

Chris Anthony

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My Cars and Bikes

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This page is mainly to help my memory

The bikes and cars are arranged in sequence
in which we owned them



INDEX	NSU Quickly	BSA B31 [1956]	Vauxhall [1939]	Rover 14 [1947]	Rover 90 [1956]
	Ford Cortina Estate: MkI, MkIII and MkIV			Ford Sierra Estate	
	Lada(s)	Alfa Romeo	Rover 216	Ford Mondeo	Our Camper Vans

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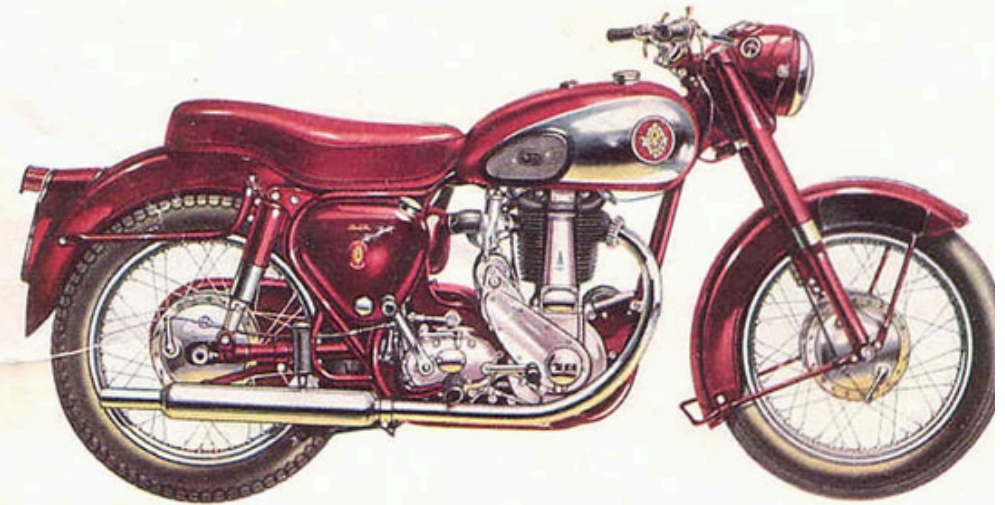
HOME



NSU Quickly. 50cc. I passed my test on this in 1960 when I started as research student at Reading

[TOP](#)

The day that I passed my test on my NSU quickly I bought this 1956 BSA. I didn't get out of 2nd gear for 3 weeks. Top speed about 85mph. I had a vertical windshield on it. During the 2 years I had it I replaced the complete wiring loom and rebuilt part of engine [big ends etc]. The most memorable trip was to Portugal with David Ingleby



BSA 350 c.c. O.H.V. model B31

Described by *The Motor Cycle* as "most economical, comfortable and fast, handy in traffic, excellent steering and brakes", the B31 is one of the most popular machines on the road. Many outstanding features combine to make this machine far ahead in performance and value—duplex cradle frame, swinging arm rear suspension, full width aluminium alloy hubs and powerful brakes, quickly detachable rear wheel—are but a few.

TOP

Vauxhall 14 [1939]

My first car. I learned to drive in this, helped especially by Susan Hill. We drove thousands of miles, including family holidays to Scotland. Its big end went as we did 70 mph down a hill on way from Portishead to Reading

Bought for £15 in 1965

**Vauxhall 14, 6-cyl. OHV - 1781cc - 48hp:
Mine had cable brakes.**

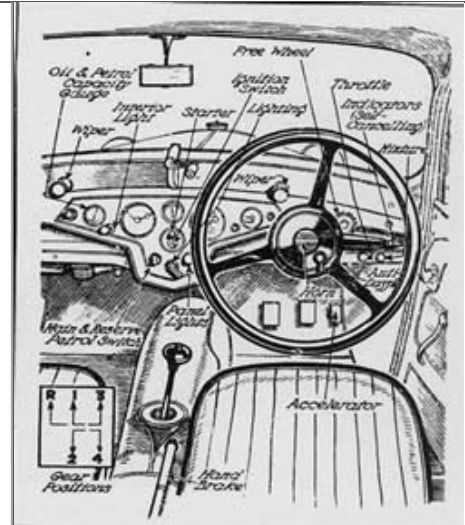


TOP

Rover 14 1947. 2 litre, straight 6. Some synchromesh. Rod brakes. Free wheel.



