



159/161 LONDON ROAD  
KINGSTON-UPON-THAMES  
SURREY, ENGLAND

Designers and manufacturers of exhaust manifolds to COOPER, ELVA, LOTUS, MG, B.M.Cs, STANDARD, TRIUMPH, VANDERVELL and the majority of FORMULAR JUNIOR RACING CAR MANUFACTURERS.

## SCIENTIFICALLY DESIGNED EXTRACTOR EXHAUST MANIFOLDS

Our experience of manifold design and manufacture is unrivalled, extending over the past thirty years, therefore our designs combine maximum efficiency, long life and reliability, coupled with light weight, each one weighing approximately one third of a cast manifold.

A correctly-designed inlet or exhaust manifold can give an increase of power from 5 B.H.P. on a standard engine, to over 40 B.H.P. on a racing engine, resulting in higher speeds, better acceleration and longer valve life.

Only a single tail pipe should be used with a 4-cylinder head, to obtain full extractor action, but twin tail pipes are most efficient upon 6 and 8 cylinder engines. Silencers and tail pipes should also not vary in the bore diameter.

Each manifold has been designed for, and developed upon the actual make of car, to give maximum power under any restriction imposed by lack of space in the engine compartment, but usually can only be used with a twin carburetter layout, for the single carburetter manifold invariably masks the centre port or ports.

All manifolds are cold bent from tempered steel tubing, joints being correctly blended to assist gas flow for maximum extractor action and are nickel bronze welded into cut steel flanges, for maximum strength and reliability with minimum weight. ALL these details are vitally necessary for Grand Prix and racing cars.

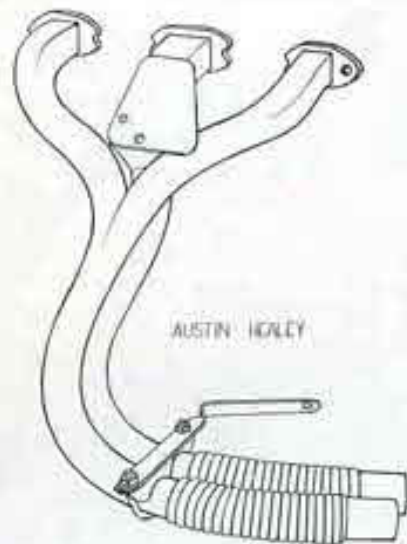
Every manifold is hand built by craftsmen, and finished by hot metal spraying after shot blasting; having a white metallic surface, proof against rust and heat. Satisfactory service can be expected from our manifolds, if correctly fitted.

Where the maker's standard exhaust system does not use a straight through sound absorption type of silencer or tail pipe of the correct diameter, power is being wasted. Therefore, for full efficiency, a "Deep Note" exhaust system should be used which has the straight through silencer and tail pipe of correct diameter. Baffled silencers and tiny tail pipes cause loss of power, by restricting the exhaust gases.

### COMPARATIVE ROAD PERFORMANCE FIGURES

*Between models with standard manifold and then fitted with extractor type manifolds only, showing the efficiency of Derrington design.*

	M.G.-A.		Z.A. Magnette		Triumph TR2		Austin-Healey	
	before	after	before	after	before	after	before	after
0-30mph					2.8secs	2.2secs	3.4secs	3.2secs
0-40mph			8.8secs	8.1secs				
0-50mph	8secs	6.8secs			5.4secs	4.8secs	8.2secs	7.8secs
0-60mph			19.8secs	16.8secs				
0-70mph	17.6secs	16secs			11.3secs	9.3secs	13.8secs	12.4secs
Max top gear	96/97	103/104	82mph	85mph	103mph	110mph	103mph	106mph



**For AUSTIN HEALEY 100/4**

This type has proved extremely successful being fitted to most cars of this make competing in racing. Not only does it produce some 10 B.H.P. increase, but it saves a minimum of 25 lbs. in weight. The dual outlets fit a special twin bore straight through sound absorption silencer, with a choice of two short bends for outlet, twin tailpipes, or for maximum efficiency, a junction box to use the standard tailpipe. Manifold and fittings £25. Twin bore silencer £5. Twin short bends £1. Junction box £1, extra tailpipe £1 12s. 6d. Manifold (complete) and Twin bore silencer, supplied as one unit £27 10s.

