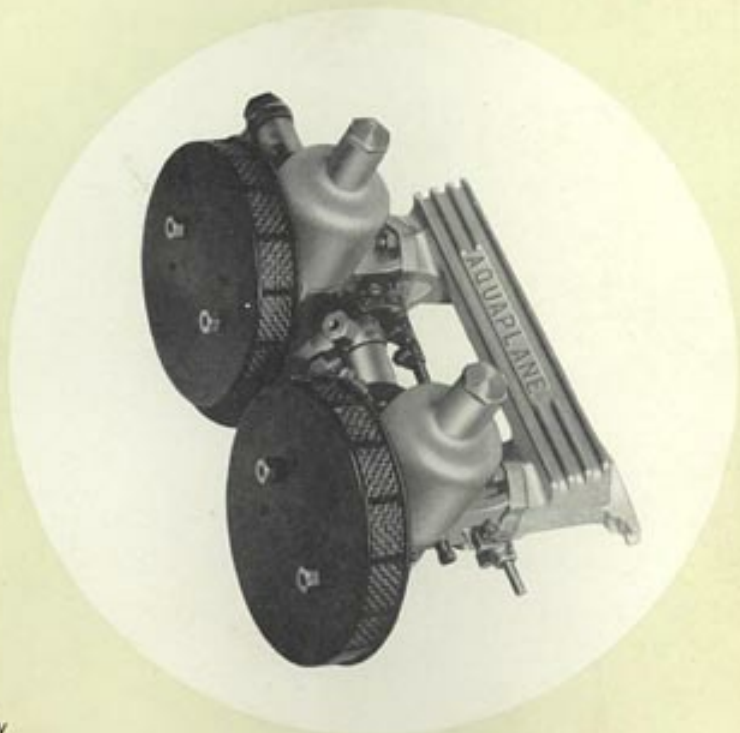


Performance Equipment



by

Aquaplane

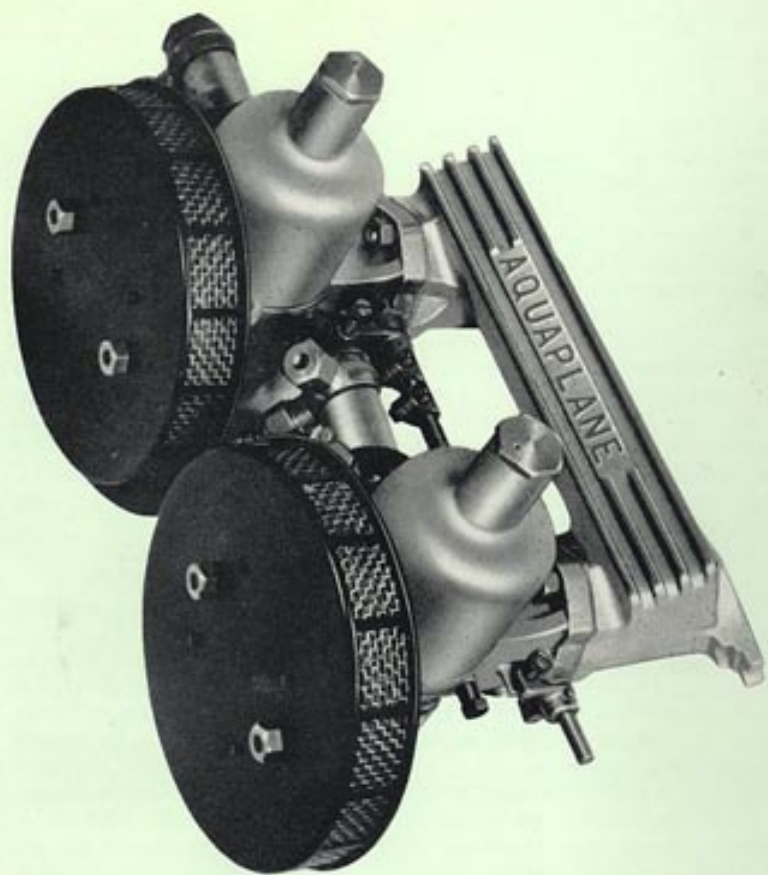
for the

B.M.C. 803 c.c., 848 c.c. and 948 c.c. O.H.V. Engines
(As fitted to Morris Minor Series II, Morris Minor '1000',
Mini-Minor, Austin A30, Austin A35, Austin A40 and
New Austin 7, etc.)

