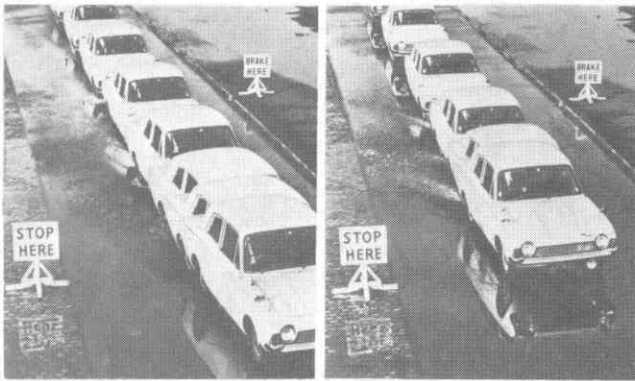


# STOPPINGPOWER

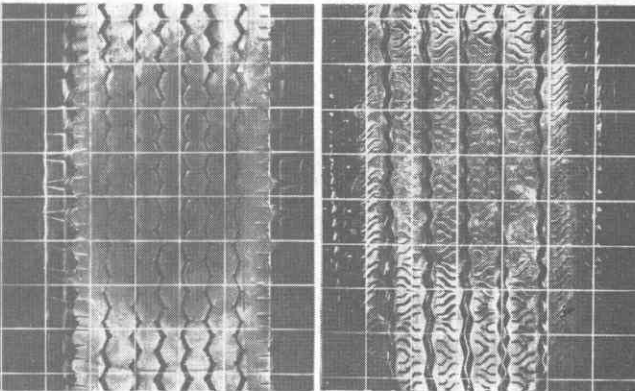


ORDINARY CROSS-PLY TYRE

INDIA AUTOBAND RADIAL

The Autoband Radial's full tread-width contact with the road and ever-open tread pattern work for you when you need to stop in a hurry, too—give you braking power no ordinary tyre can match.

# AVOIDWEAR



ORDINARY CROSS-PLY TYRE

INDIA AUTOBAND RADIAL

When you drive on ordinary cross-ply tyres, the tread opens and closes many times a second. And every single movement causes wear. But because the Autoband Radial's tread lies flat, tread movement is restricted, and rate of wear considerably reduced.

What's more, because the full width of the Autoband's tread is always in contact with the road, the small amount of wear that does take place is spread more evenly right across the tread.

Result: the India Autoband Radial stays above MOT safety standards for thousands more miles than a cross-ply. True, it costs around 25% more, but if you're the kind of motorist who gets through a lot of miles and gives his tyres a hard life, it'll give you a hefty saving in the long run.

## AND AS IF THAT WASN'T ENOUGH...

you get remarkable road-holding in the wet (the Autoband Radial's tread pattern removes water fast from the contact area)—plus better acceleration; better traction; better high-speed performance; up to 5% more miles to the gallon; and, at over 40 m.p.h., less road roar and a more comfortable ride.

Ask your India dealer to tell you more about the remarkable India Autoband Radial. It costs only 25% more than ordinary cross-ply tyres remember. A small price to pay for so much extra mileage, so much extra performance, so much extra safety.



**i**  
**INDIA**  
**AUTOBAND**  
**RADIALS**

# Inquiries



The Swallow Doretti

**Swallow Doretti** 18441  
*I have a 1955 Swallow Doretti with a Triumph TR2 engine, transmission, etc. Could you please tell me where the Doretti came from and went to, how many were made and any other relevant information?*

P.G.E.G., PENZANCE

The Doretti was introduced early in 1954 by the Swallow Coach-building Co. of Walsall, Staffs. The project originated in 1952 following suggestions from the Swallow Company's American agent that there was a ready market in the U.S.A. for a car of this type. The result was the Doretti, said to be named after the American agent's daughter. The Swallow company passed into other hands in 1956, but the remaining Doretti components and spares were acquired by Monkspath Garage Ltd., Stratford Rd., Solihull.

**Capri rings** 18392  
*I wish to renew the piston rings on my 1963 1,500 c.c. Ford Capri 116E. To do this, will I have to remove the piston and con-rod downwards past the crankshaft and out through the sump, or can I release the big-end bearings, push the piston up through the block, replace the rings and return the piston in the same manner?*

A.F., EAST HAM

We are sorry to say that you will

have to lift your Capri's head to pull the pistons for they cannot be withdrawn downwards. To release the big-end caps you will have to drop the sump, of course, and this entails jacking up the engine 2 in. to get clearance.

**Push-start Anglia** 18400  
*Please could you tell me how to convert a 1946 Ford Anglia from a pull-start mechanism to an electrical push-button?*

J.K., SHERBORNE

For this conversion you require the actual push-button, a starter solenoid and the necessary lengths of heavy-duty starter leads. The starter solenoid should be positioned between the battery and starter motor and bolted firmly to a metal surface. A live lead is then taken from the rear of the ignition switch to the starter button and then from the starter button to the small terminal on the solenoid. With these connections made, the solenoid should be heard to operate when the ignition is switched on and the starter button pressed. All that remains is for you to take current direct from the battery to the starter solenoid main terminal, and then from the other main terminal to the starter itself. You may be able to use the old leads to the original manual starter switch—this, of course, must first be removed.

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