Sir William Rootes are really satisfied with Britain’s share of a constantly growing world market. A study of the Society of Motor Manufacturers’ own figures reveals the disturbing fact that since 1950 Britain’s share of world exports has fallen all the time: from 55% in 1950 to 30% last year.

### Germany’s Exports

While Britain’s share has declined, Germany’s has expanded. Like this:

	U.K.	Germany
1950	398,302 (55.3%)	68,905 (9.6%)
1952	309,832 (44.1)	102,689 (14.6)
1954	373,714 (39.6)	246,537 (26.2)
1955	390,703 (33.7)	344,463 (29.7)
1956	337,052 (28.8)	413,352 (35.4)
1957	426,272 (29.8)	515,882 (36.1)

It will be noticed that Britain arrested the decline last year. It is also obvious that Germany’s recovery is levelling off. Which are Britain’s best foreign markets? The U.S. comes right at the top of the list, followed by South Africa, Canada, Australia, New Zealand and Sweden.

Last year we sold 94,867 cars to the U.S. Their value was £39½ million. That was a big jump on 1956, when the figures were 38,205 and £17,025,000. We have done even better this year. In the first six months of 1958 we sent 57,843 cars to the U.S. compared with 30,597 in the first half of 1957.

### European Market

It was a fine performance, for the fight for sales in the U.S. is a grim business. Germany, France, Italy and Sweden are all using high-pressure salesmanship to push their Volkswagens, Renault Dauphines, Fiats and Volvos.

Last year 206,691 foreign cars were sold in the U.S. The estimate for 1958 is 400,000. This is how the growing market has been shared by the European manufacturers over the last three years:

Year	U.K.	Germany	France	Italy	Sweden
1955	25,053	32,050	1,142	165	—
1956	32,317	58,356	4,965	872	1,627
1957	76,982	85,771	29,152	6,434	8,147

The number of foreign cars sold in the U.S. today is still only a small percentage of total car sales in that country, whose own automobile industry turned out 5,700,000 cars last year (7,200,000 in 1955, their peak year). Yet it is obvious that the Big Three—Ford, General Motors and Chrysler—have already given a great deal of thought to this significant market trend. Reports from Detroit suggest that both General Motors and Ford have plans for a smaller car and the Chrysler Corporation has openly stated it is preparing to enter the small car field.

### Smaller Cars

But I am convinced these ‘small’ U.S. models, if and when they arrive, will still be a lot bigger than the average European model. They will be more comparable, in size, to the Rambler, a relatively compact car built by one of the smaller independent U.S. firms. The sales of this car have jumped in harmony with those of the European models.

It remains to be seen whether smaller American models will ever oust the still smaller European cars. The question is, will they be small enough to satisfy those American motorists who run small European cars because they are cheap to buy, easy to park and economical to operate? And what about the novelty value—call it snob appeal if you like—

of owning a vest-pocket-size foreign sedan?

If, for any reason, British car sales in the U.S. took a sudden plunge, it would be a serious matter for the industry. It is to be hoped that sales directors have not been so mesmerised by their dollar earnings that they have neglected other parts of the world.

### U.K. Share Falling

Europe, for example. Here, in the world’s most rapidly expanding market, the U.K. share of total exports to European countries seems to be falling sharply all the time. In their latest review of the motor business the ‘Economist’ Intelligence Unit points out that the development of freer trade in Europe is bound to increase the demand for cars still further. It states: “If the U.K. industry cannot increase its share of the European market, its share of the total volume of world trade in vehicles will continue to decline.”

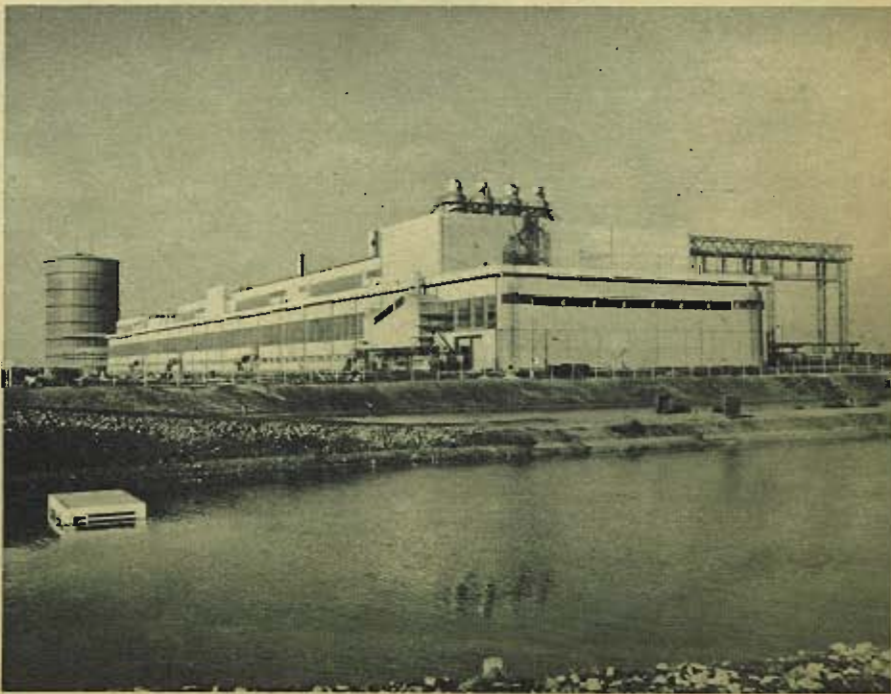
The top people of the motor industry will go to Earl’s Court deploring the continuance of the 60% purchase tax, the wage-fixing policy of the engineering unions and other problems.

But they will not be lacking in determination, in spite of all their handicaps, to sell more and more British cars throughout the world.

The current Motor Show provides evidence that the industry’s outlook is becoming bolder and less hidebound by its old conservatism.

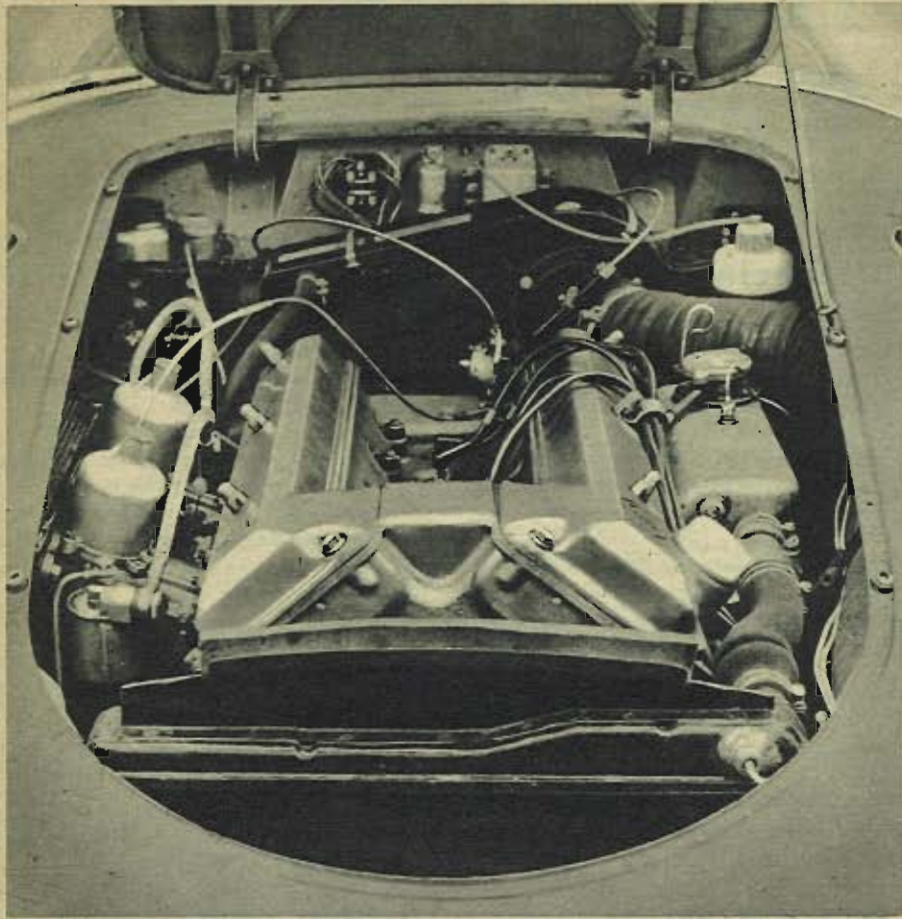
### Looking Ahead

New designs now taking shape in secret in the back rooms of the industry give an assurance that this more imaginative approach to automobile design will be reflected even more excitingly in the Motor Shows that lie ahead.

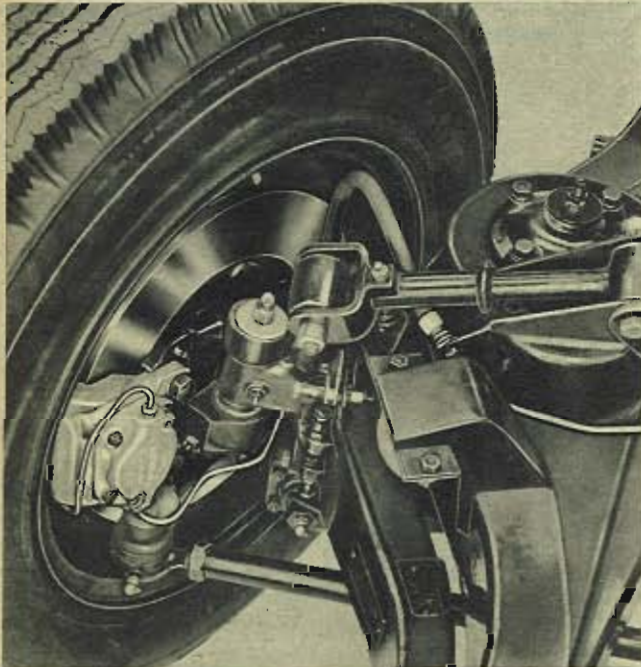


Ford’s new £7,000,000 Thames foundry.

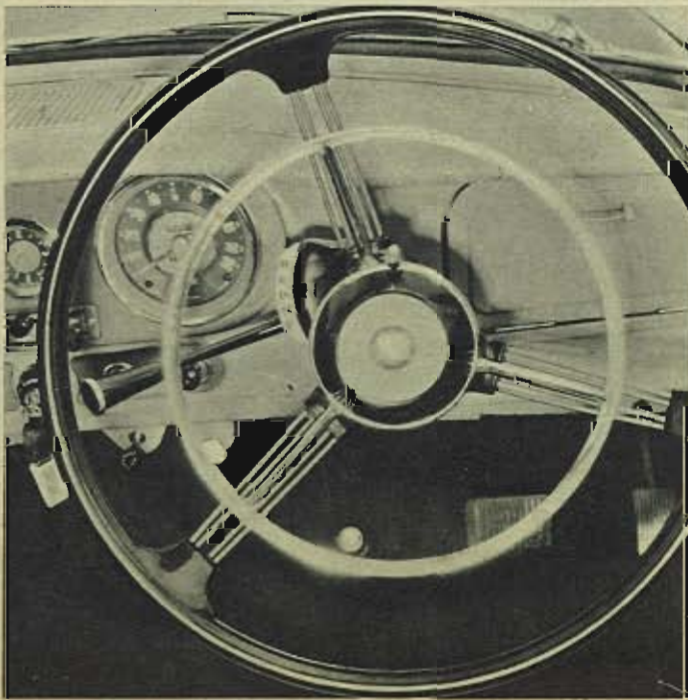
## TECHNICAL TRENDS



The polished aluminium camshaft covers distinguish the engine of the M.G. "Twin Cam." At left are the twin H.6. S.U. carburettors and at right is the radiator header tank.



The front suspension of the Daimler Majestic, showing the Dunlop Disc brake.



Borg - Warner selector lever and quadrant for automatic transmission.

# The Search for More Power Continues . . .

says

**A. G. Douglas Clease, B.Sc., A.M.I.Mech.E.**

CAR design is largely based on accumulated experience and technical knowledge. It is influenced by extraneous factors, such as economic conditions, but their effect on it only becomes apparent slowly, because it takes at least two years to initiate and develop a new model.

Design, in fact, evolves gradually and tends to follow well-defined trends. Thus British manufacturers continue to rely on four-cylinder-in-line engines for small cars. Their medium-sized models may have four or six cylinders, depending on the degree of refinement provided, and the few large cars have six cylinders. There are exceptions, and the small runabouts favour two-cylinder two-stroke engines.

## International Trends

Continental practice is similar, although in France heavy taxation virtually restricts engine size to 2½ litres, and there are only two well-known cars with more than four cylinders. In the U.S., eight cylinders set in banks of four at 90 degrees, and having a total capacity of 5 or 6 litres, are almost universal.

Certain technical trends are international. Thus greater specific power is still being sought by the use of overhead valves, by higher compression ratios, by better 'breathing' through larger valves and multiple carburettors, and by increased engine speeds. Compression ratios range from 6.2 to 1 up to 10 to 1, an average value being about 8 to 1. Maximum power may be developed at only 4,000 r.p.m. or at as high a speed as 6,700 r.p.m.

Material specifications are improved to cope with the increased power. Bearings may be indium-coated copper-lead, and exhaust valves may have heat-resisting, hard faces.

Valve operation is usually by push rods and rocker arms from a single cam-

shaft in the crankcase, but for high performance engines the trend is towards twin overhead camshafts. Desmodromic valve gear, in which the valves are closed mechanically instead of by springs, has been used for racing cars but is unlikely to be adopted for production models.

The trend towards 'square' engines, in which bore and stroke are approximately equal, continues but is less pronounced.

Petrol injection is not yet a serious challenge to the carburettor on European production cars, because of the high cost of the equipment, even if two, or in a few cases three, carburettors be used. But on the large American V-eight engines, fed by two duplex carburettors of some complexity and cost, it competes on more even terms.

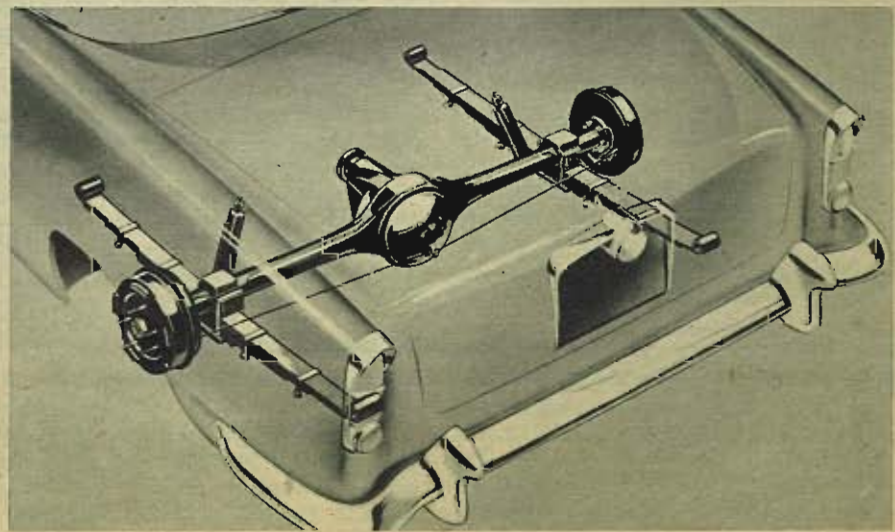
In the transmission of power the automatic gearbox is gaining favour, with two-pedal control of an orthodox synchromesh gearbox as a corresponding refinement on smaller cars. When a normal gearbox is retained, its control may no longer be on the steering column but in a central floor-mounted position.

The most used suspension system continues to be independent for the front wheels, by coil spring or torsion bar and wishbone links, with half-elliptics for the rear axle. But there are movements towards other forms. Pneumatic systems which maintain a constant floor height, and rubber in torsion, are possibilities of the future.

## Power Assistance

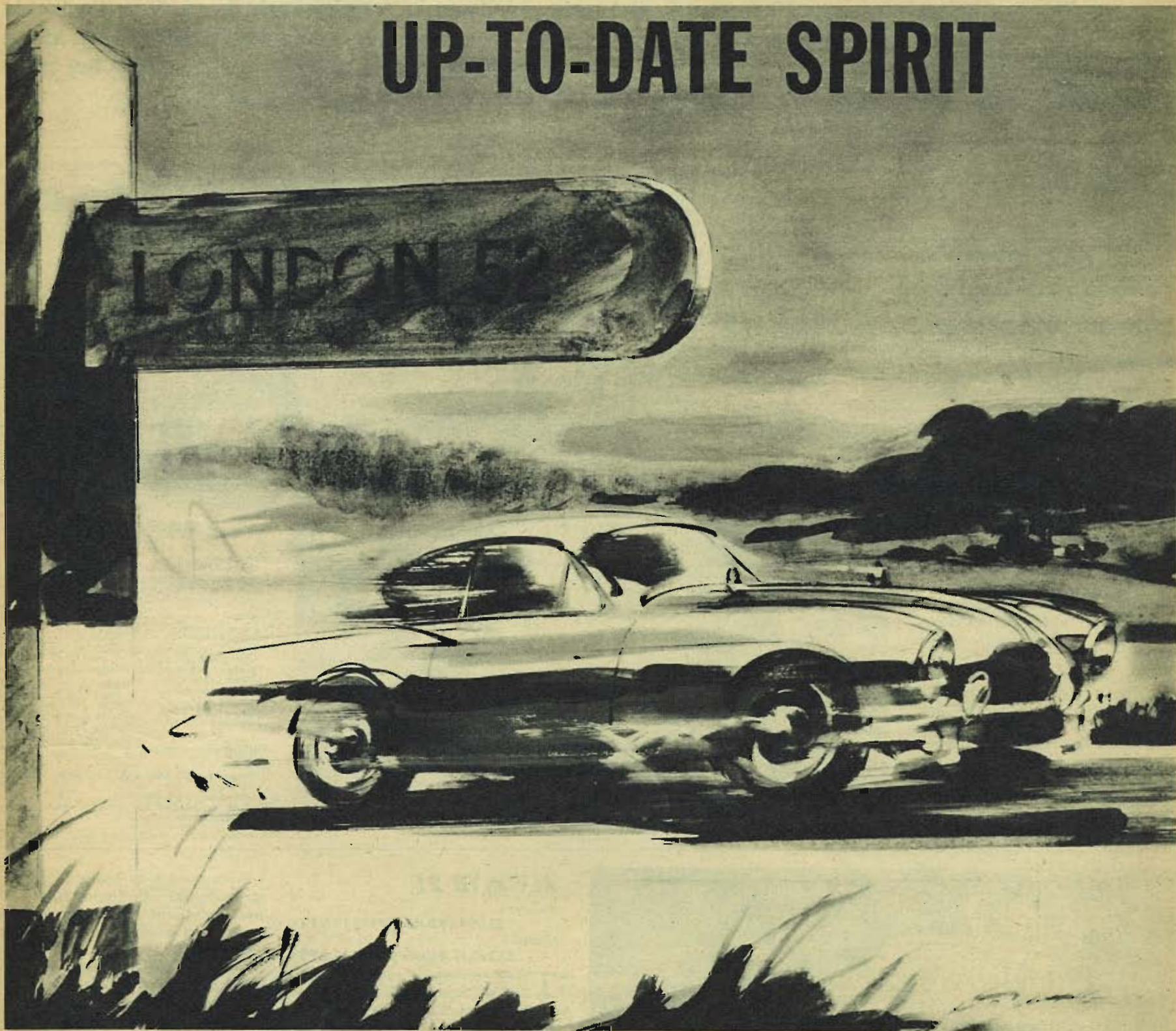
In steering systems the rack-and-pinion increases in popularity. Power-assisted steering makes manoeuvring easier for the larger and heavier cars. Power assistance for brake application also figures on these, and the disc brake slowly gains favour on large and small cars alike.

Half-elliptic rear springs slung beneath a rigid axle casing, as on the Humber Hawk, are not yet seriously threatened by independent suspension.



# TODAY'S MOST

# UP-TO-DATE SPIRIT



Super National Benzole Mixture combines the extra drive of top-grade petrol with the mighty boost that only Aromatics give. It's today's most up-to-date spirit, specially made for the modern car.

And tomorrow? Whatever the shape of tomorrow's cars, you can bet your last gallon that National Benzole will be ready with the right-size fuels for them too.



*For high-Aromatic motoring*

# GO SUPER NATIONAL BENZOLE

# ABC GUIDE TO THE 1959 MODELS



Dennis May

HERE and on the following pages are descriptions and technical details of a great range of British cars which can be seen at Earls Court. This illustrated survey, arranged in alphabetical order, has been compiled by Dennis May. At the time of going to press, prices and details were checked for accuracy, but there can be no guarantee that changes have not occurred since then.

## A.C. ACE SPORTS TWO-SEATER

**Ace Engine :**

£1,783.7.0 (incl. £595.7.0 P.T.).

**Bristol Engine :**

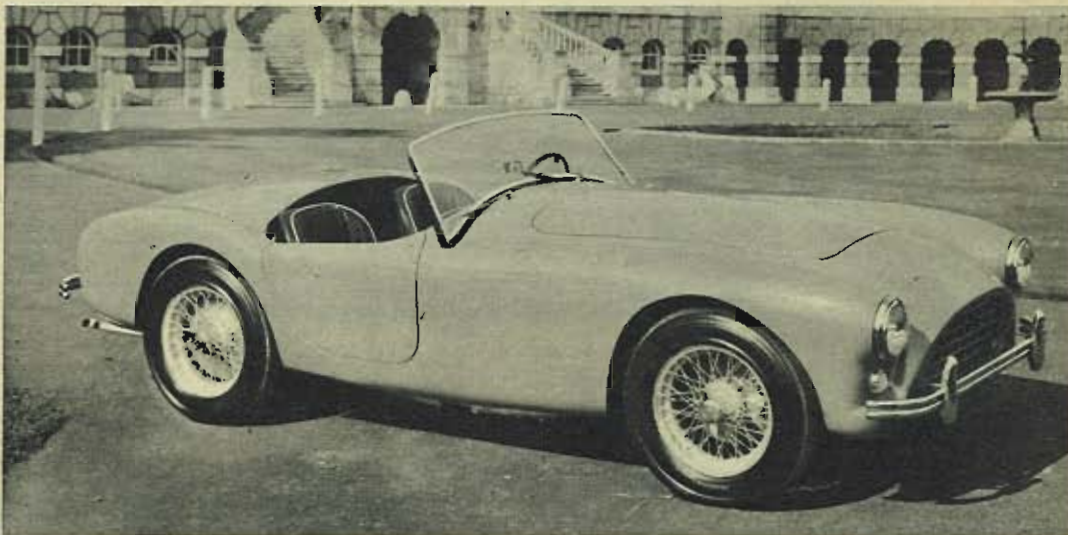
£2,165.17.0 (incl. £722.17.0 PT).

STILL one of the very few standard British cars with independent springing all round, the Ace is renowned both here and in America for leech-like road holding and cornering power *par excellence*. The same applies to its sister model, the hard-top Aceca coupé, in which the tubular chassis structure is carried right up into the roof. Neither type shows any change for 1959.

Weight is kept unusually low for a car of 2-litre capacity by the use of light-alloy body panelling and an aluminium engine block and cylinder head; the latter has been an A.C. feature for over thirty years. The alternative and more powerful engine, by Bristol, features triple down-draught carburettors and hemispherical combustion chambers with the fully inclined valves operated by simple pushrods on the inlet side and an arrangement of primary and secondary cross-over rods to the exhaust valves.

Disc brakes are one of the optional extras. All A.C.s have wire wheels with centrelock attachment.

Right: The sports two-seater and below, the Aceca hard-top. Both models are available with either A.C. or Bristol engine.



### TECHNICAL DATA (Ace Engine)

**Performance :**  
Average Fuel Consumption: 20-25 m.p.g.  
Top Speed: 97.5 m.p.h.

**Suspension :**  
Front: Ind. Trans.  
Rear: Ind. Trans.  
Shock Absorbers: Armstrong telescopic.

**Engine :**  
No. of Cylinders: 6.  
Bore: 65 mm.  
Stroke: 100 mm.  
Cubic Capacity: 1,991.  
Brake horse-power: 90.  
Valves: O/h. Cam.  
Compression ratio: 8 to 1.  
Carburettor: 3 S.U.  
Ignition: Coil.

**Overall Dimensions :**  
Length: 12 ft. 7½ in.  
Width: 4 ft. 11½ in.  
Height: 4 ft. 1 in. (hood raised)  
Ground Clearance: 6 in.

**Track :**  
Front: 4 ft. 2 in.  
Rear: 4 ft. 2 in.

**Wheelbase: 7 ft. 6 in.**  
**Turning Circle: 34 ft.**  
**Dry Weight: Approx 15 cwt.**

**Fuel Capacity: 13 galls.**

**Gear Box :**  
Overall ratios: 3.64, 4.98, 7.21, 12.34 (others to choice).  
Lever Position: Central.  
Laycock de Normanville overdrive, optional extra on all models.



These two views of the stylish new Alvis saloon show the bold frontal treatment and the 'long-low' look.

## ALVIS TD 21

**Saloon :**

£2,993.17.0 (incl. £998 17.0 PT).

**Coupé :**

£3,293.17.0 (incl. £1,098.17.0 PT).

THE time-tested Alvis 3-litre chassis forms a platform for two newly styled and striking cars, a sports saloon and a convertible, both with bodies designed by Graber, the leading Swiss specialist, and executed by Park Ward. The latest Alvises are about a hundredweight lighter than their TC.108/G predecessors and have Smith's air-conditioning units fitted as standard.



Features of both bodies are separate front seat adjustment, large window areas, and segregation of the spare wheel from a spacious luggage boot.

Control of the straightforward four-speed gearbox, which has synchromesh on the upper three ratios, is by a neat central lever. A choice is offered between disc wheels with tubeless tyres or centrelock wire wheels with tubed tyres. There is a dash-controlled reserve supply of fuel, the tank capacity being 14.3 gallons. Chassis layout and dimensions are the same as for the superseded TC.108/G.

### TECHNICAL DATA

**Performance :**  
Average Fuel Consumption: 25 m.p.g.  
Top Speed: Over 100 m.p.h.

**Suspension :**  
Front: Independent.  
Rear: Semi-elliptic.  
Shock Absorbers: Armstrong telescopic.

**Engine :**  
No. of Cylinders: 6.  
Bore: 84 mm.  
Stroke: 90 mm.  
Cubic Capacity: 2,993.  
Brake horse-power: 104 at 4,000.  
Valves: O/h.  
Compression ratio: 8.0 to 1.  
Carburettor: Twin S.U.  
Ignition: Coil.

**Overall Dimensions :**  
Length: 15 ft. 8½ in.  
Width: 5 ft. 6 in.  
Height: 5 ft. 0 in.  
Ground Clearance: 7 in.

**Track :**  
Front: 4 ft. 6½ in.  
Rear: 4 ft. 6½ in.

**Wheelbase: 9 ft. 3½ in.**  
**Turning Circle: 39 ft. 6 in.**  
**Dry Weight: 28 cwt.**

**Fuel Capacity: 14.3 galls.**

**Gear Box: Synchro.**  
Overall ratios: 3.77, 5.01, 7.20, 11.57.  
Lever Position: Central.

ARMSTRO  
SIDDELEY  
STAR SA

£2,645.

TECH

Performance :  
Average Fuel Con-  
sumption: Not state  
Top Speed: Not s

Engine :  
No. of Cylinders  
Bore: 97 mm.  
Stroke: 90 mm.  
Cubic Capacity:  
Brake horse-pow  
165 at 4,250 r.p.  
Valves: O/h.  
Compression ratio

to 1.  
Carburettor: Tw  
Stromberg.  
Ignition: Coil.

Fuel Capacity: 16

Gear Box: Borg  
Overall ratios: 3  
tion 10.82, 8.  
17.348.  
Lever Position:

ASTON M  
DB4 SA

£3,976

"THE high  
four-sea  
forthright cla  
watering tho  
its makers, w  
to 100 m.p.h  
than half a m  
and the 'stop  
new 3.7-litre  
and stroke ar  
power, and :  
to all wheels

TE

Performance :  
Top Speed: 14

Engine :  
No. of Cylinders  
Bore: 92 mm.  
Stroke: 92 mm  
Cubic Capacity  
Brake horse-po  
240.  
Valves: O/h t  
Compression ra  
8.2 to 1.  
Carburettor: T  
Ignition: Coil.

Fuel Capacity : 1

Gear Box: Syncl  
Overall ratios:  
Lever Position

ASTON I

Saloon :  
£3,0

Drophead  
£3,4

NEW on  
thorough  
its present l  
a special hy  
system; as l  
Girling disc  
have Al-fin  
the booster  
without los  
Three di  
available fo  
engine, the



## ARMSTRONG SIDDELEY STAR SAPPHIRE

£2,645.17.0 (incl. £882.17.0 PT).

### TECHNICAL DATA

**Performance:** Average Fuel Consumption: Not stated. Top Speed: Not stated.

**Suspension:** Front: Ind. coil. Rear: Semi-elliptic. Shock Absorbers: Armstrong heavy duty.

**Engine:** No. of Cylinders: 6. Bore: 97 mm. Stroke: 90 mm. Cubic Capacity: 3,990. Brake horse-power: 165 at 4,250 r.p.m. Valves: O/h. Compression ratio: 7.5 to 1. Carburettor: Twin Stromberg. Ignition: Coil.

**Overall Dimensions:** Length: 16 ft. 2 in. Width: 6 ft. 2 in. Height: 5 ft. 2 in. Ground Clearance: 8½ in.

**Track:** Front: 4 ft. 9½ in. Rear: 4 ft. 9½ in. Wheelbase: 9 ft. 6 in. Turning Circle: 38 ft. Dry Weight: 35 cwt.

Fuel Capacity: 16 gallons.

**Gear Box:** Borg Warner Automatic Transmission. Overall ratios: 3.77, 5.41 max. torque multiplication 10.82, 8.674 max. torque multiplication 17.348. Lever Position: Steering column.



THOUGH similar in design to the regular Sapphire, this is an entirely new car and has more under its bonnet than any Armstrong Siddeley built since the early 'thirties. The engine has been up-scaled to four litres and has exceptional torque characteristics, developing a maximum of 230 lbs. ft. at 2,000 r.p.m.

The Star Sapphire's equipment,

both mechanical and 'indoor', is lavish; it includes power steering, Borg Warner automatic transmission, disc brakes at the front, and separate heating and demisting systems for the front and rear compartments.

The suspension has been modified at both ends of the chassis, which has been slightly changed dimensionally.

Also exhibited is a normal Sapphire limousine, which continues unaltered for 1959. This one has synchromesh four-speed transmission.

Armstrong Siddeley currently concentrate solely on six-cylinder cars, an interesting engine feature being a hemispherical combustion chamber with fully inclined valves operated by pushrods from a single camshaft.

## ASTON MARTIN DB 4 SALOON

£3,976.7.0 (incl. £1,326.7.0 PT).

THE highest performance by any four-seater production car is the forthright claim made for this mouth-watering thoroughbred, which, assert its makers, will accelerate from nought to 100 m.p.h. and stop again in less than half a minute. Source of the 'go' and the 'stop' respectively are a brand-new 3.7-litre engine with equal bore and stroke and an output of 240 horsepower, and servo-assisted disc brakes to all wheels.

### TECHNICAL DATA

**Performance:** Top Speed: 140 m.p.h.

**Suspension:** Front: Trans wishbone coil. Rear: Trailing link coil. Shock Absorbers: Hydraulic d/a piston and telescopic.

**Engine:** No. of Cylinders: 6. Bore: 92 mm. Stroke: 92 mm. Cubic Capacity: 3,670. Brake horse-power: 240. Valves: O/h twin cams. Compression ratio: 8.2 to 1. Carburettor: Twin S.U. Ignition: Coil.

**Overall Dimensions:** Length: 14 ft. 8½ in. Width: 5 ft. 6 in. Height: 4 ft. 3½ in. Ground Clearance: 7 in.

**Track:** Front: 4 ft. 6 in. Rear: 4 ft. 5½ in. Wheelbase: 8 ft. 2 in. Turning Circle: 34 ft. Dry Weight: 25½ cwt.

Fuel Capacity: 19 gallons.

**Gear Box:** Synchro. Overall ratios: 3.54, 4.43, 6.16, 8.82. Lever Position: Central.

The seats adequately accommodate four adults. The front seats have Reutter fittings for adjustment to full reclining position. The back seats are generously proportioned for this true sports car. All are upholstered in Connolly leather.



The body has been strikingly styled by Touring of Milan and is constructed by Tickford, a member of the David Brown Group. In fact, the whole car is made within the self-contained D.B. factory at Newport Pagnell, Bucks.

Safety features include a full wrap-

round screen, reinforced chassis side-members for protection against side-swiping accidents, a rubber padded fascia and an absence of interior protruding parts.

The engine—largest and most powerful power unit ever installed in a production Aston Martin—has its

crankcase and cylinder head cast in light alloy; centrifugally cast liners, a long-time A.M. feature, are retained.

Suspension is by coil springs all round, the live rear axle being located sideways by a Watts linkage. The four-speed David Brown gearbox has synchromesh on all gears.

## ASTON MARTIN DB Mk III

Saloon:

£3,076.7.0 (incl. £1,026.7.0 PT).

Drophead coupé:

£3,451.7.0 (incl. £1,151.7.0 PT).

NEW on this two-miles-per-minute thoroughbred, which graduated to its present Mk. III form a year ago, is a special hydro-booster for the braking system; as before, the front brakes are Girling discs, while those at the back have Al-fin bi-metal drums. Object of the booster is to lighten pedal action without loss of sensitivity.

Three different stages of tune are available for the 3-litre twin-camshaft engine, the valves, ports and cam pro-



files of which were directly developed from racing experience. The standard engine has two S.U. carburettors, the

stage-two version three S.U.s, and the competition unit triple Weber instruments with dual chokes.

Laycock overdrive can be specified at extra cost. A range of ten colours is available for the aluminium-panelled bodywork.

### TECHNICAL DATA

**Performance:** Average Fuel Consumption: 20-22 m.p.g. Top Speed: 120 m.p.h.

**Suspension:** Front: Ind. coil, trailing link. Rear: Coil, live axle, trailing links. Shock Absorbers: Hydraul. d/a piston.

**Engine:** No. of Cylinders: 6. Bore: 85 mm. Stroke: 60 mm. Cubic Capacity: 2,922. Brake horse-power: 162. Valves: O/h twin cam. Compression ratio: 8.2 to 1. Carburettor: Twin S.U. Ignition: Coil.

**Overall Dimensions:** Length: 14 ft. 3½ in. Width: 5 ft. 5 in. Height: 4 ft. 6½ in. Ground Clearance: 6½ in.

**Track:** Front: 4 ft. 6 in. Rear: 4 ft. 6 in. Wheelbase: 8 ft. 3 in. Turning Circle: 35 ft. Dry Weight: 25½ cwt.

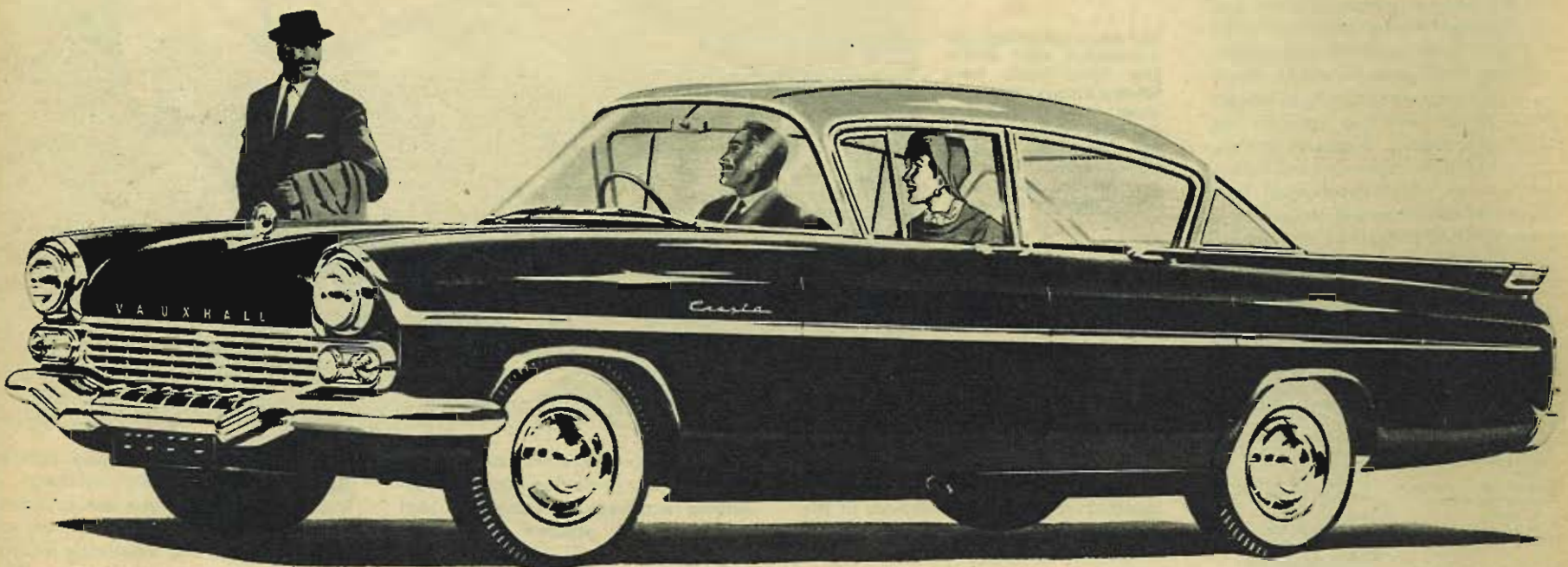
Fuel Capacity: 15½ gallons.

**Gear Box:** Synchro. Overall ratios: 3.77, 5.01, 7.46, 11.01. Lever Position: Central.

- + Phenomenal roadholding
- + Panoramic vision
- + Advanced styling
- + Finger-light steering
- + All-synchromesh gearbox
- + Smooth long-life engine
- + Powerful progressive brakes
- + Roomy comfortable interior
- + Low centre of gravity
- + Extra large boot



# It all adds up to a Vauxhall!



At the show or on the road, look out for the new good looks of the Vauxhalls, in their distinctive 1959 colours. Notice how perfectly those clean, modern lines *express the car of today*.

Vauxhall beauty is much more than skin deep. Beneath each low-swept hull lie Vauxhall suspension, superb brakes, and the controlled power of one of the world's most famous engines. Through those windows you see everything . . . the view, the car behind, the old lady hesitating on your near side. When pride, comfort and safety are at stake, it all adds up to a Vauxhall.

Ask your Vauxhall dealer to let you try them on the road. Cresta, Velox or the world-beating four-cylinder Victor. . . .

Victor £498 + £250.7s. PT (£748.7s.).  
 Victor Super £520 + £261.7s. PT (£781.7s.).  
 Victor Estate Car £620 + £311.7s. PT (£931.7s.).  
 Velox £655 + £328.17s. PT (£983.17s.).  
 Cresta £715 + £358.17s. PT (£1,073.17s.).

## everyone drives better in a Vauxhall!

Vauxhall Motors Limited · Luton · Bedfordshire

### AUSTIN

2-door Saloon

De Luxe :

IN line with the smallest family car in the world, the Austin Court with its not only a four-cylinder engine, but can buy, maintaining an excellent reputation for long durability. This is a 'growing up' car, years ago, 25,000 miles on the roads.

Will it fit your pocket? Try it for yourself.

### AUSTIN

Saloon :

De Luxe

THE 'A' with a combination with a promise of estate car reliability. The B.M. of pre-emption, but with an extra of the rear Saloon-

Performance  
Average Fuel Consumption: 40-45 m.p.h.

Engine:  
No. of Cyls: 4  
Bore: 62.5  
Stroke: 76  
Cubic Capacity: 1,625  
Brake horsepower: 45  
Valves: 6  
Compression ratio: 10:1  
Carburettor: 1  
Ignition: 12V

Fuel Capacity: 40

Gear Box: 4  
Overall weight: 2,500  
Lever Position: 1

### AUSTIN

Saloon :

De Luxe

PICK-UP speed, roomy front and rear seats, stunning m.p.h. in respect to start up. Notable tone color half-way popular-ceptional wheelbase on the leather

### AUSTIN A 35 SALOON

2-door Saloon : £569.17.0 (incl. £190.17.0 PT).  
De Luxe : £582.19.6 (incl. £195.4.6 PT).

IN line with B.M.C.'s as-you-were watchword, the Corporation's smallest family car comes to Earls Court without change. The perky A35 is not only as economical on petrol as any four-cylinder saloon that money can buy, it is also capable of maintaining an impressive rate of knots for long durations with complete reliability.

This it demonstrated, soon after 'growing up' from 803 to 948 c.c. two years ago, by averaging 60 m.p.h. for 25,000 miles on Continental motor roads.

Will it fit your family? If in doubt, try it for size, vicariously, against



these vital statistics: Seat to roof heights, 41½ and 35 ins., front and back; overall width between doors at front seat level, 48 ins.; width between rear wheel arches, 35 ins.; shin room between rear seat and back of

front seat squabs with latter at mid-point of fore/aft adjustment, 6½ ins. The A35's inherent handiness in dense traffic, due to compact overall size, is abetted by a moderate turning circle—33 ft.—and sensibly geared

steering calling for only 2½ turns of the wheel from lock to lock.

There are four variations on the saloon theme—two and four-door models, both in standard and de luxe editions. Additionally, of course, there is the capacious Countryman with estate-car body.

#### TECHNICAL DATA

**Performance :**  
Average Fuel Consumption: 40-50 m.p.g.  
Top Speed: 72 m.p.h.

**Suspension :**  
Front: Ind. Coil.  
Rear: Semi-elliptic.  
Shock Absorbers: Hydraul.

**Engine :**  
No. of Cylinders: 4.  
Bore: 62.9 mm.  
Stroke: 76.2 mm.  
Cubic Capacity: 948.  
Brake horse-power: 34.  
Valves: O/h.  
Compression ratio: 8.3 to 1.  
Carburettor: Zenith.  
Ignition: Coil.

**Overall Dimensions :**  
Length: 11 ft. 4½ in.  
Width: 4 ft. 7½ in.  
Height: 4 ft. 11½ in.  
Ground Clearance: 6½ in.

