

STANDARD TEN

Designed to meet the demands of people who, while admiring the general construction of the Eight, yet want rather less austerity in their motoring, the Standard Ten employs a similar integrally-constructed chassis-body shell but with an externally opening boot and a similar engine to the Eight but with its capacity increased from 803 c.c. to 948 c.c. by a 5 mm. enlargement of the bores. This increase in engine size was introduced to deal with the weight of the additional equipment fitted to the Ten, but whereas the total weight of the car has increased by only 7.5 per cent., the maximum power available has gone up by 17.9 per cent. with the result that our road test showed the speed had risen to a mean of 69 m.p.h. (with a best run at 73.2 m.p.h.), and 20 miles of French road were covered at a stop-watch timed average of 62 m.p.h.

Only departures from the specification of the Eight engine are bigger valves, a slight modification to the combustion chamber shape and a bigger manifold, all designed to improve the breathing of the engine. The four-speed gearbox with synchromesh for the upper three ratios has a most useful high third gear of 6.62 : 1, with the result that the maximum on this gear is 53 m.p.h. An outstanding feature of the car is in fact the high gearing which contributes so largely to its unburstable character. Its top gear overall ratio is 4.55 : 1, which endows it with a top gear m.p.h. of 14.7 at 1,000 r.p.m., and its effective gear ratio has been increased still further by the fitting of 5.60-13 tyres instead of the 5.20-13 size with which the Eight is equipped.

In all other mechanical details the Ten is identical to the Eight, having the same type of coil spring and wishbone link independent front suspension, Girling hydraulic brakes providing 68 sq. in. of friction lining area and worm and nut steering.

It is in its equipment that the Ten differs most from the Eight, and externally it can be distinguished from the more functional car by its grille and chromium-plated surround for the air intake at the front and by the pair of chrome handles for the upward opening lid of the luggage boot at the rear. Bumper over-riders and nave plates are also included in the standard equipment.

Internally, the car bears little resemblance to the Eight, for the interior is fully trimmed and upholstered seats are fitted in place of the hammock type. The trimmed front doors are provided with useful door pockets, and all four doors have wind-down windows and swivelling quarter lights. The door locks, too, are of the press-button pattern. The separate front seats have Dunlopillo cushions and squabs and are upholstered in Vynide, as also is the bench-type rear seat with spring cases for its cushion and squab. There is a useful parcel shelf behind the rear seat which is fixed in position now that access to the boot is provided by an externally opening lid. Other additional equipment includes a roof light with integral switch, an ash tray, and two sun vizors.

SWALLOW DORETTI

The Swallow Doretti is of exceptional interest, for it represents not merely a new model but a new make as well, though in point of fact the Swallow Coachbuilding Co. has been in existence for some considerable time. Of recent years, however, they and their associated company have been concerned with the production of sidecars for motor-cycles, motor-scooters, and aircraft components rather than with the car industry.

Inspiration for the car came from the American market and in particular from a large-scale distributor of European cars in that market—after whose charming daughter the car is, in fact, named. The aim of the designer was the production of a car which combined sports car performance and handling with the comfort and luxury normally associated with the Detroit-produced roadster, and this aim has been achieved, for on test this very comfortable and attractive looking machine was found to have safe and pleasant handling characteristics and a maximum speed of just over 100 m.p.h.

Basis of the Doretta is an exceptionally rigid tubular steel chassis frame, the side-members of which consist of two big-diameter steel tubes with additional strengthening plates of steel above and below. Tubular cross-members join the side-members together and special attention has been paid to securing great rigidity at the front of the chassis, the mountings for the top links of the suspension system being braced by tubular supports running back at an angle to meet the side-members and by pierced channel-section members running diagonally from the front cross-member to the side-members.

Additional support for the body is provided by secondary channel-section side-members running parallel to the main side-members between the wheels. These outriggers are supported at the rear by a tubular cross-member which provides outboard mountings for the front shackles of the semi-elliptic rear springs. The outriggers also support the tubular steel arch beneath the scuttle which not only acts as a crash bar but also helps in preventing scuttle shake.

The coil spring and wishbone front suspension owes much to the Triumph TR2, but is mounted on a tubular cross-member instead of a pressed-steel member and has stronger lower links. The patented bottom bush and top ball-jointed wheel swivels are, however, retained. Bishop cam steering gear is fitted, operated by a 16-in. three-spoke steering wheel. Rear axle torque is taken by a radius rod on each side with its rear end attached to the axle casing and its front end to the tubular cross-member supporting the front shackles of the rear springs, the rods being located parallel to and above the springs.

Engine, gearbox, and rear axle are Triumph TR2 units supplied by the Standard Motor Company, and are therefore fully tried and tested. It will be recalled the engine is a much-modified version of the Vanguard power unit and is a four-cylinder overhead valve design developing 90 b.h.p. at 4,800 r.p.m. from its two litres. The gearbox has four speeds and a remote control gear change.

The two-seater body has two skins, an inner skin of 22-gauge steel and an outer skin of 16-gauge aluminium which results in a very light but strong shell owing much to aircraft practice. The bodies are notable for their excellent finish which they obtain in a recently-installed paint plant of the very latest type.

WOLSELEY SIX-NINETY

Wolseleys have for many years appealed to owners seeking a car that is more comfortable, better equipped and slightly faster than the less expensive models, and yet which sells at a very reasonable price. Such owners are likely to be greatly attracted to the new Wolseley Six-Ninety which now supplements the Four-Forty-Four and Six-Eighty models, for it is a car in the true Wolseley tradition, with its spacious body, up-to-date



DESIGNED to sell on its looks as well as on its 100 m.p.h. performance, the Swallow Doretti is a handsome addition to the ranks of British sports cars. The good lines of the Doretti are set off by the excellent finish to the body.