

By IAN FRASER

CARS Round up . . .



BABY SPORTS

Stories are floating around that an 803 c.c. British Motor Corporation powered sports car is about to go into production in England, but who's going to make it, how much it will cost and when it will be available in Australia are just about as vague as the rumor.

If such a car is to be made, then I wouldn't mind betting that Donald Healey will have something to do with it.

Austin Distributors have been hounded by enthusiasts who want full particulars, but the distributors know only what they have heard from rumors.

£400 A GALLON

Oil industry research stations have been doing a lot of experimental work lately on higher octane fuels. So far the best result has been a brew costing £400 a gallon.

Meanwhile, Detroit has made a motor running on a 12:1 compression ratio, and although it is 25-per cent. more economical than an engine running on 7.5:1, the fabulous cost of top grade aviation spirit to use in the high comp. unit takes most of the kick from the idea.

GRAND PRIX VENUE

We hear that the Australian Grand Prix will be held on the Albert Park circuit next year at the same time as the Olympic Games. Factory entered teams from Europe will be coming, including a herd of Porsche Spyders and their drivers.

REDEX TOUGHER

THIS year's Redex Round Australia grind will start at 12 noon on Sunday, August 21, but the organisers are having trouble finding a suitable site in Sydney from which to send off the car wreckers.

A 62-mile horror section, said to be at least twice as horrible as last year's, will be positioned between a remote out-post called Duchess and Mount Isa.

The first car is due back in Sydney at 1.16 p.m. on Sunday, September 11.

100S HERE SOON

The disc-braked Austin Healey 100S models, which were expected to take a rise out of the competition at the Albert Park races in Melbourne during the Moomba Festival, will not leave England until July.

HOT MASERATI

During practice for the recent Moomba races at Albert Park, Reg Hunt and his Maserati pulled into the pits for a brake check. One of the mechanics put some special type of thermometer on the front drums and its promptly wizzed up to

200 degrees, which is hot even for a Maserati.

It was good to note during the races that Hunt's car was not plagued by brake troubles again.

The Mazzer was by far the quickest car on the course and did a record lap at 92 m.p.h.

WHITE TOP

EXPERIMENTS by General Motors' Fisher body engineers reveal that if a car with a white top and a car with a black top were parked side by side in the sun, the lighter top car would remain 15 degrees cooler in the cabin.

