'THE AUTOCAR" ROAD TESTS—*(continued)*.

raised to disclose a stop. The front bucket seats themselves are very comfortable and carry support well up the back. The pedal movement is unusually short, but quite light, and the clutch is sufficiently gentle.

The pedal applies only the rear-wheel brakes, for the front brakes are entirely separate and are operated through a centrally placed lever. Adjustment of the rear brakes is made through a fly nut, which can be reached from beneath the right-hand running board, whilst the adjustment for the hand brake is concealed below a loose cover plate over the transmission tunnel between the two front seats. It is worth noting that an alteration has recently been made to the brake drums, for the latter are now locked on to the hubs with grub screws, so that they cannot come off when the wheels are changed, though they are quite easy to remove separately if necessary.

Incidentally, below the driver's seat cushion a very complete kit of tools is stored—the outfit includes even a spare gasket and numerous " books of the words " —whilst beneath the passenger's seat are the batteries. Gear changing is so light and simple that it should not be easy even for a beginner to make a mess of it. Gradients of the nature of 1 in 10 are climbed comfortably on second at 25-26 m.p.h., whilst steeper hills in the neighbourhood of 1 in 6 necessitate the use of bottom gear, and can be crested at about 16 m.p.h.

Some Outstanding Features.

The indirect gears, as might be expected in a car so entirely well made, are not by any means noisy, in fact, the two loudest mechanical noises during ordinary driving are made by the starting motor gearing and by the horn. The vibration of the horn is felt more by the passenger than vibration from the engine, which is a quaint feature!

Concerning the details given of petrol consumption, it should be noted that the figure of 38.6 m.p.g. was that obtained over a trial course, in which a number of hills were climbed two or three times, tests being made of acceleration and of maximum speeds. It represents, therefore, about the worst result which the average driver would be likely to obtain, for in normal conditions of straightaway running a higher figure of 45 m.p.g., or more, is confidently to be expected.

The cover over the side-valve gear is held on by two milled nuts and should be easy enough to remove. On the right side of the engine, at the front, the dynamo is mounted transversely, whilst at the outer end of the dynamo is a contact breaker and distributor unit, the latter being provided with a simple means for adjusting the ignition timing. Towards the centre of the crank case on this same side is an easily accessible oil filler and dipper rod.

The radiator, which was recently increased in height and provided with a polished nickel, instead of a painted, shell, has a proper drain tap. Combined head and side lamps are arranged so that the direction of the beams can be adjusted, whilst the lamps are carried on the wings with special diagonal supports to render the mounting rigid.

Concerning the Coachwork.

As regards the coachwork, there are various points to observe. The all-weather equipment consists of four celluloid panels on each side; these are carried on stout metal frames, which have spigots that drop into sockets along the top edge of the body. To prevent rattle, laterally disposed screws are provided on the inner side so that the joint can be made tight with a screwdriver or be undone for removal. The rear panel of the front pair of panels on each door is hinged and can be swung forward and clipped out of the way for ventilation purposes or for free signalling. Of the rear pair of panels, however, it is the front one which can be undone and fastened back.

It may be mentioned also that the door handles have recently been improved in style and provided with rubber buffers so that they cannot rattle. The doors are now completely flush-edged and display no beading, which adds to the neatness of the outward appearance; further, when the doors are closed a tapered plug on the top corner of each fits into a tapered socket carried by the body side so that the door itself is prevented from rattling.

Since the height of the radiator has been increased the shape of the scuttle has been slightly altered, with the result that there is now room on each side of the instrument board for a small shelf. In each side of the scuttle, also, the Austin special type ventilator is fitted, and is so disposed that it causes air to circulate rather than to set up a vigorous draught. The windscreen is divided into two panels, of which the top portion is adjustable and is fitted with Triplex glass. Another alteration applies to the spokes of the wire wheels, which have been considerably increased in gauge.

