ALL OVER THE SHOW
YOU’LL SEE DUNLOP

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

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., 5s.; 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.

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

Mr. Roy Goddard

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.

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COLOUR FEATURE
British Car Successes, 1958

SPECIAL COACHWORK
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CARS FROM OVERSEAS
by Gordon Wilkins

CARAVANS FOR 1959

REVIEW OF ACCESSORIES

THE FEMININE TOUCH
by Joan Stott

THE MARINE MUSICAL...
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 recognize 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: £675 0s. tax paid. De luxe saloon £898 2s. tax paid. Many extras available.

AUSTIN HEALEY SPRITE £675 7s. 6d. tax paid.
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AUSTIN HEALEY 100-6 £1325 17s. 6d. tax paid.

TRIUMPH From £1332, 7s. tax paid.
A.50 From £1105 17s. tax paid.
VANDER PLAS A.100 £1172 13s. 6d. tax paid.
A.50 From £1060 7s. tax paid.
A.50 From £1159 17s. tax paid.

Buy Austin and be proud of it.

The Austin Motors Company Limited
Longbridge + Birmingham
FROM months now the pessimists have been saying "it can’t pos-
sibly last". They were wrong. The British motor industry has gone on, past all expectations, building more cars, creating jobs and selling more and more of them.

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, Jaguar, Ford, Vaux-
hall, Rootes and Standard—who are responsible for 85 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; traditionally August will be a record year for both production AND exports. In the first six months of the year we built 530,566 cars at an average weekly output of 21,580.

But the record year for car pro-
duction was 1955. In the first six months of that year we built 530,740 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 546,272 cars were exported out a total output of 860,842. That is one car in every two. It was the first time the industry had exported more than 500,000 cars in a single year, the previous best 12 months being 1955, when 508,902 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 358,372 216,048
1958 350,906 290,883

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 30,000 cars.

As the Motor Show approached, many hard-pressed firms seemed expected almost daily to hear news of a general cut-back in production. For this is 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 would be.

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 sums of £150,000,000 in modernisation programmes designed to give greater and more efficient productive capacity.

The percentage of total output sold abroad by the British industry continues to grow. It rose from 42% in 1955 to 47% in the following year to 49% in 1957. And it looks as if the 491% 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 shows the 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:

<table>
<thead>
<tr>
<th>Year</th>
<th>Germany</th>
</tr>
</thead>
<tbody>
<tr>
<td>1950</td>
<td>358,372</td>
</tr>
<tr>
<td>1952</td>
<td>458,835</td>
</tr>
<tr>
<td>1954</td>
<td>537,214</td>
</tr>
<tr>
<td>1955</td>
<td>537,214</td>
</tr>
<tr>
<td>1956</td>
<td>537,214</td>
</tr>
</tbody>
</table>

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.K. 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 £244,144. That was a big jump on 1950, when the figures were £15,205 and £19,025,000. We have done even better this year. In the first six months of 1958 we sent 110,102 cars to the U.S., compared with 59,557 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 Volkswagen, Renault Dauphins, Fiat and Volvo.

Last year 206,661 foreign cars were sold in the U.S. The estimate for 1958 is 300,000. This is how the growing market has been shared by the Euro-

by the European manufacturers over the last three years:

<table>
<thead>
<tr>
<th>Year</th>
<th>U.K.</th>
<th>Germany</th>
<th>France</th>
<th>Italy</th>
<th>Sweden</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955</td>
<td>15,073</td>
<td>32,570</td>
<td>13,970</td>
<td>3,463</td>
<td>2,473</td>
</tr>
<tr>
<td>1956</td>
<td>17,953</td>
<td>35,000</td>
<td>16,953</td>
<td>3,953</td>
<td>2,953</td>
</tr>
<tr>
<td>1957</td>
<td>21,073</td>
<td>38,000</td>
<td>20,953</td>
<td>4,953</td>
<td>3,953</td>
</tr>
</tbody>
</table>

The number of foreign cars sold in the U.S. today is still only a small per-
centage of total car sales in that country, whose own automobile industry turned out 5,200,000 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 out 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—will it be a good 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 Euro-

pean 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 ferre 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 depicting 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 deter-
mination, in spite of all their handicaps, to sell more and more British cars abroad.

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

Looking Ahead
New design now taking shape in secret is the backlight industry, give an assurance that this more imag-

inative approach to automobile design will be reflected even more strikingly in the Motor Shows that lie ahead.
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 practical 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. Three 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 Ralt-Roberts favour two-cylinder two-stroke engines.

International Trends

Continental practice is similar, although in France heavy taxation virtually restricts engine size to 3.5 litres, and there are only two well-known cars with more than four cylinders. In the U.S., eight-cylinder sets 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 carburetters, and by increased engine speeds. Compression ratios range from 8.5 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 6,000 r.p.m.

Material specifications are improved to cope with the increased power. Bearings may be induction-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 camshaft in the crankcase, but for high performance engines the trend is towards twin overhead camshafts. Dendritic 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. One European production car, because of the high cost of the equipment, even if two, or in a few cases three, carburetters be used. But on the large American V-eight engines, led by two duplex carburetters of some complexity and cost, it competes on more equal terms.

In the transmission of power the automatic gearbox is gaining favour, with two-speed 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 roller 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 along with a rigid axle casing, as on the Hammer Hawk, are not yet seriously threatened by independent suspension.
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

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: £2,783.7.0 (incl. £590.7.0 P.T.)
Bristol Engine: £2,165.17.0 (incl. £722.17.0 P.T.)

Still one of the very few standard British cars with independent suspension all round, the Ace is renowned both here and in America for hack-like road holding andcornering power per excellence. The same applies to its sister model, the hard-top Aces coupe, 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 its 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 downdraught carburettors and hemispherical combustion chambers with the fully inclined valves operated by simple pushrods in the inlet and an arrangement of primary and secondary cross-over runners to the exhaust valves.

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

ALVIS TD 21

Solway: £3,993.17.0 (incl. £998.17.0 P.T.)

The twin-cam 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 410 cubaiter hundredsweight lighter than the 1958 model and have Smith's air-conditioning units fitted as standard.

TECHNICAL DATA

Performance:
Top Speed: 110 m.p.h.

Engine:
No. of Cylinders: 6
Bore: 145 mm
Stroke: 132 mm
Capacity: 3.0 litres
Power: 150 b.h.p.

Transmission:
Gearbox: 6-speed

Fuel Capacity: 22 gallons

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

Control of the straight-through four-speed gearbox, which has synchronmesh on the upper three ratios, is by a neat central lever. A choice is offered between disc wheels with tubeless tyres or control wheels with tubes with tubed tyres. There is a dash- controlled reserve supply of fuel, the tank capacity being 14.5 gallons. Chassis layout and dimensions are the same as for the prewar TD21/22.

ALVIS TD 21

Solway: £3,993.17.0 (incl. £998.17.0 P.T.)

Drophead: £3,800

New on show this year is a special by system; as a Bying disc have Alfin the booster without loss.

Three di available if engine, the
ARMSTRONG SIBLEYDEY STAR SAPPHIRE
£2,685.17.0 (incl. £322.17.0 PT)

TECHNICAL DATA

Performance:
Average Fuel Consumption: 35.0 m.p.g.
Top Speed: 75 m.p.h.
Engine:
Type: Six Cylinder
Bore: 3.5 in.
Stroke: 3.8 in.
Capacity: 2200 c.c.
Fuel Capacity: 15 gal.
Suspension:
Front: Independent
Rear: Live axle
Brakes:
Front: Dunlop
Rear: Live axle
Tyres: 7.00 x 16
Fuel Capacity: 12 gal.
Gear Box: Borg Warner Automatic Transmission
Governor: 27.5 m.p.h.
Ignition: Contact

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-graded to four litres and has exceptional torque characteristics, developing a maximum of 150 b.h.p. at 4,000 r.p.m.

The Star Sapphire’s equipment, both mechanical and ‘inside’, is lavish; it includes power steering, Borg Warner automatic transmission, disc brakes at the front, and separate heating and double-stacked 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 unchanged for 1959. This one has synchronesh four-speed transmissions.

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. £1,236.7.0 PT)

THE highest performance by any four-seater production car* is the DB 4 Saloon, made for this month, wintering thoroughly, which, among its makers, will accelerate from 0 to 60 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 260 horse-power, and servo-assisted disc brakes to all wheels.

TECHNICAL DATA

Performance:
Top Speed: 110 m.p.h.
Engine:
Type: Vantage Six
Cylinders: 6
Bore: 3.5 in.
Stroke: 3.8 in.
Capacity: 3700 c.c.
Fuel Capacity: 15 gal.
Compression ratio: 8.5:1
Ignition: Contact
Suspension:
Front: Indep.
Rear: Live axle
Brakes:
Front: Disc
Rear: Live axle
Tyres: 7.00 x 15
Fuel Capacity: 15 gal.

The DB 4 adequately accommodates four adults. The front seats have Remzer 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 facia and an absence of interior protruding parts.

The engine—largest and most powerful 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.

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

ASTON MARTIN DB Mk III

Saloon: £3,876.7.0 (incl. £1,026.7.0 PT)
Drophead coupé: £3,451.7.0 (incl. £1,451.7.0 PT)

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

Three different stages of tune are available for the 3.7-litre twin-camshaft engine, the valves, ports and cam promoting 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 choke.

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

TECHNICAL DATA

Performance:
Average Fuel Consumption: 30.0 m.p.g.
Top Speed: 110 m.p.h.
Engine:
Type: Vantage Six
Cylinders: 6
Bore: 3.5 in.
Stroke: 3.8 in.
Capacity: 3700 c.c.
Fuel Capacity: 15 gal.
Compression ratio: 8.5:1
Ignition: Contact
Suspension:
Front: Indep.
Rear: Live axle
Brakes:
Front: Disc
Rear: Live axle
Tyres: 7.00 x 15
Fuel Capacity: 15 gal.
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 ... everyone drives better in a Vauxhall!
THE AUSTIN A 35 SALOON

2-door Saloon : £257.17.0 (Inc. £196.17.0 PT).

De Luxe : £342.19.6 (Inc. £215.4.6 PT).

In line with B.M.C.’s up-to-the-minute, a four-cylinder saloon that one may buy, is also capable of retaining an impressive rate of speed for long distances with complete reliability.

This car pictured, 2000 after growing up from 800 to 900 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 so, try it for size, vacuitionally, against these vital statistics: Seat to seat height, 44 and 31 in.; front and back: overall width between doors at floor level, 58 in.; between rear wheel arches, 35 in.; window room between seat and back of front seat enabled with litter at mid-palm of free side adjustment, 62 in.

The A35’s inherent fineness in dense, traffic, due to support overall size, is abetted by a moderate turning circle—33 ft.—and scarcely damped steering calling for only 2½ turns of the wheel from lock to lock.

There are four variations on the saloon theme—two and fast-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 : 23 m.p.g. @ 15 m.p.h.
Top Speed : 65 m.p.h.

Engines :

Model: A35
Cylinders : 4
Valves : 8
Bore x Stroke : 3.3 x 3.0 in.
Compression Ratio : 6.75 : 1

Carburettor : Solex
Ignition : Lawrence Type: Electronic
Starting : Electric

Suspension :

Front : Independent
Rear : Live axle

Overall Dimensions :
Length : 14 ft. 10 in.
Width : 6 ft. 10 in.
Height : 5 ft. 6 in.
Wheelbase : 8 ft. 6 in.
Ground Clearance : 5 in.
Weight : 2,050 lb.

