

MODELS FOR 1932

Details from Manufacturers' New Year Programmes.

ALVIS.

THE Alvis range for the coming season comprises four models, all being now in production. These are the 12-50 h.p., the 12-60 h.p., the "Silver Eagle" Sixteen and the "Silver Eagle" Twenty. The 12-50 h.p. remains in main essentials as before, but detail modifications have been made; the radiator, for example, is now true honeycomb instead of the film type previously used, and the coachwork is much improved and considerably smarter than in existing models.

The "twelve-sixty" model, it may be remembered was introduced about four months ago as a sports model, and has already achieved a great deal of popularity. (A road test report of this car appeared in MOTOR SPORT of July last). It is of very robust build and capable of sustained high cruising speeds with a maximum of 75-80 m.p.h. The first batch of "Twelve-sixties" were fitted with bolted-on wire wheels, but the latest models now have the centre-fixing type, and a chromium plated stone-guard is a standard fitting.

The "Silver Eagle" Sixteen, which is perhaps the main product of the Alvis Company, remains much as hitherto except for minor details in the chassis and bodywork which have been improved in detail.

The "Silver Eagle" Twenty is a relatively new model, but although it was marketed for the first time only a few months ago, previous to this it underwent a year of testing and evolution. The engine size is 2,511 c.c. and an unusual feature is the fitting of three carburettors.

Prices and range are as follow:—

Twelve-sixty sports: chassis £415, 2-seater £450, saloon £495.

Twelve-fifty: chassis £350, 2-seater £395, 4-seater £395, drop-head coupé £435, saloon £450.

"Silver Eagle" Sixteen: chassis £500, 2-3 seater £585, 4-seater tourer £595, "Atlantic" saloon £695, coachbuilt saloon £695.

"Silver Eagle" Twenty: chassis £550, "Atlantic" saloon £750, saloon £750.

Manufacturers' address: Alvis Car and Engineering Co., Ltd., Coventry.

ASTON MARTIN.

Adhering to their usual policy, Aston Martin Ltd., have made no drastic changes in their range of cars for the coming season. Thus they will continue with their 1½-litre chassis, fitted with five different types of bodies. These will be: The "International Sports" four-seater, the "Le Mans" two-seater, the "International Sports" coupé, a four-seater tourer and a four-seater saloon.

The Aston-Martin engine is a four-cylinder with bore and stroke dimensions of 69 mm. and 99 mm. (Treasury rating 11.9 h.p.). It has overhead valves, magneto ignition and two carburettors,

and other details are combined thermo syphon and pump water circulation, dry sump lubrication, with two gear type pumps, 4 forward speeds, single disc dry plate clutch, worm final drive, internal expanding brakes on all four wheels, five detachable wire wheels, Dunlop 30 x 4.50 in. tyres, wheelbase 8ft. 6ins., track 4ft. 4ins. ground clearance, 7ins.

The "International Sports" four-seater is priced at £595, the "Le Mans" two-seater at £650, and the "International Sports" coupé at £715. The price of the touring car is £630, and the saloon £745.

Manufacturers' address: Aston Martin Ltd., Feltham, Middlesex.

AMILCAR

The Amilcar programme for 1932 will remain as during the current year, although a revised version of the 9 h.p. model will be added. The bore and stroke dimensions are:—60 mm. by 110 mm. giving a capacity of 1,244 c.c.

Concessionaires' address:—Vernon Balls, 95, High Holborn, London, W.C.1.

AUBURN.

Auburn cars for 1932 consist of a fixed head coupé, a five-seater phaeton saloon (convertible to an open car), and a five-seater close-coupled saloon. The prices of these respectively are:—£435 (with six wire wheels and free-wheel device £485), £472 or with wire wheels and free-wheel device £520; £415 or with wire wheels and free-wheel device £470. A drop-head coupé will also be available at £445 and with de luxe equipment, £495. The chassis price is £370. Specification:—straight-eight side-valve engine with five-bearing crankshaft. 4401.7 c.c. (R.A.C. rating 28.8 h.p.). Single-plate clutch, three speed gearbox with free-wheel device embodied as an extra. Internal-expanding four-wheel brakes; half-elliptics all round.

Concessionaires' address: Sinclair Motor Concessions, 2, Mill Street, Conduit Street, London, W.1.

AUSTIN.

No sports models figure in the Austin list for 1932, the special "seven," which was introduced last season being discontinued. Their range will consist of the 20 h.p. six-cylinder with various forms of bodywork, the "Sixteen-Six", the four-cylinder 12 h.p. and the "Twelve-Six"; the 7 h.p., as with the other models, remains much as before, but substantial reductions have been made in the prices. The prices of the "Twenty" varies from £498 to £575 according to the bodywork, the "Sixteen-Six" from £290 to £350, the four-cylinder "Twelve" from £268 to £288, and the "Twelve-Six" from £198 to £225. The 7 h.p. prices are: Saloon de luxe £128, saloon £118, touring car

£118, two-seater £118, and chassis £94 10s.