26.3 h.p. CHEVROLET SALOON

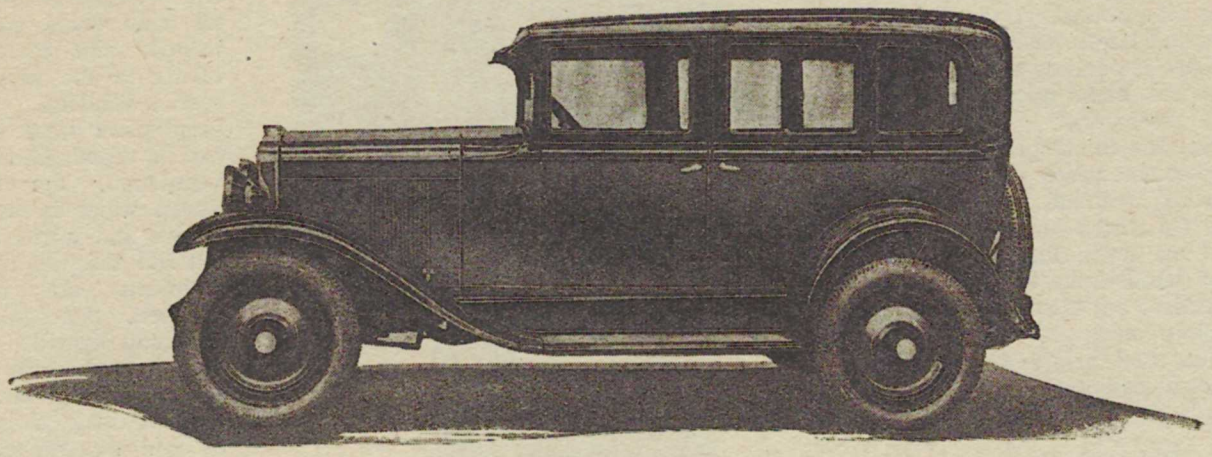
Remarkably Inexpensive Six-cylinder Car with Four-door Body and Very Complete Equipment.

THERE is no doubt whatever but that the new six-cylinder Chevrolet is one of the most interesting and extraordinary cars that have been produced of recent years. It is difficult to believe that a car of this type *could* have appeared earlier in motoring history.

First of all, of course, the astonishing point about the Chevrolet is the value it offers for money. This perhaps rather hackneyed phrase is not used as suggesting an excuse for the car's shortcomings, but as an actual statement of fact. In this country, even, it is remarkable value at £240. To judge the car fairly it must be considered not at this price, but in relation to its cost in the United States, for that is the actual figure at which it was designed to sell.

The European, or rather the English, price is augmented not only by the import duty, but by the cost of transport and by many other overhead charges; the selling price in the United States is not very much over £100, and is certainly between £100 and £200. For that sum thousands of motorists can obtain a five-seater saloon with six windows, an adjustable front seat, practically every accessory that anyone can wish for, and, in addition, a six-cylinder engine.

"THE AUTOCAR" ROAD TESTS—*(continued)*.



As to performance, the owner for whom this car is designed is not so much interested in the speed obtainable from a given size of engine as in the car's ability to take him from one place to another easily, without trouble, and at a reasonably high average. The interesting characteristic of a car of this type, costing so little, is that it will usually arrive at the end of a long journey within a few minutes of almost any other car, whatever its price; which is a legitimate source of satisfaction to its user.

With the Chevrolet much depends upon the driver. That may seem an odd remark to make about a car of this type, and particularly about a car which will certainly run from 5 to 60 m.p.h. on top gear. But there are factors other than just the handling of the gear box which have bearing on the matter, for if the car be made to do its work with as little throttle as possible, and be driven in a certain manner, it is extraordinarily quiet and very smooth, whereas if the throttle is open full most of the time, or if the car is violently accelerated, it is both noisy and slightly harsh.

The change in character is most noticeable when the car is driven in town almost without a sound after it has been taken into the country for a test of performance. The performance as the accompanying table shows in compressed form, is in itself respectable.