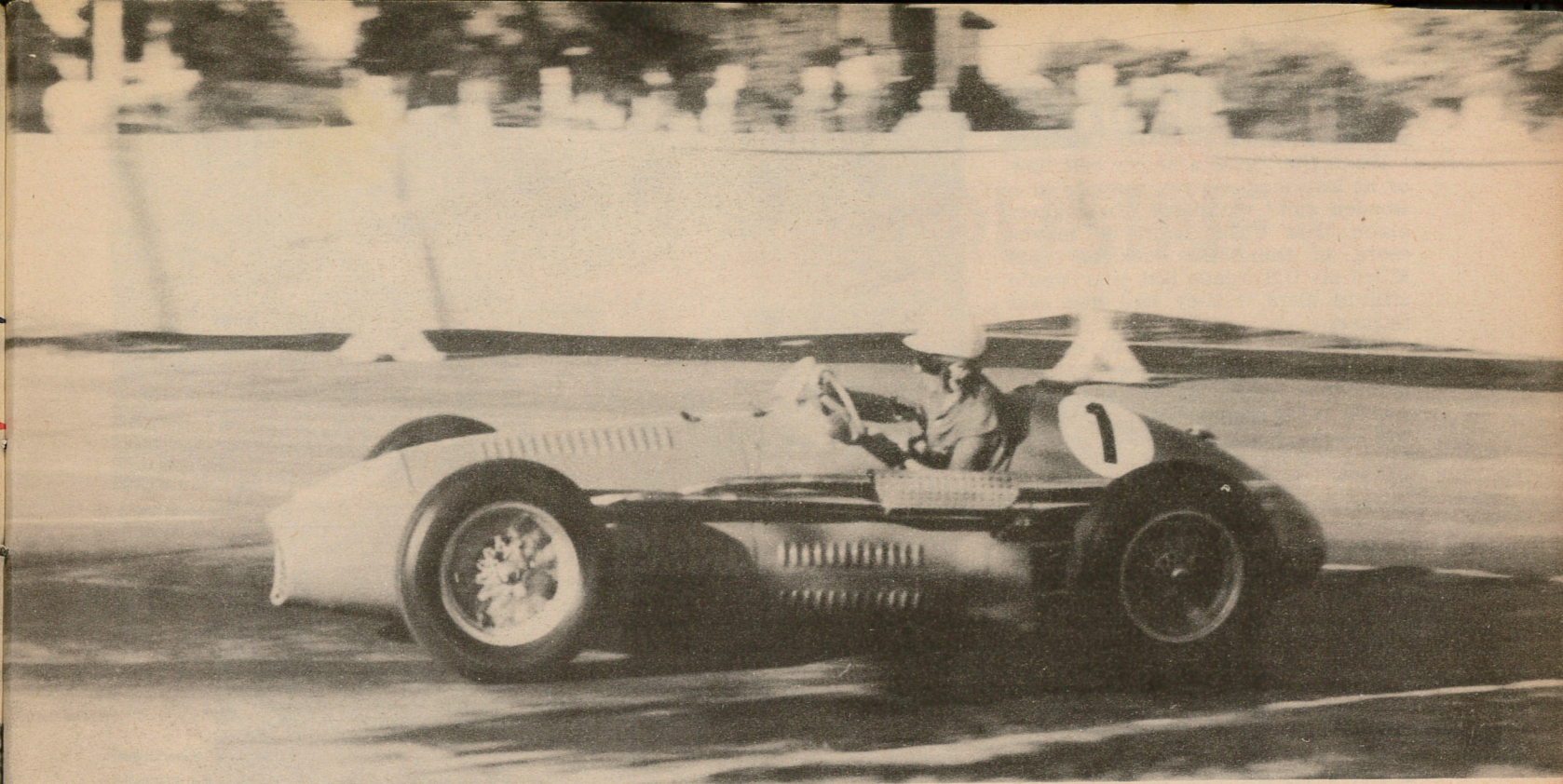
TUBELESS

Recently I went to see Olympic Tyres' demonstration of their new tubeless product and very impressive it was, too.

In one of the tests, Russell Lane jumped his Humber Super Snipe off a ramp at 60 m.p.h. and landed on a row of railway sleepers, but one of them became trapped underneath the car.

By the time the car had stopped, the sleeper was split down the

CARS, June 1955



● REG HUNT'S very fast Maserati is a hot car in more ways than one. During practice at Albert Park recently, brake-drums were 200-deg. They cooled however.

● LEFT: HUMBER SNIPE, driven over a ramp at 60 m.p.h. by Russell Lane, plunges with force equal to an eight-foot drop in Melbourne demonstrations of the Olympic tubeless tyres

● RIGHT: THIS section of last year's Redex Trial worried some drivers, but it's said to be a boulevard compared with some of the special "horror" sections dreamed up for this year's Redex which begins on August 21 next.

middle and the Humber's front end was slightly damaged — but the tyres were still inflated.

NEW VANGUARD

Roger Fuller, Cars' London correspondent, sends us the tip that a new Standard Vanguard is expected to be announced at any moment. The new model will have the same reliable fourpot motor, but a completely new streamlined body will be fitted.

As we go to press, the Standard Car Company in Melbourne have heard nothing about the new car, so maybe it's only a rumor after all.

BIG LIFT

The Diesel Equipment Division of General Motors in the United States manufactures about 3,500,000 hydraulic valve lifters for GM cars every month.

DOLLAR SAFETY

American motor magazines are currently carrying pages of material advertising, of all things, safety belts.