I bought this for £2 in about 1966



The Autocar Road Test. Note that the 1947 model was same as prewar 1938 model

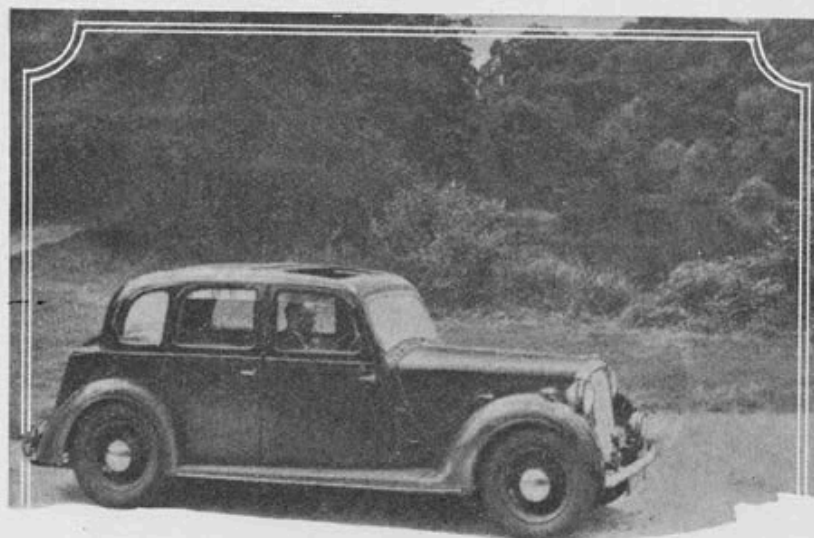
TO

August 19th, 1938

The Autocar

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The AUTOCAR ROAD TESTS



No. 1,217.—ROVER FOURTEEN SALOON

four-speed gear box has received synchromesh on third and top, the free wheel being retained for the benefit of those who like the use of this device.

It is a power unit of exceptional merit. The engine is so smooth running as scarcely to be noticed at any speed of which the car is capable—from little above a crawl at about 5 m.p.h. on top gear up to the maximum of 72 m.p.h. Speeds are not particularly realised; even the driver can be 5 m.p.h. out in an estimation without looking at the speedometer. To hold 55 m.p.h., or 60 for that matter, means no more fuss or effort or sense of stress than 45 m.p.h.

As to the remaining component of the power unit, the gear box, this again is highly satisfactory. The new synchromesh is as smooth and sure-acting as could be wished. Upwards from second to third and from third to top, and down from top to third, one gear can be "melted" into the other, as it were, with a light, easy movement of the firm and short but well-placed remote control gear lever. Without the free wheel in use, the change down to second is a "plain" one—that is, not assisted by synchromesh—as also are those between first and second. These gear changes, however, are capable of being performed especially satisfactorily, the driver feeling that he has mastery over the movements, and needing only to use finger pressure on the lever.

On this actual car tested the indirect gears were not silent, but it is understood that in the regular production example an exceptional standard of quietness has been attained.

There is nothing spectacular about the behaviour of the car. It possesses just a sound all-round performance, yet appeals so strongly to an experienced motorist. It never seems to be lagging behind his ideas of what a car should be doing at a particular point on the road, and is

ANYONE who tries a great variety of cars cannot fail to reflect sometimes upon the reasons for a certain combination of components, not in themselves abnormal, making up a car far above the average in running and other qualities. It is the 1939 model Rover Fourteen which has brought this thought fresh to mind.

Here is a car of straightforward enough design and build, not high priced, which, instead of providing merely a means of conveyance, is a thorough pleasure to handle and to have in one's charge. The explanation must lie as much as in anything in the care devoted to manufacture and assembly, as well as in the fact of those responsible understanding a discriminating motorist's wishes.