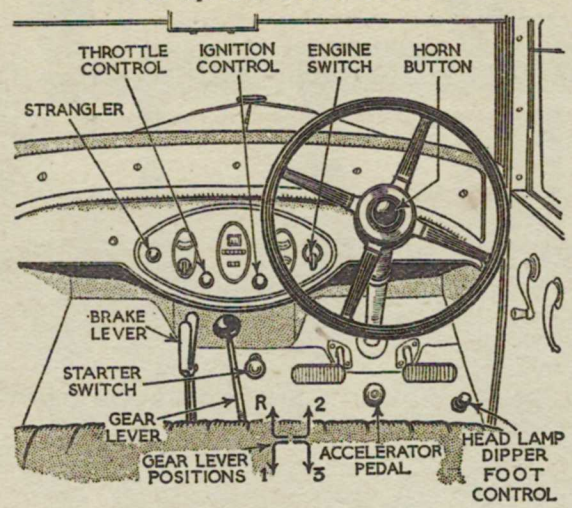
There is another point. The Chevrolet is every bit as much a two-speed car as its £1,000 rivals can be. There is really need for only two gears, first and top, for the major portion of a day's run, and 1 in 11, which is by way of being an exceptional hill on a main road to-day, can be climbed on top fairly easily without rushing the car at the gradient from the flat.

In practice, all the future owner needs to know is how to change from top to second at relatively high speeds when the machine is faced by an altogether exceptional hill, probably on some secondary road or lane. As regards hills, first should certainly be required only for restarting.

The steering is very light and needs only one hand whatever the car is doing. There is, surprisingly enough, a definite caster effect, and the steering wheel is thin-rimmed and well finished. The clutch needs experience before it can be operated perfectly, because the pedal has an exceptionally long travel before the plates begin to engage, which arrangement sometimes leads to unduly abrupt engagement until the driver becomes accustomed to the car.

The brakes are on the spongey side, but effective

26.3 h.p. CHEVROLET SALOON.



DATA FOR THE DRIVER.

26.3 h.p., six cylinders, 84.1×95.2 mm. (3,180 c.c.).

Tax, £27.

Wheelbase 8ft. 11in., track 4ft. 8in.

Overall length 12ft. 7in., width 5ft. 10in., height 6ft. 6in.

Tyres: 29×4.5in. on disc wheels with detachable rims.

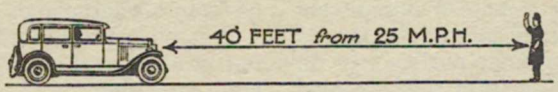
Engine—rear axle gear ratios.	Maxima (m.p.h.).	Acceleration (10–30 m.p.h.).
12.7	19	—
6.7	42	6 sec.
3.8	62	9 sec.

Tank capacity 9 gallons, fuel consumption 22–23 m.p.g.

6-volt lighting set cuts in at 8 m.p.h., 12 amps. at 25 m.p.h.

Weight: 24 cwt. 7 lb.

Price, with saloon body, £240.



"THE AUTOCAR" ROAD TESTS—*(continued)*.