Manufacturers' address: The Austin Motor Co., Ltd., Longbridge Works, Birmingham.

BIANCHI

An interesting newcomer to the select straight-eight class is the 22.5 h.p. Bianchi. Designed primarily as a touring vehicle, it nevertheless has a very lively performance with a top speed of about 70-75 m.p.h. With a Martin Walter sports saloon body it is listed at £795.

Manufacturers' address: Societa Edoardo Bianchi (Eng.) Ltd., Palace of Industry, Wembley, Middlesex.

BUGATTI.

The 1932 Bugatti range is a very attractive one, comprising seven distinct types—all supercharged. There will be four Grand Prix models, these being a 1,500 c.c. four-cylinder (Type 37), an eight-cylinder 2-litre (Type 35), an eight-cylinder 1,500 c.c. (Type 39), and an eight-cylinder 2,300 litre (Type 51). In addition three "touring" models will be listed—Type 49 which is an eight-cylinder 3,300 litre, a 5-litre eight-cylinder (Type 46), and a 4,900 litre eight-cylinder (Type 50). The latter is the model which was entered for the recent 24-hour Le Mans and the Tourist Trophy races. The engine bore and stroke dimensions are 86 mm. and 107 mm. respectively, and the Treasury rating is 30.6 h.p.

A three speed gearbox is fitted, the ratios being: 1st, 9.8 to 1; 2nd, 5.45 to 1; 3rd, 3.9 to 1. A feature of this car is its amazing top gear flexibility, its minimum and maximum speeds on this ratio being 5 and 112 m.p.h. The chassis price is £1,725. The eight-cylinder 2,300 litre model is the most recent addition to the "Bug" range, and it is interesting to note that it will appear in this country for the first time on the 3rd of this month, when Earl Howe will handle one in the 500-Miles Race at Brooklands. Some of the mechanical features of this car are:—cast iron cylinders with completely machined combustion chambers; two inclined valves per cylinder operated by twin overhead camshafts, driven by vertical shafts through special bevel gearing; connecting rods in one piece, i.e., without split ends and bolts. This is made possible by incorporating a built-up crankshaft. The aluminium alloy pistons carry five rings, two being compression rings of steel at the top, the third is of cast iron and the remaining two are scrapers at the foot of the skirt. The blower fitted is of the Roots' type and it is mounted fore and aft and driven by a train of spur pinions. Normally it runs at engine speed but the ratio can be changed easily by reason of the inclusion of two intermediary pinions in the drive assembly. In main essentials the Type 51 is similar to the other Grand Prix models, that is to say it has a four-speed gearbox,

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a multiple disc clutch, semi-elliptic front springs and quarter elliptic at the rear, anchored in the usual Bugatti manner. The price of the new model in chassis form is £1,725. The current prices of the other models are as follow:—Grand Prix 1,500 c.c. with standard two-seater body £700; 2-litre straight eight with standard two-seater body £1,325; 8-cylinder 1,500 c.c. with standard two-seater body £1,475; 8-cylinder 17.8 h.p. (2,300 litre) with standard two-seater body £1,475.

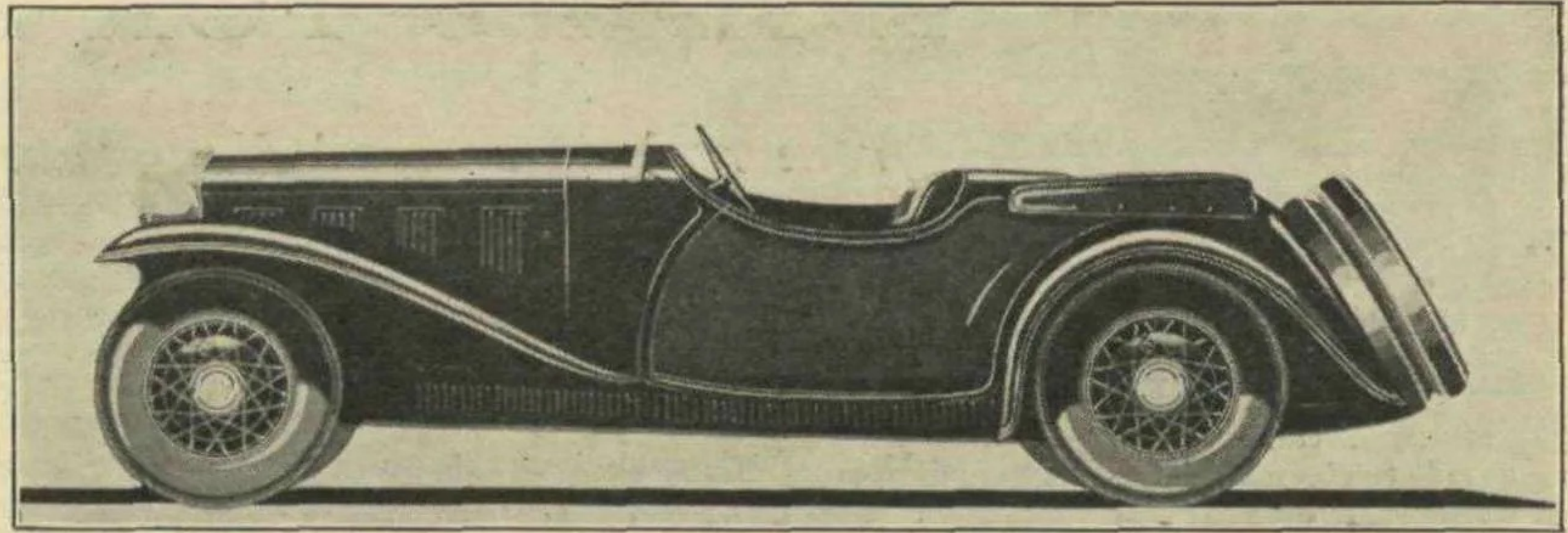
Concessionaires' address: Ettore Bugatti Automobiles, 1 and 3, Brixton Road, London, S.W.9.

