



BRITISH CARS for the World

VARIETY, INDIVIDUALITY AND ECONOMY ARE FOUND IN THE PRODUCTS OF
BRITAIN'S AUTOMOBILE INDUSTRY

POST-WAR ideals of economic planning having proved sadly disappointing, Britain's motor industry has been permitted to abandon the starry-eyed (but impracticable) perfection of standardization down to one or two models and has been left, instead, to make the most of the diversity for which these islands are famous, and which is reflected in the products of their people. The result is currently a range of cars to suit everyone from the millionaire to the "marginal motorist" of the economists—that unfortunate owner who can only just afford to possess a car. That is price diversity. But within the price range are other diversities, of style, performance, appearance and size; in every respect of motoring, in fact.

It is to be hoped that the broadness of outlook implied by this is appreciated, for the car manufacturers of Britain have made great efforts in recent years to cater for the world at large; the home market in Britain has been under rigid Government restriction, manufacturers having been practically compelled to export about three-quarters of their output. Numerically, they would willingly export more, but the output figures as a whole are held down by raw material shortages, notably of steel, although steel supplies are expected to increase again. The rearmament programmes of the Western Powers make large demands, however, upon manufacturing capacity, and much of that capacity is necessarily found within the factories of the motor industry. These difficulties may explain the waiting period that is sometimes experienced between the placing of the order and the delivery of a car, although shipping shortages and slow turn-rounds in port also contribute to this.

There are few territories in the world nowadays that are unsuitable for motoring, and certainly amongst those where the car is regularly used there is none that is unsuitable for British cars. The unthinking criticism is frequently made that British cars are "under-powered," but this is an individual criticism that reflects more on the

knowledge of the critic than on the product criticized. The largest engine size available from Britain is no less than 54 litres, and the range goes down in steps to the smallest at 800 c.c. Where David stands alongside Goliath, it is difficult to make the shout of "too small," or "too big" sound convincing. None the less, it is freely acknowledged that the average engine size from Britain is rather smaller than is offered by America, but this is quite intentional in a world where petrol is becoming more and more expensive (it is now about 6s a gallon in many European countries) and where there is a growing appreciation of the fact that waste of the world's resources is rushing the human race into jeopardy. In fact, the critic who is over-impressed by the ease with which the large-engined car performs is probably merely a casual driver whose hand does not have to dive into the pocket to find the wherewithal on which all those litres of engine size perform.

Good value for money is the criterion of Britain in business, and the overseas buyer who knows what he wants and takes care in its selection will not be disappointed in his car from Britain. Whatever the desire in the mind of the purchaser, whatever the aim of the manufacturer in his efforts to satisfy the diversity that is normally expected from this quarter, there will be found quality in the finished result, the quality for which British goods have been famous for centuries. It is perhaps significant that the term "kerb-side finish" is one that is unknown in Britain, where manufacturers are accustomed to close scrutiny through a magnifying glass rather than admiration from a distance.

The British car will bear scrutiny whether it is directed under the bonnet, around the independent front suspension, or at the trim of the upholstery, for the British car manufacturer knows his own mind in these matters, knows that his insistence on value for money is shared by his countrymen who buy his products, and therefore assumes that a similar outlook applies wherever his cars are owned.



A.C. tourer.

BRITISH CARS FOR THE WORLD

A.C.

A.C. Cars, Ltd., Thames Ditton, Surrey.

CARS from this company, whose factory is located in an unusual part of England for car manufacture, have long been notable for sporting performance allied with a high quality of manufacture. The former is owed to the six-cylinder engine, a type for which the company has been noted for years; it made its first six in 1924. The power unit is just under 2 litres in capacity and is a long-stroke engine with a 6.75 to 1 compression ratio. A.C. have a long sporting history, although of late years the number of events catering for their type of product has diminished, with the consequence that the name is less frequently heard in sporting contexts than before.

The bodies for the current models are of the English traditional style, using woodwork with aluminium panelling, and good leathers, and a particularly low build has been achieved, adding to the car's stability and yet providing good visibility for the driver, who sees both wings. Controls remain conventional, with a central gear change. The suspension retains half-elliptic springs at both front and rear, with all the positiveness of road holding that this system gives, and altogether the A.C. may fairly be said to earn the label "a motorist's car."

3-Litre: 6 cyl., 65 x 100 mm (2.56 x 3.94 in), 1,991 c.c. (121.49 cu in); o.h.v.; compression ratio, 6.75 to 1; 74 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios 4.55, 16.2, 59.6 and 15.4 to 1); central control.

Suspension: 4-elliptic springs front and rear. Brakes: Girling hydraulic, two-leading shoe.

Wheelbase: 91 9/16 (137 cm); widest track, 4ft 7 1/2 (139 cm) Overall length, 15ft 4 1/2 (467 cm).

Width, 5ft 7 1/2 (170 cm) Height, 5ft 1 1/2 (155 cm) Ground clearance, 7 1/2 (17.8 cm) Turning circle, 39ft (11.89 cm) Weight (approx.), 2,800 lb (1,270 kg)

Tank capacity, 11 1/2 Imperial gallons (52 litres) Tyre size, 6.70-16in. Battery, 12-volt, 60 amp-hours

Saloon £1,180
Tourer £1,219

ROAD TEST SUMMARY

Running weight, 2,961 lb (1,346 kg), 55.97 b.h.p. per ton. Maximum torque, 95 lb ft at 2,500 r.p.m.; 14 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.s.: 22-24 (12.8-11.8 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.2 sec; 30-50 m.p.h., 14.1 sec. Through gears, 0-30 m.p.h., 9.9 sec; 0-50 m.p.h., 16.0 sec; 0-60 m.p.h., 22.6 sec; 0-70 m.p.h., 36.3 sec. Maximum speed, 82-83 m.p.h. (Road Test, July 29, 1949).

Allard

Allard Motor Co., Ltd., 24-28, High Street, Clapham, London, S.W.4.

THIS company's name is that of the founder, Sydney Allard, who began in car manufacture by building specials for sporting trials and developed into full-scale manufacture in 1946. This year (1952), and driving one of his own products, he won the grueling Continental winter event, the Monte Carlo Rally.

The cars are robust sporting machines amply powered by U.S.A.-type eight-cylinder engines—Ford V8 (manufactured in England, however) Cadillac and Mercury. The last two units are fitted into chassis that are exported. The Ardun overhead-valve conversion is also available on Ford V8 and Mercury units. In their saloon forms the machines are high-performance touring cars suitable for all owners, and in their most sporting forms they are capable of terrific performances in competent hands, as their manu-

facturer's victory in the Monte Carlo Rally shows.

There is considerable variation in detail design between the models listed, indicating the flexibility that is the prerogative of the specialist manufacturer, but independent front suspension by coil springs is common to all of them. Latest addition to the range is the Safari station wagon.

M.K. 2: 8 cyl., 96.8 x 92 mm (3.81 x 3.62 in), 3,420 c.c. (209 cu in); o.h.v.; compression ratio, 7.5 to 1; 180 b.h.p. at 3,900 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.27, 17.5 and 10 to 1); central control.

Suspension: Independent front, coil springs; De Dion rear axle. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase, 8ft 4in (253.96 cm); widest track, 4ft 8in (142.24 cm) Overall length, 12ft 10 1/2 (416.6 cm) Width, 5ft 9 1/2 (175.26 cm) Height, 3ft 9 1/2 (114.3 cm) Ground clearance, 7 1/2 (17.8 cm) Turning circle, 40ft (1,219 cm) Weight (approx.), 1,960 lb (915 kg)

Tank capacity, 42 Imperial gallons (196.93 litres) Tyre size, 6.00-16in. Battery, 12-volt, 60 amp-hour

Two-seater £1,100

M.K. 2: 8 cyl., 81 x 95.25 mm (3.188 x 3.875 in), 3,925 c.c. (240 cu in); o.h.v.; compression ratio, 7.4 to 1; 140 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.78, 6.7 and 11.7 to 1); central control.

Suspension: Independent front, coil springs; transverse 4-elliptic rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase, 8ft 10in (266 cm); widest track, 4ft 8in (142.24 cm) Overall length, 14ft (426.7 cm) Width, 5ft 11in (180.3 cm) Height, 4ft 8in (142.24 cm) Ground clearance, 8in (20.32 cm) Turning circle, 39ft (1,190 cm) Weight (approx.), 2,464 lb (1,120 kg)

Tank capacity, 10 Imperial gallons (45.4 litres) Tyre size, 6.25-16in. Battery, 12-volt, 60 amp-hour

Two-seater £1,500

M.2K and P.1: 8 cyl., 77.79 x 95.25 mm (3.06 x 3.875 in), 3,622 c.c. (221 cu in); side valves; compression ratio, 6.15 to 1; 85 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.78, 6.7 and 11.7 to 1); steering column control.

Suspension: Independent front, coil springs; transverse 4-elliptic rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase, 9ft 4in (284.4 cm); widest track, 4ft 10in (147.32 cm) Overall length, 13ft 6in (412.44 cm) Width, 5ft 11in (180.3 cm) Height, 4ft 2in (127.0 cm) Ground clearance, 9in (22.86 cm) Turning circle, 41ft (1,250 cm) Weight (approx.), 2,248 lb (1,020 kg)

Tank capacity, 20 Imperial gallons (90.92 litres) Tyre size, 6.25-16in. Battery, 12-volt, 60 amp-hour

P.1 Saloon £1,100
M.2K Coupe £1,150

ROAD TEST SUMMARY

P.1: Running weight, 3,190 lb (1,454 kg), 50.95 b.h.p. per ton. Maximum torque, 140 lb ft at 2,000 r.p.m.; 21.5 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.s.: 15-19 (11.8-14.9 litres per 100 km).

Best acceleration, 10-30 m.p.h., 4.5 sec; 30-50 m.p.h., 12.1 sec. Through gears, 0-30 m.p.h., 6.0 sec; 0-50 m.p.h., 15.0 sec; 0-60 m.p.h., 23.4 sec; 0-70 m.p.h., 39.0 sec. Maximum speed, 84-85 m.p.h. (Road Test, September 22, 1952).

M.K.2 Running weight, 2,889 lb (1,322 kg), 101.5 b.h.p. per ton (incl. tank). Maximum torque, 225 lb ft at 2,500 r.p.m.; 14.3 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.s.: 12-15 (23.5-18.5 litres per 100 km).

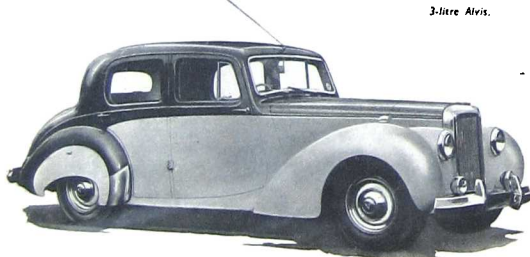
Best acceleration, 10-30 m.p.h., 3.0 sec; 30-50 m.p.h., 4.5 sec; 40-60 m.p.h., 5.5 sec. Through gears, 0-30 m.p.h., 3.4 sec; 0-50 m.p.h., 5.5 sec; 0-70 m.p.h., 14.7 sec. Maximum speed, 102 m.p.h. (Road Test, February 29, 1952).

Alvis

Alvis, Ltd., Hollyhead Road, Coventry.

PRODUCTION of Alvis cars has now concentrated in a single engine size and alternative bodies. The unit in question is a 3-litre six-cylinder (one of the few units of this size in the world) and has a fairly high compression ratio of 7 to 1. The output is 83 b.h.p. at 4,000 r.p.m. It has overhead valves.

This engine remains firmly in the sound Alvis tradition of first-class engineering allied to high performance, these cars



3-litre Alvis.

having always had a considerable reputation in this direction, as well as an appearance of rakishness that somehow suggested it. The modern saloon, however, has become less rakish than some of its ancestors (the Speed Twenty-five, for instance), although the performance is certainly not lacking. It is a beautiful body in the best English coachbuilding style and, in spite of the considerable weight entailed in the quality of the appointments, it is capable of travelling for hour after hour at a very high speed, in virtual silence, and of being accelerated to that speed in a remarkably short time; a sports tourer offers even more rapid progress and there is a specialist convertible body style for those who want the best of both worlds.

Alvis is one of the older names in British automobile engineering, having started manufacture just after the first world war. They have always been associated with products of quality, and it is a considerable tribute to them that their between-wars models are much sought after by sporting enthusiasts, as readers of *The Autocar* "Talking of Sports Cars" series are well aware.

1-Litre: 6 cyl., 84 x 90 mm (3.31 x 3.54 in.), 2,993 c.c. (242.57 cu in.); o.h.v.; compression ratio, 7 to 1; 93 b.h.p. at 4,000 r.p.m. 4 speeds, synchromesh (overall ratios, 4.09, 5.44, 7.89 and 12.15 to 1); central control.

Suspension, independent front, coil springs; 4-elliptic rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase, 9ft 3in (283 cm); widest track, 4ft 6in (138.75 cm). Overall length, 15ft 2 1/2 in (463.35 cm). Width, 5ft 6in (167.64 cm). Height, 5ft 2 1/2 in (158.8 cm). Ground clearance, 7 1/2 in (19 cm). Turning circle, 39ft (1,189 cm). Weight (approx.), saloon, 3,248 lb (1,475 kg); tourer, 2,912 lb (1,347 kg).

Tank capacity, 14 1/2 Imperial gallons (65.91 litres). Tyre size, 6.00-15in. Battery, 12-volt, 64 amp-hour.

Saloon, 4-light £1,250

Tickford D.H. Coupé £1,250

Sports tourer £1,250

ROAD TEST SUMMARY

Running weight, 3,538 lb (1,608 kg). 50.8 b.h.p. per ton laden. Maximum torque, 150 lb ft at 2,000 r.p.m.; 18.93 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g.: 17-22 (16.6-12.8 litres per 100 km).

Best acceleration, 10-30 m.p.h., 4.5 sec; 30-50 m.p.h., 8.2 sec; 50-70 m.p.h., 15.6 sec. Through gears, 0-30 m.p.h., 5.8 sec; 0-50 m.p.h., 14.1 sec; 0-60 m.p.h., 19.8 sec; 0-70 m.p.h., 28.0 sec. Maximum speed, 86 m.p.h. (Road Test, February 15, 1952).

Armstrong Siddeley

Armstrong Siddeley Motors, Ltd., Park-side, Coventry.

CARS bearing the name of this old-established company (1902) are designed for the discriminating driver who

Armstrong Siddeley Whitley six-light saloon.



Allard K2 sports two-seater. Inset: The winning Allard in the 1952 Monte Carlo Rally.

values refinement, silence and good workmanship, with great ease of control, ahead of sensational figures on the stop watch. Four elegant body styles are available on a conventional chassis powered by an engine of 2.3 litres and six cylinders, and the transmission has the unusual feature of epicyclic gear box with preslector control (normal gear change is available on all models except the limousine, if required). The front suspension is independent, with a torsion bar as the springing medium, and the appearance of the car is in keeping with the dignity associated with the name; indeed, it contributes to it, and it is not irrelevant, when remembering that name, to recall that this company makes one of the most powerful aircraft engines in the world—the Sapphire.

The firm was originally known as the Siddeley Autocar Company, assuming its present title in 1919. Besides its introduction of the Wilson epicyclic gear box with preslector, which took place in 1928, the company pioneered the use of light alloys in car construction.

2.3 Litre: 6 cyl., 70 x 100 mm (2.756 x 3.937 in.), 2,309 c.c. (140.91 cu in.); o.h.v.; compression ratio, 6.5 to 1; 75 b.h.p. at 4,200 r.p.m. 4 speeds, synchromesh (overall ratios, 5.10, 7.24, 10.89 and 17.61 to 1); preslector (overall ratios, 5.10, 7.22, 10.66 and 18.36 to 1); optional central or steering column control.

Suspension, independent front, torsion bar; 4-elliptic rear. Brakes, Girling hydro-mechanical. Wheelbase, 9ft 7in (292 cm); widest track, 4ft



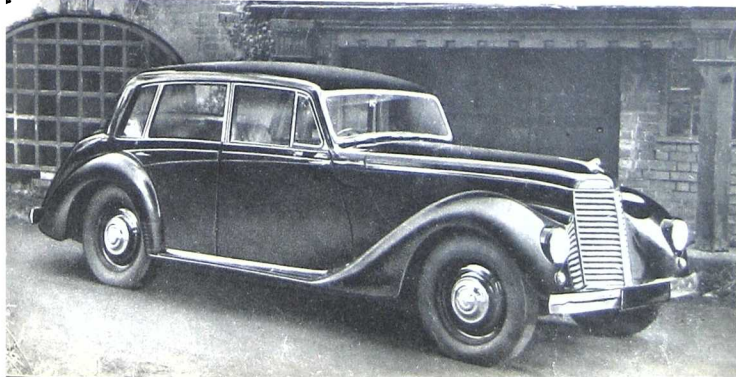
6 1/2 in (138.4 cm). Overall length, Whitley, 15ft 5 1/2 in (470 cm); Hurricane, 15ft 6in (472.4 cm). Width, 5ft 8in (173 cm). Height, Whitley, 5ft 3 1/2 in (160 cm); Hurricane, 5ft 1in (155 cm). Ground clearance, 7 1/2 in (19 cm). Turning circle, 37ft (1,128 cm). Weight (approx.), Whitley (6-light), 3,150 lb (1,429 kg); Whitley (6-light), 3,360 lb (1,527 kg); Hurricane, 3,115 lb (1,413 kg).

Tank capacity, 12 Imperial gallons (54.5 litres). Tyre size, 5.50-17in. Battery, 12-volt, 51 amp-hour.

Whitley 4-light saloon £1,110

Whitley 6-light saloon £1,110

Hurricane D.H. coupé £1,110





Mark VI Bentley all-steel saloon.

BRITISH CARS FOR THE WORLD . . .

Aston Martin

Aston Martin, Ltd., Hamworth Park Works, Feltham, Middlesex.

CHANGE of ownership has often meant change of character in the product where cars are the product in question, but the incorporation of Aston Martin in the David Brown Group (tractors and gears, as well as cars) in 1947 led only to an intensification of the already outstanding characteristics of this sports machine.

Aston Martin had always been a name that signified the British sports car at its best, and long lists of successes in sporting events confirmed the reputation. The car produced under the current control is the logically up-to-date version of its ancestors and has emphasized the fact by its tie for first place in the Le Mans annual handicap cup, a section of the 24-hour event which takes place yearly in France and which is the most grueling sports car event in the calendar.

In this same race it has demonstrated its striking reliability as well as its splendid performance, and enthusiasts await with interest the exploits this year of the D.B.3 open two-seater.

D.B.3: 6 cyl., 78 x 90 mm (3.07 x 3.54 in.), 2,580 c.c. (157.5 cu. in.), twin o.h.c., compression ratio, 6.5 to 1 (optional, 8.16 to 1); 107 b.h.p. at 5,000 r.p.m. (optional engine, 123 b.h.p. at 5,000 r.p.m.) 4 speeds, synchromesh (overall ratios, 3.77, 5.01, 7.46 and 11 to 1; 3, 77, 4.75, 7.05 and 11 to 1; six other ratios available); central control (optional steering column control)

Suspension, independent front, coil springs; coil rear. Brakes, Girling two-leading shoe. Wheelbase, 8ft. 5in. (251.46 cm.), widest track, 4ft. 6in. (137.16 cm.). Overall length, 13ft. 6in. (412.75 cm.). Width, 5ft. 5in. (165 cm.). Height, 4ft. 5in. (136 cm.). Ground clearance, 8in. (21.59 cm.). Turning circle, 35ft. (1,067 cm.). Weight (approx.), 2,500 lb. (1,134 kg.). Tank capacity, 19 imperial gallons (86.37 litres). Tyre size, 6.00-16in. Battery, 12-volt, 63 amp-hour.

Saloon	£1,750
Drop-head coupé	£1,850
(Vantage engine, 8.16 ratio, 1100 extra)	

ROAD TEST SUMMARY
Running weight, 2,662 lb. (1,210 kg.) 88.35 b.h.p. per ton. Maximum torque, 125 lb. ft. at 3,100 r.p.m.; 21 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 17-20 (16.6-14.1 litres per 100 km.)