As described in detail elsewhere in this issue, the Fourteen model which is the subject of this Road Test has undergone extensive revision in the latest programme, the most important change being the adoption of the same design of engine as already employed in the successful Rover Sixteen. Also, the capacity of the Fourteen engine has been increased nearly to the 2-litre mark, the rating becoming 14.9 h.p. Another marked alteration is that the

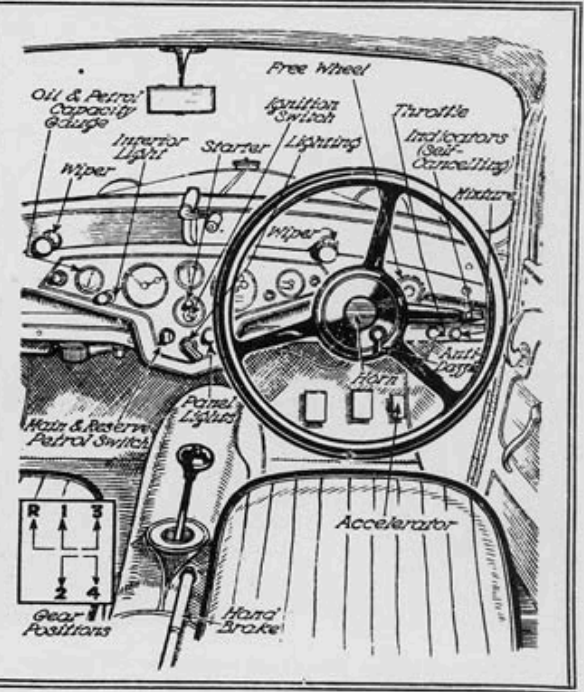
DATA FOR THE DRIVER

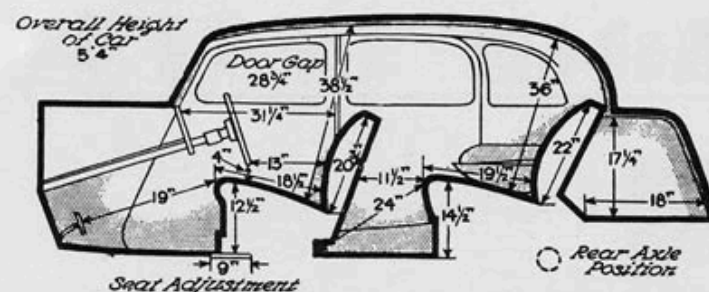
ROVER FOURTEEN SALOON.

PRICE, with four-door six-light saloon body, £33. Tax, £11 5s.
RATING: 14.99 h.p., six cylinders, o.h.v., 63.5 x 100 mm., 1,901 c.c.
WEIGHT, without passengers, 28 cwt. 2 qr. 17 lb. LB. PER C.C.: 1.69.
TYRE SIZE: 5.50 x 17in. on bolt-on wire or pressed steel wheels.
LIGHTING SET: 12-volt. Automatic voltage control.
TANK CAPACITY: 11½ gallons; approx. normal fuel consumption, 22-24 m.p.g.
TURNING CIRCLE: (L. and R.): 38ft. GROUND CLEARANCE: 6½in.

ACCELERATION				SPEED	
Overall gear ratios.	From steady m.p.h. of			Mean maximum timed speed over ¼ mile	m.p.h.
	10 to 30	20 to 40	30 to 50		
4.88 to 1	15.7 sec.	16.7 sec.	21.4 sec.	Best timed speed over ¼ mile	72.00
7.33 to 1	10.0 sec.	11.1 sec.	14.4 sec.	Speeds attainable on indirect gears (normal and maximum):—	
11.00 to 1	7.2 sec.	—	—		
17.11 to 1	—	—	—		
From rest to 30 m.p.h. through gears				1st	15—22
To 50 m.p.h. through gears				2nd	20—38
To 60 m.p.h. through gears				3rd	48—58
25 yards of 1 in 5 gradient from rest				Speed from rest up 1 in 5 Test Hill (on 1st gear)	15.20
			7.7 sec.		

BRAKE TEST. Mean stopping distance from 30 m.p.h. (wet concrete), 36ft.
WEATHER: Raining, warm; wind light, S.E. Barometer: 29.85in.
Performance figures for acceleration and maximum speed are the means of several runs in opposite directions, with two up.
(Latest model described in this issue of "The Autocar.")



"The Autocar" Road Tests

responsive to use of the indirect gears when the best performance is required of it.