AUSTIN HEALEY

**MINI-MINOR & AUSTIN 7**

The extractor exhaust manifold for these models is built in with a balanced inlet manifold for twin S.U. Carburetters, one only being supplied and the single carburettor fitted being used for the second one. A new throttle cable is supplied for operating both carburetters, with connecting flexible fuel pipe line. Torque is considerably improved with this unit resulting in increased acceleration and hill climbing. £27 10s. \$77.00



**Performance Figures of 1960 Mini-Minor (190 miles only)**

	Standard	Twin S.U. Carb. Unit
0-30 mph	5.7secs	4.4secs
0-50 mph	17.8secs	12.9secs
0-60mph	32.6secs	21.2secs
20-60 mph (top gear)	33.0secs	27.4secs

**For TRIUMPH T.R. 2 & 3**

Probably the design with the greatest number of successes to its credit, having been fitted to most of these models competing in Races, Rallies and Sports events. Exhaust pipes of equal lengths from Nos. 1 and 4 cylinders and Nos. 2 and 3 cylinders are led into twin outlets, which in turn are joined by a junction box to connect to the standard straight through exhaust system. Can be used with the standard inlet manifold or our specially designed racing type inlet.

or with high speed inlet manifold	£30	\$84.00
1957-60 R.R.3 and 3A	£20	\$56.00
1954-56 T.R.2 and 3	£20	\$56.00

Later types have raised inlet ports and cannot be made interchangeable owing to different port disposition.

As tested by the Works Experimental Dept. our exhaust manifold developed 7 B.H.P. more than standard and with the high speed inlet manifold 10-11 B.H.P. more.



**V.W. DERRINGTON LTD.**  
KINGSTON  
5621/2

159/161 LONDON ROAD  
KINGSTON-UPON-THAMES  
SURREY, ENGLAND

**SPECIAL SPORTS and RACING EQUIPMENT**



**STREAMLINED RACING MIRROR**

Body of Anodised light alloy, fitted with shatter-proof mirror and mounted on ball and socket base, easily adjustable to any angle. Weight under 5 ozs.

Each 30s. 0d. \$4.20.

Adopted by most of the leading British Racing Car Manufacturers and used regularly by Stirling Moss and Jack Brabham.

**CONTINENTAL SPEED MIRROR**

The body is a fixture and is of heavy chromium plate on brass. The angle of the convex 4" diameter glass is adjusted by slackening a screw in the nose of the body; this provides positive locking so that its adjustment is not easily upset, nor can it be effected by air pressure at speed.

£1 17s. 6d., postage 2s. 0d.  
\$5.25, postage \$1.



**14 mm. SPARKING PLUG SPANNER**

With universal joint for inaccessible sparking plugs. With tommy bar for loosening or tightening, without stripping threads in light alloy heads, can then be quickly turned by knurled head making rapid plug changes possible. Rustless plated finish.

12s. 6d., postage 1s. 6d.  
\$1.75, postage 50.21.

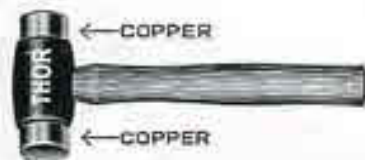


**HUB NUTS**

Three-lug Knock Off Hub Nuts to replace two-lug type, with better balance and quicker to undo or tighten. In aluminium bronze, therefore rustless, very heavily chromium plated. Available only with open centre as illustrated. Size 42 covering most modern cars, in 8 and 12 T.P.I. As used on "D" type Jaguar.



### HUB NUT CLOUTERS



Soft copper faced to prevent damage, strong hickory shafts. Weight approx. 3½ lbs. or 4 lbs. 17s. 6d. Also available both rawhide faces or copper-rawhide.

Just introduced. — New plastic-faced hammer for hub nuts or panel beating.

8s. 6d. each.

### QUICK ACTING FILLER CAPS

The advantage of a quick-action filler cap on ordinary cars, as opposed to their use on racing cars, for which they were first developed, are now so generally appreciated that they are fitted as standard to some cars, and for those not fitted, a full range is offered below. All caps heavily chromium plated on solid gummatal, unless otherwise mentioned.



The SILVERSTONE RACING FILLER CAP used on most racing cars and aircraft and as supplied to ASTON MARTIN, COOPER, JAGUAR, B.R.M. In anodised light alloy, proofed against corrosion. Springs open by pressure on lever and snaps back, being positively locked against accidental opening by roller action.