**Track :**  
Front: 3 ft. 9½ in.  
Rear: 3 ft. 8½ in.

**Fuel Capacity:** 5½ galls.

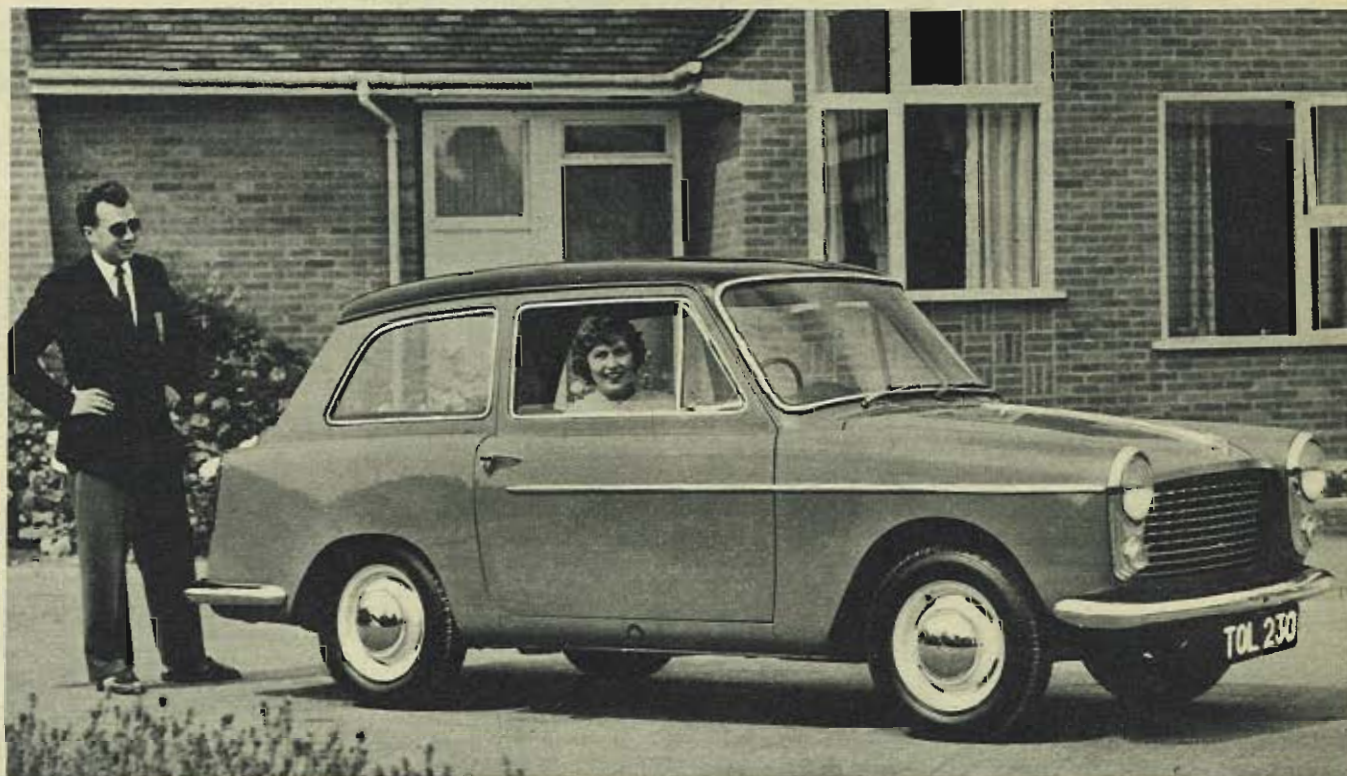
**Gear Box:** Synchro.  
Overall ratios: 4.55, 6.42, 10.79, 16.50.  
Lever Position: Remote control on floor.

### AUSTIN A 40 SALOON

Saloon : £676.7.0 (incl. £226.7.0 PT).  
De Luxe : £689.2.0. (incl. £230.12.0 PT).

THE 'A40', an Austin designation with an honourable record, makes a comeback at the Show in association with a new concept of compromise between the saloon and the estate car. Square-rigged in a modified semblance of the 'utility' shape, the B.M.C. newcomer has an interior of predominantly saloon character, but with extra spaciousness resulting from an unusually far-back location of the rear seat bench.

Saloon-fashion, the back window is



fixed, but luggage space approaching estate-car standards is provided by a fold-forward rear seat squab which allows the boot and the rear passenger compartment to be 'thrown into one' at will. Designed in consultation with Pinin Farina, the well-known Italian arbiters of car fashion, the body combines pleasing appearance

with practicality. The plain treatment of the frontal grille is particularly smart. The facia and other interior appointments are kept as simple as possible, to minimise selling price. The composite body/chassis structure is immersed in rust-inhibiting compound during manufacture and special atten-

tion is paid to dust-sealing. Most of the engineering elements, including the 948 c.c. engine and four speed gearbox, are uniform with the A35's. Safety features include a dished steering wheel, crash pad below the facia, and brake lining area increased from the A35's figure of 61.1 sq. ins. to 76.2 sq. ins.

#### TECHNICAL DATA

**Performance :**  
Average Fuel Consumption: 40-50 m.p.g.  
Top Speed: Over 70 m.p.h.

**Suspension :**  
Front: Independent.  
Rear: Semi-elliptic.  
Shock Absorbers: Hydraulic.

**Engine :**  
No. of Cylinders: 4.  
Bore: 62.9 mm.  
Stroke: 76.2 mm.  
Cubic Capacity: 948.  
Brake horse-power: 34.  
Valves: O/h.  
Compression ratio: 8.3 to 1.  
Carburettor: Zenith d/d.  
Ignition: Coil.

**Overall Dimensions :**  
Length: 12 ft. 0½ in.  
Width: 4 ft. 11½ in.  
Height: 4 ft. 8½ in.  
Ground Clearance: 6½ in.

**Track :**  
Front: 3 ft. 11½ in.  
Rear: 3 ft. 11½ in.

**Fuel Capacity:** 6 galls.

**Gear Box:** Synchro.  
Overall ratios: 4.35, 6.43, 10.80, 16.51.  
Lever Position: Central.

### AUSTIN A 55 SALOON

Saloon : £808.7.0 (incl. £270.7.0 PT).  
De Luxe : £856.7.0 (incl. £286.7.0 PT).

PICK-UP being at least as important to most drivers as flat-out speed, it's to the point that this roomy family vehicle possesses acceleration of the following brisk if not stunning order: 30 to 50 and 40 to 60 m.p.h. in top gear, 11 and 13 seconds respectively; zero to 50 m.p.h. through the gears, 15 secs.; standing-start quarter-mile in 23 secs.

Notable for several attractive two-tone colour schemes, the A55 is the half-way house in Longbridge's popular-price range and affords exceptional passenger space relative to wheelbase. Equipment standardised on the De Luxe version includes leather upholstery for seat contact

areas, twin sun visors, a water thermometer and fuel gauge, a fresh-air interior heater and full carpeting to both compartments.

Both front and rear side-windows have hinged ventilator panels. The luggage boot, as well as being large, is of a shape that makes the loading and extraction of bulky baggage easy.

#### TECHNICAL DATA

**Performance :**  
Average Fuel Consumption: 30-33 m.p.g.  
Top Speed: 80 m.p.h.

**Suspension :**  
Front: Ind. Coil.  
Rear: Semi-elliptic.  
Shock Absorbers: Hydraul.

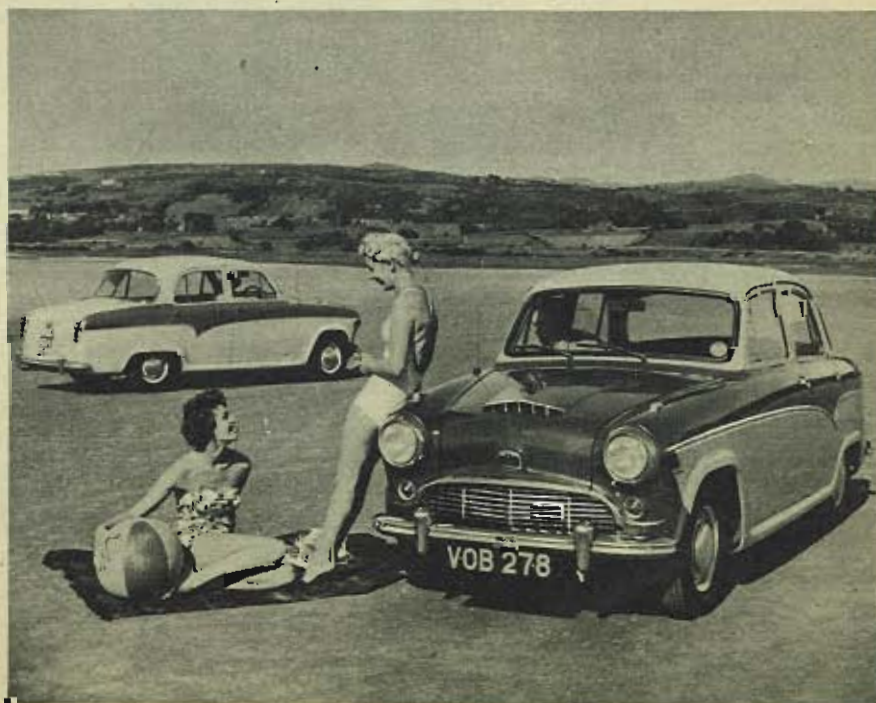
**Engine :**  
No. of Cylinders: 4.  
Bore: 73.025 mm.  
Stroke: 89 mm.  
Cubic Capacity: 1,489.  
Brake horse-power: 51.  
Valves: O/h.  
Compression ratio: 8.3 to 1.  
Carburettor: Zenith.  
Ignition: Coil.

**Overall Dimensions :**  
Length: 13 ft. 10½ in.  
Width: 5 ft. 1½ in.  
Height: 5 ft. 0½ in.  
Ground Clearance: 6½ in.

**Track :**  
Front: 4 ft. 0½ in.  
Rear: 4 ft. 1 in.

**Fuel Capacity:** 8½ galls.

**Gear Box:** Synchro.  
Overall ratios: 4.3, 6.15, 10.3, 16.96.  
Lever Position: Steering column or central.



*Grace..Space..Pace.. a world standard*

The Mark Eight and Mark Nine Saloons.  
The 3½ litre model is now joined by the  
new Mark Nine model equipped with a 3.8  
litre engine, disc brakes and power steering.  
Both are available with overdrive and  
Automatic Transmission.



*of performance, quality and worth .....*



The 3.4 Litre Saloon is available with  
normal gearbox, overdrive, or automatic  
transmission and with disc brakes.



The XK 150 Series consists of the Fixed Head,  
Drophead and Roadster models. Each can  
be obtained with normal gearbox, overdrive,  
or automatic transmission, and with  
disc brakes.

London Showrooms: 88 PICCADILLY, W.1

# JAGUAR

The 2.4 Litre Saloon is available with  
normal gearbox, overdrive, or automatic  
transmission and with disc brakes.



*Stand 155 Earls Court*

## AUSTIN WESTMINSTER

Westminster : £1,034.  
De Luxe : £1,079.  
Countryman : £1,240.

**B**UILT in England, hard-worked, smaller of B. units, the Westminster looks with road performance is superior. maximum speed 90 m.p.h. With optional, an optional

**TECHNICAL**  
Performance :  
Average Fuel Consumption : 21 m.p.g.  
Top Speed : Over 90 m.p.h.  
Engine :  
No. of Cylinders : 4  
Bore : 79.4 mm.  
Stroke : 89 mm.  
Cubic Capacity : 1,991 cc.  
Brake horse-power : 50  
Valves : O/h.  
Compression ratio : 10 to 1.  
Carburettor : Zenith  
d/d.  
Ignition : Coil.  
Fuel Capacity : 16.5 gal.  
Gear Box : Synchromesh  
Overall ratios : 3.5 to 1  
Lever Position : Side

## AUSTIN VANDEN PLAS

£1,235.17.0 (incl. tax)  
Vanden Plas : £1,470.

**A** HOTTEST of the Westminsters. Its jaunty little profile, with its accent on the front, is a source of its appeal. Compared with the Austin, its dual carburettor, double exhaust, and thus shares the name of the Austin. Automatic transmission with a

## METROPOLITAN

Made by Austin  
Hard Top : £740.  
Convertible : £770.

**D**ESIGNED in the U.S. jaunty little stress on eye probably accented it has had export-only styling bears the American fact. England makes them. There are and a convertible the B.M.C. 1.1 o.h.v., 1½-litre

## AUSTIN A95 WESTMINSTER

Westminster : £1,034.17.0 (incl. £345.17.0 PT).

De Luxe : £1,079.17.0 (incl. £360.17.0 PT).

Countryman : £1,252.7.0 (incl. £418.7.0 PT).

BUILT around the versatile and hard-working C-Series engine, the smaller of B.M.C.'s two six-cylinder units, the Westminster allies snazzy looks with robust construction. Performance is satisfying, too—witness a maximum speed of comfortably over 90 m.p.h. With automatic transmission, an option that probably brings

a slight reduction in acceleration compared with an expertly handled 'manual' car, 80 m.p.h. can be reached from a standstill in less than 42 seconds.

Stylewise, the Westminster is distinguished by a bold decorative stripe (in a contrasting colour in the case of duo-tone paint jobs) down each side of the body. Within the car, accommodation is planned so that, even with the front seats adjusted right back to let a gangling driver unknit his limbs, rear-compartment leg-room remains adequate. So does head-room.

The increasingly popular A95 Countryman, with brake-type body that is convertible at will into a rather narrow double bed, is, like the saloon, continued without change for '59. Five-up, the Countryman provides 28 cubic feet of luggage space.



The A95 Saloon (above) has a large rear luggage compartment and the boot lid opens from floor level.

### TECHNICAL DATA

**Performance :**  
Average Fuel Consumption : 21 m.p.g.  
Top Speed : Over 90 m.p.h.

**Engine :**  
No. of Cylinders : 6.  
Bore : 79.4 mm.  
Stroke : 89 mm.  
Cubic Capacity : 2,639.  
Brake horse-power : 92.  
Valves : O/h.  
Compression ratio : 8.25 to 1.

**Carburettor :** Zenith  
**Ignition :** Coil.

**Fuel Capacity :** 16 galls.

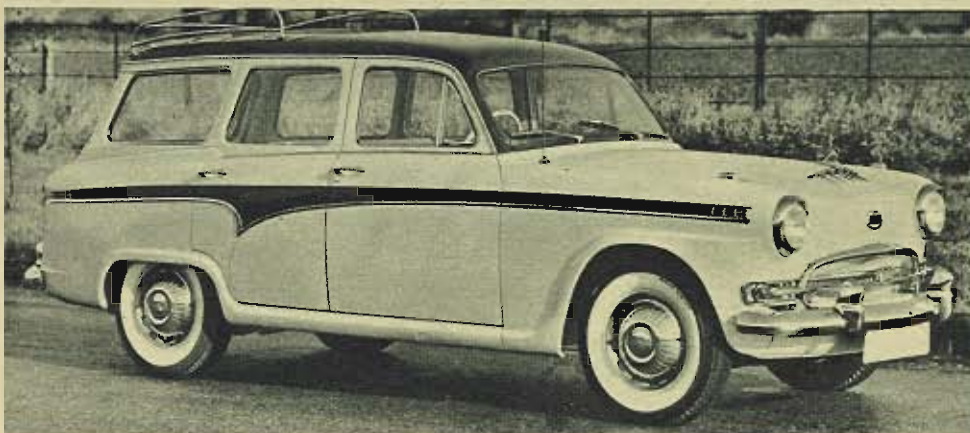
**Gear Box :** Synchro.  
Overall ratios : 3.91, 5.61, 8.67, 12.91.  
Lever Position : Steering column.

**Suspension :**  
Front : Independent.  
Rear : Semi-elliptic.  
Shock Absorbers : Armstrong hydraulic.

**Overall Dimensions :**  
Length : 15 ft. 0 1/2 in.  
Width : 5 ft. 4 in.  
Height : 5 ft. 2 in.  
Ground Clearance : 7 1/2 in.

**Track :**  
Front : 4 ft. 3 1/2 in.  
Rear : 4 ft. 3 1/2 in.

**Wheelbase :** 8 ft. 9 1/2 in.  
**Turning Circle :** 40 ft.  
**Dry Weight :** 25 1/2 cwt.



The rear window and door of the Countryman (left) are divided and open horizontally.

## AUSTIN A105 SALOON

£1,235.17.0 (incl. £412.17.0 PT).

Vanden Plas : £1,475.2.0 (incl. £492.12.0 PT).

A HOTTED-UP counterpart of the Westminster, the A105 looks the *gran turismo* part, with its purposeful profile, wheels distinctively pierced for brake-drum cooling, and general accent on 'Go' rather than girth. Source of its extra 10 b.h.p., compared with the parent A95 model, is its dual carburettors, high compression ratio, double valve springs and freer exhaust system. The 105 engine thus shares many features with that of the Austin Healey 100-6.

Automatic overdrive, in conjunction with a four-speed synchromesh



gearbox, is standard, while fully automatic transmission by Borg Warner is available as an extra.

Points in common with the Westminster are good driver visibility, and luggage space. Exclusive to the 105

is its two-tone colour scheme with the turret contrasting with the sub-waistline portion of the body. Whitewall tyres, headlamp hoods, screen-washers and a dished steering wheel are included in the specification.

Comparatively recent — introduced seven months ago—is a luxury version of the A105 with a coachbuilt interior by Austin's subsidiary, Vanden Plas. Furnishing is similar to that of the Princess.

### TECHNICAL DATA

**Performance :**  
Average Fuel Consumption : 23 m.p.g.  
Top Speed : 100 m.p.h.

**Engine :**  
No. of Cylinders : 6.  
Bore : 79.4 mm.  
Stroke : 89 mm.  
Cubic Capacity : 2,639.  
Brake horse-power : 102.  
Valves : O/h.  
Compression ratio : 8.25 to 1.

**Carburettor :** Twin S.U.  
**Ignition :** Coil.

**Fuel Capacity :** 16 galls.

**Gear Box :** Synchro.  
Overall ratios : 4.1 (O/d. 2.87), 5.89 (O/d. 4.12), 8.43, 13.57.  
Lever Position : Steering column.

**Suspension :**  
Front : Ind. coil.  
Rear : Semi-elliptic.  
Shock Absorbers : Hydraul.

**Overall Dimensions :**  
Length : 15 ft. 0 1/2 in.  
Width : 5 ft. 4 in.  
Height : 5 ft. 2 in.  
Ground Clearance : 7 in.

**Track :**  
Front : 4 ft. 3 1/2 in.  
Rear : 4 ft. 3 1/2 in.

**Wheelbase :** 8 ft. 9 1/2 in.  
**Turning Circle :** 40 ft.  
**Dry Weight :** 26 cwt.

## METROPOLITAN Made by Austin of England

Hard Top : £749.2.0 (incl. £250.10.0 PT).

Convertible : £775.7.0 (incl. £259.7.0 PT).

DESIGNED and built originally for the U.S. market exclusively, this jaunty little *bolide* puts the main stress on eye-appeal, and its looks probably account for the good reception it has had in Britain since the export-only tag came off in 1956. The styling bears the hallmark of Nash, the American factory for whom Austin of England make it.

There are two models, a hard-top and a convertible, both powered by the B.M.C. B-series engine (pushrod o.h.v., 1 1/2-litres) and fitted as standard

with interior heaters. Suspension is soft by British standards, full wrap-round rear window gives wide-angle visibility to the back, exterior mounted spare wheel takes the teeth-gnashing out of wayside 'flats', if any.

### TECHNICAL DATA

**Performance :**  
Average Fuel Consumption : 25-30 m.p.g.  
Top Speed : 77.6 m.p.h.

**Engine :**  
No. of Cylinders : 4.  
Bore : 73.025 mm.  
Stroke : 89 mm.  
Cubic Capacity : 1,489.  
Brake horse-power : 51.  
Valves : O/h.  
Compression ratio : 5.3 to 1.

**Carburettor :** Zenith.  
**Ignition :** Coil.

**Fuel Capacity :** 8 1/2 galls.

**Gear Box :** Synchro.  
Overall ratios : 4.22, 6.29, 11.98.  
Lever Position : Remote from facia.

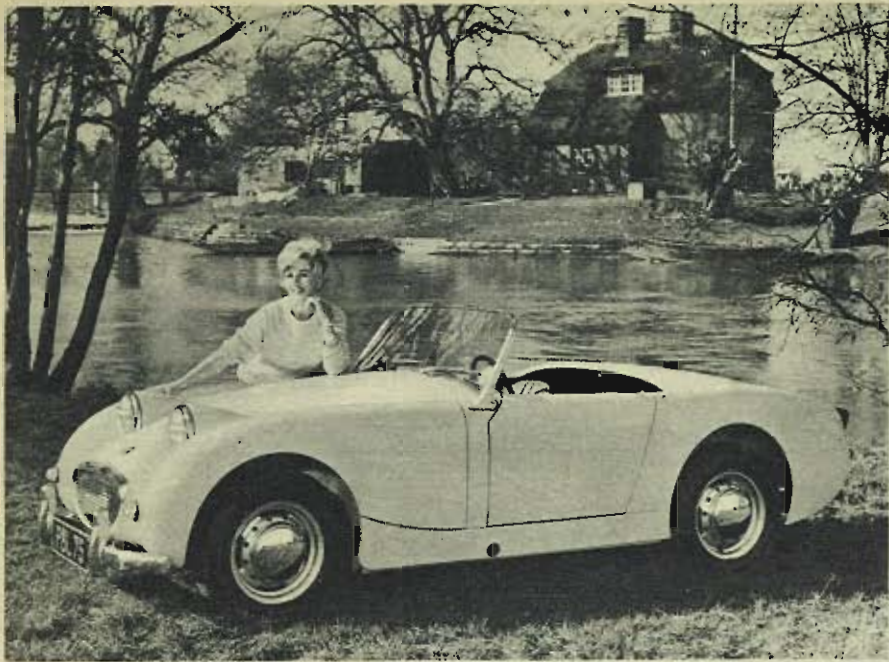
**Suspension :**  
Front : Ind. coil.  
Rear : Semi-elliptic.  
Shock Absorbers : Hydraulic telescopic.

**Overall Dimensions :**  
Length : 12 ft. 5 1/2 in.  
Width : 5 ft. 1 1/2 in.  
Height : 4 ft. 8 1/2 in.  
Ground Clearance : 6 1/2 in.

**Track :**  
Front : 3 ft. 9 5/16 in.  
Rear : 3 ft. 8 13/16 in.

**Wheelbase :** 7 ft. 1 in.  
**Turning Circle :** 37 ft.  
**Dry Weight :** 16 cwt.



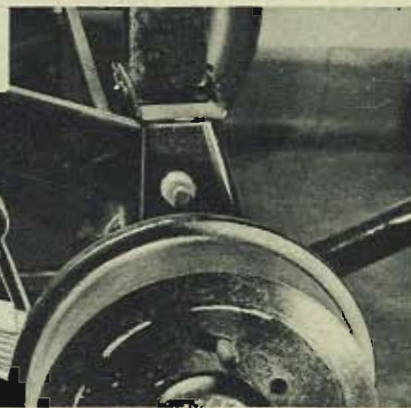


Right: View of the rear suspension, showing the quarter-elliptic springs and the trailing arms of the double acting lever type shock absorbers.

## AUSTIN-HEALEY SPRITE

£668.17.0 (incl. £223.17.0 PT).

A MID-SEASON DEB — and one that created an equal sensation on both sides of the Atlantic when it was launched back in May—the Sprite is the first really small sports car to be produced in quantity in Britain since the war. Based on an entirely new pressed-steel structure combining body and chassis in one, this frisky foal has a two-carburettor, high-compression version of the B.M.C. A-Series engine that has scored such a success in Austin's A35 and Morris's 'Major Minor'



### TECHNICAL DATA

<b>Performance:</b>	<b>Suspension:</b>
Average Fuel Consumption: 34 m.p.g.	Front: Ind. coil & wishbones.
Top Speed: 85 m.p.h.	Rear: $\frac{1}{2}$ elliptic.
<b>Engine:</b>	Shock Absorbers: Hydraulic.
No. of Cylinders: 4.	<b>Overall Dimensions:</b>
Bore: 62.9 mm.	Length: 11 ft. 5 $\frac{1}{2}$ in.
Stroke: 76.2 mm.	Width: 4 ft. 5 in.
Cubic Capacity: 948.	Height: 4 ft. 1 $\frac{1}{2}$ in.
Brake horse-power: 42.5	Ground Clearance: 5 in.
Valves: O/h.	<b>Track:</b>
Compression ratio: 8.3 to 1.	Front: 3 ft. 0 $\frac{1}{2}$ in.
Carburettor: 2 S.U.H.I.	Rear: 3 ft. 8 $\frac{1}{2}$ in.
Ignition: Coil.	Wheelbase: 6 ft. 8 in.
Fuel Capacity: 6 galls.	Turning Circle: 31 $\frac{1}{2}$ ft.
<b>Gear Box:</b> Synchro.	Dry Weight: 11 $\frac{1}{2}$ cwt.
Overall ratios: 4.22, 5.96, 10.02, 15.31.	
Lever position: Central.	

## AUSTIN-HEALEY HUNDRED-SIX

£1,226.17.0 (incl. £409.17.0 PT).

THIS will be the 100-6's first Earls Court appearance in its current 117-b.h.p. form. An impressive increase in the output of the special C-Series B.M.C. engine was obtained early this year by the use of a new six-port cylinder-head, a separate cast-aluminium inlet manifold, larger bore carburettors, etc. These modifications not only stepped up the top-end performance, but also improved the torque characteristics, giving the car more pull at moderate engine speeds.

As a result, the 100-6 has latterly been dominating its class in the hotly competitive production car races of the



Sports Car Club of America, as well as scoring many successes in equivalent events here at home.

Fastest full-production model in

Austin-Healey history, the 100-6 with the Laycock overdrive which is an optional extra will comfortably exceed 110 m.p.h., accelerate from zero to

80 m.p.h. in about 20 seconds, cover the standing-start quarter-mile in 18 secs. With over 170 square inches of brake lining area per laden ton, it has stopping powers to match its paces.

### TECHNICAL DATA

<b>Performance:</b>	<b>Suspension:</b>
Average Fuel Consumption: 23 m.p.g.	Front: Ind. coil.
Top Speed: Over 110 m.p.h. (with o/d).	Rear: Semi-elliptic.
<b>Engine:</b>	Shock Absorbers: Hydraulic.
No. of Cylinders: 6.	<b>Overall Dimensions:</b>
Bore: 79.4 mm.	Length: 13 ft. 1 $\frac{1}{2}$ in.
Stroke: 89 mm.	Width: 5 ft. 0 $\frac{1}{2}$ in.
Cubic Capacity: 2,639.	Height: 4 ft. 1 in. (hood up).
Brake horse-power: 117.	Ground Clearance: 5 $\frac{1}{2}$ in.
Valves: O/h.	<b>Track:</b>
Compression ratio: 8.25 to 1.	Front: 4 ft. 0 $\frac{1}{2}$ in.
Carburettor: Twin S.U. Horizontal H 4.	Rear: 4 ft. 2 in.
Ignition: Coil and distributor with Auto and Vacuum control.	Wheelbase: 7 ft. 8 in.
Fuel Capacity: 12 galls.	Turning Circle: 35 ft.
<b>Gear Box:</b>	Dry Weight: 21 $\frac{1}{2}$ cwt.
Overall ratios: 3.91, 5.27, 7.48, 12.03.	
Lever Position: Centre lever on floor.	



## BENTLEY SERIES 'S' SALOON

£5,543.17.0 (incl. £1,848.17.0 PT).

OUTCOME of a policy of getting it right at the outset and then leaving well alone, the swift and luxurious 'S' Bentley once again comes to the Show without significant change. In contrast with its few transatlantic rivals for the title of the world's most sumptuous automobile, the Bentley sticks to six cylinders (where the Americans, without exception, have eight). But the deficit of two doesn't prevent this mechanical masterpiece from maintaining its foothold on the summit of engineering excellence.

Automatic transmission—a Bentley adaptation of an American design—is standard practice, while power assisted

steering is offered as an option. Such manual operations as are left to the Bentley owner are unsurpassed for lightness. Massive diagonal chassis bracing plays its part in the taut feeling of the whole car.

### TECHNICAL DATA

<b>Performance:</b>	<b>Suspension:</b>
Average Fuel Consumption: Approx 17 m.p.g.	Front: Independent coil springs.
Top Speed: 100+ m.p.h.	Rear: Semi-elliptic leaf springs.
<b>Engine:</b>	Shock Absorbers: Hydraulic, shock dampers.
No. of Cylinders: 6.	<b>Overall Dimensions:</b>
Bore: 3 $\frac{1}{2}$ in.	Length: 17 ft. 8 in.
Stroke: 4 $\frac{1}{2}$ in.	Width: 6 ft. 2 $\frac{1}{2}$ in.
Cubic Capacity: 4,887.	Height: 5 ft. 4 in. (unladen).
Brake horse-power: Not stated.	Ground Clearance: 7 in.
Valves: O/h. inlet, side exhaust.	<b>Track:</b>
Compression ratio: 8 to 1.	Front: 4 ft. 10 in.
Carburettor: Twin S.U.	Rear: 5 ft.
Ignition: Coil.	Wheelbase: 10 ft. 3 in.
Fuel Capacity: 18 galls.	Turning Circle: 41 ft. 8 in.
<b>Gear Box:</b> Automatic.	Dry Weight: 37 cwt.
Overall ratios: 3.42, 4.96, 9.00, 13.06.	
Lever Position: Steering column.	

## BENTLEY

Mulliner 4  
Mulliner 2

AT some power-booster engine, the a bonus of pared with can be sun of the man luxury but whirlwind

Basically form with inlet valve exhausts in pression ra larger.

Saloon b able with e latter type luggage bo is standard

## BERKELEY

THIS is sports Original in it features dent suspe plastic bod stroke eng twin-cylin two-stroke whole ran the advan freezing an weather.

The ne developed seater mo

## BRISTOL

£4,493.17.0

AT a with a note of 406, which styling an sedes the bears no blance.

The 406 tol design cylinders, rettors, s over push but is up creasing this does output, b in perform ranges.

Dunlop dardised modified movemen

The ne gives be extra str framing. object li

## BENTLEY CONTINENTAL SALOON

Mulliner 4-door: £8,033.17.0 (incl. £2,678.17.0 PT).

Mulliner 2-door: £7,913.17.0 (incl. £2,638.17.0 PT).

At some cost in interior roominess and head-room, plus certain power-boosting modifications to the engine, the dashing Continental gains a bonus of about 15 m.p.h. as compared with the 'S' Series Bentley. It can be summed up as the *beau ideal* of the man who is old enough to value luxury but not too old to respond to whirlwind performance.

Basically, the engine layout is uniform with that of the 'S', with the inlet valves in the head and the exhausts in the block, but the compression ratio is higher and the ports larger.

Saloon bodies by Mulliner are available with either two or four doors, the latter type having the more roomy luggage boot. Automatic transmission is standard.

### TECHNICAL DATA

#### (Mulliner Sports Saloon)

<b>Performance:</b> Average Fuel Consumption: 17-18 m.p.g. Top Speed: Approx. 120 m.p.h.	<b>Suspension:</b> Front: Ind. coil springs. Rear: Semi-clip leaf springs. Shock Absorbers: Hydraul., shock dampers.
<b>Engine:</b> No. of Cylinders: 6. Bore: 3½ in. Stroke: 4½ in. Cubic Capacity: 4,887. Brake horse-power: Not stated. Valves: O/h. outlet, side exhaust. Compression ratio: 8.00 to 1.	<b>Overall Dimensions:</b> Length: 17 ft. 6 in. to 17 ft. 8 in. Width: 6 ft. Height: From 5 ft. 1 in. to 5 ft. 2½ in. Ground Clearance: 7 in.
<b>Fuel Capacity:</b> 18 galls.	<b>Track:</b> Front: 4 ft. 10 in. Rear: 5 ft. Wheelbase: 10 ft. 3 in. Turning Circle: 41 ft. 8 in. Dry Weight: 34-35 cwt.
<b>Gear Box:</b> Automatic.	<b>Overall ratios:</b> 2.92, 4.25, 7.69, 11.17.
	<b>Lever Position:</b> Steering column.



## BERKELEY "FOURSOME"

£699.12.0 (incl. £234.2.0 PT).

This is certainly Britain's smallest sports car, possibly the world's. Original in many aspects of its design, it features front-wheel drive, independent suspension all round, a reinforced plastic body and a three-cylinder two-stroke engine. There are, of course, twin-cylinder models as well, but the two-stroke principle is common to the whole range. So is air-cooling, with the advantages of immunity from freezing and a rapid warm-up in cold weather.

The new "Foursome" has been developed from the popular two-seater model, but it is a larger car

and provides ample room at the back either for two adults or, of course, children and alternatively this space can accommodate a considerable amount of baggage, golf clubs, etc.

### TECHNICAL DATA

<b>Performance:</b> Average Fuel Consumption: 48-50 m.p.g. Top Speed: Approx. 70 m.p.h.	<b>Suspension:</b> Front: Wishbones. Rear: Swinging arm. Shock Absorbers: Combined spring and damper.
<b>Engine:</b> No. of Cylinders: 3. Bore: 58 mm. Stroke: 62 mm. Cubic Capacity: 492. Brake horse-power: 30. Valves: Compression ratio: 7.5 to 1.	<b>Overall Dimensions:</b> Length: 10 ft. 11 in. Width: 4 ft. 6 in. Height: 3 ft. 10 in. (Hood erected). Ground Clearance: 7 in.
<b>Fuel Capacity:</b> 5½ galls.	<b>Track:</b> Front: 3 ft. 10½ in. Rear: 3 ft. 10 in. Wheelbase: 6 ft. 6 in. Turning Circle: 28 feet. Dry Weight: Approx. 7½ cwt.
<b>Gear Box:</b> Motorcycle type.	<b>Overall ratios:</b> 15.1, 9.15, 6.43, 5.1.
	<b>Lever Position:</b> On floor.



## BRISTOL 406 SALOON

£4,493.17.0 (incl. £1,498.17.0 PT).

At a Show that isn't abounding with all-new cars, Bristol strike a note of novelty with their patrician 406, which breaks fresh ground in styling and engineering both. It supersedes the well-known 405, to which it bears no more than a family resemblance.

The 406 engine follows regular Bristol design practice (six long-stroke cylinders, triple downdraught carburettors, single camshaft and cross-over push-rods to the exhaust valves), but is up-scaled to 2,216 c.c. by increasing both the bore and stroke; this does not affect maximum power output, but results in valuable gains in performance in the low and middle ranges.

Dunlop disc brakes have been standardised and the back suspension modified to tighten up control of axle movements under spring deflection.

The new body is wider, sleeker, gives better visibility and achieves extra strength by the use of steel framing. Equipment is on cost-no-object lines, and includes reclining

front seats, a telescopic steering column, screen washers and lavish instrumentation. The whole underside of the chassis is anti-corrosion treated, and all body panels are insulated with sound-damping material. By housing the spare wheel in one of the front wings, Bristol leave their large luggage boot unobstructed.

It will be remembered that a prototype 406, for export only, was at Earls Court last year.

### TECHNICAL DATA

<b>Performance:</b> Average Fuel Consumption: 20 m.p.g. Top Speed: 110 m.p.h. plus.	<b>Suspension:</b> Front: Ind. Trans. leaf. Rear: Tors. bar with rigid axle. Shock Absorbers: Telescopic.
<b>Engine:</b> No. of Cylinders: 6. Bore: 68.66 m.m. Stroke: 99.64 mm. Cubic Capacity: 2,216. Brake horse-power: 105. Valves: Inclined OHV (push rods). Compression ratio: 8.5 to 1.	<b>Overall Dimensions:</b> Length: 16 ft. 4 in. Width: 5 ft. 8 in. Height: 5 ft. 0 in. Ground Clearance: 6½ in.
<b>Fuel Capacity:</b> 18 galls.	<b>Track:</b> Front: 4 ft. 5 in. Rear: 4 ft. 8 in. Wheelbase: 9 ft. 6 in. Turning Circle: 37 ft. 6 in. Dry Weight: 26½ cwt.
<b>Gear Box:</b> Synchro.	<b>Overall ratios:</b> 4.27 (O/d. 3.32), 5.52, 7.79, 15.42.
	<b>Lever Position:</b> Central.



Although the body is of completely new design, giving an increase in interior space, the characteristic aerodynamic lines are maintained.

In Italy it's  
'MAGNIFICO!'



In Denmark it's  
'DEN ER GOD!'



In France it's  
'MAGNIFIQUE!'



In Holland it's  
'WAT EEN PRACHTWAGEN!'



and all over the world

Whatever the language, the meaning is the same—'How excellent!' This is how Standard cars are described by their owners all over the world. And the reason is not hard to discover. Standard cars are tested in each of the countries in which they are sold to ensure that every car meets the special conditions that prevail there. Standard engineers and designers never take any chances, that is why Standard cars have won such a great reputation all over the world.



THE STANDARD MOTOR COMPANY LIMITED, COVENTRY.

TRIUMPH MOTOR COMPANY (1945) LTD. (A wholly owned subsidiary)

**CITROE  
DE LUX**

BASED rather than debut three sensations Citroen is s to the pa simplified lic power fo clutch and Probably is slightly t two, despit by virtue rettor and develops cutting m adjustable pets devoid To give th the absenc

**DAIML  
MAJES**

NEW to produc — the Ma Daimler lu and an a makes it a It was de One-O-Fou proved sea transmissio power.

The das has the pr in the cen is an idlin serve tap, main steer Borg War ables the r the operat

Suspensi ally studie springing radius arm bar. The k

In spite and three Majestic s seconds, a per gallon take condi

**DAIML  
ONE-O-**

WHEN was Four wou Court bu With 3½ li toured bo engined o even so i under fav

The ma silence an taken to ever sour the seats l ing squab



**CITROEN ID 19  
DE LUXE SALOON**

£1,498.7.0 (incl. £500.7.0 PT).

BASED upon the advanced and rather complex DS19, whose debut three years ago was one of the sensations of post-war motoring, this Citroen is similar in shape and styling to the parent model, but is much simplified by dispensing with hydraulic power for the steering, brakes, and clutch and gear selection.

Probably for this reason, the ID19 is slightly the brisker performer of the two, despite the fact that its engine, by virtue of its single-choke carburettor and modified induction porting, develops less power. Other cost-cutting measures include a non-adjustable front seat squab and carpets devoid of cellular rubber backing. To give the extra leverage needed in the absence of powered steering, the



distinctive single-spoke wheel is of increased size.

There are two versions of the ID19, standard and de luxe, but only the latter is manufactured in Britain and available on the English market. This

one accelerates from nought to 80 m.p.h. through the gears in a little under 43 secs.

The DS 19, embodying more brainwaves than were ever before packed under one roof and bonnet, is, of

course, on show as well. Both Citroen models have front-wheel drive, all-independent suspension on inert gas instead of normal springs, and a device which automatically maintains the car at a constant level irrespective of the load carried.

**TECHNICAL DATA**

**Performance:**  
Average fuel consumption: 30 m.p.g.  
Top Speed: 85 m.p.h.

**Suspension:**  
Front: Ind. hydra. pneu.  
Rear: Ind. hydra. pneu.  
Shock Absorbers: In-built in suspension units.

**Engine:**  
No. of Cylinders: 4.  
Bore: 78 mm.  
Stroke: 100 mm.  
Cubic Capacity: 1,911.  
Brake horse-power: 66.  
Valves: O/h.  
Compression ratio: 7.5 to 1.  
Carburettor: Solex 34.  
Ignition: Coil.

**Fuel Capacity:** 14 galls.

**Gear Box:** Synchro.  
Overall ratios: 13.79, 7.35, 4.77, 3.31.  
Lever Position: Steering column.

**Overall Dimensions:**  
Length: 15 ft. 9 in.  
Width: 5 ft. 10 in.  
Height: 4 ft. 8 in.  
Ground Clearance: 6½ in.

**Track:**  
Front: 4 ft. 11 in.  
Rear: 4 ft. 3 in.  
Wheelbase: 10 ft. 3 in.  
Turning Circle: 36 ft.  
Dry Weight: 23 cwt.

**DAIMLER  
MAJESTIC SALOON**

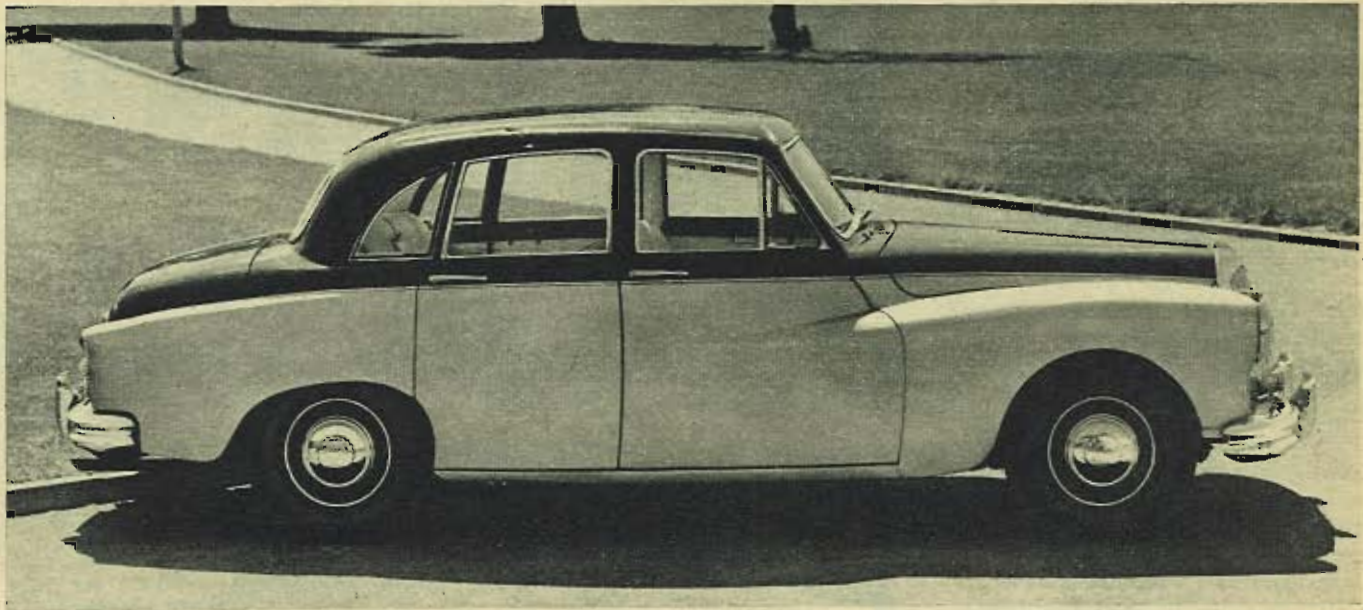
£2,495.0.0 (incl. £832.5.0 PT).

NEW to Earl's Court—it came into production only three months ago—the Majestic combines traditional Daimler luxury with 100-m.p.h. paces and an all-round performance that makes it a match for many sports cars. It was developed from the 3.5-litre One-O-Four, but offers much improved seating space, fully automatic transmission, better looks, and more power.

The dashboard is entirely new and has the principal instruments grouped in the centre. Among the equipment is an idling-speed control, a fuel reserve tap, and a lever (apart from the main steering-column control for the Borg Warner transmission) that enables the middle ratio to be locked in the operative position.

Suspension design has been specially studied, the wishbone-type front springing incorporating fore-and-aft radius arms and an anti-roll torsion bar. The brakes are power-assisted.

In spite of weighing nearly a ton and three-quarters at the kerb, the Majestic sweeps to 90 m.p.h. in 36 seconds, and averages nearly 19 miles per gallon of petrol under give-and-take conditions.



**TECHNICAL DATA**

**Performance:**  
Average Fuel Consumption: 18-25 m.p.g.  
Top Speed: 100 m.p.h.

**Suspension:**  
Front: Ind. Coil.  
Rear: Semi-elliptic.  
Shock Absorbers: Telescopic.

**Engine:**  
No. of Cylinders: 6.  
Bore: 86.36 mm.  
Stroke: 107.95 mm.  
Cubic Capacity: 3,794.  
Brake horse-power: 147.  
Valves: O/h.  
Compression ratio: 7.5 to 1.  
Carburettor: Twin S.U.  
Ignition: Coil.

**Fuel Capacity:** 18 galls. Incl. 1½ galls. reserve.

**Gear Box:** Automatic with intermediate gear lock.  
Overall ratios: 3.92, 5.625, 9.047 and torque converter.  
Lever Position: Selector on column.