The charm of this Rover exists in the actual manner of its achieving each and every part of its performance. The engine does not protest if it is left to pull hard against a gradient on top gear. On a normal first-grade fuel there is no trace of pinking, and, as the usual prolonged tests have indicated, it can stand considerable full-throttle work without becoming hot or otherwise troubled. Indeed, during the testing of maximum speed the engine temperature shown by the instrument-board thermometer scarcely exceeded 70 deg. C. on a warm day.

Accuracy of speedometer reading is one of the objects towards which the Rover firm have been striving, and taking this car as an example they have been singularly successful. Throughout there was virtually no discrepancy in the instrument's reading which could be shown by a stop-watch over the measured mile, and the highest figure indicated was 72 at a timed speed of exactly 72 m.p.h.

Balance of Features

There is no suggestion of this car having one or two predominantly good features; an admirable balance has been struck, rendering it a sensible, practical machine for both general use and special occasions. Again, it is quiet in appearance, complete in equipment, and not of too large an overall size.

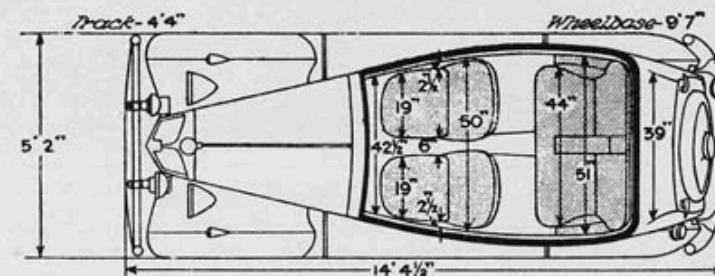
Girling brakes provide all the power that is wanted, and act well both from high speed and in emergency stopping conditions at lower speeds. For the usual tests they had the handicap of a wet surface, nor were weather conditions favourable to the test of performance figures as a whole.

Then the steering is light but firm and accurate, and reasonably geared, needing $3\frac{1}{2}$ turns from lock to lock. It

This car sits down safely when travelling fast, and takes its corners well, showing scarcely any sign of heeling even during fast driving. Torsional stabiliser bars are used at both front and back on the new model, and help to tie the car down against roll.

The seats give restful support, and the driver is placed naturally behind a comfortably shaped, thin-rimmed steering wheel approaching the vertical position. He is seated fairly high, so that his view outwards is good, and there is comfortable room for the feet, including the left foot when off the clutch pedal. The hand-brake lever is within the most convenient reach possible, lying horizontal between the front seats when off. Owing to the gear lever and the tunnel, it is scarcely convenient for the driver to use the near-side door.

Unobstructed mounting of the instruments is a valued point, and they are clearly lit at night. One of the new features is a reserve petrol control consisting of a switch which is simply turned to an alternative position to give an emergency supply. A miniature driving mirror shows a



Seating dimensions are measured with cushions and squabs uncompressed.