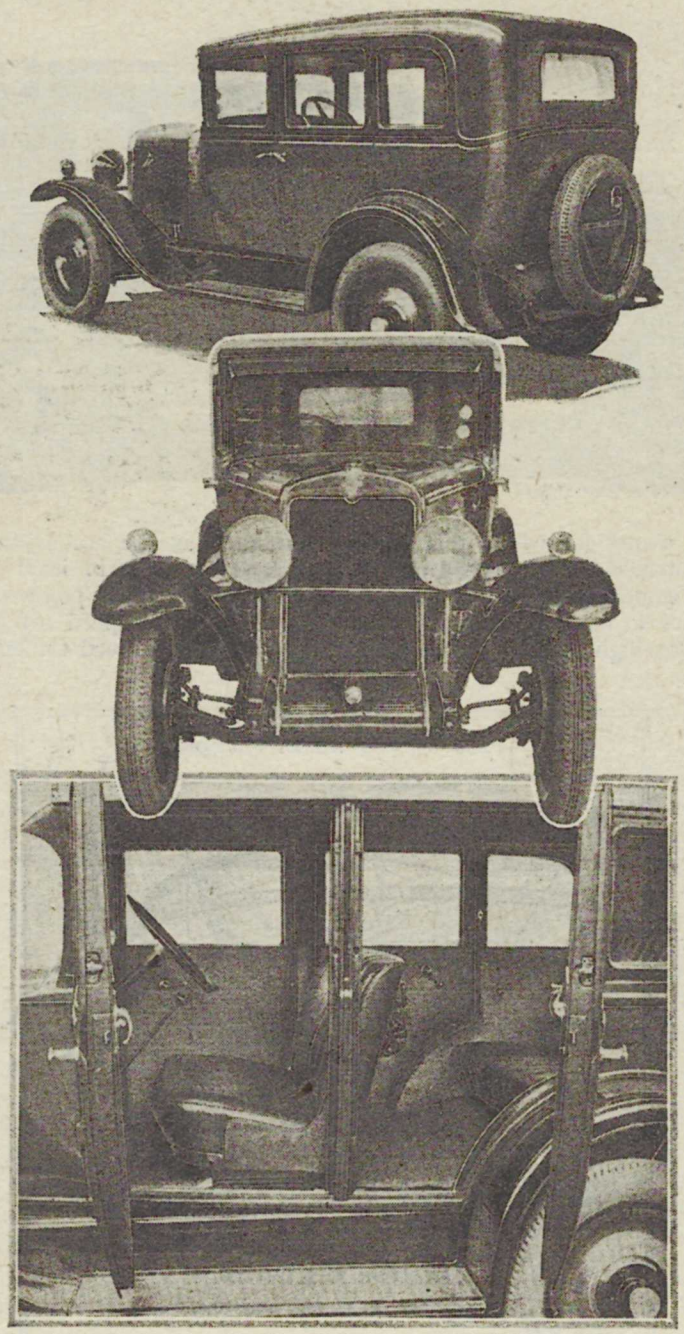
enough for the car, and are interesting because the rear brakes are contracting bands, the front brakes expanding shoes, and the whole operation is mechanical. Each brake has an independent adjustment which can be reached without removing the wheels and without too much difficulty. The hand brake lever is effective, but comes to a slightly awkward angle when used before a restart is made on a severe gradient.

Suspension.

The suspension is also interesting, since shock absorbers are replaced by a special form of leaf spring; with the car lightly loaded, at all events, the one criticism one could apply to this machine is in this connection. It seems quite certain that the addition of shock absorbers would greatly improve the riding of the Chevrolet and its stability at maximum speed on top gear. As sent out, the springs have a certain amount of "bucking" action, especially on a rough road.

Coachwork.

The coachwork, naturally, is plain but good, and probably will be durable. The seats are comfortable, and the adjustment for the front seat operates perfectly while the seat is occupied. All six windows can be raised or lowered, all four doors can be locked, and there are blinds to the side and rear windows. The single-piece front screen can be raised slightly for ventilation, the windscreen wiper is not obtrusive and works at all but full throttle, the instruments are neatly grouped, panelled, and indirectly lighted; there are even an ash tray and a thermometer. In fact, it may definitely be said that the car is well equipped.



Threequarter rear, front, and interior views of the Chevrolet.

The Dynamo.

The dynamo charges with all lamps switched on. The fuel tank has a contents indicator and a snap catch, petrol is fed by a mechanical pump with a glass bowl filter, the carburetter has an air filter, the head lamps can be dimmed, and there is an excellent driving mirror above the windscreen.

Finish.

Further, if the finish of the car lasts as well as it looks it will be excellent. The paintwork, by the way, is cellulosed, and the bright parts are chromium plated.

In all, a most interesting car which will be very popular, particularly in view of the extremely moderate price for a six-cylinder saloon car.

A RUN WITH A THRILL

EVERY motorist who lives in, or whose ways take him to, the Peak District of Derbyshire should not fail to take a run in both directions between Buxton and Macclesfield. Last week it fell to my lot to make this journey, and it is one of the most impressive and wonderful runs of twelve miles for the single trip imaginable.

The road over the Cat and Fiddle is now in superb condition. It twists and winds in a manner reminiscent of an Alpine road, and is often practically on the face of a precipice. It is a road for caution, particularly on the innumerable sharp bends. You want a well-cooled engine in good condition, and excellent brakes, really to enjoy the run.

The country is indescribably wild and rugged, and on a clear day the views are superb, particularly when within about two miles of Macclesfield, where the view across that town is not to be forgotten. So high is the road at this point that one gains the impression of standing right on top of the town and looking down on to it as from an aeroplane.

It is a trip I would not miss on a fine day for anything, but in a storm the country might be almost overpoweringly terrifying. C. W.