Also available pressurised up to 10 P.S.I.

Overall Size	Pipe Fitting	Price	Flanged Adaptor	Screwed Collar	Chromium plated on Brass
4"	3½"	£4 0s.	£1 5s. 0d. Brass or L/A	—	—
3½"	2½"	£2 5s.	15s. 0d. Brass or L/A	7s. 6d.	£2 10s.
3"	2½"	£1 15s.	13s. 6d.	7s. 0d.	£2 0s.

### THE MONZA "FLIP-UP"

Open by pressing a spring tensioned catch at the front. The cap springs open with a touch, and closes by pressing it downwards. The neatest filler cap marketed, being standard fitting to most quality cars.

	Light alloy	Chrome	Sleeves
2" x 16" T.P.I.	£1 10s. 0d.	£1 7s. 6d.	8s. 0d.
2½" x 16" T.P.I.	£1 15s. 0d.	£1 10s. 0d.	8s. 0d.
2½" x 16" T.P.I.	£2 2s. 0d.	£1 17s. 6d.	8s. 0d.



### THE GRIP TIGHT

A well made pressed brass cap, suitable for radiator or petrol tank. Opens by half a turn of the bar on top, closes similarly. To solder on only, fitting necks 1½" diameter, 10s.; 2" diameter, 11s. 6d.; 2½" diameter, 13s. Screw on type filler caps, light brass pressing, supplied with collars, 1½" aperture, 5s. 6d.; 1¾" aperture, 8s. Postage 8d.



### LIGHT ALLOY ROCKER COVERS

Better cooling.  
All highly polished light alloy.  
Quieter engine running.  
Machined base for better oil sealing.  
Quick action alloy Monza racing cap.  
Better underbonnet appearance.  
Longer gasket life.

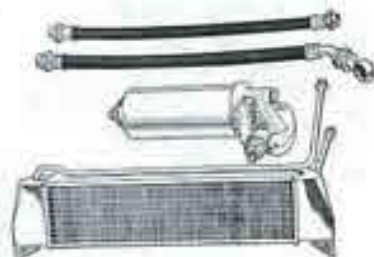
Made to suit all B.M.C. "A" and "B" type engines and X.P.A.G. M.G. engines.

"A" ser. B.M.C. ribbed and with Filler Cap	£4 12s. 6d.
"B" ser. B.M.C. ribbed and with Filler Cap	£5 0s. 0d.
Triumph TR and Vanguard with filler cap	£6 10s. 0d.
M.G. P.A.G. and X.P.E.G. plain, less filler cap	£4 12s. 6d.
105E Ford	£4 12s. 6d.

### OIL RADIATOR KITS

For reducing oil temperature by 20° to 50°C., according to conditions. In light alloy, radiators tested 200 P.S.I., one third to one quarter weight of brass, with better cooling properties, supplied with high pressure flexible hoses and connections, standard designs easily adaptable to all makes, size of matrix approximately 3" x 12".

Kit for "A" and "B" series B.M.C. engines.	£15 10s. 0d.
Kit for Triumph T.R. with new oil filter base and unions.	£19 10s. 0d.
Kit for Triumph T.R. with new full flow oil filter unions.	£21 10s. 0d.
Oil Radiator only.	£10 10s. 0d.
High Pressure Hoses, 1" B.S.P. nuts, 18" long, each.	£1 17s. 6d.
High Pressure Hoses, 42", 1" B.S.P. nuts, each.	£2 5s. 0d.



### RAM PIPES

Designed and developed for maximum performance, polished light alloy.

1" and 1½" S.U. Carbs.	32s. 6d. per pair.
1½", 1¾" and 1½" S.U. Carbs.	37s. 6d. per pair.
2"	45s. 0d. per pair.



### CYCLE TYPE WINGS

Available in light steel and light alloy, unpainted. Front wings cover an arc of 120° and rear wings 200° giving good coverage. In different radii for varying tyre sizes. Front wings can be sent by post but rear wings are too long and therefore have to be forwarded by passenger train or crated and shipped for overseas.