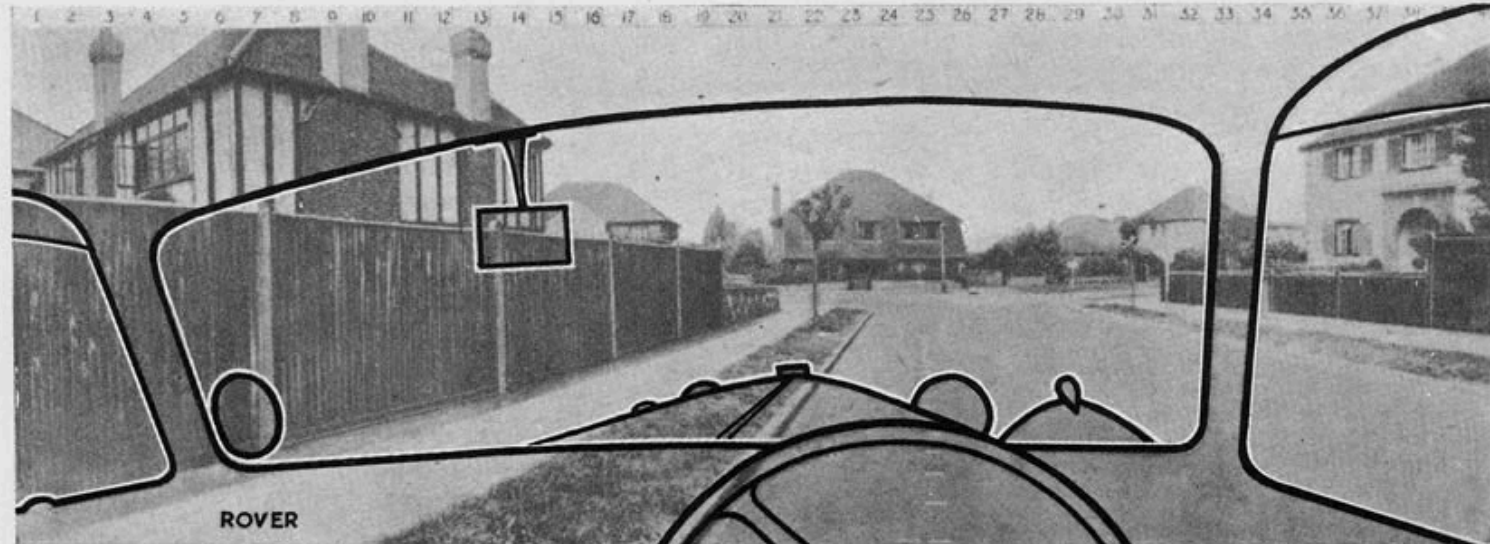
good view behind, the horn note is effective but pleasant, and the head lamp beam excellent. For anti-dazzle purposes both head lamps switch off, and transfer is at the same time made to a Pass light.

In the back compartment there is capital flat floor space, and the seats provide support just where it is wanted, and do not give too much of a reclining position. The whole riding of the car, for the back seat passengers included, is level and free from any marked reactions over different kinds of road surface.

A luggage boot of useful capacity is provided in the tail of this six-light saloon model, the space being reached easily through a wide external lid which can be locked

is possessed of enough caster action to bring the wheels back after a corner and to give automatic sense of direction, and calls for but little active concentration upon holding a course. Over some kinds of road surfaces slight reaction is apparent on the steering wheel, but this never becomes pronounced. None of the pedals, including the clutch, requires any appreciable pressure.

firm in a partially open position to allow an exceptional quantity of baggage to be carried. The tools are placed in the boot, and the spare wheel inside its lid; there is a portable hydraulic jack, applied to a socket for either side of the car through trap-doors reached under the front seats. It is satisfactory to see a nicely finished engine, which also is neat.



Windscreen pillars that cause no undue obstruction, and a broad, deep screen allow good general driving vision. Also, the bonnet is not specially high or wide, so that the view to the near side is clear. The left-hand wing is out of sight, however.

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[TOP](#)

The Rover 90 [P4]. 1956. 2638cc straight 6. The car could achieve 85 mph. Laycock-de-Normanville overdrive.

I bought it at the end of my time in Reading when i moved to Sheffield. Its luxurious interior made it perfect from my regular drives between Sheffield and Watford, Portishead and Reading



The Rover 90 - picture from internet

My Rover 90 at camp in Scotland

TOP

Ford Cortina I had a MkI, MkIII, MkIV

TOP



Ford Cortina MkI Estate 1966.
Bought in about 1968 when Rover 90 needed
a new exhaust [£275]



Cortina MkIII Estate. 2 litre. This pic is my colour. This estate was said to be largest sports car in UK

Cortina MkIV Estate. 1.6 Litre.
Mine was beige exterior and scarlet interior. I
remember we drove to Vorpswede near
Bremen to visit our friends Hans and Erna.

Picture from excellent site for [pictures of cars](#)



Ford Sierra Estate

A beautiful car but it rusted very quickly.

TOP



Lada Riva Estate

I think it was this Riva2. Ours was white.

**Lada Samara**

TOP



Alfa Romeo Alfasud
Liz's car bought from
friend Tony.

Ours was bright yellow



Rover 216. 1.6L. 1990. I bought from my friend Leigh in about 2004 [?]



TOP

Ford Mondeo Zetec hatchback 2004. Bought in 2008. 2 Litre petrol. Platinum.



TOP		

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