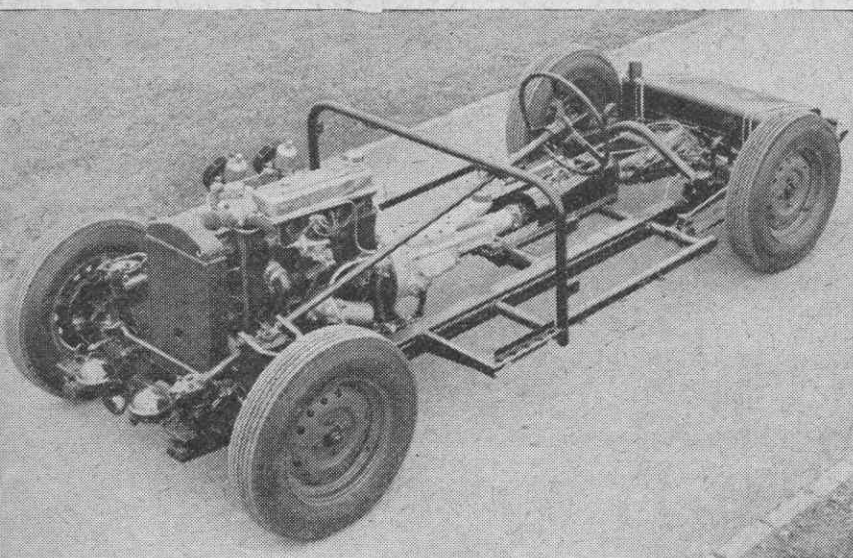
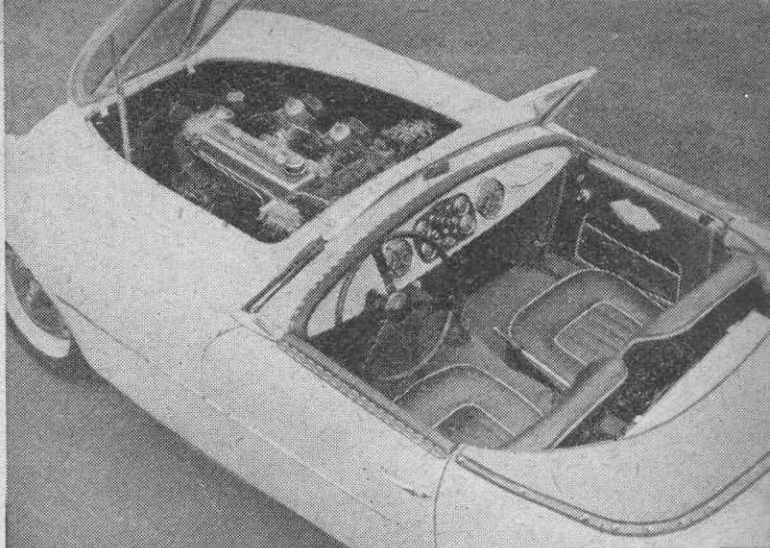
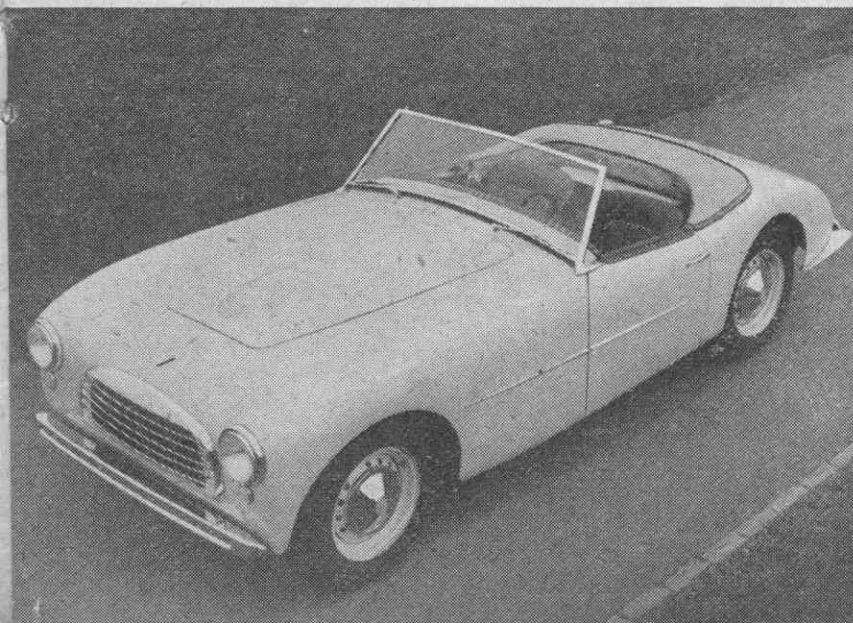