THE AQUAPLANE COMPANY LTD

OULTON BROAD - SUFFOLK - ENGLAND

TEL: OULTON BROAD 5416 (2 lines)



AQUAPLANE

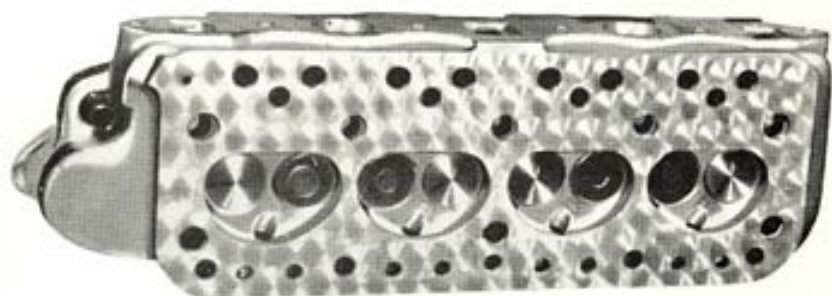
Twin Carburettor Inlet Manifold

for fitting the

B.M.C. 803 c.c., 848 c.c. and 948 c.c. O.H.V. Engines

29.7% immediate improvement in acceleration – top speed
in excess of 80 m.p.h.

23% improvement in fuel economy at 35-40 m.p.h.



AQUAPLANE OHV ALLOY SUPERHEADS FOR FITTING

MORRIS MINOR SERIES II, 1,000, MINI, AUSTIN A35, A30
A40 and SEVEN, BMC 803, 848 and 948 c.c. ENGINES

Designed and manufactured by **Aquaplane** – the acknowledged specialists in Aluminium Alloy Cylinder Head production, **Aquaplane Alloy Cylinder Heads** are in use, at this moment, in most countries of the World. **Aquaplane** designed Alloy Superheads work reliably in gruelling commercial use in the tropics, at continuously high speeds on the Continental motorways, on cars used for business purposes by the man in a hurry, on successful competition of all kinds and, of course, their unapproachable success in racing, confirms their ruggedness and dependability in all conditions.

EXCEPTIONAL FEATURES

Manufactured in Special Aluminium Alloy to the highest Rolls Royce specification. Price buys the Superhead complete ready to fit. It comes complete with all valves ground-in and with the Double Valve Springs fitted – nothing extra to buy.

Weight under half that of the cast iron standard cylinder head (which alone produces a dramatic improvement in power/weight ratio).

High compression ratio for increased power output and fuel economy.

• Larger ports of efficient design for improved gas flow, higher power and speed.

Larger valves for higher power output and increased r.p.m.

Exhaust valves in KE 695 material, for reliability at higher engine speeds and temperatures.

Double Valve Springs to ensure correct valve operation at the highest speeds, giving reliability during extreme r.p.m. and continuously high-speed motoring.

It is possible to refit the standard manifold so that the Superhead can be used without the necessity of further expense. The Superhead used by itself, will provide the ultimate in fuel economy.

The Special **Aquaplane** Manifolding (see separate literature) fits the Superhead without modifications to either. It provides the most powerful combination for high speed road use, competition or serious racing.

The Superhead provides higher speeds – much faster acceleration – far better m.p.g. The Special Aluminium Alloy from which the Superhead is constructed provides vastly improved heat transfer. This allows the use of the usual pump fuels at extremely high compression ratios.

When fitting the **Aquaplane** Superhead no alterations are necessary to the engine itself.

Continued overleaf

THE EXCITING NEW O.H.V. SUPERHEADS



Aquaplane Exhaust Manifold

for fitting the **B.M.C. 803 c.c., 848 c.c. and 948 c.c. O.H.V. Engines**

This Manifold is of highly efficient design and entirely eliminates the detrimental restrictions which exist in the original. It should be fitted as a complement to the Aquaplane Twin Carburettor Manifold in order to ensure the free exhaust which becomes increasingly important as the power of the engine is improved.

This Manifold has smoothly swept pipes which form an independent CASTING.

The centre pipe (which has to handle the exhaust of two cylinders from the single port) is of **DOUBLE AREA**. It is cleanly swept away thus completely eliminating the power loss caused by the acute restriction at this point in the standard design.

Another exclusive feature of the design is the *detachable outlet adaptor* which allows the Manifold to be connected either to the original exhaust pipe and silencer system or, by changing the outlet adaptor, it can be used with the Aquaplane High Efficiency Exhaust System. The standard exhaust pipe and silencer arrangement is constructed in very small diameter pipe which is not conducive to the attainment of a free exhaust – especially when the engine is developing more power.

The Aquaplane High Efficiency System uses large diameter pipes where necessary, plus a straight-through silencer. It easily replaces the original system.

The illustration shows the manifold fitted with adaptor for standard exhaust pipe. The large-bore adaptor is shown on the left.

NOTE. It is not possible to use the Aquaplane Exhaust Manifold with the standard single carburettor inlet manifold.