Brakes :
Front : Drum
Rear : Drum

Fuel Capacity : 15 gal.

Gear Box : 4-Speed
Overall Ratio : 4.1 : 1


AUSTIN A 40 SALOON

Saloon : £767.7.0 (Inc. £232.7.0 PT).

De Luxe : £888.2.0 (Inc. £280.12.0 PT).

The A40, as 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 well-defined 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 Sabalo, the back window is fixed, but luggage space approachiing estate-car standards is provided by a boot-forward rear seat squab which allows the boot and rear passenger compartment to be ‘thrown into’ one at will. Designed in consultation with Tilton Fustian, the well-known Italian architects of our fashion, the body combines pleasing appearance with practicality. The plain treatment of the frilled grille is particularly smart.

The facia and other interior appointments are kept so simple as possible, to minimize selling price. The composite body/chassis structure is immersed in a rust-inhibiting compound during manufacture and special attention is paid to dust-sealing.

Most of the engineering elements, including the 988 c.c. engine and four speed gearbox, are uniform with the A35’s. Safety features include a distended steering wheel, crash pad below the facia, and brake lining area increased from the A35’s figure of 6.1 sq. ins. to 7.6 sq. ins.

TECHNICAL DATA

Performance : Average Fuel Consumption : 20 m.p.g. @ 15 m.p.h.
Top Speed : 65 m.p.h.

Engines :

Model: A40
Cylinders : 4
Valves : 8
Bore x Stroke : 3.3 x 3.0 in.
Compression Ratio : 6.75 : 1

Carburettor : Solex
Ignition : Lawrence Type: Electronic
Starting : Electric

Suspension :

Front : Independent
Rear : Live axle

Overall Dimensions :
Length : 14 ft. 9 in.
Width : 6 ft. 10 in.
Height : 5 ft. 4 in.
Wheelbase : 8 ft. 6 in.
Ground Clearance : 5 in.
Weight : 2,050 lb.

Brakes :
Front : Drum
Rear : Drum

Fuel Capacity : 15 gal.

Gear Box : 4-Speed
Overall Ratio : 4.1 : 1

AUSTIN WESTMINSTER
Westminster : £1,684.
De Luxe : £1,679.
Countryman : £1,212.

Built are... hard-wood smaller of B. units, the W locked. The performance is a maximum speed 90 m.p.h., Ws, an optional

TEC
Performance : Acceleration: 31 m.p.h.; 36 m.p.h.
Engine: 1.5 litres.
Gearbox: 3-speed. A/C.

A HOTTE
Westminster gran turismo fails producing brakes dam account on C. Source of its paired with its dual carburettor ratio, do the exhaust thus share n of the Austin Automatic with a

METROPOLITAN
Made by A.
Hard Top : £74
Convertible : £74

DESIGNER of the U.S. jaunty little car, export-only styling bears the R.M.C. mark. There are 3-speed, 74-litre, 14-litre
AUSTIN A95 WESTMINSTER
Westminster: £1,654.17.0 (incl. £345.17.0 PT).
De Luxe: £1,079.17.0 (incl. £346.17.0 PT).
Countryman: £1,301.2.7 (incl. £348.13.7 PT).
Built around the versatile and hard-working C-Series engine, the smaller of B.M.C.'s two six-cylinder units, the Westminster uses hi-tech cutlass with robust construction. Performance is satisfying, too—witness a maximum speed of comfortability 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 standsill in less than 18 seconds.

Stylewise, the Westminster is distinguished by a bold decorative strip (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 pouting driver nestle 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 '49. Five-up, the Countryman provides 8 cubic feet of luggage space.

TECHNICAL DATA

<table>
<thead>
<tr>
<th>Performance</th>
<th>Westminster</th>
<th>De Luxe</th>
<th>Countryman</th>
</tr>
</thead>
<tbody>
<tr>
<td>Horsepower</td>
<td>86</td>
<td>85</td>
<td>85</td>
</tr>
<tr>
<td>Torque</td>
<td>170 ft-lb</td>
<td>165</td>
<td>165</td>
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<tr>
<td>Top Speed (m.p.h.)</td>
<td>90</td>
<td>88</td>
<td>90</td>
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<tr>
<td>Engine</td>
<td>C-Series</td>
<td>C-Series</td>
<td>C-Series</td>
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<tr>
<td>Displacement</td>
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<tr>
<td>Compression Ratio</td>
<td>9.6:1</td>
<td>9.6:1</td>
<td>9.6:1</td>
</tr>
<tr>
<td>Gear Ratio</td>
<td>3.12:1</td>
<td>3.12:1</td>
<td>3.12:1</td>
</tr>
</tbody>
</table>


AUSTIN A105 SALOON
A105 Saloon has a large rear luggage compartment and the boot lid opens from the floor.

Vanden Plus: £1,421.17.0 (incl. £342.12.0 PT).

A HOTED-UP counterpart of the Westminster, the A105 looks for appeal, wheels distinctively pierced for brake-drums cooling, and general grooming to 'Go' rather than girth. Source of its extra 10 b.h.p., compared with the parent car, is in its dual carburettor, high compression ratio, double valve spigots and free exhaust system. The 105 engine thus shares many features with that of the Austin Healey 300-4.

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 A105 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 dashboard steering wheel are included in the specification.

Comparatively meant — introduced seven months ago—in a luxury version of the A95 with a coachbuilt interior by Austin's subsidiary, Vanden Plus. Furnishing is similar to that of the Princess.

TECHNICAL DATA

<table>
<thead>
<tr>
<th>Performance</th>
<th>A105 Saloon</th>
<th>Vanden Plus</th>
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<tr>
<td>Horsepower</td>
<td>96</td>
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<tr>
<td>Torque</td>
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<td>Top Speed (m.p.h.)</td>
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<td>90</td>
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<tr>
<td>Engine</td>
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<td>Displacement</td>
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<td>3.12:1</td>
<td>3.12:1</td>
</tr>
</tbody>
</table>


METROPOLITAN
Made by Austin of England

Hard Top: £749.2.0 (incl. £250.10.0 PT).
Convertible: £755.7.0 (incl. £259.7.0 PT).

DESIGNED and built originally for the U.S. market exclusively, this jaunty little sideless part has the same appeal as 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 makes 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., 12-litre) and fitted as standard with interior brakes. 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 'data', if any.
AUSTIN-HEALEY SPRITE

**£668.17.0 (incl. £253.17.0 PT).**

A MID-SEASON DEBUT — 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 sleek roadster has a two-carburettor, high-compression version of the B.M.C. A-Series engine that has scored such a success in Austin’s A-Type and Morris’s Major Minor.

**TECHNICAL DATA**

- **Overall Dimensions**: Length: 11 ft. 2 in. Wheelbase: 7 ft. 6 in. Height: 3 ft. 11 in.
- **Fuel Capacity**: 6-6 gal.
- **Gear Ratios**: 5-speed

80 m.p.h. in about 10 seconds, cover the standing-start quarter-mile in 18 sec. With over 170 square inches of brake lining area per wheel, it has stopping powers to match its pace.

**BENTLEY SERIES ‘S’ SALOON**

**£5,943.17.0 (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 stupendous automobile, the Bentley slogan '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 standardised practice, while power assisted steering is offered as an option. Such unusual operations as are left to the Bentley owner are unsummarised for lightness. Massive diagonal chassis bracing plays its part in the taut feeling of the whole car.

**TECHNICAL DATA**

- **Overall Dimensions**: Length: 20 ft. 7 in. Wheelbase: 11 ft. 7 in. Height: 5 ft. 3 in.
- **Fuel Capacity**: 22 gal.
- **Gear Ratios**: 5-speed

A car with a note of 400, who styling an observer, the ‘S’ Bentley as the best of its type.

The 4½ litre design, with over twice the capacity of any of its rivals, is equally fine but is up in performance. This does to particular limited runs.
BENTLEY CONTINENTAL SALOON

 Mulliner 4-door: £8,633.17.0 (Inc. £2,678.17.0 PT).
 Mulliner 2-door: £7,913.17.0 (Inc. £2,688.17.0 PT).

 At these costs in interior roominess and head room, plus certain power-boasting 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 '53 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 power 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)

Performance: Top Speed: 115 m.p.h.
Fuel Consumption: 30 m.p.g.

Engine: 6.7 litres; 400 b.h.p.

Transmission: Automatic
Wheelbase: 119 in.
Track: 88 in.
Firing Order: 1-5-4-2-6-3

Overall Dimensions: Length: 18 ft. 1 in.
Width: 6 ft. 9 in.
Height: 5 ft. 3 in.
Ground Clearance: 3 in.

Fuel Capacity: 24 gallons

BERKELEY "FOURSOME"

£1,169.12.0 (Inc. £1,234.2.0 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. These 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 insularity 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 luggage, golf clubs, etc.

TECHNICAL DATA

Performance: Average Fuel Consumption: 38 m.p.g.
Top Speed: Approx. 60 m.p.h.

Engine: 545 c.c.; 10 b.h.p.

Transmission: Standard
Wheelbase: 70 in.
Track: 60 in.
Firing Order: 1-4-2-3

Overall Dimensions: Length: 9 ft. 11 in.
Width: 4 ft. 1 in.
Height: 3 ft. 9 in.

Fuel Capacity: 5 gallons
Gear Box: Motorcycle type

BRISTOL 406 SALOON

£4,993.17.0 (Inc. £1,486.17.0 PT).

It is a show that isn't abounding with all-new cars. Bristol strikes a note of novelty with their patent 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 practices (six long-stroke cylinders, triple downdraught carburettors, single camshaft and cross-over push-rods to the exhaust valves), but is up-scaled to 3,856 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.

Dashboard dials have been standardised and the body suspension modified to tighten up control of self movements under spring deflection.

The new body is wider, sleeker, gives better visibility and achieves extra strength by the use of strok framing. Equipment is on-cost-objection lines, and includes reclining front seats, a telescopic steering column, screen washers and lavish instrumentation. The whole gait of the chassis is anti-corrosion treated, and all body panels are galvanised with sound-deadening material. By housing the spare wheel in one of the front wings, Bristol leave their large luggage boot unimpaired.

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

TECHNICAL DATA

Performance: Average Fuel Consumption: 28 m.p.g.
Top Speed: Approx. 80 m.p.h.

Engine: 3,856 c.c.; 115 b.h.p.

Transmission: Standard
Wheelbase: 118 in.
Track: 73 in.
Firing Order: 1-5-4-2-6-3

Overall Dimensions: Length: 18 ft. 2 in.
Width: 6 ft. 10 in.
Height: 5 ft. 6 in.

Fuel Capacity: 42 gallons

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.
CITROEN ID 19 DE LUXE SALOON
£1,498.7.0 (incl. £50.7.0 PT).
Based upon the advanced and 3-quarter cylinder ID19, 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 hydromatic power for the steering, brake and clutch 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 carpet, and the use of cellular rubber backings. 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. The one accelerates from nothing to 60 m.p.h. through the gears in a little under 43 seconds. The ID 21, embodying more brazen waves than were ever before packed under one roof and Bonnet, is of course, on show as well. Both Citroen models have four-wheel drive, all-independent suspension on spring and gas instead of normal springs, and a device which automatically maintains the car at a constant level irrespective of the load carried.