Best acceleration, 10-30 m.p.h., 3.9 sec.; 30-50 m.p.h., 11.3 sec. Through gears, 0-30 m.p.h., 5.1 sec.; 0-50 m.p.h., 9.9 sec.; 0-60 m.p.h., 12.4 sec.; 0-70 m.p.h., 17.1 sec. Maximum speed, 110 m.p.h. (Road Test, November 17, 1950).

Austin

Austin Motor Co., Ltd., Longbridge, Birmingham.

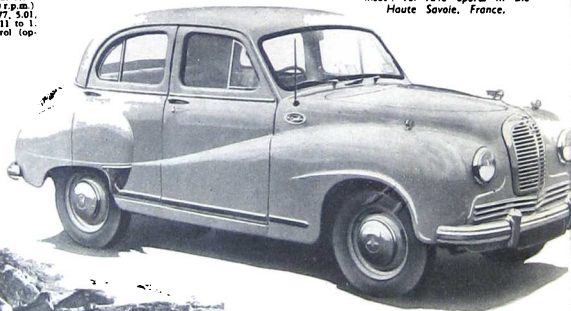
UNDER the vigorous chairmanship of Mr. L. P. Lord, the Austin company has become a company of superlatives; it is Britain's biggest manufacturer, and

biggest exporter, with all that follows from that. It is also one of the two giants which make up the British Motor Corporation, the other being Morris Motors.

The Austin range caters for everyone by starting at the A.30—the modern edition of the famous Seven—and extending through to the A.135 limousine, which is a large and luxurious car of high performance, obtained from a 4-litre six-cylinder engine. Included in the range are two quite unusual models, the A.40 Sports, a cleanly styled open car which made a name for itself by circling the globe, and the A.90 Atlantic, a strikingly styled convertible with power operation for the folding head.

It is difficult to characterize a company of this nature, because its activities are so all-embracing, but the Austin position in car manufacture is that of the "big store" in everyday life, offering much that the specialist offers but under one roof, and at prices that remain as low as enormous production makes possible. A company of this size has, of course, unrivalled service facilities all over the world, as well as assembly plants in many overseas countries.

Austin A.70 Hereford saloon.
Inset: An A.40 Sports in the Haute Savoie, France.



Austin design is modern throughout. All engines are overhead-valve, and front suspension of all models is independent, by coil springs. Unit construction of body and chassis is employed for the smaller cars of the range, in which the production is large enough to merit the high cost of tooling up for this type of construction.

A.30 4 cyl., 58.7x76 mm (2.28 x 2.99 in.); compression ratio, 8 to 1; 30 b.h.p. at 4,800 r.p.m.; 4 speeds, synchromesh (overall ratios, 5.14, 4.64, 13.32 and 21.03 to 1); central control.

Suspension, independent front, coil springs; 1-elliptic rear. Brakes, Girling hydraulic, front two-lead shoe.

Wheelbase, 4ft 7 1/2 in. (141.95 cm); widest track, 3ft 1 1/2 in. (114.94 cm). Overall length, 11ft 4 1/2 in. (347 cm). Width, 4ft 7 1/2 in. (141 cm). Height, 4ft 10 1/2 in. (147.95 cm). Ground clearance, 6 1/2 in. (16.51 cm). Turning circle, 33ft (10.67 cm). Weight (approx.), 1,484 lb (674 kg).

Tank capacity, 15 Imperial gallons (26 litres). Tyre size, 5.20-13in. Battery, 12-volt, 32 amp-hour.

Saloon, 4-door £340

A.40 Somerset 4 cyl., 65.48x88.9 mm (2.578 x 3.51 in.), 1,200 c.c. (73.2 cu in.); o.h.v., compression ratio, 7.5 to 1; 30 b.h.p. at 4,300 r.p.m.; 5.0 b.h.p. at 4,800 r.p.m.; Countryman, 40 b.h.p. at 3,400 r.p.m.; speeds, synchromesh (Saloon, overall ratios, 4.12, 12.88 and 20.54 to 1; Sports, 5.14, 7.89, 12.52 and 20 to 1; Countryman, 4.1, 11.42, 14.95 and 24.71 to 1); steering column control.

Suspension, independent front, coil springs; 1-elliptic rear. Brakes, Girling hydraulic, front two-lead shoe.

Wheelbase, 7ft 8 1/2 in. (235 cm); widest track, 4ft 2 1/2 in. (127.27 cm). Overall length, 13ft 3 1/2 in. (405 cm). Width, Saloon, 3ft 3 1/2 in. (100 cm); Sports, 3ft 5 1/2 in. (106.33 cm). Countryman, 3ft 1 1/2 in. (103.83 cm). Height, Saloon, 5ft 4 1/2 in. (162.5 cm); Sports, 4ft 1 1/2 in. (141.95 cm); Countryman, 4ft 1 1/2 in. (141.95 cm). Ground clearance, 7 1/2 in. (19 cm). Turning circle, 30ft (9.14 cm). Weight (approx.), 2,128 lb (967 kg); Countryman, 2,259 lb (1,027 kg).

Tank capacity, 8 1/2 Imperial gallons (39 litres). Tyre size, 5.25-16in. Battery, 12-volt, 38 amp-hour.

Saloon £467

Convertible Sports £586

Countryman £516

A.70 Herald 4 cyl., 79.4x111.1 mm (3.125 x 4.375 in.), 2,000 c.c. (124.2 cu in.); o.h.v., compression ratio, 6.8 to 1; 68 b.h.p. at 4,800 r.p.m.; 4 speed, synchromesh (overall ratios, 4.125, 5.85, 9.28 and 14.83 to 1); steering column control.

Suspension, independent front, coil springs; 1-elliptic rear. Brakes, Girling hydraulic.

Wheelbase, 4ft 3 1/2 in. (131 cm); widest track, 4ft 8 1/2 in. (142 cm). Overall length, 13ft 1 1/2 in. (400 cm). Width, Saloon, 3ft 5 1/2 in. (106.33 cm); Sports, 3ft 5 1/2 in. (106.33 cm). Ground clearance, 7 1/2 in. (19 cm). Turning circle, 30ft (9.14 cm). Weight (approx.), 2,048 lb (929 kg).

Tank capacity, 12 1/2 Imperial gallons (56 litres). Tyre size, 5.00-16in. Battery, 12-volt, 63 amp-hour.

Saloon, fixed head £627

Saloon, sliding head £635

Coupe, manual head £783

Coupe, power head £804

Countryman £739

A.90 Atlantic 4 cyl., 87.3x111.1 mm (3.4375 x 4.375 in.), 2,660 c.c. (162.3 cu in.); o.h.v., compression ratio, 7.5 to 1; 88 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.125, 5.85, 9.28 and 15.34 to 1); steering column control.

Suspension, independent front, coil springs; 1-elliptic rear. Brakes, Girling hydraulic.

Wheelbase, 4ft 3 1/2 in. (131 cm); widest track, 4ft 7 1/2 in. (140 cm). Overall length, 14ft 9 1/2 in. (450 cm). Width, 3ft 10 1/2 in. (178 cm). Height, 5ft 1 1/2 in. (156.21 cm). Ground clearance, 7 1/2 in. (19 cm). Turning circle, 30ft (9.14 cm). Weight (approx.), 2,912 lb (1,329 kg).

Tank capacity, 12 1/2 Imperial gallons (56 litres). Tyre size, 5.50-16in. Battery, 12-volt, 63 amp-hour.

Sports Saloon £919

A.125 Sheerline 6 cyl., 87.3x111.1 mm (3.4375 x 4.375 in.), 3,993 c.c. (244 cu in.); o.h.v.; compression ratio, 8 to 1; 4 speeds, synchromesh (Saloon, overall ratios, 4.09, 5.82, 7.49 and 13.83 to 1; Limousine, 4.45, 6.35, 10.5 and 15.76 to 1); steering column control.

Suspension, independent front, coil springs; 1-elliptic rear. Brakes, Lockheed hydraulic, front two-lead shoe.

Wheelbase, 5ft 11 1/2 in. (180 cm); widest track, 4ft 11 1/2 in. (150 cm). Overall length, 14ft 9 1/2 in. (450 cm). Width, 3ft 10 1/2 in. (178 cm). Height, 5ft 1 1/2 in. (156.21 cm). Ground clearance, 7 1/2 in. (19 cm). Turning circle, 30ft (9.14 cm). Weight (approx.), 4,158 lb (1,885 kg); Limousine, 4,536 lb (2,060 kg).

Tank capacity, 16 Imperial gallons (72 litres). Tyre size, 6.50-16in. Battery, 12-volt, 70 amp-hour.

Saloon £1,437

Limousine £1,599

A.135 Princess Specification as for A.125 Sheerline, except for: Overall gear ratios, 4.09, 5.82, 7.49 and 13.83 to 1; Overall length, 16ft 1 1/2 in. (491 cm). Weight (approx.), 4,340 lb (1,968 kg). Tyre size, 7.00-16in.

£1,767

Touring limousine £1,903

ROAD TEST SUMMARY

A.40 Sports: Running weight, 2,172 lb (990 kg), 51.5 b.h.p. per ton. Maximum torque, 61 lb ft at 3,000 r.p.m.; 14.65 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 28-34 (101-113 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.2 sec.; 30-50 m.p.h., 14.7 sec. Through gears, 0-30 m.p.h., 6.7 sec; 0-50 m.p.h., 17.6 sec; 0-60 m.p.h., 27.4 sec; 0-70 m.p.h., 41.7 sec. Maximum speed, 77 m.p.h. (Road Test, June 8, 1951).

A.70 Herald: Running weight, 2,827 lb (1,285 kg), 53.1 b.h.p. per ton. Maximum torque, 116 lb ft at 1,700 r.p.m.; 18.6 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 21-24 (113-115 litres per 100 km).

Best acceleration, 10-30 m.p.h., 5.3 sec.; 30-50 m.p.h., 12.1 sec. Through gears, 0-30 m.p.h., 5.8 sec; 0-50 m.p.h., 14.9 sec; 0-60 m.p.h., 22.3 sec; 0-70 m.p.h., 36.7 sec. Maximum speed, 80 m.p.h. (Road Test, March 23, 1951).

A.90 Atlantic: Running weight, 3,067 lb (1,394 kg), 64.3 b.h.p. per ton. Maximum torque, 140 lb ft at 2,500 r.p.m.; 16 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 19-22 (14.9-12.8 litres per 100 km).



Aston Martin DB2 saloon.

Best acceleration, 10-30 m.p.h., 5.2 sec.; 30-50 m.p.h., 11.1 sec. Through gears, 0-30 m.p.h., 6.2 sec; 0-50 m.p.h., 14.9 sec; 0-60 m.p.h., 22.2 sec; 0-70 m.p.h., 30.3 sec. Maximum speed, 84 m.p.h. (Road Test, February 16, 1951).

A.125 Sheerline: Running weight, 4,347 lb (1,976 kg). Approx. m.p.g., 15-17 (118.8-144 litres per 100 km).

Best acceleration, 10-30 m.p.h., 4.5 sec.; 30-50 m.p.h., 7.5 sec. Through gears, 0-30 m.p.h., 6.0 sec; 0-50 m.p.h., 13.8 sec; 0-60 m.p.h., 20.6 sec; 0-70 m.p.h., 29.1 sec. Maximum speed, 83 m.p.h. (Road Test, May 7, 1948).

A.135 Princess, Series III: Running weight, 4,366 lb (1,981 kg), 66.7 b.h.p. per ton. Maximum torque, 212 lb ft at 2,200 r.p.m.; 20.2 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 15-18 (118-157 litres per 100 km).

Best acceleration, 10-30 m.p.h., 5.1 sec.; 30-50 m.p.h., 11.2 sec. Through gears, 0-30 m.p.h., 5.5 sec; 0-50 m.p.h., 13.1 sec; 0-60 m.p.h., 19.5 sec; 0-70 m.p.h., 28.6 sec. Maximum speed, 86 m.p.h. (Road Test, August 10, 1951).

Bentley

Bentley Motors (1931), Ltd., 14-15, Conduit Street, London, W.1.

THE attitude—a growing one—that the modern car should be regarded purely as a means of transport is one that cannot be maintained for long in the face of the products of this firm. The Bentley is certainly a means of transport, in the sense that the timepieces of Tompion are clocks, but it is much more the deliberate approach to perfection in automobile engineering and this car appeals to motorists most strongly as such, which is

a great tribute to its designers and builders.

These products are necessarily costly in terms of purchase price, but their inbuilt quality is such that there is no great difficulty or expense encountered in making a Bentley last a lifetime. Moreover, owners are assisted in this matter by a consciousness—and often pre-emptive—scepticism prevents their possession from "dating" in an unattractive way.

The foregoing suggests, perhaps, a certain staidness, which most certainly does not exist. The British Bentley has been a phenomenon—and often pre-emptive—sports car throughout its competition history, and that ancestry is never forgotten. The performance is retained even though extreme safety and comfort are achieved; this car, in fact, is one of the few that will reach 100 m.p.h. in normal form without assistance from wind or gradient.

Changes are not frequently made in such a successful design, and the last recorded of general application to the model was an enlargement of the engine size to 4,566 c.c. The standard body is a

steel saloon, but various body styles are available, carried out by Britain's great coachbuilding houses. In addition, a high speed Continental sports saloon has recently been introduced, with an aerodynamically considered body, increased power output, and reduced weight, among various modifications, which has been timed at 118.3 m.p.h.

Mark VI: 6 cyl., 92 x 114 mm (3.622 x 4.50 in.), 4,566 c.c. (279 cu in.); o.h.v.; compression ratio, 7.5 to 1; 4 speeds, synchromesh (overall ratios, 3.7, 5.0, 7.5 and 11.1 to 1); right-hand control.

Suspension, independent front, coil springs; 1-elliptic rear. Brakes, mechanical servo.

Wheelbase, 10ft (305 cm); widest track, 4ft 10 1/2 in. (149 cm). Overall length, 16ft (488 cm). Width, 5ft 11 in. (180 cm). Height, 5ft 6 in. (167 cm). Ground clearance, 7 1/2 in. (19 cm). Turning circle, 42ft (12.95 cm). Weight (approx.), 4,081 lb (1,856 kg).

Tank capacity, 12 Imperial gallons (51 1/2 litres). Tyre size, 6.50-16in. Battery, 12-volt, 54 amp-hour.

Chassis £2,270

Standard saloon £2,100

Mulliner 4-door saloon £4,190

as Young & Rubicam

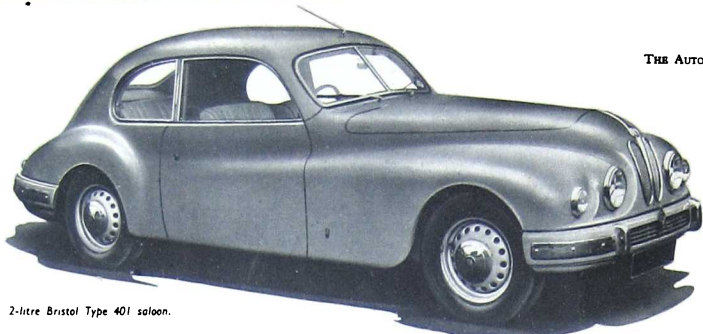
Park Ward D.H. coupé £4,280

Continental sports saloon £4,890

ROAD TEST SUMMARY

Running weight, 4,078 lb (1,854 kg), 22.1 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 15-17 (118-146 litres per 100 km).

Best acceleration, 10-30 m.p.h., 3.6 sec.; 30-50 m.p.h., 8.0 sec. Through gears, 0-30 m.p.h., 4.5 sec; 0-50 m.p.h., 10.2 sec; 0-60 m.p.h., 15.2 sec; 0-70 m.p.h., 20.1 sec. Maximum speed, 100 m.p.h. (Road Test, December 7, 1951).



2-litre Bristol Type 401 saloon.

BRITISH CARS FOR THE WORLD

Bristol

Bristol Aeroplane Co., Ltd., Car Division,
Filton, Bristol.

IDEALISM has entered greatly into the production of this medium-powered, high-performance quality machine. Within reasonable limits, first cost has not been allowed to hamper design and constructional methods, and the result is a very beautiful car indeed, not only in appearance but also in the pleasure that it gives the driver.

In the event, production of the Bristol has proved to be a practical experiment in extracting the utmost benefit in every direction from the 2-litre engine. Two litres is not a size that results in an excess of power, but the final result suggests for most of the time that something like three litres are under the bonnet. Maximum speed is very high, assisted by a truly aerodynamic body shape, and acceleration is vivid provided that the driver will make proper use of the delightful gear change, which means going up to speeds on the indirect gears that are normally undreamed of. Conversely, the use of bottom gear at low speeds is encouraged by the provision of a free wheel on this gear alone, enabling clutchless changes to be made into this ratio—a considerable convenience in traffic driving.

The interior of the car is superlatively and tastefully done, quality woodwork and leather being predominant. The driver is studied to the point of pampering, by the

provision of many of the fittings omitted from current cars. None the less, the absence of frivolity in such matters is emphasized by an instrument panel that is an array of first-class instruments, each giving necessary information to a driver of intelligence. Perhaps this aspect of the car is the one that most betrays the aircraft connections of the makers. Thoroughly practical, especially for a car used remotely from service facilities, is the fitting of a one-shot chassis lubrication system.

Type 401: 6 cyl., 66 × 96 mm (2.598 × 3.779 in.), 1,971 c.c. (120.284 cu in.); s.h.v.; compression ratio, 7.5 to 1; 85 b.h.p. at 4,500 r.p.m. 4 speeds, synchromesh (overall ratios 3.9, 5.05, 7.12 and 14 to 1); central control.

Suspension, independent front, transverse spring, torsion bar rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase, 9ft 6in (289.56 cm); widest track, 4ft 6in (137.16 cm). Overall length, 15ft 11½ in (486.4 cm). Width, 5ft 7in (170.18 cm). Height, 5ft (152.4 cm). Ground clearance, 6½ in (16.5 cm). Turning circle, 37ft (11.43 cm). Weight (approx.), 2,700 lb (1,225 kg).

Fuel capacity, 17 Imperial gallons (77.24 litres). Tyre size, 5.75-16in. Battery, 12-volt, 51 amp-hour.

Saloon £2,270

ROAD TEST SUMMARY

Running weight, 2,786 lb (1,266 kg). 59.5 b.h.p. per ton laden. Maximum torque, 106.8 lb ft at 3,500 r.p.m.; 19.83 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 20-24 (14.1-11.8 litres per 100 km).

Best acceleration, 10-30 m.p.h., 7.3 sec; 30-50 m.p.h., 6.9 sec; 50-70 m.p.h., 11.9 sec. Through gears, 0-30 m.p.h., 5.0 sec; 0-50 m.p.h., 11.7 sec; 0-60 m.p.h., 17.4 sec; 0-70 m.p.h., 23.2 sec. Maximum speed, 93.75 m.p.h. (Road Test, March 7, 1952).

Citroen

Citroen Cars, Ltd., Trading Estate,
Slough, Buckinghamshire.

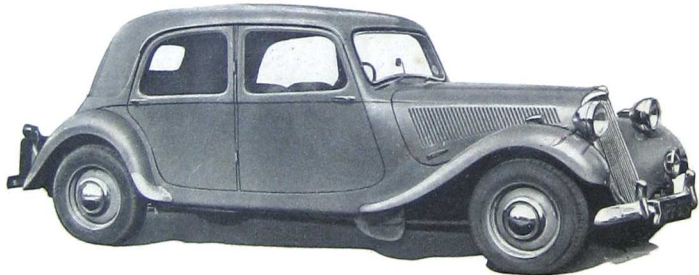
ASSEMBLY of the French Citroen car began in Britain in 1926, and over the years much purely British ancillary equipment has been standardized on the product. Currently this comprises two models—the Light Fifteen and the Six—both of which follow their French counterparts in fundamental design; they have front-wheel drive, independent front suspension by torsion bars, unit construction of body and chassis, and rack and pinion steering.