CROSSLEY.

The most interesting feature of the Crossley 1932 programme is the introduction of a new 10 h.p. model which will be available in sports four-seater form, as well as with other types of bodies.

This new type will be built, not as a mass-production job, but as a very high grade machine of low-rated h.p. with a number of rather unusual features. The engine is a four cylinder (63 mm. by 90 mm.). The capacity is 1,122 c.c. and the R.A.C. rating is 9.8 h.p. A departure from present day orthodox practice is found in the valve arrangement which embodies overhead inlet valves operated by push-rods and side exhaust valves. The cylinder head is made on the Whatmough Hewitt patented system, and both the crankshaft and camshaft run on three bearings. Ignition is by coil and battery, and an S.U. down-draught carburettor is fitted. Transmission is through a single-plate clutch to a four speed gearbox, with a silent third ratio. Other particulars:—Half elliptic springs all round, with those at rear underslung; semi-floating spiral bevel rear axle, f.w.d. with hand lever actuating transmission brake; Magna wire wheels. Dimensions: 9ft. ½ ins. wheelbase, 4ft. track. Prices:—Sports four-seater £295, semi-sports coupé £310, semi-sports saloon £275, de luxe semi-sports saloon £288, family saloon £265, de luxe family saloon £288.

The other two Crossley models, the "Silver" and the "Golden" type, will continue in production, and while no drastic changes have been made in the current design of these, minor improvements have been incorporated. The price



The new Fiat "sports tourer."

of the "Silver" Crossley saloon is £495, and the "Golden" saloon £575. The latter is also marketed as a limousine or landaulette at £875.

Manufacturers' address: Crossley Motors Ltd., Garton, Manchester.

FIAT.

Although Fiat cars have played a conspicuous part in motor racing history, it is some years since the Fiat Company marketed a model which could justly be placed in the sports category. For 1932, however, they have placed a "Super Sports Tourer" in their list. This is a car with a six-cylinder side-valve engine of 19.3 h.p. It has battery-and-coil ignition, a vertical carburettor fed by mechanical pump, and a four-speed gearbox with a silent third. The frame is low slung, and this feature coupled with its excellent suspension is stated to give it extraordinarily good road holding qualities. Fully loaded its maximum speed exceeds 70 m.p.h., and it is capable of a comfortable 55 m.p.h. in third gear.

The remainder of the range consists of the popular 10-30 h.p. four-cylinder type with a wide choice of coachwork, and the six-cylinder 19.3 h.p. in varied form. The price of the "Super Sports Tourer" is £410.

Manufacturers' address: Fiat (England) Ltd., Western Avenue, Acton, London, W.3.

FRAZER-NASH.

Adhering to their policy of marketing only sports vehicles, A.F.N. Ltd., will continue with the production of their well-known types. These include the "Inter-

ceptor I" with side-valve engine, the "Interceptor II", with an o.h.v. motor, the "Falcon," and the "Boulogne" model. In addition to these, the type which was used in the Ulster T.T. will be now available. This will be designated as the "Ulster" type.