TECHNICAL DATA
Fuel Capacity: 10 galls. Gear Box: 9 speeds. Wheelbase: 10 ft. 7 in.

DAIMLER MAJESTIC SALOON
£2,994.0 (incl. £79.0 PT).
New to Earl's Court--it came into production only three months ago--the Majestic combines traditional Daimler luxury with 120-m.p.h. pace and an all-famed 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 seat to be locked in the operating position.

Suspension design has been specially studied, the wishbone-type front springing incorporating four-and-a-half 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 sprints to 60 m.p.h. in 25 seconds, and averages nearly 19 miles per gallon of petrol under give-and-take conditions.

TECHNICAL DATA
Fuel Capacity: 10 galls. Gear Box: 9 speeds. Wheelbase: 10 ft. 7 in.

DAIMLER ONE-O-FOUR SALOON
£2,395.8.0 (incl. £79.5.0 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 34 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 armrests in both compartments. Polished burr walnut is used for the dash and door trim, together with the "table top" of the neat disappearing picnic shelves recessed into thee backs of the front seat squabs.

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

TECHNICAL DATA
FORD CONSUL DE LUXE SALOON

De Luxe : £817.7.0 (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 monotones if you ask for them), chromium-plated rear lamp bezels and window mouldings, winged-screen 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 than the Zodiace’s—at the base of the pillar instead of at the waist.

Flexibility and imperviousness to plinking, even on the cheaper grades of petrol, are features of the Consul engine. Due to the use of a three-speed gearbox, the acceleration figures to given speeds from a standstill are perhaps less impressive than its top gear pick-up. From 0 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 positive lever and absence of load motion after prolonged use.

TECHNICAL DATA

Performance:

Engine: 991 c.c.
Fuel: 7.5 gals.*

Suspension:
Front: Independent
Rear: Live Axle

Brakes: Drum on rear

Gear Ratio:
Top: 1:2.9
First: 7.9:1
Second: 4.7:1
Reverse: 3.8:1

FORD ZODIAC SALOON

Zodiac: £1,013.17.0 (incl. £338.17.0 PT).
Zephyr: £916.7.0 (incl. £306.7.0 PT).

THE Zephyr’s drowsy sister, again making as the most desirable property on Ford’s stand at Earl’s Court. Uniformly 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 most such systems by virtue of its slip-free drive in top gear) is among the Zodiac’s options.

All modern Fords have a name for lively performance, and the Zodiac-Zephyr line are no exception. In spite of the handicap of three-speed transmission, 70 m.p.h. can be reached from a standstill in 142 seconds, and 80 in 38 secs. The overdrive which is available on Zodiac and Zephyr models incorporates a freewheel that 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-seconds 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 50 cm. less than 54 ft., front and back.

TECHNICAL DATA

Performance:

Engine: 991 c.c.
Fuel: 7.5 gals.*

Suspension:
Front: Independent
Rear: Live Axle

Brakes: Drum on rear

Gear Ratio:
Top: 1:2.9
First: 7.9:1
Second: 4.7:1
Reverse: 3.8:1

Front Suspension: 29 cwt.
Front Axle: 20 cwt.

Fuel Capacity: 15 gals.

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Reverse: 3.8:1

Front Suspension: 29 cwt.
Front Axle: 20 cwt.

Fuel Capacity: 15 gals.

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

FORD CONSUL DE LUXE SALOON

De Luxe : £817.7.0 (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 monotones if you ask for them), chromium-plated rear lamp bezels and window mouldings, winged-screen 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 than the Zodiace’s—at the base of the pillar instead of at the waist.

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TECHNICAL DATA

Performance:

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Fuel: 7.5 gals.*

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Rear: Live Axle

Brakes: Drum on rear

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Second: 4.7:1
Reverse: 3.8:1

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TECHNICAL DATA

Performance:

Engine: 991 c.c.
Fuel: 7.5 gals.*

Suspension:
Front: Independent
Rear: Live Axle

Brakes: Drum on rear

Gear Ratio:
Top: 1:2.9
First: 7.9:1
Second: 4.7:1
Reverse: 3.8:1
At Earls Court... In Dealers' Showrooms...

On the World's roads...

for Ford it's Showtime all the time!
FORD ANGLIA AND PREFECT SALOONS

Anglea: £871.7.0 (incl. £391.7.6. PT). Prefect: £623.17.0 (incl. £296.17.0 PT).

De Luxe Versions:
Anglea: £941.7.0. Prefect: £669.7.0.

Apart from details of equipment and trim, the main differences between the two types is that the low-priced Anglea has two doors and the Prefect four. With two doors—the opening is 32 ins. wide and the lipting 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. wide, the seats themselves being 19 ins. across. Greatest span of the back seat is 47 ins. Seat to roof dimension, front and back respectively, are 47 and 34 ins. Best visibility was much improved by the increase in back window area that Ford made a year ago.

The Prefect is frictionally heavier than the Anglea, but there is no noticeable difference in performance. Two-pod 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 Anglea and Prefect.

FORD ESCORT AND SQUIRE

Escort: £657.7.0 (incl. £318.7.0 PT). Squire: £595.17.0 (incl. £232.17.0 PT).

CARRYING capacity being the crux of estate-car design, let's hold this point'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, and the wheels are 19 ins. between them. As in most estates, 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 "tuck" inches of the back seat. The car has a second row of passengers. The rear gate on both Squire and Escort is split horizontally, the spare wheel being stowed under the platform, whereas it can be extracted without disturbing the goods.

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

TECHNICAL DATA

Specifications:

- Average Fuel Consumption: 39.5 m.p.g.
- Top Speed: 70 m.p.h.
- Weight: 1,325 lbs.
- Engine: 1,273 c.c. 4-cylinder, 4 valves, push-rod, hydraulic lifters.
- Overall Dimensions: Length: 16 ft. 2 in.; Width: 6 ft. 3 in.; Height: 5 ft. 11 in.
- Axle Ratio: 3.08:1
- Headroom: 38 ins.
- Legroom: 39 ins.
- Fuel Capacity: 17 gals.

Ford Escort Estate car.

The Ford Squire.

FORD POPULAR

£415.17.0 (incl. £145.17.0 PT).

SILLll growing old gracefully, and still holding the affection of owners who don't aspire to the expensive cars, the Popular is one of the产s of the motors of the automobile. It's cheap to buy because it's simple and ruggedly made, and it's cheap to run because, extra-al, the side-valve engine is specially tuned to run happily on inexpensive grades of petrol.

What it loses on the swings, (e.g., the truth space is limited) the Popular wins back on the soundtrack: it is, for instance, among the most cars in the world to maintain an amateur mechanic's ability and respect, and the back-seat headroom is at least a hand higher than that of the conventional Dodges with orphans of 100 horsepower under the bonnet.

TECHNICAL DATA

Specifications:

- Average Fuel Consumption: 51.2 m.p.g.
- Top Speed: 65 m.p.h.
- Weight: 1,300 lbs.
- Engine: 1,273 c.c. 4-cylinder, 4 valves, push-rod, hydraulic lifters.
- Overall Dimensions: Length: 15 ft. 11 in.; Width: 6 ft. 2 in.; Height: 5 ft. 6 in.
- Axle Ratio: 3.06:1
- Headroom: 38 ins.
- Legroom: 39 ins.
- Fuel Capacity: 17 gals.

Ford Escort Estate car.

The Ford Squire.

Afrae Car 'CONTINUED'

These ins with a new astry of the 367.96. OWM, 314 aotion of the B.M.W. With side absorbs, a hand-bulb view, the Cont. and features the side full de Dews advantage.
FRAZER-NASH 'CONTINENTAL'

£2,256.7.0 (incl. £1,684.7.0 PT).

THIS is the only current British car with a V8 engine, although Ger-
mans is the source of its inspiration. BMW of Munich makes it. Founda-
tion of the F-N is a tubular chassis with side-members of very large dis-
meter, 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 advan-
tages with none of the draw-
backs of independent rear suspension. The de Dion set-up is used in con-
junction with torsion bars.

Touring cars, the Continental offers wide scope for individual owner pre-
femization in specification and equipment.

FIRSKY HARD-TOP AND SPORTS

Both Models: £897.0 (incl. £677.0 PT).

NEW for '59 is a hard-top version of the two-stroke engined Frisky-
sport sedan. Prices and general con-
struction of both models are the same, but the bodies, made from rein-
forced glass fibers, are now molded in one piece, instead of having a dis-
integrated 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 step to facil-
tate routine maintenance operations.

The seat squad pivots forward for ease of approach to the engine and the parcel spaces flanking the bump 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 is shown when neutral has been selected.

The chassis is a cross-braced tubu-
lar structure giving a markedly cramped, yet comfortable interior.

HILLMAN HUSKY

£698.17.0 (incl. £333.17.0 PT).

ALTHOUGH this is the lowest-priced Hillman, it takes no part in the
general transformation that the rest of the Minor 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, convert-
ible and estate car.

The result was more speed, more room and a more refined performance. The Husky will now comfortably ex-
cede 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 passengers comfortably 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 cut-of-one posi-
tion, the goods platform is 504 ins.
long by 334 ins. across at the broadest point, and will carry 350 lbs. objects as much as 40 ins. in height.

TECHNICAL DATA

Performance: Average Fuel Consumption: 43.5 m.p.g. Top Speed: Over 70

Suspension: Front, Inboard. Rear, Inboard.


Fuel Capacity: 14 gal.

Gear Box: Synchro. 

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

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.

MORRIS COWLEY 1500
MORRIS OXFORD TRAVELLER
MORRIS OXFORD
MORRIS MINOR 1000 TRAVELLER
MORRIS MINOR 1000 SALOON
MORRIS MINOR 1000
MORRIS 1000 TRAVELLER
MORRIS 1000 CONVERTIBLE
COWLEY 1500
OXFORD
OXFORD TRAVELLER

Together

"QUALITY FIRST"

you’ll choose a MORRIS

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

HUMBER SNIPE
SUPER SNIPE
Saloon: £1,400
Limousine: £1,600
Estate Car: £1,900

HUMBER SPIRIT
Saloon: £1,600

HUMBER IMPERIAL
Saloon: £2,000
Limousine: £2,400
Estate Car: £2,200

HUMBER METROPOLIS
Saloon: £2,200
Limousine: £2,600
Estate Car: £2,400

HUMBER LEOPARD
Saloon: £2,500
Limousine: £3,000
Estate Car: £2,800

HUMBER LEOPARD
Saloon: £2,800
Limousine: £3,300
Estate Car: £3,100

HUMBER LEOPARD
Saloon: £3,100
Limousine: £3,600
Estate Car: £3,400

HUMBER LeOPARD
Saloon: £3,400
Limousine: £3,900
Estate Car: £3,700

HUMBER LeOPARD
Saloon: £3,700
Limousine: £4,200
Estate Car: £3,900

HUMBER LeOPARD
Saloon: £3,900
Limousine: £4,400
Estate Car: £4,200

HUMBER LeOPARD
Saloon: £4,200
Limousine: £4,800
Estate Car: £4,600

HUMBER LeOPARD
Saloon: £4,600
Limousine: £5,200
Estate Car: £4,900

HUMBER LeOPARD
Saloon: £4,900
Limousine: £5,400
Estate Car: £5,200

www.humber.com

HUMBER SNIPE
Super SNIPE
Saloon: £1,400
Limousine: £1,600
Estate Car: £1,900

HUMBER SPIRIT
Saloon: £1,600

HUMBER IMPERIAL
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Limousine: £5,800
Estate Car: £5,600