The AQUAPLANE



PART NUMBER G/T/EX

TWIN EXHAUSTER

and DEEP NOTE CONVERTOR

THIS handsomely designed component is intended for fitting onto the end of the exhaust tail pipe. The unit converts the rather cheap sounding modern car exhaust into a deep expensively-toned, powerful and pleasing note. The Twin Exhauster has two very attractive large bore, heavily chromium plated mitred stubs which give a very arresting appearance to the otherwise dismal single small bore tail pipes in use today.

Modern thought tends to prove that pulse reflection occurs at the open end of the Exhaust pipe and that these pulses cause a momentary back pressure (even in the case of straight-through Exhaust Systems.) The use of a properly designed pressure equalising chamber counteracts this reverberation effect, thus producing a freer exhaust and consequently better power output and economy. It should be noted that the **Aquaplane** Twin Exhauster contains no baffles whatsoever which would restrict the full flow of the outgoing gases.

For a really attractive appearance and deep-toned exhaust note the **Aquaplane** Twin Exhauster provides the most economical answer.

The unit comes complete with chromium plated stubs (these are not charged as extras) together with fixing clip. *When ordering please state outside diameter of tail pipe.* For the first time **Aquaplane** makes available a unit of this type at a really sensible price.

Suitable for fitting cars of all makes.

Price 50/- Complete

THE AQUAPLANE COMPANY LTD
OULTON BROAD, SUFFOLK, ENGLAND TEL. 416 (2 lines)

THE

AQUAPLANE

SUPER-LIGHTWEIGHT

ALLOY FLYWHEEL



THE most exciting addition to the **Aquaplane** Range of Speed Equipment, for the B.M.C. 803 cc and 948 cc OHV engines, is the **Aquaplane Alloy Flywheel**. This

STOP PRESS!!

The **AQUAPLANE Super-Lightweight ALLOY FLYWHEEL**

NOW AVAILABLE for the

MINIMINOR AND AUSTIN 7

PRICE
£14/12/6

a **STEEL PRESSURE-FACE INSERT**. This most important feature gives the wheel a life approximating that of the original iron one. This extension in wearing quality now makes the wheel suitable for everyday use when it will be of immediate interest to every sporting driver. The spectacular weight reduction is 11 lb. The **Aquaplane Wheel** only weighs 10 lb. against 21 lb. for the standard one. The extremely rapid acceleration available through the **Aquaplane Wheel** may well confound the drivers of cars not so fortunately equipped.

The **Aquaplane Wheel** is obtainable for fitting the following cars:

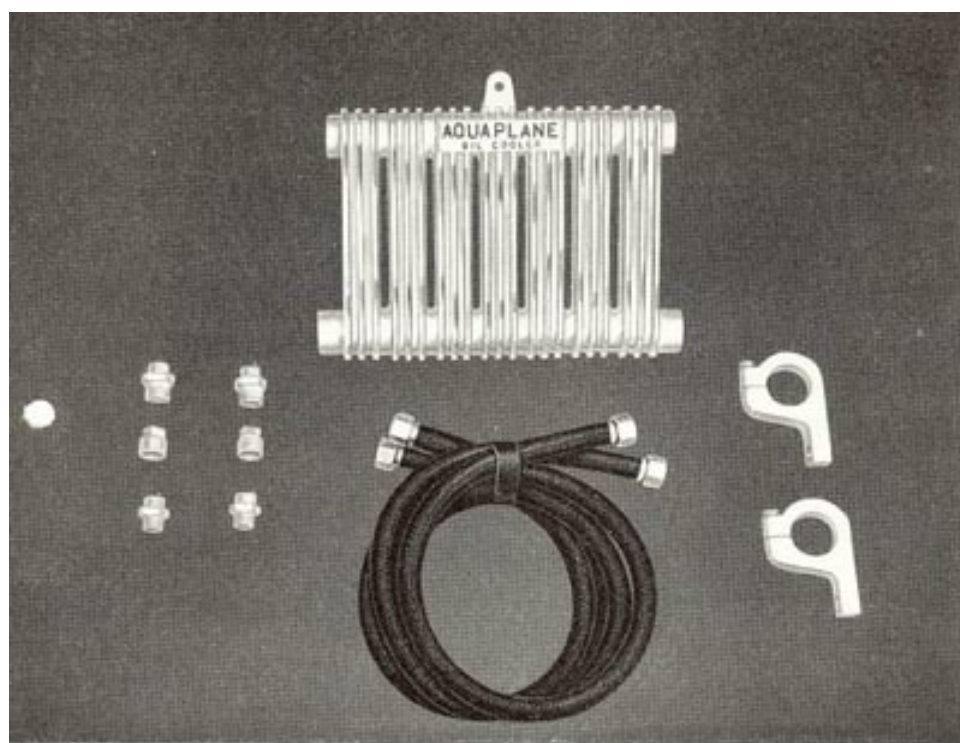
Morris Minor Series II	Part Number MM/1000/R
Morris Minor '1000'	Part Number MMT/1000/R
Austin A30	Part Number A30/1000/R
Austin A35	Part Number A35/1000/R

PRICE £12 . 10 . 0

Also for B.M.C. 1500 cc - £14

NOTE: Owners are warned that indiscriminate experimentation in lightening the standard flywheel can be dangerous.