**Overall Dimensions:**  
Length: 16 ft. 4 in.  
Width: 6 ft. 1½ in.  
Height: 5 ft. 2½ in.  
Ground Clearance: 7 in.

**Track:**  
Front: 4 ft. 8 in.  
Rear: 4 ft. 9 in.  
Wheelbase: 9 ft. 6 in.  
Turning Circle: 42 ft.  
Dry Weight: 34½ cwt.

Right: Photograph shows the rear seat of the Daimler Majestic. Wide-opening doors permit easy entry with ample headroom.



**DAIMLER  
ONE-O-FOUR SALOON**

£2,395.0.0 (incl. £799.5.0 PT).

WHEN we closed for press, it wasn't certain that the One-O-Four would be exhibited at Earl's Court but its production continues. With 3½ litres under its smoothly contoured bonnet, this is the smallest-engined of the current Daimlers, but even so it is capable of 100 m.p.h. under favourable conditions.

The main accent, however, is on silence and luxury, minute care being taken to minimise noise, from whatever source. Upholstered in fine hide, the seats have deep, shoulder-supporting squabs and centre folding arm-



rests in both compartments. Polished burr walnut is used for the dash and door cappings, together with the

'table tops' of the neat disappearing picnic shelves recessed into the backs of the front seat squabs.

Drive train options are between the traditional Daimler preselector gear and fluid flywheel on the one hand, and Borg Warner automatic transmission on the other.

**TECHNICAL DATA**

**Performance:**  
Average Fuel Consumption: Approx 17-23 m.p.g.  
Top Speed: 100 m.p.h.

**Suspension:**  
Front: Ind. coil.  
Rear: Semi-elliptic.  
Shock Absorbers: Piston type.

**Engine:**  
No. of Cylinders: 6.  
Bore: 82.55 mm.  
Stroke: 107.95 mm.  
Cubic Capacity: 3,468.  
Brake horse-power: 137.  
Valves: O/h.  
Compression ratio: 7.6 to 1.  
Carburettor: Twin S.U.  
Ignition: Coil.

**Fuel Capacity:** 18 galls. Incl. 1½ galls. reserve.

**Gear Box:** Daimler Pre-Selector Fluid Transmission.  
Overall ratios: 3.92, 6.11, 9.1, 16.00 (Fluid Trans.).  
Lever Position: Selector on column.

**Overall Dimensions:**  
Length: 16 ft. 4 in.  
Width: 5 ft. 10½ in.  
Height: 5 ft. 2½ in.  
Ground Clearance: 7 in.

**Track:**  
Front: 4 ft. 8 in.  
Rear: 4 ft. 9 in.  
Wheelbase: 9 ft. 6 in.  
Turning Circle: 42 ft.  
Dry Weight: Approx. 35 cwt.



## DAIMLER DK 400 A LIMOUSINE

£4,195.0.0 (incl. £1,399.5.0 PT).

THERE are two limousine models sharing the DK.400 symbol, although probably only one of them—the eight-seater A-type—will be on show; the alternative 'B' variant seats seven. Both have the same 4.6-litre engine, which is of conventional design but impeccable manners. This unit, like those of the Majestic and the One-O-Four, has o.h. valves with pushrod operation.

The DK400/A affords three-abreast seating in front of the division and the same on the bench seat of the passenger compartment; in addition, there are three occasional seats which fold

into the division; with the centre arm-rest lowered, the capacity of the main passenger bench is reduced to two. In 'staff quarters' and 'state-room' respectively, upholstery is in leather and West of England cloth.

### TECHNICAL DATA

<b>Performance:</b>	<b>Suspension:</b>
Average Fuel Consumption: 13-16 m.p.g.	Front: Ind. coil.
Top Speed: 90 m.p.h.	Rear: Semi-elliptic.
	Shock Absorbers: Telescopic.
<b>Engine:</b>	<b>Overall Dimensions:</b>
No. of Cylinders: 6.	Length: 18 ft. 7 in.
Bore: 95.25 mm.	Width: 6 ft. 5 in.
Stroke: 107.95 mm.	Height: 5 ft. 10 1/2 in.
Cubic Capacity: 4,617.	Ground Clearance: 7 in.
Brake horse-power: 167 at 3,800.	
Values: O/h.	<b>Track:</b>
Compression ratio: 7 to 1.	Front: 5 ft. 0 in.
Carburettor: Twin S.U.	Rear: 5 ft. 3 in.
Ignition: Coil.	Wheelbase: 10 ft. 10 in.
	Turning Circle: 44 ft.
	Dry Weight: 41 cwt.
<b>Fuel Capacity:</b> 20 galls. (incl. 1 1/2 galls. reserve).	
<b>Gear Box:</b> Pre-selector.	
Overall ratios: 4.27, 6.45, 9.76, 17.00.	
Lever Position: Selector on column.	

## FORD ZODIAC SALOON

Zodiac: £1,013.17.0 (incl. £338.17.0 PT).

Zephyr: £916.7.0 (incl. £306.7.0 PT).

THIS, the Zephyr's dressy sister, again ranks as the most desirable property on Ford's stand at Earls Court. Uniform with the Zephyr in all engineering respects, it stands out in the crowd on the strength of such beautifying attributes as white-wall tyres and two-tone finishes in a wide variety of combinations. Borg Warner automatic transmission (more economical than some such systems by virtue of its slip-free drive in top gear) is among the Zodiac options.

All modern Fords have a name for lively performance, and the Zodiac-Zephyr kin are no exception. In spite of the handicap of three-speed transmission, 70 m.p.h. can be reached from a standstill in 22 1/2 seconds, and 80 in 32 secs. The overdrive which is available on Zodiac and Zephyr models incorporates a freewheel that



Ford Zodiac Saloon (above) and (left) the Ford Zephyr Saloon.

operates below 30 m.p.h., enabling gear-changes to be made without touching the clutch pedal at sub-30 speeds.

The complete redesigning of the body-chassis unit which accompanied the advent of the second-series Zodiac and Zephyr placed these cars at or near the head of their price class for interior roominess. Width of the body between doors, at a point close to the leading edge of the seats, is no less than 56 1/2 ins., front and back.

### TECHNICAL DATA

<b>Performance:</b>	<b>Suspension:</b>
Average Fuel Consumption: 23-28 m.p.g.	Front: I.F.S. with coils.
Top Speed: 90 m.p.h.	Rear: Semi-elliptic.
	Shock Absorbers: Hydraul.
<b>Engine:</b>	<b>Overall Dimensions:</b>
No. of Cylinders: 6.	Length: 14 ft. 10 1/2 in.
Bore: 82.55 mm.	Width: 5 ft. 8 1/2 in.
Stroke: 79.5 mm.	Height: 5 ft. 2 in.
Cubic Capacity: 2,553.	Ground Clearance: 6.8 in.
Brake horse-power: 86.	
Values: O/h.	<b>Track:</b>
Compression ratio: 7.8 to 1.	Front: 4 ft. 5 in.
Carburettor: Zenith.	Rear: 4 ft. 4 in.
Ignition: Coil.	Wheelbase: 8 ft. 11 in.
	Turning Circle: 36 ft.
	Dry Weight: 23 1/2 cwt. (approx.)
<b>Fuel Capacity:</b> 11 galls.	
<b>Gear Box:</b> Synchro.	
Overall ratios: 11.08, 6.4, 3.9 to 1.	
Lever Position: Steering column.	
Optional extras: Borg-Warner overdrive, Borg-Warner automatic transmission.	



## FORD CONSUL DE LUXE SALOON

De Luxe: £871.7.0 (incl. £291.7.0 PT).

Convertible: £991.7.0 (incl. £331.7.0 PT).

INTRODUCED just before last year's Show, this car is distinguishable by its two-colour paintwork (you only get monotonous if you ask for them), chromium-plated rear lamp bezels and window moulds, windscreen washers, make-up mirror above the front passenger's position, coat hooks, cigarette lighter and full-circle horn ring. In other words, it's a Zephyr in almost everything except the number of cylinders and consequently its performance. An individual styling point, however, is that the dividing line between light and shade comes higher

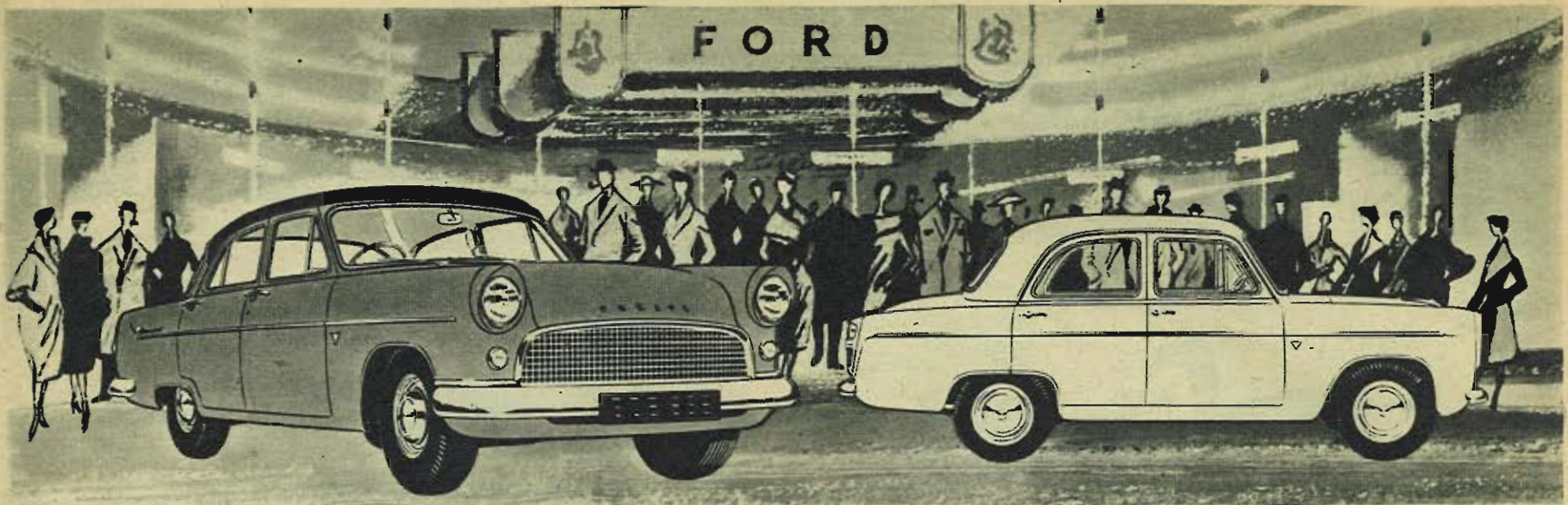
Above, left: Ford Consul de luxe. Left: The Ford Consul Convertible. This is also available with power-operated hood.

than the Zodiac's—at the base of the turret instead of at the waist.

Flexibility and imperviousness to pinking, even on the cheaper grades of petrol, are features of the Consul engine. Due to the use of a three-speed gearbox, the acceleration times to given speeds from a stand-still are perhaps less impressive than its top-gear pick-up. From 30 to 50 m.p.h. in just over 12 seconds is a good example of the latter. Although the range of gear-lever movement is fairly long, this is one of the very best examples of a column shift as regards positiveness and absence of lost motion after prolonged use.

### TECHNICAL DATA

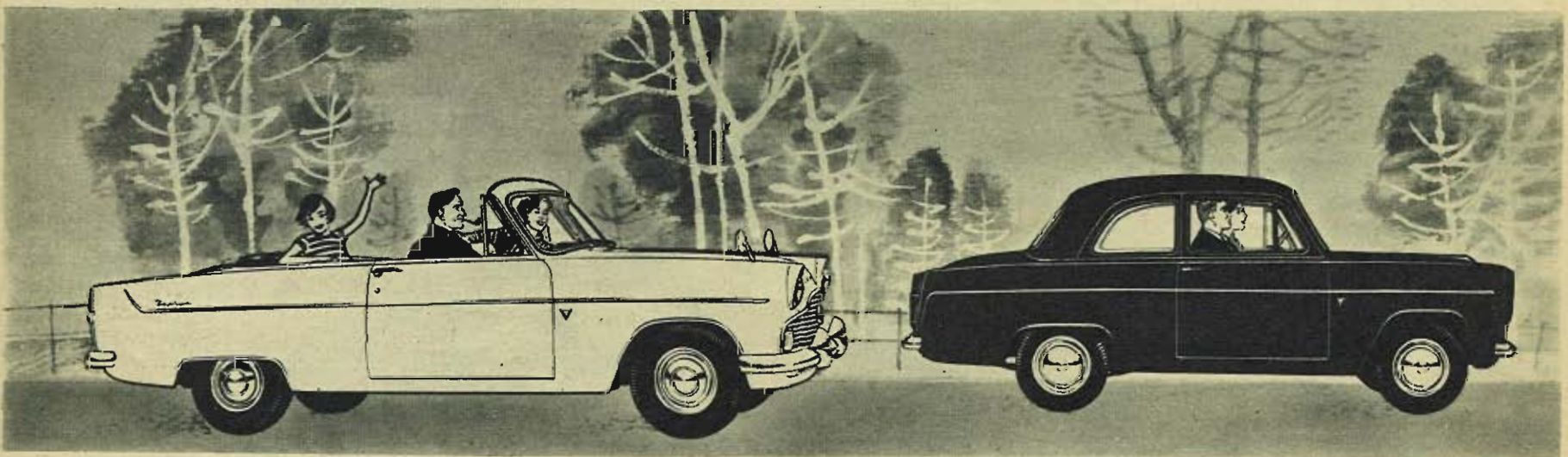
<b>Performance:</b>	<b>Suspension:</b>
Average Fuel Consumption: 25-33 m.p.g.	Front: I.F.S. with coils.
Top Speed: 80 m.p.h.	Rear: Semi-elliptic.
	Shock Absorbers: Hydraul.
<b>Engine:</b>	<b>Overall Dimensions:</b>
No. of Cylinders: 4.	Length: 14 ft. 4 in.
Bore: 82.55 mm.	Width: 5 ft. 9 in.
Stroke: 79.5 mm.	Height: 5 ft. 1 1/2 in.
Cubic Capacity: 1,703.	Ground Clearance: 6.4 in.
Brake horse-power: 59.	
Values: O/h.	<b>Track:</b>
Compression ratio: 7.8 to 1.	Front: 4 ft. 5 in.
Carburettor: Zenith.	Rear: 4 ft. 4 in.
Ignition: Coil.	Wheelbase: 8 ft. 8 1/2 in.
	Turning Circle: 35 ft.
<b>Fuel Capacity:</b> 10 1/2 galls.	Dry Weight: 22 1/2 cwt. (approx.)
<b>Gear Box:</b> Synchro.	
Overall ratios: 11.67, 6.75, 4.12 to 1.	
Lever Position: Steering column.	



**At Earls Court... In Dealers' Showrooms...**



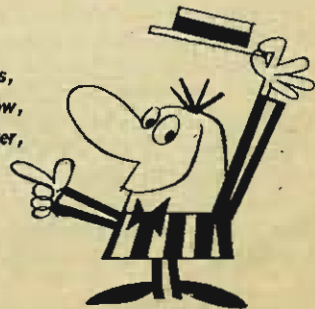
**On the World's roads...**



**for Ford it's Showtime all the time!**

ZODIAC Saloon	£675 Plus	£338.17.0 P.T.	=	£1,013.17.0	CONSUL DE LUXE	£580 Plus	£291. 7.0 P.T.	=	£871.7.0
Estate Car	£895 Plus	£448.17.0 P.T.	=	£1,343.17.0	PREFECT DE LUXE	£438 Plus	£220. 7.0 P.T.	=	£658.7.0
Convertible	£873 Plus	£437.17.0 P.T.	=	£1,310.17.0	PREFECT	£415 Plus	£208.17.0 P.T.	=	£623.17.0
ZEPHYR Saloon	£610 Plus	£306. 7.0 P.T.	=	£916.7.0	SQUIRE Estate Car	£463 Plus	£232.17.0 P.T.	=	£695.17.0
Estate Car	£825 Plus	£413.17.0 P.T.	=	£1,238.17.0	ANGLIA DE LUXE	£400 Plus	£201. 7.0 P.T.	=	£601.7.0
Convertible	£778 Plus	£390. 7.0 P.T.	=	£1,168.7.0	ANGLIA	£380 Plus	£191. 7.0 P.T.	=	£571.7.0
CONSUL Saloon	£545 Plus	£273.17.0 P.T.	=	£818.17.0	ESCORT Estate Car	£434 Plus	£218. 7.0 P.T.	=	£652.7.0
Estate Car	£760 Plus	£381. 7.0 P.T.	=	£1,141.7.0	POPULAR	£295 Plus	£148.17.0 P.T.	=	£443.17.0
Convertible	£660 Plus	£331. 7.0 P.T.	=	£991.7.0					

*See them at your Dealer's,  
See them at the Show,  
It's the greatest Ford-time ever,  
Everywhere you go!*



**FORD** 17 MODELS STRONG



Anglia de luxe



Prefect de luxe

### FORD ANGLIA AND PREFECT SALOONS

Anglia : £571.7.0. (incl. £191.7.0 PT).  
 Prefect : £623.17.0 (incl. £208.17.0 PT).  
 De Luxe Versions:  
 Anglia £601.7.0; Prefect £658.7.0.

THE last of the British motor industry's side-valve engines form the core of these lissom and hardy little saloons, and they're certainly none the worse for that. By the yardsticks of price/performance or price/space, the basically similar Prefect and Anglia models can hold a candle to anything in their class.

Apart from details of equipment and trim, the main difference between the two types is that the low-priced Anglia has two doors and the Prefect four. With two doors—the opening is 33 ins. wide and the tipping front seats are adjustable fore and aft—access to the rear compartment is quite easy.

Interior width at the forward edge of the front seats is, in both cases, 50 ins., the seats themselves being 19½ ins. across. Greatest span of the back seat is 47 ins. Seat to roof dimen-

sions, front and back respectively, are 41 and 34½ ins. Rear visibility was much improved by the increase in back window area that Ford made a year ago.

The Prefect is fractionally heavier than the Anglia but there is no measurable difference in performance. Two-pedal control by the Newton and Bennett system, using a centrifugal clutch operated by engine suction, is available as an extra on both standard and de luxe editions of the Anglia and Prefect.

#### TECHNICAL DATA

<b>Performance :</b> Average Fuel Consumption : 33-35 m.p.g. Top Speed : 70 m.p.h.	<b>Suspension :</b> Front : I.f.s. with coils. Rear : Semi-elliptic. Shock Absorbers : Hydraul.
<b>Engine :</b> No. of Cylinders : 4. Bore : 63.5 mm. Stroke : 92.5 mm. Cubic Capacity : 1,172. Brake horse-power : 36. Valves : Side. Compression ratio : 7.1. Carburettor : Solex d/d. Ignition : Coil.	<b>Overall Dimensions :</b> Length : Ang. 12 ft. 5½ in. Pre. 12 ft. 7¼ in. Width : 5 ft. 0½ in. Height : 4 ft. 10½ in. Ground Clearance : 7 in.
<b>Fuel Capacity :</b> 7 galls.	<b>Track :</b> Front : 4 ft. Rear : 3 ft. 11¼ in. Wheelbase : 7 ft. 3 in. Turning Circle : 34 ft. 6 in. Dry Weight : Ang. 15 cwt. (approx.). Pre. 15½ cwt. (approx.).
<b>Gear Box :</b> Synchro. Overall ratios : 17.246, 8.889, 4.429 to 1. Lever Position : Central.	

### FORD ESCORT AND SQUIRE

Escort : £652.7.0 (incl. £218.7.0 PT).  
 Squire : £695.17.0 (incl. £232.17.0 PT).

CARRYING capacity being the crux of estate-car design, let's hold this pair's vital statistics up to the light. With all four seats taken, 17 cubic feet of freight can be carried on the platform; with only two occupants and the rear seat adjusted forward, there is room for almost 50 cu. ft.

In linear measurement terms, the maximum platform length is about 50 ins. by 59 ins. wide ahead of the wheel arches and 35½ ins. between them. As in most utilities, rear passengers enjoy generous headroom, the distance from the back seat to the roof being 38 ins., or only 2 ins. less than in front. Some sacrifice in front-seat legroom is, however, made in efforts to 'steal inches' on behalf of the cargo and second-row passengers. The rear gate on both Squire and

Escort is split horizontally, the spare wheel being stowed under the platform, whence it can be extracted without disturbing the goods.

Slightly heavier and lower geared than the corresponding saloons—Prefect and Anglia—the estate cars lose relatively little in performance, e.g. an increase of only two-and-a-fraction seconds from zero to 50 m.p.h.

#### TECHNICAL DATA

<b>Performance :</b> Average Fuel Consumption : 33-35 m.p.g. Top Speed : 70 m.p.h.	<b>Suspension :</b> Front : I.f.s. with coils. Rear : Semi-elliptic. Shock Absorbers : Hydraul.
<b>Engine :</b> No. of Cylinders : 4. Bore : 63.5 mm. Stroke : 92.5 mm. Cubic Capacity : 1,172. Brake horse-power : 36. Valves : Side. Compression ratio : 7 to 1. Carburettor : Solex d/d. Ignition : Coil.	<b>Overall Dimensions :</b> Length : Escort 11 ft. 9½ in. Squire 11 ft. 9½ in. Width : 5 ft. 0½ in. Height : 5 ft. 2½ in. Ground Clearance : 7 in.
<b>Fuel Capacity :</b> 7 galls.	<b>Track :</b> Front : 4 ft. Rear : 3 ft. 11¼ in. Wheelbase : 7 ft. 3 in. Turning Circle : 32 ft. 9 in. Dry Weight : Escort 16½ cwt. (approx.). Squire 16½ cwt. (approx.).
<b>Gear Box :</b> Synchro. Overall ratios : 17.246, 8.889, 4.429 to 1. Lever Position : Central.	

The Ford Escort Estate car.



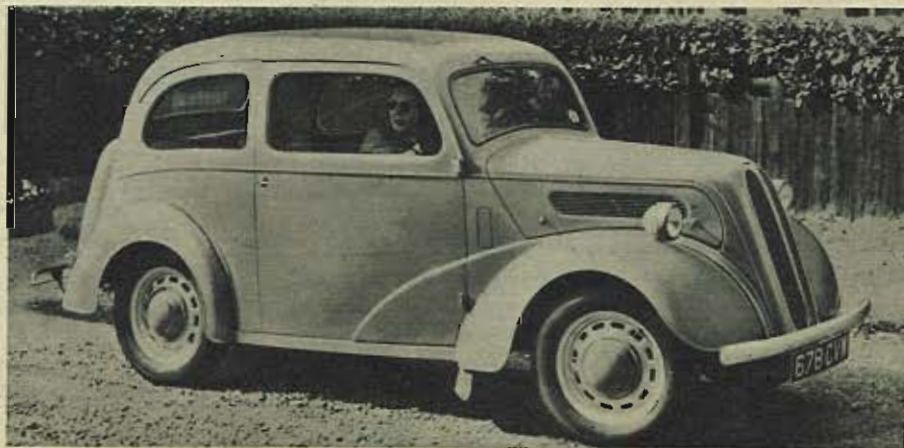
The Ford Squire.

### FORD POPULAR

£443.17.0 (incl. £148.17.0 PT).

STILL growing old gracefully, and still holding the affection of owners who don't aspire to the Joneses' awe, the down-to-earth Popular is one of the phenomena of the motoring scene. It's cheap to buy because it's simple and unpretentious in design, and it's cheap to run because, *inter alia*, the side-valve engine is specially rigged to run happily on inexpensive grades of petrol.

What it loses on the swings (e.g., the trunk space is limited) the Popular wins back on the roundabouts: it is, for instance, among the easiest cars



in the world to maintain with an amateur mechanic's ability and resources, and the back-seat headroom is

at least a hand higher than that of fashionable Detroiters with upwards of 300 horsepower under the bonnet.

#### TECHNICAL DATA

<b>Performance :</b> Average Fuel Consumption : 35-37 m.p.g. Top Speed : 60 m.p.h.	<b>Suspension :</b> Front : Transverse leaf. Rear : Transverse leaf. Shock Absorbers : Hydraul.
<b>Engine :</b> No. of Cylinders : 4. Bore : 63.5 mm. Stroke : 92.5 mm. Cubic Capacity : 1,172. Brake horse-power : 30. Valves : Side. Compression ratio : 6.16 to 1. Carburettor : Zenith d/d. Ignition : Coil.	<b>Overall Dimensions :</b> Length : 12 ft. 8¼ in. Width : 4 ft. 8¼ in. Height : 5 ft. 3½ in. Ground Clearance : 8.87 in.
<b>Fuel Capacity :</b> 7 galls.	<b>Track :</b> Front : 3 ft. 9 in. Rear : 3 ft. 9 in. Wheelbase : 7 ft. 6 in. Turning Circle : 34 ft. 9 in. Dry Weight : 14½ cwt.
<b>Gear Box :</b> Synchro. Overall ratios : 16.89, 9.71, 5.5 to 1. Lever Position : Central.	

### FRAZER 'CONTI'

THIS is with many is B.M.W. of the side-meter, hand-built the Conti end feature side full de Dion advantage

### FRISK AND S

Both mod

### NEW f

of the sport min structure but the bonded g in one sh integral t rear-mou through seats, th breached tate rou The se ease of a the parce over the Control mesh gear lever of t fool-proo light on t has been The ch lar stru crabbed twin fan

### HILLM

ALTH Hillm general t the Min before th very diff exhibited January with the adoption and bod the then tible and The r room and The Hus ceed 70 Distin bodies b Husky s consider average

### FRAZER-NASH 'CONTINENTAL'

£3,250.7.0 (incl. £1,084.7.0 PT).

THIS is the only current British car with a V8 engine, although Germany is the power unit's fatherland; B.M.W. of Munich make it. Foundation of the F-N is a tubular chassis with side-members of very large diameter, set widely apart. Largely hand-built, on a cost-no-object basis, the Continental incorporates a back-end feature that is seldom found outside full race specifications, viz., a de Dion axle, giving most of the advantages with none of the draw-



backs of independent rear suspension. The de Dion set-up is used in conjunction with torsion bars. One of Britain's few true Gran

Turismo cars, the Continental offers wide scope for individual owner preferences in specification and equipment.

#### TECHNICAL DATA

**Performance:**  
Average Fuel Consumption: 29 m.p.g.  
Top Speed: 125/130 m.p.h.

**Suspension:**  
Front: Ind. coil.  
Rear: De Dion and torsion bars.  
Shock Absorbers: Telescopic.

**Engine:**  
No. of Cylinders: V8.  
Bore: 74 mm.  
Stroke: 75 mm.  
Cubic Capacity: 2,580.  
Brake horse-power: 140.  
Values: O/h.  
Compression ratio: 7.8 to 1.  
Carburettor: Twin d/d.  
Ignition: Coil.

**Overall Dimensions:**  
Length: 13 ft. 7 in.  
Width: 5 ft. 7 in.  
Height: 4 ft. 6 in.  
Ground Clearance: 7 in.

**Track:**  
Front: 4 ft. 2 in.  
Rear: 4 ft. 5 1/2 in.  
Wheelbase: 8 ft. 3 in.  
Turning Circle: 27 ft.  
Dry Weight: 16 1/2 cwt.

**Fuel Capacity:** 15 galls. to 25 galls. as reqd.

**Gear Box:** All-Synchro.  
Overall ratios: 3.42, 4.665, 7.1, 11.584.  
Lever Position: Central.

### FRISKY HARD-TOP AND SPORTS

Both models:  
£499.7.0 (incl. £167.7.0 PT).

NEW for '59 is a hard-top version of the two-stroke engined Frisky-sport minicar. Prices and general construction of both models are the same, but the bodies, made from resin-bonded glass fibre, are now moulded in one shell, instead of having a dis-integral tail section. Access to the rear-mounted vertical-twin engine is through a hatch cover behind the seats, this cover in turn being breached by a hinged flap to facilitate routine maintenance operations.

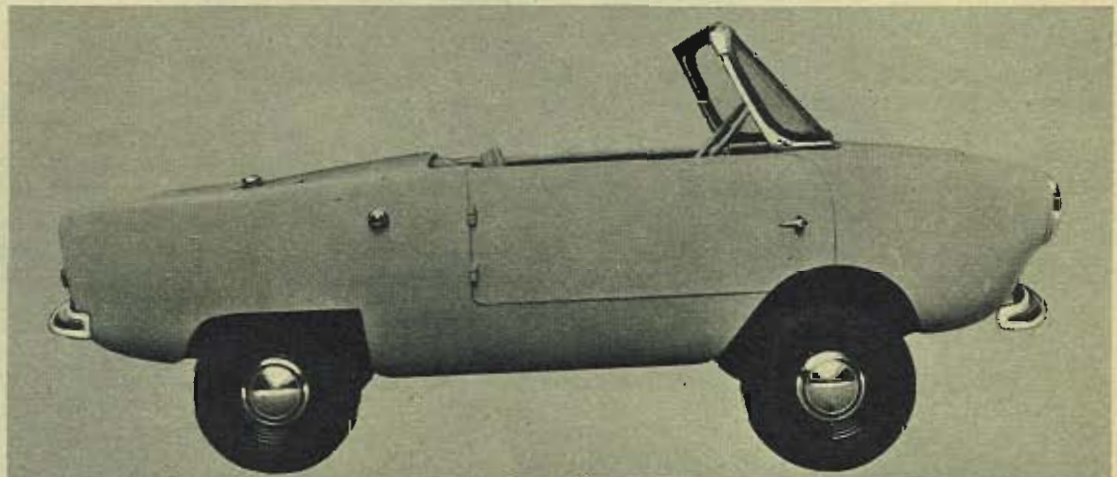
The seat squab pivots forward for ease of approach to the engine and the parcel spaces flanking the hump over the power unit.

Control of the four-speed, constant-mesh gearbox is by a positive-stop lever of the type which makes shifting fool-proof on motorcycles; a warning light on the facia shows when neutral has been selected.

The chassis is a cross-braced tubular structure giving a markedly crabbed track. Engine cooling is by twin fans.



Photographs show the Frisky hard-top (above) and the Frisky Sports (right).



#### TECHNICAL DATA

**Performance:**  
Average Fuel Consumption: 60 m.p.g.  
Top Speed: 60 m.p.h.

**Suspension:**  
Front: Independent.  
Rear: Coil.  
Shock Absorbers: Hydraulic.

**Engine:**  
No. of Cylinders: 2.  
Bore: 57 mm.  
Stroke: 63.5 mm.  
Cubic Capacity: 324.  
Brake horse-power: 17 at 5,500.  
Compression ratio: 7.25 to 1.  
Carburettor: Villiers S.25.  
Ignition: Coil.

**Overall Dimensions:**  
Length: 9 ft. 1 1/2 in.  
Width: 4 ft. 7 1/2 in.  
Height: 4 ft. (Coupe 4 ft. 2 in.).  
Ground Clearance: 6 1/2 in.

**Track:**  
Front: 4 ft. 0 1/2 in.  
Rear: 2 ft. 8 in.  
Wheelbase: 5 ft.  
Turning Circle: 25 ft.

**Fuel Capacity:** 3 1/2 galls. Dry Weight: 6 1/2 cwt.

**Gear Box:** 4-speed constant mesh.  
Overall ratios: 5.03, 6.66, 9.53, 15.39.  
Lever Position: Central.

### HILLMAN HUSKY

£698.17.0 (incl. £233.17.0 PT).

ALTHOUGH this, the lowest-priced Hillman, takes no part in the general transformation that the rest of the Minx range underwent shortly before the Show, it is nevertheless a very different vehicle from the Husky exhibited at Earls Court 1957. In January of this year it fell into step with the rest of the range by the adoption of an overhead-valve engine and body styling identifying it with the then current Minx saloon, convertible and estate car.

The result was more speed, more room and a more refined performance. The Husky will now comfortably exceed 70 m.p.h. and cruise at 60-plus.

Distinguished from many utility bodies by a one-panel rear gate, the Husky shell holds four persons and considerably more luggage than the average saloon's boot when rigged for



maximum passenger carrying or, alternatively, a crew of two and a real mountain of cargo. With the rear seats folded into their out-of-use posi-

tion, the goods platform is 50 1/2 ins. long by 53 1/2 ins. across at the broadest point, and will engulf objects as much as 40 ins. in height.

Left: The Husky has a single door at the back, which is fitted with a push-button lock.

#### TECHNICAL DATA

**Performance:**  
Average Fuel Consumption: 35 m.p.g.  
Top Speed: Over 70 m.p.h.

**Suspension:**  
Front: Ind. coil.  
Rear: Semi-elliptic.  
Shock Absorbers: Telescopic.

**Engine:**  
No. of Cylinders: 4.  
Bore: 76.2 mm.  
Stroke: 76.2 mm.  
Cubic Capacity: 1,390.  
Brake horse-power: 43.  
Values: O/h.  
Compression ratio: 7 to 1.  
Carburettor: Zenith d/d.  
Ignition: Coil.

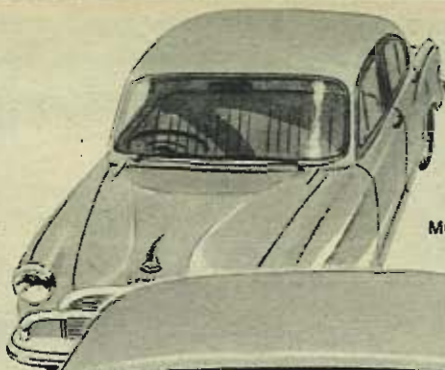
**Overall Dimensions:**  
Length: 12 ft. 5 1/2 in.  
Width: 5 ft. 0 1/2 in.  
Height: 5 ft. 1 in.  
Ground Clearance: 6 1/2 in.

**Track:**  
Front: 4 ft. 1 in.  
Rear: 4 ft. 0 1/2 in.  
Wheelbase: 7 ft. 2 in.  
Turning Circle: 33 ft.  
Dry Weight: 18 cwt.

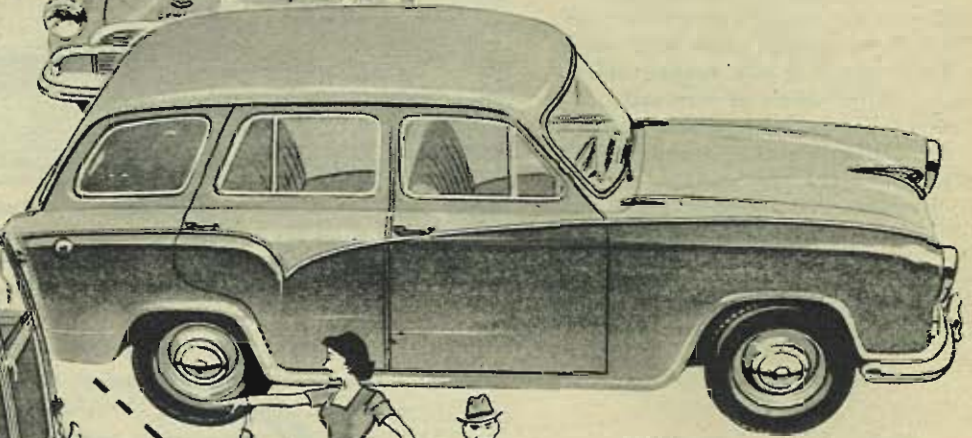
**Fuel Capacity:** 6 1/2 galls.

**Gear Box:** Synchro.  
Overall ratios: 4.778, 7.126, 11.807, 17.045.  
Lever Position: Central.

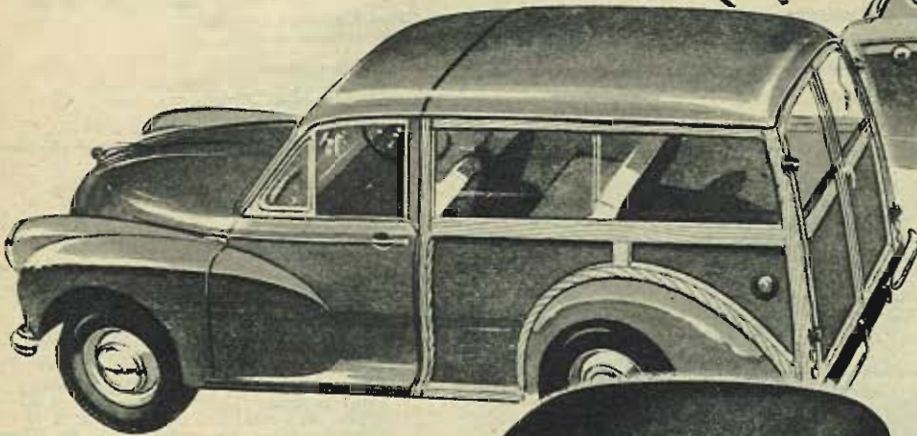
Go together...



MORRIS COWLEY 1500



MORRIS OXFORD TRAVELLER



MORRIS MINOR 1000 TRAVELLER

MORRIS MINOR SALOON



MORRIS OXFORD

Now's the time for his enthusiasm to team with her good sense—for his mechanical know-how to blend with her flair for style and comfort. When you go to the Motor Show together the choice is so often a Morris—one of seven variations on the theme of family-car value.

- MINOR 1000 (2 & 4 door saloon)
- MINOR 1000 TRAVELLER
- MINOR 1000 CONVERTIBLE
- COWLEY 1500
- OXFORD
- OXFORD TRAVELLER



Together

you'll choose a

"QUALITY FIRST"  
**MORRIS**

12 MONTHS' WARRANTY  
and backed by B.M.C. service the  
most comprehensive in Europe.



MORRIS MOTORS LTD., COWLEY, OXFORD. London Distributors: Morris House, Berkeley Square, W.1. Overseas Business: Nuffield Exports Ltd., Oxford & 41, Piccadilly, London, W.1.

8/16

**HILLMAN  
CONVERTIBLE**

De Luxe Saloon £790  
Special: £750

A BIGGER improved colours... the Showtime range of cars... Basic engine altered but metres on brings this fashionable car raises its capacity resulting gain but torque—terms of top pulling ability tially.



**HUMBER  
SUPER**

Saloon: £1,490  
Limousine: £1,640  
Estate Car: £1,100

HERE'S an entirely and best eq the Rootes makers. In engineering, ground from Similarity Super Snipe cubic capaci cylinders, e and hemisph clined valve a high-moun produces an power and speed in exc In other lows regula coil-and-wish suspension springs. But usual in giv only in sta ever, option Laycock ov automatics. middle and of five ratio that most of manual gear drive. Vacuum standard an option. Che monocoque Three bod

### HILLMAN MINX SALOONS, CONVERTIBLE AND ESTATE CAR

De Luxe Saloon : £794.17.0 (incl. £265.17.0 PT).  
 Special : £748.7.0 (incl. £250.7.0 PT).

Convertible : £898.7.0 (incl. £300.7.0 PT).  
 Estate Car : £898.7.0 (incl. £300.7.0 PT).

A BIGGER engine, more power, improved styling, new body colours . . . there, in a nutshell, is the Showtime story of this popular range of cars.

Basic engine design remains unaltered but an increase of 2.8 millimetres on the bore measurement brings this well-tested unit into the fashionable oversquare category and raises its capacity to 1½ litres. The resulting gain in horsepower is slight, but torque—the significant factor in terms of top-gear acceleration and pulling ability—has gone up substantially.

Aesthetically, the new Minxes are

the better for re-styled front ends and radiator grilles neatly integrated with their surrounds. Inside, the fascia panels of the de luxe saloon, the convertible and the station wagon have been revised to make the instruments easier to read, and there are improvements in seating comfort. Minor controls are redistributed to advantage and the latest sub-dash parcel shelf runs the full width of the car.

The inexpensive Special Saloon shares the mechanical developments already outlined (these include higher axle gearing and a more robust clutch) and a bench seat is now fitted in place of bucket seats.



The De Luxe Saloon

The Station Wagon has a goods capacity of 41½ cubic feet and, when no passengers are carried, will cope with cargoes up to 600 lbs. Its price has been reduced.

#### TECHNICAL DATA

**Performance :**  
 Average Fuel Consumption : 35 m.p.g.  
 Top Speed : 80 m.p.h.

**Suspension :**  
 Front : Ind. coil.  
 Rear : Semi-elliptic.  
 Shock Absorbers : Telescopic.

**Engine :**  
 No. of Cylinders : 4.  
 Bore : 79 mm.  
 Stroke : 76.2 mm.  
 Cubic Capacity : 1,494.  
 Brake horse-power : 52.5 at 4,400.  
 Valves : O/h.  
 Compression ratio : 8.5 to 1.  
 Carburettor : Zenith 30 VMS d/d.  
 Ignition : Coil.

**Overall Dimensions :**  
 Length : 13 ft. 6 in.  
 Width : 5 ft. 0½ in.  
 Height : De Luxe 4 ft. 11½ in. Conv. 4 ft. 10 in. Estate 5 ft. 1 in.  
 Ground Clearance : 7 in.

**Track :**  
 Front : 4 ft. 1 in.  
 Rear : 4 ft. 0½ in.  
 Wheelbase : 8 ft.  
 Turning Circle : 36 ft.

**Fuel Capacity :** 7½ galls.  
**Dry Weight :** De Luxe 19½ cwt., Conv. 19½ cwt., Estate 20½ cwt., Special 19 cwt.

**Gear Box :** Synchro.  
**Overall ratios :** 4.55, 6.794, 11.256, 14.518 (Estate 4.778, 7.326, 11.807, 15.226).  
**Lever Position :** Steering column (Special—central).



Hillman Minx Convertible.



The Hillman Estate Car.

### HUMBER SUPER SNIPE

Saloon : £1,493.17.0 (incl. £498.17.0 PT).  
 Limousine : £1,643.17.0 (incl. £548.17.0 PT).  
 Estate Car : £1,741.7.0 (incl. £581.7.0 PT).

HERE'S an old name for something entirely new—the most luxurious and best equipped car ever made by the Rootes Group, to quote the makers. In looks, in appointments, in engineering, this vehicle breaks fresh ground from bumper to bumper.

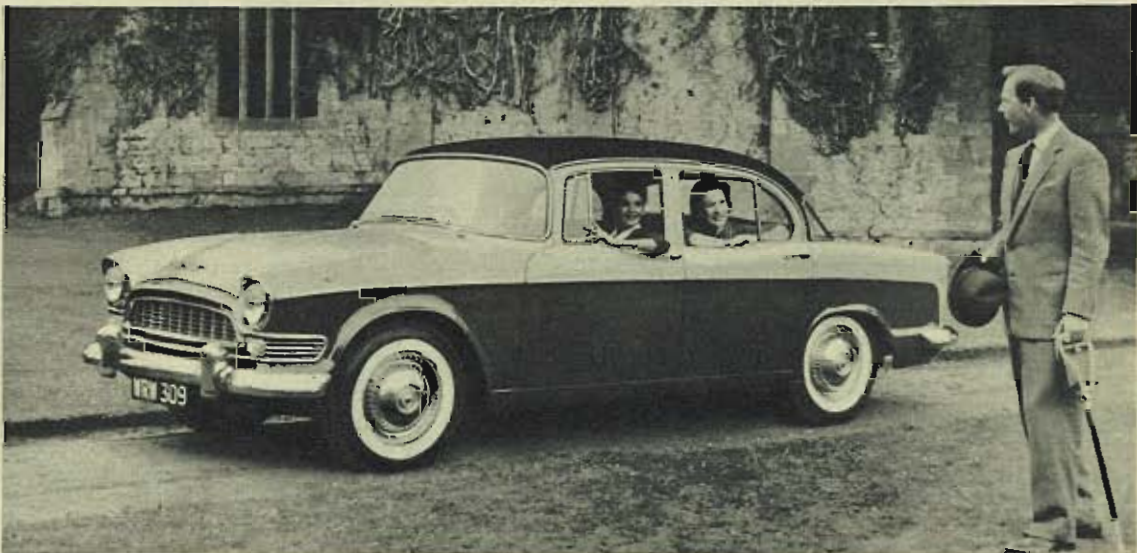
Similarity between the Hawk and Super Snipe engines ends with their cubic capacity, the latter having six cylinders, equal bore and stroke, and hemispherical heads housing inclined valves, which are operated by a high-mounted camshaft. This recipe produces an impressive 112 horsepower and promises a maximum speed in excess of 90 m.p.h.