HUMBER LeOPARD
Saloon: £5,500
Limousine: £6,100
Estate Car: £5,800

HUMBER LeOPARD
Saloon: £5,800
Limousine: £6,400
Estate Car: £6,200

HUMBER LeOPARD
Saloon: £6,100
Limousine: £6,800
Estate Car: £6,600

HUMBER LeOPARD
Saloon: £6,400
Limousine: £7,200
Estate Car: £7,000

HUMBER LeOPARD
Saloon: £6,700
Limousine: £7,500
Estate Car: £7,300

HUMBER LeOPARD
Saloon: £7,000
Limousine: £8,000
Estate Car: £7,800

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Saloon: £7,300
Limousine: £8,500
Estate Car: £8,300

HUMBER LeOPARD
Saloon: £7,600
Limousine: £9,000
Estate Car: £8,800

HUMBER LeOPARD
Saloon: £7,900
Limousine: £9,500
Estate Car: £9,300

HUMBER LeOPARD
Saloon: £8,200
Limousine: £10,000
Estate Car: £9,800

HUMBER LeOPARD
Saloon: £8,500
Limousine: £10,500
Estate Car: £10,300

HUMBER LeOPARD
Saloon: £8,800
Limousine: £11,000
Estate Car: £10,800

HUMBER LeOPARD
Saloon: £9,100
Limousine: £11,500
Estate Car: £11,300

HUMBER LeOPARD
Saloon: £9,400
Limousine: £12,000
Estate Car: £12,000
HILLMAN MINX SALOONS, CONVERTIBLE AND ESTATE CAR

De Luxe Saloons: £638.7.0 (incl. £250.7.0 PT).
Special: £678.7.0 (incl. £250.7.0 PT).
Convertible: £696.7.0 (incl. £300.7.0 PT).
Estate Car: £696.7.0 (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 in bore measurements on the bore measurement brings this well-tested unit into the fashionable over-square category and raises its capacity to 1.3 litres. The resulting gain in horsepower is slight, but handsome—this significant factor in terms of top-gear acceleration and pulling ability—has gone up substantially.

Aesthetically, the new Minx are

Hillman Minx Convertible.

The De Luxe Saloon

TECHNICAL DATA

Suspension: Front: Independently. Rear: Semi-elliptic. Shock Absorbers: Take, but with a choice between single or two-colour finishes.

The Station Wagon has a good capacity of 14 cubic feet and, when no passengers are carried, will cope with cargoes up to 660 lbs. No price has been reduced.

TECHNICAL DATA


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

HUMBER SUPER SNIPE

Saloons: £1,695.17.0 (incl. £258.17.0 PT).
Limousines: £1,743.17.0 (incl. £284.17.0 PT).
Estate Car: £1,741.7.0 (incl. £258.17.0 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 in-line valves, which are operated by a high-mounted camshaft. The result produces an impressive 112 b.h.p. home-power and promises a maximum speed in excess of 40 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 extra in the shape of Laycock overdrive or Borg Warner Automatex. 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 power steering is an option. Chauffeur and body form a monocoque unit.

Three body styles, saloon, limousine 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 36 cubic feet.

TECHNICAL DATA


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

(Above) The Super Snipe Estate Car.

(Left) Rear compartment of the Saloon. Two individual, folding tables finished in rich beech woodwork hangs downwards, from the front seat equal.
**HUMBER HAWK**

**Siloen:** £1,091.7.0 (incl. £421.7.0 pt).

**Estate Car:** £1,493.17.0 (incl. £508.17.0 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 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 four-foot measurement of this platform being no less than 64½ ins. Width of the floor between and behind the wheel arches is 47¾ ins and 59¾ 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**: 60 m.p.h.
- **Engine**: 6 cylinders, 1798 c.c.
- **Horsepower**: 75 b.h.p.
- **Weight**: 2,670 lb.

**JAGUAR MARK IX**

**£1,994.17.0 (incl. £655.17.0 pt).**

**F**eaturing an increase in engine capacity from 3.4 to 3.8 litres—will enable it to keep abreast of its ever-bigger-displacement rivals in America, this important newcomer is an extremely powerful car, developing no less than 276 b.h.p. Jaguar and other Jaguar-engined makes have of course met forced-to-3.8 versions of the XK engine in racing, with no less in reliability and substantial gains in performance. The makers emphasize, 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 ‘lavish assets in the form of disc brakes on all wheels and power-assisted steering as stan-

**JAGUAR MARK VIII**

**£1,892.17.0 (incl. £675.17.0 pt).**

With an engine and transmission unique in essentials with those of the XJ12C 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 90 m.p.h. speed of motoring a middle-class, this car seems little that the sphincter’s heart could desire. There are automatic courtesy lights, a picnic tray for rear-seat occupants, cigarettes lighter in triblate, 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 artistically proportioned and has the Muir, red-dove of some of its U.S. competitors, of not striking on head-

**TECHNICAL DATA**

- **Performance**: 60 m.p.h.
- **Engine**: 6 cylinders, 3440 c.c.
- **Horsepower**: 276 b.h.p.
- **Weight**: 2,670 lb.

**COMPANIES, 1|**
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...Obervers 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

Mobil Means More Miles For Your £
JAGUAR 3.4 LITRE
£1,672.7.0 (incl. £558.7.0 PT).

A

s all with the previously listed Jaguar, this, the latest saloon in the range—and among the finest true production saloons in Europe—comes to Ears Court in virtually its 1958 form. Under a bonnet continued to capacity with machinery a 3.4-litre overhead-camshaft engine of recognizably usable versatility... quiet always, dual under a restrained throttle toe, yet with a latent ferocity appropriate to the name Jaguar when it's unblushed.

Points appealing to the sporting motorist are a wide range of seat and steering wheel adjustability, a short central gearlever 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 0 to 50 m.p.h. takes a bare second longer than the XK150, and a quarter-mile can be covered from a standing start in just 17.3 sec.

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

TECHNICAL DATA

Performance: Average Fuel Consumption: 19.0 m.p.g. on road; 22.0 m.p.g. on fast road. 80 m.p.h. maximum speed. Acceleration: 0 to 50 m.p.h. 17.3 sec. 0 to 60 m.p.h. 28.8 sec. 0 to 100 m.p.h. 51.6 sec. Top Speed: 125 m.p.h. Efficiency: 1.3 gal. /100 m.p.h. Fuel Capacity: 4 gal. 

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-stroke, 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 this one hand and the rest of the range on the other are the former's (integra) body/chassis construction, coil front springs and cantilever rear springs. Desktop 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, work 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: 19.0 m.p.g. on road; 22.0 m.p.g. on fast road. 80 m.p.h. maximum speed. Acceleration: 0 to 50 m.p.h. 17.3 sec. 0 to 60 m.p.h. 28.8 sec. 0 to 100 m.p.h. 51.6 sec. Top Speed: 125 m.p.h. Efficiency: 1.3 gal. /100 m.p.h. Fuel Capacity: 4 gal. 

JAGUAR XK150
Fixed Head and Drop Head Coupes

Fixed Head: £1,765.17.0 (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, and an examination of the current XK150—a car combining electrifying pace with smash-proof comfort—suggests that the car has been made since the '20s founded a famous strain of sports cars.

Although weighing over a ton and a quarter in the lighting 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 sports 150 to 100 m.p.h. through the gears in 15 seconds and averages 100 m.p.g.

A large percentage of XK150s—apart from those ordered with automatic transmission—have Laycock overdrive fitted. The three-speed cruising speeds are to be effortlessly maintained on the highways of more civilised countries except Britain. The 1950-59 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: 19.0 m.p.g. on road; 22.0 m.p.g. on fast road. 80 m.p.h. maximum speed. Acceleration: 0 to 50 m.p.h. 17.3 sec. 0 to 60 m.p.h. 28.8 sec. 0 to 100 m.p.h. 51.6 sec. Top Speed: 125 m.p.h. Efficiency: 1.3 gal. /100 m.p.h. Fuel Capacity: 4 gal. 

LOTUS

"I'ENSEA" word is not a world

by the beautiful

beguiled his impressions

JENSON

BUILT

of constant

bodywork,

quantities

highest

rate

and

Jenkinson

produced

world's

phrased

through

JOHN TOON

Performance: Average Fuel Consumption: 19.0 m.p.g. on road; 22.0 m.p.g. on fast road. 80 m.p.h. maximum speed. Acceleration: 0 to 50 m.p.h. 17.3 sec. 0 to 60 m.p.h. 28.8 sec. 0 to 100 m.p.h. 51.6 sec. Top Speed: 125 m.p.h. Efficiency: 1.3 gal. /100 m.p.h. Fuel Capacity: 4 gal. 

Gage Reg. G.992 (2) (T) 

JAGUAR XK150 Fixed Head Coupes.
JENSEN 541 and 541R

541: £3,157.5.0 (incl. 27% VAT). 541R: £2,866.7.0 (incl. 27% VAT).

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

The 541 was the powerful 'R' version, which made its debut a year ago, and has since been proved by independent tests to be capable of the 135 m.p.h. claimed for it, making it one of the world's fastest stock cars. Now on the 541R for '52, a close-ratio gearbox, making for an even quicker pick-up through the gears.

LOTUS ELITE

£1,951.7.0 (incl. 66% VAT).

'SENSATION' isn't too strong a word to describe the impact made by the tiny, unassuming, but beautifully proportioned Gran Turismo 1600 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 experience and development behind it, the ingenious Elite appeared at the time of going to press to have an excellent chance of winning the Autosport production sports car championship.

With strength as the basic material for the monocoque hull, judiciously straightened with steel members at highly stressed points, this Lotus is an object lesson in rigidity-even-lightness. A feature of inspired simplicity in the rear suspension, in which single coil springs and their damping are attached directly to the hub assemblies, the double-A-jointed

 Visit Stand 113

The New Peerless Gran Turismo 4-seater saloon. Can be seen or tried at Stand 113, Earls Court, 22 October–1 November. Carriage and complete car available for your inspection.

PEERLESS CARS LIMITED SLOUGH ENGLAND

The Jensen 541. Outwardly the R Series differs only in minor details: Overlights were added and there is a more pronounced arching over the rear wheels.
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 presented each autumn. But these efforts are getting future-oriented.
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.

VAUXHALL VICTOR. In February, 1957, when the Victor was launched, Vauxhall’s managing director, Patric Creagh said, “...we can look forward to a four to five-fold increase in our exports of the smaller 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.

RILEY ONE-POINT-FIVE. As a seller, the Riley One-Point-Five has become a bit late in introduction last November. Competitor-wise, its street life has been suffered with neglect. In March, these Rilies were second and third in their class in the S.A.C. Rally. At Easter, Pat Moss crashed her Riley One-Point-Five to win the Ladies’ Cup in the Circuit of Ireland. In racing, One-Point-Five Riles were first and second in their class at the Riley meeting at Silverstone and, in July, took the first three class places.

FORD ZEPHYR. The Zephyr (best-selling British car in its class) is a high-performance saloon which seats six people in comfort. It has tremendous rally successes to its credit and, in the 1958 “Dartmouth” Rally, an “Alpine” version of the Zephyr took the class. At Silverstone in May, it had the advantage of entering a team of auto-muscles boosted Zephyrs in the touring car race. The event was won by a specially-aerodynamised Zephyr with normal gearboxes.