The most distinctive feature of the Frazer-Nash is, of course, the transmission which gives a direct and silent drive on each gear by a simple system of chains and sliding dog-clutches. An additional advantage for the sporting motorist is that special ratios can be incorporated very easily and inexpensively, while one has the choice of 3 or 4 forward speeds. The engine dimensions are:—69 mm. bore x 100 mm. stroke, giving a capacity of 1,496 c.c.; other details are:—Magneto ignition, Amal carburettor, Rudge wire wheels, and special quarter-elliptic springs all round. The standard coachwork comprises an attractive 2-seater and a 3-4-seater, but any type of body can be fitted to customers' own wish and specification. The makers are also willing to make various departures from standard in relation to chassis details, when required.

The complete range with prices is as follows:—"Interceptor I" (s.v. engine and 3-speeds) £325, "Interceptor II" (o.h.v. engine and 3-speeds) £350, "Falcon" (s.v. engine and 3 speeds) £350, with o.h.v. engine £375, "Boulogne I" (s.v. engine and 3-speeds) £395, "Boulogne II" (o.h.v. engine and 3-speeds) £425, "Ulster I" (s.v. engine and 4-speeds) £495—o.h.v. engine £495. Super-charged models:—"Boulogne I" £450, "Boulogne II" £475, "Ulster I" £575, "Ulster II" £575.

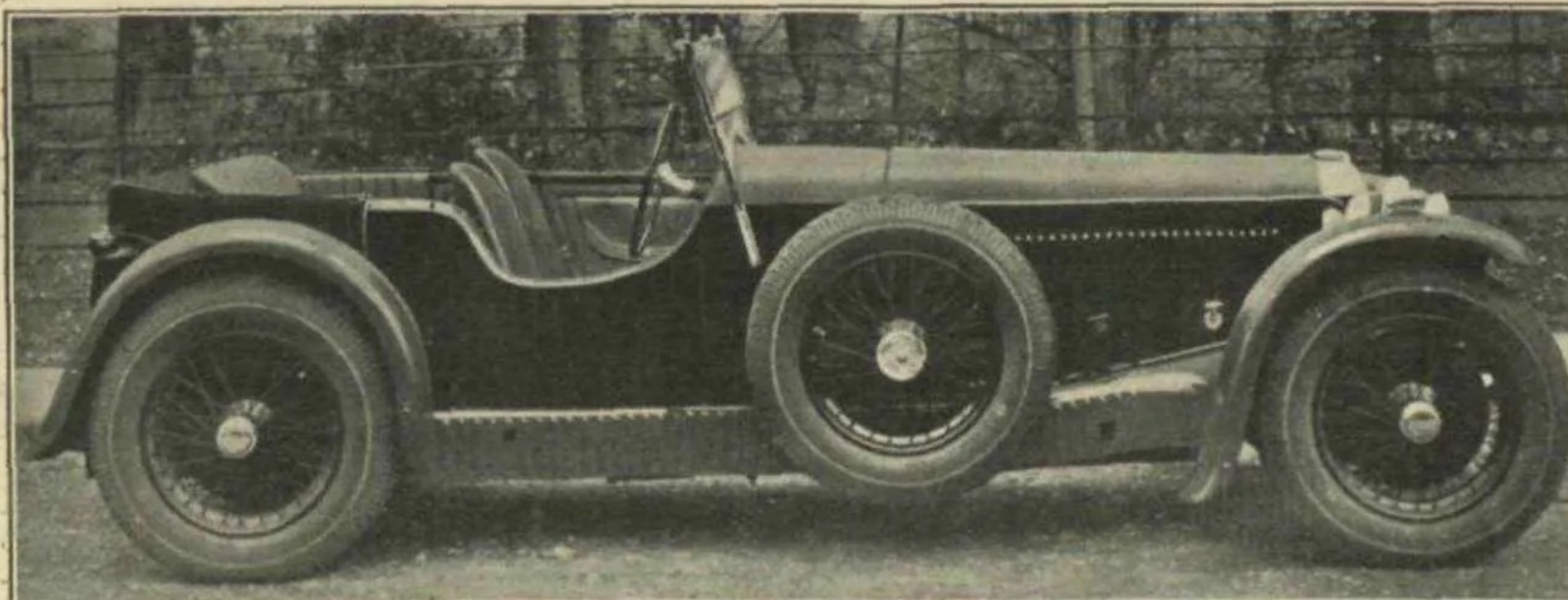
Manufacturers' address:—A.F.N. Ltd., Falcon Works, London Road, Isleworth, Middlesex.

HISPANO-SUIZA

No change has been made in the 45 h.p. Hispano-Suiza, but special interest is attached to this famous *marque*, in that a new "super" twelve-cylinder car will be listed in the future. The engine has bore and stroke dimensions of 100 mm. x 100 mm. and the cylinders are arranged in two banks of six in V formation.

As with the 45 h.p., nitralloy steel is used extensively in the construction of the power unit of the new model.

Concessionaires' address: Hispano-Suiza Automobiles, 71, Carlton House, Regent Street, London, S.W.1.



The very rakish Invicta remains unchanged for next year.