In other respects the chassis follows regular Rootes practice, with coil-and-wishbone front independent suspension and semi-elliptic rear springs. But the transmission is unusual in giving three forward speeds only in standard form, with, however, optional extras in the shape of Laycock overdrive or Borg Warner automatics. The former operates on middle and top gears, giving a total of five ratios, and it seems probable that most of the Snipes issued with a manual gearbox will also have overdrive.

Vacuum servo-assisted brakes are standard and powered steering is an option. Chassis and body form a monocoque unit.

Three body styles, saloon, limousine

The new Humber Super Snipe provides luxury accommodation for six people.



and Estate car are offered, with a choice between single or two-colour finishes. With the rear seat folded down, the Estate car has a load carrying space of 56 cubic feet.

#### TECHNICAL DATA

**Performance :**  
 Average Fuel Consumption : 20/25 m.p.g.  
 Top Speed : 90 plus m.p.h.

**Suspension :**  
 Front : Ind. coil.  
 Rear : Semi-elliptic.  
 Shock Absorbers : Telescopic, hydraulic.

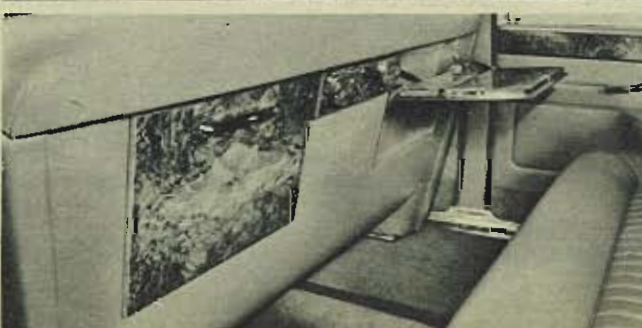
**Engine :**  
 No. of Cylinders : 6.  
 Bore : 82.55 mm.  
 Stroke : 82.55 mm.  
 Cubic Capacity : 2,651.  
 Brake horse-power : 112.  
 Valves : O/h.  
 Compression ratio : 7.5 to 1.  
 Carburettor : Stromberg d/d.  
 Ignition : Coil.

**Overall Dimensions :**  
 Length : 15 ft. 4½ in.  
 Width : 5 ft. 9½ in.  
 Height : Sal. 5 ft. 1 in. Estate 5 ft. 2 in.  
 Ground Clearance : 7 in.

**Track :**  
 Front : 4 ft. 8½ in.  
 Rear : 4 ft. 7½ in.  
 Wheelbase : 9 ft. 2 in.  
 Turning Circle : 38 ft.

**Fuel Capacity :** 12½ galls.  
**Dry Weight :** Sal. 29 cwt. Estate : 30 cwt.

**Gear Box :** Synchro.  
**Overall ratios :** 4.55 (o/d 3.542), 7.339 (o/d 5.707), 12.769.  
**Lever Position :** Steering column.  
**Optional extras :** Overdrive, automatic transmission.



(Above): The Super Snipe Estate Car.

(Left): Rear compartment of the saloon. Two individual tables finished in rich burr walnut hinge downwards from the front seat squabs.



Above: The elegant Humber Hawk Saloon.

Right: The Humber Hawk Estate Car.



## HUMBER HAWK

Saloon : £1,261.7.0 (incl. £421.7.0 PT).

Estate Car : £1,493.17.0 (incl. £498.17.0 PT).

NOT surprisingly, in view of its sales success since its debut in the spring of last year, the Hawk goes forward into '59 without change. Prettily styled and powered by the long-stroke o.h.v. engine that won competition successes galore for the late-lamented Sunbeam 90, the Hawk has two particular claims to merit—all-round visibility is outstanding and the low, wide body affords generous interior space.

The Estate Car variant pictured here has a very large load-carrying capacity when the rear seats are folded forward to give an unobstructed floor, the maximum fore/aft measurement of this platform being no less than 64½ ins. Width of the floor between and behind the wheel arches is 47½ and 58½ ins. respectively. The rear-most pair of side windows are curved around the back quarters, thereby eliminating a blind spot to which some Estate Cars are prone. Road springs are extra strong to cope with the heavy loads often carried by farmers and other country-dwellers.

### TECHNICAL DATA

**Performance :**  
Average Fuel Consumption: 20-25 m.p.g.  
Top Speed: 85 m.p.h.

**Suspension :**  
Front: Ind. coil.  
Rear: Semi-elliptic.  
Shock Absorbers: Telescopic.

**Engine :**  
No. of Cylinders: 4.  
Bore: 81 mm.  
Stroke: 110 mm.  
Cubic Capacity: 2,267.  
Brake horse-power: 78.  
Valves: O/h.  
Compression ratio: 7.5 to 1.  
Carburettor: Zenith d/d.  
Ignition: Coil.

**Overall Dimensions :**  
Length: 15 ft. 4½ in.  
Width: 5 ft. 9½ in.  
Height: 5 ft. 11 in.  
Ground Clearance: 7 in.

**Track :**  
Front: 4 ft. 8 in.  
Rear: 4 ft. 7½ in.

**Wheelbase:** 9 ft. 2 in.  
**Turning Circle:** 38 ft.  
**Dry Weight:** 26½ cwt. (Estate car 28 cwt.).

**Fuel Capacity:** 12½ galls.

**Gear Box:** Synchro.  
Overall ratios: 4.22, 6.297, 10.43, 13.455.  
Lever Position: Steering column.  
Optional extras: Borg Warner transmission, overdrive, Reutter seats.

## JAGUAR MARK IX

£1,994.17.0 (incl. £665.17.0 PT).

FEATURING an increase in engine capacity—from 3.4 to 3.8 litres—that will enable it to keep abreast of its even bigger-displacement rivals in America, this important newcomer is an extremely powerful car, developing no less than 225 b.h.p. Jaguar and other Jaguar-engined makes have of course used bored-to-3.8 versions of the XK engine in racing, with no loss in reliability and substantial gains in performance. The makers emphasise, however, that it isn't so much in top speed as in middle-range pulling and acceleration that the Mk. IX excels.

Similar in appearance and general specification to the Mk. VIII from which it has been developed, the Nine nevertheless has 'invisible assets' in the form of disc brakes on all wheels and power-assisted steering as stan-

dard equipment. All the luxury features of the well-established Mk. VIII are retained. Maximum speed is expected to be in the region of 115 m.p.h.

### TECHNICAL DATA

**Performance :**  
Average Fuel Consumption: Not stated.  
Top Speed: Approx. 115 m.p.h.

**Suspension :**  
Front: Independent, torsion bars, wishbones.  
Rear: Half-elliptic.

**Shock Absorbers:** Telescopic.

**Engine :**  
No. of Cylinders: 6.  
Bore: 87 mm.  
Stroke: 106 mm.  
Cubic Capacity: 3,781.  
Brake horse-power: 225.  
Valves: O/h by 2 O/h.c.  
Compression ratio: 8 to 1.  
Carburettor: Two S.U.  
Ignition: Coil.

**Overall Dimensions :**  
Length: 16 ft. 4½ in.  
Width: 6 ft. 1 in.  
Height: 5 ft. 3 in.  
Ground Clearance: 7½ in.

**Track :**  
Front: 4 ft. 8½ in.  
Rear: 4 ft. 10 in.

**Wheelbase:** 10 ft.  
**Turning Circle:** 36 ft.  
**Dry Weight:** 35½ cwt. approx.

**Fuel Capacity:** 17 galls.

**Gear Box:** Synchro, automatic.  
Overall ratios: Standard—4.27, 5.16, 7.47, 12.73.  
O/Drive—3.54, 4.55, 5.50, 7.96, 13.56. Automatic—4.27, 6.14-13.2, 9.86-21.2.  
Lever Position: Std. & O/Drive—Central. Remote—Between Seats. Automatic—Steering Column.  
Optional extras: Automatic Transmission, Overdrive.



## JAGUAR MARK VIII

£1,892.17.0 (incl. £673.17.0 PT).

WITH an engine and transmission uniform in essentials with those of the XK150 and 3.4-litre models, the massive Mk. VIII has, in spite of its considerable weight and bulk, a performance that is outside the experience of most of the nation's motorists. At the summit of motoring's middle-class, this car omits little that the sybarite's heart could desire. There are automatic courtesy lights, a picnic tray for rear-seat occupants, cigarette lighters in triplicate, thick carpets, hide upholstery, polished veneer woodwork, four map pockets, and much besides.

The body shell, although of a height consistent with its way-back origins, is aristocratically proportioned and has the merit, *vis-à-vis* some of its U.S.

competitors, of not stinting on headroom. The brakes, of drum type, have servo assistance.

### TECHNICAL DATA

**Performance :**  
Average Fuel Consumption: 18-22 m.p.g.  
Top Speed: 104 m.p.h.

**Suspension :**  
Front: Independent wishbones and torsion bar.  
Rear: Half elliptic springs.  
Shock Absorbers: Telescopic.

**Engine :**  
No. of Cylinders: 6.  
Bore: 83 mm.  
Stroke: 106 mm.  
Cubic Capacity: 3,442.  
Brake horse-power: 210.  
Valves: O/h. by 2 O/h.c.  
Compression ratio: 8.1.  
Carburettor: 2 S.U.  
Ignition: Coil.

**Overall Dimensions :**  
Length: 16 ft. 4½ in.  
Width: 6 ft. 1 in.  
Height: 5 ft. 3 in.  
Ground Clearance: 7½ in.

**Track :**  
Front: 4 ft. 8½ in.  
Rear: 4 ft. 10 in.

**Wheelbase:** 10 ft.  
**Turning Circle:** 36 ft.  
**Dry Weight:** 34½ cwt.

**Fuel Capacity:** 17 galls.

**Gear Box:** Auto: 4.27, 6.14-13.2, 9.86-21.2.  
Overall ratios: Std.—4.27, 5.16, 7.47, 12.72.  
O/D—3.539, 4.55, 5.5, 7.96, 13.56.  
Lever Position: Std. and O/D models: On floor between front seats. Automatic Trans.: A Selector lever on steering column.  
Optional extras: Automatic Transmission, Overdrive.



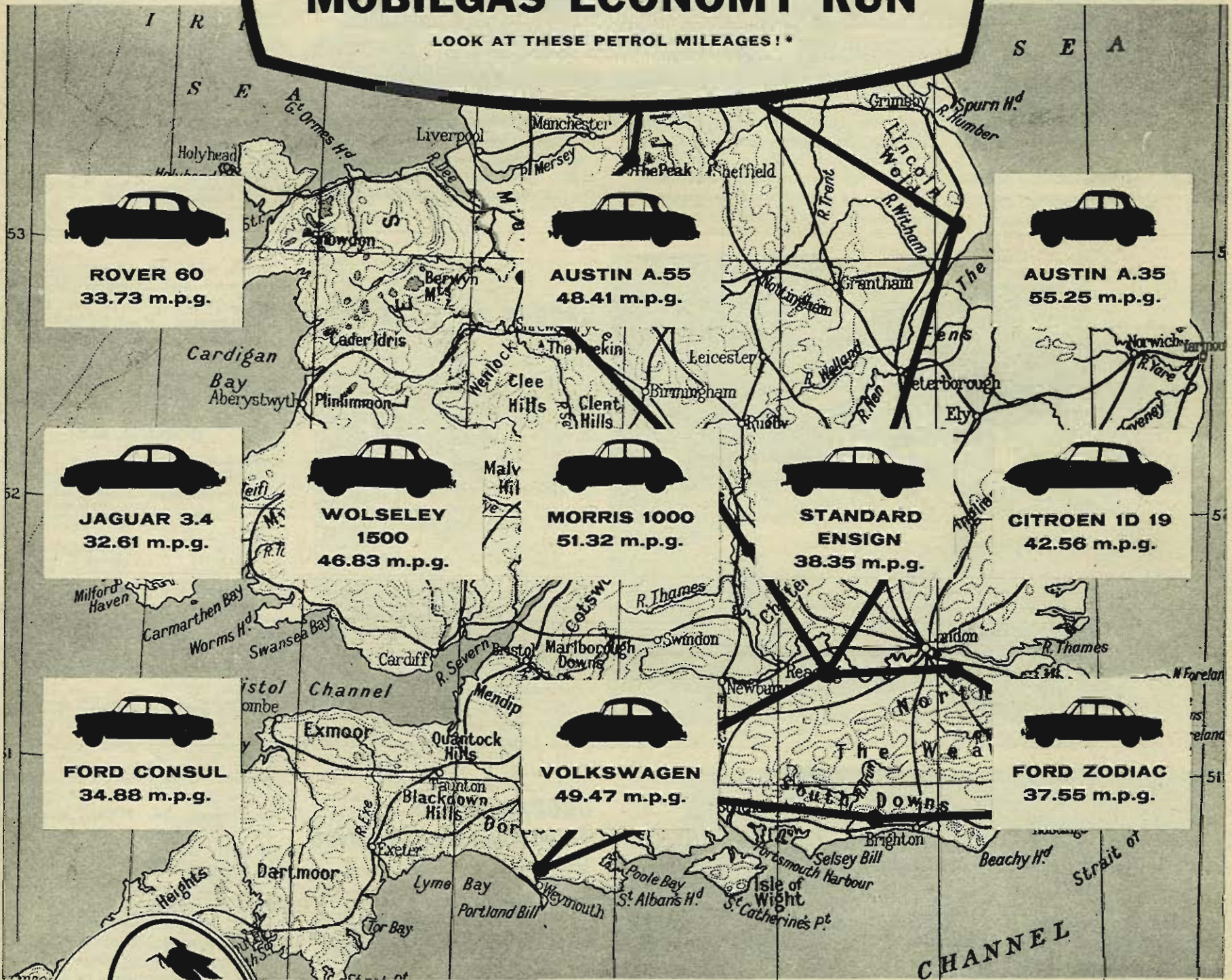


**cars like yours PROVE  
Mobilgas Special economy**

IN THE 1958

**MOBILGAS ECONOMY RUN**

LOOK AT THESE PETROL MILEAGES!\*



Absolutely standard family cars... A long, hard course... High average speeds... Strict R.A.C. supervision... Observers in every car to ban coasting or any freak driving. This is the Mobilgas Economy Run—the indisputable, yearly proof that cars like yours can give a remarkable combination of performance and economy on Mobilgas Special. If you want the

utmost petrol economy in your car, get it regularly serviced by your MOBIL dealer and drive carefully on Mobilgas Special. \* For performance figures of every competing car, ask your MOBIL dealer for the Economy Run Results leaflet—it gives hints too, on how you can match these outstanding mileages in your car.

**Performance with Proved Economy**

**Mobilgas**

**SPECIAL**

Also SUPER MOBILGAS SPECIAL for high performance engines



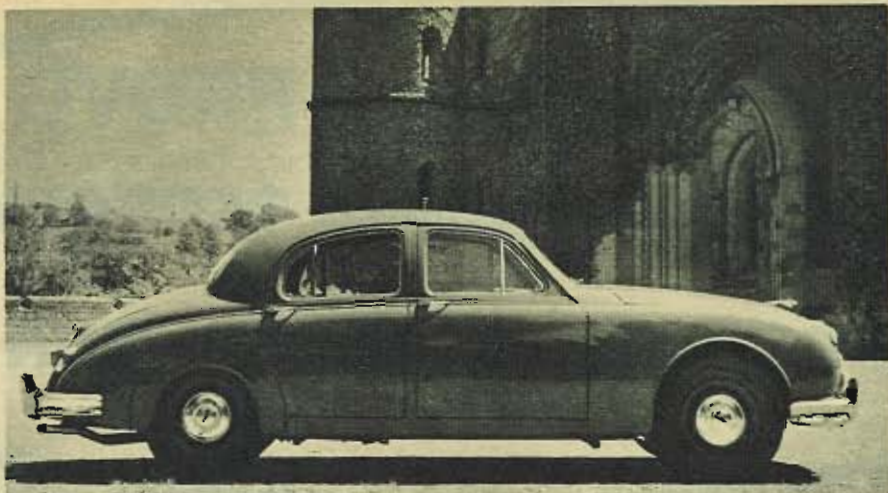
**Means More Miles For Your £**

### JAGUAR 3.4 LITRE

£1,672.7.0 (incl. £558.7.0 PT).

AS with all the previously listed Jaguars, this, the fastest saloon in the range—and among the fastest true production saloons in Europe—comes to Earls Court in virtually its 1958 form. Under a bonnet crammed to capacity with machinery is a dual overhead-camshaft engine of remarkable versatility . . . quiet always, docile under a restrained throttle toe, yet with a latent ferocity appropriate to the name Jaguar when it's unleashed.

Points appealing to the sporting motorist are a wide range of seat and



steering wheel adjustability, a short central gear-lever with a moderate 'throw' and positive action, and cornering power which has contributed to the 3.4's possibly unequalled run of

successes in saloon car races during the past two seasons.

Acceleration from nought to 100 m.p.h. takes a bare second longer than the XK150, and a quarter-mile can be

covered from a standing start in just over 17 secs.

The floor of the capacious boot is flat over the greater part of its area, and lifts out to give access to the spare wheel and tool-kit. Knock-on wire wheels are an optional extra.

#### TECHNICAL DATA

**Performance:**  
Average Fuel Consumption: 18-22 m.p.g.  
Top Speed: Over 120 m.p.h.

**Suspension:**  
Front: Ind. coil springs and wishbones.  
Rear: Cantilever half elliptic.  
Shock Absorbers: Telescopic.

**Engine:**  
No. of Cylinders: 6.  
Bore: 83.  
Stroke: 106.  
Cubic Capacity: 3,442.  
Brake horse-power: 210.  
Valves: O/h by 2 O/h.c.  
Compression ratio: 8 to 1.  
Carburettor: 2 S.U.  
Ignition: Coil.

**Fuel Capacity:** 12 galls.

**Gear Box:** Synchro.  
Overall ratios: 3.54, 4.84, 7.01, 11.95.  
Lever Position: Central remote.

**Overall Dimensions:**  
Length: 15 ft. 0 1/2 in.  
Width: 5 ft. 6 1/2 in.  
Height: 4 ft. 9 1/2 in.  
Ground Clearance: 7 in.

**Track:**  
Front: 4 ft. 6 1/2 in.  
Rear: 4 ft. 2 1/2 in.  
Wheelbase: 8 ft. 11 1/2 in.  
Turning Circle: 33 ft. 6 in.  
Dry Weight: 27 1/2 cwt.



### JAGUAR 2.4 LITRE

£1,495.7.0 (incl. £499.7.0 PT).

POWERED by the only 'over-square' engine in a family of long-strokes, the 2.4-litre is perhaps the sweetest running of all modern Jaguars. In almost all respects except engine capacity, bore/stroke ratio and transmission gearing, this car is the twin of its more powerful sister, the 3.4; it can, however, be distinguished by its full-depth wheel skirts and single exhaust pipe.

Engineering differences between the 2.4 and 3.4 models on the one hand and the rest of the range on the other are the former's integral body/chassis construction, coil front springs and cantilever rear springs. Dunlop disc

brakes, which are an optional extra, give very high stopping power and almost total absence of fade. Interior appointments, set off by first-quality leather upholstery and polished wood facia and cappings, are of an order to revive the familiar riddle, "How do they do it at the price?"

#### TECHNICAL DATA

**Performance:**  
Average Fuel Consumption: 20-25 m.p.g.  
Top Speed: 100 m.p.h. plus.

**Suspension:**  
Front: Ind. coil springs and wishbones.  
Rear: Cantilever half elliptic springs.  
Shock Absorbers: Telescopic.

**Engine:**  
No. of Cylinders: 6.  
Bore: 83.  
Stroke: 76.5.  
Cubic Capacity: 2,483.  
Brake horse-power: 112.  
Valves: O/h by 2 O/h.c.  
Compression ratio: 8 to 1.  
Carburettor: 2 Solex.  
Ignition: Coil.

**Fuel Capacity:** 12 galls.

**Gear Box:**  
Overall ratios: Std., 4.27, 5.84, 8.46, 14.41.  
Lever Position: Central remote.

**Overall Dimensions:**  
Length: 15 ft. 0 1/2 in.  
Width: 5 ft. 6 1/2 in.  
Height: 4 ft. 9 1/2 in.  
Ground Clearance: 7 in.

**Track:**  
Front: 4 ft. 6 1/2 in.  
Rear: 4 ft. 2 1/2 in.  
Wheelbase: 8 ft. 11 1/2 in.  
Turning Circle: 33 1/2 ft.  
Dry Weight: 26 1/2 cwt.



### JAGUAR XK150 Fixed Head and Drop Head Coupés

**Fixed Head:**  
£1,763.17.0 (incl. £588.17.0 PT).

**Drop Head:**  
£1,793.17.0 (incl. £598.17.0 PT).

THIS Show marks the tenth anniversary of the birth of the XK line, and an examination of the current XK150—a car combining electrifying pace with armchair comfort—emphasises the advances that have been made since the '120' founded a famous strain of sports cars.

Although weighing over a ton and a quarter in the lighter of its two home-market forms (the ultra-hot 'S'

roadster with triple carburettors and 9 to 1 compression is still exclusively for export), the XK150 spurts to 100 m.p.h. through the gears in 25 seconds and averages an honest 20 m.p.g.

A large percentage of XK150s—apart from those ordered with automatic transmission—have Laycock overdrive fitted, enabling three-figure cruising speeds to be effortlessly maintained on the highways of most civilised countries except Britain.

The 1959 models are changed in only minor detail. The provision of rear seats suitable for small children is a point of appeal to parents young enough to enjoy the thrill of speed.

#### TECHNICAL DATA

**Performance:**  
Average Fuel Consumption: 18-22 m.p.g.  
Top Speed: 120 m.p.h.

**Suspension:**  
Front: Independent wishbones and torsion bar.  
Rear: Half elliptic springs.  
Shock Absorbers: Telescopic.

**Engine:**  
No. of Cylinders: 6.  
Bore: 83.  
Stroke: 106.  
Cubic Capacity: 3,442.  
Brake horse-power: 210.  
Valves: O/h by 2 O/h.c.  
Compression ratio: 8 to 1.  
Carburettor: 2 S.U.  
Ignition: Coil.

**Fuel Capacity:** 14 galls.

**Gear Box:**  
Overall ratios: Std—3.54, 4.28, 6.2, 10.55  
O/D—3.182, 4.09, 4.95, 7.16, 12.19.  
Lever Position: Central, on floor, between seats.

**Overall Dimensions:**  
Length: 14 ft. 8 in.  
Width: 5 ft. 4 1/2 in.  
Height: F.H.C. and D.H.C., 4 ft. 4 1/2 in.  
Ground Clearance: 7 1/2 in.

**Track:**  
Front: 4 ft. 3 1/2 in.  
Rear: 4 ft. 3 1/2 in.  
Wheelbase: 8 ft. 6 in.  
Turning Circle: 33 ft.  
Dry Weight: F.H.C. and D.H.C., 27 1/2 cwt.

Above: The Jaguar XK150 Fixed Head Coupé.

Right: The Drophead version of the XK150 features a coupé top that is fully padded and lined, completely concealing the hood mechanism.



JENS

541: £2  
541R: £

BUIL which of cons body, un quantiti highest and wo Jensen, eered th a body standard both the The 5 which n has since tests to claimed world's f 541R for making through

LOTUS

'SENSA sword by the beautiful fledgling impression. It wasn't production year's ex behind it,

Performance Average Fuel Consumption: 18-22 m.p.g. Top Speed: 120 m.p.h.

Engine: No. of Cylinders: 6. Bore: 76.2. Stroke: 66.3. Cubic Capacity: 2,483. Brake horse-power: 112. Valves: O.H. Compression ratio: 8.5 to 1. Carburettor: 2 Solex. Ignition: Coil.

Fuel Capacity: 12 galls. Gear Box: Synchro. Overall ratios: Std., 4.27, 5.84, 8.46, 14.41. Lever Position: Central remote.

★ ★

★

★

★

★

★

★

★

★

★

★

★ ★

### JENSEN 541 and 541R

541 : £2,153.17.0 (incl. £718.17.0 PT).  
541R : £2,866.7.0 (incl. £956.7.0 PT).

BUILT by craftsmen in a factory which has the unusual distinction of constructing its own chassis and body, under one roof, this is a limited-quantities production in which the highest standards of materials, finish and workmanship are maintained. Jensen, it will be remembered, pioneered the use of reinforced plastics as a body material, and also the standardisation of disc brakes, and both these features appear on the 541.

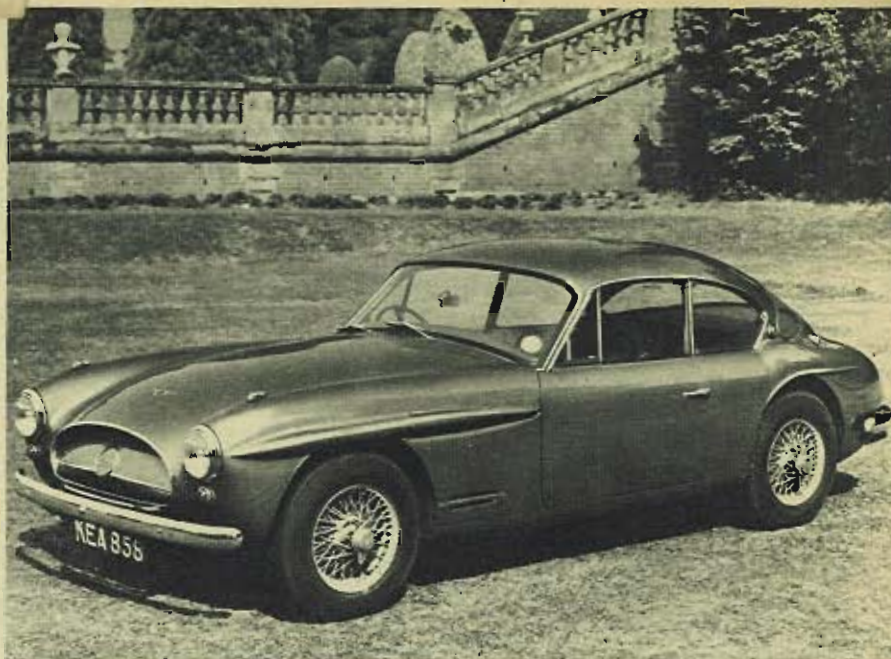
The extra powerful 'R' version, which made its debut a year ago, has since been proved by independent tests to be capable of the 125 m.p.h. claimed for it, making it one of the world's fastest stock cars. New on the 541R for '59 is a close-ratio gearbox, making for an ever quicker pick-up through the gears.

The low-profile four-seater body is designed to minimise air-drag and has an unusual frontal feature in the form of an inverted extruder grille below the top line of the bonnet, relieving air pressure and temperature in the engine compartment.

#### TECHNICAL DATA

(541R)

<b>Performance :</b> Average Fuel Consumption : 20-24 m.p.g. Top Speed : 125 m.p.h.	<b>Suspension :</b> Front : Coil Independent Rear : Semi-elliptic. Shock Absorbers : Hydraul.
<b>Engine :</b> No. of Cylinders : 6. Bore : 87 mm. Stroke : 111 mm. Cubic Capacity : 3,993. Valves : O/h. Compression ratio : 7.6. Carburettor : 3 S.U. Ignition : Coil	<b>Overall Dimensions :</b> Length : 14 ft. 10 in. Width : 5 ft. 3 in. Height : 4 ft. 5 in. Ground Clearance : 7 in.
<b>Fuel Capacity :</b> 15 galls.	<b>Track :</b> Front : 4 ft. 3½ in. Rear : 4 ft. 3½ in. Wheelbase : 8 ft. 9 in. Turning Circle : 34½ ft. Dry Weight : 26 cwt.
<b>Gear Box :</b> Synchro. Overall ratios : 3.54 (o/d 2.57), 4.53, 6.56, 11.2. Lever Position : Central.	

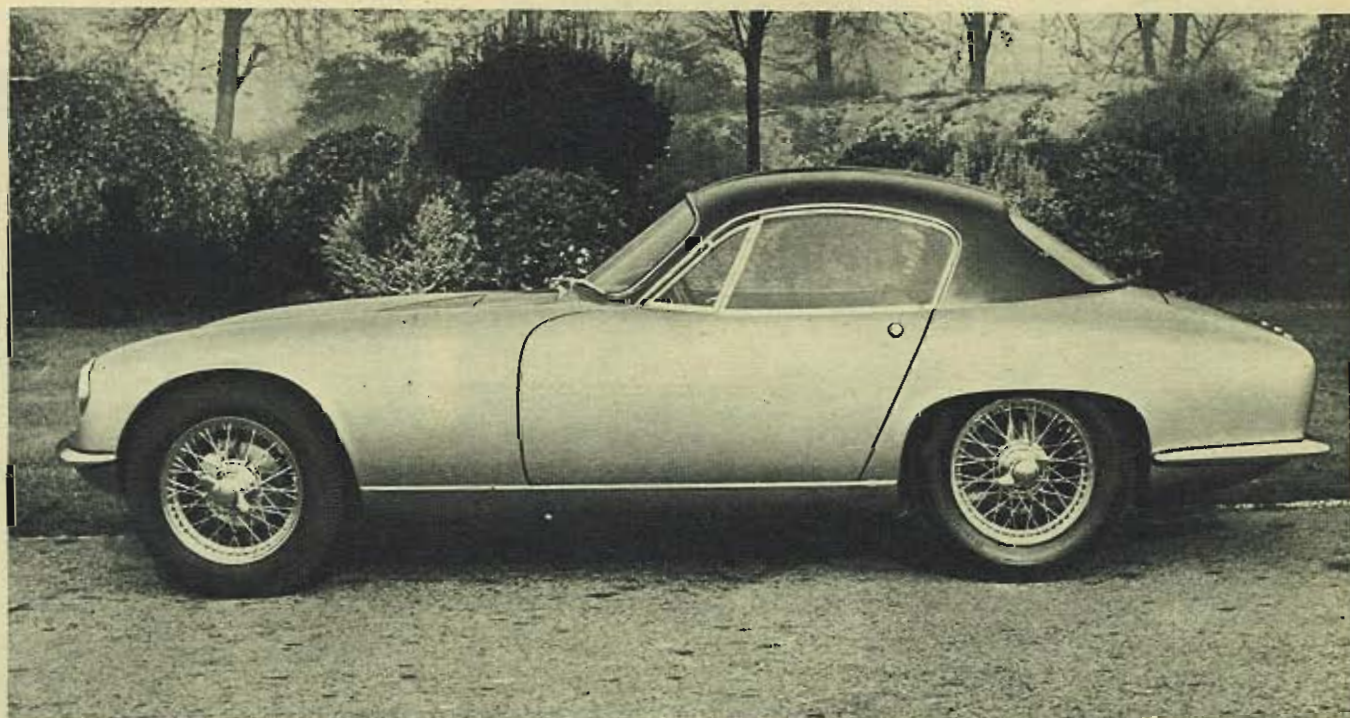


The Jensen 541. Outwardly the R. Series differs only in minor details: Overriders are added and there is a more pronounced moulding over the rear wheels.

### LOTUS ELITE

£1,951.7.0 (incl. £651.7.0 PT).

'SENSATION' isn't too strong a word to describe the impact made by the surprise unveiling of this beautifully proportioned *Gran Turismo* fledgling at last year's Show—and the impression it made was international. It wasn't anything like ready for serial production then, but today, with a year's experiment and development behind it, the ingenious Elite appeared



#### TECHNICAL DATA

<b>Performance :</b> Average Fuel Consumption : Approx 45 m.p.g. Top Speed : Approx 120 m.p.h.	<b>Suspension :</b> Front : Ind. trans. wishbone, anti-roll bar. Rear : Ind. (Chapman strut). Shock Absorbers : Hydraulic.
<b>Engine :</b> No. of Cylinders : 4. Bore : 76.2 mm. Stroke : 66.6 mm. Cubic Capacity : 1,220. Brake horse-power : 75. Valves : O.h.c. Compression ratio : 8.5 to 1. Carburettor : S.U. Ignition : Coil	<b>Overall Dimensions :</b> Length : 12 ft. Width : 4 ft. 10 in. Height : 3 ft. 10 in. Ground Clearance : 5 in.
<b>Fuel Capacity :</b> 9 galls.	<b>Track :</b> Front : 3 ft. 11 in. Rear : 3 ft. 11 in. Wheelbase : 7 ft. 4 in. Dry Weight : 10½ cwt.
<b>Gear Box :</b> Synchro. Overall ratios : 4.55, 6.24, 10.08, 16.54 (standard). Lever Position : Central	

at the time of going to press to have an excellent chance of winning the *Autosport* production sports car championship.

With fibreglass as the basic material for the monocoque hull, judiciously strengthened with steel members at

highly stressed points, this Lotus is an object lesson in rigidity-cum-lightness. A feature of inspired simplicity in the rear suspension, in which struts combining helical springs and their dampers are attached directly to the hub assemblies, the double-U-jointed

but unsplined half-shafts controlling the arc of wheel motion.

The engine is a single-cam Coventry Climax of 'in-between' displacement, using components from both the 1,100 and 1,500 c.c. units to arrive at a capacity of 1,220 c.c.



Optional Extras  
Wire Wheels & Overdrive

PRICE £998 (Ex. P.T. £500.7.0)

The New Peerless Gran Turismo 4-seater saloon. Can be seen or tried at Stand 113, Earls Court, 22 October-1 November.

Chassis and complete car available for your inspection.

PEERLESS CARS LIMITED · SLOUGH · ENGLAND



# British Car Success



## DENNIS MAY MAKES HIS SELECTION

IN the market-places and on the race circuits and rally itineraries of the World, 1958 has brought heady whiffs of the sweet smell of success to the men who design and build Britain's cars, and to the stalwarts of both sexes who drive them.

At Earls Court, vehicles built on the foundation of the know-how and experience accumulated in these fields are

present  
Each  
autumn  
But Sh  
efforts-  
future.  
getting



**SUNBEAM RAPIER, SERIES II.** One of the success stories of the year in British motoring has been provided by the Series II Sunbeam Rapier with 1½-litre engine. Since its introduction in February it has won the R.A.C. Rally outright, ranked first and second in its class of the Circuit of Ireland, taken the team award in the Tulip Rally, and scored a coveted Coupe des Alpes in the gruelling International Alpine Rally. Our photo shows R.A.C. Rally winner Peter Harper (left) and Peter Jopp at the finish of the "Alpine".



**AUSTIN HEALEY SPRITE.** From the moment of its announcement on May 20th, this year, the Austin Healey Sprite was acclaimed by sporting enthusiasts all over the world. Production schedules have had to be increased and even now over 90% of all production is going abroad. In its first rally appearance the Sprite proved itself when three privately-entered cars came first, second and third in their class in the Alpine Rally. Another privately-entered car won the Leinster Trophy race outright.



**GRAND PRIX VANWALL.** All-time's most successful British car in Grand Prix racing, the private-enterprise Vanwall has swept from triumph to triumph during 1958. Brightest jewel in its crown was the Grand Prix of Europe, World's fastest post-war road race, won by Tony Brooks at Spa. Brooks also scored Grande Epreuve victories at the Nurburgring and Monza, Stirling Moss filling in the gaps with firsts at Zandvoort and Oporto. In contrast to Continental practice, Vanwall stick to four cylinders.



**RILEY ON**  
since its intro  
with successes.  
Rally. At East  
the Circuit of  
May meeting at



**LISTER-JAGUAR.** Considering the number of successes achieved by Jaguar cars in races and rallies all over the world, using the Jaguar XK engine, it is hardly surprising that this power unit should be chosen by other manufacturers of competition cars for their own vehicles. One of the most successful of these makers is Brian Lister, whose Lister-Jaguar has built up a considerable reputation during the past twelve months. A Lister-Jaguar is illustrated above with American sports car champion Walt. Hansgen at the wheel.



**COOPER-CLIMAX.** With an engine that is both smaller and much less powerful than the opposition, the nimble Cooper-Climax has waged sensationally successful war in full Grand Prix racing this year, scoring outright wins at Buenos Aires (Moss) and Manaco (Trintignant). Earlier, Australia's thrustful and spectacular Jack Brabham pulled off the New Zealand G.P. on a Cooper-Climax, whose rear-engined layout sets it apart from the general run of modern racing cars (500's excepted).



**ASTON M**  
111 saloon was  
demand becom  
U.S.A.; produc  
is a craftsman  
highest order. I

# Successes 1958



## OF OUTSTANDING CARS OF THE YEAR

presented with justifiable pride. Move in for a close-up!

Each in its own class, every car pictured in this colourful autumn collection is a winner, a stand-out in any company. But Showtime is more than a culmination of one season's efforts—it's the springboard for a leap into a challenging future. And the brains and brawn of a virile industry are getting set for the next round with a restless relish.



**RILEY ONE-POINT-FIVE.** As a seller, the Riley One-Point-Five has become a hit since its introduction last November. Competition-wise, its short life has been studded with successes. In March, these Rileys were second and third in their class in the R.A.C. Rally. At Easter, Pot Moss romped home in her One-Point-Five to win the Ladies Cup in the Circuit of Ireland. In racing, One-Point-Fives were first and second in their class at the May meeting at Silverstone and, in July, took the first three class places.



**ASTON MARTIN DB MK. III SALOON.** When the Aston Martin DB Mk. III saloon was unveiled at the 1957 London Motor Show its success was immediate and the demand became greater than for any previous Aston Martin model, particularly in the U.S.A.; production had to be more than doubled in the first six months. The DB Mk. III is a craftsman-built car capable of 120 m.p.h., with disc brakes and roadability of the highest order. It has exceptional luggage capacity for a sports saloon.



**VAUXHALL VICTOR.** In February, 1957, when the Victor was launched, Vauxhall's managing director, Philip Copelin said, "...we can look forward to a four to five-fold increase in our exports of 4-cylinder cars." In fact, exports are now nearly six times greater than they were at that time. The Victor is the top British export car in Belgium, Holland and Luxembourg, and top British export car of its class in Austria, Switzerland, Portugal, Norway, Denmark, Sweden and Canada.



**FORD ZEPHYR.** The Zephyr (best selling British car in its class) is a high performance saloon which seats six people in comfort. It has numerous rally successes to its credit and, in the 1958 "toughest ever" Alpine, won an Alpine cup and took first and second places in the class. At Silverstone in May, the Ford company made the courageous experiment of entering a team of automatic-transmission Zephyrs in the touring car race. The event was won by a privately-entered Zephyr with normal gearbox.



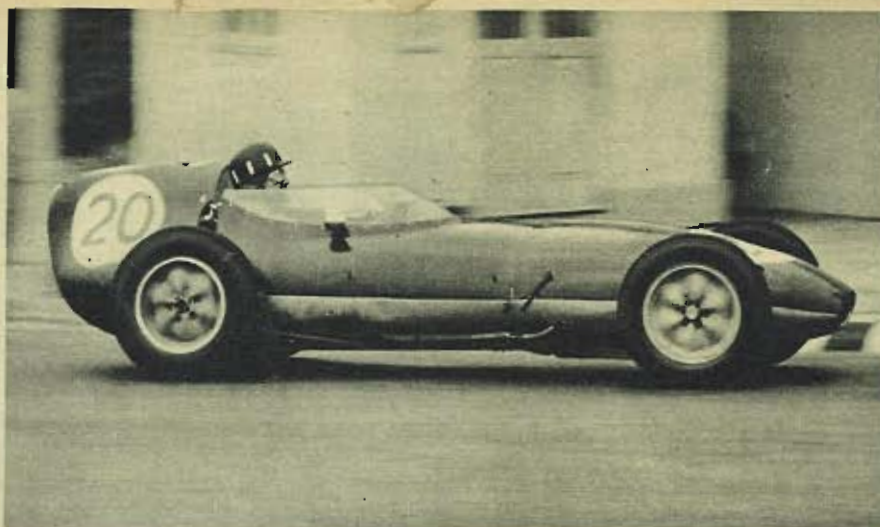
**STANDARD PENNANT.** The Standard Pennant was introduced to meet the requirements of the motorist who wanted a car of modest size, but with a smart appearance and a de luxe standard of interior trim. Based on the Standard 10, the Pennant has a special body and interior, a padded fascia with a new instrument layout. In the 1958 R.A.C. Rally of Great Britain, Pennants came second and third in the general classification, first, second and third in their class, and won the team prize.

## LOTUS FORMULA CARS

Prices on application.

OUTCOME of intensive development for a specialised purpose, this car is representative of the most modern thinking on the design of racing machines. Its space frame is made up of round- and square-section tubes, varying in diameter or across-flats measurement from  $\frac{1}{2}$  to 1 in. Front suspension is by coil springs and fabricated wishbones, while the rear wheels are mounted on Chapman struts in conjunction with articulated drive shafts and single radius arms.

The Formula 2 version employs a twin overhead-camshaft Coventry Climax engine of 1,475 c.c., while a Type PFP unit of the same make, with a capacity of 1,960 c.c., is supplied when available for buyers with designs on F.1 racing.



A five-speed gearbox, forming part of the sprung weight, is mounted solidly on the rear of the chassis, the tail section of which is removable for ease of access to or bodily detachment of the gearbox.

A minimum-drag body, panelled in light alloy, is used, the tail enclosing a 22-gallon aluminium fuel tank. Cast magnesium wheels are fitted, the front ones weighing seven pounds each and the rear ones slightly less. Bolt-on

attachment helps to keep weight down and constitutes little or no handicap in view of the unlikelihood of wheel changes in the type of event in which these cars normally take part.

### TECHNICAL DATA (Formula 2)

Performance details not available at time of going to press.

<b>Engine:</b>	<b>Suspension:</b>
No. of Cylinders: 4.	Front: Ind. coil spring fabricated wishbone.
Bore: 81.2 mm.	Rear: Ind. Chapman strut.
Stroke: 71.1 mm.	Shock Absorbers: Hydraulic.
Cubic Capacity: 1,475.	
Brake horse-power: 150.	
Values: Twin o.h.c.	
Compression ratio: 10 to 1.	<b>Overall Dimensions:</b>
Carburettor: S.U.	Length: 11 ft. 8 in.
Ignition: Coil.	Width: 5 ft.
	Height: 2 ft. 8 in. at head fairing.
	Ground Clearance: 5½ in.
	<b>Track:</b>
	Front: 3 ft. 11 in.
	Rear: 3 ft. 11 in.
<b>Fuel Capacity:</b> 22 galls.	Wheelbase: 7 ft. 4 in.
	Dry Weight: 6½ cwt.
<b>Gear Box:</b> Synchro.	
<b>Overall ratios:</b> Wide range to choice.	
<b>Lever Position:</b> Central.	

## M.G. 'MGA' TWIN-CAM

Open 2-seater :  
£1,265.17.0 (incl. £422.17.0 PT).  
Hard top :  
£1,357.7.0 (incl. £453.7.0 PT).