Width	Radius	Len.	Front		L/A	Len.	Rear		L/A
			Steel	L/A			Steel	L/A	
6"	15"	43"	18/-	30/-	—	58"	20/-	32/6	—
6"	17"	46"	18/-	30/-	—	58"	20/-	32/6	—
7"	15"	43"	20/-	30/-	—	58"	22/-	32/6	—
7"	17"	46"	20/-	30/-	—	58"	22/-	32/6	—
8"	17"	45"	24/-	—	—	60"	27/6	—	—
8"	19"	46"	24/-	—	—	60"	27/6	—	—

### ANTI ROLL BARS

An absolute necessity for the safe control at low or high speeds, particularly when cornering. High speed tests have proved that safe cornering speeds have been increased by up to 20 m.p.h. faster on a well known and popular car renowned for its handling properties. All our bars are made from hardened and tempered spring steel, by a world famous spring manufacturer, the design and fittings being made



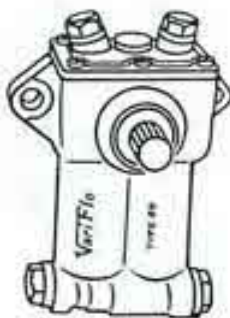
by us. All anchorages are rubber bushed for reduction of wear and noise and our bars are the only ones provided with pivoted bolts to eliminate strain at the ends. Wherever possible all attachments have been designed to utilise existing bolts, brackets or holes, or to replace fixing bolts on the suspension units.

For Ford 100E	£3 15s. 0d.
For Consul or Zephyr	£4 15s. 0d.
For A.35, Minor "1000", "Sprite", Riley 1.5, Wolseley 1500,	£4 17s. 6d.
M.G.-A, Metropolitan	£5 17s. 6d.
For Magnette ZA, ZB, Wolseley 15/50	£6 5s. 0d.
For Triumph TR.2, 3 and 3A (specify which)	£6 5s. 0d.

### "VARIFLO" ADJUSTABLE SHOCK ABSORBERS

Replacing 80% of all types in use on British and most Continental cars and available as replacement suspension units and dampers. Can be adjusted and set, in seconds, without tools, to suit conditions or to compensate for heavy loads; thus gives better road holding, particularly at higher speeds. Has been found to be considerably more effective than other competition shock absorbers which merely give harder damping and harsher suspension.

Telescopic types, all lengths, centres and fixings.	Each	£2 12s. 6d.
Lever type small size used on most cars to 1500 c/c.	Each	£2 12s. 6d.
Lever type small size with double adjustment.	Each	£3 2s. 6d.
Replacement suspension units incorporating shock absorbers.	Each	£4 6s. 0d.



### BALDWIN BRAKE BOOSTER

Provides 30% more stopping power from the same leverage of the brake pedal, reducing a stopping distance of 50 ft. with normal hydraulic brakes, to 38.5 ft. Easily fitted, only four connections to make, ready to fit kits for most makes, £7 10s. 0d. Weight only 3 lbs. Universal kits for makes not listed at same price, needing only the bending of the two connecting pipes.

Standard equipment on Aston Martin and Fiat.

### BAR'S LEAKS

Stops all leaks. Stops corrosion and keeps cooling system clean. The only cooling additive approved by all the American Corporations and used in every new American car supplied. Invaluable after overhaul for sealing seepage, cleaning radiator and preventing loss of anti-freeze, mixing with every known brand. 7s., postage 1s. 6d.

### BARDAHL OIL ADDITIVE

For reducing friction thus increasing power, freeing rings and valves. Mixes with all oils, so can be used in the engine and transmission for less friction, improving performance and reducing fuel consumption. 12s. 6d. per 16 oz. tin.

Technical Treatise on Bardahl sent on receipt of name, address and stamp.

### MOLYBDENUM DISULPHIDE

Creates a solid lubricant film on all wearing faces of such extreme strength that it is possible to drive without oil in the sump and has the lowest co-efficient of friction. Protects during cold starting, doubles the life of wearing surfaces, eliminates piston scores and lowers fuel consumption.

"SUPER MOLY" ...	10s. 6d., postage 1s. 6d.
"AUTO MOLY" ...	13s. 6d., postage 1s. 6d.