ASTON MARTIN DB MK. III SALOON. When the Aston Martin DB Mk. III saloon was revealed 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 170 m.p.h. with disc brakes and roadability of the highest order. It has exceptional luggage capacity for a sports saloon.

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 polished face with a new instrument layout. In the 1959 R.A.C. Rally of Great Britain, Pennants came second and third in their class. 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 specialized 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 cross-sectional measurement from 3 to 1 in. Front suspension is by coil springs and fabricated wishbones, while the rear wheels are mounted on Chapman's struts in conjunction with articulated drive shafts and simple radius arms.

The Formula A version employs a twin overhead camshaft Coventry Climax engine of 1,473 c.c., while a Type FPF unit of the same make, with a capacity of 1,600 c.c., is supplied when available for buyers with designs on F.1 racing.

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

A minuscule-drag body, panelled in light alloy, is used, the tail replacing 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 unlikeliness of wheel changes in the type of event in which these cars usually take part.

TECHNICAL DATA

Engine: 5-cylinder, 1,473 c.c.
Cylinder bore: 2.75 in.
Cylinder stroke: 2.25 in.
Engine capacity: 1.45 L
Engine weight: 200 lbs.
Fuel: 10 octane
Capacities: S.U.
Petrol: 200 ft. at 30 mph
Grand Climax: 2 in.
Front: 1 1/2 in.
Day trip: 150 miles
Gear Rms: 4-speed.
Lever position: Centre

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 any speed.

TECHNICAL DATA

Performance: 120 m.p.h.
Standing quarter-mile: 10.9 seconds
Engine: 5-cylinder, 1,473 c.c.
Cylinder bore: 2.75 in.
Cylinder stroke: 2.25 in.
Engine capacity: 1.45 L
Engine weight: 200 lbs.
Fuel: 10 octane
Capacities: S.U.
Petrol: 200 ft. at 30 mph
Grand Climax: 2 in.
Front: 1 1/2 in.
Day trip: 150 miles
Gear Rms: 4-speed.
Lever position: Centre

of the hotter variants of the B.M.C. B-Series engine, the M.G. 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 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 extra list, 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

Performance: 120 m.p.h.
Standing quarter-mile: 10.9 seconds
Engine: 5-cylinder, 1,473 c.c.
Cylinder bore: 2.75 in.
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Petrol: 200 ft. at 30 mph
Grand Climax: 2 in.
Front: 1 1/2 in.
Day trip: 150 miles
Gear Rms: 4-speed.
Lever position: Centre

(above: The M.G. open two-seater and (right) the hard-top coupe.)
M.G. MAGNETTE SALOON
£1,072.7.0 (incl. £358.7.0 PF).
A FAMILY car with an appetite for fun. The Magnette corners and goes the road like a sports model but there is nothing about the furnishings, which include leather upholstery and polished wood dashboard and cupboards. A degree milder in tone than the MGA version, this one’s B-series engine kicks out a reassuring 68 brake horsepower—enough for cruising speeds in the mid-60s and a maximum on the thorough side of eighty-five.

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

MORGAN PLUS FOUR TWO-SEATER
£968.17.0 (incl. £233.17.0 PF).
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-wheeled nearly half a century ago, has had the stern of its bodyshell reshaped since last Show, and it now has a wider body to give more comfortable seating.

By omitting trims which their highly circumspect regard as superfluous, the makers radically undercut the weight of TR3 Triumph from which the Plus-Four derives its engine, the result being a lightening and the 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 unsurprisingly direct in action.

MORRIS MINOR 1000 SALOON, CONVERTIBLE & TRAVELLER
Saloon (5-door) : £625.7.0 (incl. £269.7.0 PF).
Convertible : £655.7.0 (incl. £299.7.0 PF).

DEPARTING the clashing whin of fashion with a basic body shape that is now a full decade old, the fabulously motor space-saver maintains a demand that still exceeds supply. It’s roomy, it handles better than some competitive 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 boxes and a floor gas-change lever with a famously positive action. Maximum speed on the fairly clumsy third gear is a whisker short of a mile-a-minute.

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

SINGER GAZELLE

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AVAILABLE NOW WITH

EXTRA POWER
The new S.W. engine delivers 65 h.p., giving more power for overtaking, hill-climbing and exhilarating motoring—whilst retaining utterly silent and flexible in traffic.

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ESTATE CAR £282.0.0 plus p.a. £33.17.0

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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.

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PRECISION STEERING
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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 OXFORD
AND COWLEY SALOONS

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

With the discontinuation, after last Showtime, of the big 4-litre Morris cars, Oxford and Cowley models share the same bodyshell and engine and 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 20 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 Massematic transmission and the two-pedal control it provides.

Worth-knowing interior measurements of the saloons, Oxford and Cowley alike are—Seats to roof, 43 ins.; rear seat legrooms, 10 ins., average, width across seats, maximum of 34 ins.; front and rear seat heights, 20 ins.

PEERLESS SPORTS SALOON
£1,498.7.0 (incl. £500.7.0) FT.

A new electrical suspension frame, de Dion back axle, TR3 type 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.

Two 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 motoring for four under a hard roof.

PRINCESS IV
£3,736.7.0 (incl. £1,267.7.0) FT.

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 maudlin 4-cylinder, big in the stroke for nowadays, has conventional pushrod o.h.v.

TECHNICAL DATA

<table>
<thead>
<tr>
<th>Performance</th>
<th>Power Output: 140 h.p. at 4,000 r.p.m.</th>
<th>Torque: 140 ft. Ibs. at 2,200 r.p.m.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine</td>
<td>2.7 litres, six cylinders, overhead camshaft, pushrod o.h.v.</td>
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<tr>
<td>Compression</td>
<td>8.5:1</td>
<td></td>
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<tr>
<td>Carburettor</td>
<td>Twin 55 mm. Zenith</td>
<td></td>
</tr>
<tr>
<td>Gearbox</td>
<td>4-speed manual, overdrive</td>
<td></td>
</tr>
<tr>
<td>Final Drive</td>
<td>3.41:1 ratio</td>
<td></td>
</tr>
<tr>
<td>Top Speed</td>
<td>105 m.p.h.</td>
<td></td>
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<tr>
<td>Fuel Capacity</td>
<td>10 gallons</td>
<td></td>
</tr>
<tr>
<td>Dry Weight</td>
<td>3,840 lbs.</td>
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</tbody>
</table>

TECHNICAL DATA

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<th>Power Output: 150 h.p. at 4,200 r.p.m.</th>
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Right: The Princess's elegant combustion by Vanden Plas.

Lightweight, at just under two tons dry, 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 is now 'stands in its own grounds'. Its maudlin 4-cylinder, big in the stroke for nowadays, has conventional pushrod o.h.v.
RENAULT 750 c.c.
£565.17.0 (incl. £219.17.0 FV)

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 practical overall measurements by virtue of an unobstructed floor, in the absence of a propeller shaft.
Compression ratio has been raised from 7:1 to 7:1:1.
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 stem position of the four-cylinder engine minimizes mechanical sounds.

TECHNICAL DATA
Performance
Average Road Car Speed: 70 m.p.h.
Top Speed: 85 m.p.h.
Engine: 3-cylinder, 729 c.c.
Fuel: 14 gal.
Transmission: 4-speed, manual
Front Suspension: independent
Rear Suspension: semi-elliptic

Dimension
Length: 11 ft. 3 in.
Width: 5 ft. 4 in.
Height: 5 ft. 2 in.
Wheelbase: 7 ft. 6 in.
Ground Clearance: 4 in.

Lighting: 5 globe, 60 w.
Fuel Capacity: 13 gal.

RENAULT DAUPHINE
£788.17.0 (incl. £283.17.0 FV)

With a standard of readiness that carried the Renault banner to outright victory in the 1959 Monte Carlo Rally (accompanied by the help of extensive engine and transmission modifications), the Dauphine offers good family-rearing amenities with handling qualities to appeal to the sportsman. Due to its moderate weight and smoothly contoured exterior, its very economical too, returning 45 m.p.g. at ordinary touring speeds.
Developed from the 750, the Dauphine shares much features as a rear-mounted engine and all-independent suspension with the little "au." It is supplied as standard with a simple but effective interior heater—unusual on such a low-priced car. In common

TECHNICAL DATA
Average Road Speed: 60 m.p.h.
Top Speed: 75 m.p.h.
Power: 37 b.h.p.
Engine: 4-cylinder, 998 c.c.
Fuel: 14 gal.
Transmission: 4-speed, manual
Front Suspension: independent
Rear Suspension: semi-elliptic

Dimension
Length: 11 ft. 7 in.
Width: 5 ft. 5 in.
Height: 5 ft. 1 in.
Wheelbase: 7 ft. 8 in.
Ground Clearance: 3 in.

Lighting: 5 globe, 60 w.
Fuel Capacity: 13 gal.

RENAULT FRÉGATE
£1,343.2.0 (incl. £448.12.0 FV)

DEPARTING from typical British family cars in little except its independent suspension at the back as well as the front, the Frégatte 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 Transfluid transmission and two-pedal control.
There is a new freestanding grill 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 part of the steering wheel and not obscured by a spokes—two large glove cubbies, and the bands of anti-impact rubber padding spanning the top of the windscreen and the base of the dash. Capable of speeds up to 85 m.p.h., the Frégatte will cruise in mid-seventies for indefinite periods.

TECHNICAL DATA
Average Road Speed: 60 m.p.h.
Top Speed: 80 m.p.h.
Power: 47 b.h.p.
Engine: 4-cylinder, 1,389 c.c.
Fuel: 14 gal.
Transmission: 4-speed, manual
Front Suspension: independent
Rear Suspension: semi-elliptic

Dimension
Length: 11 ft. 10 in.
Width: 5 ft. 5 in.
Height: 5 ft. 3 in.
Wheelbase: 7 ft. 11 in.
Ground Clearance: 3 in.

Lighting: 7 globe, 70 w.
Fuel Capacity: 13 gal.

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RILEY TWELVE
£1,418.17.0

A T the end of the month production will commence for the new Riley Twelve among its B.M.C. range of Hillman Imps. Its desirable styling and the combination of a small saloon with a generously equipped interior with a leather-trimmed dashboard and lots of chrome pieces, without the usual clutter of the "big" model, will make the Twelve a popular car in its own right. It is expected that the Twelve will catch the eye of the discerning motorist and will prove to be a very practical owner's car.

ROLLS-ROYCE SILVER CLOUD III
£5,693.17.0

 Mulliner Coach £1,526.

EXACTLY what the "new" Rolls has been missing is a really attractive and true Silver Cloud III and character! and equipped for cost, it is claimed to be the most "in the world" standard saloon, best body, Rolls Ef usual custom build. Silver Cloud with 95 centimeters as the new kid, and Webb, who has a standard saloon, best body, Rolls Ef usual custom build. Silver Cloud with 95 centimeters as the new kid, and Webb, who has a standard saloon, best body, Rolls Ef usual custom build. Silver Cloud with 95 centimeters as the new kid, and Webb, who has a standard saloon, best body, Rolls Ef usual custom build.
**RILEY ONE-POINT-FIVE**

£863.17.0 (incl. £388.17.0 FT).