THIS exciting newcomer, the fastest unsupercharged car ever listed by M.G., darkens the Earls Court door for the first time (born July, 1958). The engine, based on B.M.C.'s B-Series 'bottom end', is the same in all essentials as the one that powered the World's fastest light car—the supercharged streamliner in which Stirling Moss attained a speed of 245 m.p.h. at Bonneville last year.

Following classic racing-car practice, this unit has two overhead camshafts and hemispherical combustion chambers. With the same gear ratios



as the normal MGA, which it resembles in looks and most of its equipment, the Twin-Cam model is a brilliantly fast car for its moderate engine size,

with acceleration to match, e.g., standing quarter-mile in 18 seconds, nought to 100 m.p.h. in just over 40 secs.

Recognition features are pierced disc wheels of centre-lock type and 'Twin-Cam' motifs on the body sides. Dunlop disc brakes (not visible with this type of wheel) give the car swift, straight-line stopping from three-figure speeds.

### TECHNICAL DATA

<b>Performance:</b>	<b>Suspension:</b>
Average Fuel Consumption: 22 m.p.g.	Front: Ind. coil.
Top Speed: 114 m.p.h.	Rear: Semi-elliptic.
	Shock Absorbers: Hydraulic.
<b>Engine:</b>	<b>Overall Dimensions:</b>
No. of Cylinders: 4.	Length: 13 ft.
Bore: 75.4 mm.	Width: 4 ft. 10 in.
Stroke: 89 mm.	Height: 4 ft. 2 in.
Cubic Capacity: 1,588.	Ground Clearance: 6 in.
Brake horse-power: 108.	
Values: Twin O/h	<b>Track:</b>
cam	Front: 4 ft.
Compression ratio: 9.9	Rear: 4 ft. 0½ in.
to 1.	Wheelbase: 7 ft. 10 in.
Carburettor: Twin S.U.	Turning Circle: 32½ ft.
Ignition: Coil.	Dry Weight: 19½ cwt.
<b>Fuel Capacity:</b> 10 galls.	
<b>Gear Box:</b> Synchro.	
<b>Overall ratios:</b> 4.3, 5.91, 9.52, 15.65.	
<b>Lever Position:</b> Central.	



(Above): The MGA open two-seater and (right) the fixed-head coupé.



## M.G. 'MGA'

Open 2-seater :  
£995.17.0 (incl. £332.17.0 PT).  
Coupé :  
£1,087.7.0 (incl. £363.7.0 PT).

THIS vivacious sports two-seater still has the enviable distinction of selling three-figure performance at a three-figure price. Powered by the one

of the hotter variants of the B.M.C. B-Series engine, the MGA is an international best-seller in its field, and combines outstanding roadability with the functional good-looks resulting from a wind-tunnel-evolved body shape.

Generous interior body width (46 inches between door linings) gives driver and passenger ample elbow room, but luggage space, due to the presence of the spare wheel in the boot, is limited. An outside luggage rack, on the other hand, is among the optional extras listed, along with wire wheels, radio, heater and a range of axle ratios to meet individual requirements. A neat styling feature is the recessing of the front bumper into the body contours.

### TECHNICAL DATA

<b>Performance:</b>	<b>Suspension:</b>
Average Fuel Consumption: 31-32 m.p.g.	Front: Ind. coil and wishbone.
Top Speed: over 100 m.p.h.	Rear: Semi-elliptic.
	Shock Absorbers: Hydraulic.
<b>Engine:</b>	<b>Overall Dimensions:</b>
No. of Cylinders: 4.	Length: 13 ft.
Bore: 73.025 mm.	Width: 4 ft. 9½ in.
Stroke: 89 mm.	Height: 4 ft. 2 in.
Cubic Capacity: 1,489.	Ground Clearance: 6 in.
Brake horse-power: 72.	
Values: O/h.	<b>Track:</b>
Compression ratio: 8.3 to 1.	Front: 3 ft. 11½ in.
Carburettor: Twin S.U.	Rear: 4 ft. 0½ in.
Ignition: Coil.	Wheelbase: 7 ft. 10 in.
<b>Fuel Capacity:</b> 10 galls.	Turning Circle: 28 ft.
	Dry Weight: 17½ cwt.
<b>Gear Box:</b> Synchro.	
<b>Overall ratios:</b> 4.3, 5.908, 9.52, 15.652.	
<b>Lever Position:</b> Central remote.	

### M.G. MAGNETTE SALOON

£1,072.7.0 (incl. £358.7.0 PT).

A FAMILY car with an appetite for fun. The Magnette corners and holds the road like a sports model but there is nothing spartan about the furnishings, which include leather upholstery and polished wood dash and cappings. A degree milder in tune than the MGA version, this one's B-Series engine kicks out a reassuring 68 brake horsepower — enough for cruising speeds in the mid-seventies and a maximum on the cheerful side of eighty-five.

The unit-construction chassis-body aggregate follows familiar B.M.C. practice, suspension is firm without



being harsh, and steering by rack and pinion makes the Magnette a car that "goes where you point it". Demarcation line between the two halves of the two-tone finishes is accentuated by a smart chromium beading.

#### TECHNICAL DATA

**Performance:**  
Average Fuel Consumption: 25 1/2 m.p.g.  
Top Speed: 88 m.p.h.

**Engine:**  
No. of Cylinders: 4.  
Bore: 73.025 mm.  
Stroke: 89 mm.  
Cubic Capacity: 1,489.  
Brake horse-power: 68.  
Valves: O/h.  
Compression ratio: 8.3 to 1.  
Carburettor: Twin S.U.  
Ignition: Coil.

**Suspension:**  
Front: Ind. coil and wishbone.  
Rear: Semi-elliptic.  
Shock Absorbers: Telescopic.

**Overall Dimensions:**  
Length: 14 ft. 1 in.  
Width: 5 ft. 3 in.  
Height: 4 ft. 10 in.  
Ground Clearance: 6 1/2 in.

**Track:**  
Front: 4 ft. 3 in.  
Rear: 4 ft. 3 in.  
Wheelbase: 8 ft. 6 in.  
Turning Circle: 37 1/2 ft.  
Dry Weight: 21 1/2 cwt.

**Fuel Capacity:** 9 1/2 galls.

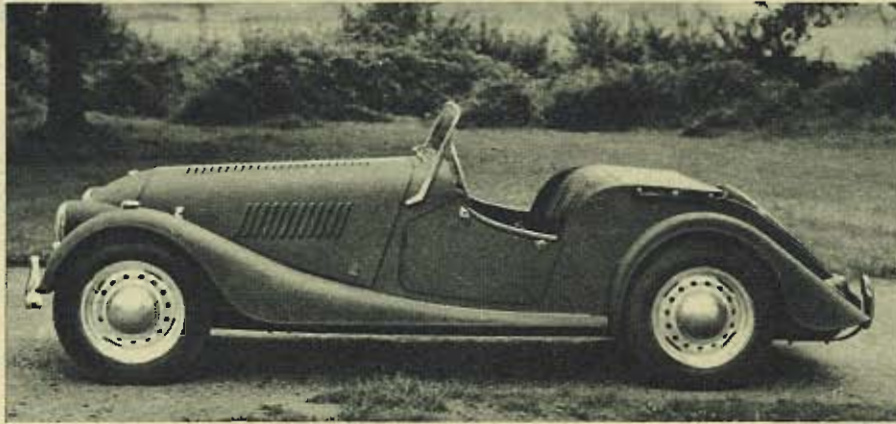
**Gear Box:** Synchro.  
Overall ratios: 4.5, 6.252, 10.074, 16.562.  
Lever Position: Central on floor.

### MORGAN PLUS FOUR TWO-SEATER

£968.17.0 (incl. £323.17.0 PT).

THIS light, brilliantly accelerative and rather spartan sports two-seater, retaining the sliding stub-axle form of independent front suspension that Morgan adopted for their three-wheelers nearly half a century ago, has had the stern of its body shell reshaped since last Show, and it now has a wider body to give more comfortable seating.

By omitting trimmings which their hardy clientele regard as superfluous, the makers radically undercut the weight of TR3 Triumph from which the Plus-Four derives its engine, the result being a stunning getaway and remarkable fuel economy. In line with



Morgan's highly individual practice, the gearbox is divorced from the engine, occupying a position between the seats. The short shift lever is thus unsurpassedly direct in action.

Morgan is now the only British

make, if not the only one of any nationality, remaining faithful to such 'traditional' body features as running boards, separate wings, a radiator-shaped frontispiece and a side-opening bonnet. Morgan are also showing the

coupe and 4-seater versions of the Plus Four and the 4/4 Series II 2-seater tourer.

#### TECHNICAL DATA

**Performance:**  
Average Fuel Consumption: 32 m.p.g.  
Top Speed: 100 m.p.h.

**Engine:**  
No. of Cylinders: 4.  
Bore: 83 mm.  
Stroke: 92 mm.  
Cubic Capacity: 1,991.  
Brake horse-power: 100.  
Valves: O/h.  
Compression ratio: 8.5 to 1.  
Carburettor: Twin S.U.  
Ignition: Coil.

**Suspension:**  
Front: I.f.s. sliding pillar and coil.  
Rear: Semi-elliptic.  
Shock Absorbers: Hydraulic.

**Overall Dimensions:**  
Length: 12 ft. 5 1/2 in.  
Width: 4 ft. 8 in.  
Height: 4 ft. 4 in.  
Ground Clearance: 7 in.

**Track:**  
Front: 3 ft. 11 in.  
Rear: 3 ft. 11 in.  
Wheelbase: 8 ft.  
Turning Circle: 32 ft.

**Fuel Capacity:** 11 galls. Dry Weight: 16 1/2 cwt.

**Gear Box:** Synchro.  
Overall ratios: 3.73, 5.24, 7.38, 12.85.  
Lever Position: Central.  
Also available with Vanguard engine.

### MORRIS MINOR 1000 SALOON, CONVERTIBLE & TRAVELLER

**Saloon (2-door):**  
£625.7.0 (incl. £209.7.0 PT).

**Convertible:**  
£625.7.0 (incl. £209.7.0 PT).

DEFYING the changing whim of fashion with a basic body shape that is now a full decade old, the fabulous Minor nevertheless maintains a demand that still exceeds supply. It's roomy, it handles better than some competition models, and with nearly a litre in harness it will keep up sixty-and-some indefinitely and with ease.

The Minor range is still one of the most comprehensive in the book, comprising four saloon variants (two- and four-door, de luxe and otherwise), two convertibles and two Travellers. All the de luxe editions have heaters fitted as standard.

Gaining in popularity all the time, the Traveller bodies are made of light alloy in the midships-to-stern section. With the rear passenger seat moved forward for maximum goods carrying capacity, the aft deck measures 50 inches from front to back.

All Minors have a full-width shelf under the fascia, dual glove lockers and a floor gear-change lever with a famously positive action. Maximum speed on the fairly 'close' third gear is a whisker short of a mile-a-minute.

**Traveller:**  
£708.12.0 (incl. £237.2.0 PT).

#### TECHNICAL DATA

**Performance:**  
Average Fuel Consumption: 42 m.p.g.  
Top Speed: 73 m.p.h.

**Engine:**  
No. of Cylinders: 4.  
Bore: 62.94 mm.  
Stroke: 76 mm.  
Cubic Capacity: 948.  
Brake horse-power: 37.  
Valves: O/h.  
Compression ratio: 8.3 to 1.  
Carburettor: S.U.  
Ignition: Coil and Battery 12 volt.

**Suspension:**  
Front: Torsion bar.  
Rear: Semi-elliptic.  
Shock Absorbers: Hydraul.

**Overall Dimensions:**  
Length: 12 ft. 4 in.  
Traveller 12 ft. 5 in.  
Width: 5 ft. 1 in.  
Height: Saloon and Convertible 5 ft.  
Traveller 5 ft. 0 1/2 in.  
Ground Clearance: 6 1/2 in.

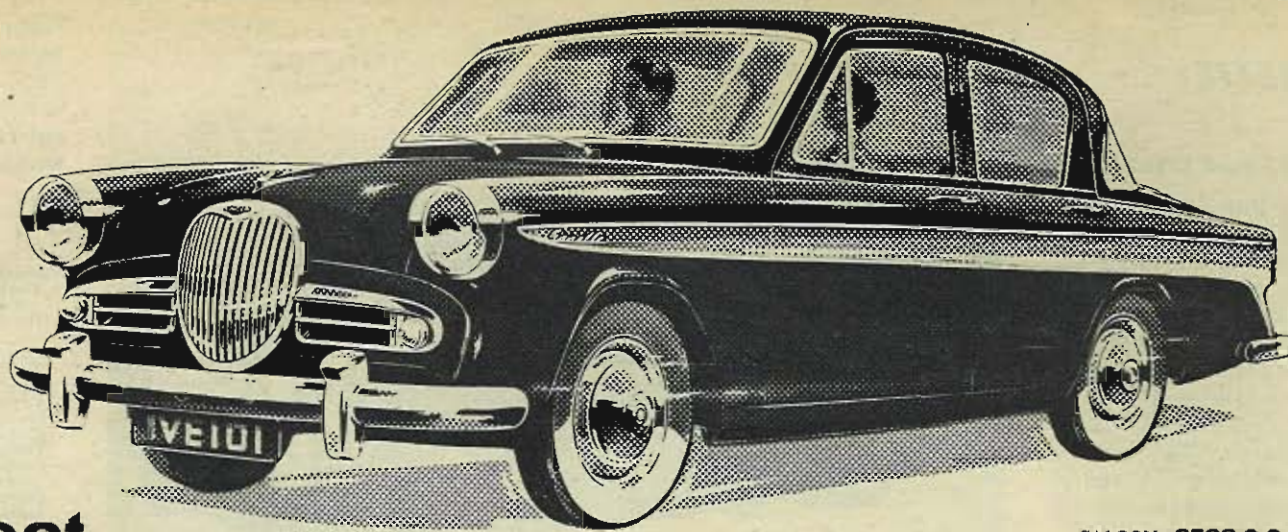
**Track:**  
Front: 4 ft. 1 1/2 in.  
Rear: 4 ft. 2 5/16 in.  
Wheelbase: 7 ft. 2 in.  
Turning Circle: 33 ft. 1 in.  
Dry Weight: 2-door 14 1/2 cwt., 4-door 15 1/2 cwt., Traveller 15 1/2 cwt., Convertible 14 1/2 cwt.

**Fuel Capacity:** 6 1/2 galls.

**Gear Box:** Synchro.  
Overall ratios: 4.55, 6.415, 10.80, 16.47.  
Lever Position: Central (Remote Control).



The Minor 1000 Saloon (above right), the Traveller (right) and (extreme right), the Convertible.



SALOON £598.0.0 plus p.t. £300.7.0

# The Latest **SINGER GAZELLE**

MOTORING'S MOST ELEGANT EXPERIENCE

AVAILABLE NOW WITH



CONVERTIBLE £665.0.0 plus p.t. £333.17.0



NEW LOW PRICE  
ESTATE CAR £665.0.0 plus p.t. £333.17.0

### EXTRA POWER

The new o.h.v. engine delivers 60 b.h.p., giving more power for over-taking, hill-climbing and exhilarating motoring—whilst remaining docile and flexible in traffic.

### GREATER ECONOMY

is a natural result of the high efficiency engine in the new Singer Gazelle. You get more exciting miles to the gallon than ever before.

### FINGER LIGHT

### PRECISION STEERING

A delight to use, the new steering system gives you comfort, enjoyment and safety on every journey.

### LUXURY

Elegant styling, luxury features and long-life economy. Walnut facia and door cappings. A host of accessories and special equipment fitted as standard. Exciting new colour treatment.

OVERDRIVE on third and top gears and white-wall tyres available at extra cost.

See your Singer Dealer Today

A PRODUCT OF  
**ROOTES MOTORS LTD**

**SINGER MOTORS LTD, COVENTRY**  
London Showrooms and Export Division: **ROOTES LTD.,**  
DEVONSHIRE HOUSE, PICCADILLY, LONDON, W.1



## Don't take chances

when you buy oil



always  
ask  
for

# CASTROL

*by name!*



Your garage man can't guess which oil you want. That is why you should ask for Castrol by name, both on the forecourt and in the service bay

### MORRIS AND COWLEY

Oxford Saloon £884

Cowley Saloon £83

WITH the last Show Morris are today on to two changes on su pact frame (above right) the same hull considerably i unit, of cours B.M.C. B-Ser b.h.p. in its M Oxford/Cow family—two s The latter, ca offers 50 cu. ft rear seats ou cu. ft. when in' and are a transmission a it provides. Worth-know ments of the Cowley alike, front 43 ins. legroom, 10 in seats, maxima

### PEERLES

£1.4

AN electric frame, d engine and an ingly handson these are salie gave a mem high-speed re petition debut Disc brakes drum pattern car is suspens springs. The quantities for represents a r bine sports handling with hard roof.

### PRINCESS

£3,376

"THERE g as well a often prompt cess whisperin tion and mea aristocrat of t air of true br No lightwei tons dry, the easy on the dr transmission, Rolls-Royce a and most buy steering that Formerly ide Princess now grounds'. Its long in the st conventional p



### MORRIS OXFORD AND COWLEY SALOONS

**Oxford Saloon :**  
 £884.17.0 (incl. £295.17.0 PT).  
**Cowley Saloon :**  
 £834.12.0 (incl. £279.2.0 PT).

WITH the discontinuation, since last Showtime, of the big Isis, Morris are today putting all their eggs on two basic chassis and ringing changes on sub-types within this compact framework. Thus, the Oxford (above right) and Cowley models share the same hull and engine but differ considerably in equipment. The power unit, of course, is the well-developed B.M.C. B-Series plant, developing 55 b.h.p. in its Morris applications.

Oxford/Cowley is a three-member family—two saloons and a Traveller. The latter, carrying the Oxford label, offers 50 cu. ft. of cargo space with the rear seats out of commission and 26 cu. ft. when rigged for four persons. Both the Oxfords have heaters 'thrown in' and are available with Manumatic transmission and the two-pedal control it provides.

Worth-knowing interior measurements of the saloons, Oxford and Cowley alike, are:— Seats to roof, front 43 ins., rear 38 ins.; rear-seat legroom, 10 ins. average; width across seats, maxima of 54 ins. front and 55

ins. rear. The front seat is of bench type with a central armrest. There are lidded glove cubbies on each side of the symmetrical fascia.

#### TECHNICAL DATA

**Performance :**  
 Average Fuel Consumption: 27-30 m.p.g.  
 Top Speed: 77 m.p.h.  
**Suspension :**  
 Front: Torsion bars.  
 Rear: Semi-elliptic.  
 Shock Absorbers: Hydraulic, Telescopic.  
**Engine :**  
 No. of Cylinders: 4.  
 Bore: 73.025 mm.  
 Stroke: 89 mm.  
 Cubic Capacity: 1,489.  
 Brake horse-power: 55.  
 Values: O/h.  
 Compression ratio: 8.3 to 1.  
 Carburettor: S.U.  
 Ignition: Coil and Battery 12 volt.  
**Overall Dimensions :**  
 Length: 14 ft. 3 in.  
 Width: 5 ft. 5 in.  
 Height: 5 ft. 3 in.  
 Ground Clearance: 6 1/2 in.  
**Track :**  
 Front: 4 ft. 5 1/2 in.  
 Rear: 4 ft. 5 in.  
 Wheelbase: 8 ft. 1 in.  
 Turning Circle: 35 1/2 ft.  
 Dry Weight: 21 1/2 cwt.  
 Fuel Capacity: 12 galls.  
 Gear Box: Synchro.  
 Overall ratios: 4.875, 7.266, 11.715, 19.23.  
 Lever Position: Steering column.



Left: The Morris Cowley Saloon. Right: The Oxford Traveller, price is £998 17s. inclusive of purchase tax.

### PEERLESS SPORTS SALOON

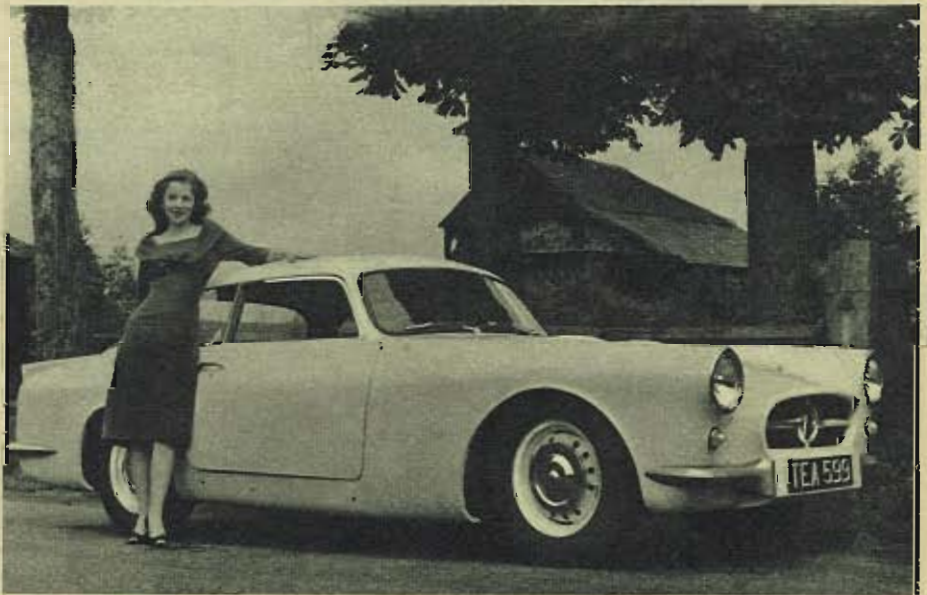
£1,498.7.0 (incl. £500.7.0 PT).

AN electrically welded suspension frame, de Dion back axle, TR3 engine and an all-plastic body of strikingly handsome Gran Turismo type—these are salient features of a car that gave a memorable demonstration of high-speed reliability during its competition debut at Le Mans last June.

Disc brakes are fitted in front and drum pattern at the back. Rear of the car is suspended on longitudinal leaf springs. The Peerless, built in small quantities for a connoisseur market, represents a realistic attempt to combine sports car performance and handling with seating for four under a hard roof.

#### TECHNICAL DATA

**Performance :**  
 Average Fuel Consumption: 28-32 m.p.g.  
 Top Speed: 117 m.p.h.  
**Suspension :**  
 Front: Unequal wish-bones.  
 Rear: Half elliptic.  
 Shock Absorbers: Telescopic front, piston rear (Armstrong).  
**Engine :**  
 No. of Cylinders: 4.  
 Bore: 83 mm.  
 Stroke: 92 mm.  
 Cubic Capacity: 1,991.  
 Brake horse-power: 100.  
 Values: O/h.  
 Compression ratio: 8.5 to 1.  
 Carburettor: Twin S.U.  
 Ignition: Coil.  
**Overall Dimensions :**  
 Length: 13 ft. 6 in.  
 Width: 5 ft. 3 in.  
 Height: 4 ft. 2 in.  
 Ground Clearance: 6 1/2 in.  
**Track :**  
 Front: 4 ft. 3 in.  
 Rear: 4 ft. 3 in.  
 Wheelbase: 7 ft. 10 1/2 in.  
 Turning Circle: 34 ft.  
 Dry Weight: 18 1/2 cwt.  
 Fuel Capacity: 14 1/2 galls.  
 Gear Box: Synchro.  
 Overall ratios: 3.7 (O/d 3.03), 4.9 (O/d 4.02), 7.4 (O/d 6.07), 12.5.  
 Lever Position: Central.  
 Optional extra: Laycock de Normanville over-drive.



### PRINCESS IV

£3,376.7.0 (incl. £1,126.7.0 PT).

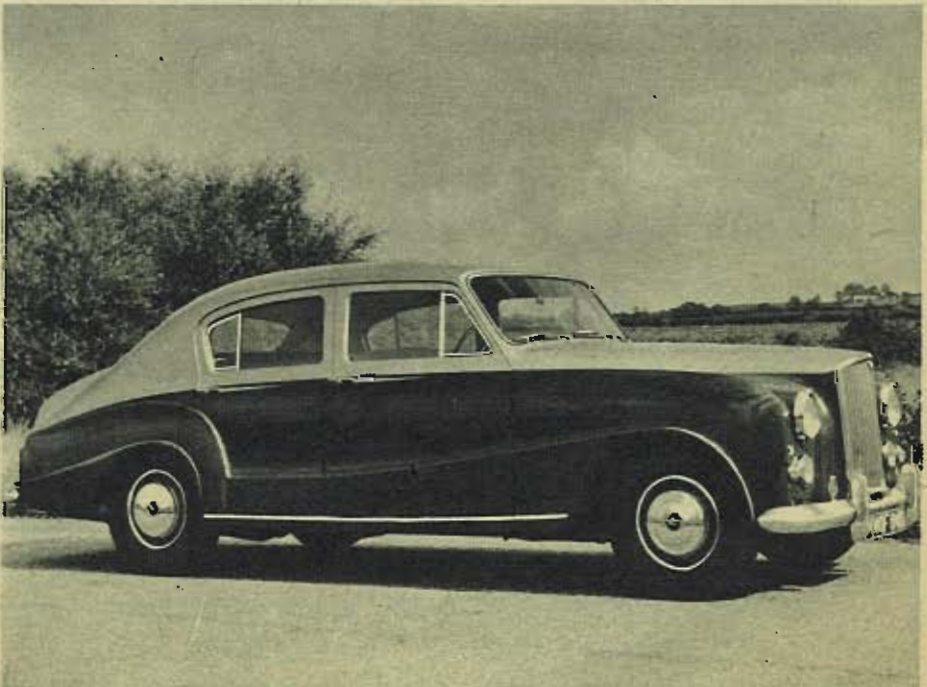
"THERE goes someone with taste as well as money," is a thought often prompted by the sight of a Princess whispering by. Devoid of ostentation and meaningless ornament, this aristocrat of the B.M.C. family has an air of true breeding.

No lightweight, at just under two tons dry, the Princess is nevertheless easy on the driver's muscles; automatic transmission, similar to that used by Rolls-Royce and Bentley, is standard, and most buyers opt for the powered steering that is offered as an extra. Formerly identified with Austin, the Princess now 'stands in its own grounds'. Its manful 4-litre engine, long in the stroke for nowadays, has conventional pushrod o.h.v.

#### TECHNICAL DATA

**Performance :**  
 Average Fuel Consumption: 16-18 m.p.g.  
 Top Speed: 100 m.p.h.  
**Suspension :**  
 Front: I.I.s.  
 Rear: Leaf springs.  
 Shock Absorbers: Hydraulic.  
**Engine :**  
 No. of Cylinders: 6.  
 Bore: 87 mm.  
 Stroke: 111 mm.  
 Cubic Capacity: 3,995.  
 Brake horse-power: 150.  
 Values: O/h.  
 Compression ratio: 7.6 to 1.  
 Carburettor: Twin S.U.  
 Ignition: Coil.  
**Overall Dimensions :**  
 Length: 16 ft. 9 in.  
 Width: 6 ft. 1 1/2 in.  
 Height: 5 ft. 5 1/2 in.  
 Ground Clearance: 7 in.  
**Track :**  
 Front: 4 ft. 10 1/2 in.  
 Rear: 5 ft.  
 Wheelbase: 10 ft. 1 1/2 in.  
 Turning Circle: 43 ft. 6 in.  
 Dry Weight: 39 1/2 cwt.  
 Fuel Capacity: 17 galls.  
 Gear Box: Fully automatic.  
 Overall ratios: 4.09, 5.93, 10.76, 15.62.  
 Lever Position: Steering column.

Right: The Princess's elegant coachwork by Vanden Plas.



**RENAULT 750 c.c.**

£656.17.0 (incl. £219.17.0 PT).

STILL modern in appearance after a lifespan of over a decade, the nippy Seven-Fifty shows little change for 1959. Based on such typical Continental concepts as rear engine placement and independent suspension for all wheels, this smallest Renault achieves maximum interior space in relation to its small and park-happy overall measurements by virtue of an unobstructed floor, in the absence of a propeller shaft.

Compression ratio has been raised from  $7\frac{1}{2}$  to  $7\frac{3}{4}$  to 1.

You can't expect to cram five into it but there is room for four average adults without crowding—witness the

widths across seats of 49 and 47 inches, front and back respectively. Swing-axle rear springing gives a good, flat ride over bad surfaces and the stern position of the four-cylinder engine minimises mechanical sounds.

**TECHNICAL DATA**

<b>Performance:</b>	<b>Suspension:</b>
Average Fuel Consumption: 50 m.p.g.	Front: I.f.s. with coils.
Top Speed: 62 m.p.h.	Rear: Ind. with coils.
<b>Engine:</b>	Shock Absorbers: Telescopic.
No. of Cylinders: 4.	<b>Overall Dimensions:</b>
Bore: 54.5 mm.	Length: 11 ft. 11 in.
Stroke: 80 mm.	Width: 4 ft. 8 in.
Cubic Capacity: 747.	Height: 4 ft. 10 in.
Brake horse-power: 26.	Ground Clearance: 6 in.
Valves: O/h.	<b>Track:</b>
Compression ratio: 7.75 to 1.	Front: 4 ft.
Carburettor: Solex d/d.	Rear: 4 ft.
Ignition: Coil.	Wheelbase: 6 ft. 10½ in.
Fuel Capacity: 6 gallons.	Turning Circle: 27½ ft.
<b>Gear Box: Synchro.</b>	Dry Weight: 11 cwt.
Overall ratios: 5.05, 8.72, 17.4.	
Lever Position: Central.	
Optional extra: 'Ferlec' automatic clutch, giving two-pedal control.	

**RENAULT DAUPHINE**

£758.17.0 (incl. £253.17.0 PT).

WITH a standard of roadability that carried the Renault banner to outright victory in the 1958 Monte Carlo Rally (admittedly with the help of extensive engine and transmission modifications), the Dauphine allies good family-motoring amenities with handling qualities to appeal to the sportsman. Due to its moderate weight and smoothly contoured exterior, it's very economical too, bettering 45 m.p.g. at ordinary touring speeds.

Developed from the 750, the Dauphine shares such features as a rear-mounted engine and all-independent suspension with the little 'un. It is supplied as standard with a simple but effective interior heater—unusual on such a low-priced car. In common

with most rear-engined vehicles, it has rather less luggage space than the average horse-before-the-cart car, but passenger accommodation is generous and well appointed. For 1959, compression ratio goes up to  $7\frac{3}{4}$  to 1.

**TECHNICAL DATA**

<b>Performance:</b>	<b>Suspension:</b>
Average Fuel Consumption: 47 m.p.g.	Front: Ind. with Coils.
Top Speed: 71 m.p.h.	Rear: Ind. with Coils.
<b>Engine:</b>	Shock Absorbers: Telescopic.
No. of Cylinders: 4.	<b>Overall Dimensions:</b>
Bore: 58 mm.	Length: 12 ft. 11 in.
Stroke: 80 mm.	Width: 5 ft.
Cubic Capacity: 845.	Height: 4 ft. 11 in.
Brake horse-power: 30.	Ground Clearance: 6 in.
Valves: O/h.	<b>Track:</b>
Compression ratio: 7.75 to 1.	Front: 4 ft. 1 in.
Carburettor: Solex d/d.	Rear: 4 ft.
Ignition: Coil.	Wheelbase: 7 ft. 5 in.
Fuel Capacity: 7 gallons.	Turning Circle: 29 ft.
<b>Gear Box: Synchro.</b>	Dry Weight: 12½ cwt.
Overall ratios: 4.68, 7.88, 16.19.	
Lever Position: Central.	
Optional extra: 'Ferlec' automatic clutch, giving two-pedal control.	

**RENAULT FRÉGATE**

£1,343.2.0 (incl. £448.12.0 PT).

DIFFERING from typical British family cars in little except its independent suspension at the back as well as the front, the Frigate is a solid and dependable medium-weight with a good appetite for work. Like the 750 and the Dauphine, it has interior heating as part of the basic deal. The special version known as the Grand Pavois features Transfluide transmission and two-pedal control.

There is a new frontal grille and other styling changes for 1959.

Points to note in the driving compartment are good visibility of the compactly grouped instruments—framed in the upper segment of the steering-wheel and not obscured by a spoke—two large glove cubbies, and

the bands of anti-impact rubber padding spanning the top of the wind-screen and the base of the dash.

Capable of speeds up to 85 m.p.h., the Frigate will cruise in mid-seventies for indefinite periods.

**TECHNICAL DATA**

<b>Performance:</b>	<b>Suspension:</b>
Average Fuel Consumption: 21.38 m.p.g. (Transfluide), 25 m.p.g. (Standard).	Front: Ind. with Coils.
Top Speed: 85 m.p.h.	Rear: Ind. with Coils.
<b>Engine:</b>	Shock Absorbers: Telescopic.
No. of Cylinders: 4.	<b>Overall Dimensions:</b>
Bore: 88 mm.	Length: 15 ft. 5½ in.
Stroke: 88 mm.	Width: 5 ft. 7½ in.
Cubic Capacity: 2,141.	Height: 5 ft.
Brake horse-power: 80.3 (Transfluide), 77 (Standard).	Ground Clearance: 5½ in.
Valves: O/h.	<b>Track:</b>
Compression ratio: 7.5 to 1.	Front: 4 ft. 7 in.
Carburettor: Solex d/d.	Rear: 4 ft. 7 in.
Ignition: Coil.	Wheelbase: 9 ft. 2 in.
Fuel Capacity: 12 gallons.	Turning Circle: 33 ft.
<b>Gear Box: Synchro.</b>	Dry Weight: 25½ cwt.
Overall ratios: 3.89, 5.14, 8.09, 14.82.	
Lever Position: Steering column.	
Optional extra: Transfluide Drive.	

**HAVE YOU SEEN**  
**The New**  
**STIRLING?**

STAND No. 120 EARLS  
COURT, MOTOR SHOW

Sole Manufacturers:

**S. E. OPPERMAN LIMITED**  
BOREHAM WOOD, HERTS. ELSTREE 2021

A revolutionary NEW Battery Shaver

**TOURIST**  
DE-LUXE

- NO FLEX • POWERFUL • PORTABLE
- SHAVE ANYWHERE—ANY TIME

The Tourist works from self-contained battery supply. Pick up and shave anywhere, no flex, no plugs, no sockets. Batteries cost 1s. 2d. for 4 and last 6 weeks—just over ½d. a day for the perfect shave. Carry it in glove pocket. Approximate size only 4½ in. x 3 in.



In beautiful zip case

**6 gns. complete**

Write for leaflets and name of stockist to:

A.V.P. INDUSTRIES (SALES) LTD., 35 BERKELEY SQUARE, LONDON, W.1 TEL: HYDE PARK 9251

**RILEY ON**

£863.

LIGHT for i using a tw the ubiquitous this is a car motoring for it to Earls Court ing been launc the 1957 Show Sharing a ch Wolseley 1500 Five marks a c traditional Rile sole concession being a fronta old Riley radi

The accent, h luxury rather facia, for insta polished walnu

**RILEY TW**

£1,41

AT the end production tablished as among B.M.C. unusual styling tone examples combination of areas with a p junction with piece, moderat and a plated fi this treatment

Riley is toda remaining fait gear-change, a for a third pe without the c

**ROLLS-RO SILVER CL**

Standard Saloo £5,693.17

Mulliner Coup £8,326.

EXACTLY Series Bent frontal shape Silver Cloud re and character and equipped for cost, it st claimants to th in the world' standard saloo body, Earls Co usual customis Cloud with sp creators as Ja and Webb, an

For the fort readers who a Rolls ownership here are som ments:—Headr 40½ and 37½ in rests, front and rear-seat knee-r

For a car wh and weighs 37 0 mile time of les considered rem

### RILEY ONE-POINT-FIVE

£863.17.0 (incl. £288.17.0 PT).

**L**IGHT for its seating capacity, and using a twin-carburettor version of the ubiquitous B-Series B.M.C. engine, this is a car for drivers who enjoy motoring for its own sake. It is coming to Earls Court for the first time, having been launched a few weeks after the 1957 Show.

Sharing a chassis-body unit with the Wolseley 1500 saloon, the One-Point-Five marks a complete departure from traditional Riley practice, almost the sole concession to Auld Lang Syne being a frontal grille styled after the old Riley radiator.

The accent, however, is on restrained luxury rather than price-paring—the facia, for instance, is carried out in polished walnut, has a built-in grille

for a radio speaker and an 'instrumental bonus' in the form of a rev. counter.

Although this Riley doesn't give the impression of belonging in the smallest family-car class, its wheelbase is, surprisingly enough, the same as the Morris Minor's. Acceleration times to 40, 50 and 60 m.p.h. are of the order of 8½, 13 and 19 seconds, while 78 m.p.h. can be reached in third gear.

#### TECHNICAL DATA

<b>Performance :</b>	<b>Suspension :</b>
Average Fuel Consumption: 25/35 m.p.g.	Front: Torsion bars.
Top Speed: 85 m.p.h.	Rear: Semi-elliptic.
	Shock Absorbers: Hydraulic.
<b>Engine :</b>	<b>Overall Dimensions :</b>
No. of Cylinders: 4.	Length: 12 ft. 9 in.
Bore: 72.925 mm.	Width: 5 ft. 2 in.
Stroke: 88.9 mm.	Height: 5 ft. 0 in.
Cubic Capacity: 1,489.	Ground Clearance: 6½ in.
Brake horse-power: 68.	
Valves: O/h.	<b>Track :</b>
Compression ratio: 8.3 to 1.	Front: 4 ft. 3 in.
Carburettor: Twin S.U.	Rear: 4 ft. 2½ in.
Ignition: Coil.	Wheelbase: 7 ft. 2 in.
	Turning Circle: 34 ft. 3 in.
<b>Fuel Capacity: 7 galls.</b>	<b>Dry Weight: 18½ cwt.</b>
<b>Gear Box: Synchro.</b>	
<b>Overall ratios: 3.73, 5.12, 8.25, 13.56.</b>	
<b>Lever Position: Central.</b>	

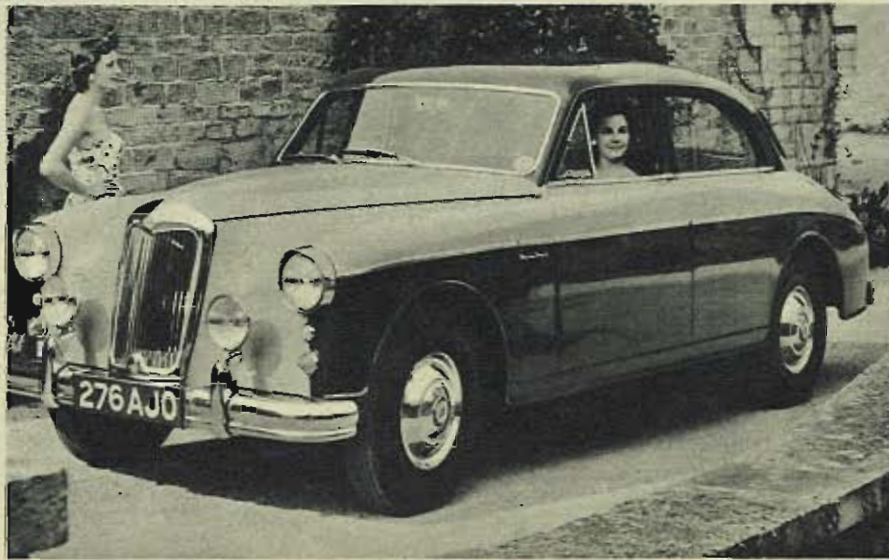


### RILEY TWO-POINT-SIX

£1,411.7.0 (incl. £471.7.0 PT).

**A**T the end of its first full season's production run, this Riley is established as a connoisseurs' choice among B.M.C.'s six-cylinder lines. An unusual styling feature, so far as two-tone examples are concerned, is the combination of dark upper and lower areas with a pale 'equator'. In conjunction with a typical Riley front-piece, moderately hooded headlamps and a plated finish for the disc wheels, this treatment is unusually pleasing.

Riley is today one of the few makes remaining faithful to a right-hand gear-change, a system that makes way for a third person on the front seat without the disadvantages, real or



alleged, of a steering-column shift. Leg-room for the odd-man-out in front is, however, rather restricted by the

large transmission hump. Overdrive and full automatic transmission are among the optional extras.

The luggage locker is appropriately big for this large-size family car and, due to the low level of the trailing edge of its lid, heavy and bulky packages are easily loaded and extracted.

#### TECHNICAL DATA

<b>Performance :</b>	<b>Suspension :</b>
Average Fuel Consumption: 20 m.p.g.	Front: Torsion bar.
Top Speed: 100 m.p.h.	Rear: Semi-elliptic.
	Shock Absorbers: Double acting hydraul.
<b>Engine :</b>	<b>Overall Dimensions :</b>
No. of Cylinders: 6.	Length: 15 ft. 5½ in.
Bore: 79.37 mm.	Width: 5 ft. 7 in.
Stroke: 88.9 mm.	Height: 5 ft. 1 in.
Cubic Capacity: 2,639.	Ground Clearance: 6½ in.
Brake horse-power: 101.	
Valves: O/h.	<b>Track :</b>
Compression ratio: 8.3 to 1.	Front: 4 ft. 6½ in.
Carburettor: Twin S.U.	Rear: 4 ft. 6½ in.
Ignition: Coil.	Wheelbase: 9 ft. 5½ in.
	Turning Circle: 40½ ft.
<b>Fuel Capacity: 12 galls.</b>	<b>Dry Weight: 32½ cwt.</b>
<b>Gear Box: Synchro.</b>	
<b>Overall ratios: 3.91, 5.6, 8.03, 12.93.</b>	
<b>Lever Position: Floor at side.</b>	

### ROLLS-ROYCE SILVER CLOUD

**Standard Saloon :**  
£5,693.17.0 (incl. £1,898.17.0 PT).

**Mulliner Coupé :**  
£8,326.7.0 (incl. £2,776.7.0 PT).

**E**XACTLY counterparting the S-Series Bentley in everything except frontal shape and nameplate, the Silver Cloud retains its familiar looks and character for 1959. Built, finished and equipped with enviable disregard for cost, it still need fear no rival claimants to the title of "The best car in the world". In addition to the standard saloon with pressed-steel body, Earls Court exhibits include the usual customised versions of the Silver Cloud with special bodies by such creators as James Young, Freestone and Webb, and Hooper.

For the fortunate minority of our readers who are able to contemplate Rolls ownership outside of dreamland, here are some interior measurements:—Headroom, front and back, 40½ and 37½ in.; widths within arm-rests, front and back, 48½ and 45½ in.; rear-seat knee-room, 14½ in. maximum.

For a car which is almost inaudible and weighs 37 cwt., a standing-quarter mile time of less than 19 secs. must be considered remarkable.



#### TECHNICAL DATA

<b>Performance :</b>	<b>Suspension :</b>
Average Fuel Consumption: 17 m.p.g.	Front: Ind. coil springs.
Top Speed: Over 100 m.p.h.	Rear: Semi-ellip. leaf springs.
	Shock Absorbers: Hydraulic shock dampers.
<b>Engine :</b>	<b>Overall Dimensions :</b>
No. of Cylinders: 6.	Length: 17 ft. 8 in.
Bore: 3½ in.	Width: 6 ft. 2½ in.
Stroke: 4½ in.	Height: 5 ft. 4 in. (unladen).
Cubic Capacity: 4,887.	Ground Clearance: 7 in.
Valves: O/h. inlet, side exhaust.	
Compression ratio: 8 to 1.	<b>Track :</b>
Carburettor: Twin S.U.	Front: 4 ft. 10 in.
Ignition: Coil.	Rear: 5 ft.
	Wheelbase: 10 ft. 3 in.
<b>Fuel Capacity: 18 galls.</b>	<b>Turning Circle: 41 ft. 8 in.</b>
<b>Gear Box: Automatic.</b>	<b>Dry Weight: 37 cwt.</b>
<b>Overall ratios: 3.42, 4.96, 9.00, 13.06.</b>	
<b>Lever Position: Steering column.</b>	

The Silver Cloud Standard Saloon and (below) the drophead coupé with coachwork by H. J. Mulliner



# Individuality

Coachwork by Park Ward—styled by Graber—this wonderful new Alvis, available both as a Saloon and a Coupé, carries on the tradition of Alvis high quality motoring.