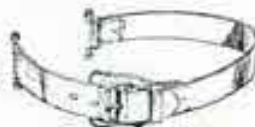
### S.U. PETROL PUMPS



Low pressure, high suction type, 6 v. or 12 v.	£4 0s. 0d. \$11.20
High pressure, low suction type, round base, 12 v.	£4 15s. 0d. \$13.30
High pressure, low suction type, square base, 12 v.	£5 5s. 0d. \$14.70

### BONNET STRAPS

Solid Cowhide, chromium fittings, 1½" x 40" or 48", 32s. 6d.; 1½" x 60" or 72", and 2" x 40", 42s. Short pairs for TR.3 or M.G.A. 15-0.



### GAUGES & INSTRUMENTS

#### Temperature Gauges

Smith's 2" dia. with 7 ft. protected capillary tube, with short bulb and nut. Water 0-212°F. (Centigrade to order). Oil 0-140°C.

Each £2 17s. 6d., postage 1s. 6d. \$8.05, postage \$1.

K.L. with illuminated dial 90°-230°F. with 6 ft. protected capillary, with hose adaptors and union for direct fitting.

Smith's ELECTRIC OPERATION.	£3 0s. 0d. \$8.40.
Smith's Single.	£2 10s. 0d. \$7.00.



#### Oil Pressure Gauges

2" dia. Smith's—

K.L. 0-100 P.S.I. 2" dia.	£2 12s. 6d. \$7.35
K.L. 0-100 P.S.I. 2" dia., illuminated	£3 0s. 0d. \$8.40

#### Engine Performance Gauge

Complete kit of fittings	£3 3s. 0d. \$8.82
Single brackets for gauges	2s. 0d. each
Brackets for two gauges.	
Brackets for three gauges.	

#### Ammeters

Lucas 1½" dia. 8-0-8 amp.	10s. 0d. \$1.40
K.L. 2" dia. 30-0-8	16s. 0d. \$2.25
2" dia. 30-0-8	£1 9s. 6d. \$4.14

#### Boost Gauges

Pressure and Vacuum	£5 0s. 0d. \$14.00
Pressure only	£2 17s. 6d. \$8.05

#### K.L. Brackets for Gauges

Single 4s. 6d., double 7s. 0d., treble 9s. 0d.	
Smith's single gauge bracket	2s. 6d.

All instruments have white figures on black dials.

### CRYPTON SYNCHROTEST

Carburettor Throttle Calibration Instrument. Enables twin and multi carburettors to be tuned accurately in a matter of moments; can be used on all types and makes by simply pressing the rubber mounted flange on to the carburettor inlet, then obtaining a direct reading of the setting. Saves hours spent on balancing multi carburettors by the usual methods. With instructions for use.

£5 5s. 0d., postage 2s. 0d. \$14.70, postage \$1.

### BRADEX CHLORO JET EXTINGUISHERS



Liquid Chlorobromomethane is instantly vapourised upon slackening the knurled nut, into a powerful deadening gas. Thus, it does not damage nor even stain. The most popular extinguisher for racing cars owing to compact size and light weight and is passed by Scrutineers for racing. Made of solid brass, chromium plated, fixing clips included.

1½" x 5½" 39s. 6d., refills 12s. 6d. 1½" x 9½" 55s. 0d.

Hero Liquid Type Extinguisher, 7" x 2", 16 fluid ozs., extremely effective without damaging. Supplied with fixing bracket.

15s. 11d. \$3.15. Refills 12s. 6d. \$1.75. Postage 1s. 6d. \$1.

Spark Plug Holding Brackets to carry spare set of four plugs in engine compartment, 14 mm. only. Polished light alloy. 12s. 6d. each, postage 6d



#### LAMP STONEGUARDS

Heavily chrome plated on crimped brass wire mesh with brass rims. Headlamp type mounted on to lamp rim by knurled screws, easily detached for cleaning. Sportlamp type has bracket fitting under lamp fastening and grille being clamped on, is easily adjustable for cleaning lamp glass. Invaluable for racing or rallying by preventing damage to the lamp lenses.

7" for Lucas Headlamp 700, fitted to most English cars. £1 each.

Spot and Fog Lamps, with bracket for mounting. £1 9s. each.

#### BADGE BARS

Angle section, heavily chromium plated on solid brass, can, therefore, be drilled for the badges without any possibility of rusting, and renders loose clips unnecessary. Suitable for most makes, by either drilling the apron, or attaching to the bumper bolts. For the former type, cadmium plated bolts are supplied with chromium distance pieces and dome nuts, as illustrated, and for the latter, special brackets, 18" wide, 35s.; 24" wide, 40s.; 30" wide, 45s.; 36" wide, 50s. Models for most popular makes of cars, which can be transferred from one make to another, by changing the type of bracket.