The Citroen is an unusual car even amongst the diversity of British products; its front-wheel drive would ensure that, in any case. But it is unusual in other respects, for it pays no lip-service to current styling trends and is in all performance respects a completely honest vehicle. It commands a wide respect in Britain, where a good product, no matter from what country, can be assured of a welcome.

Light Fifteen: 4 cyl., 78 × 100 mm (3.07 × 3.937 in.), 1,911 c.c. (115.67 cu in.); s.h.v.; compression ratio, 6.5 to 1; 36 b.h.p. at 4,250 r.p.m. 3 speeds, synchromesh (overall ratios, 4.3, 7.3 and 13.1 to 1); fascia board control.

Suspension, independent front, torsion bar; torsion bar rear. Brakes, Lockheed hydraulic.

Wheelbase, 9ft 6½ in (291 cm); widest track, 4ft 6in (133 cm). Overall length, 14ft 3in (439 cm). Width, 5ft 5½ in (167 cm). Height, 5ft (152 cm). Ground clearance, 7in (18 cm). Turning circle, 43ft (13.10 cm). Weight (approx.), 2,352 (1,070 kg).





3-litre Daimler Regency saloon.

Tank capacity, 10 Imperial gallons (45.46 litres). Tyre size, 165-400. Battery, 12-volt, 57 amp-hour.

Saloon

Six-cylinder 6 cyl., 78 x 100 mm (3.07 x 3.937 in). 2,866 c.c. (174.9 cu in); o.h.v.; compression ratio, 6.5 to 1; 76 b.h.p. at 3,800 r.p.m. 3 speeds, synchromesh (overall ratios, 3.87, 5.62 and 13.25 to 1); fascia board control.

Suspension, independent front, torsion bar, torsion bar rear. Brakes, Lockheed hydraulic.

Wheelbase, 10ft 1 1/2 in (309 cm); widest track, 4ft 10 1/2 in (148 cm). Overall length, 15ft 9 1/2 in (480 cm). Width, 5ft 10 1/2 in (176 cm). Height, 5ft 1 in (154 cm). Ground clearance, 7in (18 cm). Turning circle, 45ft (13.86 cm). Weight (approx.), 2,912 lb (1,324 kg).

Tank capacity, 15 Imperial gallons (66.18 litres). Tyre size, 185-400. Battery, 12-volt, 57 amp-hour.

Saloon**ROAD TEST SUMMARY**

Light Fifteen Running weight, 2,464 lb. (1,120 kg). 43.3 b.h.p. per ton. Maximum torque, 90.4 lb ft at 2,200 r.p.m.; 17.4 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g. 22-25 (12.8-11.3 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.1 sec.; 20-40 m.p.h., 6.4 sec.; 30-50 m.p.h., 8.3 sec. Through gears, 0-30 m.p.h., 3.7 sec.; 0-50 m.p.h., 14.1 sec.; 0-60 m.p.h., 22.1 sec. Maximum speed, 76 m.p.h. (Road Test, March 23, 1952).

Six-cylinder Running weight, 3,082 lb (1,401 kg). 55.24 b.h.p. per ton. Maximum torque, 137.8 lb ft at 2,000 r.p.m.; 20 m.p.h. at 1,000 r.p.m. (top gear). Approx. m.p.g. 16-21 (17.7-15.5 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.0 sec.; 30-50 m.p.h., 11.1 sec. Through gears, 0-30 m.p.h., 6.8 sec.; 0-50 m.p.h., 14.4 sec.; 0-60 m.p.h., 21.9 sec.; 0-70 m.p.h., 32.8 sec. Maximum speed, 83 m.p.h. (Road Test, December 30, 1949).

Connaught

Connaught Engineering, Portsmouth Road, Send, Surrey.

SUCH firms as Connaught have always existed in the British motor industry, and serve a very useful purpose. Recognizing that small sections of motorists have definite tastes, and wants that are not normally satisfied by the big manufacturers, they take a suitable product and adapt it to what they judge to be the needs of this market. Thus the Connaught car is based on Lea-Francis components and is a "hot" sports car for the enthusiast. The compression ratio of the 1,767 c.c. engine is lifted to 8.25 to 1. Only one product is made, the competition two-seater.

The firm was founded in 1948, its principals being two drivers who had made a considerable name in sporting events.

L3 and L3-SR: 4 cyl., 75 x 100 mm (2.95 x 3.94 in), 1,767 c.c. (107.79 cu in); o.h.v.; compression ratio, 8.5 to 1; 4 speeds, synchromesh (overall ratios, 4.3, 5.16, 7.78 and 12.9 to 1); fascia board control.

Suspension, independent front, torsion bar; 1-elliptic rear. Brakes, Girling hydro-mechanical. Wheelbase, 8ft 3in (251 cm); widest track, 4ft 5in (135 cm). Overall length, 12ft 4in (376 cm); L3-SR, 12ft 9in (389 cm). Width,

5ft (152.4 cm). Height, 3ft 6in (106.68 cm). Ground clearance, L3, 6in (15.24 cm); L3-SR, 5in (12.70 cm). Turning circle, 35ft (1,066.8 cm). Weight (approx.), L3, 2,130 lb (966 kg); L3-SR, 1,995 lb (904 kg).

Tank capacity, 15 Imperial gallons (68 litres). Tyre size, 6.00-16in. Battery, two 6-volt, 62 amp-hour in series.

L3 2-seater £1,290
L3-SR 2-seater £1,250

Daimler

The Daimler Co., Ltd., Coventry.

AS the first of Britain's car manufacturers that has survived, the Daimler company has an enviable title; it began in 1896, and the Royal warrant has been held since 1901. The products of the firm are intentionally in the high-priced examples of sound engineering and first-class workmanship that do so much to make the reputation of British engineering, and the cars appeal to owners who value refinement, elegance of appearance, and an extraordinary ease of control.

The last is gained chiefly by the use of hydraulic transmission, comprising the fluid flywheel and an epicyclic gear box controlled by preselector quadrant on the steering wheel; actual engagement of the gear is by the depression of a pedal to its fullest extent. Daimler pioneered this form of transmission as long ago as 1932, and the fact is of especial interest now that basically similar transmission principles have become immensely popular in the U.S.A.

Most recent model in the Daimler range is the 3-litre Regency, and the range is surprisingly wide for this type of com-

pany. It includes a Special Sports model using the 2 1/2-litre engine, but with the power output stepped up to 85 b.h.p. at 4,200 r.p.m., and the magnificent Straight Eight, the largest car made, with an engine capacity of 5 1/2 litres. In spite of its dimensions, however, this great vehicle is an education to the driver in its ease of control. The physical size is never an embarrassment.

Consort: 6 cyl., 69.6 x 110.9 mm (2.74 x 4.35 in). 2,522 c.c. (153.9 cu in); o.h.v.; compression ratio, 7 to 1; 70 b.h.p. at 4,200 r.p.m. 4 speeds, preselector (overall ratios, 4.30, 6.7, 9.97 and 17.54 to 1); steering column control.

Suspension, independent front coil springs, 1-elliptic rear. Brakes, Girling hydro-mechanical.

Wheelbase, 9ft 6in (289.54 cm); widest track 4ft 4in (132 cm). Overall length, 15ft 1 1/2 in (460.2 cm). Width, 5ft 4 1/2 in (163.83 cm). Height, 5ft 5in (165 cm). Ground clearance, 6in (15.24 cm). Turning circle, 41ft (1,250 cm). Weight (approx.), 3,556 lb (1,616 kg).

Tank capacity, 14 Imperial gallons (63.64 litres). Tyre size, 6.00 16in. Battery, 12-volt, 69 amp-hours.

Saloon £1,465

Special Sports: Specification as for Consort, except for 85 b.h.p. at 4,200 r.p.m., preselector (overall ratios, 3.55, 4.86, 7.96 and 14.57 to 1); Overall length, 15ft 7 1/2 in (476.25 cm); Height, 5ft 2in (157.5 cm). Weight (approx.) 3,700 lb (1,682 kg).

Drop-head coupé £1,775

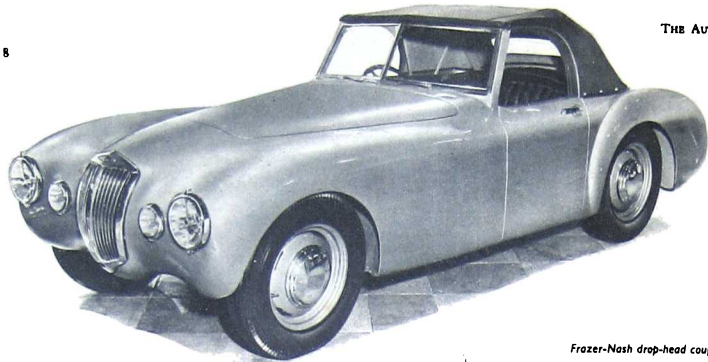
Regency: 6 cyl., 76.2 x 107.9 mm (3 x 4.25 in). 2,952 c.c. (180 cu in); o.h.v.; compression ratio, 6.7 to 1; 90 b.h.p. at 4,100 r.p.m. 4 speeds, preselector (overall ratios, 4.3, 6.7, 9.98 and 17.54 to 1); steering column control.

Suspension, independent front, coil springs, 1-elliptic rear. Brakes, Girling hydro-mechanical.

Wheelbase, 9ft 6in (289.54 cm); widest track 4ft 9in (144.78 cm). Overall length, 15ft 1 1/2 in (460.2 cm). Width, 5ft 1 1/2 in (180.14 cm). Height, 5ft 5in (165 cm). Ground clearance, 7in (17.78 cm). Turning circle, 42ft (1,280 cm). Weight (approx.), 4,000 lb (1,818 kg).

Connaught two-seater sports model.





Frazer-Nash drop-head coupé.

BRITISH CARS FOR THE WORLD

Tank capacity, 16 Imperial gallons (72.73 litres). Tyre size, 6.50-16in. Battery, 12-volt, 69 amp-hour.

Saloon £1,500

Straight Eight: 8 cyl., 85.99 x 120.015 mm (3.35 x 4.72 in.), 3,460 c.c. (133.2 cu in.), n.b.v.; compression ratio, 6.3 to 1; 150 b.h.p. at 3,600 r.p.m. 4 speeds, preselector (overall ratio, 4.09, 6.24, 9.65 and 17.05 to 1); steering column control.

Suspension, independent front, coil springs; elliptic rear. Brakes, Gliding hydro-mechanical. Wheelbase, 11ft 3in (373.4 cm); widest track, 5ft 3in (160 cm). Overall length, 18ft 6in (563.84 cm). Width, 6ft 11in (187 cm). Height, 6ft (182.9 cm). Ground clearance, 7in (177.8 cm). Turning circle, 50ft (1,524 cm). Weight (approx.), 5,900 lb (2,681 kg).

Tank capacity, 20 Imperial gallons (90.92 litres). Tyre size, 8.00-17in. Battery, 12-volt, 110 amp-hour.

Limousine £3,570

ROAD TEST SUMMARY

Consort: Running weight, 3,520 lb (1,600 kg), 44.54 b.h.p. per ton. Maximum torque, 110 lb ft at 2,000 r.p.m.; 18.3 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 17-20 (16.6-14.1 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.4 sec; 30-50 m.p.h., 15.7 sec. Through gears, 0-30 m.p.h., 8.1 sec; 0-50 m.p.h., 19.2 sec; 0-60 m.p.h., 30.1 sec. Maximum speed, 76-77 m.p.h. (Road Test, June 16, 1950).

Special Sports: Running weight, 3,582 lb (1,628 kg), 53.15 b.h.p. per ton. Maximum torque, 120 lb ft at 2,000 r.p.m.; 14.5 m.p.h. (overdrive), 22.5 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 18-24 (15.7-11.8 litres per 100 km).

Best acceleration, 10-30 m.p.h., 7.1 sec; 30-50 m.p.h., 13.2 sec (overdrive, 20.4 sec). Through gears, 0-30 m.p.h., 8.3 sec; 0-50 m.p.h., 19.7 sec; 0-60 m.p.h., 27.5 sec; 0-70 m.p.h., 41.9 sec. (Road Test, May 12, 1950).

Dellow

Dellow Motors, Ltd., Alvechurch, Birmingham.

ANOTHER of the strictly specialist companies which develop certain proprietary makes, in this instance the Ford Ten. The Dellow emphasis is towards competition work and the results have been a long list of successes in British reliability trials. Dellow began their activities in 1947 by offering service to competition drivers, and expanded into the building of various hybrid "specials." Work finally concentrated on the Ford Ten, and this remains the basis of the product today. The car is a sports two-seater.

Mark II and Mark III: 4cyl., 63.5 x 92.5 mm (2.5 x 3.64 in.), 1,172 c.c. (71.55 cu in.); side valves; compression ratio, 6.16 to 1; 30 b.h.p. at 4,200 r.p.m., 3 speeds, synchromesh (overall ratios, 5.5, 9.71 and 16.88 to 1); central control.

Suspension, front, transverse spring; coil rear. Brakes, Girling mechanical.

Wheelbase, Mark II, 6ft 11in (210.84 cm); Mark III, 7ft 11in (241.34 cm); widest track, 3ft 9in (114 cm). Overall length, 11ft 8in (355.62 cm). Width, 4ft 5in (134.62 cm). Height, 4ft 3in (129.54 cm). Ground clearance, 9in (24 cm). Turning circle, 21ft (640 cm). Weight (approx.), 1,272 lb (578 kg).

Tank capacity, 15 Imperial gallons (68 litres). Tyre size, 4.50-17in. Battery, 6-volt, 60 amp-hour.

Sports 2-seater £497

Sports tourer £530

Ford

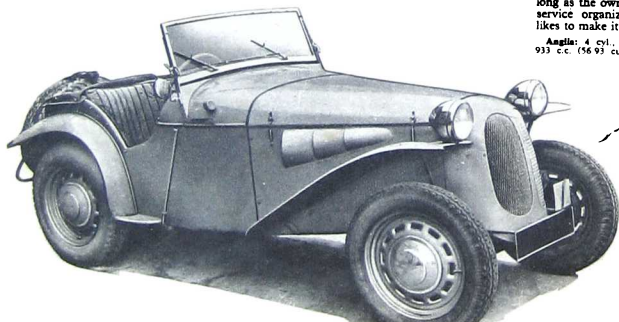
Ford Motor Co., Ltd., Dagenham, Essex.

NO one would deny the international Ford company a unique reputation, and the British example does its share in maintaining that. With a policy that recalls the ideals of the great founder, Henry Ford himself, it strives to produce the best car possible within the price range that appeals to the largest car market. For years the British company has succeeded in doing this, and it has been consistent in refusing to introduce new models for frivolous reasons; when, however, new models are introduced by Dagenham the event is of outstanding importance.

The latest products, Consul and Zephyr, deserve the attention they have attracted, for their design has considerable originality, up-to-date style with a gain in practicality, and a performance in keeping. The Zephyr, indeed, with the added virtue of the six-cylinder engine, is, quite frankly, a car to astonish the driver trying it for the first time. Front suspension is independent, using coil springs in an original manner, and unit construction is employed for body and chassis. Body styles for both models are the same.

The smaller cars are continued—Prefect and Anglia—the Anglia with a Ten engine for export. They are robust cars intended for a workaday life that is as long as the owner—who has an unrivalled service organization at his command—likes to make it.

Anglia: 4 cyl., 56.6 x 92.5 mm (2.23 x 3.64 in.), 933 c.c. (56.93 cu in.); side valves; compression



Dellow sports two-seater.

ratio, 6.3 to 1; 23.4 b.h.p. at 4,000 r.p.m. 3 speeds, synchromesh (overall ratios, 5.5, 10.76 and 18.72 to 1); central control.

Suspension, front and rear, transverse 4-elliptic springs. Brakes, Girling mechanical. Wheelbase, 71 in (181.6 cm); widest track, 3ft 9in (114.3 cm). Overall length, 12ft 8 1/2in (386.6 cm). Width, 4ft 8 1/2in (143.5 cm). Height, 5ft 4 1/2in (162.2 cm). Ground clearance, 8 1/2in (21.5 cm). Turning circle, 34ft 11 (10.59 cm). Weight (approx.), 1,636 lb (742 kg).

Tank capacity, 7 Imperial gallons (31.82 litres). Tyre size, 4.50-17in. Battery, 6-volt, 87 amp-hour.

Saloon, 2-door £330

Prospect: 4 cyl., 63.5 x 92.5 mm (2.5 x 3.64in), 1,172 c.c. (71.55 cu in); side valves; compression ratio, 6.16 to 1; 30.1 b.h.p. at 4,000 r.p.m. 3 speeds, synchromesh (overall ratios, 5.5, 9.71 and 16.89 to 1); central control.

Suspension, front and rear, transverse 4-elliptic springs. Brakes, Girling mechanical. Wheelbase, 71 1/2in (218.1 cm); widest track, 3ft 9in (114.3 cm). Overall length, 12ft 11 1/2in (394.3 cm). Width, 4ft 8 1/2in (142.9 cm). Height, 5ft 3 1/2in (161.3 cm). Ground clearance, 8 1/2in (21.5 cm). Turning circle, 36ft 11 (1,105 cm). Weight (approx.), 1,808 lb (820 kg).

Tank capacity, 7 Imperial gallons (31.82 litres). Tyre size, 5.00-16in. Battery, 6-volt, 87 amp-hour.

Saloon, 4-door £390

Consul, 4 cyl., 79.37 x 76.2 mm (3.125 x 3in),

Suspension, independent front, coil springs; 4-elliptic rear. Brakes, Girling hydraulic two-leading shoe.

Wheelbase, 8ft 8in (264.2 cm); widest track, 4ft 2in (127 cm). Overall length, 14ft 3 1/2in (436.2 cm). Width, 5ft 4in (162.5 cm). Height, 5ft 0 1/2in (154.3 cm). Ground clearance, 7 1/2in (17.8 cm). Turning circle, right, 42ft 11 (1,303 cm). Weight (approx.), 2,447 lb (1,110 kg).

Tank capacity, 9 Imperial gallons (40.92 litres). Tyre size, 6.40-13in. Battery, 12-volt, 45 amp-hour.

Saloon, 4-door £560

Convertible de ville £650

ROAD TEST SUMMARY

Anglia Eight: Running weight, 1,687 lb (767 kg). 31.07 b.h.p. per ton. Maximum torque, 36.5 lb ft at 2,300 r.p.m.; 13.7 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g. 36-40 (7.9-7.1 litres per 100 km).

Best acceleration, 10-30 m.p.h., 9.7 sec; 30-50 m.p.h., 35.7 sec. Through gears, 0-30 m.p.h., 9.4 sec; 0-50 m.p.h., 48.1 sec. Maximum speed, 59 m.p.h. (Road Test, November 18, 1949).

Anglia Ten: Running weight, 1,708 lb (776 kg). 39.58 b.h.p. per ton. Approx. m.p.g. 30-40 (9.4-7.1 litres per 100 km).

Best acceleration, 10-30 m.p.h., 7.0 sec; 30-50 m.p.h., 18 sec. Through gears, 0-30 m.p.h., 8.8 sec; 0-50 m.p.h., 28.3 sec. Maximum

Frazer-Nash

A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex.

THIS is a very fast British car using the six-cylinder Bristol engine, and benefiting from the long experience which this firm has in building such cars. For the first Frazer-Nashes were chain-driven performers that made a considerable name in the nineteen-twenties and thirties. The latest products have more than maintained that reputation in sporting events. With a compression ratio of 8.5 to 1, 120 b.h.p. is extracted from the 2-litre engine at 5,500 r.p.m. and this, in a light tubular chassis with sporting body, results in excellent performance figures.

Le Mans Replica and Mille Miglia: 6 cyl., 66 x 96 mm (2.598 x 3.779in), 1,971 c.c. (120.28 cu in); o.h.v.; compression ratio, 8.5 to 9.5 to 1; 125 b.h.p. at 5,500 r.p.m. 4 speeds, synchromesh (alternative ratios to choice); central control. Suspension, independent front, transverse spring; torsion bar rear. Brakes, Lockheed hydraulic, two-leading shoe. Wheelbase, 8ft (243.84 cm); widest track, 4ft (121.92 cm). Overall length, Le Mans Replica,



Ford four-cylinder Consul (in Cologne).