Riley in its seating capacity, and with a twin-carburettor version of the unique B.L.D. engine, this is a car for drivers who enjoy motoring for its own sake. It is coming to Earl's Court for the first time, having been launched a few weeks after the 1953 show.

Sharing a chassis-body unit with the Wolseley 1900 saloon, the One-Point-Five starts a complete departure from tradition by Riley practice, almost the sole concession to Auld Lang Syne being a front grille styled after the old Riley radiator.

The front, however, is an restrained luxury rather than price-saving—the fender, for instance, is carried out in polished walnut, in 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, 60 and 80 m.p.h. are of the order of 12, 13 and 18 seconds, while 75 m.p.h. can be reached in third gear.

**TECHNICAL DATA**

- **Power Output**: 1.4-litre, 50 b.h.p.
- **Top Speed**: 75 m.p.h.
- **Wheelbase**: 100 in.
- **Weight**: 2,000 lb.
- **Engine**: 60 x 80 mm., 1,425 cc.
- **Compression Ratio**: 6:1.
- **Carburator**: Twin SU.

**RILEY TWO-POINT-SIX**

£1,411.7.0 (incl. £471.7.0 FT).

At the end of its first full season’s production run, this Riley is established as a consciousness choice among B.L.D.’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 polar ‘squash’. In conjunction with a typical Riley front-piece, moderately boxed headlamps and a plated stalk for the disc wheels, this treatment is unusually pleasing.

Riley is today one of the few makes remaining loyal to a right-hand gear-change, a system that makes way for a third period on the front seat without the disadvantages, real or alleged, of a steering-column shift. Lay-out 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.

**TECHNICAL DATA**

- **Power Output**: 2.3-litre, 90 b.h.p.
- **Top Speed**: 90 m.p.h.
- **Wheelbase**: 110 in.
- **Weight**: 2,200 lb.
- **Engine**: 90 x 85 mm., 2,265 cc.
- **Compression Ratio**: 6:1
- **Carburator**: Twin SU.

**ROLLS-ROYCE SILVER CLOUD**

Standard Saloon: £5,693.17.0 (incl. £1,986.17.0 FT).

Mulliner coupé: £6,336.7.0 (incl. £2,776.7.0 FT).

EXACTLY counterprogramming the S-Series Bentley in everything except frontal shape and mass production, the Silver Cloud retains its familiar looks and character for 1959. Relatively finished and equipped with a reserved disregard for cost, it still sets high norm as the title of ‘The best car in the world.’ In addition to the standard saloon with torpedo-bodied, Empires Court exhibits 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 dreamsland, here are some interior measurements—Headroom, front and back, 34 and 1/2 in.; widths within arms’ reach and behind, 34 and 34 in.; room-enough, 144 in. maximum.

For a car which is almost formidable in its size, it is a car which has a speedometer showing a mile-time of less than 10 sec. must be considered remarkable.
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 £2,395.17.0
COUPE £3,295.17.0

THREE LITRE SALOON & COUPE
Coachwork by Park Ward

Solo London Distributors: BROOKLANDS OF SOND STREET. Telephone: MATRIX 8954

Owls really care!

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SILVER WRAITH
£2,243.17.0 (incl. £7,748.17.9 PT).

"UXURY surpassing the dreams of the past" sums up this enor-

mous and majestic—if somewhat old-

t-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 shouts of wealth. This is

not

meant to be overlooked.

Mechanically, the Wraith is the

same as the Cloud, apart from its

wheelbase.

ROVER 3-LITRE
SALOON
£1,763.17.0 (incl. £888.17.9 PT).

NEW from the ground up, this is the

latest Rover saloon car. With a

6-cylinder engine of 3-litres (184 c.c.),

it is regarded as the most powerful

and the most expensive Rover ever

built. The engine is of the

in-line type and is housed in the

rear of the car. The transmission

is a 4-speed manual with synchro-

mesh, and the car is fitted with

power-assisted brakes.

The interior is luxurious, with op-

ulent upholstery and a

smoothly flowing dashboard.

ROVER 105
SALOON
£1,628.17.0 (incl. £643.17.0 PT).

AFTER a comparatively brief inter-

val, the suffix "B" and "C"

disappear from the 105 type number,

signifying the abandonment of tre-

gsequency transmission. The re-

duced model, known simply as the

105, has the same rear end and

similar mechanicals as the 104,

but with a more modern styling.

As can be seen from the appropri-

ate data panels, the 105 has the same

effective bore and stroke as the 90,

but various power-booster adjust-

ments result in a gain of some 15 b.h.p.,
giving the 105 a three-figure top speed. In com-

mon with the 60, 75 and 90 models,

the 105 has a new bonnet grille, rear

fascia and bumper design.

TECHNICAL DATA

Performance:

Average Road Speed:

Fuel Consumption:

Maximum Torque:

Engine:

Displacement:

Bore:

Stroke:

Cooling System:

Transmission:

Suspension:

Fuel Capacity:

Gear Box:

Driveshaft:

Clutch:

Final Drive:

Lever Position:
More power to Stop!

DUNLOP
DISC BRAKES

NOW AVAILABLE
on all four wheels of these British Cars
SINGER GAZELLE SALOON
£298.7.0 (incl. £300.7.0 PT).
Convertible: £298.17.0 (incl. £333.17.0 PT).
Estate Car: £298.17.0 (incl. £333.17.0 PT).

TECHNICAL DATA
Performance: Average Fuel Economy: 20 m.p.g. (6.7 l/100 km), 28 m.p.g. (5.7 l/100 km).
Engine: Straight-6, 2.1 l. Horsepower: 80 bhp at 5,000 rpm.
Transmission: 4-speed manual.

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

The SINGER GAZELLE SALOON is an excellent example of a 1950s European car, offering a combination of style and performance that was appealing to many drivers.

STANDARD EIGHT SALOON
£646.7.0 (incl. £261.7.0 PT).

This full four-seater saloon, powered by a 'car-axle' 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 burn 45 m.p.g., while at 60 miles per hour it burns 40 m.p.g.

The Standard Eight's interior is spacious and comfortable, with a large boot and easy access to the rear seats. It is a car that offers a lot of space and comfort for its price, making it an attractive option for families and friends.

TECHNICAL DATA
Performance: Average Fuel Economy: 20 m.p.g. (6.7 l/100 km), 28 m.p.g. (5.7 l/100 km).
Engine: Straight-4, 1.5 l. Horsepower: 60 bhp at 5,000 rpm.
Transmission: 4-speed manual.

As an aid to careful cruising, overdrive by Laycock can be had at an extra on all the current Sigers.
The Standard ten "Companion" Ensign Car (right) is a very rugged little vehicle and will carry 4 cwt. of luggage in addition to driver and passenger.

Price: £745 17s. inclusive of F.Tax.

**STANDARD TEN SALOON**

£661.7.0 (incl. £221.7.0 PT).

Based on the same chassis-body as the thirty-eight, the Ten, by virtue of its 145 c.c. displacement, offers a substantially improved performance in exchange for an extra £5. The additional cylinder capacity adds a useful boost to the output, the speed being felt in the lower and middle-speed ranges more than at the top end of the scale.

**TECHNICAL DATA**

<table>
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<tr>
<td>Average Road Consump-</td>
<td>Horse Power</td>
</tr>
<tr>
<td>tions 73.2 m.p.g.</td>
<td>43 M.P.H.</td>
</tr>
<tr>
<td>Road Speed</td>
<td>70 M.P.H.</td>
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<tr>
<td>Engine:</td>
<td>5.6 c.f.m.</td>
</tr>
<tr>
<td>Cylinder Capacity</td>
<td>145 c.c.</td>
</tr>
<tr>
<td>Bore</td>
<td>3 1/4 in.</td>
</tr>
<tr>
<td>Stroke</td>
<td>2 3/4 in.</td>
</tr>
<tr>
<td>Compression Ratio</td>
<td>9:1</td>
</tr>
<tr>
<td>Ignition</td>
<td>Unlighted</td>
</tr>
<tr>
<td>Fuel Capacity</td>
<td>7 gals.</td>
</tr>
<tr>
<td>Gear Box:</td>
<td>4 speeds</td>
</tr>
<tr>
<td>Overdrive</td>
<td>Optional</td>
</tr>
</tbody>
</table>

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**

<table>
<thead>
<tr>
<th>Performance</th>
<th>Separation</th>
</tr>
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<tbody>
<tr>
<td>Average Road Consump-</td>
<td>Horse Power</td>
</tr>
<tr>
<td>tions 80.2 m.p.g.</td>
<td>47 M.P.H.</td>
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<tr>
<td>Road Speed</td>
<td>79 M.P.H.</td>
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<tr>
<td>Engine:</td>
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</tr>
<tr>
<td>Cylinder Capacity</td>
<td>145 c.c.</td>
</tr>
<tr>
<td>Bore</td>
<td>3 in.</td>
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<tr>
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<td>4 speeds</td>
</tr>
<tr>
<td>Overdrive</td>
<td>Optional</td>
</tr>
</tbody>
</table>

**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.

Performance-wise, 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 244 seconds), while petrol economy is naturally improved. Such items as the passenger-side sun visor and centre armrests are omitted from the equipment, but there is a large range of optional extras.
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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 90%, 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 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
easily when cold. So your engine runs
oil-starved for the first few minutes.

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

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 —
90%, less engine wear compared with
conventional premium grade oil.

Save on petrol too
If you do a lot of city and stop running you
save up to 2½% in petrol. Even if you drive 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 but not an
overhaul you are advised to use the normal
recommended grades of BP Energol.

Radio-Track officially guarantees BP Energol
'Visco-static' for all their post-war motor cars.

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This engine is fitted with
BP Energol 'Visco-static'

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JAGUAR
AUSTIN
BOXER

74-78 BROADWAY
BEXLEYHEATH 1666

* 'Visco-static* is a TRADE-MARK of THE BRITISH PETROLEUM COMPANY LIMITED
STANDARD VANGUARD
£1,043.17.0 (incl. £35.17.0 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 body treatment includes a new front grille, a redesigned windshield that lends itself well to the two-tone colour scheme which can be specified, and brightwork wheel embellishers filling the whole area between the wheel flanges and the rear. 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 £33.5.0.

TECHNICAL DATA

Performance:
Average Fuel Consumption: 20 m.p.g.
Top Speed: 70 m.p.h.
Engine: 60 x 75 mm.
Power: 75 h.p.

Suspension:
Independent, coil springs, telescopic shock absorbers.

Fuel Capacity: 15 gal.

Gears: 3 forward, 1 reverse.

Brakes: Drum.

Fuel Gauge: 1/2 full.

STEERING

Coloured side and rear view mirrors.

SECURITY

Radio.

VAUXHALL "STIRLING" SPORTS SALOON
£381.7.0 (incl. £31.7.0 PT).

From S. K. Opperman Ltd., makers of the Uskcar, comes this new "daily". 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. The strap is continued over the two separately-moulded doors. The rear bench-type seat will accommodate two children or one be lifted forward to form a flat platform for luggage. There is also a large parcel shelf under the front scuttle.

SUNBEAM RAPIER
Saloons: £1,043.17.0 (incl. £35.17.0 PT).
Convertible: £1,181.17.0 (incl. £36.17.0 PT).

This, the sole Sunbeam in currency, is a much transformed car since each year, this has a new and enlarged engine, entirely re-located styling and a partly redesigned chassis giving easier control and improved cornering qualities. There are two variants, the saloon and the convertible.