#### BADGE AND LAMP CARRYING BARS

Designed individually for most British cars, with centre lug for carrying single lamp from 75s. each, or with two lugs for two lamps from 80s. each. Superbly made and finished. Specify make and model when ordering.



#### THE AMAZING BOWMONK DYNAMOMETER

A continuous performance checker for every motorist.

Acceleration Testing Fuel Economy (up to 20% saving).

Free Running (Tractive Resistance).

Braking Efficiency.

Gradient Indicator.

Engine Tuning.

Standard Dynamometer fits any make of vehicle.

Universal type fitting permits attachment to dashboard or windscreen in a few seconds without any modifications. Gives the above information in a quick and simple manner. Absolutely invaluable when buying or selling a vehicle. ORDER YOURS NOW and BE SURE your vehicle is always in tip-top condition.

£5 15s. 0d.



#### LIGHTWEIGHT RACING SCREENS

Provide full protection for driver or passenger. Frames are in light alloy specially shaped to fit scuttle, and have a rubber sealing strip for weather tight joint and are glazed with Perspex. Where possible made to fit existing attachments, otherwise fastened on by being bolted or screwed. Being curved, minimum wind resistance is caused. Approx. 16" wide, 8" high, weight 1 lb.

For TR.2 and A.H. Sprite ... .. £3 15s. 0d. \$10.50 each.

For TR.3, Austin-Healey, M.G.-A ... .. £4 5s. 0d. \$11.90 each.

State side (L.H. or R.H.) when ordering. Boxing and Postage 5s. 6d. \$1.35.



#### AERO SCREENS

The most popular sports screen, over 50,000 being supplied since introduced and marketed by us 40 years ago. Polished light alloy frames, glazed laminated safety glass, 42" x 6", chromium plated fittings, easily fitted and detachable by undoing thumb screws. Friction clamps at each end for easy adjustment.



Per screen, £3 7s. 6d. \$9.45. Boxing and postage for two, 6s. 0d. \$1.35.

Both types of screens have been used on many famous racing cars and for successful attempts on World's Records, both on land and on the water. Speeds have been increased, with their use, from 104 mph to 110 mph when used in place of the standard full width screen.

#### SIDE SCREEN WIND DEFLECTORS

Excellent draught excluders, fastening on to the screen side irons by studs fitting in place of the screws holding the frame, sidescreens can be removed by undoing two wing nuts.

Polished Duralumin frames, glazed Perspex, weighing only a few ozs. each.

For M.G. models TA, TC, TD and TF. £2 10s. 0d. the pair. \$7.

For Jaguar models XK120 and 140, chromium plated brass frames, curved to fit the screen pillars. £5 5s. 0d. the pair (on right). \$14.70.

For Triumph T.R.2. £3 0s. 0d. the pair. \$8.40. Packing and postage 6s. 6d. \$1.40.



#### HARNESS

Delaney Gallay Safety Harness is your best protection. Come what may they hold their wearers securely in their seats. They are scientifically designed; made from extra strong seamless Terylene webbing; firmly secured with floor anchor bolts and fitted with foolproof instant-release buckles. Models for every type of seat available.

Universal Front Seat Belt. £4 4s. 0d. \$11.80.

Universal Rear Seat Belt. £2 2s. 0d. \$5.90.





### SAFETY BELTS

Will give a very large measure of safety; comfortable in use, instantaneously detachable, at will, yet impossible to undo accidentally. In 3 1/2" wide ultra strong webbing, length of adjustment variable, with bracket for floor anchorage.

£1 5s., postage 2s. 6d. \$3.50, postage \$1.

Aircraft type (as illustrated) L/A fitting. A.I.D. approved. £3 18s. 6d. \$11.



### RACING HELMET

Fully approved and designed specially for Motor and Boat Racing. Bonded linen laminations with cork impact lining and adjustable headrest. Sizes 6 1/2" to 7 1/2", weight approx. 1 lb. 7 ozs. £6 5s. 0d.