1,508 c.c. (92 cu in); o.h.v.; compression ratio, 6.8 to 1; 47 b.h.p. at 4,400 r.p.m. 3 speeds, synchromesh (overall ratios, 4.556, 7.48 and 12.939 to 1); steering column control.

Suspension, independent front coil springs; 4-elliptic rear. Brakes, Girling hydraulic, two-leading shoe.

Wheelbase, 8ft 4in (254 cm); widest track, 4ft 2in (127 cm). Overall length, 13ft 6 1/2in (412.9 cm). Width, 5ft 4in (162.5 cm). Height, 5ft 0 1/2in (154.3 cm). Ground clearance, 6 1/2in (16.8 cm). Turning circle, left, 40ft 11 (1,234 cm). Weight (approx.), 2,262 lb (1,026 kg).

Tank capacity, 9 Imperial gallons (40.92 litres). Tyre size, 5.90-13in. Battery, 12-volt, 45 amp-hour.

Saloon, 4-door £495

Zephyr Six: 6 cyl., 79.37 x 76.2 mm (3.125 x 3in), 2,262 c.c. (138 cu in); o.h.v.; compression ratio, 6.8 to 1; 68 b.h.p. at 4,000 r.p.m. 3 speeds, synchromesh (overall ratios, 4.444, 7.297 and 12.62 to 1); steering column control.

speed, 63 m.p.h. (Road Test, January 21, 1949).

Consul: Running weight, 2,415 lb (1,098 kg). 43.6 b.h.p. per ton. Maximum torque, 74 lb ft at 2,400 r.p.m.; 16.92 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g. 24-28 (11.8-10.1 litres per 100 km).

Best acceleration, 10-30 m.p.h., 7.6 sec; 30-50 m.p.h., 15.1 sec. Through gears, 0-30 m.p.h., 7.7 sec; 0-50 m.p.h., 19.7 sec; 0-60 m.p.h., 31.1 sec. Maximum speed, 75 m.p.h. (Road Test, April 13, 1951).

Zephyr Six: Running weight, 2,697 lb (1,226 kg). 55.4 b.h.p. per ton. Maximum torque, 112 lb ft at 2,000 r.p.m.; 16.38 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g. 23-25 (12.3-11.3 litres per 100 km).

Best acceleration, 10-30 m.p.h., 4.5 sec; 30-50 m.p.h., 10.2 sec; 40-60 m.p.h., 11.9 sec. Through gears, 0-30 m.p.h., 5.5 sec; 0-50 m.p.h., 14.1 sec; 0-60 m.p.h., 21.1 sec; 0-70 m.p.h., 32.1 sec. Maximum speed 81 m.p.h. (Road Test, November 23, 1951).

11ft 9in (358.14 cm); Mille Miglia, 12ft 6in (381 cm). Width, 4ft 10in (147.32 cm). Height, 3ft 2in (96.5 cm). Ground clearance, 7in (17.78 cm). Turning circle, Le Mans Replica, 28ft (853 cm); Mille Miglia, 29ft (884 cm). Weight (approx.), Le Mans Replica, 1,540 lb (700 kg); Mille Miglia, 1,764 lb (818 kg).

Tank capacity, 17 Imperial gallons (77.82 litres). Tyre size, 5.25-16in. Battery, 12-volt, 48 amp-hour.

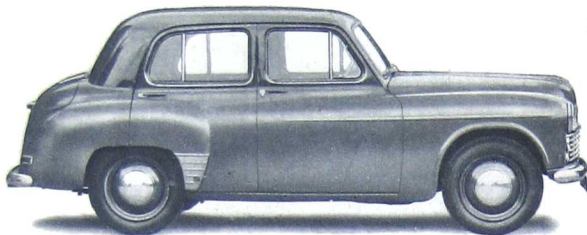
Le Mans Replica £1,975

Mille Miglia £2,250

2-litre. Specification as for Le Mans Replica, except for: compression ratio, 7.5 to 1; 85 b.h.p. at 4,500 r.p.m. 4 speeds, synchromesh (overall ratios, 3.6, 4.65, 7.85 and 15.5 to 1; other ratios available).

Wheelbase, 8ft (243.84 cm); widest track, 4ft 2in (127 cm). Overall length, 12ft 8in (386 cm). Height, 3ft 11in (94 cm). Weight (approx.), 1,988 lb (936 kg).

Drop head coupe £2,100



Hillman Minx saloon. Inset: On a record run from England to Cape Town.



BRITISH CARS FOR THE WORLD

Healey

Donald Healey Motor Co., Ltd., The Cape, Warwick.

THE Healey story is one of success in a difficult field, for Healey began manufacture in 1946 in the hard post-war world of shortages; his success can be judged by the reputation which his cars have today, and by the fact that the American Nash company is in association with him in the production of the Nash-Healey, in which the power unit is the U.S.A. 4.1-litre six-cylinder. Two other units are used by the Warwick manufacturer in his range—the 3-litre Alvis, a high-performance six-cylinder, and the 2.4-litre Riley, a "big four."

These are performance cars, but with a high measure of driver and passenger comfort, and their specification gains from the long experience that Donald Healey has had in competition, for one of his victories was in the 1931 Monte Carlo Rally.

2.4-Litre: 4 cyl., 80.5 x 120 mm (3.69 x 4.725 in), 2,443 c.c. (149 cu in); o.h.v.; compression ratio, 6.9 to 1; 105 b.h.p. at 4,800 r.p.m.; 4 speeds, synchromesh (overall ratio, 3.5, 4.96, 7.54 and 12.76 to 1); central control.

Suspension, independent front, coil springs; coil rear. Brakes, Girling hydraulic, two-leading shoe.

Wheelbase, 8ft 6in (259 cm); widest track, 4ft 5in (134.62 cm). Overall length, 14ft 8in (447 cm). Width, 5ft 5in (165 cm). Height, 4ft 7in (139.2 cm). Ground clearance, 7in (17.78 cm). Turning circle, 35ft (1,067 cm). Weight (approx.), 2,800 lb (1,263 kg).

Tank capacity, 14 Imperial gallons (63.64 litres). Tyre size, 5.75-15in. Battery, 12-volt, 63 amp-hour.

Tickford saloon £1,600

Abbott coupé £1,670

3-Litre: 6 cyl., 84 x 90 mm (3.31 x 3.54 in), 2,993 c.c. (242.6 cu in); o.h.v.; compression ratio, 7 to 1; 106 b.h.p. at 4,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.77, 5.0, 6.52 and 11.1 to 1); central control.

Suspension, independent front, coil springs; coil rear. Brakes, Girling two-leading shoe.

Wheelbase, 8ft 6in (259 cm); widest track, 4ft 6in (137 cm). Overall length, 14ft 6in (441.94 cm). Width, 5ft 5in (165 cm). Height, 4ft 7in (hood raised), (139.2 cm). Ground clearance, 7in (17.78 cm). Turning circle, 35ft (1,067 cm).

Tyre size, 5.90-15in. Battery, 12-volt, 63 amp-hour.

Three-seater £1,600

Nash-Healey: 6-cyl., 88.9 x 111.12 mm (3.5 x 4.375 in), 4,138 c.c. (252.6 cu in); o.h.v.; compression ratio, 8.25 to 1; 130 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.54, 5.48 and 9.09 to 1); central control.

Suspension, independent front, coil springs; coil rear. Brakes, Bendix, duo-servo hydraulic.

Wheelbase, 8ft 6in (259 cm); widest track, 4ft 6in (137 cm). Overall length, 14ft 2in (431.78 cm). Width, 5ft 5in (165 cm). Ground clearance, 6in (15.24 cm). Weight (approx.), 2,446 lb (1,112 kg).

Tank capacity, 18 Imperial gallons (81.82 litres). Tyre size, 6.40-15in. Battery, 6-volt, 105 amp-hour.

No price quoted in Great Britain.

ROAD TEST SUMMARY

2.4-Litre Saloon: Running weight, 2,961 lb (1,346 kg), 60.3 b.h.p. per ton laden. Maximum torque, 136 lb ft at 3,000 r.p.m.; 20.6 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.s., 22-26 (12.8-10.8 litres per 100 km).

Best acceleration, 10-30 m.p.h., 5.1 sec.; 30-50 m.p.h., 7.4 sec.; 40-60 m.p.h., 7.9 sec. Through gears, 0-30 m.p.h., 5.0 sec.; 0-50 m.p.h., 10.5 sec.; 0-60 m.p.h., 14.6 sec.; 0-70 m.p.h., 19.6 sec. Maximum speed, 104.6 m.p.h. (Road Test, March 14, 1952).

Hillman

Hillman Motor Car Co., Ltd., Ryton-on-Dunsmore, Coventry.

AFTER an early start in 1907, the Hillman man company was taken over by the Humber company in 1928 and was finally merged into the Rootes Group in 1937. Car production is centred in the one model—the deservedly well-known Hillman Minx. This is an excellent example of British quality for money, and of the endeavour of its manufacturers to study every aspect of consumer appeal. The styling, for instance, bears the stamp of real quality in its earnest endeavour to give maximum room in a fairly small car without detracting from external appearance. The Minx succeeds in this without question.

The superficial, however, are not the only virtues of the Minx, for one of these cars has recently broken the record of the London to Cape Town trip, one of the world's toughest motoring journeys. The fact speaks well for the 1,265 c.c. engine that powers the Minx.

Three body styles are available—saloon, convertible and estate car. The last is an all-steel construction and makes an immediate appeal with its enormous space and its practicality.

Minx, Mark V: 4 cyl., 65 x 95 mm (2.56 x 3.74 in), 1,265 c.c. (77.2 cu in); side valves; compression ratio, 6.63 to 1; 37.5 b.h.p. at 4,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 5.22, 7.78, 12.89 and 18.60 to 1); steering column control.

Suspension, independent front, coil springs; 1-tube rear. Brakes, Lockheed, two-leading shoe.

Wheelbase, 7ft 9in (236.2 cm); widest track, saloon and coupé, 4ft 0in (123.5 cm); estate car, 4ft 2in (128.5 cm). Overall length, saloon and coupé, 13ft 5in (400 cm); estate car, 13ft 8in (416.6 cm). Width, 5ft 2in (157.5 cm). Height, 5ft 0in (152.4 cm). Ground clearance, 7in (17.8 cm). Turning circle, 33ft (1,000 cm). Weight (approx.), saloon, 1,995 lb (905 kg); coupé, 2,016 lb (914 kg); estate car, 2,316 lb (1,050 kg).

Tank capacity, 71 Imperial gallons (33 litres). Tyre size, saloon and coupé, 5.00-16in; estate car, 5.50-15in. Battery, 12-volt, 38 amp-hour.

Saloon £470

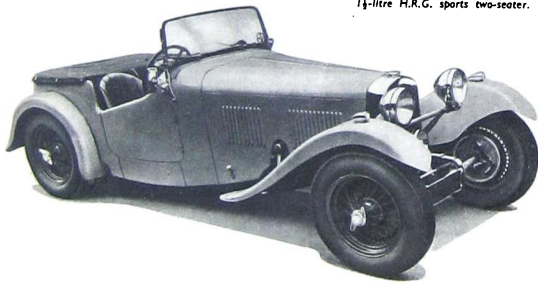
Coupé £540

Estate car £540

ROAD TEST SUMMARY

Saloon: Running weight, 2,121 lb (964 kg), 39.60 b.h.p. per ton. Maximum torque, 58.33 lb ft at 2,200 r.p.m.; 14.2 m.p.h. per 1,000 r.p.m.

1½-litre H.R.G. sports two-seater.





Humber Super Snipe.

(top gear). Approx. m.p.g. 30-37 (9.4-7.6 litres per 100 km).
Best acceleration, 10-30 m.p.h., 6.7 sec.; 30-50 m.p.h., 16.8 sec. Through gears, 0-30 m.p.h., 1.9 sec.; 0-50 m.p.h., 23.9 sec.; 0-60 m.p.h., 40.2 sec. Maximum speed, 67 m.p.h. (Road Test, December 2, 1949).

Consumption: Running weight, 2,144 lb (974.5 kg), 39 b.h.p. per ton. Maximum torque, 58.3 lb ft at 2,200 r.p.m.; 14.3 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g. 26-35 (10.9-8.1 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.6 sec.; 30-50 m.p.h., 15.8 sec.; 40-60 m.p.h., 20.4 sec. Through gears, 0-30 m.p.h., 7.3 sec.; 0-50 m.p.h., 20.3 sec.; 0-60 m.p.h., 32.3 sec. Maximum speed, 70 m.p.h. (Road Test, December 21, 1951).

Essie Car: Running weight, 2,244 lb (1,020 kg), 37.4 b.h.p. per ton. Maximum torque, 58.3 lb ft at 2,200 r.p.m.; 14.3 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g. 29-37 (9.7-7.6 litres per 100 km).

Best acceleration, 10-30 m.p.h., 7 sec.; 30-50 m.p.h., 17.6 sec. Through gears, 0-30 m.p.h., 8.1 sec.; 0-50 m.p.h., 22.7 sec. Maximum speed, 69 m.p.h. (Road Test, September 21, 1951).

H.R.G.

H.R.G. Engineering Co., Ltd., Oakcroft Road, Kingston By-pass, Tolworth, Surrey.

PRODUCTS of this firm have now seventeen years of experience behind them, for the H.R.G. began its career in 1935. The design retains the best of the traditional features of British sports cars, with a fairly hard suspension based, front and rear, on leaf springing, a light body and an overhead camshaft engine. There are two engine sizes—1,100 c.c. and 1,496 c.c.

H.R.G. cars have done very well in races and rallies; as might be expected from the policy of the firm, the available models are confined to two-seater sports types.

1100: 4 cyl., 60 x 95 mm (2.362 x 3.740 in), 1.074 c.c. (65.54 cu in); o.h.c.; compression ratio, 7.75 to 1; 44 b.h.p. at 5,200 r.p.m. 4 speeds, synchromesh (overall ratios, 4.35, 6.67, 10.32 and 16.34 to 1); central control.

Suspension, front, i-elliptic springs; i-elliptic rear. Brakes, H.R.G. mechanical.

Wheelbase, 8ft 3½ in (253 cm); widest track, 4ft (121.9 cm). Overall length, 11ft 10½ in (361.97 cm). Width, 4ft 7 in (139.68 cm). Height, 4ft 1¼ in (128 cm). Ground clearance, 7 in (17.78 cm). Turning circle, 32ft (9.75 cm). Weight (approx.), 1,512 lb (683.8 kg).

Tank capacity, 10 Imperial gallons (45.46 litres). Type size, 5.50-16in. Battery, 12-volt, 50 amp-hour.

Sports 2-seater £820

1496: 4-cyl., 68 x 103 mm (2.677 x 4.05 in), 1.496 c.c. (91.293 cu in); o.h.c.; compression ratio, 7 to 1; 65 b.h.p. at 4,800 r.p.m. 4 speeds, synchromesh (overall ratios, 4.0, 5.86, 9.06 and 14.37 to 1); central control.

Suspension, front, i-elliptic springs; i-elliptic rear. Brakes, H.R.G. mechanical.

Wheelbase, 8ft 7½ in (262.8 cm); widest track, 4ft (121.9 cm). Overall length, 12ft (368 cm).

Width, 4ft 7 in (139.68 cm). Height, 4ft 1¼ in (128 cm). Ground clearance, 7 in (17.78 cm). Turning circle, 32ft (9.75 cm). Weight (approx.), 1,624 lb (737 kg).

Tank capacity, 10 Imperial gallons (45.46 litres). Type size, 5.50-16in. Battery, 12-volt, 50 amp-hour.

Sports 2-seater

£895

Humber

Humber, Ltd., Ryton-on-Dunsmore, Coventry.

ONE of the oldest names in British car manufacture is possessed by the Humber company, although in its earliest days in 1867 the company's products were two-wheeled only. The first car appeared as early as 1899. Nowadays this firm is a part of the Rootes Group, fitting into the manufacturing scheme of that group by producing the biggest cars that come from the Ryton-on-Dunsmore factory. Thus the Snipe models are six-cylinder engines of over 4-litre capacity and bodies are correspondingly roomy. These facts have made the big Humber models very popular overseas, although the roominess of the Hawk is powered by a 2,267 c.c. engine and therefore appeals to those buyers who are content with a lesser performance, achieved with greater economy of fuel. None the less, the Hawk shows up well against the stop-watch.

Humber cars are by no means expensive by modern standards, and the Super Snipe series has rivalled the American car for many years as a result of this economy in costs. The difference in price is there,

of course, and is accounted for by the vastly bigger runs that the American home market demand permits. The Rootes response to this handicap is to build into the Humber range as much quality as it is possible to provide at the price.

Hawk: 4 cyl., 81 x 110 mm (3.1875 x 4.33 in), 2,267 c.c. (138.2 cu in); side valves, compression ratio, 6.32 to 1; 65 b.h.p. at 3,600 r.p.m. 4 speeds, synchromesh (overall ratios, 4.55, 6.78, 11.24 and 16.19 to 1); steering column control. Suspension, independent front, coil springs, i-elliptic rear. Brakes, Lockheed, two-leading shoe.

Wheelbase, 8ft 9½ in (268 cm); widest track, 4ft 9 in (144.8 cm). Overall length, 14ft 6 in (442 cm). Width, 5ft 10 in (177.8 cm). Height, 5ft 4½ in (164.5 cm). Ground clearance, 7.18 in (18.3 cm). Turning circle, 37ft (1,100 cm). Weight (approx.), 2,772 lb (1,256 kg).

Tank capacity, 10 Imperial gallons (45 litres). Type size, 6.40-15in. Battery, 12-volt, 51 amp-hour.

Saloon

£725

Super Snipe: 6 cyl., 85 x 120 mm (3.35 x 4.72 in), 4,086 c.c. (249.23 cu in); side valves, compression ratio, 6.25 to 1; 100 b.h.p. at 3,400 r.p.m. 4 speeds, synchromesh (overall ratios, 4.09, 5.89, 9.56 and 15.95 to 1); steering column control.

Suspension, independent front, transverse spring; i-elliptic rear. Brakes, Lockheed, two-leading shoe.

Wheelbase, 9ft 9 in (298.5 cm); widest track, 5ft 1 in (154.9 cm). Overall length, 15ft 10½ in (484.5 cm). Width, 6ft 2½ in (189.8 cm). Height, 5ft 5½ in (167 cm). Ground clearance, 7 in (17.8 cm). Turning circle, 43ft (1,307 cm). Weight (approx.), 3,859 lb (1,757 kg).

Tank capacity, 15 Imperial gallons (68 litres). Type size, 6.50-16in. Battery, 12-volt, 64 amp-hour.

Saloon

£1,045

Limousine

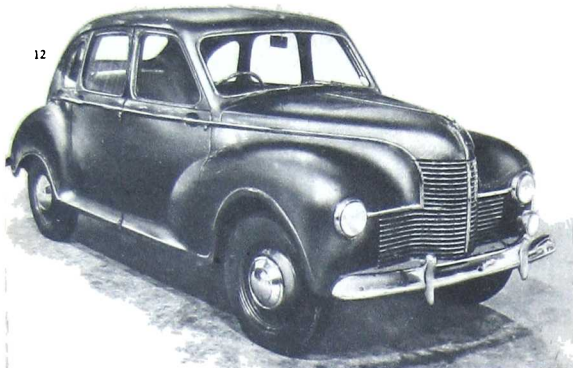
£1,070

Pullman and Imperial: Specification us for Super Snipe, except as follows:—

Wheelbase, 10ft 11 in (332.7 cm); widest track,

3-litre Healey sports coupé.





Jaguet Javelin de luxe saloon.

BRITISH CARS FOR THE WORLD

5ft 2½in (158.1 cm). Overall length, 17ft 7½in (538.2 cm). Ground clearance, 7½in (19 cm). Turning circle, 48ft 11.47ft (cm). Weight (approx.), Pullman, 4,445 lb (2,016 kg); Imperial, 4,417 lb (2,003 kg). Tyre size, 7.00-16in.