SALOON £2,993.17.0 Inc.

COUPÉ £3,293.17.0 Inc.



## ALVIS THREE LITRE SALOON & COUPÉ

Coachwork by Park Ward

Sole London Distributors: BROOKLANDS OF BOND STREET. Telephone: MAXfair 8351



**Owls really care!**



That's why it drives them to mice to see their excellent advice about being able to afford a new car (step forward U.D.T.) neglected. Quite frankly, wouldn't your feathers get a little ruffled too?



**UNITED DOMINIONS TRUST LIMITED**  
UNITED DOMINIONS HOUSE, EASTCHEAP, LONDON, E.C.3

U.D.T. operate the official credit plans for

ASTON MARTIN LAGONDA

AUSTIN

DAIMLER

JAGUAR

LAND ROVER

M.G.

MORRIS

RILEY

ROLLS-ROYCE

ROVER

STANDARD

TRIUMPH

WOLSELEY

### ROLLS-SILVER

£8,243.17.0

LUXURY... of av... mous and... fashioned... are also av... which is n... Silver Clov...

With its... deep-cushio... almost sme... smell can... any desire... the heat o... atmosphere... equipment... means of c... Mechanic... same as t... wheelbase.

### ROVER SALOON

£1,763.17.0

NEW fro... biggest... made for v... looks, sun... with an en... sively thro... a fresh ste... luxury lad... transmissio... is an optio...

Based on... cc. engine... measureme... to 77.8 mi... too, follow... overhead i... exhausts... anced cran... lead bearin... from torsio... within the... range.

Special... eliminate... from the cl... being mou...

The stan... a four-spe... mesh enga... first, in cor... drive if s... Girling, w... fade-proofi... Front susp... sion bars.

Appoint... for the gl...

### ROVER SALOON

£1,628.17.0

AFTER... rency, ... disappear... signifying... converter... model, kno... forth, has... mesh four... with a ve... drive giv... automation...

As can b... data pane... engine cap... various po...

## ROLLS-ROYCE SILVER WRAITH

£8,243.17.0 (incl. £2,748.17.0 PT).

"LUXURY surpassing the dreams of avarice" sums up this enormous and majestic—if somewhat old-fashioned looking—limousine. Saloons are also available on the same chassis, which is nearly a foot longer than the Silver Cloud's.

With its sumptuous furnishings and deep-cushioned comfort, the Wraith almost smells of wealth. This salutary smell can, moreover, be maintained at any desired temperature regardless of the heat or chill of the surrounding atmosphere, thanks to air-conditioning equipment that is more than merely a means of creating or abating fogg.

Mechanically, the Wraith is the same as the Cloud, apart from its wheelbase.

### TECHNICAL DATA

**Performance:**  
Average Fuel Consumption: 15-17 m.p.g.  
Top Speed: 100 plus m.p.h.

**Engine:**  
No. of Cylinders: 6.  
Bore: 3½ in.  
Stroke: 4½ in.  
Cubic Capacity: 4,887.  
Valves: O/h. inlet, side exhaust.  
Compression ratio: 8 to 1.  
Carburettor: 2 S.U.  
Ignition: Coil.

**Suspension:**  
Front: Ind. helical springs.  
Rear: Long semi-ellip. leaf springs.  
Shock Absorbers: Hydraul. shock dampers.

**Overall Dimensions:**  
Length: 18 ft. 2 in.  
Width: 6 ft. 5 in.  
Height: To specification.  
Ground Clearance: 7 in.

**Track:**  
Front: 4 ft. 10 in.  
Rear: 5 ft. 4 in.  
Wheelbase: 11 ft. 1 in.  
Turning Circle: 45 ft. 5 in.  
Dry Weight: 27½ cwt. chassis only.

**Fuel Capacity:** 18 galls.

**Gear Box:** Automatic.  
Overall ratios: 4.25, 6.16, 11.19, 16.23.  
Lever Position: Steering column.

The Silver Wraith Touring Saloon with coachwork by Park Ward and Co., Ltd.



## ROVER 3-LITRE SALOON

£1,763.17.0 (incl. £588.17.0 PT).

NEW from the ground up, this is the biggest-engined car Rovers have made for very many years. Modern in looks, sumptuously furnished, and with an engine designed for unobtrusively thrustful performance, it marks a fresh step in Rover's ascent of the luxury ladder. Borg Warner automatic transmission, banishing the gear-lever, is an optional extra.

Based on the 90/105 unit, the 2995 cc. engine retains the 'parent' stroke measurement but has its bore increased to 77.8 mm.; the valve arrangement, too, follows the maker's tradition, with overhead inlet valves and in-the-block exhausts. The massive counter-balanced crankshaft runs in seven copper-lead bearings and is claimed to be free from torsional vibration at all r.p.m. within the engine's wide revolution range.

Special efforts have been made to eliminate the transmission of sounds from the chassis to the body, the latter being mounted on rubber at six points.

The standard transmission comprises a four-speed gearbox with synchromesh engagement of all gears except first, in conjunction with Laycock overdrive if so desired. Brakes are by Girling, with two trailing shoes (for fade-proofing) and servo assistance. Front suspension is on laminated torsion bars.

Appointments include walnut facings for the glove lockers and for a fillet



around the interior of the car just below the waistline.

### TECHNICAL DATA

**Performance:**  
Average Fuel Consumption: 23 m.p.g.  
Top Speed: 95 m.p.h.

**Engine:**  
No. of Cylinders: 6.  
Bore: 77.8 mm.  
Stroke: 105 mm.  
Cubic Capacity: 2,995.  
Brake horse-power: 115 at 4,250.  
Valves: O/h. inlet, side exhaust.  
Compression ratio: 8.75 to 1.  
Carburettor: S.U.  
H.D.6.  
Ignition: Coil.

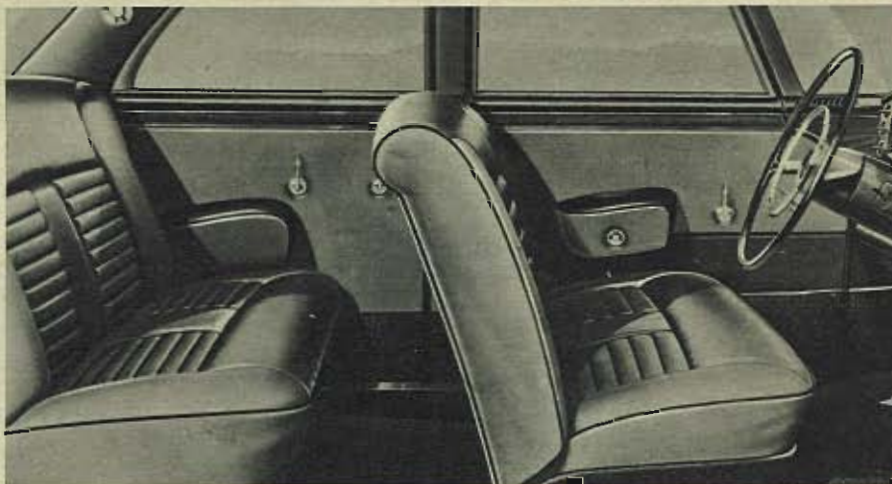
**Suspension:**  
Front: Torsion bar with links.  
Rear: Semi-elliptic.  
Shock Absorbers: Telescopic.

**Overall Dimensions:**  
Length: 5 ft. 10 in.  
Width: 5 ft. 0½ in.  
Height: 5 ft. 7½ in.  
Ground Clearance: 7½ in.

**Track:**  
Front: 4 ft. 7 in.  
Rear: 4 ft. 8 in.  
Wheelbase: 9 ft. 2 in.  
Dry Weight: 30 cwt.

**Fuel Capacity:** 14 galls.

**Gear Box:** Synchro Semi-automatic.  
Overall ratios: 4.3 (O.D. 3.35), 5.92, 8.78, 14.52.  
Lever Position: Steering column.



Interior of the new Rover 3-litre saloon

## ROVER 105 SALOON

£1,628.17.0 (incl. £543.17.0 PT).

AFTER a comparatively brief currency, the suffixes "R" and "S" disappear from the 105 type number, signifying the abandonment of torque-converter transmission. The residual model, known simply as the 105 henceforth, has the makers' own synchromesh four-speed gearbox in conjunction with a version of the Laycock overdrive giving a limited degree of automation.

As can be seen from the appropriate data panels, the 105 has the same engine capacity as the famous 90, but various power-boosting adjuncts result

in a gain of some 15 b.h.p., giving the 105 a three-figure top speed. In common with the 60, 75 and 90 models, the 105 has a new radiator grille, fascia panel and bumper design.

### TECHNICAL DATA

**Performance:**  
Average Fuel Consumption: 18-24 m.p.g.  
Top Speed: 100 m.p.h.

**Engine:**  
No. of Cylinders: 6.  
Bore: 73.025 mm.  
Stroke: 105 mm.  
Cubic Capacity: 2,638.  
Brake horse-power: 108.  
Valves: O/h. inlet, side exhaust.  
Compression ratio: 8.5 to 1.  
Carburettor: 2 S.U.  
Ignition: Coil.

**Suspension:**  
Front: I.L.S. with coils.  
Rear: Semi-elliptic.  
Shock Absorbers: Hydraul.

**Overall Dimensions:**  
Length: 14 ft. 10¼ in.  
Width: 5 ft. 5½ in.  
Height: 5 ft. 3½ in.  
Ground Clearance: 7 in.

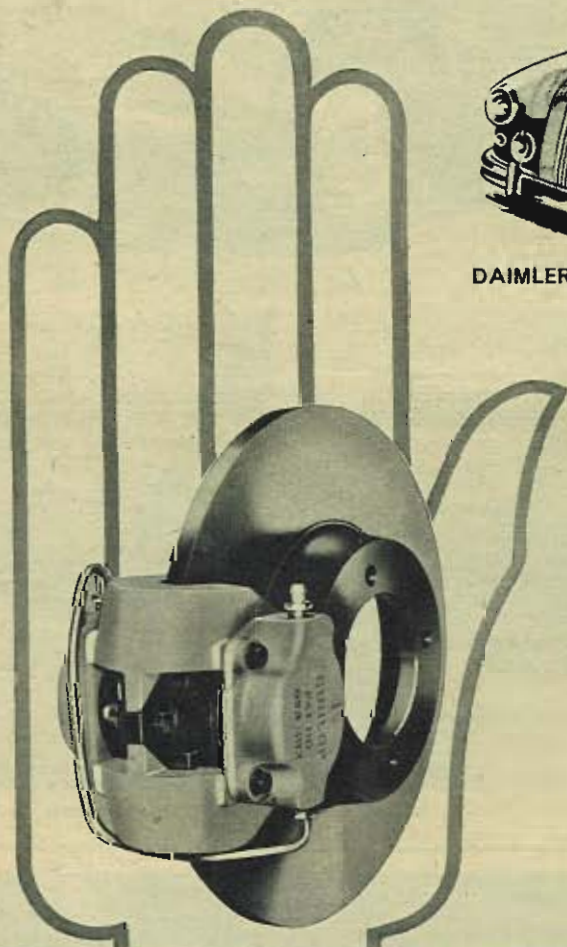
**Track:**  
Front: 4 ft. 4 in.  
Rear: 4 ft. 3½ in.  
Wheelbase: 9 ft. 3 in.  
Turning Circle: 37 ft.

**Fuel Capacity:** 11½ galls.

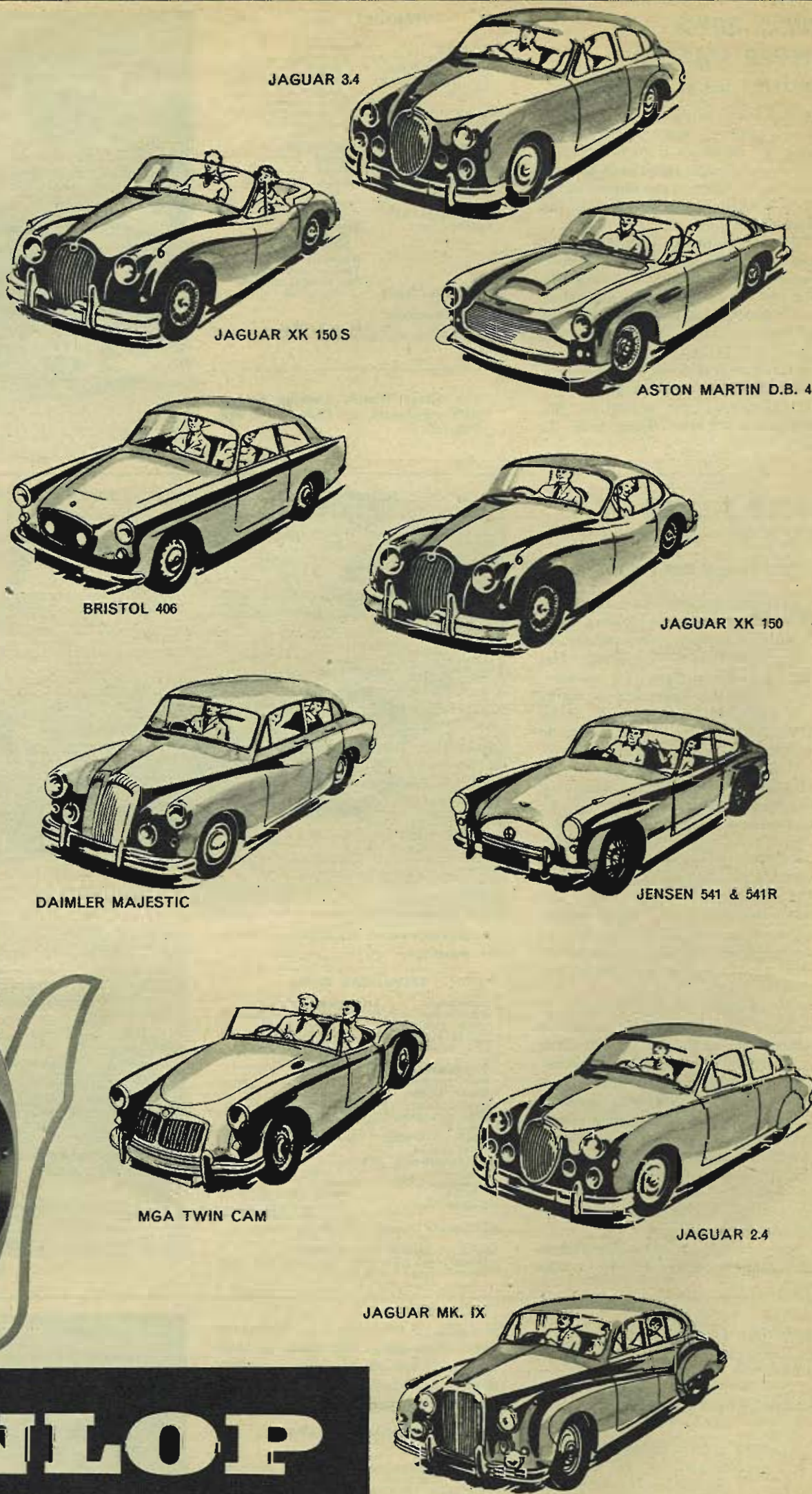
**Gear Box:** Synchro Semi-automatic.  
Overall ratios: Normal 4.7 to 1. Emergency low 8.18 to 1.  
Lever Position: Central.



**More  
power  
to  
Stop!**



**DUNLOP**



JAGUAR 3.4

JAGUAR XK 150 S

ASTON MARTIN D.B. 4

BRISTOL 406

JAGUAR XK 150

DAIMLER MAJESTIC

JENSEN 541 & 541R

MGA TWIN CAM

JAGUAR 2.4

JAGUAR MK. IX

NOW AVAILABLE.

**on all four wheels of these British Cars**

**DISC BRAKES**

**ROVER 60 SALOONS**

- 60 Saloon : £1,349.
- 75 Saloon : £1,478.
- 90 Saloon : £1,538.

THESE, the models in continued for change, but 'dated' by a grille and bumper mounting is there are revised. Due to the colour scheme line strip which finishes is being the 60-75-90 buyers do or do. Basis of the between these with four cylinders six—is the cost which they show.

**SINGER G**

- Convertible : £998.
- Estate Car : £998.

**TECHNICAL**  
 Performance :  
 Average Fuel Consumption : 30-35 m.p.g.  
 Top Speed : 80 m.p.h.  
 Engine :  
 No. of Cylinders : 4  
 Bore : 79 mm.  
 Stroke : 76.2 mm.  
 Cubic Capacity : 60.2  
 Brake horse-power : 60.2  
 Valves : O/h.  
 Compression ratio : 11.8:1  
 Carburettor : Solex  
 Ignition : Coil

Fuel Capacity : 10

Gear Box : Synchromesh  
 Overall ratios : 11.8:1, 15.2:1  
 Lever Position : Overdrive

**STANDARD**

£6

FEW full featured by engine, can 1 consumption Standard fan transmission, way, but the overdrive which makes the economical day use it w at a steady figure rises t

Of straight line o.h. valve performer, t from zero to seconds.

For the cost often carry don't care to gage, the either or be folk

### ROVER 60, 75 & 90 SALOONS

- 60 Saloon : £1,349.17.0 (incl. £450.17.0 PT).
- 75 Saloon : £1,478.17.0 (incl. £493.17.0 PT).
- 90 Saloon : £1,538.17.0 (incl. £513.17.0 PT).

THESE, the longest-established models in the Rover range, are continued for '59 without structural change, but they will be visibly 'dated' by a new design of frontal grille and bumpers. The number plate mounting is also improved. Within, there are revisions to the fascia layout. Due to the popularity of two-tone colour schemes, the chromium waist-line strip which is a corollary to these finishes is being applied to all cars in the 60-75-90 group, whether their buyers do or don't specify two colours.

Basis of the close relationship between these three models—the '60' with four cylinders, the other two with six—is the common chassis and body which they share. The Rover clientele



thus has a choice between an economical car with generous passenger space for its performance, or two notably that is moderate in relation to litrage. An uncommon mechanical feature of

all Rovers is an engine with its inlet valves over the exhausts, an arrangement combining good volumetric efficiency with silky operation at all speeds. By the use of rubber bushes

wherever possible, together with pre-packed bearings and oil reservoirs needing only bi-annual replenishment, the number of chassis points calling for grease-gun treatment is reduced to four.

#### TECHNICAL DATA

(60, 75 and 90 models)

**Performance :**  
Average Fuel Consumption : 27, 25 and 22 m.p.g.  
Top Speed : 74, 80 and 85 m.p.h.

**Suspension :**  
Front : I.f.s. with coils.  
Rear : Semi-ellip.  
Shock Absorbers : Hydraul.

**Engine :**  
No. of Cylinders : 4, 6 and 6.  
Bore : 77.8, 73.025 and 73.025 mm.  
Stroke : 105, 88.9 and 105 mm.  
Cubic Capacity : 1,997, 2,230 and 2,638.  
Brake horse power : 60, 80 and 93.  
Valves : O/h. inlet, side exhaust.  
Compression ratios : 6.9, 7.2 and 7.5 to 1.  
Carburettor : Horiz. S.U.  
Ignition : Coil.

**Overall Dimensions :**  
Length : 14 ft. 10 1/2 in.  
Width : 5 ft. 5 1/2 in.  
Height : 5 ft. 3 1/2 in.  
Ground Clearance : 7 in.

**Track :**  
Front : 4 ft. 4 in.  
Rear : 4 ft. 3 1/2 in.

**Wheelbase : 9 ft. 3 in.**  
Turning Circle : 37 ft.  
Dry Weight : 261, 271 and 271 cwt.

**Fuel Capacity : 11 1/2 galls.**

**Gear Box : Synchro (Incorporating free wheel on '60' and '75' models).**  
Overall ratios : 4.3, 5.923, 8.785, 14.506.  
Lever Position : Central.

### SINGER GAZELLE SALOON

£898.7.0 (incl. £300.7.0 PT).

- Convertible : £998.17.0 (incl. £333.17.0 PT).
- Estate Car : £998.17.0 (incl. £333.17.0 PT).

#### TECHNICAL DATA

**Performance :**  
Average Fuel Consumption : 30-36 m.p.g.  
Top Speed : 80 plus m.p.h.

**Suspension :**  
Front : Ind. coil.  
Rear : Semi-elliptic.  
Shock Absorbers : Telescopic, hydraulic.

**Engine :**  
No. of Cylinders : 4.  
Bore : 79 mm.  
Stroke : 76.2 mm.  
Cubic Capacity : 1,494.  
Brake horse-power : 60.2.  
Valves : O/h.  
Compression ratio : 8.5.  
Carburettor : Solex d/d.  
Ignition : Coil.

**Overall Dimensions :**  
Length : 13 ft. 7 1/2 in.  
Width : 5 ft. 0 1/2 in.  
Height : Sal. 4 ft. 11 1/2 in. Conv. 4 ft. 10 in.  
Estate 5 ft. 1 in.  
Ground Clearance : 7 in.

**Track :**  
Front : 4 ft. 1 in.  
Rear : 4 ft. 0 1/2 in.

**Wheelbase : 8 ft.**  
Turning Circle : 36 ft.  
Dry Weight : Sal. 20 cwt. Conv. 20 1/2 cwt. Estate 21 cwt.

**Fuel Capacity : 10 galls.**

**Gear Box : Synchro.**  
Overall ratios : 4.78 (o/d 3.61), 7.13 (o/d 5.39), 11.31, 15.22.  
Lever Position : Steering column.  
Overdrive optional extra.

IMPROVED appearance and comfort are the objects of the minor changes introduced by Singer for the Show. The broad stripe along the body flanks, bordered by a plated beading, has been extended rearwards and altered in shape; it now carries the two-colour motif around the tail of the car. Within, the front-to-back measurement of the bench-type front seat fitted to the saloon and estate car has been slightly increased to give better under-knee support, and a centre arm-rest in the driving compartment becomes standard equipment.

Earlier this year, it will be remembered, the Gazelle's original overhead-camshaft engine was replaced by the pushrod unit used by the rest of the Rootes family of marques; in its Singer form, with a single carburettor, it generates 60.2 gross b.h.p. at 4,500 r.p.m.

Another mechanical revision, made at the same time as the engine switch,



This photograph shows clearly the new broad stripe which has been extended rearwards along the body flanks.

was the introduction of recirculating-ball steering, bringing a considerable saving in manual effort on the wheel.

As an aid to easeful cruising, overdrive by Laycock can be had as an extra on all the current Singers.

### STANDARD EIGHT SALOON

£646.7.0 (incl. £216.7.0 PT).

FEW full four-seater saloons, powered by a 'car-size' four-cylinder engine, can boast of such low petrol consumption as this, the baby of the Standard family. Even with standard transmission, a gallon goes a long way, but the addition of the Laycock overdrive which is an optional extra makes the Eight an outstandingly economical car; in average day-to-day use it will beat 45 m.p.g., while at a steady 50 miles per hour this figure rises to over 50 m.p.g.

Of straightforward design, with inline o.h. valves, the engine is a lively performer, too, accelerating the car from zero to 50 m.p.h. in under 22 seconds.

For the convenience of owners who often carry only one passenger but don't care to stint themselves on luggage, the rear seat cushion, plus either or both halves of the squab, may be folded forward, thus amal-

gamating the rear compartment and the boot.

As an addition or an alternative to overdrive, Standrive transmission with a centrifugal clutch—eliminating the 'manual' clutch pedal—can be specified.

#### TECHNICAL DATA

**Performance :**  
Average Fuel Consumption : 47-52 m.p.g.  
Top Speed : 70 m.p.h.

**Suspension :**  
Front : Low periodicity. Coil springs controlled by telescopic type hydraulic dampers.  
Rear : Semi-elliptic springs, piston type dampers.

**Engine :**  
No. of Cylinders : 4.  
Bore : 58 mm.  
Stroke : 76 mm.  
Cubic Capacity : 803.  
Brake horse-power : 33.  
Valves : O/h.  
Compression ratio : 8.25.  
Carburettor : Solex downdraught type.  
Ignition : Coil Centrifugal and vacuum automatic advance control.

**Overall Dimensions :**  
Length : 11 ft. 10 in.  
Width : 4 ft. 10 in.  
Height : 4 ft. 11 in.  
Ground Clearance : 6 in.

**Track :**  
Front : 4 ft. 0 1/2 in.  
Rear : 4 ft. 0 1/2 in.

**Wheelbase : 7 ft.**  
Turning Circle : 32 ft.  
Dry Weight : 132 cwt.

**Fuel Capacity : 7 galls.**

**Gear Box : Synchro.**  
Overall ratios : 4.55, 6.62, 11.2, 19.45.  
Lever Position : Central.





## STANDARD TEN SALOON

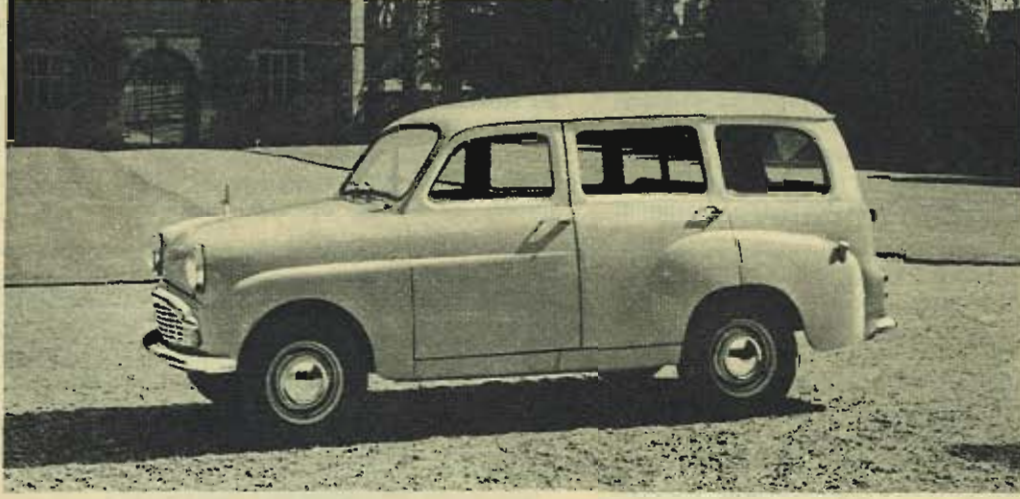
£661.7.0 (incl. £221.7.0 PT).

BASED on the same chassis-body hull as the thrifty Eight, the Ten, by virtue of an 145 c.c. displacement bonus, offers a substantially improved performance in exchange for an extra £15. The additional cylinder capacity adds 5 brake horse-power to the output, the benefit being felt in the lower and middle speed ranges

more than at the top end of the scale.

Recognition features of the Ten, *vis-à-vis* the Eight, are the former's heavily framed frontal air-intake aperture, and chromium flashes along the body sides. Both cars, of course, have the extra-luggage facilities mentioned under our Eight heading.

Front-seat headroom is 37 ins., decreasing to 33 ins. at the back; distance between armrests at the back is 39 ins., and the width of the individual front seats is 20 ins.



The Standard ten "Companion" Estate Car (right) is a very rugged little vehicle and will carry 4 cwt. of cargo in addition to driver and passenger. Price: £743 17s. inclusive of P.Tax.

### TECHNICAL DATA

<b>Performance :</b>	<b>Suspension :</b>
Average Fuel Consumption: 42/47 m.p.g.	Front: Low periodicity. Coil springs controlled by telescopic type hydraulic dampers.
Top Speed: 73 m.p.h.	Rear: Semi-elliptic springs, piston type dampers.
<b>Engine :</b>	<b>Overall Dimensions :</b>
No. of Cylinders: 4.	Length: 11 ft. 10 in.
Bore: 63 mm.	Width: 4 ft. 10 in.
Stroke: 76 mm.	Height: 4 ft. 11 in.
Cubic Capacity: 948.	Ground Clearance: 6 in.
Brake horse-power: 37 at 5,000 r.p.m.	<b>Track :</b>
Values: O/h.	Front: 4 ft. 0 1/2 in.
Compression ratio: 8 to 1.	Rear: 4 ft. 0 1/2 in.
Carburettor: Solex, downdraught type.	Wheelbase: 7 ft.
Ignition: Coil, Centrifugal and vacuum automatic advance control.	Turning Circle: 32 ft.
Fuel Capacity: 7 galls.	Dry Weight: 14 1/2 cwt.
<b>Gear Box: Synchro.</b>	
Overall ratios: 4.55, 6.62, 11.2, 19.45.	
Lever Position: Central.	

## STANDARD PENNANT

£728.17.0 (incl. £243.17.0 PT).

SALES philosophy behind this Standard is to think of everything that the gadget-conscious customer is likely to want and fit it before the cars roll off the production line. With the exception of a heater and radio, all these hypothetical wishes are gratified in advance, the list of standard equipment including a courtesy light operated by all doors, twin sun visors, ashtrays in both compartments, etc., etc.

Also, of course, with its two-colour finishes and waistline accentuation by means of a plated beading, the Pennant is one of the dressiest members of the Standard clan. Overdrive and two-pedal control can be ordered as extras.

Basic structure of the Pennant derives from the Ten, but the car is slightly shorter and lower than its parent and has a more highly tuned engine.

### TECHNICAL DATA

<b>Performance :</b>	<b>Suspension :</b>
Average Fuel Consumption: 42-47 m.p.g.	Front: Ind. coil.
Top Speed: 73 m.p.h.	Rear: Semi-elliptic.
<b>Engine :</b>	<b>Shock Absorbers :</b>
No. of Cylinders: 4.	Front, telescopic.
Bore: 63 mm.	Rear, lever-arm piston.
Stroke: 76 mm.	<b>Overall Dimensions :</b>
Cubic Capacity: 948.	Length: 11 ft. 10 in.
Brake horse-power: 37 at 5,000 r.p.m.	Width: 4 ft. 10 in.
Values: O/h.	Height: 4 ft. 11 in.
Compression ratio: 8 to 1.	Ground Clearance: 6 in.
Carburettor: Solex d/d.	<b>Track :</b>
Ignition: Coil.	Front: 4 ft. 0 1/2 in.
Fuel Capacity: 7 galls.	Rear: 4 ft. 0 1/2 in.
<b>Gear Box: Synchro.</b>	Wheelbase: 7 ft.
Overall ratios: 4.55, 6.62, 11.2, 19.45.	Turning Circle: 32 ft.
Lever Position: Central remote.	Dry Weight: 14 1/2 cwt.



## STANDARD ENSIGN SALOON

£899.17.0 (incl. £300.17.0 PT).

INTRODUCED at last year's Show, this car uses the main elements of the Vanguard but has an engine of reduced capacity and a simplified specification in order to cut production costs and, accordingly, selling price. Also, it has a floor-mounted gear lever, a feature which many experienced drivers actually prefer to the Vanguard's steering-column shift.

Performancewise, the 'docking' of approximately 400 c.c. does not handicap the car too severely (60 m.p.h. can be reached from a standstill in about 24 1/2 seconds), while petrol economy is naturally improved. Such items as a passenger-side sun visor

and centre armrests are omitted from the equipment, but there is a large range of optional extras.

### TECHNICAL DATA

<b>Performance :</b>	<b>Suspension :</b>
Average Fuel Consumption: 32-38 m.p.g.	Front: Ind. coil.
Top Speed: 75-80 m.p.h.	Rear: Semi-elliptic.
<b>Engine :</b>	<b>Shock Absorbers :</b>
No. of Cylinders: 4.	Telescopic
Bore: 76 mm.	<b>Overall Dimensions :</b>
Stroke: 92 mm.	Length: 14 ft. 4 in.
Cubic Capacity: 1,670.	Width: 5 ft. 7 1/2 in.
Brake horse-power: 60.	Height: 5 ft.
Values: O/h.	Ground Clearance: 7 in.
Compression ratio: 8 to 1.	<b>Track :</b>
Carburettor: D/d.	Front: 4 ft. 3 1/2 in.
Ignition: Coil.	Rear: 4 ft. 3 1/2 in.
Fuel Capacity: 12 galls.	Wheelbase: 8 ft.
<b>Gear Box: Synchro.</b>	Turning Circle: 35 ft.
Overall ratios: 4.1, 5.66, 8.61, 14.5.	Dry Weight: 22 1/2 cwt.
Lever Position: Central	



LE  
AFTER

Sp  
AUSTIN  
VAUX  
JAGUAR  
154 GLOUCES  
SOUTH KENS  
S.W.7  
FREmaulte

There is

FRANK  
MA  
GATES C  
Telepho

L. H.  
FRIERN  
Coln

FORD  
STANDARD  
ETC.

PART EX

S  
A  
M  
83-  
T  
POPES

CH  
BO  
FOR  
BROO  
132 Brigst  
SALES  
DEMO

MIKE

JAGU

SA

THE TOU

FAR



**LEADING MOTOR AGENTS  
IN LONDON AND PROVINCES**

AFTER-SALES SERVICE      INSURANCE COVER      DEFERRED TERMS

Specialists in Transport during Nine Reigns

**OFFORD**  
Sons Ltd

AUSTIN · MORRIS · FORD  
VAUXHALL · STANDARD  
JAGUAR · WOLSELEY · RENAULT  
DISTRIBUTORS

154 GLOUCESTER RD., SOUTH KENSINGTON, S.W.7  
FREmantle 3388

67 GEORGE ST., PORTMAN SQ., W.1  
WELbeck 6899

**A. FREEMAN LTD.**  
GROSVENOR GARAGE

MANCHESTER & DISTRICT AGENTS FOR

ALVIS  
JAGUAR  
ROVER  
STANDARD  
TRIUMPH  
HILLMAN

CALL or WRITE for particulars to:  
**55 BURNAGE LANE, LEVENSHULME**  
Rushholme 2874/5

There is a

**FORD**

for every purpose

at

**FRANK G. GATES LTD.**  
MAIN FORD DEALERS  
GATES CORNER, WOODFORD, E.18  
Telephone: WANstead 6633 (9 lines)

★ Distributors for  
★ STANDARD &  
★ TRIUMPH Cars

**JAMES EDWARDS**  
(CHESTER) LTD.  
THE NORTHGATE, CHESTER  
Telephone: 23123-4-5

**L. H. SPRING & CO. LTD.**  
FRIERN BARNET GARAGE  
Colney Hatch Lane, N.11  
Tel.: ENT. 7667

FORD AND AT . . .  
STANDARD 108 ALEXANDRA PK.  
ETC. ROAD, N.10  
Tel.: TUD. 9801

PART EXCHANGE SPECIALISTS

**THE COVENTRY MOTOR MART LIMITED**  
LONDON ROAD, COVENTRY

**Daimler**  
DISTRIBUTORS  
IN  
**WARWICKSHIRE**  
CALL, WRITE OR PHONE COVENTRY 22146-7

**SPIKINS**  
The MAIN  
**AUSTIN DEALERS**  
MAIN PARTS STOCKISTS  
83-101 HEATH ROAD TWICKENHAM  
POPESGROVE 1035-6-7-8

**BALSALL HEATH MOTORS**  
(GEORGE LE RESCHE) ONE OF AUSTIN'S OLDEST AGENTS



also  
**HEALEY MARINE PRODUCTS**  
155-165 Mary St. Birmingham, 12  
Telephone: Calthorpe 1847

**CHEVROLET  
BORGWARD  
FORD STANDARD  
BROOKSIDE MOTORS**  
(CROYDON) LTD.  
132 Brigstock Rd., Thornton Heath  
Tel.: Thornton Heath 4256  
SALES, SERVICE AND SPARES  
DEMONSTRATIONS ARRANGED

**D. B. S. GARAGES LTD.**  
RENAULT DISTRIBUTORS  
IN  
SUSSEX  
**WATER LANE,  
ANGMERING**

AUTOBLEU TUNING SPECIALIST FOR  
**DAUPHINE AND 750**  
TELEPHONE RUSTINGTON 47

**MIKE HAWTHORN**  
MAIN AGENT  
**JAGUAR CARS**  
SALES · SERVICE  
THE TOURIST TROPHY GARAGE LIMITED  
FARNHAM · SURREY  
TEL.: 5363 - 4875

**W.T. RICHARDS**  
BEXLEYHEATH LTD

AGENTS FOR  
STANDARD  
TRIUMPH  
JAGUAR  
AUSTIN  
ROVER

74-78 BROADWAY  
**BEXLEYHEATH 1666**

At first servicing of your new car



Change to  
**BP Energol  
'Visco-static'**  
MOTOR OIL  
for 80% less engine wear

FOR MOST PEOPLE today a new car is not only a proud possession but also a valuable investment. Has modern science any way to protect that investment from the big enemy — wear? The answer is yes.

Today, owners of new cars can buy BP Energol 'Visco-static', the oil that's proved to give 80% less engine wear compared with conventional premium grade oils.

BP Energol 'Visco-static' is best put into your new car at the first servicing, so that you get its added protection at the earliest possible moment.

**Free-flowing to reduce starting wear**

This oil is quite different from conventional oils. When cold it acts like an extra winter grade oil. When hot it acts like a heavier summer grade oil would at these temperatures. So you combine the best of both in a single oil.

Most engine wear takes place in the first five minutes after a cold start. The reason is that conventional oils are too thick to flow properly when cold. So your engine runs oil-starved for the first few minutes.

But BP Energol 'Visco-static' still flows freely even in intense freezing conditions.

Road tested with radio-active wear detector BP Energol 'Visco-static' has been tested with the radio-active wear detector on a family

car in normal day to day use. Results have confirmed those obtained in the laboratory — 80% less engine wear compared with conventional premium grade oils.

**Save on petrol too**

If you do a lot of start and stop running you save up to 12% in petrol. Even if you do long journeys you'll still get a worthwhile saving.

There's no need to change the oil for change of season when you are using BP Energol 'Visco-static'. You use the same oil for winter and summer.

**If your car isn't new**

You can still benefit from BP Energol 'Visco-static' in any engine that is not unduly worn. But if your engine is nearly due for an overhaul you are advised to use the normal recommended grades of BP Energol.

Rolls-Royce officially approve BP Energol 'Visco-static' for all their post-war motor cars.

**ASK FOR THIS LABEL**

Make sure your engine has one of these labels fixed to it when you change to BP Energol 'Visco-static'. It ensures that everybody who has to do with the servicing of your car knows which oil to put into the engine.



• 'VISCO-STATIC' IS A TRADE-MARK OF THE BRITISH PETROLEUM COMPANY LIMITED



## STANDARD VANGUARD

£1,043.17.0 (incl. £348.17.0 PT).

WITH the discontinuance of the Sportsman from the Vanguard range, the standard model has been restyled to cut a new dash. The quite extensive beauty treatment includes a neater frontal grille, a redefined waistline that lends itself well to the two-tone colour schemes which can be specified, and brightwork wheel embellishers filling the whole area between the nave plates and the rims.

With standard transmission, the Vanguard will accelerate from nought to 60 m.p.h. in just over 22 seconds, but takes slightly longer with the automatic system which is an optional extra. An estate car is available for an additional £113.5.0.

### TECHNICAL DATA

**Performance:**  
Average Fuel Consumption: 28-34 m.p.g.  
Top Speed: 84 m.p.h.

**Engine:**  
No. of Cylinders: 4.  
Bore: 85 mm.  
Stroke: 92 mm.  
Cubic Capacity: 2,088.  
Brake horse-power: 68 b.h.p. at 4,200 r.p.m.  
Values: O/h.  
Compression ratio: 7.5.  
Carburettor: Solex downdraught.  
Ignition: Coil, centrifugal and suction controlled automatic advance.

**Fuel Capacity:** 12 gallons. (Estate: 14 gallons.)

**Suspension:**  
Front: Independent, coil springs with telescopic dampers.  
Rear: Semi-elliptic springs with telescopic dampers.  
Shock Absorbers: Hydraulic.

**Overall Dimensions:**  
Length: 14 ft. 4 in. (Estate: 14 ft. 2½ in.)  
Width: 5 ft. 7½ in.  
Height: 5 ft. 0 in.  
Ground Clearance: 7½ in.

**Track:**  
Front: 4 ft. 3 in.  
Rear: 4 ft. 3 in.  
Wheelbase: 8 ft. 6 in.  
Turning Circle: 35 ft.  
Dry Weight: 23 cwt. (Estate: 25 cwt.)

**Gear Box:** Synchro on all forward ratios.  
Overall ratios: 4.3, 7.18, 15.22.  
Lever Position: Steering column.  
Note: Laycock de Normanville Overdrive, 4-speed gear-box, optional extras.

## "STIRLING" SPORTS SALOON

£541.7.0 (incl. £181.7.0 PT).

FROM S. E. Opperman Ltd., makers of the Unicar, comes this new "baby". Body and chassis are of fibre glass, moulded in two halves. The top and bottom sections are joined at about waist level, the line of fusion being concealed by a moulding strip running right round the car. This strip is continued over the two separately-moulded doors.

The rear bench-type seat will accommodate two children or can be tilted forward to form a flat platform for



luggage. There is also a large parcel shelf under the front scuttle.

As in the Unicar, the two-stroke engine is mounted at the rear.

### TECHNICAL DATA

**Performance:**  
Average Fuel Consumption: Not stated.  
Top Speed: Not stated.

**Engine:**  
No. of Cylinders: 2.  
Bore: 64 mm.  
Stroke: 66 mm.  
Cubic Capacity: 424.  
Brake horse-power: 25.  
Compression ratio: 8 to 1.  
Carburettor: Zenith d/d.  
Ignition: Siba Dynastart.

**Fuel Capacity:** 4½ gallons.

**Suspension:**  
Front: Independent.  
Rear: Independent.  
Shock Absorbers: Armstrong.

**Overall Dimensions:**  
Length: 10 ft. 9 in.  
Width: 4 ft. 11 in.  
Height: 4 ft. 2 in.  
Ground Clearance: 6 in.

**Track:**  
Front: 4 ft.  
Rear: 4 ft.  
Wheelbase: 6 ft. 6 in.  
Turning Circle: 32 ft.  
Dry Weight: 8 cwt. approx.

**Gear Box:** Motorcycle type.  
Overall ratios: 5.25, 7.25, 10.4, 17.2.  
Lever Position: Central.

## SUNBEAM RAPIER

**Saloon:**  
£1,043.17.0 (incl. £348.17.0 PT).

**Convertible:**  
£1,103.17.0 (incl. £368.17.0 PT).

THIS, the sole Sunbeam in currency, is a much transformed car since Earls Court, 1957. The Series 11 model, launched early this year, has a new and enlarged engine, entirely revised styling and a partly redesigned chassis giving easier control and improved cornering qualities. There are two variants, the saloon and the convertible.

Although without pretensions to full sports-car status, the 1½-litre Rapier is a fast and manoeuvrable vehicle with many of the qualities demanded by the rough-and-tumble of international rallies; in this year's Alpine Rally, for instance, Sunbeams filled first, second, fourth and fifth positions in their class



The backs of both front seats of the convertible (left) hinge forward to give access to the rear seats.

and also scored a coveted Coupe des Alpes.