The making of the car has also been much simplified, and firms deliver them in a much shorter time than is possible in the past. The noise is much reduced, and the car is more comfortable to drive. The saloon is very roomy, and the convertible is just as good, if not better.

TRIUMPH TR3 SPORTS
Sports: £1,049.17.0 (incl. £35.17.0 PT).
Hard top: £1,182.17.0 (incl. £36.17.0 PT).

To change the engine, although this will be the TR3's first Earl Court appearance with the current type of wide and shallow front grille. The account, of course, is on speed and acceleration at low first cost, and allied to an exceptionally light thing 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: 19 m.p.g.
Top Speed: 75 m.p.h.
Engine: 6 x 90 mm.
Cubic Capacity: 1200 c.c.
Power: 85 h.p.

Suspension:
Independent, coil springs, telescopic shock absorbers.

Fuel Capacity: 15 gal.

Gears: 3 forward, 1 reverse.

UNICAR
£435.17.0 (incl. £35.17.0 PT).

Unique, unique, unique! Unicar's unique motor is a three-cylinder unit, giving a top speed of 70 m.p.h. at very low fuel consumption. The car is a unique example of the three-speed, three-cylinder engine, with the same mechanical level of simplicity. For example, the steering is a simple layout, the clutch pedal is easily reached, the brakes are efficient, and the car is easy to drive. The result is a unique car which is both easy to handle and good value for money.
VAUXHALL CRESTA & VELOX

Cresta: £1,073.17.0 (incl. £358.17.0 PT).
Velox: £983.17.0 (incl. £238.17.0 PT).

NEW from bumper to bumper at the 1958 Motor Show, the two Vauxhall sizes, Cresta and Velox, especially continue unchanged mechanically this time. There are, however, some new styling and decorative touches, including additional colour choices for both paintwork and upholstery. A centre folding armrest 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, wall-socket, nicks - and Blaustab upholstery in place of nylon. Wheel discs, stainless steel window frames and roof-light operating by all doors instead of by the front pair only.

First impressions of the Vauxhall sizes - often expressed at the 5th Show in the words "a lot of car for the money" - have been amply confirmed during their first production season. The beefy over-square engine, true to its American lineage, is outstandingly smooth, resulting in a top-gear acceleration time from 0 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-1956 Velox and Cresta lines) involved some sacrifice in rear-seat headroom, but the width of both front and rear compartments - 51 in. in between arm-rests - allows elbow-room for a six-person complement.

TECHNICAL DATA

Performance: 0-50: 30 m.p.h. 17.5 sec.
Top Speed: 90 m.p.h.

Engine: 2 6-cylinders in line 2595 c.c.
Bore: 83 mm. Stroke: 85 mm.
Power: 100 b.h.p. at 5250 rpm.
Compressor ratio: 7½:1.
Compression: 8:1.

Overall Dimensions: Length: 18 ft. 8 in.
Width: 6 ft. 10 in.
Height: 5 ft. 10 in.
Ground Clearance: 5 in.

Fuel Capacity: 22 gal.
Gear Box: 4-speed, manual.

VAUXHALL VICTOR

Saloon: £746.7.0 (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 medium-sized Victor enters its third season without important change. For its engine capacity of just over 14 litres, it has generous passenger and luggage space, and low four-cylinder engine of the Victor's type can boast 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 good volume of over 45 cubic feet and a load limit of 400 lbs. In this latter application, the large tail overhang which is characteristic of the modern Vauxhalls is turned to advantage insofar as the wheel arches made only a partial encroachment 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 apertures which slightly hinders ingress and egress.

Such under-bottom items as the sparking plugs, high-tension capacitor and distributor are easily accessible for routine maintenance.

TECHNICAL DATA

Performance: 0-50: 30 m.p.h. 17.5 sec.
Top Speed: 90 m.p.h.

Engine: 4 6-cylinders in line 2595 c.c.
Bore: 83 mm. Stroke: 85 mm.
Power: 100 b.h.p. at 4250 rpm.
Compressor ratio: 7½:1.
Compression: 8:1.

Overall Dimensions: Length: 18 ft. 8 in.
Width: 6 ft. 10 in.
Height: 5 ft. 10 in.
Ground Clearance: 5 in.

Fuel Capacity: 22 gal.
Gear Box: 4-speed.
WOLSELEY 1500
£796.7.0 (incl. £266.7.0 PT).

LIGHT weight, moderate frontal area and one of the major dividends of time for the B-Series B.M.C. engine... there you have an indubitable recipe for economy in a full-sized family four-seat saloon. How well it works in practice is shown by the 1950’s petrol consumption figure of 35.5 m.g.p. under medium-to-hard driving conditions, improving to over 40 to the gallon when conscious care is exerted with the throttle pedal.

Total width across the separate front seats, including the central armrest, is 40 ins., compared with 39 ins. between wheel axes at the rear, widening to 50 ins. at foot level. Seat-to-roof measurements, front and back respectively, are 38 and 34 ins.

A heater is included in the first cost and foolproof Manumatic transmission is among the optional extras available. The car’s extra weight—about 35 cwt., compared with the 1950—to a great extent in terms of performance by the 4 bonus horsepower that the engine develops. Sample acceleration data:—Standing quarter-miles in 24.9 seconds; 0 to 50 m.p.h., 10.5 secs.; 0 to 60 m.p.h., 14.4 secs.

Again making a comparison with the sprightly 1500, the more expensive 15/50 has an almost “virtue” feel to its suspension and steering, the former being firm but by current family-car standards and the latter calling for perceptible but not ineffectual 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.

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).

ALTHOUGH not the most expensive of the B.M.C. saloons using the 6½-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 fascia 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 105 b.h.p., but size 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 tuck-free luggage boot has a flat floor and the spare wheel doesn’t intrude into it; the lid is counterbalanced by tension bars.

In standard form, with synchronesh gearbox, the 6/90, like the corresponding Riley, has a right-hand gear-change. Borg Warner automatic transmission is an optional extra.

WOLSELEY 15/50
£1,215.7.0 (incl. £315.7.0 PT).

If the Joneses buy a Wolseley 1500 one way to stay a jump ahead of them is to invest in a 15/50 or 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 15-litre class, the 15/50 is clearly a luxury car, with its leather upholstered, fine wood interior, 4444, first-quality carpets to both doors and general air of breeding.

Technical DATA

<table>
<thead>
<tr>
<th>Performance</th>
<th>Suspension</th>
<th>Engine</th>
<th>Overall Dimensions</th>
<th>Wheelbase</th>
<th>Ground Clearance</th>
<th>Tyre (19 x 6.75)</th>
<th>Tyre (19 x 7.00)</th>
<th>Tyre (19 x 7.50)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 to 30 m.p.h.</td>
<td>37.7 secs.</td>
<td>2.9-litre 4-cylinder</td>
<td>179 in. x 71 in. x 68.5 in.</td>
<td>106 in.</td>
<td>6.0 in.</td>
<td>6.5 in.</td>
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WOLSELEY 6/90 SERIES III
£1,276.7.0 (incl. £426.7.0 PT).

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<td>7.5 in.</td>
<td>7.5 in.</td>
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</tbody>
</table>
BRITISH coachbuilders have for cen-
turies 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 sacrificed com-
fort. Cases in point are the "Flying
Spy" Continental Bentley four-door
saloon and the two-door Bentley Con-
tinental saloon, both shown by H. J.
Mulliner and Co., Ltd., of Chiswick.

Weight kept down
The "Flying Spy" 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 ven-
tilating 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 name 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
Bentley coupe, and a Rolls-Royce
"Silver Wraith" seven-passenger en-
closed limousine, the latter designed
specially for the American market but
just as suitable for Park Lane as for
Park Avenue.
Other examples of performance allied
with luxury are exhibited by James
Young Ltd., of Bearsden, 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 con-
trolled.

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 white moulding
and wheel discs. Both front and rear
seats have folding centre armrests.
Compartment with sliding shutters are built
into the front doors and concealed
lockers in the rear doors.
Yandan Plus (England) Ltd., show the Princess long-wheelbase lin-
ousine. Even the rear seats of this are ad-
justable 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
saloons are the speciality of Harold Kad-
ford (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 dispatch case,
and a litter bin under the dashboard.
Special front seats, folding rear seats,
picnic table and Espresso coffee perco-
lator with butane gas heater are other
 fittings applied to the Jaguar Mk. VIII
saloon and the new Hunter Super Saloon.
CARS FROM OVERSEAS

Gordon Wilkins discusses the cars from overseas to be seen at Earls Court

This 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 minis like the Goggomobil, 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 an electric diesel car in regular production. France shows us the smallest 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 GTO and the Ford Eos.

After a difficult year in which some factories have been producing at 30 per cent of capacity and about 15 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 and a whole range of models from the cheapest to the most expensive, 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 scaled-off 1956 model with old-fashioned side-valve engine of 5.2 litres, it has scored the success of the 1958 season, out-selling some of the grandest 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 Scorpion, 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 smaller ones, although 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 Eldorado without restoring its position as the world's most popular car after fighting off a challenge from Ford with a sports saloon 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-framed luxury models have also increased their share of the market. Packard, Buick, and Oldsmobile are all plugging the theme of dream-cars here-to-day with still lower lines, sharper fins, slimmier hood 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 retains its individuality of style, the product of collaboration between American and Italian specialists, on a whole range of cars from the Plymout through De Soto, Dodge and Chrysler to the lovely Imperial. The Chrysler 300 D with 6.4 litre engine delivering 360 b.h.p. is probably America's fastest production saloon.

Rear view of the 1959 Series Sixty-Two Cadillac Coupe, a "premier" rear grille and the planning bumper highlight the rear design.

The critical finance through which the American industry has recently passed accounts for the absence of several famous names. Nash, Hudson and Packard are not at the London show because they are no longer making, 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, 1950 and Dauphine, a new grille and luxurious interior for the Fregate, smaller wheels and bigger brakes for Panhard), but Simca has a completely new body for the Aronde, with slimmer lines, lots more glass, and slimmer pillars. The Simca Vedette, still the only V8 in large-scale production in Europe, has in the large and powerful engine in the large and powerful engine in the large and powerful engine. Citroen, being already years ahead of the competition with its self-leveling pneumatic suspension system, has no need for Fiat Vespas, high-power jeans, or lee-built V8 season optional. It has changed but for it was for the style.

New Italian

On view is the Ferrari 5-litre model which is the record, but car for fast Farina's city. Another high light is the Lancia 2000 which is styled by Poggesi. The Fiat with a 2.5 V6. Fixed gear convertable. And the Lancia has the 1900s with elegance and the form of the not too much but the Maserati list of the list of Stiffe Ap of life with convertible styles.

Improved

The new engine 6-cyl. with fuel injection it seems system that the big 3000 and large direct injection chambers is (new small 6-cyl.) Ford, 190 diesel engine, wheel drive.
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.

New Italian models

On view in London for the first time is the Facel Vega 200 GT, the 11-cylinder 3-litre model with the 150 m.p.h. maximum which has a brilliant competition record, but is a docile and flexible road car for fast touring when equipped with Facel'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 Ghiblija is on view with its new grille treatment and more powerful engine.