Pullman limousine £1,600
Imperial saloon £1,600

ROAD TEST SUMMARY

Hawk: Running weight, 2,996 lb. 43.36 b.h.p. per ton. Maximum torque, 110 lb ft at 1,800 r.p.m. 17 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 21-23 (13.5-12.5 litres per 100 km).

Best acceleration, 10-30 m.p.h., 5.7 sec; 30-50 m.p.h., 12.0 sec. Through gears, 0-30 m.p.h., 7.1 sec; 0-50 m.p.h., 19.3 sec; 0-60 m.p.h., 30.4 sec. Maximum speed, 69-70 m.p.h. (Road Test, December 29, 1950).

Super Saloon: Running weight, 3,987 lb (1,812 kg). 56.4 b.h.p. per ton. Maximum torque, 197.5 lb ft at 1,200 r.p.m.; 20 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 16-18 (17.7-15.7 litres per 100 km).

Best acceleration, 10-30 m.p.h., 4.7 sec; 30-50 m.p.h., 9.9 sec. Through gears, 0-30 m.p.h., 5.9 sec; 0-50 m.p.h., 14.5 sec; 0-60 m.p.h., 21.2 sec; 0-70 m.p.h., 31.3 sec. Maximum speed, 84 m.p.h. (Road Test, March 16, 1951).

Imperial: Running weight, 4,606 lb (2,094 kg). 48.63 b.h.p. per ton. Maximum torque, 197.5 lb ft at 1,200 r.p.m.; 20.9 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 13-15 (21.7-18.5 litres per 100 km).

Best acceleration, 10-30 m.p.h., 5.7 sec; 30-50 m.p.h., 13.0 sec. Through gears, 0-30 m.p.h., 7.7 sec; 0-50 m.p.h., 18.1 sec; 0-60 m.p.h., 26.5 sec. Maximum speed, 79 m.p.h. (Road Test, October 21, 1949).

Jaguar

Jaguar Cars, Ltd., Coventry.

It is only fair to say that this company has established a new category in British car manufacture by providing a specialist car at a price that suggests quantity production, for in all conscience Jaguar cars are remarkably cheap for what they offer. Both Mark VII saloon and XK120 models will surpass 100 m.p.h., and their acceleration figures match this very high top speed. But neither saloon nor open model, nor the fixed-head coupé on the XK120 chassis, concedes anything in the way of comfort in achieving this performance, which must be mainly attributed to an outstanding engine design. The list of successes in sporting events that the Jaguar company has recently achieved is too long to detail, but has

been recognized by the award of the Dewar Trophy, a trophy that is presented by the Royal Automobile Club of Britain for the most meritorious achievement of the year; it is hard won, for it is not necessarily annually awarded.

Jaguar enter freely into sporting competitions and have also produced a purely sporting machine, the XK120 C. This car is as yet unchanged in its class and will no doubt add to the company's laurels in the coming season. In the meantime the superlatively smart saloon will continue to attract the orders that have flown in since it first appeared at the 1950 London Show.

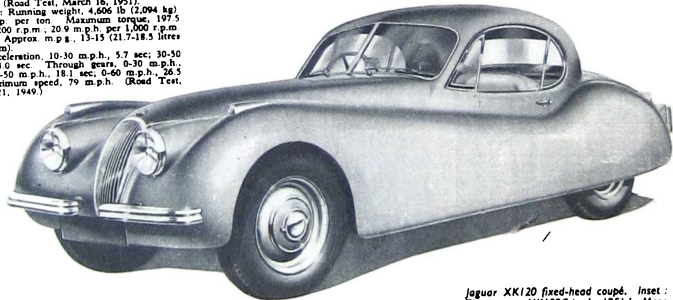
Mark VII: 6 cyl., 83 x 106 mm (3.267 x 4.173in), 3,442 c.c. (210 cu in); twin o.h.c.; compression ratio, 7 to 1 (optional 8 to 1); 160 b.h.p. at 5,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.27, 5.84, 8.46 and 14.41 to 1); central control. Suspension, independent front, torsion bar; elliptic rear. Brakes, Girling hydraulic with vacuum servo. Wheelbase, 10ft (304.8 cm); widest track, aft 9½in (146 cm). Overall length, 16ft 4½in (499 cm). Width, 6ft 1in (185.3 cm). Height, 3ft 2in (137.48 cm). Ground clearance, 7½in (19 cm).

Turning circle, 36ft (1,097 cm). Weight (approx.), 3,696 lb (1,677 kg). Tank capacity, 17 Imperial gallons (77.5 litres). Tyre size, 6.70-16in. Battery, 12-volt, 64 amp-hour.

Saloon £1,088
XK120: 6 cyl., 83 x 106 mm (3.267 x 4.173in), 3,442 c.c. (210 cu in); twin o.h.c.; compression ratio, 7 to 1 (optional, 8 to 1); 160 b.h.p. at 5,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.84, 4.98, 7.22 and 12.29 to 1, or 3.27, 4.42, 6.48 and 11.94 to 1); central control. Suspension, independent front torsion bar; 3-elliptic rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase, 8ft 6in (259 cm); widest track, 4ft 3in (129.5 cm). Overall length, 14ft 5in (439.4 cm). Width, 5ft 2in (157.5 cm). Height, 4ft 1½in (125.1 cm). Ground clearance, 7½in (18.1 cm). Turning circle, 31ft (945 cm). Weight (approx.), Super Sports, 2,744 lb (1,245 kg). Fixed-head coupé, 2,856 lb (1,296 kg). Tank capacity, 15 Imperial gallons (68 litres); optional, 24 gallons (109 litres). Tyre size, 6.00-16in. Battery, 12-volt, 64 amp-hour.

Super Sports 2-seater £1,078
Fixed-head coupé £1,088



Jaguar XK120 fixed-head coupé. Inset: The winning XK120C in the 1951 Le Mans 24-hour race, France.



ROAD TEST SUMMARY

XK120 Super Sports: Running weight, 2,919 lb (1,327 kg); 122.78 b.h.p. per ton. Maximum torque, 195 lb ft at 2,500 r.p.m.; 22 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 13.17 (21.7-16.6 litres per 100 km).

Best acceleration, 10-30 m.p.h., 2.9 sec; 30-50 m.p.h., 7.8 sec. Through gears, 0-30 m.p.h., 4.0 sec; 0-50 m.p.h., 8.3 sec; 0-60 m.p.h., 13.0 sec; 0-70 m.p.h., 15.5 sec. Maximum speed, (with distance available), 115 m.p.h. (Road Test April 14, 1950).

Jensen

Jensen Motors, Ltd., Carters Green, West Bromwich, Staffs.

THE Jensen company, which has done important pioneer work in the production of lightweight trucks and motor coaches, also builds a limited number of high-grade fast cars which come into the exclusive 100 m.p.h.-plus category. The Interceptor is a convertible with an exceptionally wide rear window providing an unusual range of vision, while the 4-litre is one of the few British examples

(477 cm). Width, 5ft 6in (167 cm). Height, 4ft 10in (147 cm). Ground clearance, 7in (17.8 cm). Turning circle, 34ft (1,173 cm). Weight (approx.), 3,080 lb (1,397 kg). Tank capacity, 13 Imperial gallons (59 litres). Tyre size, 6.00-16in. Battery, 12-volt, 68 amp-hour.

Cabriolet £1,700
Saloon £1,700

PWA 4-Litre: Specification as for Interceptor, except for: gear ratios, 3.77, 5.39, 8.75 and 12.7 to 1.

Suspension, independent front, coil springs; coil rear.

Wheelbase, 10ft 7in (323 cm); widest track, 4ft 11in (149 cm). Overall length, 16ft 5in (499 cm). Width, 5ft 10in (177 cm). Height, 5ft 4in (163 cm). Ground clearance, 4in (21.6 cm). Turning circle, 32ft (972 cm). Weight (approx.), 3,560 lb (1,615 kg).

Tank capacity, 19 Imperial gallons (86.4 litres). Tyre size, 6.50-16in. Battery, two 6-volt, 68 amp-hour.

Saloon £2,076

ROAD TEST SUMMARY

Interceptor: Running weight, 3,304 lb (1,502 kg); 88.1 b.h.p. per ton. Maximum torque, 212 lb ft at 2,500 r.p.m.; 24 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 20.24 (14.1-11.8 litres per 100 km).

Best acceleration, 10-30 m.p.h., 3.8 sec; 30-50

The chassis is now being used as the basis for sports coupés and convertibles by Europe's leading coachbuilders.

The Javelin is trimmed in leather, with facia in walnut and maple wood, but the Jupiter has leather seats and a metal facia more appropriate to a car which is often used in competitions.

Javelin: 4 cyl., 72.5 x 90 mm (2.85 x 3.54in); 1,486 c.c. (90.9 cu in); o.h.v.; compression ratio, 7.1 to 1; 52 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.875, 6.7, 10.6 and 17.4 to 1); steering column control.

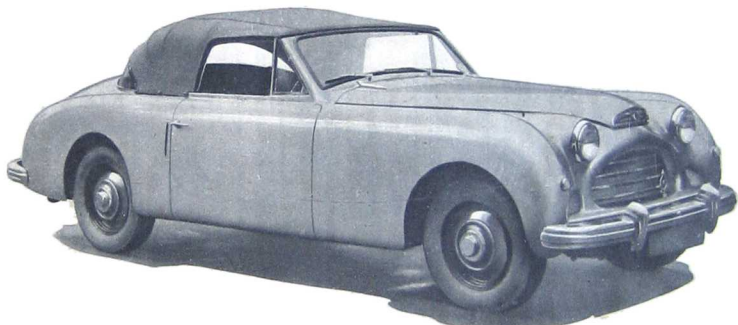
Suspension, independent front, torsion bar; torsion bar rear. Brakes, Girling hydraulic.

Wheelbase, 8ft 6in (259.04 cm); widest track, 4ft 3in (129.54 cm). Overall length, 14ft (426.7 cm). Width, 5ft 1in (155 cm). Height, 5ft 2in (158.8 cm). Ground clearance, 5in (12.7 cm). Turning circle, 32ft (975 cm). Weight (approx.), 2,168 lb (983 kg).

Tank capacity, 8 Imperial gallons (36 litres). Tyre size, 5.25-16in. Battery, 12-volt, 60 amp-hour.

Saloon £875
Saloon de luxe £810

Jupiter: 4 cyl., 72.5 x 90 mm (2.85 x 3.54in); 1,486 c.c. (90.9 cu in); o.h.v.; compression ratio, 7.6 or 8 to 1; 62.5 b.h.p. at 4,500 r.p.m.



Jensen Interceptor drop-head coupé.

if the "hardtop coupé." The engine is a relatively large overhead-valve six of four litres, which gives the car a quiet, effortless performance. It is made by the Auston company and Jensen engineers therefore have the benefit of a worldwide spare and service network.

Jensen cars have a characteristic modern appearance, with a smooth shape which contributes to their high performance. Equipment includes a comprehensive heating and ventilation system and an unusual feature is a built-in electric plug which can be connected to the mains to warm the engine on winter nights.

An axle ratio giving a low reduction of 28 to 1 enables the car to cruise without effort at 80-85 m.p.h., and fuel consumption is quite low, reaching 24 miles per Imperial gallon even when averaging more than 50 m.p.h.

Interceptor: 6 cyl., 87 x 111 mm (3.42 x 4.37in); 99.9 c.c. (243 cu in); o.h.v.; compression ratio, 8 to 1; 130 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.28, 4.68, 7.61 and 11 to 1); central control.

Suspension, independent front, coil springs; coil-rear. Brakes, Girling hydraulic, two-axle shoe.

Wheelbase, 9ft 4in (284 cm); widest track, ft 9in (144 cm). Overall length, 15ft 8in

m.p.h. 8.7 sec. Through gears, 0-30 m.p.h., 4.5 sec; 0-50 m.p.h., 10.6 sec; 0-60 m.p.h., 13.7 sec; 0-70 m.p.h., 20.9 sec. Maximum speed, 102 m.p.h. (Road Test, September 7, 1951).

Jowett

Jowett Cars, Ltd., 48, Albemarle Street, London, W.1.

FIFTY years of experience in building sturdy and economical cars have contributed to the evolution of the Jowett Javelin saloon, a smart unit-construction four-seater which is one of the outstanding performers available in the 1,500 c.c. category. With torsion bar suspension, it has exceptionally good road holding and its flat-four engine is the only one of this type built in Britain. Among the features which marked this as a car designed to stand up to hard work are the oil cooler in front of the radiator and the big carburetor air cleaner built into the bonnet.

The Jupiter sports convertible has a specially tuned high-compression version of the overhead-valve Javelin engine in a light tubular chassis. It has already won its class once in the Monte Carlo Rally and twice in the 24-hour race at Le Mans.

4 speeds, synchromesh (overall ratios, 4.56, 6.25, 9.9 and 16.25 to 1); steering column control.

Suspension, independent front, torsion bar; torsion bar rear. Brakes, Girling hydraulic.

Wheelbase, 7ft 9in (231.3 cm); widest track, 4ft 4in (133 cm). Overall length, 14ft (427 cm). Width, 5ft 2in (157.48 cm). Ground clearance, 8in (20.32 cm). Weight (approx.), 1,895 lb (860 kg).

Tank capacity, 10 Imperial gallons (45.46 litres). Tyre size, 5.50-16in. Battery, 12-volt, 50 amp-hour.

Chassis £540
Convertible 2-3-seater £595

ROAD TEST SUMMARY

Javelin de Luxe: Running weight, 2,280 lb (1,036 kg); 56.6 b.h.p. per ton. Maximum torque, 78 lb ft at 2,600 r.p.m.; 15.5 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 25.29 (11.3-9.7 litres per 100 km).

Best acceleration, 10-30 m.p.h., 5.3 sec; 30-50 m.p.h., 12.7 sec; 40-60 m.p.h., 15.4 sec. Through gears, 0-30 m.p.h., 5.4 sec; 0-50 m.p.h., 14.8 sec; 0-60 m.p.h., 22.4 sec; 0-70 m.p.h., 39.4 sec. Maximum speed, 80 m.p.h. (Road Test, June 25, 1951).

Jupiter: Running weight, 2,107 lb (958 kg); 63.79 b.h.p. per ton. Maximum torque, 82 lb ft at 3,100 r.p.m.; 17 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 27.50 (10.5-9.4 litres per 100 km).

Best acceleration, 10-30 m.p.h., 5.5 sec; 30-50 m.p.h., 10.4 sec. Through gears, 0-30 m.p.h., 5.7 sec; 0-50 m.p.h., 13.1 sec; 0-60 m.p.h., 20.3 sec; 0-70 m.p.h., 30.3 sec. Maximum speed, 90 m.p.h. (Road Test, December 1, 1950).

Legonda

Legonda, Ltd., Hanworth Park Works, Feltham, Middlesex.

THE Legonda company has a history extending back to 1898 and it has long been famous for high-performance sporting cars with individual mechanical features. The company has been incorporated in the David Brown group since 1948. Engines are made in Yorkshire and the cars are assembled at the factory in Feltham, near London, which also produces the Aston Martin cars.

The Legonda employs a six-cylinder engine with twin overhead camshafts, which is basically the same as that used in the Aston Martin, but the chassis is entirely different, consisting of a pure cruciform structure. The front suspension is by coil springs with widely based lower wishbones and this is the only British design at present in production using independent rear suspension. Torsion bars are the suspension medium. Transmission is through a four-speed synchromesh gear box with steering column change.

The saloon and convertible coachwork, which is built by Legonda themselves, has elegant modern lines and is extremely well finished.

24-Litres: 6 cyl., 78 x 90 mm (3.07 x 3.54 in), 2,580 c.c. (157.5 cu in); twin o.h.c.; compression ratio, 6.5 to 1; 103 b.h.p. at 5,000 r.p.m. 4 speeds, synchromesh (overall ratios, 4.56, 6.06, 9.02 and 13.3 to 1); steering column control.

Suspension, independent front and rear; coil springs front; torsion bar rear. Brakes, Lockheed hydraulic.

Wheelbase, 9ft 5 1/2 in (288.3 cm); widest track, 4ft 8 1/2 in (144.15 cm). Overall length, 15ft 8 in (477.5 cm). Width, 5ft 8 in (172.7 cm). Height, 5ft 4 in (163 cm). Ground clearance, 7in (17.8 cm). Turning circle, 38ft (1,158.2 cm). Weight (approx.), 3,248 lb (1,473 kg).

Tank capacity, 19 Imperial gallons (86.37 litres). Tyre size, 6.00-16in. Battery, 12-volt, 63 amp-hour.

Chassis	£1,150
Saloon	£2,250
Drop-head coupé	£2,325

ROAD TEST SUMMARY

Saloon: Running weight, 3,346 lb (1,521 kg). 70.29 b.h.p. per ton. Maximum torque, 125 lb ft at 3,000 r.p.m.; 17.5 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 18-20 (15.7-14.1 litres per 100 km).

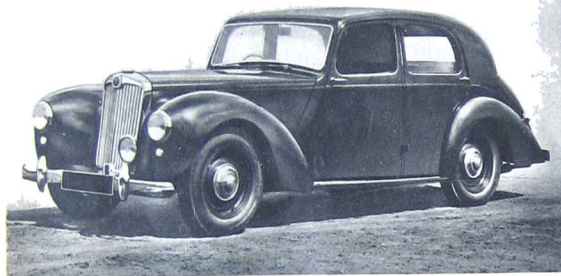
Best acceleration, 10-30 m.p.h., 4.2 sec; 30-50 m.p.h., 11.6 sec. Through gears, 0-30 m.p.h., 5.6 sec; 0-50 m.p.h., 12.3 sec; 0-60 m.p.h., 18.2 sec. Maximum speed, 91 m.p.h. (Road Test, November 11, 1949).

D.H. Coupé: Running weight, 3,409 lb (1,549.5 kg). 67.34 b.h.p. per ton. Maximum torque, 133 lb ft at 3,000 r.p.m.; 18 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 18-20 (15.7-14.1 litres per 100 km).

Best acceleration, 10-30 m.p.h., 4.3 sec; 30-50 m.p.h., 12.8 sec. Through gears, 0-30 m.p.h., 5.8 sec; 0-50 m.p.h., 12.7 sec; 0-60 m.p.h., 18.8 sec; 0-70 m.p.h., 26.6 sec. Maximum speed, 84 m.p.h. (Road Test, March 2, 1951).



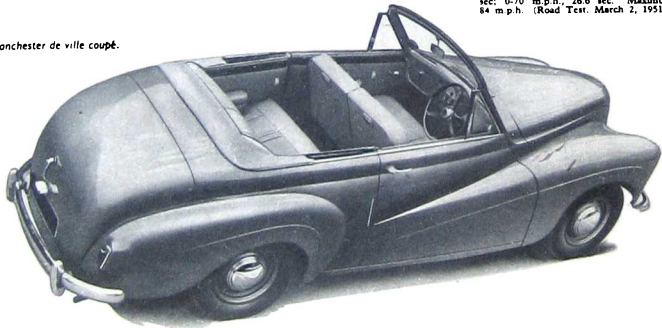
Marauder three-seater drop-head coupé.

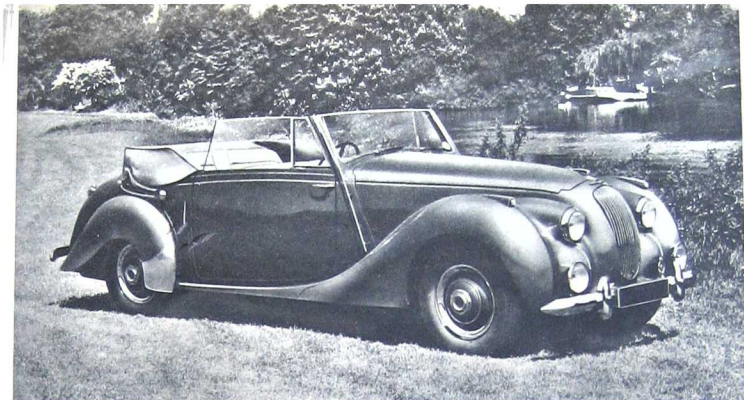


Leo-Francis saloon.

