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52/83

MEN ON THE MOVE

Restless mankind. One rail. One object ... To go places quicker than the man next door. It's a one-track idea they're trying out at Cologne. When perfected, they hope for 300-miles-an-hour on one rail!

At Goodwood, the driving urge is speed and endurance. For this test, Morris have built a garage on wheels. It's a non-stop attempt by one of Britain's new 'babies' to drive nearly halfway round the world in less than ten days.

A mechanical cradle for a mechanical baby. Not only does it enable the crew of two to be changed without stopping the car, but even allows her to be topped-up without being taken in.

Wheels, too, can be changed en route. Now she's running non-stop on three.

Then off she goes - Britain's latest baby, on a ten-thousand miles cruise. It's a test she completes in nine days four hours at an average speed of 45-miles-an-hour. A baby that'll soon leave more than her cradle behind.

This man prefers to make his cradle on the deep. He's Georges Monneret, France's motor-cycling champion. He's on his way to deliver a message to the Lord Mayor of London. Heave ho and up she rises.

The white cliffs of Dover don't frighten Georges - he once climbed the Alps on his scooter.

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TEN-THOUSAND MILES NON-STOP.

22 F/S

Ten-thousand miles non-stop! That was the target for the Morris Minor ...
More than 4,000 laps round Goodwood racing circuit in less than ten days ^{UP} ...
Hourly reports radio'd direct from the test-car show that engine and chassis
are standing up well to the strain of the most rigorous endurance test ever
devised for a small family car.

72 F/S

(UP)

There goes the new Nuffield Research tender - without this ingenious
vehicle, this small-car marathon would not have been possible.
Until it was designed, there was no way of servicing a car while still
on the move. Based on a modified ^W half-ton ^b van chassis, the trailer
is virtually a mobile dock - a floorless bay in which the full routine
of maintenance can be given.

115 F/S

(UP)

Refuelling is only one of the tender's duties - among others, it enables
the test-car crew to be changed at regular intervals during the 222-hour
continuous run. Designed specially for this test, it carries chain
hoists which enable front or rear wheels to be raised - one at a time -
and changed. while that's being done, the test-car - now on three
wheels - still pushes forward.

164 F/S

(UP)

Engine - gear-box - transmission - all can be inspected while the car's
in motion, and all oils changed in accordance with normal servicing
practice. Coloured indicator lights warn the driver should the
test-car fail to maintain forward thrust. That ensures that, at no
moment, does the tender help it along.

211 F/S

(UP)

It's a down-to-earth test all right! The continuous cornering of the
Goodwood circuit ^S is a test in itself. Nearly a fifth of the car's
horse-power is absorbed by the many right and left bends.

245 F/S

(UP)

Night follows day, as the car roars on. Unflatteringly the overhead
valve engine urges it forward along its 10,000 mile trail.

(UP)

TEN-THOUSAND MILES NON-STOP.

278 F/S

The mobile tender is alerted by radio whenever the test-car needs to pull in for refuelling. It brings out relief drivers and observers every four hours - but for the test car, it's a relentless drive.

310 F/S

(UP)

Vital figures about engine-temperature, oil-pressure, fuel-consumption, etcetera, are marked on those graphs every hour. Every eight hours, temperatures from nine other sources on the car are added. The radio link is maintained without interval as the night hours merge into the dawn.

350 F/S

(UP)

Watch her as she completes yet another circuit! When she crosses that pneumatic tube, secured to the track, she operates an electrical lap-recorder.

385 F/S

(UP)

~~Day by day, the figures...~~ - At the end of a gruelling nine days four hours, the Minor reaches her 10,000 miles mark ~~stop~~, ~~target 10,000 miles non-stop.~~ An outstanding achievement!

(END)

22 F/S

Ten-thousand miles non-stop! That's ^{WAS} the target for the new Morris Minor ...
 More than 4,000 laps round Goodwood racing circuit in less than ten days ...
 Hourly reports radio'd direct from the test-car show that engine and chassis
 are standing up well to the strain of the most rigorous endurance test ever
 devised for a small family car.

72 F/S

(UP)

There goes the new Huffield Research tender ~~and, without it, this small-car~~ ^{WITHOUT THIS INGENUOUS VEHICLE}
 marathon would ~~never~~ ^{NOT} have been possible. Until it was designed, there was no
 way of servicing a car while still on the move. Based on a modified half-ton
 van chassis, the trailer is virtually a mobile dock - a floorless bay in which
~~the car can be serviced while under full load.~~ ^{FULL ROUTINE OF MAINTENANCE CAN BE GIVEN,}

115 F/S

(UP)

Refuelling is only one of the tender's duties - among others, it enables the
 test-car crew to be changed at regular intervals during the 222-hour ^{CANINUOUS.} run.
 Designed ~~and built in five weeks, it's fitted with an endless chain hoist~~ ^{SPECIALLY FOR THIS TEST, IT CARRIES} which
 enables ^{OR} front ~~and~~ rear wheels to be raised - one at a time, - and changed.
 While that's being done, the test-car - ~~still under its own power - moves ahead~~ ^{NOW ON THREE WHEELS - STILL}
~~on three wheels.~~ ^{(PUSHES FORWARD).}

164 F/S

(UP)

Engine - gear-box - transmission - all can be inspected while the car's in motion.
~~In fact, the only moving part which escapes complete servicing attention is the~~ ^{AND ALL OILS CHANGED IN ACCORDANCE WITH NORMAL SERVICING}
~~propeller-shaft.~~ ^{PRACTICE.} Coloured indicator lights warn the driver should the test-car
 fail to maintain forward thrust. That ensures that, at no moment, does the
 tender help it along.

211 F/S

(UP)

It's a down-to-earth test all right! The continuous cornering of the Goodwood
 circuit's a test in itself. Nearly a fifth of the car's horse-power is absorbed
 by the many right and left bends.

245 F/S

(UP)

Night follows day, as the car roars ~~without pause along its 10,000 mile track.~~ ^{ON - UNFALTERINGLY THE OVERHEAD}
~~It's 600 cc. overhead-valve engine never falters.~~ ^{WAVE ENGINE URGES IT FORWARD) ALONG ITS 10,000 MILE T}

(UP)

278 F/S The mobile tender is alerted by radio whenever the test-car needs to pull in for refuelling. It brings out relief drivers and observers every four hours - ~~but for the test-car, there's never a let-up!~~ ^{IT'S A RELPNTLESS DRIVE,}

310 F/S (UP)

~~Eight~~ Vital figures about engine-temperature, oil-pressure, fuel-consumption, ^{TEMPERATURES.} etcetera, are marked on these graphs every hour. Every eight hours, ~~readings~~ ^{ON THE CAR.} from nine other sources ~~are added.~~ The radio link ~~with the car~~ is maintained without interval as the night hours merge into the dawn.

350 F/S (UP)

~~Watch her as she passes the lock-gates!~~ ^{COMPLETES YET ANOTHER CIRCUIT.} When she crosses that pneumatic tube, secured to the track, she operates an electrical lay-recorder.

385 F/S (UP)

So, hour by hour, the figures come through, until - at the end of a gruelling nine days four hours, the ~~test-car~~ ^{MINEC} reaches her 10,000-miles target ... ^{10,000 MILES NON-STOP. AN OUTSTANDING ACHIEVEMENT.} ~~A major achievement for the new Morris Minec.~~

(END)