* **Similar Steel-faced wheels are also available for:**
'ORIGINAL' FORD 10 H.P., FORD POPULAR, 100E FORD ANGLIA, PREFECT, FORD CONSUL, FORD ZEPHYR, FORD ZODIAC.



THE AQUAPLANE Oil Cooler Assembly

For MORRIS MINOR '1000', AUSTIN A35 and other cars using the B.M.C. 948cc ENGINE also for the AUSTIN A40, MINI-MINOR and NEW '7' and other cars with 848cc ENGINE
Why an Oil Cooler is necessary

One of the hottest parts inside the modern engine is the lubricating oil itself. Only on the most expensive cars is this really appreciated and oil cooling receives the attention it deserves.

It will be appreciated that in mass-produced cars the cost must be kept to a minimum and, therefore, refinements – no matter how important – must be sacrificed to price considerations. Oil manufacturers have long recognized that something must be done in order to preserve the bearings at the very high temperatures now reached by the lubricating oil. In the quality of the oil itself great advances have, therefore, been imperative to ensure a reasonable measure of engine reliability and life. It must be admitted, however, that nowadays the modern engine's life is none too long as compared with its predecessors – running on inferior lubricants – AT MUCH LOWER TEMPERATURES.

Most owners fully appreciate that at very high temperatures the oil is little thicker than paraffin. Can we wonder that excessive wear, noise, sludge formation, fumes, etc. are now accepted as commonplace characteristics of the modern engine. The purpose of an Oil Cooler is, therefore, to reduce the oil temperature to a level which will maintain its lubricating quality under the higher loading conditions and temperatures encountered at the present time.

AQUAPLANE are producing Oil Cooler Assemblies which are quite easily fitted, without the necessity to drill any holes in the engine or change it in any important particular from standard.

On cars used for competition purposes or for extended high speed cruising on the road, the AQUAPLANE Oil Cooler is an essential fitment.

See Price List

continued overleaf

AT LAST! A Tachometer which can be fitted in minutes!!

THE

AQUAPLANE

TRANSISTORIZED
ELECTRONIC

REVOLUTION INDICATOR

PART NUMBER G/1500/ELEC.



The latest **Aquaplane** Transistorized Electronic Revolution Indicator is really exciting news for all enthusiastic car owners. The Instrument is offered as an alternative to the famous **Aquaplane** Mechanical type and, since it takes only a few minutes to fit, will be quickly acclaimed by those who have little time to spare on installation. The Instrument is, at present, available for fitting 4 or 6 cylinder engines with 12 or 6 volt electrical systems.

Since there are no mechanical connections to the engine, the make of the car is of no consequence and, therefore, the Instrument will appeal to every car owner. It is also just as suitable for marine use. Apart from its essential use in competition etc, the **Aquaplane** Electronic Revolution Indicator will:

- (1) Show the correct speed of the engine from 0 to 6000 r.p.m. (Special Instruments 0 to 8000 and to 10,000 r.p.m. can be supplied to individual order).
- (2) Enables you to keep the engine tuned to top power and performance.
- (3) Shows the engine is actually running in very noisy traffic.
- (4) Enables you to set the correct idling speed.
- (5) Allows correct ignition and carburettor settings to be easily obtained.

The following are further features which commend this amazing Instrument:

- (a) Electronic Transistorized design embodying the latest knowledge in non-mechanical meter science.
- (b) No mechanical drive to the moving parts of the engine at all.
- (c) No valves or relays.
- (d) Latest trouble-free printed circuit construction.
- (e) Precision accuracy within 3 per cent.
- (f) Automatic voltage compensation.
- (g) Automatic temperature compensation.
- (h) Instrument circuit is energized by induced pulsations from ignition to which there is no direct connection. It is, therefore, quite impossible for this modern Instrument to interfere with the ignition performance (as is the case with most Electronic Instruments).
- (i) The Instrument can be fitted in a few minutes. It is only necessary to connect three wires as indicated in the simple instructions supplied.
- (j) Illumination for the dial at night, is provided.
- (k) The attractive Instrument has a 3½ in. diameter black dial with white figures. The dial is calibrated 0 to 6000 r.p.m. and is designed for particularly easy reading having a meter length of 6½ in.
- (l) The Instrument gives a 'dead' Steady reading without needle float or flutter. This enables very accurate readings to be taken.

The Instrument comes complete with all the necessary fittings, connecting wires and instructions.