American type giving full protection to the base of the skull, moulded fibre glass construction with cork impact lining and head rest. Sizes 6 1/2" to 7 1/2", weight 1 lb. 10 ozs. £5 15s. 0d.

Racing Visors, do not mist over, nor become obscured like goggles, unshatterable Rhodoid, stout hide peak and strap. £2 15s. 0d., postage 4s. \$7.70, postage \$1.25.

### RACING OVERALLS

In strong, good quality Poplin, well tailored, with zipp fastening front and pockets, strap at knitted ankles and wrists. Made to sell at £5 10s. 0d. ~~Our price~~ ~~£4 10s. 0d. (\$11.75)~~ in black, green, wine and buff. State size when ordering, and second choice of colour.

Regular quality, £5 10s. 0d. per suit. \$15.40.



### RACING AND DRIVING GLOVES

Only the best quality supplied, with soft tan cape or pigskin palms, hand crocheted string backs, reinforced seams, will wear for years.

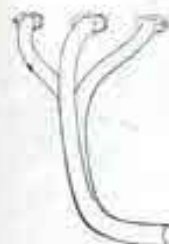
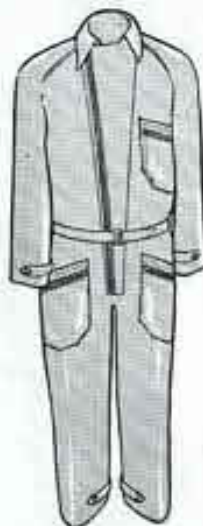
Tan cape, pair £1 11s. 6d. \$4.40  
Pigskin, pair £1 19s. 6d. \$5.35

### RACING GOGGLES

"Stadium" with Triplex laminated safety lenses, sponge rubber surrounds, very comfortable and efficient for vision and wind protection. 15s. 0d., postage 1s. 6d. \$2.15, postage 50 cents.

"New Improved" with "Ifort" Safety Glass lenses with chamois padded soft leather mask, extra wide range vision, as used by most racing drivers. £1 5s. 0d. \$3.50.

All goods are supplied at prices ruling at time of despatch and are ex-works, so packing and postage or carriage charges are extra.



### For AUSTIN HEALEY SPRITE

Specially developed for use with the original carburetter layout of the sprite. This efficient unit develops approximately 4 B.H.P. more than the stock manifold, its outlet providing a sleeve fit to the original exhaust system. £10 0s. \$28.00

A similar manifold can be supplied for use on MINOR O.H.V. and 1000, A.30, A.35 and A.40 £10 0s. \$28.00  
and a special unit for Turner 950 £12 10s. \$35.00

### For WOLSELEY 1500, RILEY 1.5, M.G.-A, MAGNETTE ZA & ZB, ELVA COURIER

This manifold develops the maximum increase in power within the limitations of space, and, as tested by the Works, delivers a minimum of 3 B.H.P. more than the most efficient standard manifold and 8 B.H.P. more than the least efficient.

Supplied to the Works Competition Dept. and fitted to most of the Competition Cars and to all the Elva Couriers being raced in this country.

Models made for R.H. and L.H. drive cars, specify which, when ordering.

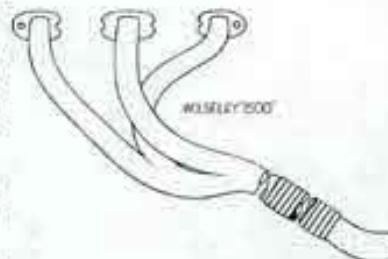
For M.G.-A Magnette, Riley 1.5 and Wolseley 1500 £15 0s. each \$42.

For Elva Courier (BMC engined 1500 and 1600 models) £17 10s. each \$49.

DEEP NOTE STRAIGHT THROUGH EXHAUST SYSTEMS, increasing power available by 2-4 B.H.P. according to model (Excepting M.G.-A) £4 5s. each \$12.60

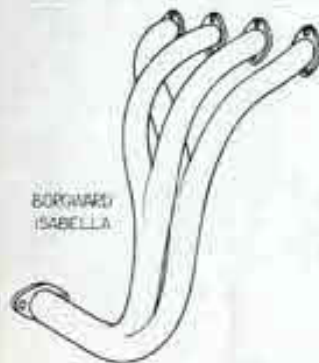
or with second Straight Through Silencer for a quiet exhaust note £5 5s. each \$15.40

For M.G.-A, giving only a more sporting note but no appreciable improvement to performance £5 5s. each \$15.40



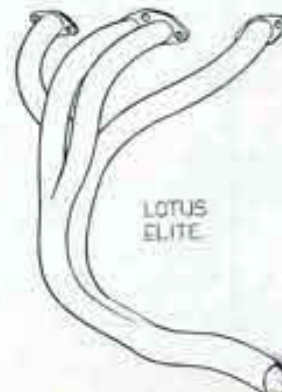
### For BORGWARD ISABELLA & T.S.