BRITISH CARS FOR THE WORLD

Lanchester de ville coupé.





2-litre Lagonda drop-head coupé.

Lanchester

Lanchester Motor Co., Ltd., Radford Works, Coventry.

THE first petrol driven four-wheel car made in England was a Lanchester, built in 1895. Dr. F. W. Lanchester was responsible for the early development of worm drive, magneto ignition and epicyclic gears, forerunners of present-day automatic transmissions.

The Lanchester company is now a member of the Daimler group and production is concentrated on the Fourteen, a 2-litre quality car designed for export markets and planned for production in greater numbers than any previous Lanchester model. There are two body styles, a saloon and a convertible. The latter has a three-position hood which is folded manually to the de ville position, after which it can be furled or re-erected hydraulically by pressing a button. Interiors are luxuriously finished in traditional British style with upholstery in high-grade leather.

An unusual feature is the use of laminated torsion bars for the front suspension and there is an automatic chassis lubrication system controlled by fluctuations in engine heat. The transmission is through a fluid coupling and four-speed epicyclic gear box.

Fourteen: 4 cyl., 76.2 x 107.9 mm (3.00 x 4.25in), 1,968 c.c. (120 cu in), o.h.v.; compression ratio, 6.7 to 1; 60 b.h.p. at 4,200 r.p.m. 4 speeds, preselector (overall ratios, 4.55, 6.71, 10.55 and 17.45 to 1); steering column control. Suspension, independent front, torsion bar; j-elliptic rear. Brakes, Girling hydro-mechanical. Wheelbase, 8ft 8in (264 cm); widest track, 4ft 4in (132 cm). Overall length, 14ft 8in (447 cm). Width, 5ft 5in (166.4 cm). Ground clearance, 6 1/2 in (16.51 cm). Turning circle, 33 1/2 (1,021 cm). Weight (approx.), 3,100 lb (1,409 kg). Tank capacity, 15 Imperial gallons (68 litres). Tyre size, 6.70-15in. Battery, 12-volt, 69 amp-hour.

Saloon £985
Coupé £1,050

Lea-Francis

Lea-Francis Cars, Ltd., Much Park Street, Coventry.

THE old-established Lea-Francis company, which began operations in 1896, has always concentrated on high-performance cars with individual mechanical features. Their current models all have four-cylinder engines with hemi-

spherical combustion chambers, the outstanding unit being the sports engine which gives 100 b.h.p. from a swept volume of 2 1/2 litres. This is fitted in an open sports model which has two small occasional seats behind the main front seats.

Chassis features include torsion bar front suspension and Girling hydro-mechanical brakes. The gear change is by the fast-disappearing central lever, as befits a car of sporting character. The chassis frame is underslung at the rear.

In appearance, Lea-Francis cars are easily identified by the characteristic radiator grille, which is now rounded in outline to harmonize with modern coachwork, but still retains the essential features of the famous Lea-Francis models of pre-war days.

14 hp: 4 cyl., 75 x 100 mm (2.95 x 3.91in), 1,767 c.c. (108 cu in), o.h.v.; compression ratio, 7.25 to 1; 65 b.h.p. at 4,700 r.p.m. 4 speeds, synchromesh (overall ratios, 4.88, 5.9, 10.4 and 17.2 to 1); central control. Suspension, independent front, torsion bar; j-elliptic rear. Brakes, Girling hydraulic. Wheelbase, 9ft 3in (289.8 cm); widest track, 4ft 4 1/2 in (132.09 cm). Overall length, 15ft 10 (457.2 cm). Width, 5ft 4in (162 cm). Height, 5ft 0 1/2 in (153.67 cm). Ground clearance, 7in (17.78 cm). Turning circle, 31ft (975 cm). Weight (approx.), Saloon, 2,910 lb (1,320 kg); Estate car, 3,020 lb (1,369 kg).

Tank capacity, 11 Imperial gallons (50 litres). Tyre size, 5.50-17in. Battery, 12-volt, 64 amp-hour.

Saloon £1,240
Estate car £1,210

18 hp: 4 cyl., 85 x 110 mm (3.35 x 4.33in), 2,496 c.c. (153.5 cu in), o.h.v.; compression ratio, 6 to 1; 95 b.h.p. at 4,000 r.p.m. 4 speeds, synchromesh (overall ratios, 3.916, 5.56, 8.36 and 13.86 to 1); central control. Suspension, independent front, torsion bar; j-elliptic rear. Brakes, Girling hydraulic. Wheelbase, 9ft 3in (289.8 cm); widest track, 4ft 4in (132.09 cm). Overall length, 15ft 10 (457.2 cm). Width, 5ft 4in (162 cm). Height, 5ft 0 1/2 in (153.67 cm). Ground clearance, 7in (17.78 cm). Turning circle, 31ft (975 cm). Weight (approx.), 3,020 lb (1,369 kg).

Tank capacity, 15 Imperial gallons (68 litres). Tyre size, 5.60-16in. Battery, 12-volt, 64 amp-hour.

Saloon, 6-light £1,250
5 1/2-Litre Sports: 4 cyl., 85 x 110 mm (3.35 x 4.33in), 2,496 c.c. (153.5 cu in), o.h.v.; compression ratio, 7 to 1; 100 b.h.p. at 4,000 r.p.m. 4 speeds, synchromesh (overall ratios, 3.64, 5.16, 7.77 and 12.89 to 1); central control. Suspension, independent front, torsion bar; j-elliptic rear. Brakes, Girling hydraulic. Wheelbase, 8ft 3in (251.46 cm); widest track, 4ft 4 1/2 in (132.09 cm). Overall length, 14ft (426.7 cm). Width, 5ft 3in (160 cm). Height, 5ft 4in (137.16 cm). Ground clearance, 7in (17.78 cm). Turning circle, 30ft (914.4 cm). Weight (approx.), 2,570 lb (1,165 kg).

Tank capacity, 15 Imperial gallons (68 litres). Tyre size, 6.00-16in. Battery, 12-volt, 64 amp-hour. Sports 2-seater £1,254

Marauder

Marauder Car Co., Ltd., Common Lane, Kenilworth, Warwickshire.

THE first Marauder car was built two years ago by a group of three enthusiasts who used Rover engine, transmissions, chassis and suspension parts in a new sports chassis. A company was formed and the cars have since been made in limited numbers, first with the normal Rover 75 engine of 2,103 c.c. and more recently with an enlarged engine of 2,367 c.c., which delivers 105 b.h.p. The open sports coachwork, which has clean modern lines, utilizes some of the Rover body pressings.

The use of an overdrive in the transmission makes an important contribution to low fuel consumption and effortless high speed cruising. It is engaged and released by rotating a small hand wheel on the instrument panel. The coachwork, being of the modern flush-sided type, allows room for three people abreast, and well-planned side screens ensure comfort in bad weather. The hood folds completely into the tail when not in use and there is room for a fair amount of luggage in a locker in the tail.

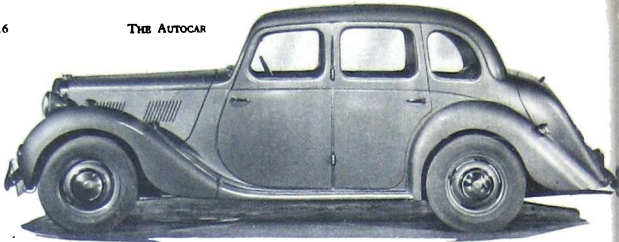
Sports: 6 cyl., 65.2 x 105 mm (2.567 x 4.134 in), 2,103 c.c. (128.4 cu in), o.h.i.; compression ratio, 7.6 to 1; 80 b.h.p. at 4,200 r.p.m. 4 speeds, synchromesh (overall ratios, 4.3, 5.92, 8.77 and 14.5 to 1); central control.

Suspension, independent front, coil springs; j-elliptic rear. Brakes, Girling hydraulic, two-leading shoe. Wheelbase, 5ft 6in (259 cm); widest track, 4ft 4in (132 cm). Overall length, 13ft 10in (422 cm). Width, 5ft 6in (168 cm). Height (hood down), 4ft 4in (132 cm). Ground clearance, 6 1/2 in (16.51 cm). Turning circle, 37ft (1,125 cm). Weight (approx.), 2,575 lb (1,168 kg). Tank capacity, 11 Imperial gallons (52 litres). Tyre size, 6.00-15in. Battery, 12-volt, 51 amp-hour.

Three-seater £1,250

ROAD TEST SUMMARY

Running weight, 2,884 lb (1,311 kg). 62 lb b.h.p. per ton. Maximum torque, 110 lb ft at 2,500 r.p.m.; 18 m.p.h. per 1,000 r.p.m. (top gear). Approx. maximum torque, 12.3-11.3 litres per 100 km.
Best acceleration, 10-30 m.p.h., 5.4 sec; 30-50 m.p.h., 11.1 sec. Through gears, 0-30 m.p.h., 5.7 sec; 0-50 m.p.h., 13.2 sec; 0-60 m.p.h., 18.4 sec; 0-70 m.p.h., 27.0 sec. Maximum speed, 89 m.p.h. (Road Test, June 12, 1951).



14-litre M.G. saloon. Inset: A TD Midget after establishing 23 records at Utah, U.S.A. It averaged over 75 m.p.h for 12 hours.

BRITISH CARS FOR THE WORLD

M.G.

M.G. Car Co., Ltd., Abingdon-on-Thames, Berkshire.

SINCE Morris Garages of Oxford first produced a specially tuned version of the Morris Oxford in 1923, a long line of M.G. sports cars has gained fame all over the world. Current production is concentrated on the famous TD Midget and the 14-litre saloon. The Midget roadster is to be seen wherever sports car enthusiasts gather together, and owners who wish to use it in competitions have the benefit of a carefully planned series of tuning schedules by which the power output can be increased from the 54 horse power of the standard model up to nearly 100 h.p. running on a 12 to 1 compression ratio. The use of the standard TD crankshaft and connecting rods in the supercharged engine with which Goldie Gardner established new world records emphasizes the essentially robust construction of the engine.

The latest version of the 14-litre saloon is the YB series, which has a hypoid axle and front brakes with two leading shoes. A larger clutch is fitted and the front suspension now has an anti-roll bar. The interior is finished in leather, with a fascia of walnut veneer.

TD Midget: 4 cyl., 66.5 x 90 mm (2.618 x 3.543 in), 1,250 c.c. (76.25 cu in); o.h.v.; compression ratio, 7.25 to 1; 46 b.h.p. at 4,800 r.p.m. 4 speeds, synchromesh (overall ratios, 5.143, 7.121, 10.646 and 18.0 to 1); central control. Suspension, independent front, coil springs; $\frac{1}{2}$ -elliptic rear. Brakes, Lockheed hydraulic. Wheelbase, 8ft 3in (251.4 cm); widest track, 4ft 2in (127 cm). Overall length, 13ft 5in (409 cm). Width, 4ft 11in (149 cm). Height, 4ft 10in (147 cm). Ground clearance, 6in (15 cm). Turning circle, 33ft (1,007 cm). Weight (approx.), 2,184 lb (991 kg). Tank capacity, 8 Imperial gallons (36 litres). Tyre size, 5.25-16in. Battery, 12-volt, 51 amp-hour.

Tyre size, 5.50-15in. Battery, 12-volt, 51 amp-hour.

TD 2-seater £530
Mark II 2-seater £585

14-Litre, Series YB: 4 cyl., 66.5 x 90 mm (2.618 x 3.543 in), 1,250 c.c. (76.25 cu in); o.h.v.; compression ratio, 7.25 to 1; 46 b.h.p. at 4,800 r.p.m. 4 speeds, synchromesh (overall ratios, 5.143, 7.121, 10.646 and 18.0 to 1); central control.

Suspension, independent front, coil springs; $\frac{1}{2}$ -elliptic rear. Brakes, Lockheed hydraulic. Wheelbase, 8ft 3in (251.4 cm); widest track, 4ft 2in (127 cm). Overall length, 13ft 5in (409 cm). Width, 4ft 11in (149 cm). Height, 4ft 10in (147 cm). Ground clearance, 6in (15 cm). Turning circle, 33ft (1,007 cm). Weight (approx.), 2,184 lb (991 kg). Tank capacity, 8 Imperial gallons (36 litres). Tyre size, 5.25-16in. Battery, 12-volt, 51 amp-hour.

Saloon £635

ROAD TEST SUMMARY

TD Midget: Running weight, 2,009 lb (913 kg); 60.66 h.p. per ton. Maximum torque, 63.9 lb ft at 2,600 r.p.m.; 14.4 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 27-33 (10.5-8.6 litres per 100 km).

Best acceleration, 10-30 m.p.h., 5.5 sec; 30-50 m.p.h., 12.9 sec. Through gears, 0-30 m.p.h., 6.2 sec; 0-50 m.p.h., 15.3 sec; 0-60 m.p.h., 23.4 sec; 0-70 m.p.h., 44.4 sec. Maximum speed, 80-83 m.p.h. (Road Test, January 20, 1950).

14-Litre: Running weight, 2,341 lb (1,064 kg); 17.5 h.p. per ton. Maximum torque, 58.5 lb ft at 2,400 r.p.m.; 14.42 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 24-28 (11.8-10.1 litres per 100 km). Best acceleration, 10-30 m.p.h., 7.1 sec; 30-50 m.p.h., 11.8 sec. Through gears, 0-30 m.p.h., 6.9 sec; 0-50 m.p.h., 18.4 sec; 0-60 m.p.h., 30.4 sec. Maximum speed, 75 m.p.h. (Road Test, April 11, 1952).

Morgan

Morgan Motor Co., Ltd., Pickersleigh Road, Malvern Link, Worcs.

THE Morgan Company has a long history extending back to 1909, when H. F. S. Morgan built his first three-wheeled single-seater runabout. It was

fitted with the simple slide and pillar front suspension which, in principle, has been used basically unchanged to the present day. Morgan is one of the only two manufacturers in the world using this type; significantly, both are manufacturers of sports cars.

The latest Morgan, the Plus Four, powered by a Standard Vanguard engine, has had a great reception and the chief trouble is that the demand far exceeds the total output of the small works in the Malvern Hills. The transmission is through a separately mounted four-speed gear box and a feature of the chassis is the method of lubricating the front suspension by oil supplied under pressure from the engine. The frame has side members of Z section and passes under the axle at the rear, giving a very low floor level. Body styles comprise a sports two-seater, open four-seater and convertible coupé.

Plus Four: 4 cyl., 85 x 92 mm (3.347 x 3.621 in), 2,008 c.c. (127.6 cu in); o.h.v.; compression ratio, 6.7 to 1; 68 b.h.p. at 4,200 r.p.m. 4 speeds, synchromesh (overall ratios, 4.1, 5.6, 12.0 and 13.8 to 1); central control.

Suspension, independent front, coil springs; $\frac{1}{2}$ -elliptic rear. Brakes, Girling hydraulic, two-leading shoe. Wheelbase, 8ft (244 cm); widest track, 3ft 11in (119.4 cm). Overall length, 2-seater, 11ft 8in (355 cm); 4-seater and coupé, 11ft 10in (360 cm). Width, 4ft 8in (142 cm). Height, 4ft 4in (133 cm). Ground clearance, 6in (15 cm). Turning circle, 33ft (1,006 cm). Weight (approx.), 2-seater, 1,764 lb (800 kg); 4-seater, 1,792 lb (813 kg); coupé, 1,848 lb (838 kg).

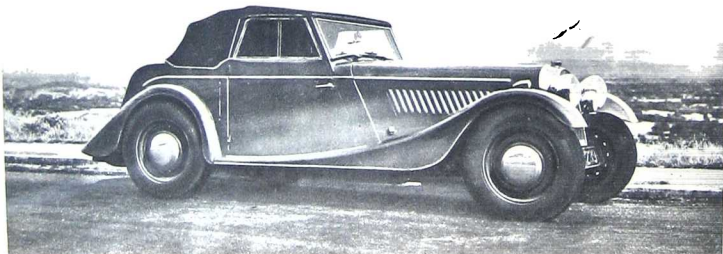
Tank capacity, 2-seater, 11 Imperial gallons (50 litres); 4-seater, 10 gallons (45.5 litres). Tyre size, 5.25-16in. Battery, 12-volt, 57 amp-hour.

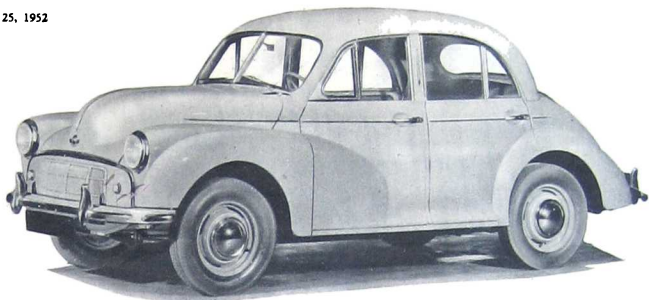
Two-seater £535
Four-seater £550
Drop-head coupé £590

ROAD TEST SUMMARY

Coupe: Running weight, 1,904 lb (865.4 kg); 80 h.p. per ton. Maximum torque, 112 lb ft at 2,300 r.p.m.; 19 m.p.h. per 1,000 r.p.m. (top

Morgan Plus Four coupé.





Morris Minor four-door saloon.

gear). Approx. m.p.g. 22-26 (12.8-10.9 litres per 100 km).
 Best acceleration, 10-30 m.p.h., 4.4 sec; 30-50 m.p.h., 9.5 sec. Through gears, 0-30 m.p.h., 4.6 sec; 0-50 m.p.h., 11.3 sec; 0-60 m.p.h., 17.9 sec; 0-70 m.p.h., 28 sec. Maximum speed, 85.5 m.p.h. (Road Test, April 27, 1951).

Morris

Morris Motors, Ltd., Cowley, Oxford.

THE making of the first Morris Oxford car at Cowley in 1912 was the first item in the long success story which led to the building up of the great Mulford organization, which has now been amalgamated with Austin to form the biggest motor vehicle producing group outside the U.S.A.

The smallest Morris car, the famous Minor, is Britain's most successful post-war small car and has gained a great reputation for comfortable riding, good roadholding and operating economy. It has undergone a continual process of detail refinement and improvement since its introduction.

The Oxford, with its four-cylinder side-valve engine, is a robust five-seater family car exported in considerable numbers to many parts of the world, while the Morris Six has coachwork of larger size than the Oxford and is powered by an overhead camshaft six-cylinder engine delivering 70 b.h.p., which gives it a surprisingly lively performance.

All Morris cars have independent front suspension by torsion bars and conventional transmissions, with synchromesh gear boxes. They have unit body-chassis structures which provide the necessary rigidity without excessive weight.

Minor: 4 cyl., 57×90 mm (2.244×3.543 in), 918.6 c.c. (56 cu in); side valves; compression ratio, 6.6 to 1; 27.5 b.h.p. at 4,400 r.p.m.

4 speeds, synchromesh (overall ratios, 4.55, 7.015, 10.477 and 17.904 to 1); central control. Suspension, independent front, torsion bar; 1-elliptic rear. Brakes, Lockheed hydraulic. Wheelbase, 7ft 2in (218.5 cm); widest track, 4ft 2 1/2in (128.4 cm). Overall length, 13ft 6in (376 cm). Width, 5ft 1in (155 cm). Height, 5ft 1 1/2in (167.5 cm). Ground clearance, 6in (15.1 cm). Turning circle, 33ft (10.074 cm). Weight (approx.), 2-door, 1,735 lb (787 kg); 4-door, 1,921 lb (873 kg); touring, 1,640 lb (762 kg). Tank capacity, 5 Imperial gallons (22.7 litres). Tyre size, 5.00-14in. Battery, 12-volt, 38 amp-hour.