The gear lever is now in the position generally preferred by sporting drivers—central—whereas the spacing of the gearbox ratios—with second close to a low third gear, but a large gap between second and third—is more in line with touring tastes.

### TECHNICAL DATA

**Performance:**  
Average Fuel Consumption: 30 m.p.g.  
Top Speed: 87.5 m.p.h.

**Engine:**  
No. of Cylinders: 4.  
Bore: 79 mm.  
Stroke: 76.2 mm.  
Cubic Capacity: 1,494.  
Brake horse-power: 73.  
Values: O/h.  
Compression ratio: 8.5 to 1.  
Carburettor: Twin Zenith 36 WIP 2.  
Ignition: Coil.

**Fuel Capacity:** 10 gallons.

**Suspension:**  
Front: Ind. coil and wishbones.  
Rear: Semi-elliptic.  
Shock Absorbers: Telescopic.

**Overall Dimensions:**  
Length: 13 ft. 6½ in.  
Width: 5 ft. 0½ in.  
Height: 4 ft. 10 in.  
Ground Clearance: 5½ in.

**Track:**  
Front: 4 ft. 1 in.  
Rear: 4 ft. 0½ in.  
Wheelbase: 8 ft.  
Turning Circle: 36 ft.  
Dry Weight: 20½ cwt.

**Gear Box:** Synchro.  
Overall ratios: 4.55, 6.794, 11.258, 14.518.  
Lever Position: Central.  
Optional extra: Overdrive.



## TRIUMPH TR3 SPORTS

**Sports:**  
£1,049.17.0 (incl. £350.17.0 PT).

**Hard top:**  
£1,102.7.0 (incl. £368.7.0 PT).

NO change this time, although this will be the TR3's first Earls Court appearance with the current type of wide and shallow frontal grille. The accent, of course, is on speed and acceleration at low first cost, and allied to an exceptionally light thirst for petrol—comfortably over 30 m.p.g. at journey averages that family cars of comparable engine size couldn't approach. Laycock overdrive is an optional extra.

### TECHNICAL DATA

**Performance:**  
Average Fuel Consumption: 26-32 m.p.g.  
Top Speed: 110 m.p.h.

**Engine:**  
No. of Cylinders: 4.  
Bore: 83 mm.  
Stroke: 92 mm.  
Cubic Capacity: 1,991.  
Brake horse-power: 100 b.h.p. at 5,000 r.p.m.  
Values: O/h.  
Compression ratio: 8.5.  
Carburettor: Twin S.U. H.6.  
Ignition: Coil, centrifugal and suction controlled automatic advance.

**Fuel Capacity:** 12 gallons.

**Suspension:**  
Front: Independent.  
Coil Spring controlled by telescopic dampers.  
Rear: Semi-elliptic springs, piston type dampers.

**Overall Dimensions:**  
Length: 12 ft. 7 in.  
Width: 4 ft. 7½ in.  
Height: Hard 4 ft. 2 in., hood folded 3 ft. 4 in.  
Ground Clearance: 6 in.

**Track:**  
Front: 3 ft. 9 in.  
Rear: 3 ft. 9 in.  
Wheelbase: 7 ft. 4 in.  
Turning Circle: 34 ft.  
Dry Weight: 18 cwt.

**Gear Box:** Synchro.  
Overall ratios: 3.7, 4.9, 7.4, 12.5.  
Lever Position: Central remote.

## UNICAR

£425

UNDISGUI...  
Price, th...  
worthy attemp...  
motorist's plea...  
at very low f...  
minimum run...  
twin-cylinder...  
the three-spee...  
cycle type, ec...  
some mechan...  
level of simpl...  
example, is l...  
spring and da...  
ever, works v...  
The track...  
rear wheels a...  
than the fron...  
hard-top cou...  
modern. This...  
fibre bonded v...

## VAUXHALE CRESTA

Cresta:

£1,073

Velox:

£983

NEW from...  
Last Show...  
Cresta and V...  
unchanged r...  
There are, h...  
and decorativ...  
tional colour...  
work and uph...  
arm-rest beco...  
both models.

The Cresta...  
version of the...  
such features...  
tric clock, h...  
nylon - and -...  
place of Vyni...  
steel window...  
operation by...  
the front pair...

First impr...  
sixes—often...  
in the words...  
money"—hav...  
during their...  
The beefy ov...  
its American

## VAUXHALE

Saloon:

£7

De Luxe:

£7

Estate Car:

£5

A BEST-SI...  
home, an...  
siderable circ...  
the U.S., the...  
its third sea...  
changes. For...  
over 1½ litres...  
and luggage...  
der engines of...  
it for smooth...

The saloon...  
standard and...  
there is an...  
volume of o...  
limit of 850 ll

**UNICAR**

£425.17.0 (incl. £142.17.0 PT).

UNDISGUISEDLY built down to a price, the Unicar represents a worthy attempt to satisfy the marginal motorist's plea for basic transportation at very low first cost, combined with minimum running expenses. Both the twin-cylinder two-stroke engine and the three-speed gearbox are of motor-cycle type, equipment is sparing and some mechanical features reach a new level of simplicity. Rear suspension, for example, is by a single central coil spring and damper unit, which, however, works well.

The track is markedly 'crabbed'—rear wheels are a foot closer together than the fronts—and the shape of the hard-top coupé body is pleasingly modern. This shell is made from glass-fibre bonded with resin plastics and has

sheet steel reinforcement. The engine is rear mounted and there is no bonnet opening to form a luggage receptacle. In addition to the driver and his companion, two small children can be accommodated at the back.

**TECHNICAL DATA**

**Performance:**  
Average Fuel Consumption: 52-58 m.p.g.  
Top Speed: 56 m.p.h.

**Engine:**  
No. of Cylinders: 2.  
Bore: 58 mm.  
Stroke: 62 mm.  
Cubic Capacity: 328.  
Brake horse-power: 18 at 5,000.  
Compression ratio: 7.4 to 1.  
Carburettor: Amal.  
Ignition: Twin coils.

**Suspension:**  
Front: Ind. with coil springs.  
Rear: Live axle, single coil spring.  
Shock Absorbers: Girling telescopic.

**Overall Dimensions:**  
Length: 9 ft. 8 in.  
Width: 4 ft. 10 in.  
Height: 4 ft. 7 in.  
Ground Clearance: 7½ in.

**Track:**  
Front: 4 ft.  
Rear: 3 ft.

**Wheelbase:** 6 ft.  
**Turning Circle:** 39 ft.  
**Dry Weight:** 6¼ cwt.

**Fuel Capacity:** 3½ galls.

**Gear Box:** Motor-cycle type.  
**Overall ratios:** 5.127, 8.2, 15.588.  
**Lever Position:** Central.



**VAUXHALL CRESTA & VELOX**

**Cresta:**  
£1,073.17.0 (incl. £358.17.0 PT).

**Velox:**  
£983.17.0 (incl. £328.17.0 PT).

NEW from bumper to bumper at the last Show, the two Vauxhall sixes, Cresta and Velox, expectedly continue unchanged mechanically this time. There are, however, some new styling and decorative touches, including additional colour choices for both paint-work and upholstery. A centre folding arm-rest becomes an optional extra on both models.

The Cresta, of course, is a de luxe version of the Velox, distinguished by such features as a screen washer, electric clock, heater, white-wall tyres, nylon - and - Elastofab upholstery in place of Vynide, wheel discs, stainless steel window frames and roof-light operation by all doors instead of by the front pair only.

First impressions of the Vauxhall sixes—often expressed at the '57 Show in the words "A lot of car for the money"—have been amply confirmed during their first production season. The beefy oversquare engine, true to its American lineage, is outstandingly



flexible, resulting in a top-gear acceleration time from 50 to 70 m.p.h. of about 13 seconds. A full panoramic windscreen and rear window give a light interior with excellent look-out in all directions.

A 4½-inch reduction in roof height (compared with the pre-1958 Velox and Cresta lines) involved some sacrifice in rear-seat headroom, but the width of both front and rear compartments—52½ in. between arm-rests—allows elbow-room for a six-person complement.

**TECHNICAL DATA**

**Performance:**  
Average Fuel Consumption: 25/28 m.p.g.  
Top Speed: 85/90 m.p.h.

**Engine:**  
No. of Cylinders: 6.  
Bore: 79.37 mm.  
Stroke: 76.20 mm.  
Cubic Capacity: 2,262.  
Brake horse-power: 82.5.  
Values: O/h.  
Compression ratio: 7.8 to 1 or 6.8 to 1.  
Carburettor: Zenith 34 VNT.  
Ignition: Coil.

**Suspension:**  
Front: Ind. coil spring S.L.A.  
Rear: Semi-elliptic.  
Shock Absorbers: Telescopic Hydraulic.

**Overall Dimensions:**  
Length: 14 ft. 10 in.  
Width: 5 ft. 8½ in.  
Height: 4 ft. 9 in.  
Ground Clearance: 7 in.

**Track:**  
Front: 4 ft. 6 in.  
Rear: 4 ft. 6 in.

**Wheelbase:** 8 ft. 9 in.  
**Turning Circle:** 36 ft.  
**Dry Weight:** 22¼ cwt. (approx).

**Fuel Capacity:** 10½ galls.

**Gear Box:** Synchro.  
**Overall ratios:** 4.11, 6.72, 11.78.  
**Lever Position:** Steering column.

Top picture shows the Cresta, and below it is the Velox.

**VAUXHALL VICTOR**

**Saloon:**  
£748.7.0 (incl. £250.7.0 PT).

**De Luxe:**  
£781.7.0 (incl. £261.7.0 PT).

**Estate Car:**  
£931.7.0 (incl. £311.7.0 PT).

A BEST-SELLER in its class at home, and rapidly making a considerable circle of friends (and fans) in the U.S., the modernistic Victor enters its third season without important changes. For its engine capacity of just over 1½ litres, it has generous passenger and luggage space, and few four-cylinder engines of the Victor's size can beat it for smoothness and lusty pulling.

The saloon is made in two versions, standard and de luxe, while in addition there is an estate car with a goods volume of over 45 cubic feet and a load limit of 850 lbs. In this latter applica-



tion, the large tail overhang which is characteristic of the modern Vauxhalls is turned to advantage insofar as the wheel arches made only a partial en-

croachment on the luggage space remaining when the rear seat bench is raised.

Backward-sloping windscreen pillars

and a panoramic screen give the Victor driver an excellent look-out, although at the cost of a projection into the door aperture which slightly hinders ingress and egress.

Such under-bonnet items as the sparking plugs, battery, carburettor and distributor are easily accessible for routine maintenance.

**TECHNICAL DATA**

**Performance:**  
Average Fuel Consumption: 31-36 m.p.g.  
Top Speed: over 75 m.p.h.

**Engine:**  
No. of Cylinders: 4.  
Bore: 79.37.  
Stroke: 76.2.  
Cubic Capacity: 1,507.  
Brake horse-power: 55.  
Values: O/h.  
Compression ratio: 7.8 or 6.8 to 1.  
Carburettor: Zenith 34 VNT.  
Ignition: Coil.

**Suspension:**  
Front: Ind. coil spring S.L.A.  
Rear: Semi-elliptic, rev. camber.  
Shock Absorbers: Telescopic hydraulic.

**Overall Dimensions:**  
Length: 13 ft. 11¼ in.  
Width: 5 ft. 2½ in.  
Height: 4 ft. 10 in.  
Ground Clearance: 6½ in.

**Track:**  
Front: 4 ft. 2 in.  
Rear: 4 ft. 2 in.

**Wheelbase:** 8 ft. 2 in.  
**Turning Circle:** 34 ft.  
**Dry Weight:** 19¼ cwt. (approx).

**Fuel Capacity:** 8 galls.

**Gear Box:** Synchro.  
**Overall ratios:** 4.125, 6.75, 13.14.  
**Lever Position:** Steering column.



**WOLSELEY 1500**

£796.7.0 (incl. £266.7.0 PT).

**L**IGHT weight, moderate frontal and one of the milder degrees of tune for the B-Series B.M.C. engine . . . there you have an infallible recipe for economy in a full-sized family four-seat saloon. How well it works in practice is shown by the 1500's petrol consumption figure of 35 m.p.g. under medium-to-hard driving conditions, improving to over 40 to the gallon when conscious care is exercised with the throttle pedal.

Total width across the separate front seats, including the central no-man's-land, is 40 ins., compared with 39 ins. between wheel arches at the rear, widening to 50 ins. at foot level. Seat-to-roof measurements, front and back respectively, are 38 and 34 ins.

The spring-spoke steering wheel is dished, there is ample fore-and-aft adjustment for the front seats, and two glove lockers and twin sun visors are provided.

The 1500's modest weight—well under 19 cwt., dry—is reflected in liveliness as well as fuel economy, witness its acceleration from zero to 60 m.p.h. in just over 24 seconds.

**TECHNICAL DATA**

**Performance:**  
Average Fuel Consumption: 36.6 m.p.g.  
Top Speed: 79.2 m.p.h.

**Engine:**  
No. of Cylinders: 4.  
Bore: 73.025 mm.  
Stroke: 88.9 mm.  
Cubic Capacity: 1,489.  
Brake horse-power: 50.  
Valves: O/h.  
Compression ratio: 7.2 to 1.  
Carburettor: S.U.  
Ignition: Coil.

**Fuel Capacity:** 7 galls.

**Gear Box:** Synchro.  
Overall ratios: 3.73, 5.12, 8.25, 13.56.  
Lever Position: Central.

**Suspension:**  
Front: Ind. with Torsion bars.  
Rear: Semi-elliptic.  
Shock Absorbers: Hydraulic piston.

**Overall Dimensions:**  
Length: 12 ft. 8 in.  
Width: 5 ft. 1 in.  
Height: 4 ft. 11 1/2 in.  
Ground Clearance: 6 in.

**Track:**  
Front: 4 ft. 2 1/2 in.  
Rear: 4 ft. 2 5/16 in.  
Wheelbase: 7 ft. 2 in.  
Turning Circle: 32 1/2 ft.  
Dry Weight: 18 1/2 cwt.



**WOLSELEY 15/50**

£991.7.0 (incl. £331.7.0 PT).

**I**F the Joneses buy a Wolseley 1500, one way to stay a jump ahead of them is to invest in a 15/50 of the same make. The two cars share the same basic engine—the latter's, albeit, at a slightly higher pitch of tune—but apart from that the similarity is slight. In the 1 1/2-litre class, the 15/50 is decidedly a kudos car, with its leather upholstery, fine wood interior trim, first-quality carpets to both floors and general air of breeding.

A heater is included in the first cost and foolproof Manumatic transmission is among the optional extras available. The car's extra weight—about 3 1/2 cwt., compared with the 1500—is almost offset in terms of performance by the 5 bonus horsepower that the engine develops. Sample acceleration data:— Standing quarter-mile in 23 1/2 seconds; 0 to 50 m.p.h., 16 1/2 secs., 0 to 60 m.p.h., 24 1/2 secs.

Again making a comparison with the sprightly 1500, the more expensive 15/50 has an almost 'vintage' feel to its suspension and steering, the former being firm by current family-car standards and the latter calling for perceptible but not irksome effort at low to medium speeds.

Although the body has four doors, the front seats are designed to tip to facilitate the stowage of parcels under their tubular frames.

**TECHNICAL DATA**

**Performance:**  
Average Fuel Consumption: 28 m.p.g.  
Top Speed: 81 m.p.h.

**Engine:**  
No. of Cylinders: 4.  
Bore: 73.025 mm.  
Stroke: 89 mm.  
Cubic Capacity: 1,489.  
Brake horse-power: 55.  
Valves: O/h.  
Compression ratio: 8.3 to 1.  
Carburettor: S.U.  
Ignition: Coil and Battery (12 Volt.).

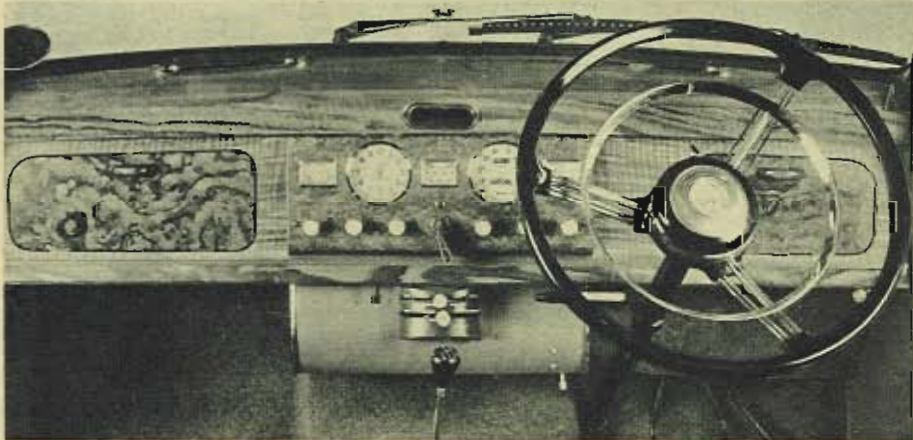
**Fuel Capacity:** 9 1/2 galls.

**Gear Box:** Synchro.  
Overall ratios: 4.875, 6.698, 10.793, 17.745.  
Lever Position: Central.

**Suspension:**  
Front: I.f.s. with coils.  
Rear: Semi-elliptic.  
Shock Absorbers: Hydraulic Telescopic.

**Overall Dimensions:**  
Length: 14 ft. 5 in.  
Width: 5 ft. 1 in.  
Height: 5 ft.  
Ground Clearance: 7 1/2 in. (approx.).

**Track:**  
Front: 4 ft. 2 1/2 in.  
Rear: 4 ft. 3 in.  
Wheelbase: 8 ft. 6 in.  
Turning Circle: 37 ft. 4 in.  
Dry Weight: 22 cwt.



The instrument panel of the 15/50 showing the safety-type steering wheel with modified column. Courtesy light switches are incorporated in both front doors.



**WOLSELEY 6/90 SERIES III**

£1,276.7.0 (incl. £426.7.0 PT).

**A**LTHOUGH not the most expensive of the B.M.C. saloons using the 2.6-litre C-Series engine, this Wolseley has none of the cost-conscious character generally associated with large-scale production. Construction is solid and the equipment liberal—it includes a polished wood facia and other trim components, leather upholstery, a telescopic steering column, an interior heater, courtesy lights operated by the rear doors, dual fog lamps and a reversing light.

Tipping the scale at about a ton and a half dry, it is not light in relation to its 101 b.h.p.; but this is a factor that cuts two ways, for the slight resulting penalty in petrol consumption and acceleration is, for many drivers, offset by the feeling of down-

to-earth solidity that substantial weight gives.

The large and nook-free luggage boot has a flat floor and the spare wheel doesn't intrude into it; the lid is counterbalanced by torsion bars.

In standard form, with synchromesh gearbox, the 6/90, like the corresponding Riley, has a right-hand gear-change. Borg Warner automatic transmission is an optional extra.

**TECHNICAL DATA**

**Performance:**  
Average Fuel Consumption: 23 m.p.g.  
Top Speed: 96 m.p.h.

**Engine:**  
No. of Cylinders: 6.  
Bore: 79.375 mm.  
Stroke: 88.9 mm.  
Cubic Capacity: 2,639.4.  
Brake horse-power: 101.  
Valves: O/h.  
Compression ratio: 8.3 to 1.  
Carburettor: Twin S.U.  
Ignition: Coil and Battery (12 Volt.).

**Fuel Capacity:** 12 galls.

**Gear Box:** Synchro.  
Overall ratios: 4.1, 5.88, 8.44, 13.59.  
Lever Position: Lever on floor at side.

**Suspension:**  
Front: I.f.s. with Torsion bars.  
Rear: Semi-elliptic.  
Shock Absorbers: Hydraulic Telescopic.

**Overall Dimensions:**  
Length: 15 ft. 8 in.  
Width: 5 ft. 7 in.  
Height: 5 ft. 2 in.  
Ground Clearance: 7 in.

**Track:**  
Front: 4 ft. 6 1/2 in.  
Rear: 4 ft. 6 1/2 in.  
Wheelbase: 9 ft. 5 1/2 in.  
Turning Circle: 40 ft. 3 in.  
Dry Weight: 30 1/2 cwt.

**BRITISH** class craftsman standard of fi  
What was  
horse-drawn  
the present  
travel.

In the coa  
Court there a  
of such a spe  
has not invol  
fort. Cases i  
Spur' Contin  
saloon and th  
tinenta saloo  
Mulliner and

**Weight kep**

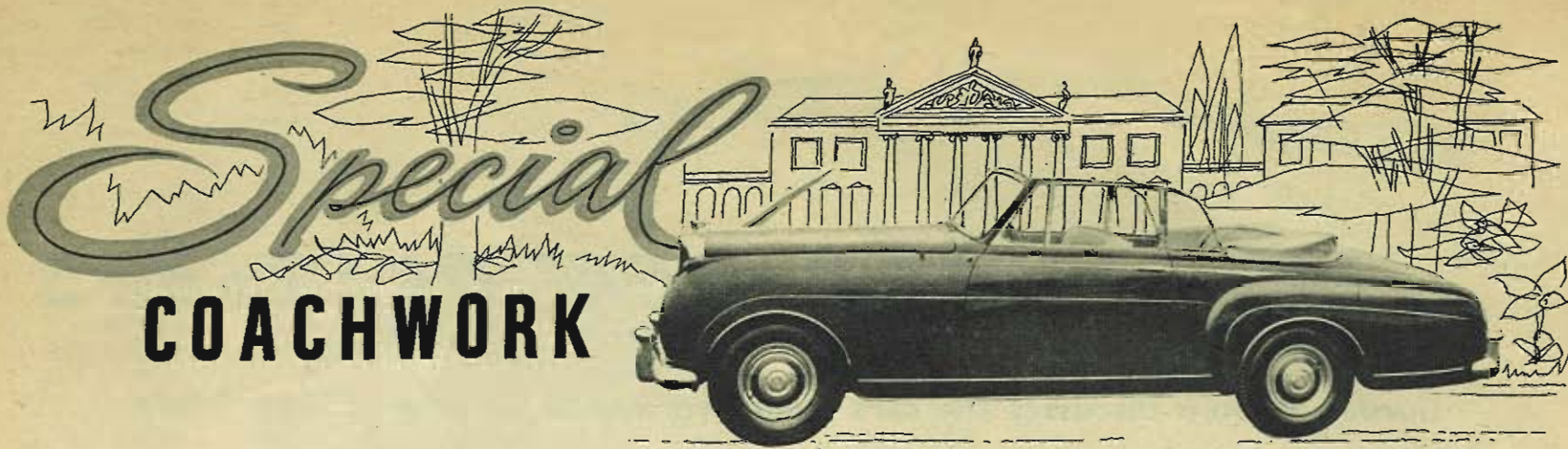
The 'Flyin  
year ago and  
only for its  
because the c  
the near-im  
weight down  
that of the t

Its smooth  
advantage of  
minimum, an  
tilating pane  
possible with  
well-engineer  
system, ther  
whisper of ai  
or over.

**Every Lux**

The same  
model. Both  
with every lu  
which is soft  
support to lo  
On the sar





The 'S' series Bentley drop-head coupé with coachwork by H. J. Mulliner and Co., Ltd.

**BRITISH** coachbuilders have for centuries enjoyed a reputation for first-class craftsmanship and for a very high standard of finish.

What was true in the dim past of horse-drawn vehicles is just as true in the present day of 100 m.p.h. road travel.

In the coachwork section at Earl's Court there are many fine cars capable of such a speed, but this performance has not involved any sacrifice of comfort. Cases in point are the "Flying Spur" Continental Bentley four-door saloon and the two-door Bentley Continental saloon, both shown by H. J. Mulliner and Co. Ltd., of Chiswick.

**Weight kept down**

The "Flying Spur" was introduced a year ago and attracted attention not only for its sleek, graceful lines but because the coachbuilders had achieved the near-impossible by keeping its weight down to within a few pounds of that of the two-door body.

Its smooth flowing outline has the advantage of reducing wind noise to a minimum, and if the windows and ventilating panels are kept closed, as is possible with comfort because of its well-engineered fresh air ventilation system, there is little more than a whisper of air flowing past at 100 m.p.h. or over.

**Every Luxury**

The same is true of the two-door model. Both have interiors complete with every luxury, comfortable seating which is soft but which gives adequate support to locate the occupants firmly. On the same stand are a drop-head

by **A. G. DOUGLAS CLEASE, B.Sc., A.M.I.Mech.E.**



The luxurious interior of the 'Princess' L.W.B. Limousine. Coachwork by Vanden Plas.

Bentley coupé, and a Rolls-Royce "Silver Wraith" seven-passenger enclosed limousine, the latter designed especially for the American market but just as suitable for Park Lane as for Fifth Avenue.

Other examples of performance allied with luxury are exhibited by James Young Ltd., of Bromley, Kent. Finished in an attractive and serviceable colour known as honey beige, with golden beige leather upholstery, is a four-door sports

saloon on a Bentley Continental chassis. In this, too, weight has been minimised by the use of light alloy and steel for the framework supporting aluminium panelling. Distinctly British in character is the exquisite cabinet work of selected figured walnut.

**Wide Field of Vision**

The same light alloy and steel system of construction is used for the dark green touring limousine Rolls-Royce

"Silver Wraith". Curved screen and rear window give a wide field of vision. The division window is electrically controlled.

**Sliding Shutters**

Designed to give maximum comfort, whether the owner or his chauffeur be driving, is the long-wheelbase touring limousine Rolls-Royce "Silver Cloud". This is handsomely finished in royal blue with fine gold lines on the waist moulding and wheel discs. Both front and rear seats have folding centre armrests. Compartments with sliding shutters are built into the front doors and concealed lockers in the rear doors.

Vanden Plas (England) 1923 Ltd. show the Princess long-wheelbase limousine. Even the rear seats of this are adjustable fore and aft for greater comfort. Controls for the radio are fitted in the rear seat armrests. Occasional seats are hidden away in the floor when not in use.

**Countryman Styles**

Countryman adaptations for the Rolls-Royce "Silver Cloud" and Bentley S saloon are the speciality of Harold Radford (Coachbuilders) Ltd. The Bentley has a continental sunshine roof and the Rolls-Royce a removable division.

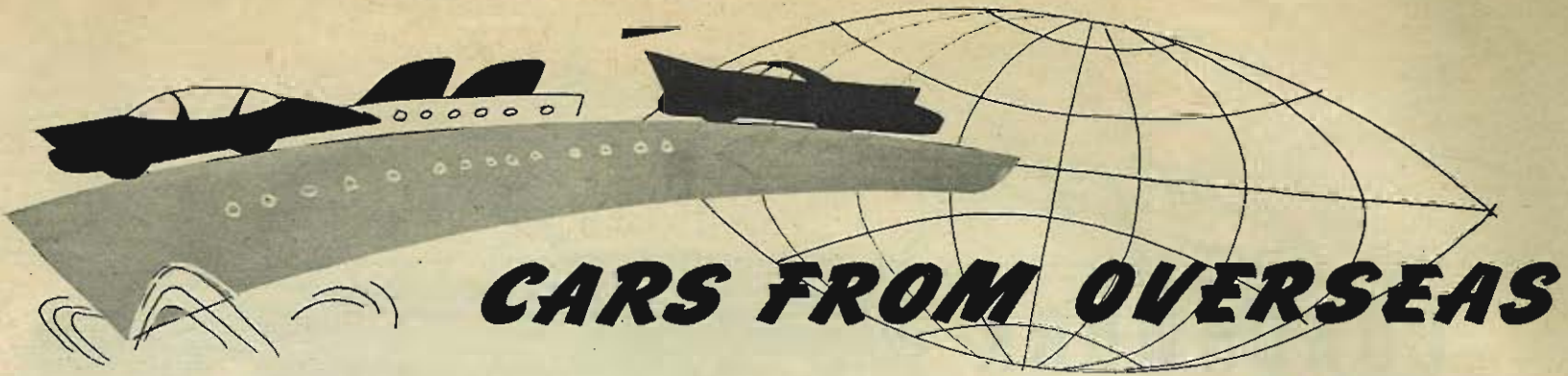
Three new features are a container beneath the car for fishing rods, a locker under the dashboard for a despatch case, and a litter bin under the dashboard. Special front seats, folding rear seats, picnic table and Espresso coffee percolator with butane gas heater are other fittings applied to the Jaguar Mk. VIII saloon and the new Humber Super Snipe saloon.



A fine example of James Young craftsmanship. The Rolls-Royce Silver Cloud L.W.B. Touring Limousine.



Martin Walter Ltd. are showing this 4-berth version of the popular Bedford Dormobile Caravan.



## Gordon Wilkins discusses the cars from overseas to be seen at Earls Court

**T**HIS year's Motor Show brings together the latest cars from Canada and the U.S.A., Sweden and Italy, France, Germany, Holland and Czechoslovakia, to make this a truly international exhibition. There is enough variety in style and size, performance and mechanical design, to suit everyone's requirements.

America and Canada, have sent the biggest and most powerful cars in the world, while European factories are showing economy miniatures like the Gogomobil, Fiat 500 and NSU Prince and Holland enters the market with the sensational DAF, smallest car in the world with fully automatic transmission. Germany has three different systems of fuel injection to replace carburettors on the Mercedes petrol cars and there is the fastest diesel car now in regular production. France shows us the simplest family car now made, the 2 CV Citroen, and one of the most complicated, the DS 19 Citroen. There are the world's two fastest-selling small cars, the Volkswagen and the Renault Dauphine, and some of the fastest-moving sports models like the Ferrari Gran Turismo and the Facel Vega.

After a difficult year in which some factories have been producing at 30 per cent of capacity and about 17 per cent of Detroit's automobile workers have been unemployed, American manufacturers are trying to boost sales with one of the biggest new model programmes on record for 1959. The leading companies were already changing their body styles every two years and carrying out extensive face-lifts in the intervening years to tempt the buyers but it now appears that

General Motors are now going to make one basic body shell suit a whole range of models from the cheapest to the dearest, so as to write off tooling costs quickly and permit complete style changes every year. Ford and Chrysler are also planning big changes for 1959 and some of the new models are being rushed over for the London show. The new "small" American cars now being developed in reply to the challenge of the European imports cannot appear before 1960 but the Rambler American offers a pointer to the size of car which may emerge. In reality a dusted-off 1956 model with an old-fashioned side-valve engine of 3.2 litres, it has scored the success of the 1958 season, out-selling some of the gaudiest modern creations, with big tail fins, powerful overhead valve V8 engines and automatic transmissions. Studebaker, too, have been helped in their fight for survival by a cheap model aptly named the Scotsman, an austerity version of the Champion, with no gadgets and practically no exterior chromium.

### De luxe sell better

But this does not prove that the majority of Americans are looking for smaller or cheaper cars. De luxe models have sometimes been selling faster than the regular lines. The Ford Thunderbird, having grown from a two-seater sports coupe into a four-seater sports saloon has been selling better than the long-established Lincoln or the flashy new Edsel and it has an even bigger engine of 5.8 litres for 1959. Even the ordinary Ford V8 now has an engine of 5.4 litres giving 265 horsepower. Chevrolet now restored to its position as the world's most popular car after fighting off a challenge from Ford has a sports saloon



Rear view of the 1959 Series Sixty-Two Cadillac Coupé. A "jewelled" rear grille and the gleaming bumper highlight the rear design.

model, the Impala, which can be supplied with various V8 engines up to a 5.7 litre fuel injection unit giving 280 horsepower. At the other end of the General Motors range, Cadillac, with their sharp-finned luxury models have also increased their share of the market. Pontiac, Buick, and Oldsmobile are all plugging the theme of dream-cars-here-to-day with still lower lines, sharper fins, slim canopy roofs and glass all round. Among the new American gadgets is a Cruise Control. Just select your cruising speed on a dial and the mechanical mind keeps the car rolling at steady speed up hill and down without help from the accelerator. Just the thing for motorways, but not for London's traffic jams.

Chrysler retain their individuality of style, the product of collaboration between American and Italian specialists, on a whole range of cars from the Plymouth, through De Soto, Dodge and Chrysler to the lordly Imperial. The Chrysler 300 D with 6.4 litre engine delivering 380 h.p. is probably America's fastest production saloon.

The critical times through which the American industry has recently passed account for the absence of several famous names. Nash, Hudson and Packard are not at the London show because they are no longer made, and Ford are not sending over their Mercury models this year.

### New from France

Most of the French cars are familiar models with detail improvements for 1959 (higher compression engines for Renault 750 and Dauphine, a new grille and luxurious interior for the Fregate, smaller wheels and bigger brakes for Panhard), but Simca have a completely new body for the Aronde, with sleeker lines, lots more glass, and slimmer pillars. The Simca Vedette, still the only V8 in large-scale production in Europe, has adopted the Laycock de Normanville overdrive with a push-button control called the Rushmatic, giving automatic or semi-automatic engagement.

Citroen, being already years ahead of the competition with its self-levelling



Left: This picture gives some idea of the luggage capacity of the N.S.U. Prince, a newcomer to London this year.

Below: Another new small family car is the little Dutch D.A.F. It features a fully automatic transmission system.



The Vo

pneumatic s  
servo steeri  
has no need  
Facel Vega  
high-power  
ler-built V8  
season and  
optional. Th  
changed bu  
for it was s

New Itali

On view  
is the Ferra  
3-litre mod  
mum which  
record, but  
car for fast  
Farina's cri  
Another hig  
is the five-  
2000 with c  
rozzeria To  
Giulietta is  
treatment a

Fun on a  
Fiat with a  
500. Fixed  
gine conver  
saloon. And  
is the 1200 s  
with elegan  
of the Lanc  
on designs I  
the form of  
the not too  
man the Lan  
the list of  
little V4 Ap  
of life with  
convertible  
stylists.

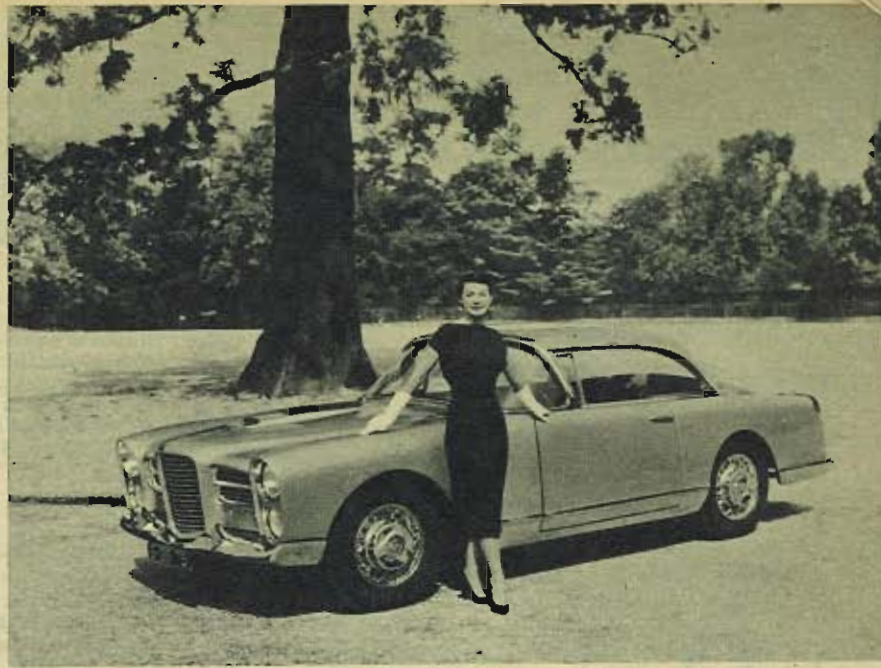
Improved

The Merc  
engine dev  
220S can n  
fuel injectio  
it becomes  
system than  
the big 300  
tion and po  
direct injec  
chambers fe  
(now avail  
top). Ther  
190 diesel,  
engine.

Now allie  
Union who  
cylinder tw  
wheel drive.  
Porsche t



The Volvo Amazon from Sweden. This car is capable of 90 m.p.h. and average fuel consumption is in the region of 33 m.p.g.



The striking Facel Vega, France's only high-powered luxury car, will have a Chrysler-built V8 engine for 1959.

pneumatic suspension, automatic clutch, servo steering and servo gear change, has no need to change the DS 19, but the Facel Vega, sole survivor of France's high-powered luxury cars, has a Chrysler-built V8 engine of 380 hp for next season and British-made disc brakes are optional. The durable Peugeots are unchanged but the 403 is still fashionable, for it was styled by Pinin Farina.

**New Italian models**

On view in London for the first time is the Ferrari 250 G.T., the 12-cylinder 3-litre model with the 150 mph maximum which has a brilliant competition record, but is a docile and flexible road car for fast touring when equipped with Farina's crisply-contoured coupé body. Another high-performance Latin arrival is the five-speed two-litre Alfa Romeo 2000 with convertible coachwork by Carrozzeria Touring and the popular Alfa Giulietta is on view with its new grille treatment and more powerful engine.

Fun on a small budget is offered by Fiat with a new sports version of their 500. Fixed head body and modified engine convert it into a miniature sports saloon. Another Fiat of special interest is the 1200 saloon, a fast little family car with elegant lines. Mark well the shape of the Lancia Flaminia, too. It is based on designs by Pinin Farina and foretells the form of some British cars to come in the not too distant future. For the sportsman the Lancia Aurelia remains high on the list of desirable properties and the little V4 Appia has taken on a new lease of life with a series of pretty coupé and convertible bodies by leading Italian stylists.

**Improved Mercedes**

The Mercedes story is largely one of engine developments this year. The 220S can now be had with intermittent fuel injection into the manifolds, when it becomes the 220 SE. It is a simpler system than the manifold injection on the big 300 (now offered with refrigeration and power-assisted steering) or the direct injection into the combustion chambers featured on the sports 300 SL (now available with detachable hard top). There's also the new 75 mph 190 diesel, with overhead camshaft engine.

Now allied with Mercedes are Auto Union who build DKW cars with three-cylinder two-stroke engines and front wheel drive.

Porsche has recruited a new coach-

builder, Drauz, to build the Convertible D, successor to the Speedster, with winding windows, improved seats, bigger screen and more head room.

The new Goggomobil 700 will be seen for the first time in London. This differs completely from the design of the existing models which have 2-cylinder 2-stroke engines at the rear. The new model has a flat twin o.h.v. air-cooled engine of 700 c.c. at the front, driving the rear wheels through a four-speed gearbox. Unlike existing Goggomobils it is a full four-seater. The Borgwards are here too, with all-independent suspension for comfort and the TI engine for high performance.

BMW has something for everyone, from the splendid 507 V8 sports car through V8 and six-cylinder saloons to the little rear-engined BMW 600 four-seater (now available with automatic clutch) and the miniature BMW Isetta, now made under licence in England.

A newcomer to London is the NSU Prince, new small car made by a famous motor cycle factory. Twin-cylinder overhead camshaft air-cooled engine at the rear, four-speed gearbox and all-independent suspension by coil springs are the technical features. An exciting addition is an 85 mph sports coupé with body by Bertone.

**From Holland**

Holland boldly enters the international small car market with the little DAF, produced by a well-known commercial vehicle company. Its unique feature is the belt drive by pulleys with movable flanges which vary the drive ratio and give fully automatic transmission, but body lines and interior space also stamp it as an exceptional small car.

Sweden's durable family saloon, the Volvo PV 444, is transformed into the 544 for next year by numerous improvements, among them larger rear windows, safety-padded instrument panel with strip-type speedometer and safety belt fittings for all occupants. Its companion is the Amazon S, four-door four-speed saloon which achieves such an astonishing performance from a 1600 cc engine that other manufacturers are still trying to puzzle out how they do it.

And once again Skoda brings us the 1100, sole exhibit from the Communist world.

A detachable hard-top is now fitted to the Mercedes-Benz 300 SL Roadster (right).



The 1959 Ferrari 250GT coupé by Pinin Farina.



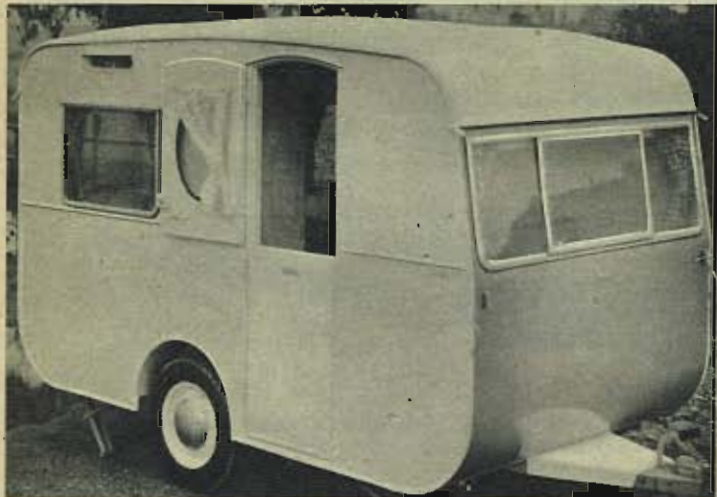
The Porsche Convertible from Germany.



The 1959 Simca Aronde P.60 Montlhery (above).



# THE 1959 CARAVANS



(Right) PILOT PANTHER Mk. X. This 4-berth caravan has increased height, giving 7 ft. headroom throughout. It has grey Hornitex on the walls and ceiling of the kitchen, and bird's-eye maple Hornitex on the ceiling of the lounge. There is a built-in television, a refrigerator, and a 5 ft. bath in the bathroom. The caravan is 22 ft. long. Price £1,245.

(Left) ECCLES 'NYMPHETTE'. 10 ft. 6in. long, this is a 4-berth caravan with double bed dinette across the rear end, with folding single leg table. To the front a single bed with hinged bunk backrest makes the fourth bed. Centre kitchen. Price £265.



BEVERLEY 'MARATHON 59'. This is 22 ft. long and 7 ft. 6 in. wide, with maximum headroom 7 ft. 7½ in. It has 4 berths, and contains 3 rooms and dressing-room/toilet. Price £845.



FAIRVIEW FAIRY. This is a completely new model, which is available as a 3- or 4-berth caravan. It is 11 ft. 8 in. long. An exterior view is shown left, and on the right is an interior shot. Price £285.



(Left) JUBILEE 'MAY-FLY'. 22 ft. long and 7 ft. 6 in. wide, this caravan weighs 35 cwt. It is fitted with 2 single beds and a double bed, a separate end kitchen and toilet compartment. All furniture is oak finished and hand-polished. The outside is panelled in aluminium, and the inside in plywood, with fibreglass insulation. Price £675.



(Above and right) SPRITE ARIEL. The pictures show interior and exterior views of the caravan, which is a 9½ ft., 4-berth touring and holiday vehicle.



FREEMAN 'TALISMAN'. This 4-berth luxury caravan is 19 ft. 6 in. long and 7 ft. wide. Its height is 8 ft. 4 in., and the total weight is 28½ cwt. There is an end kitchen and toilet. Price £1,175.

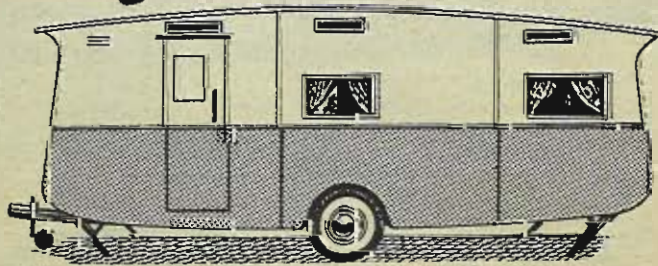


(Below) CAR CRUISER CLUBMAN '300'. This 4-berth touring model has an entirely new layout including 2 entrance doors, 2 single beds, a double bed and end kitchen. Body length is 15 ft. 6 in., and width is 6 ft. 4 in.