On a small budget is offered by Fiat with a new sports version of their 500. Elaborate body and modified engine convert it into a miniature sports saloon. Another Fiat of special interest is the 1500 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 forestills the form of some British cars to come in the not too distant future. For the sporty, 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 manifold, when it became 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 325 m.p.h. 190 direct, 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 coachbuilder, Drax, to build the Convertible D, successor to the Speedster, with wind-down windows, improved seats, larger screen and more head room.

The 1959 Porsche 356 GT coupé by Pinin Farina.

The Porsche Convertible from Germany.

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 in 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 P1800, is transformed into the P1804 for next year by numerous improvements, among them larger rear windows, safety-padded instrument panel with strip-type speedometer and safety bell flaps for all occupants. Its companion is the Amazon S, four-door four-speed saloon which achieves such an astonishing performance from a 1400 cc engine that other manufacturers are still trying to figure 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 CARAVANS

(Right) PILOT PANTHER Mk.X. This 4-birth caravan has increased height, giving 7 ft. headroom throughout. It has grey Herminex on the walls and ceiling of the kitchen, and bird's-eye maple Herminex on the ceiling of the lounge. There is a built-in television, a refrigerator, and a 2 ft. bath in the bathroom. The caravan is 23 ft. long. Price £1,265.

(Left) ECCLES 'Nymphette'. 10 ft. 6 in. long, this is a 4-birth caravan with double bed dinette across the rear end, with folding single beds folded, and two single beds in the front. Price £345.

BEVERLEY 'MARATHON' 90. This is 22 ft. long and 6 ft. 8 in. wide, with smoke-proof headroom 7 ft. 14 in. It has 3 bedrooms, and contains 3 rooms and dressing-room/bathroom. Price £365.

(Far right) FREEMAN 'TALISMAN'. This 4-birth caravan is 19 ft. 6 in. long and 7 ft. wide, has a height of 8 ft. 4 in., and the total weight is 20 cwt. There is an end kitchen and toilet. Price £375.

(Lef) JUBILEE 'MAY FLY'. 22 ft. long and 7 ft. 6 in. wide, this caravan weighs 30 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 finished in aluminium, and is finished in plywood, with fibreglass insulation. Price £697.

(Above and right) SPRITE ARIEL. The plan shows interior and exterior view of this caravan, which is 9 ft. 5 in. 4-birth touring and holiday vehicle.

(Below) CAR CRUISER CLUBMAN '105'. This 4-birth touring model has an entirely new layout, including 2 entrance doors, 3 single beds, a double bed and end kitchen. Body length is 15 ft. 6 in. and width is 6 ft. 6 in.

FAIRVIEW FAIRY. This is a completely new model, which is available as a 3- or 4-birth caravan. It is 11 ft. 8 in. long. An exterior view is shown left, and on the right is an interior shot. Price £295.
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MASTON-ETTE 6/22. This is a new 6-birth
version of the MASTON-ETTE. It has a pub-bank
version of the twin beds. It is fitted with a
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ex-works with a stove and a hall, or at £540
ex-works with stove and hall.

BERKELEY ‘CAVALIER.’ This sixteen-foot model is fitted with a forward dinette
saloon, 2 or 4 people, which converts to 2 single beds or 1 double bed. The centre
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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 polyethylene floor covering called 'Plycoat' is made in 44 in. square sections. By introducing the tabs and slots, tabs of any size and shape can be made. There is a choice of eight colours. The sections cost £1 each and are available in packs of six in any one colour. Distribution: Stones Ltd., Ladbroke House, London, W.10.

Car Heater

The R.K. 509 interior-fitting heater also acts as a dehumidifier and de-odouriser. Apart from the universal model, there are individual ones for the Vauxhall Victor and Velox, the Ford Anglia/Prefect, Wolseley 9/45 and Morris Minor (as illustrated). The latter model costs £14 15s. complete with de-odouriser unit. Key-Lather Co. Ltd., 2, Unwin Road, London, E.20.

Back-rest

Made from plastic-covered virose rayon on a sprung steel frame, the 'Relax' back-rest gives the motorists a comfortable, upright position and reduces fatigue. Available in several colours, the standard model, with strap fixing, costs 47s. 6d. A special model, which costs 75s. more, has hook fixing for all bench-type seats. Conway Car Accessories Ltd., 183, The Vale, London, W.3.

Battery Shaver

The 'Touriste' 9-in.-dia. battery shaver weighs only 8 oz. and is small enough to slip into a pocket. Packed in a slip case, it operates on four pen-light torch batteries, so that it would be most useful when travelling or camping. Price £5 6s. A.Y.P. Industries (Sales) Ltd., 35, Berkeley Square, London, W.1.

Conversion Disc

When travelling abroad, the 'Touriste' Luminator' would be invaluable. Conversion into ten currencies can be obtained by setting the disc to the date and turning over to the various table headings. On the other side of the disc, conversion to the metric system of weights and measures can be easily read off. In a brown leather case (13 in. x 4 in.) it costs 50s. 6d. Luminator Ltd., 7, Birchin Lane, London, E.C.3.

Adjustable Chair

A folding chair called the 'Sun Lounger' has a 'strong steel' frame and can be adjusted to three different back-rest positions. It can be folded flat, and costs £1 15s. 6d. Debon Ltd., Wyman Trading Estate, Brierley Hill, Staffordshire.

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 27s. 6d. Joseph Lucas Ltd., Great King Street, Birmingham, 19.

Wiring Tester

The 'Lightning' Wiring Circuit Tester consists of a sharp-pointed rod attached to a plastic case housing a 25 v. festoon-type bulb. Although the bulb supplied is for 25 v., it may also be used on 6 v. systems. Price £1. 6d. The Lammert Engineering Co. Ltd., M organ Avenue, Ingleby, Wrexham.

Home Plug Cleaning


For use with a hose

For easy car-washing, the 'Sponge-mobile' can be fitted to a hose and the water flows through the spout. 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 make the car's cellophane. Wm. A. Cooke and Son, Ellesmere Works, Walkden, Manchester.

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Wiring Tester

The 'Lightning' Wiring Circuit Tester consists of a sharp-pointed rod attached to a plastic case housing a 25 v. festoon-type bulb. Although the bulb supplied is for 25 v., it may also be used on 6 v. systems. Price £1. 6d. The Lammert Engineering Co. Ltd., M organ Avenue, Ingleby, Wrexham.

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Wiring Tester

The 'Lightning' Wiring Circuit Tester consists of a sharp-pointed rod attached to a plastic case housing a 25 v. festoon-type bulb. Although the bulb supplied is for 25 v., it may also be used on 6 v. systems. Price £1. 6d. The Lammert Engineering Co. Ltd., M organ Avenue, Ingleby, Wrexham.

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For easy car-washing, the 'Sponge-mobile' can be fitted to a hose and the water flows through the spout. 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 make the car's cellophane. Wm. A. Cooke and Son, Ellesmere Works, Walkden, Manchester.
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 splay your hands by gripping around a dirty engine. Price is 2s. 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 tubeless plug is easy to use and with the minimum of trouble. Kit complete costs 2s. 6d., plus 6d. postage, from C. Blundell, 472, Aintree Road South, Birmingham 24.

Greas Gun
A hand operated 'Minigun' of disc-cut construction, is for use with heavy oil or soft greases. The gun has a capacity of 3 oz.

Thermometer
A thermometer which gives the day temperature and the temperature inside the car costs 2s. 6d. The plastic mount has a self-adhesive back and measures 4½ in. by 2½ wide. James Noelle & Son, Ltd., Graham Street, Birmingham.

Car Radio
The new Elten Citizen Car Radio employs two transistors, a diode and four valves, and connection 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 35. tax paid. E. K. Cole Ltd., Southend-on-Sea.

Tyre Pressure Checks
By fixing miniature pressure gauges in place of the ordinary valve dust caps, tire pressure can be checked at a glance. These gauges are called 'Taylor-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 'Taylor-cap'. A set of four costs 2s. 6d. John Simon Ltd., 142-3, Edgware Road, London, W.2.

Glass Fibre
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Non-retractable. The Smith's Radio-mobile 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 18s. 6d. Smith's Radio-mobile, Coachcroft's Works, North Circular Road, London, N.W.3.

Car-crushing Sponge
The 'Decline' synthetic sponge is ideal for washing cars, since it is impervious to oil and grease and can be boiled cleanly after use. The sponge is a convenient size for holding in the hand and costs 2s. 6d. Dedola Sponges Ltd., 1(b), Dyne Road, London, N.W.6.

Electric Kettle
The 'Norway' 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 a plate of water in about 35 minutes and costs 3s. 6d. Metzway Electrical Industries Ltd., Metzway Works, Kemp Town, Brighton.

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FULL DETAILS FROM YOUR LOCAL GARAGE.
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HAPPY 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.

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). Sprung seats are 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 groove 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 foldable glove 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 loose hand grips by even being adjusted to suit your height. Slipper-shaped accelerators rest the feet — especially if you're driving in high heels.

Visibility

Wrap-around windows give better visibility, and they are deep enough for the driver and woman driver to be able to see clearly and without strain. From the Vauxhall driving seat you can see the rear window quite easily.

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 your 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 motor car accessories made today especially for women. Driving 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 1958 Motor Show. And do note the deference with which the salesman treat you, a mere woman. They know from experience how important is YOUR voice in the world of family motoring.
**THE "OTTER" AMPHIBIOUS CARAVAN**

This craft consists of two single bunks (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 1-h.p. motor which gives a cruising speed of 3 knots, and a top speed of 7-4 knots. The craft is very manageable and stable on the water. When used as a camping car on land, it can be towed by a 1,000 c.s.i. car, and the overall weight is 152 cwt. Its height on land is 8 ft. In the water, the height above water-line is 6 ft. 3 ins.

Powered by the largest British all-cylinder diesel in Britain, this tug is operated by British Waterways in the Regent's Canal Docks. The 96 h.p. Foden propelling unit gives an average speed of 9 knots and a static pull of 28 cwt.

(Above): As Irish pilot vessel powered by Gardner 4LW engine developing 30 b.h.p. at 1,000 r.p.m. The Gardner 4LW marine propeller driven engine is shown below. It has direct drive reverse gear developed 36 b.h.p. at 1,000 r.p.m. for continuous heavy duty; 82 h.p. at 2,200 r.p.m. for yachts, cruisers, etc.; 71 h.p. at 1,700 r.p.m. for high speed craft.

The Perkin P600 type diesel engine is rated at 324 b.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 34-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 Thornycroft 28 ft. 6 ins. "Danielle" class glass fibre cabin cruiser is powered by a Thornycroft 70 h.p. diesel engine giving a speed of 9-4 m.p.h. A boat of similar design, but with two petrol engines each of 30 h.p., and an alternative accommodation arrangement, can be seen at the Motor Show.

Whispering Power: A typical outboard racing boat powered with an Elntra 35 h.p. outboard motor. The engine, a product of Univalia Marine, is one of the items displayed on the manufacturers' stand at Earls Court.

(Above): The new "Kondor" cruiser is shown here in plan and elevation. Its length is 28 ft. 4 ins., with 9 ft. 7 ins. beam. The starboard and step-down accommodations for four people, with a single propeller shaft, 70 horse-power 8-cylinder 80.70 marine engine with 1,500 r.p.m. reduction gear and reverse combined. The maximum speed is 14 knots. The hull is of mahogany.

The 15 h.p. British Aerial Maguserin is a two-stroke outboard motor with electric starting. The engine is shown above, and below, the picture shows the machine pulling a 14-foot fast motorboat across the Channel.

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