Saloon, 2-door £373
 Saloon, 4-door £405
 Tourer £373

Oxford: 4 cyl., 73.5×87 mm (2.894×3.425 in), 1,477 c.c. (90 cu in); side valves; compression ratio, 6.6 to 1; 41 b.h.p. at 4,000 r.p.m. 4 speeds, synchromesh (overall ratios, 4.875, 7.342, 10.983 and 18.559 to 1); steering column control. Suspension, independent front, torsion bar; 1-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, 8ft 1in (246.4 cm); widest track, 4ft 5 1/2in (135.9 cm). Overall length, 13ft 1 1/2in (424 cm). Width, 5ft 5in (165 cm). Height, 5ft 1in (160 cm). Ground clearance, 6in (15.1 cm). Turning circle, 36ft (10.997 cm). Weight (approx.), 2,296 lb (1,042 kg). Tank capacity, 9 Imperial gallons (41 litres). Tyre size, 5.50-15in. Battery, 12-volt, 51 amp-hour.

Saloon, 4-door £510

Six: 6 cyl., 73.5×87 mm (2.894×3.425 in), 2,214 c.c. (135 cu in); o.h.c.; compression ratio, 6.6 to 1; 70 b.h.p. at 4,400 r.p.m. 4 speeds, synchromesh (overall ratios, 4.555, 6.886, 10.248 and 14.642 to 1); steering column control.

Suspension, independent front, torsion bar; 1-elliptic rear. Brakes, Lockheed hydraulic. Wheelbase, 9ft 2in (279.4 cm); widest track, 4ft 6in (137.1 cm). Overall length, 14ft 9in (450 cm). Width, 5ft 6in (168 cm). Height, 5ft 3 1/2in (161 cm). Ground clearance, 7in (17.8 cm). Weight (approx.), 2,800 lb (1,270 kg). Tank capacity, 12 Imperial gallons (54 litres). Tyre size, 6.00-15in. Battery, 12-volt, 51 amp-hour.

Saloon £640

ROAD TEST SUMMARY

Minor 4-door: Running weight, 1,720 lb (784 kg); 34.4 b.h.p. per ton. Maximum torque, 6.8 lb ft at 2,400 r.p.m.; 15 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g. 35-40 (8.1-7.1 litres per 100 km).

Best acceleration, 10-30 m.p.h., 8.7 sec; 30-50 m.p.h., 36.8 sec. Through gears, 0-30 m.p.h., 9.8 sec; 0-50 m.p.h., 38.3 sec. Maximum speed, 61 m.p.h. (Road Test, May 4, 1951).

Oxford: Running weight, 2,388 lb (1,085 kg); 39.16 b.h.p. per ton. Maximum torque, 65 lb ft at 1,800 r.p.m.; 15 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g. 27-30 (10.5-9.4 litres per 100 km).

Best acceleration, 10-30 m.p.h., 7.8 sec; 30-50 m.p.h., 19.3 sec. Through gears, 0-30 m.p.h., 9.7 sec; 0-50 m.p.h., 27.4 sec; 0-60 m.p.h., 46.7 sec. Maximum speed, 67 m.p.h. (Road Test, August 25, 1950).

Six: Running weight, 2,769 lb (1,259 kg); 56.63 b.h.p. per ton. Maximum torque, 98 lb ft at 1,800 r.p.m.; 19 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g. 20-24 (14.1-11.8 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.1 sec; 30-50 m.p.h., 16.8 sec. Through gears, 0-30 m.p.h., 7.9 sec; 0-50 m.p.h., 18.6 sec; 0-60 m.p.h., 27.1 sec. Maximum speed, 75 m.p.h. (Road Test, April 28, 1950).

Renault

Renault, Ltd., Western Avenue, London, W.3.

RENAULT cars have been assembled in Britain since before the war, using parts imported from the French factory. Since the war considerable numbers of the small 750 c.c. rear engine saloon have been assembled at the London factory on Western Avenue. A few have been released on the home market and the rest have gone overseas. The British version is fitted with British tyres, electrical equipment and accessories and the interior trim is modified in accordance with British ideas.

Apart from the saloon, a four-seater convertible is now being produced, but is reserved for export.

7.3 b.h.p. (rear engine), 4 cyl., 54.5×80 mm (2.15×3.15 in), 748 c.c. (45.65 cu in); o.h.c.; compression ratio, 7.25 to 1; 21 b.h.p. at 4,000 r.p.m. 3 speeds, synchromesh (overall ratios, 5.05, 8.72 and 17.4 to 1); central control.

Suspension, independent front and rear, coil springs. Brakes, Lockheed hydraulic. Wheelbase, 6ft 11in (210.84 cm); widest track, 3ft 11in (119.38 cm). Overall length, 11ft 10in (360.7 cm). Width, 4ft 8 1/2in (143.91 cm). Height, 4ft 8 1/2in (143.5 cm). Ground clearance, 7in (17.8 cm). Weight (approx.), 1,291 lb (587 kg). Tank capacity, 6 Imperial gallons (27.28 litres). Tyre size, 5.20-15in. Battery, 6-volt, 100 amp-hour.

Saloon £430
 Saloon de luxe £455

ROAD TEST SUMMARY

Running weight, 1,337 lb (608 kg); 31.83 b.h.p. per ton. Maximum torque, 32.6 lb ft at 1,500 r.p.m.; 13.5 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g. 40-46 (7.1-6.1 litres per 100 km).

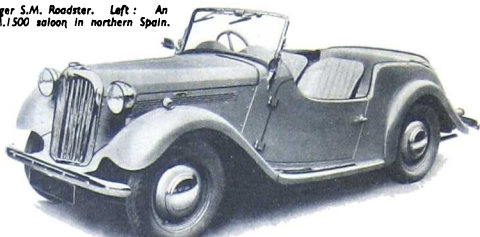
Best acceleration, 10-30 m.p.h., 9.8 sec; 30-50 m.p.h., 38.9 sec. Through gears, 0-30 m.p.h., 12.2 sec; 0-50 m.p.h., 50.0 sec. Maximum speed, 35 m.p.h. (Road Test, February 10, 1950).

Rear-engined Renault 760 saloon.



BRITISH CARS FOR THE

Singer S.M. Roadster. Left: An S.M.1500 saloon in northern Spain.



Rover 75 saloon.



Riley

Riley Motors, Ltd., Abingdon-on-Thames, Berkshire.

THIS is one of the oldest companies in the British industry. The Riley family started operations in 1896 and produced the first Riley car two years later. In 1938 the company was absorbed into the Nuffield group.

The current models, the 1½-litre and 2½-litre, were among the first post-war cars to go into production. They scored an immediate success and have continued without important changes. Their high efficiency four-cylinder engines are among the most successful examples of the hemispherical head principle and their torsion bar front suspension contributes to the excellent high-speed road holding for which they are noted. The coachwork is very well finished, with interior trim in high-grade leather and polished walnut.

Rileys exhibit unusual continuity in both appearance and design detail. The present engine layout derives directly from that of the Riley Nine, one of the most successful light cars ever built, and the current cars, although modern in form, are recognizable descendants of the great pre-war Rileys.

1½-litre: 4 cyl., 69 × 100 mm (2.72 × 3.93 in.), 1,496 c.c. (91.25 cu in.), o.h.v., compression ratio, 6.8 to 1, 55 b.h.p. at 4,500 r.p.m., speeds, synchromesh (overall ratios, 4.89, 7.23, 11.2 and 19.4 to 1); central control.

Suspension, independent front, torsion bar, 4-elliptic rear. Brakes, Girling hydro-mechanical. Wheelbase, 9ft 4½in (285.8 cm); widest track, 4ft 4½in (137.7 cm). Overall length, 14ft 11in (454 cm). Width, 5ft 3½in (161.3 cm). Height, 4ft 11in (150 cm). Ground clearance, 4½in (119 cm). Turning circle, 30ft (9.14 cm). Weight (approx.), 2,716 lb (1,232 kg).

Tank capacity, 12½ Imperial gallons (56.8 litres). Tyre size, 5.75-16in. Battery, 12-volt, 58 amp-hour.

Saloon £860

2½-litre: 4 cyl., 80.5 × 120 mm (3.169 × 4.724 in.), 2,443 c.c. (149 cu in.), o.h.v., compression ratio, 6.8 to 1, 100 b.h.p. at 4,500 r.p.m., 4 speeds, synchromesh (overall ratios, 4.11, 5.83, 8.86 and 15 to 1); central control.

Suspension, independent front, torsion bar, 4-elliptic rear. Brakes, Girling hydro-mechanical, twin-leading shoe. Wheelbase, 9ft 11in (302 cm); widest track, 4ft 4½in (137.7 cm). Overall length, 15ft 6in (472 cm). Width, 5ft 3½in (161.3 cm). Height, 4ft 11in (151 cm). Ground clearance, 7½in (17.78 cm). Turning circle, 36ft (11,000 cm). Weight (approx.), 3,220 lb (1,461 kg).

Tank capacity, 12½ Imperial gallons (56.8 litres). Tyre size, 6.00-16in. Battery, 12-volt, 63 amp-hour.

Saloon

£1,055

ROAD TEST SUMMARY

1½-Litre: Running weight, 2,716 lb (1,232 kg), 45.4 h.p. per ton. Approx. m.p.g. 25-29 (11.3-9.7 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.4 sec; 30-50 m.p.h., 15.1 sec. Through gears, 0-30 m.p.h., 7.8 sec; 0-50 m.p.h., 19.0 sec; 0-60 m.p.h., 31.2 sec. Maximum speed, 74 m.p.h. (Road Test, October 10, 1947).

2½-Litre: Running weight, 3,199 lb (1,454 kg), 70.05 h.p. per ton. Approx. m.p.g., 18-24 (15.7-11.8 litres per 100 km).

Best acceleration, 10-30 m.p.h., 5.4 sec; 30-50 m.p.h., 11.9 sec. Through gears, 0-30 m.p.h., 5.9 sec; 0-50 m.p.h., 13.0 sec; 0-60 m.p.h., 18.4 sec. Maximum speed, 92 m.p.h. (Road Test, February 25, 1949).

Rolls-Royce

Rolls-Royce, Ltd., 14-15, Conduit Street, London, W.1.

THE pre-eminent position of Rolls-Royce gas turbines in the aircraft world emphasizes that the company's leading position in the finest type of engineering is as secure as ever. The Rolls-Royce range of cars benefits from the company's vast engineering resources and maintains its position as the world's quality standard in automobile engineering. The enlarged engine of 4½ litres introduced last year has increased the performance and flexibility. It is of the F head type with overhead inlet valves and side exhaust valves. This engine is employed in two chassis, the Silver Wraith with a wheelbase 10ft 7in and the smaller Silver Dawn with a 10ft wheelbase. Coachwork for the Silver Wraith is produced exclusively by specialist coachbuilders in accordance with long-

standing Rolls-Royce tradition, but the company produces its own saloon bodywork for the smaller Silver Dawn, which is reserved for export only. The Rolls-Royce chassis is notable for its remarkably rigid frame, the very carefully planned independent front suspension and the exceptionally fine quality of the detail work throughout. For many years the brakes have been servo assisted.

Silver: Wheelbase, 6 cyl., 92 × 114 mm (3.622 × 4.50in), 4,566 c.c. (279 cu in.); o.h.v.; compression ratio, 6.4 to 1, 4 speeds, synchromesh (overall ratios, 3.7, 5.0, 7.5 and 11.1 to 1); right-hand control.

Suspension, independent front, coil spring; telescopic rear. Brakes, mechanical servo. Wheelbase, 10ft 7in (322.58 cm); widest track, 5ft (152 cm). Specialist coachwork only available. Tank capacity, 18 Imperial gallons (81.83 litres). Tyre size, 6.50-17in. Battery, 12-volt, 54 amp-hour.

Chassis	£2,345
Park Ward 6-light saloon	£4,445
Hooper touring limousine	£4,400
Mulliner touring limousine	£4,615
James Young sports saloon	£4,620

Silver Dawn: Specification as for Silver Wraith, except for: steering column control. Wheelbase, 10ft (304.8 cm); widest track, 4ft 10½in (148.59 cm). Overall length, 16ft (487.7 cm). Width, 5ft 11in (180.34 cm). Height, 5ft 6in (167 cm). Ground clearance, 7½in (19.14 cm). Turning circle, 42½ft (12,95.4 cm). Tyre size, 6.50-16in.

Saloon £2,975

ROAD TEST SUMMARY

Silvadoe de ville: Running weight, 4,732 lb (2,151 kg), 23 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 15-17 (11.8-16.6 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.0 sec; 30-50 m.p.h., 13.0 sec. Through gears, 0-30 m.p.h., 7.9 sec; 0-50 m.p.h., 17.2 sec; 0-60 m.p.h., 24.0 sec. Maximum speed, 64 m.p.h. (Road Test, December 9, 1949).

OR LD

Rover

Rover Co., Ltd., Lode Lane, Solihull, Birmingham.

ALTHOUGH it has an unbroken history extending back to 1877, when the founders began making penny-farthing bicycles, the Rover company is not too old to set the pace in technical progress, as its achievement in demonstrating the first gas turbine car two years ago clearly proved. The current Rover 75 is a six-cylinder car of unusual refinement and the manufacturers take considerable pride in the detail work and the high finish given to both chassis and bodywork. They are rewarded by the loyalty of a discriminating

carried in a separate compartment, and a more powerful heater is fitted.

751 6 cyl. 65.2 x 105 mm (2.567 x 4.134 in), 2,103 c.c. (128.4 cu in); o.h.c.; compression ratio, 7.25 to 1; 75 b.h.p. at 4,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.3, 5.92, 8.77 and 14.5 to 1); steering column control.

Suspension, independent front, coil springs; j-elliptic rear. Brakes, Girling hydraulic. Wheelbase, 91½ in (231 cm); widest track, 4ft 4in (132 cm). Overall length, 14ft 10½ in (458 cm). Width, 5ft 5½ in (167 cm). Height, 5ft 3½ in (161 cm). Ground clearance, 7½ in (18 cm). Turning circle, 37ft (11.125 cm). Weight (approx.), 3,200 lb (1,452 kg).

Tank capacity, 1½ Imperial gallons (52 litres). Tyre size, 6.00-15in. Battery, 12-volt, 51 amp-hour.

Saloon £955

ROAD TEST SUMMARY

Running weight, 3,198 lb (1,454 kg). 52.53 b.h.p. per ton. Maximum torque, 111 lb ft at 2,500 r.p.m.; 18 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 22-26 (12.8-10.9 litres per 100 km).

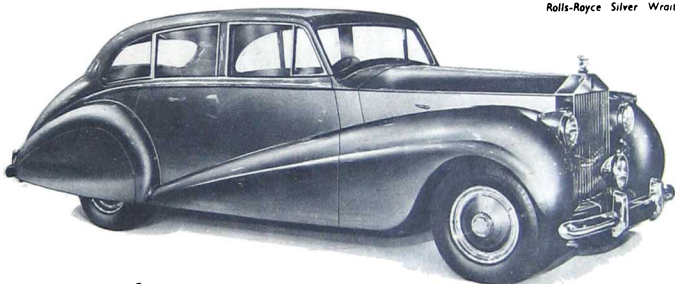
Best acceleration, 10-30 m.p.h., 6.3 sec; 30-50 m.p.h., 13.6 sec. Through gears, 0-30 m.p.h.,

seater, whereas the Roadster is a compact sports car with racy lines on a shorter and narrower chassis with overall dimensions the same as those of the Singer Nine. These compact dimensions, plus a lively engine delivering 50 b.h.p., give the Roadster a particularly lively performance. It is an example of a comparatively rare type at present, with hand-built bodywork which provides two seats and two occasional seats in the rear, plus room for luggage in a locker in the tail. With its hood and side screens it provides the comfort and convenience of a touring car together with the roadholding and handling qualities of a sports model.

S.M. Roadster: 4 cyl., 73 x 89.4 mm (2.874 x 3.520 in), 1,497 c.c. (91.36 cu in); o.h.c.; compression ratio, 7 to 1; 48 b.h.p. at 4,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.87, 6.12, 9.45 and 14.55 to 1); central control.

Suspension, independent front, coil springs; j-elliptic rear. Brakes, Girling hydro-mechanical

Rolls-Royce Silver Wraith.



body of owners who appreciate a car which is built to last.

The Rover engine is noteworthy for its F head with overhead inlet and side exhaust valves, an arrangement which gives a good power output and economical fuel consumption. The chassis frame is unusually rigid and the independent front suspension has very widely based wishbones, an arrangement which contributes to the good road behaviour for which these cars are noted. The frontal appearance has recently been changed by the fitting of a new radiator grille which is a logical successor to the grilles fitted on Rover cars before the war. The luggage locker is now free of obstruction, the spare wheel being

6.8 sec; 0-50 m.p.h., 16.2 sec; 0-60 m.p.h., 23.1 sec; 0-70 m.p.h., 35.6 sec. Maximum speed, 82 m.p.h. (Road Test, July 14, 1950).

Singer

Singer Motors, Ltd., Coventry Road Works, Birmingham, 10.

IN common with several of the companies in the British industry, Singer began by building bicycles. They commenced operations in 1876.

Current production is concentrated on three models, the S.M. 1500 saloon, the S.M. Roadster and the Nine 4 AB. The S.M. 1500 saloon and the Roadster both employ the same overhead camshaft 1½-litre engine; the saloon is a roomy five-

Wheelbase, 7ft 7in (231 cm); widest track, 31½ in (801 mm). Overall length, 12ft 6in (381 cm). Width, 4ft 10in (147 cm). Height, 4ft 10½ in (148 cm). Ground clearance, 6½ in (17 cm). Turning circle, 33ft (10,05 cm). Weight (approx.), 1,830 lb (830 kg).

Tank capacity, 7 Imperial gallons (52 litres). Tyre size, 5.00-16in. Battery, 12-volt, 38 amp-hour.

No price quoted in Great Britain

S.M. 1500: 4 cyl., 73 x 89.4 mm (2.874 x 3.520 in), 1,497 c.c. (91.36 cu in); o.h.c.; compression ratio, 7 to 1; 48 b.h.p. at 4,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 5.125, 6.94, 10.74 and 17.05 to 1); steering column control.

Suspension, independent front, coil springs; j-elliptic rear. Brakes, Lockheed hydraulic. Wheelbase, 8ft 1½ in (273 cm); widest track, 4ft 3in (129.54 cm). Overall length, 14ft 6in (442 cm). Width, 5ft 3in (160 cm). Height, 5ft 4in (162 cm). Ground clearance, 7in (17.8 cm). Turning circle, 33ft (10,05 cm). Weight (approx.), 2,520 lb (1,143 kg).

Tank capacity, 10 Imperial gallons (45.46 litres). Tyre size, 5.50-16in. Battery, 12-volt, 38 amp-hour.

Saloon £725

ROAD TEST SUMMARY

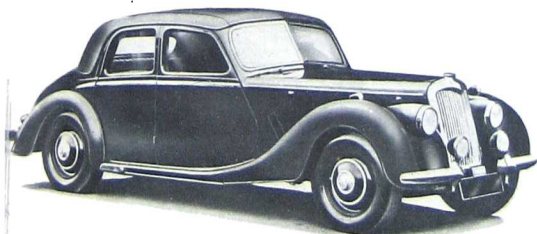
S.M. Roadster: Running weight, 1,813 lb (824 kg). 50.4 b.h.p. per ton. Maximum torque, 72 lb ft at 2,200 r.p.m.; 15.54 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 28-30 (10.1-9.4 litres per 100 km).

Best acceleration, 10-30 m.p.h., 5.4 sec; 30-50 m.p.h., 10.2 sec; 40-60 m.p.h., 12.8 sec. Through gears, 0-30 m.p.h., 5.4 sec; 0-50 m.p.h., 13.7 sec; 0-60 m.p.h., 20.8 sec. Maximum speed, 75 m.p.h. (Road Test, September 28, 1951).

S.M. 1500: Running weight, 2,695 lb (1,225 kg). 41.56 b.h.p. per ton. Maximum torque, 79 lb ft at 2,400 r.p.m.; 15.25 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 26-28 (10.9-10.1 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.9 sec; 30-50 m.p.h., 16.8 sec. Through gears, 0-30 m.p.h., 9.1 sec; 0-50 m.p.h., 23.9 sec; 0-60 m.p.h., 36.7 sec. Maximum speed, 72 m.p.h. (Road Test, June 10, 1949).

