

"FRISKY" LIGHT CAR TO COST UNDER £400

BRITISH FIRM'S VENTURE

FROM OUR MOTORING CORRESPONDENT

A new small car called the Meadows Frisky, priced at under £400, which is to make its debut at the Geneva Motor Show on Thursday, marks the entry of a firm with long connexions with the motor industry, Henry Meadows, Ltd., of Wolverhampton, into the field of motor manufacture. Henry Meadows is a subsidiary of Associated British Engineering, Limited.

Judging from the particulars and sketches so far available, the Frisky seems likely to be one of the most attractive of the light, economy cars yet produced. Its enclosed body was designed in Italy by Giovanni Michelotti and the prototypes were built by Vignale of Turin. The front seat is said to be wide enough to accommodate two adults and a child, and there are seats for two more children in a space behind which could, alternatively, be used for baggage. The two doors are at the side and open upwards, being hinged close to the centre of the roof line.

The Frisky is powered by a Villiers Mark 21 air-cooled 250 c.c. 2-cylinder, 2-stroke engine developing 15 b.h.p. at 5,500 r.p.m. The gearbox provides four forward speeds and the engine reverses through the starter. The final drive is by means of an enclosed roller chain. The front wheels are independently sprung on the Dubonnet

GUARDSMAN KILLED BY BLANK ROUND

EXERCISE "PROPERLY ORGANIZED"

An Army exercise during which a guardsman was killed by a round of blank ammunition was properly organized and normal safety precautions had been taken, the Guildford Coroner, Mr. G. T. M. Methold, said at an inquest on Saturday. He also said that normal safety instructions had been given.

He recorded a verdict of Accidental Death on Guardsman Frederick George Crossman, aged 20, of 16 Company, Coldstream Guards, who was killed during a night exercise on Whitmoor Common, Worplesdon, Surrey, last Tuesday. Crossman's home was at Beeston, Nottinghamshire.

He was one of an unarmed patrol "attacking" a trench. One of two men in the trench, Guardsman Douglas Smith, said he was armed with a rifle and 10 rounds of blank .303 ammunition. He saw a man in a crouching run and heard him scream. As he knew the attacking patrol were trying to capture prisoners he lowered his rifle.

"CRASHED" ON RIFLE

"As I was putting my right arm up to stop anyone trying to snatch me or my rifle, this person literally crashed on to the top of my rifle," he continued. "I

DIFFICULTIES IN WAY OF FREE TRADE AREA

"RISK WE MAY NOT BRING IT OFF"

Mr. Nigel Birch, Economic Secretary to the Treasury, said at Prestatyn, Flintshire, on Saturday that three points about the proposed European free trade area were important to the understanding of the Government's policies.

"First, we must decide soon; the decision is forced on us. Secondly, we are in favour of the idea of a free trade area, not just from fear of what would happen if we do not form it, but also for positive reasons; we think it would be a great step forward for Europe and for us.

"But thirdly, we must realize that the negotiations ahead are difficult. If we succeed, well and good, but if we fail—and there are some prices we would not pay—it would be a sad day for Europe."

At its best the proposed formation of a customs and economic union of six European countries would mark a great opportunity for Europe. At its worst it could divide Europe. These six nations to-day took between 12 per cent. of our exports and formed a very fast-growing market.

"The choice is not between the free trade area and things as they are now; it is between a free trade area and a customs and economic union in the centre of Europe with ourselves outside it. That is a very important point. Many of those who are doubtful about the free trade area may not realize what it means."

COMMONWEALTH TIES

The Government thought that a free trade area would very much speed up our economic growth and the rise in our standard of living. The free trade area was desirable but not essential.

"If we cannot get it on reasonable terms, then we shall still be able to make economic progress, though under greater difficulties; our standard of living, in the long run, will still rise, though it will not rise so fast. We must recognize that it would be possible to pay too high a price for the free trade area, in sacrificing our ties with the Commonwealth and perhaps in other ways, too."

