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WORLD AT YOUR ELBOW

In Geneva our reporter looks in at the first post-war International Motor Show. Of 62 exhibits, 25 are British. For us, these pictures seem to be as near as we'll get to the latest models. Overseas buyers have first pick. Current orders for British cars have passed the 25,000 mark. A revolutionary change in British cars is the 27 h.p. new streamlined Austin.

Competing with British makes - America's latest super models. To be successful against these in foreign markets, British cars will have to come down at least 50 per cent in price.

This 1947 French Renault tries to be different - the engine is at the back.

Shiny American models caught the eyes of the buyers. Fitted with all the latest gadgets, they almost drive themselves. All you have to do is sit there. And with a nice girl next to you who'd grumble about that?

British cars still lead the world. With production stepping up, we make a bid for still wider overseas markets.

Cycle races in Berlin are held on a theatre stage. The old Sports Arenas were put out of action by the R.A.F. The riders pedal hard but get nowhere - their bikes are on rollers. Two men make a team and the indicator marks the speed of each pair.

To the spectators the advantage of this method is that they don't lose their favourites out of sight. But for the cyclist there's not much future in it.

It all started on the boat in Bombay, India. Eight elephants got tickets for England. And they were all dying to come - except one. 4 years old Sally (and the baby of the party) just didn't want to leave home. And when they made her airborne, well, even a baby elephant has its dignity.

On firm ground again Sally still doesn't like the look of things. She didn't want to listen when Mother Mary called her. And when they lined up for their first walk-out on British soil, Sally was way down at the end of the queue.

We took a vote to see whether they liked the look of Britain. Seven (with old Mrs. Mary leading) said "Yes."

But as for young Sally - she still said "No."