Developed to give an improvement to the performance for competition use, and of the equal length extractor type, for maximum efficiency. Fitted with flange for bolting on to the standard exhaust system. £18 10s. \$51.80



### For LOTUS ELITE

Originally designed by us, in which form Elites won many races and fastest laps, proving to be 4 secs. per lap faster than the standard cast iron manifold equipped car. Later developed by Coventry Climax to produce 8 B.H.P. more than the first design, for the Le Mans entries, in which form, it is now being supplied, and is an example of a "tuned equal length" manifold. This design stood up to the most gruelling 24 hours race at Le Mans without ill effect or failure, a typical example of our craftsmanship. £17 10s. \$49.00



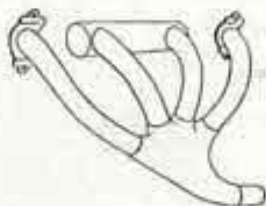
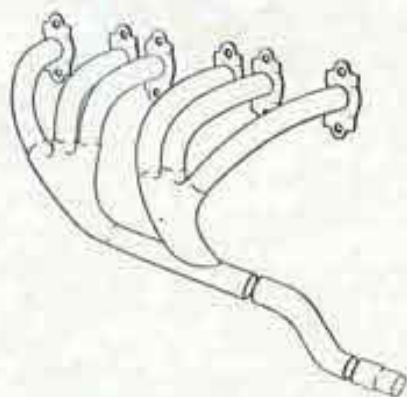
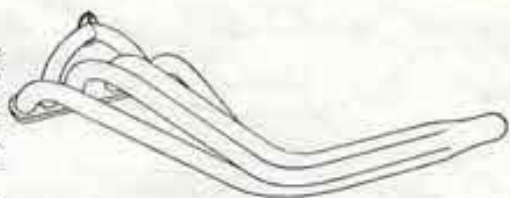
**For FORD 100E & 93A**

Extractor type manifolds for use with the standard single carburetter, in which form, not only is the performance considerably improved in addition to the fuel consumption, by approximately 4 m.p.g. Also made for use with twin S.U. carburetters for maximum performance.

All models £9 17s. 6d. \$28.00  
Complete with twin S.U. carburetters, throttle and mixture controls and flexible fuel pipe

£22 10s. 0d. \$63.00

Exhaust manifolds of similar design can be supplied for the 93A engine, the same price schedule operative.



**For FORD CONSUL, ZEPHYR & ZODIAC**

The Derrington design of manifold for these models is unquestionably the most efficient for power output and the neatest fitting. Specially shaped flanges fit the hollow machined ports on the head, thus dispensing with clumsy distance pieces having a double possibility of leakage. Both makes are made in two models, the first one with a tubular centre providing a hot spot for use with the standard single carburetter, the second type for use with twin or triple carburetters. This latter type is more efficient due to the outlet pipes registering with each port, the hot spot area preventing this on the first type.

Mk. I or Mk. II Consul Hot Spot or twin carb. type £12 10s. with twin carbs. £32 10s.  
\$35.00 \$91.00

Mk. I or Mk. II Zephyr or Zodiac Hot Spot or twin carb. type £17 10s. with twin carbs. £45 0s.  
\$49.00 \$126.00

When ordering it is essential to state Mark No. R.H. or L.H. drive, and whether for Saloon or convertible, and position of silencer.

Straight through sound absorption silencers to fit in place of the standard heavily baffled type, which absorbs several very useful B.H.P. Front and tailpipes are of the correct size tubing so there would not be any gain in supplying a complete "Deep Note" System.

Mk. I Consul, Zephyr or Zodiac £2 17s. 6d. \$8.05  
Mk. II Consul, Zephyr or Zodiac £4 0s. 0d. \$11.20