**Beverley** ... at Earls Court  
STAND No. 37  
Telephone on Stand: FULHAM 4798

WE SPECIALISE  
IN THE LARGEST  
LUXURIOUS  
HIGH QUALITY  
RESIDENTIAL  
AND HOLIDAY  
CARAVANS



SEE THE GRAND NEW—  
"SUPERSIZE" 4 Rooms - 5 Berth - Bathroom - 2 Bedrooms - Larger Lounge  
of Traditional Design, beautiful two-tone panelling. Regal luxury without ostentation  
"CRUISER 59"  
"MARATHON 59" This year's most popular Model is returned again for 1959 with even greater luxury and many new features

Sole Concessionaires:  
Home and Export:

LEICESTER CARAVAN CENTRE (Props.: Leicester Caravans Ltd.)  
479-89 AYLESTONE ROAD, LEICESTER . . . . . PHONE: LEICESTER 32342

BERKEL  
seating 2  
converts  
the furni





(Above) CHELTENHAM 'SABLE'. This model has new-style furniture and ceiling panelling, with fixed panel windows moulded in rubber surround. The new model on show at Earls Court has a deeper wardrobe and a larger toilet. The 'Sable' is fitted with a Junior Star Cooker, and the beds are provided with latex mattresses.



(Above and Right) WILLERBY 'FULMAR'. This entirely new caravan is available in two layouts. The holiday version has a pull-out bed-settee and two loose beds (convertible into one double bed), centre kitchen and toilet compartment. Heating is by means of a Tor Gem solid fuel stove, and hot water is piped direct to the sink. Price (Standard) £495. (Holiday) £480.



MARSTON-ETTE 6/22. This is a new 6-berth version of the Marstonette, with double bunk end bedroom, and is available at £555 ex-works with stove and tank, or at £540 ex-works without stove and tank.



BERKELEY 'CAVALIER'. This sixteen-foot model is fitted with a forward dinette seating 2 or 4 people, which converts to 2 single beds or 1 double bed. The centre settee converts to 1 single bed or 1 double bed. Screened doors partition off the bedrooms; the furniture is in polished oak, and the sink unit and sideboard are covered in heat-resisting plastic.



CARAVANS EXHIBITED AT THE MOTOR SHOW CAN BE OBTAINED FROM THESE APPROVED TRADERS, MEMBERS OF THE NATIONAL CARAVAN COUNCIL



BERKSHIRE  
**COLIN'S CARAVANS**  
BATH ROAD, ALDERMASTON  
On A4, halfway between Reading and Newbury  
LARGEST CARAVAN DISPLAY GROUND IN SOUTH OF ENGLAND  
TEL.: WOOLHAMPTON 320. LOW H.P. TERMS

**CAMBRIDGE CARAVANS LTD.**  
AGENTS FOR ALL LEADING MAKES  
SEND FOR DETAILS OF IMPROVED HIRE PURCHASE TERMS  
264 NEWMARKET ROAD, CAMBRIDGE

**BORDER CARAVANS**  
MOORVILLE  
CARLISLE  
Telephone: 2-2723  
Berkeley, Bluebird, Eccles, Marston, Nene Valley, Pemberton, Picador, Willerby, etc.

**CRABTREE CARAVANS LTD.**  
Crabtree Green, Chester Road, Oakmere, Northwich, Cheshire.  
Telephone: Sandiway 2107  
Distributors for:  
ALPERSON : BLUEBIRD : FAIRVIEW  
KELSTON : MARSTON : NORMANDIE  
PALADIN : PEMBERTON : THOMPSON

**CORNWALL**  
G. R. G. CARAVANS . . . HELSTON  
N.C.C. "Approved Traders." Travelmaster, Fairholme, Picador, Willerby, Kelston.  
Country-wide Towing Service  
Culdrose Caravan Sites  
Magnificent Coastal Park at Kennack Sands  
Telephone: Helston 220

FULL RANGE OF MODERN CARAVANS ALWAYS ON SHOW AT:-  
**SEWELL & KING LTD**  
MARKS TEY, Nr. GOLCHESTER  
Phone: 424  
SITES - TOWING - EXCHANGES - REPAIRS

LARGEST DISTRIBUTOR ON THE  
**YORKSHIRE COAST**  
● Harvington ● Jubilee ● Lynton ● Dove Dale  
● Berkeley ● Normandic ● Willerby ● Lissett  
● Fairview ● Paladin ● Bessacar ● Eccles  
**MARSHALL'S CARAVANS**  
REIGHTON, FILEY & BECK HILL, BRIDLINGTON

**GREEN PENNANT CARAVANS LIMITED**  
Head Office: 123 SOMERFORD ROAD, CHRISTCHURCH, Hants  
Branches also at:  
**SALISBURY, Wilts and WIMBORNE, Dorset**  
THE CARAVAN PEOPLE IN THE SOUTH

Choose from the best!  
**CONNOUGHT CRUISER CARAVANS LIMITED**  
AGENTS FOR:  
BERKELEY, PALADIN, KELSTON, BLUEBIRD, ARGOSY, NORMANDIE, B/CHAMPION, WILLERBY, etc.  
H.P., INSURANCE, PART EXCHANGE, etc.  
325, High Road · Ilford · Essex · Phone: Ilford 2701

**LINCOLNSHIRE CARAVANS**  
(Skegness)  
Northants Branch | For East Midlands Caravanners  
TANNERS LANE, KETTERING

Definitely the largest Caravan Distributors in the country.  
**TRAILWAYS**  
LEEDS: GLASGOW: SHEFFIELD:  
Leeds 656431 Springburn 5544 Sheffield 39422  
SCARBOROUGH: LIVERPOOL: EDINBURGH:  
Clayton Bay 285 Maghull 3813 Portobello 1896  
ABERDEEN: Aberdeen 22474  
Head Office: 178 EASTERLY ROAD, LEEDS 8.  
FOR: BLUEBIRD, COPACABANA, MARSTON, PEMBERTON, BERKELEY, SPEAK, PICADOR, LYNTON, HARVINGTON, WILLERBY, PREMIER.

**LEICESTER CARAVAN CENTRE**  
PROPRIETORS: LEICESTER CARAVANS LTD.,  
479-89, AYLESTONE ROAD, LEICESTER  
Telephone Nos.: Leicester 32342-32556  
Main Distributors:  
ECCLES, BERKELEY, WILLERBY, BEVERLEY, CARLIGHT, SAFARI, PALADIN

It's the TIMES for CARAVANS  
Best makes, best selection on show, best terms and service. Best free advice—based on 20 years' experience.  
**TIMES CARAVANS**  
THE RUSHES LOUGHBOROUGH  
TELEPHONE 3969

**BOSHIER**  
NORFOLK DISTRIBUTORS FOR  
**SPRITE CARAVANS**  
CHAPEL FIELD ROAD GARAGES  
NORWICH. Tel.: 24184

**LINCOLNSHIRE CARAVANS**  
(Skegness)  
THE MAIN 'EASTERN' CARAVAN AGENTS . . . FOR SERVICE  
★ Village Centre, Ingoldmells, SKEGNESS  
★ Roman Bank, SKEGNESS

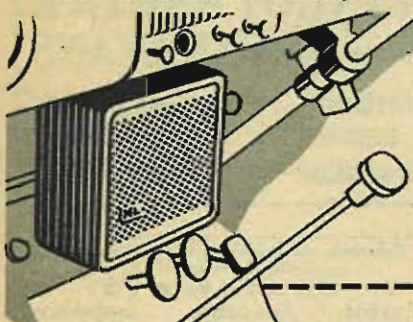
**A. J. BAYLISS & SON LTD.**  
for  
BAILEY COMET MARSTON  
BERKELEY COUNTRY LIFE NORMANDIE  
BESSACARR ECCLES PALADIN  
BLUEBIRD HARVINGTON PREMIER  
CAMPMASER LEAMINGTON SIPSON  
707, WARWICK ROAD, SOLIHULL, WARWICKSHIRE  
Telephone: 4408 & 4003



FIT A **K-L** HEATER

Don't put up with the discomfort of motoring through another chilly, icy winter, laying yourself open to catch colds, coughs and perhaps more serious ailments. Install a *K-L Heater/Demister/Defroster* now. And when you drive in warmth and comfort on the coldest day, you'll never hope for a better or wiser investment.

*K-L Heater/Demister/Defroster Units* fit all makes of car and are real value for money. There's no running cost—the units operate on waste heat from the hot water in your radiator. Control is simple and at your fingertips. At the touch of a 3-way illuminated rheostat switch on your dashboard you adjust the temperature and can defrost and demist simultaneously. 6, 12 and 24 volt models available.

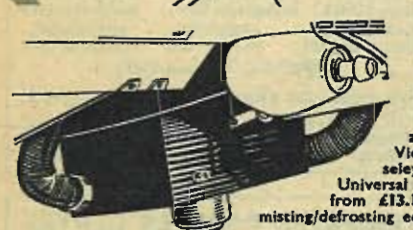


**K-L 54** (2 k.w.) £11 complete.

Tailor-made for Austin A30 and A50, Hillman Minx IV—VIII side and over-head valves, Morris Minor Mk. II and 1,000, M.G. Midget T.F. and T.D., Standard 8/10, Triumph TR2, Ford Prefect and Anglia 1954 onwards.

**K-L MONITOR** (1½ k.w.) £10.10.0. complete.

Mk III Model for Ford Popular (all models), Prefect and Anglia up to 1953. Model "P" without demisting equipment for Ford Popular and all other cars £10. With demisting equipment £10.10.0.



**FRESH AIR HEATER/DEMISTER/DEFROSTER**

**K-L 502** Interior or under Bonnet Fitting Specially designed for Anglia and Ford Prefect 1954 onwards, Hillman Minx, Morris Minor Series II and 1,000, Vauxhall Victor, Velox 58, Wolseley 1500 and K-L 502 Universal Model for most cars, from £13.13.0, inclusive demisting/defrosting equipment.

See *K-L accessories* at the **MOTOR SHOW** ON STAND **403**



All available from your garage or accessory store. Write for descriptive leaflets

**KEY-LEATHER CO. LTD.**, 5, URSWICK ROAD, LONDON, E.9 Telephone: AMHerst 5202/4

the perfect travelling companion...

Car radio! Ideal company to relieve the tensions of motoring today—relaxing, never distracting—bringing you the entertainment you most enjoy, with crystal clarity whether you choose the Home, Light, or Continental programmes. You'll be relaxed yet alert, a better driver with car radio—the perfect travelling companion.



car radio by **SMITHS Radiomobile**

BRITAIN'S CAR RADIO SPECIALISTS

\* STAND 368 AT THE MOTOR SHOW \*

GOODWOOD WORKS, CRICKLEWOOD, LONDON N.W.2

SEE **'RAYDYOT'** MOTOR ACCESSORIES on **STAND 427** Avenue 'N', 1st FLOOR Earls Court



See this fine range of up-to-date accessories. See how completely each one meets the practical needs of the keen driver or the business motorist. For design, finish and value 'RAYDYOT' accessories have led the way since motor cars were invented! Ask to see the complete range of 'RAYDYOT' Quality Motor Accessories at your local garage, accessory shop, Halfords, or write to your nearest 'RAYDYOT' Depot for free catalogue and address of nearest stockist.

Better accessories make better motoring

**JAMES NEALE & SONS LTD.** GRAHAM STREET, BIRMINGHAM, 1

LONDON DEPOT: 95, Pimlico Road, S.W.1.

LEEDS DEPOT: West Mill, Harmer Street, Kirkstall Road

The man who buys a car today...



can demand features scarcely dreamt of twenty years ago: a fully automatic transmission, overdrive, independent suspension, disc brakes—annually the list grows longer. Opinions on styling will vary: the car will never be made that represents a universal ideal. Some may favour the sleekest of saloons, while others never lose their youthful love for soft-tops with hard suspensions. Yet today, as ever, the finest cars have one feature, at least, in common. They offer the lasting comfort and satisfaction only to be found in seating with

**REAL LEATHER UPHOLSTERY**

rich · comfortable · colourful · hardwearing

The Leather Institute, Leather Trade House, Barter Street, London, W.C.1

Section A new called sections, slots, made. The sect able in Distribu London,

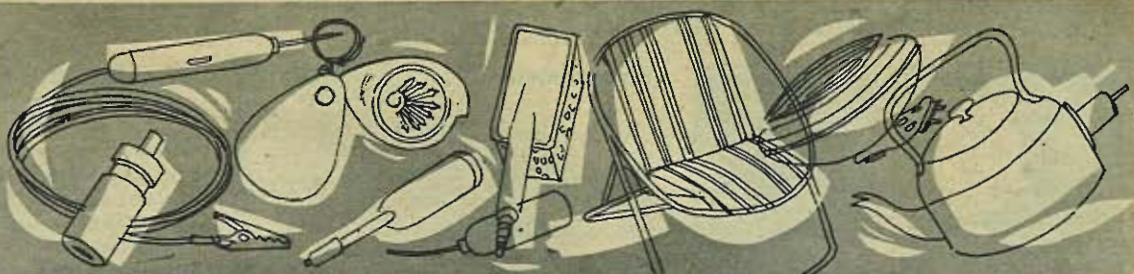
Car H The also act Apart fr individu and Vele seley 150 The latt with de Ltd., 5,

For AT HO AND AB

IN BF HIDE II/ (Touris conve currenc metric and m in chei case sarv

# ACCESSORIES

Some examples of Accessories and Components designed to add to the pleasure and safety of Motoring, and to help with jobs in the Garage



## Sectional Floor Covering

A new type of polythene floor covering called 'Polymat' is made in 4 in. square sections. By interlocking the tabs and slots, mats of any size and shape can be made. There is a choice of eight colours. The sections cost 7d. each and are available in packets of six in any one colour. Distributors: Rootes Ltd., Ladbroke Hall, London, W.10.



## Back-rest

Made from plastic-covered viscose rayon on a sprung steel frame, the 'Relax' back-rest gives the motorist a comfortable, upright position and so reduces fatigue. Available in several colours, the standard model, with strap fixing, costs 47s. 6d. A special model, which cost 5s. more, has hook fixing for all bench-type seats. Conway Car Accessories Ltd., 185, The Vale, London, W.3.



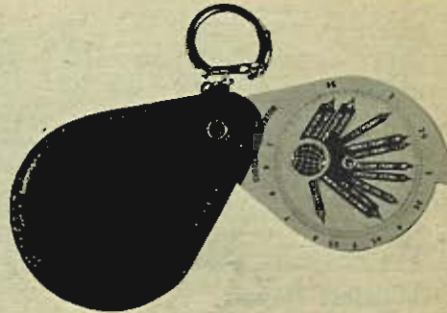
## Battery Shaver

The 'Tourist' no-flex battery shaver weighs only 9½ ozs. and is small enough to slip into a pocket. Packed in a zip case, it operates on four penlight torch batteries, so that it would be most useful when travelling or camping. Price £6 6s. A.V.P. Industries (Sales) Ltd., 35, Berkeley Square, London, W.1.



## Adjustable Chair

A folding chair called the 'Sun Lounger' has a strong tubular frame and can be adjusted to three different back-rest positions. It can be folded flat, and costs 72s. 7d. Desmo Ltd., Pensnett Trading Estate, Brierley Hill, Staffordshire.



## Conversion Disc

When travelling abroad, the 'Tourists' Lucidator' would be invaluable. Conversions into ten currencies can be obtained by the setting of a disc. On the other side of the disc, conversion to the metric system of weights and measures can be easily read off. In a neat red hide case (2½ in. x 2 in.) it costs 10s. 6d. Lucidator Ltd., 7, Birchin Lane, London, E.C.3.

## Car Heater

The K.L. '502' interior-fitting heater also acts as a de-mister and de-froster. Apart from the universal model, there are individual ones for the Vauxhall Victor and Velox, the Ford Anglia/Prefect, Wolseley 1500 and Morris Minor (as illustrated). The latter model costs £14 14s., complete with de-mister nozzles. Key-Leather Co. Ltd., 5, Urswick Road, London, E.9.



## Periscope Mirror

A special 'Overtaking' mirror set has been designed for travelling on the Continent with a right-hand-drive car. It consists of two mirrors which enable the driver to see round the offside of vehicles in front, on the periscope principle. The set, including brackets and screws for fixing, costs 37s. 6d. Joseph Lucas Ltd., Great King Street, Birmingham, 19.



## Wiring Tester

The 'Lightning' Wiring Circuit Tester consists of a sharp-pointed prod attached to a plastic case housing a 12 v. festoon-type bulb. Although the bulb supplied is for 12 v., it may also be used on 6 v. systems. Price 8s. 6d. The Larmar Engineering Co. Ltd., Margaretting, Ingatestone, Essex.



## Home Plug Cleaning

The 'Techniblaster' plug-cleaning outfit consists of a container filled with carborundum grit. Operation is by hand or foot pump. Price 15s. Hulme-Martin Ltd., Chancery House, Chancery Lane, London, W.C.2.

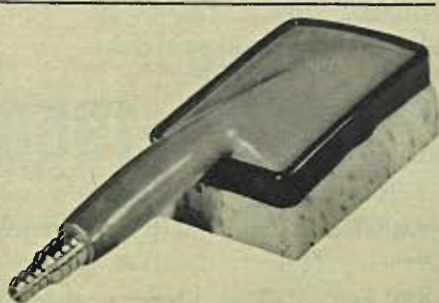
*For happy motoring!*  
**AT HOME AND ABROAD**

THE **LUCIDATOR**  
 POCKET COMPUTER

Perfect travelling companion, the unique LUCIDATOR instantly calculates:— \* Journey Time \* Journey Distance \* Average Speed \* Fuel Consumption and all continental conversions of weights and measures. Simple to use; supplied complete with full instructions. Fits easily into the pocket with your car keys, always accessible when you need it.

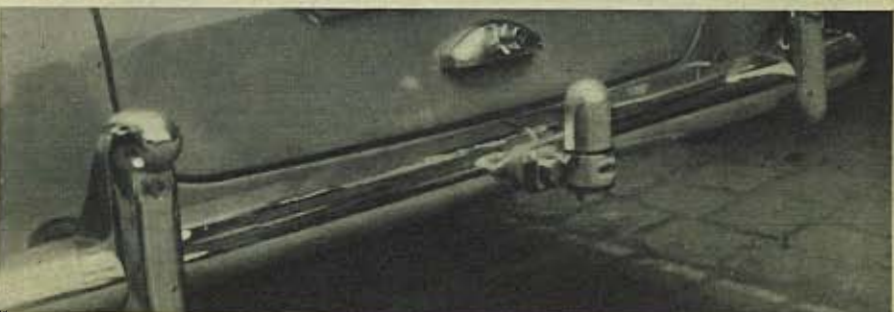
**BARBICAN SUPPLIES**  
 3-4 RUSSIA ROW, LONDON, E.C.2

**IN BROWN HIDE CASE**  
**11/-** POST FREE  
 (Tourists Model, converting 10 currencies and metric weights and measures, in cherry-red case same price)



## For use with a hose

For easy car-washing, the 'Sponge-mobile' can be fitted to a hose and the water flows through the sponge. A detergent shampoo tablet can be inserted in a special socket, and this leaves a silicone deposit. The 'Sponge-mobile' costs 32s. 6d., is very light in weight, and has no rubber parts which might mark the car's cellulose. Wm. A. Cooke and Sons, Ellesmere Works, Walkden, Manchester.



## Towing Brackets

Illustrated is the Witter Rubber Mounted Coupling ball, for towing caravans and trailers. The ball itself is covered by a

brightly polished protective cap. A range of approved brackets or steel frameworks is available for a large variety of cars. C.P. Witter Ltd., 134, Foregate Street, Chester.

**ACCESSORIES FOR THE MOTORIST (continued)**



**Thermometer**

A thermometer which gives the day temperature and the temperature inside the car costs 4s. 6d. The plastic mount has a self-adhesive back and measures 4½ in. by 1 in wide. James Neale & Son, Ltd., Graham Street, Birmingham.



**Tyre Pressure Checks**

By fixing miniature pressure gauges in place of the ordinary valve dust caps, tyre pressures can be checked at a glance. These gauges are called 'Indi-caps', and with correct pressure the red plunger at the top is visible. If the pressure falls by 3 lbs. or more, the plunger sinks into the body of the 'Indi-cap'. A set of four costs 21s. John Somers Ltd., 142-8, Edgware Road, London, W.2.



**Car-cleaning Sponge**

The 'Declon' synthetic sponge is ideal for washing cars, since it is impervious to oil and grease and can be boiled clean after use. The sponge is a convenient size for holding in the hand and costs 2s. 6d. Declon Sponges Ltd., 1(b), Dyne Road, London, N.W.6.

**Oil-check**

Tudor's latest innovation is an oil-check designed to replace the normal dipstick. You just squeeze the bulb and you can see at a glance whether or not the sump needs oil. The accompanying illustration shows the 'Oil-check' in use and it can be appreciated that it is not necessary to soil your hands by groping around a dirty engine. Price is 12s. 6d. Tudor Accessories Ltd., Beaconsfield Road, Hayes, Middlesex.



**Tubeless Repair**

Here is a useful 'do-it-yourself' repair kit for tubeless tyres. The Blundell patent tubular plunger does the repair quickly and with the minimum of trouble. Kit complete costs 21s., plus 6d. postage, from C Blundell, 472, Alcester Road South, Birmingham 14.



**Car Radio**

The new Ekco CR901 Car Radio employs two transistors, a diode and four valves, and consumes only a little over one amp. It operates directly from the 12-volt battery and requires no power unit. Both manual and push-button station selection is provided. The complete receiver, including installation kit for the most popular cars, costs 31 gns. (tax paid). E. K. Cole Ltd., Southend-on-Sea.

**Glass Fibre Wing Aerial**

Non - retractable, The Smiths Radiomobile glass fibre aerial is fully flexible and will not be damaged by contact with overhead obstructions. Overall height is 42 inches. The base (illustrated) is completely weather-sealed. Price: 38s. 6d. Smiths Radiomobile, Goodwood Works, North Circular Road, London, N.W.2.



**Grease Gun**

A hand operated 'Minigun', of die-cast construction, is for use with heavy oil or soft grease. The gun has a capacity of 1 oz.

and weighs 7½ ozs. and is available with a 'Teczark' nozzle, price 8s. Tecalemit Ltd., Plymouth, Devon.



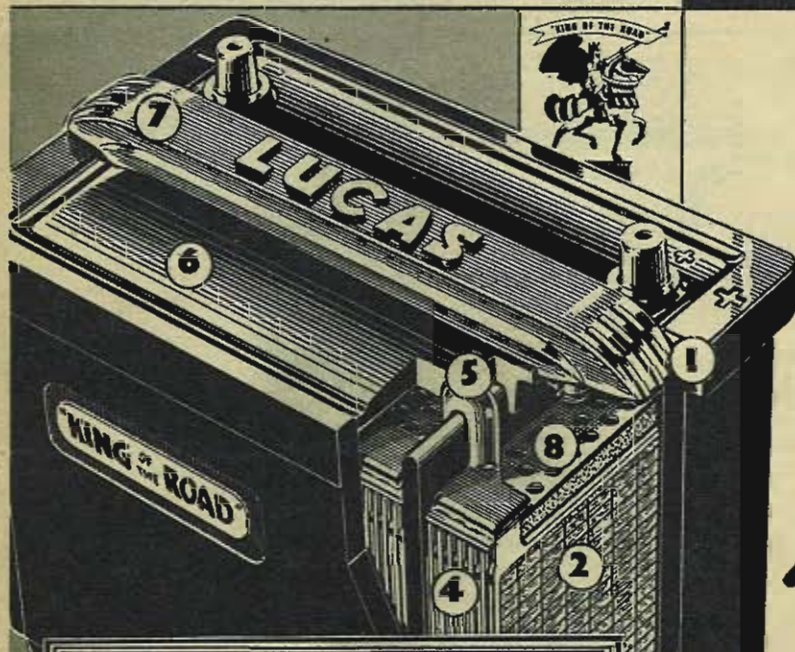
**Electric Kettle**

The 'Nestaway' kettle is made of aluminium and has a folding handle. The kettle can be plugged into a car battery but is suitable only for cars with 12-volt circuits. It will boil 2 pints of water in about 35 minutes and costs 39s. 9d. Metway Electrical Industries Ltd., Metway Works, Kemp Town, Brighton.

H...  
M...  
the...  
With...  
—helpin...  
feminine...  
Just v...  
feminine...  
Show ar...  
sides...  
Note...  
schemes...  
the same...  
Paris has...  
fashion c...  
See, to...  
put 'chil...  
foil inqu...  
physical...  
driving...  
steering...

**LUCAS**

**Leads again!**



**LEADERSHIP BY ACHIEVEMENT**

Outstanding **LUCAS** contributions to Battery Performance & Service

- 1926 **LUCAS** introduced "MILAM" CONTAINER fitted with reinforced inter-cell partitions withstanding 60,000 volt test. (1)
- 1928 **LUCAS** introduced special grid alloy, giving a high resistance to corrosion and greater rigidity to the grids, thus ensuring the maintenance of performance over a longer period. (2)
- 1931 **LUCAS** introduced TWO YEARS INSURED LIFE SCHEME. (3)
- 1947 **LUCAS** introduced NON-CORRODIBLE CONNECTORS.
- 1953 **LUCAS** introduced SEMI-LINK-LESS CELL ASSEMBLIES giving better electrical conductivity and clean battery top.
- 1955 **LUCAS** introduced POROUS RUBBER SEPARATORS for high efficiency, long life and maximum performance. (4)
- 1957 **LUCAS** introduced clean-top batteries with concealed connectors preventing external short circuiting and giving reduced internal resistance. (5)

**AND NOW - 1958**

This new "S7" Battery has a completely streamlined top (6) of Registered design with a Patented Manifold One-piece Venting System(7); Anti-splash Guards which prevent surging of acid and act as an acid-level register when topping up (8).

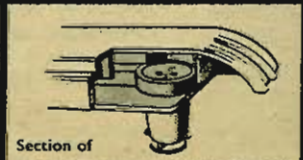
**THE NEW LUCAS No. S7 BATTERY**  
is suitable as a replacement on all cars and vans previously using 12 volt 7 plate Batteries.  
FULL DETAILS FROM YOUR LOCAL GARAGE  
THERE ARE LUCAS AGENTS IN ALL AREAS GIVING A DAILY SERVICE TO THE TRADE



Applies in U.K. only



Patented one piece manifold venting... so easy to service with no loss of plugs.



Section of manifold venting showing labyrinth for arresting acid spray.

ASK FOR THE NEW **LUCAS** No. S7 BATTERY in the "King of the Road" RANGE

For th...  
shoe...  
Stirling...  
It is a...  
to choose...  
its looks...  
side and...  
ever. A d...  
with the p...  
dazzling v...  
scores of...  
(there are...  
as romant...  
fashion n...  
Chartreuse...  
Laurel Gr...  
have bec...  
'Yukon G...  
Perhaps...  
the woman...  
pedal cont...  
n by

MOTOR SHOW STAND 250

JOSEPH LUCAS LTD · BIRMINGHAM 19

# the feminine touch

JEAN STREET looks around the Show and sees many examples of the way British manufacturers are catering for feminine tastes and needs.

**H**APPY FAMILIES is the game the car firms are playing at this year's Motor Show. But this is a game in deadly earnest and the stakes are high: the comfort and safety of the family who buys a car.

With each year, more and more women are seen in the dealers' showrooms—helping to choose the family motor or buying one for themselves. Thus, the feminine viewpoint has become an increasingly important factor in car design.

Just what are the results of this feminine influence? Look around the Show and you will see them on all sides.

Note, for instance, the gay colour schemes (there is even one model in the same olive shade of green that Paris has tipped as this autumn's top fashion colour).

See, too, how many more firms have put 'child-proof' locks on rear doors to foil inquisitive fingers. Look how the physical effort has been taken out of driving by means of power-assisted steering and pedal-pushing.



For the woman driver: a two-tone shoe designed with the help of Stirling Moss. Made by Norvic.

It is a fact that women are inclined to choose a car first and foremost on its looks. That is why colours both outside and inside are more appealing than ever. A delicate green can be teamed with the palest of pinks. Red goes with dazzling white. And the names of the scores of colours in the latest ranges (there are 25 in one range alone!) are as romantic as any you'll find in the fashion magazines: Florentine Blue, Chartreuse Yellow, Damask Red and Laurel Green. Even brown and grey have become 'Heather Brown' and 'Yukon Grey'.

Perhaps the biggest advance where the woman driver is concerned is two-pedal control. "It cuts driving manipulation by 70 per cent." a Ford official

estimated. While some men may scorn only two pedals, relatively few women do!

Another move to take the fatigue out of driving is the way that power is used to help operate the clutch, brakes and steering. Only the lightest pressure from you is needed.

### Easy Access

Comfort is another big point that women look for. It starts, in fact, even as you step into the car; doors open really wide to allow access with ease (and with dignity in today's short skirts). Springing is constantly being improved. So is ventilation. (Did you know, by the way, that it is far more difficult to cool the interior of a car than it is to keep it warm? Yes, even in our English climate.)

Arm-rests on some cars, such as the Rover, are adjustable for perfect comfort. And surely it is the ultimate in pampering when the radio aerial on the Mark 8 Jaguar can be raised or lowered simply by gripping a small handle inside the car.

### Parcel Space

A feminine grouse which you will find the car firms have taken to heart recently is the problem of parcel space. There is much more of it now. The Morris Cowley boasts lidded glove

**Open - wide doors: dished steering wheel; two-tone seating . . . this is comfort, safety and colour as offered by the Riley One-Point-Five.**



boxes on BOTH sides of the dashboard. There is a handy extra shelf below the dash on many models, while some have recessed the shelf below the back window to stop parcels falling forward.

And what of safety? For the driver, it includes 'dished' steering wheels to lessen the risk of the column causing bad injuries if there should be an accident. Some cars, like the Wolseley, have padding along the top of the dashboard. The bigger Fords have eliminated the risk of broken finger nails by

even be adjusted to suit your height. Slipper-shaped accelerators rest the feet—especially if you're driving in high heels.

### Visibility

Wrap-round windows give better visibility, and they are deep enough for the shortest woman driver to be able to see clearly and without strain. From the Vauxhall driving seat you can see the rear wings quite easily.



No difficulty in even the smallest woman having perfect visibility when she drives. Here the Vauxhall shows just how easy it is—even the rear wings can be seen with no trouble at all.

doing away with starter knobs and using a double turn of the ignition key instead to start the car.

Handles are placed in positions where clothing won't get caught in them, and there are no rough edges on seats or floors to snag precious hosiery or catch high heels.

Steering wheels are thinner and easier to grip. The one on the Daimler can

Anti-glare driving mirrors and non-glare instrument panel lighting prevent eye-dazzle at night-time.

### Punctures Without Tears

As for getting caught with a puncture when male help isn't around—you're either quite unworried because the tyres are tubeless and will stay inflated, or you can do an easy wheel-change because the jack fits into the side of the car (no scrambling about underneath) and the spare wheel itself is in an easy-to-get-at place in the boot.

### Footnote

There are many motoring accessories made today especially for women. Racing driver Stirling Moss helped to design some ultra-light shoes with very sensitive soles and rounded heels enabling the foot to pivot easily from one pedal to another. You can buy them in colours to match your car!

You will find so much of interest at the 1959 Motor Show. And do note the deference with which the salesmen treat you, a mere woman. They know from experience how important is YOUR voice in the world of family motoring.

# MARINE SECTION



The Thornycroft 28 ft. 6 ins. "Danielle" class glass fibre cabin cruiser is powered by a Thornycroft 30 h.p. diesel engine giving a speed of 9½ m.p.h. A boat of similar design, but with twin petrol engines each of 20 h.p., and an alternative accommodation arrangement, can be seen at the Motor Show.



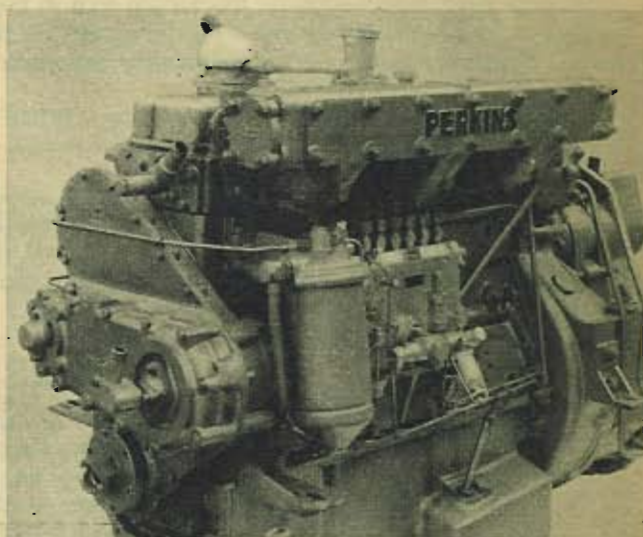
Whispering Power: A typical outboard runabout craft powered with an Evinrude 35 h.p. outboard motor. The engine, a product of University Marine, is one of the items displayed on the manufacturers' stand at Earls Court.



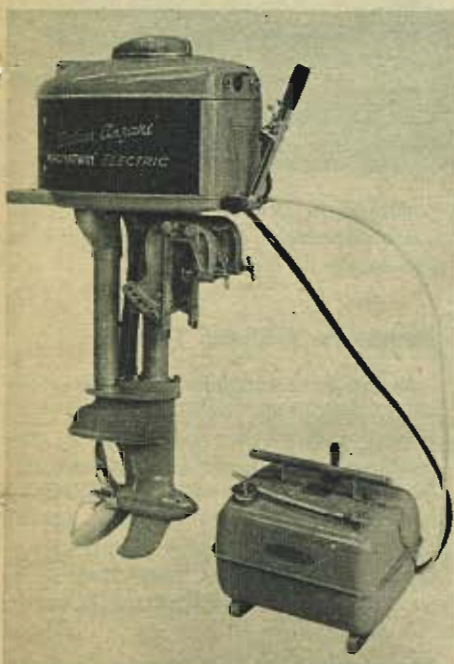
Powered by the largest British air-cooled diesel in Britain, this tug is operated by British Waterways in the Regent Canal Docks. The 96 h.p. Petteer propulsion unit gives an average speed of 9 knots and a static pull of 26 cwt.

## THE "OTTER" AMPHIBIOUS GARAVAN

This craft contains two single berths (6 ft. by 2 ft.) in the forward cabin, and is fitted with cutaway stern entrance, with steps for land use, and motor board for engine attachment. The "Otter" can be propelled by a ½-h.p. motor which gives a cruising speed of 5 knots, and a top speed of 7-8 knots. The craft is very manoeuvrable and stable on the water. When used as a caravan on land, it can be towed by a 1,000 c.c. car, and the overall weight is 12½ cwt. Its height on land is 8 ft. In the water, the height above water-line is 6 ft. 3 ins.

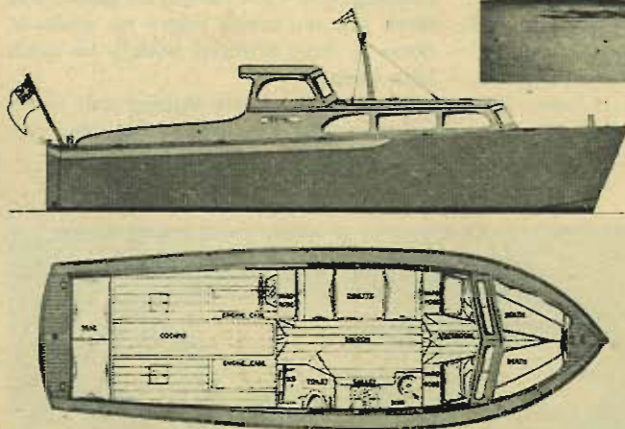


The Perkins P6(M) type diesel engine is rated at 51/65 h.p. at 1,500-2,000 r.p.m. It is fitted with an oil-operated reverse gear and 2:1 reduction. The engine has 24-volt electric starting equipment, single lever control for combined operation of engine and reverse gear, and is arranged for fresh water cooling through the heat exchanger.

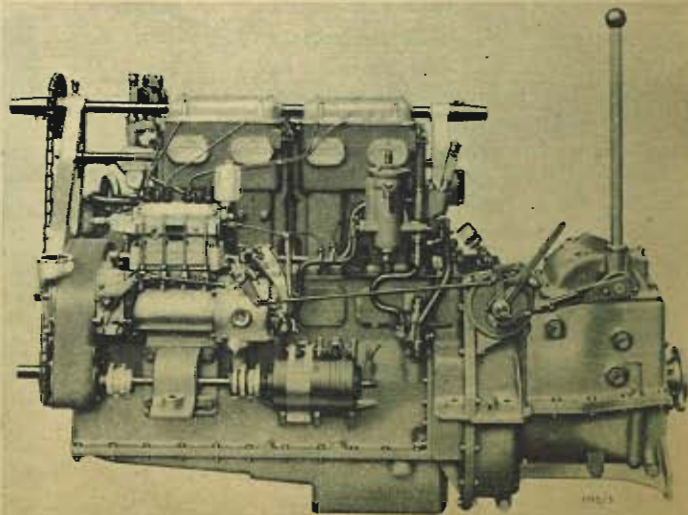


The 18 h.p. British Anzani Magnatwin is a two-stroke outboard motor with electric starting. The engine is shown above, and below, the picture shows the engine pushing a 14-foot fast runabout across the Channel.

(Below): The new "Kestrel" cruiser is shown here in plan and elevation. Its length is 28 ft. 6 ins., with 9 ft. 3 ins. beam. The stateroom has sleeping accommodation for four people, and the craft is powered by two four-cylinder 65 h.p. Penta-type BB.70 marine engines with latest type 1.9-1 reduction gear and reverse combined. The maximum speed is 14 knots. The hull is of mahogany.



(Above): An Irish pilot vessel powered by Gardner 4LW engine developing 56 h.p. at 1,300 r.p.m. The Gardner 4LW marine propulsion diesel engine is shown below. It has direct driver reverse gear developing 56 h.p. at 1,300 r.p.m. for continuous heavy duty; 62 h.p. at 1,500 r.p.m. for yachts, cruisers, etc.; 71 h.p. at 1,700 r.p.m. for high speed craft.



A YEAR

Mr. Man special

THE y... sented b... Motor Show... British mot... facturers, be... high level... rising produ...

During th... of the year, i... figure of over... of a million... ported from... stituted an a... six-monthly...

All this, c... tious. Carefu... necessary, p... of after-sale... such results... is not only... finest perfor...

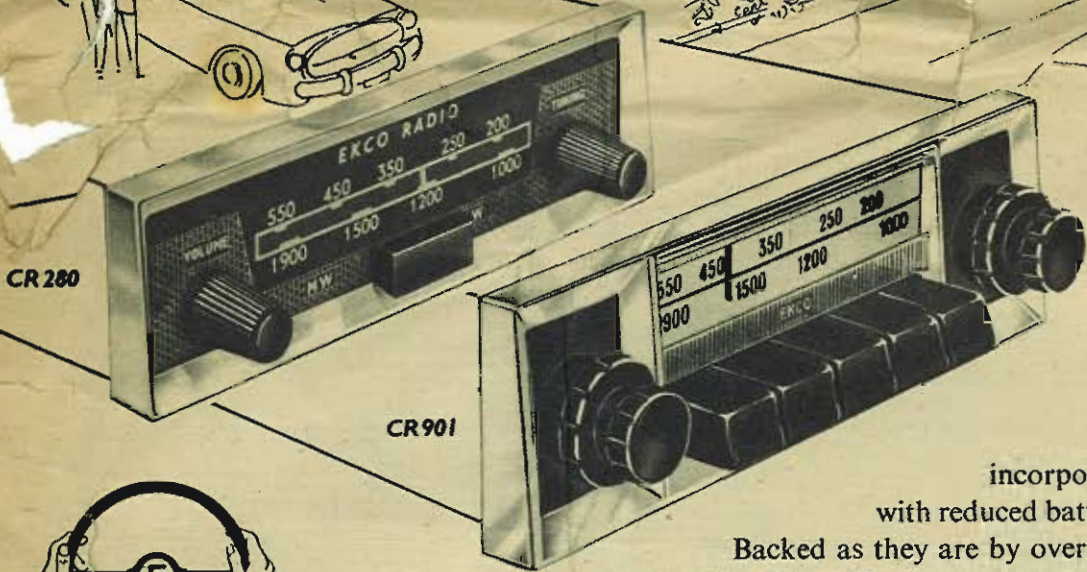
THE

Prices

Ti... Prices.—C... \*All other...

A special... their passpo... free admitta... also provide... ing the spec... of a comfor... Overseas D...

# YOUR NEW CAR needs EKCO CAR RADIO



There is an Ekco Car Radio for every car: either in the wide range specially styled for leading popular cars, or in the range of general installation receivers.

There are two models. Model CR280 —costing only 20 guineas complete with high-quality speaker and styled installation kit. And the magnificent new push-button Model CR901. This de-luxe receiver, with high-efficiency circuit,

incorporating transistors, provides enhanced reception with reduced battery drain and interference-free background. 31 gns.

Backed as they are by over 21 years' specialised car radio experience, these outstanding Ekco Car Radio receivers offer unsurpassed reliability.

There is an Ekco Car Radio for your car, whatever its make or year. Write for full illustrated details.



## EKCO Quality CAR RADIO

\*\*\*\*\* STAND 94 MOTOR SHOW

Please send me full details of Ekco Quality Car Radio for my

MAKE OF CAR ..... YEAR .....

NAME .....

ADDRESS .....

MR.11

E. K. GOLE LTD • SOUTHEND-ON-SEA • ESSEX

Good braking starts...



...and ends with

**FERODO**  
Anti-Fade Brake Linings

SEE YOUR  
BRAKES HAVE  
FERODO LININGS

FERODO LIMITED • CHAPEL-EN-LE-FRITH  
A Member of the Turner & Newall Organisation

# ROOTES

## TOP THE BILL AT EVERY SHOW



### NEW HILLMAN MINX DE LUXE SALOON

Great new engine, great new performance, styling and luxury. An unbeatable family saloon also new Hillman Minx Convertible.



The **SUNBEAM RAPIER** . . . an exhilarating, elegant car, winner of this year's R.A.C. Rally, first British car to finish at this year's gruelling Monte Carlo Rally.



The **NEW HUMBER SUPER SNIPE** The most luxurious and beautiful **HUMBER** ever made. Also available as a luxury Estate Car and as a Limousine.



The **HILLMAN HUSKY** With back seat up, a roomy family car. With back seat down a rugged load-carrier and car-of-all-work.



### NEW HILLMAN 4-DOOR ESTATE CAR

Four doors and double-action tail gates. Saloon car comfort, big luggage capacity, are successfully combined with high performance and reliability.



BY APPOINTMENT  
TO HER MAJESTY THE QUEEN  
HUMBER VEHICLES HILLMAN CARS  
ROOTES MOTORS LIMITED

## PRODUCTS OF ROOTES MOTORS

LIMITED

LONDON SHOWROOMS  
AND EXPORT DIVISION:  
ROOTES LTD  
DEVONSHIRE HOUSE  
PICCADILLY LONDON W.1



### The **HUMBER HAWK**

Big in every way . . . in size, in power, in com'ort . . . one of the handsomest cars on the road; also Humber Estate Car and Limousine models.

## TOP FOR VALUE, PERFORMANCE, RELIABILITY