Difficult negotiations lay ahead, considerable differences of opinion had to be reconciled, and we must be prepared for the risk that in the last resort we may not bring it off."

There was, for instance, the very difficult problem of the Colonial territories. The six European countries had decided to include their colonies—a special problem which had not been envisaged at the start of the negotiations.

We had been consulting, with the Commonwealth and colonies all along, and now, on this new difficulty, we must consult them again.

FUTURE OF LUDLOW GRAMMAR SCHOOL

The Rt. Rev. E. W. Sara, chairman of governors of Ludlow Grammar School, has issued a statement in which he refutes a suggestion that it is proposed eventually to "close" the school under the Shropshire education development plan.

Referring to a report in *The Times* of March 6 to this effect, the chairman states: "There is certainly the proposal that it shall, at some future date, be extended to include the Ludlow Girls' High School in one mixed grammar school. It is untrue to say that the school is to be closed.

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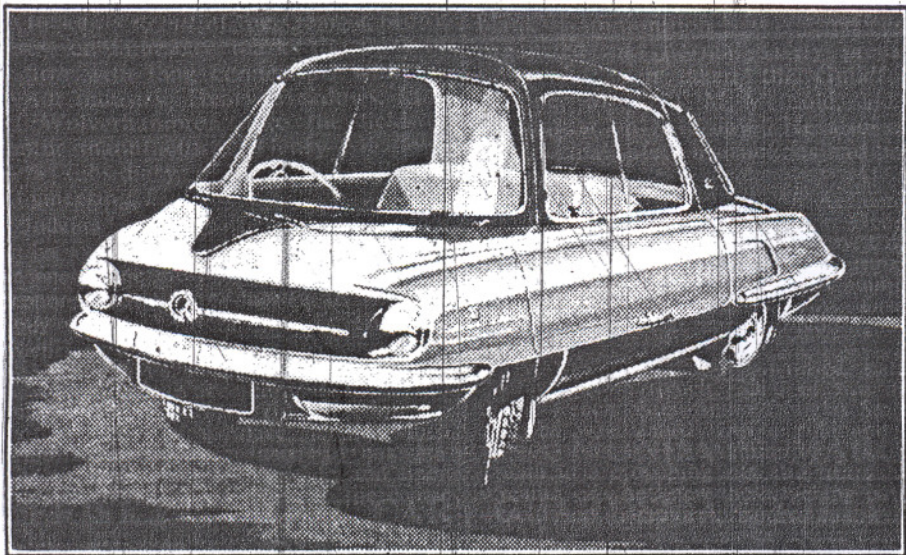
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An artist's impression of the new "Frisky" car to be manufactured by Henry Meadows Ltd.

principle of rubber in torsion, and there are two hydraulically damped coil spring units at the rear.

With full load of 3½ gallons of fuel (including half a gallon reserve), the Frisky is said to weigh about 6cwt. and have a range of more than 225 miles. The cruising speed is put at 50 m.p.h.

It is planned to start deliveries to the home market in mid-summer, and the price will be under £400, including purchase tax. The Frisky was designed by Mr. R. Flower and Mr. G. Bedson, and the prototype completed a seven-day 24 hours a day test at the Oulton Park race circuit during development.

BOOM AT OXFORD CAR FACTORIES

OVERTIME WORKING

heard him moan and I thought I had impaled him with my rifle or he had impaled himself.

"When we lifted him out of the trench I removed my rifle from under his left arm-pit. The safety catch of the rifle was in the safe position," Smith said he had no recollection of a blank being fired from his rifle when Crossman fell.

Captain John Hart, inspecting ordnance officer, said that a blank round contained 10 to 15 grains of propellant and a small wad of strawboard. When the rifle was fired the strawboard broke up and travelled in small particles, probably not more than two to three feet from the muzzle.

The recognized safety distance was 20 yards, although at four feet the chances of penetration were very small. He had come to the conclusion that Crossman's jacket was firmly pressed on to the rifle when it was fired.