

modern MOTOR

SEPTEMBER
1958 2/6

LOCAL SURPRISE!

**PLASTIC
SPORTS
CAR FOR
£1095**



.. deliveries
start next
month (see p.29)

Registered in Australia for transmission as a periodical

ENERGOL

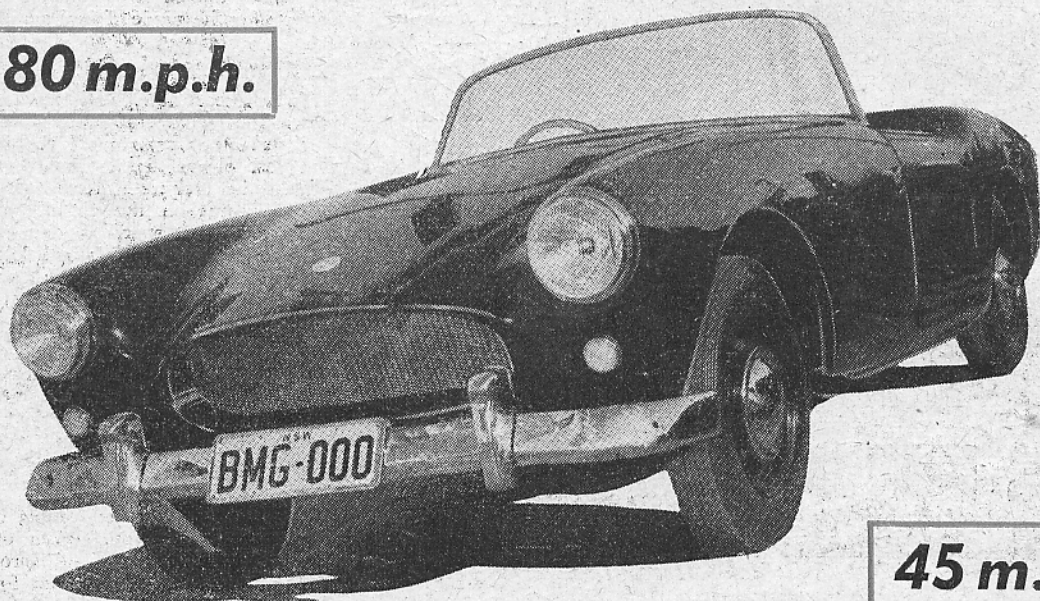
MOTOR OIL

is available where you see these pumps . . .



MAKING A NEW MARK IN AUSTRALIAN MOTORING...

80 m.p.h.



45 m.p.g.

The entirely-new Australian-produced
BUCHANAN COBRA
priced to meet your pocket!

Here, at last, is a roomy, beautifully-finished sportscar—at a sensible price! Fast, light and economical, it's fitted with a tough, rustproof fibreglass body requiring no maintenance. What's more, spare parts are available ANYWHERE in Australia. Low deposit, easy terms.

Enquiries to:

N. H. BUCHANAN MOTOR CO. PTY. LTD.

6 Nelson Street, Annandale, Sydney — LA3631, LA3888.

BRISBANE: SWIFT'S SERVICE STATION,
753 Wynnum Rd., Morningside — XL2258

MELBOURNE: MONARO MOTORS,
506 Spencer St. — FY3464

**Sleek, nippy plastic sportster
will cost £1095 all told**

CLASSIC body follows Continental styling. Production models will have Jaguar XK150-like bumperettes.



AUSTRALIA'S OWN SPORTS CAR

OUR first "off-the-hook" fibreglass-bodied sports car will be on sale soon. Called the Cobra, it's a streamlined piece of machinery, guaranteed to draw attention wherever it goes.

Made in Sydney by Buchanan Motors (makers of those well-known fibreglass bodies for MG's, the car is built around Standard 10 components and will be sold complete—bodies only will not be available.

The body, of semi-monoconstruction design, is almost strong enough to do without an undercart, but Nat Buchanan mounts it on a specially designed box-section steel chassis with cruciform bracing.

Ground clearance is greater than any other sports car's at 6½ in., the muffler and tailpipe assembly doesn't project beyond the lowest point of the chassis, and exhaust gases make their exit forward of the offside rear wheel.

These features, combined with the rigid body structure, should make the car popular for trials work.

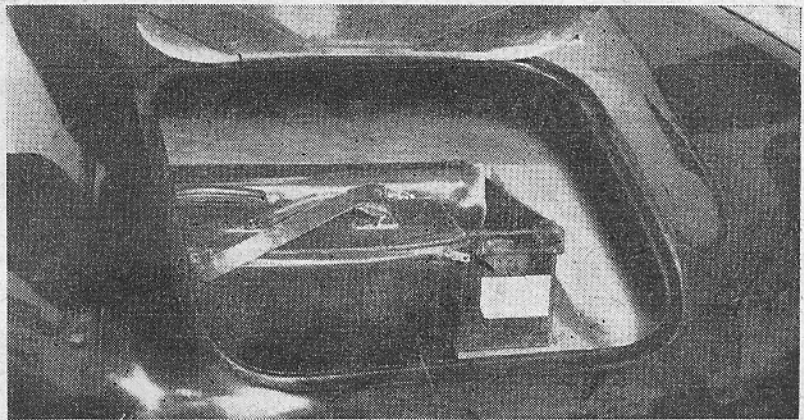
Front suspension is independent, using original Standard equipment, while rear suspension is by shorter and wider than standard semi-elliptic underslung springs and tubular shockers.

The engine is standard, with a specially designed smaller radiator. Power is fed through to the rear wheels via a Standard "Pennant" 4-speed floor-control gearbox.

Buchanan estimates the car's top speed to be in the 80's, and its high power weight ratio (36 b.h.p. pulling 12cwt.) promises fast acceleration.

The prototype shown in our photos has full-width bumper-bars, but production models will be supplied with sporty bumperettes.

Price is £1095, including sales tax and deliveries start in September. Output will then be only two cars a week, but this will rise to five a week by Christmas. ● ● ●



BOOT is unusually big for a sports car; suitcase and photographer's kit satchel leave ample room for more luggage. Spare will be housed on shelf.



RAKED doors and well-proportioned fins add dash to a low-slung body. The car has windows, not curtains.