2½-litre Riley saloon.





Standard Vanguard saloon. Inset: On test in the watersplash at the Lindley proving ground of the British motor industry.

BRITISH CARS FOR THE WORLD

Standard

Standard Motor Co., Ltd., Fletchamstead Works, Coventry.

STANDARD is the focal element of one of the British motor industry's big six manufacturing groups and it also controls Triumph and builds Ferguson tractors. Before the war, Standard built a wide variety of cars covering most of the popular sizes, but since the war this company has boldly concentrated on one model, the Vanguard, which is built as a saloon and Estate car. The saloon is a compact economical five-seater with an unusually good performance. The transmission is through a three-speed synchromesh gear box, but as part of the continual process of development and improvement the Laycock de Normanville automatic overdrive has been added as an optional extra. This is engaged hydraulically by a slight additional movement of the gear lever and therefore is under the driver's control at all times.

Other changes for the current year include a new front grille, more massive bumpers and a modified line for the bonnet. The rear window has been increased in size and push-button door locks have been adopted.

Vanguard: 4 cyl., 85 x 92 mm (3.34 x 3.622 in), 2,088 c.c. (127.6 cu in), 0 h.v.; compression ratio, 6.7 to 1; 68 b.h.p. at 4,200 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.625, 7.71 and 16.35 to 1); steering column control.

Suspension, independent front, coil springs; j-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, 7ft 10in (238 cm); widest track, 4ft 6in (137 cm). Overall length, 13ft 10in (432 cm). Width, 5ft 9in (175 cm). Height, 5ft 4in (163 cm). Ground clearance, 6in (20 cm). Turning circle, 35ft (1,067 cm). Weight (approx.), 2,632 lb (1,200 kg). Tank capacity, 15 Imperial gallons (68 litres). Tyre size, 5.75-16in. Battery 12-volt, 51 amp-hour.

Saloon	£590
Estate car	£655

ROAD TEST SUMMARY

Running weight, 2,823 lb (1,283 kg). 46 b.h.p. per ton, laden. Maximum torque, 108 lb ft at 3,000 r.p.m.; 16.9 m.p.h. per 1,000 r.p.m. (top gear); 21.75 m.p.h. (on overdrive). Approx. m.p.g., 27-29 m.p.g. (12.8-10.1 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.6 sec; 30-50 m.p.h., 10.0 sec; 40-60 m.p.h., 15.0 sec. Through gears, 0-30 m.p.h., 6.5 sec; 0-50 m.p.h., 15.8 sec; 0-60 m.p.h., 24.5 sec; 0-70 m.p.h., 39.7 sec. Maximum speed (with overdrive), 81.5 m.p.h. (Road Test, January 25, 1952).

Sunbeam-Talbot

Sunbeam-Talbot, Ltd., Ryton-on-Dunsmore, Coventry.

THE Sunbeam Motor Car Co., Ltd., and Clement-Talbot, Ltd., were two old-established units of the British industry which were acquired by the Rootes Group in 1935, and ultimately amalgamated as Sunbeam-Talbot, Ltd., in 1938. The cars currently built at Ryton-on-Dunsmore, near Coventry, are still sold under the name of Sunbeam in some overseas markets.

Production is now concentrated on a single model, the Ninety, a comfortable

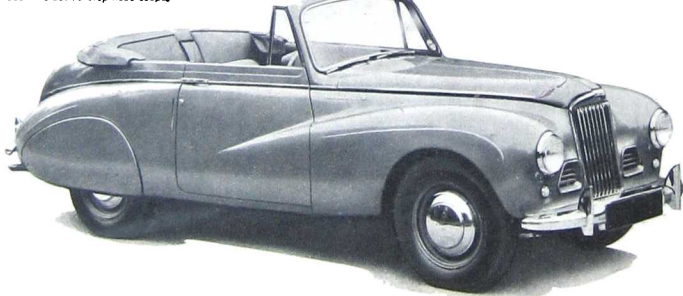


and refined car with sporting lines and a high performance, which has gained a notable record of successes in international competitions, culminating with second place in this year's Monte Carlo Rally, when it defeated many much larger cars.

The saloon is a comfortable four-door four-seater with steel bodywork, whereas the drop-head coupé on the same chassis is panelled partly in steel and partly in aluminium. The folding top of the convertible can be used closed, fully open, or half furled in the de ville position.

The power unit is an overhead valve four-cylinder engine delivering 70 b.h.p., driving through a four-speed synchromesh gear box. Air intake grilles on each side of the radiator supply fresh air to the heating and ventilation system.

Sunbeam-Talbot 90 drop-head coupé.



90, 4 cyl., 81 x 110 mm (3.1875 x 4.33in), 2,267 c.c. (138.2 cu in); o.h.v.; compression ratio, 6.45 to 1; 70 b.h.p. at 4,000 r.p.m.; 4 speeds; synchromesh (overall ratios, 3.9, 5.81, 9.63 and 15.91 to 1); steering column control.

Suspension, independent front, coil springs; j-elliptic rear. Brakes, Lockheed, two-leading shoes.

Wheelbase, 8ft 1 1/2in (247.6 cm); widest track, 4ft 2 1/2in (128.3 cm). Overall length, 13ft 1 1/2in (404.4 cm). Width, 5ft 2 1/2in (158.7 cm). Height, 5ft 10in (154.3 cm). Ground clearance, 6.63in (16.8 cm). Turning circle, 26ft 11in (11.13 cm). Weight (approx.), 2,856 lb (1,295 kg).

Tank capacity, 10 Imperial gallons (45 litres). Tyre size, 5.50-16in. Battery, 12-volt, 51 amp-hour.

Saloon £865
Coupe £895

ROAD TEST SUMMARY

Running weight, 3,068 lb (1,395 kg); 51:10 b.h.p. per ton. Maximum torque, 113 lb ft at 2,400 r.p.m.; 20 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 21-24 (13.5-11.8 litres per 100 km).

Best acceleration, 10.30 m.p.h., 5 sec; 30-50 m.p.h., 13 sec. Through gears, 0-50 m.p.h., 6.7 sec; 0-50 m.p.h., 16.0 sec; 0-60 m.p.h., 24.3 sec; 0-70 m.p.h., 35.5 sec. Maximum speed, 86 m.p.h. (Road Test, February 23, 1951).

Triumph

Triumph Motor Co. Ltd., Fletchamstead Works, Coventry.

TRIUMPH began as a bicycle manufacturer in 1885. The company eventually entered the car business, concentrating on quality cars with special features in chassis and coachwork designed to appeal to discriminating buyers.

The company was absorbed into the Standard group in 1945 and now makes two models, the Mayflower and Renown, both of which have individual coachwork in the traditional British knife-edged style. It has the practical advantage of very slim pillars and big window areas, which give excellent driving vision and create interiors with maximum light and head room. The Mayflower is a small economy model with a four-cylinder side-valve engine of 1 1/2 litres, while the Renown is a larger car using an o.h.v. four-cylinder engine of 2 litres similar to that employed in the Vanguard. It also has the benefit of the Laycock de Normanville overdrive as an optional extra.

An addition to the range for 1952 is the Renown limousine, which has a wheelbase 3in longer than that of the saloon, and has a glass division between front and rear seats. The heating and ventilation system allows fresh air, warm or cold, to be circulated independently in each compartment.

Mayflower: 4 cyl., 63 x 100 mm (2.48 x 3.94in), 1,247 c.c. (76 cu in); side valves; compression ratio, 6.8 to 1; 38 b.h.p. at 4,200 r.p.m.; 3 speeds; synchromesh (overall ratios, 3.125, 8.50 and 18.14 to 1); steering column control.

Suspension, independent front, coil springs;

j-elliptic rear. Brakes, Lockheed hydraulic. Wheelbase, 7ft (213 cm); widest track, 4ft 1in (125 cm). Overall length, 12ft 10in (391 cm). Width, 5ft 2 1/2in (157 cm). Height, 5ft 2 1/2in (157 cm). Ground clearance, 8in (20 cm). Turning circle, 34ft (1,036 cm). Weight (approx.), 1,960 lb (905 kg).

Tank capacity, 10 Imperial gallons (45.46 gallons). Tyre size, 5.50-15 in. Battery, 12-volt, 38 amp-hour.

Saloon £450
Renown: 4 cyl., 85 x 92 mm (3.34 x 3.62in), 2,267 c.c. (137.8 cu in); o.h.v.; compression ratio, 6.7 to 1; 60 b.h.p. at 4,200 r.p.m.; 3 speeds; synchromesh (overall ratios, 4.625, 7.71 and 16.25 to 1); steering column control.

Suspension, independent front, coil springs; j-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, 9ft 3in (281.92 cm); widest track, 4ft 6in (137 cm). Overall length, 15ft 1in (459.5 cm). Width, 5ft 4in (162 cm). Height, 5ft 5in (165 cm). Ground clearance, 8in (20 cm). Turning circle, 40ft (1,219 cm). Weight (approx.), Saloon, 2,856 lb (1,300 kg); Limousine, 2,812 lb (1,240 kg).

Tank capacity, 14 Imperial gallons (63.64 gallons). Tyre size, 5.75-16in. Battery, 12-volt, 51 amp-hour.

Saloon £925
Limousine £925

ROAD TEST SUMMARY

Mayflower: Running weight, 2,107 lb (958 kg), 40.39 b.h.p. per ton. Maximum torque, 58.5 lb ft at 2,500 r.p.m.; 14 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 32-35 (8.8-8.1 litres per 100 km).

Best acceleration, 10.30 m.p.h., 7.9 sec; 30-50 m.p.h., 16.3 sec. Through gears, 0-30 m.p.h., 8.8 sec; 0-50 m.p.h., 23.9 sec; 0-60 m.p.h., 42.6 sec. Maximum speed, 65 m.p.h. (Road Test, April 14, 1950).

Renown: Running weight, 2,984 lb (1,354 kg), 51.45 b.h.p. per ton. Maximum torque, 108.3 lb ft at 2,600 r.p.m.; 16.9 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 22-24 (12.9-11.8 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.6 sec; 30-50 m.p.h., 13.3 sec. Through gears, 0-30 m.p.h., 8.0 sec; 0-50 m.p.h., 19.8 sec; 0-60 m.p.h., 30.0 sec. Maximum speed, 74 m.p.h. (Road Test, February 24, 1950).

Vauxhall

Vauxhall Motors, Ltd., Luton, Bedfordshire.

THE Vauxhall Iron Works was making marine engines in London as long ago as 1857, and built its first car in 1903. The reputation of the company was made with a series of high performance sporting cars, including the 30-98, which obtained world fame, but since control was acquired by General Motors in 1926

activity has been concentrated on practical family cars in the lower price ranges and the factory at Luton, Bedfordshire, has become one of Britain's biggest manufacturers.

First result of the recent £10 million expansion programme was the introduction of two new versions of the Wyvern and Velox, which appeared at the London Show last year. Essentially they consist of one unit construction four-door saloon car which is offered with the choice of a four-cylinder engine of 1 1/2 litres or a six-cylinder 2 1/2-litre engine with variations in trim and equipment. At first the existing power units from the previous range were employed in the new models but two entirely new power units have just been announced and should enhance still further the reputation for performance and economy which these cars enjoy.

The current models depart from previous Vauxhall practice by using conventional front suspension with coil springs and wishbones of unequal length. Rear suspension is by half-elliptic springs which are unusual in that they have only three leaves.

Wyvern: 4 cyl., 79.37 x 76.2 mm (3.125 x 3.00in), 1,507 c.c. (92 cu in); o.h.v.; compression ratio 6.4 to 1; 40 b.h.p. at 4,000 r.p.m.; 3 speeds; synchromesh (overall ratios, 4.625, 7.576 and 15.22 to 1); steering column control.

Suspension, independent front, coil springs; j-elliptic rear. Brakes, Vauxhall-Lockheed hydraulic.

Wheelbase, 8ft 7in (261.6 cm); widest track, 4ft 6 1/2in (148.4 cm). Overall length, 14ft 4 1/2in (438.2 cm). Width, 5ft 7in (170.2 cm). Height, 5ft 3 1/2in (160.6 cm). Ground clearance, 7in (17.78 cm). Turning circle, 35ft (1,067 cm). Weight (approx.), 2,245 lb (1,022 kg).

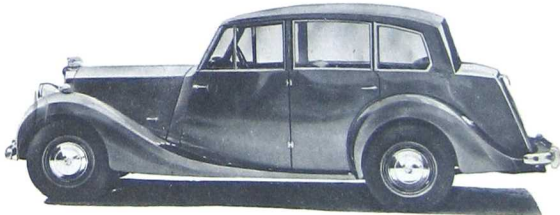
Tank capacity, 11 Imperial gallons (50 litres). Tyre size, 5.60-15in. Battery, 12-volt, 44 amp-hour.

Saloon £495

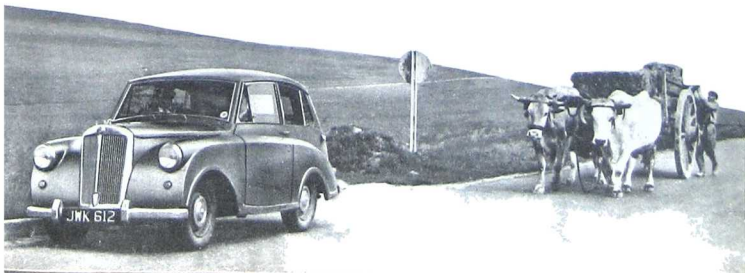
Velox: 6 cyl., 79.37 x 76.2 mm (3.125 x 3.00in), 2,262 c.c. (138 cu in); o.h.v.; compression ratio, 6.4 to 1; 64 b.h.p. at 4,000 r.p.m.; 3 speeds; synchromesh (overall ratios, 4.125, 6.725 and 12.798 to 1); steering column control.

Suspension, independent front, coil springs; j-elliptic rear. Brakes, Vauxhall-Lockheed hydraulic.

Wheelbase, 8ft 7in (261.6 cm); widest track, 4ft 6 1/2in (148.4 cm). Overall length, 14ft 4 1/2in (438.2 cm). Width, 5ft 7in (170.2 cm). Height, 5ft 3 1/2in (161.2 cm). Ground clearance, 7in (18.4 cm). Turning circle, 35ft (1,067 cm). Weight (approx.), 2,345 lb (1,066 kg).



Triumph Renown saloon. Inset: A Mayflower on the Continent.





Vauxhall Wyvern saloon.

BRITISH CARS FOR THE WORLD

Tank capacity, 11 Imperial gallons (50 litres).
Tyre size, 5.90-15in Battery, 12-volt, 53 amp-hour.

Saloon

5355

ROAD TEST SUMMARY

Wyverns: Running weight, 2,324 lb (1,056 kg). 29.2 b.h.p. per ton laden. Maximum torque, 71 lb ft at 1,800 r.p.m.; 16 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 28-32 (10.0-8.8 litres per 100 km).

Best acceleration, 10-30 m.p.h., 7.8 sec; 30-50 m.p.h., 17.3 sec. Through gears, 0-30 m.p.h., 8.6 sec; 0-50 m.p.h., 23.1 sec. Maximum speed, 68 m.p.h. (Road Test, January 18, 1952).

Velos: Running weight, 2,483 lb (1,129 kg). 52.6 b.h.p. per ton. Maximum torque, 106.5 lb ft at 1,100 r.p.m.; 18.4 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 22-27 (12.8-10.5 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.0 sec; 30-50 m.p.h., 10.4 sec; 40-60 m.p.h., 11.9 sec. Through gears, 0-30 m.p.h., 6.8 sec; 0-50 m.p.h., 15.6 sec; 0-60 m.p.h., 22.4 sec; 0-70 m.p.h., 32.4 sec. Maximum speed, 78.5 m.p.h. (Road Test, November 2, 1951).

Wolseley

Wolseley Motors, Ltd., Cowley, Oxford.

WOLSELEY was among the earliest companies in the British industry and produced its first motor vehicle in 1896. It became in 1927 part of the large group which is now the Nuffield Organization, and manufacture was ultimately moved from the Wolseley factory in Birmingham to the Morris works at Cowley,

Oxford. The Four-Fifty and Six-Eighty correspond in size to the Morris Oxford and Morris Six but they are more luxurious cars with more powerful engines.

The use of overhead camshafts enables them to combine a high power output with smooth, quiet running, and their four-speed synchromesh gear boxes assist in obtaining the maximum performance. A steering-column gear change is used and has been improved in detail for the current year. Upholstery is in leather with foam rubber overlays and interior woodwork is in walnut. Wolseley cars have steel unit body-chassis structures and independent front suspension by torsion bars, which gives them very good road holding.

Four-Fifty: 4 cyl., 73.5 x 87 mm (2.894 x 3.425in), 1,476 c.c. (90 cu in); o.h.c.; compression ratio 6.6 to 1. 4 speeds, synchromesh (overall ratios 4.875, 7.342, 10.983 and 18.559 to 1); steering column control.

Suspension, independent front, torsion bar; i-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, 8ft 6in (259 cm); widest track, 4ft 6in (137.2 cm). Overall length, 14ft 2in (432 cm). Width, 5ft 6in (168 cm). Height, 5ft 3in (160 cm). Ground clearance, 7in (17.8 cm). Turning circle, 38ft (11.58 cm). Weight (approx.), 2,660 lb (1,206 kg).

Tank capacity, 9 Imperial gallons (41 litres). Tyre size, 5.50-15in. Battery, 12-volt, 51 amp-hour.

Saloon

1,660

Six-Eighty: 6 cyl., 73.5 x 87 mm (2.894 x

3.425 in), 2,215 c.c. (135 cu in); o.h.c.; compression ratio 6.6 to 1. 4 speeds, synchromesh (overall ratios, 4.555, 6.586, 10.248 and 14.642 to 1); steering column control.

Suspension, independent front; torsion bar; i-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, 9ft 2in (279 cm); widest track, 4ft 6in (137.2 cm). Overall length, 14ft 9in (450 cm). Width, 5ft 6in (168 cm). Height, 5ft 3in (161 cm). Ground clearance, 7in (17.8 cm). Turning circle, 40ft (1,219 cm). Weight (approx.), 2,814 lb (1,281 kg).

Tank capacity, 12 Imperial gallons (54 litres). Tyre size, 6.00-15 in. Battery, 12-volt, 51 amp-hour.

Saloon

1,720

ROAD TEST SUMMARY

Four-Fifty: Running weight, 2,604 lb (1,184 kg). 43.0 b.h.p. per ton. Maximum torque, 71.7 lb ft at 2,900 r.p.m.; 15 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 24-27 (11.8-10.5 litres per 100 km).

Best acceleration, 10-30 m.p.h., 7.2 sec; 30-50 m.p.h., 17.3 sec. Through gears, 0-30 m.p.h., 7.5 sec; 0-50 m.p.h., 19.9 sec; 0-60 m.p.h., 33.0 sec. Maximum speed, 72 m.p.h. (Road Test, May 25, 1951).

Six-Eighty: Running weight, 2,900 lb (1,318 kg). 55.61 b.h.p. per ton. Maximum torque, 101.8 lb ft at 2,600 r.p.m.; 18.85 m.p.h. per 1,000 r.p.m. (top gear). Approx. m.p.g., 20-24 (14.1-11.8 litres per 100 km).

Best acceleration, 10-30 m.p.h., 5.9 sec; 30-50 m.p.h., 15.0 sec. Through gears, 0-30 m.p.h., 7.1 sec; 0-50 m.p.h., 17.1 sec; 0-60 m.p.h., 24.4 sec; 0-70 m.p.h., 31.6 sec. Maximum speed, 78.5 m.p.h. (Road Test, July 28, 1950).

ABBREVIATIONS: O.h.v. = overhead valves; o.h.c. = overhead inlet valves; o.h.c. = overhead camshaft; b.h.p. = brake horse-power; m.p.g. = miles per gallon.

Wolseley Four-fifty saloon.