New Doretti Is Light, Fast Sports Tourer

From GORDON WILKINS



Chassis frame is made from tubes with welded-on plates to reinforce the side members. Front suspension is by coil springs, rear by semi-elliptics with torque arms. Bonnet opens forwards for safety. Interior is finished in two-tone leather. Note crash pad on top of instrument panel. Competition-wise gear is available. Body frame is of sheet steel with outer panels in alumininum. Screen is detachable.



A new British sports car, the Doretti, is a two-seater based on Triumph components, and it is at present reserved for dollar markets.

It is designed to provide fast travel for two people and luggage, and will sell in the 3,000 dollar (£1,230A) class. The makers are the Swallow Coachbuilding Company (1935) Ltd., who are associated with Helliwells, aircraft component manufacturers.

Sir John Black, chairman and managing director of the Standard and Triumph companies, was involved in a collision outside the main gates of his works in a prototype. He sustained injuries which led to his retirement.

The Triumph front suspension, engine and transmission are used, but the chassis frame is a new tubular structure. It is claimed that the car will reach 100 m.p.h. even without overdrive.

The frame is made of chrome molybdenum steel tube.

Front suspension is by coil springs and wishbones with telescopic dampers.

Rear suspension employs semi-elliptic springs, with a single torque arm at each side, and parallel-piston dampers.

The Triumph engine, which was developed from that of the Standard Vanguard, is a 4-cylinder o.h.v. pushrod unit of 1,991 c.c. with two semi-downdraught S.U. carburettors. On a compression ratio of 8.5 to 1 it gives 90 b.h.p. at 4,800 r.p.m.

The drive goes through a single plate dry clutch to a four-speed gearbox with remote central lever.

Gear ratios are 3.7, 4.9, 7.4, 12.5

(Continued on page 915)

FIRST NEW CARS FROM KAISER-WILLYS

(Continued from page 896)

12 style awards in international competition," continued Abernethy.

Exterior changes include a new grille with an air-intake hood ornament, both decorative and functional. An innovation are new tail lights which extend forward on the crown of the rear wings to provide illumination visible from both sides as well as the back of the car.

Bigger wrap-around rear windows increase the Manhattan's glass area to 3,964 square inches, offering more visibility than in any 1954 American standard sedan.

The 1954 Kaiser instrument panel features a new "steering turret" which extends directly from the dash and encloses the shift linkage in both manual and Hydra-Matic drive models in addition to the steering post. Dials and controls are grouped directly before the driver, and the radio panel, glove compartment and clock are recessed into the panel below a safety-padded dash.

A horn bar, mounted on the new single-spoke steering wheel, replaces the conventional horn ring.

A safety-padded bolster is mounted on the front back rest for protection of rear seat passengers in sudden stops.

New engine features include positive valve rotators, silicon-chromium intake valves which provide greater heat and corrosion resistance, and a new piston ring combination with the top ring of heavy chrome plate.

Power steering and power brakes are optional equipment for 1954, together with Hydramatic automatic.

There are two models, the Deluxe and the more expensive super-charged Manhattan.

Manhattan details are:

Wheelbase, 9' 10"; length, 17' 11"; width, 6' 3"; height, 5'; dry weight, 29 cwt.; turning circle, 38 ft.; brake friction area, 176 sq. in.; final drive ratio, 3.91.

The seats are 5' 3" wide.

NEW DORETTI

(Continued from page 895)

With overdrive the axle ratio is 3.03.

The body has an inner frame made of steel pressings and outer panels are in aluminium alloy. Instruments centrally grouped on a metal fascia include speedometer, tachometer, fuel gauge, ammeter, water thermometer and oil pressure gauge. Along the top edge of the cockpit is a leather-covered sponge rubber crash pad.

The fuel tank holds 12 gallons. Optional extra equipment includes Laycock de Normanville overdrive, centre lock wire wheels and a high-speed tuning kit.

Braking is hydraulic with two leading shoes in front, with a friction area of 148 sq. in.

Dimensions are: "Wheelbase, 7' 11"; front track, 4'; rear track, 3' 9½"; length, 12' 8"; height, hood erect, 4' 3"; ground clearance, 6"; dry weight, 1,860 lb.

Tyre size is 5.50 x 15".

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