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ROUND UP

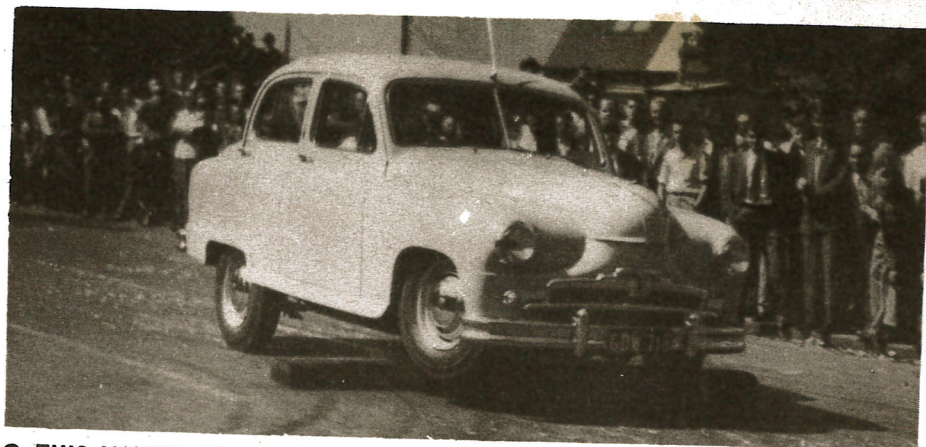
Using the "wear a safety belt now or at any moment you may be in a wooden suit" technique, the makers claim that about half, or maybe more, of the 38,000 luckless types killed on U.S. roads last year would still be alive if they had had seat harness.

Just pay over about 10 dollars, bolt the belt to the floor or chassis member of your car, and you're all set for a big smash. With a breaking strain of 3,000 pounds, give or take a few hundred either way, most of the stock straps are made of nylon—and they won't wrinkle your clothes.

This fits in with seven changes for your future car, outlined by surgeons at a recent meeting of the American College of Surgeons.

They said many auto injuries could be prevented if:

- Seats were fixed firmly to the car frame so that they could withstand sudden stops equal to 40 times the pull of gravity.
- Retractable seat belts were fixed to the new firmer seats. Until then, safety belts fixed to the car frame itself.
- Steering columns were fitted which telescope downward under impact, to avoid their becoming a "spear aimed at the heart."
- Doors like those on aeroplanes,



● **THIS VANGUARD SEDAN**, which bounced violently over sleepers in Melbourne's Olympic tubeless tyre test, carried safety belt for driver Harry Firth. (See this page.)

with latches that won't fly open were standard equipment.

● A crash panel of 4in. thick foam material was provided on the dashboard.

● No sharp projections are around, such as instruments or rear view mirrors.

● A front almost two and a half feet thick, made of something like aluminium foam is provided which would crumple slowly, absorbing the shock of a crash.

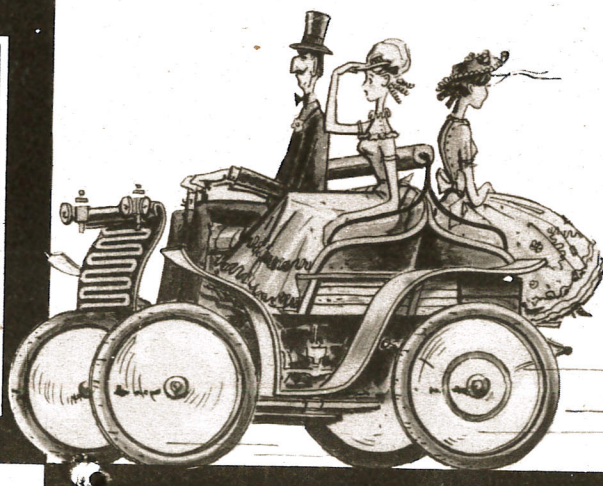
The safety belts really do work, too. A trial's enthusiast I know stepped out of line on a mountain road, rolled down the cliff and turned over six times before the car

stopped around a tree. The damage was £1,000, but the three men in the car were all wearing safety belts and suffered nothing more than an outsized fright.

DIESEL TAXI

MELBOURNE'S first Standard Vanguard diesel taxi recently put in an appearance with a big "diesel" poster across the windscreen. Considering that the new model offers 63 m.p.g. at a constant 30 m.p.h. compared with 33 to the gallon in a similar petrol job, it's not surprising that taxi companies are taking an interest.

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