

ber 16th, 1931.

The Franklin

707

Olympia 1931

every safeguard against failure. A four-
speed gear box with a 3.5 to 1 ratio,
and a very simple method

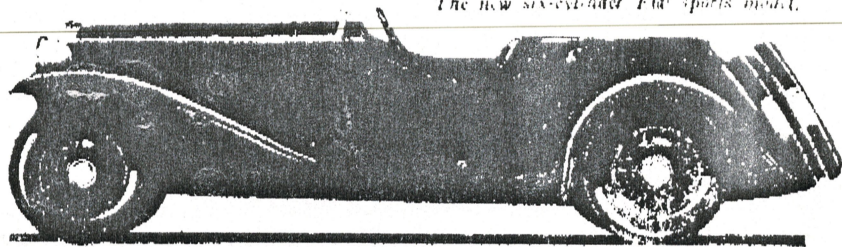
of changing gears. The price is £385.
The same size of motor, which allows
of a longer wheelbase model at £385,
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of a longer wheelbase model at £385,

Additional
of this type are that the in-
strument board is of a different design
of thermally controlled shutters
is fitted to the radiator. A still longer
wheelbase chassis, again with the 2 1/2 liter
engine, accommodates a seven seater
model, with a bench seat behind the
front seats.

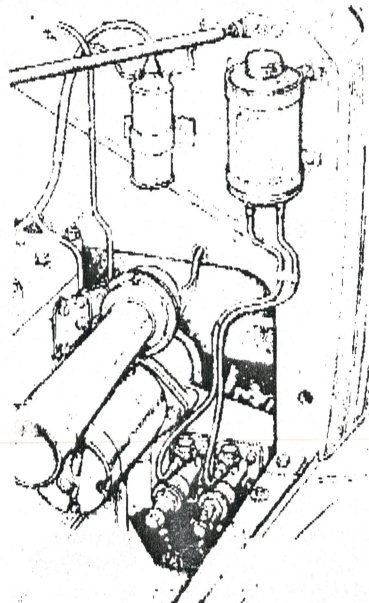
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The new six-cylinder Fiat sports model.



Twin master cylinders for the hydraulic brakes on the six-cylinder Fiat.

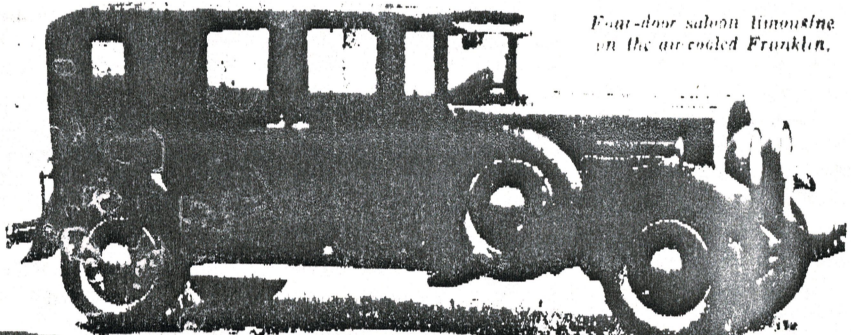
FRANKLIN (11)



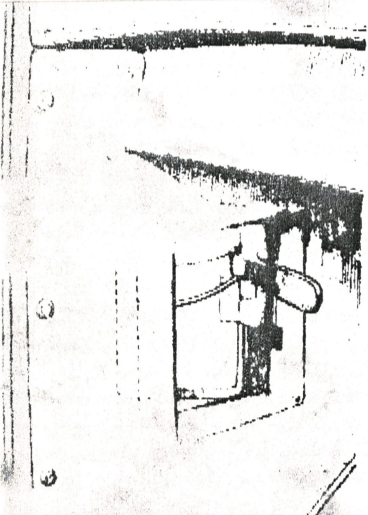
F. C. RAWLINS AND CO., LTD.,
20, NEWBURY STREET, W.I.

20 Newbury Street, W.I., London, W.1.
The Franklin is a six-cylinder car with a
displacement of 2,400 c.c. and a maximum
speed of 70 m.p.h. The front wheel drive
is a feature of this car. The price is £385.
The same size of motor, which allows
of a longer wheelbase model at £385,
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of a longer wheelbase model at £385,

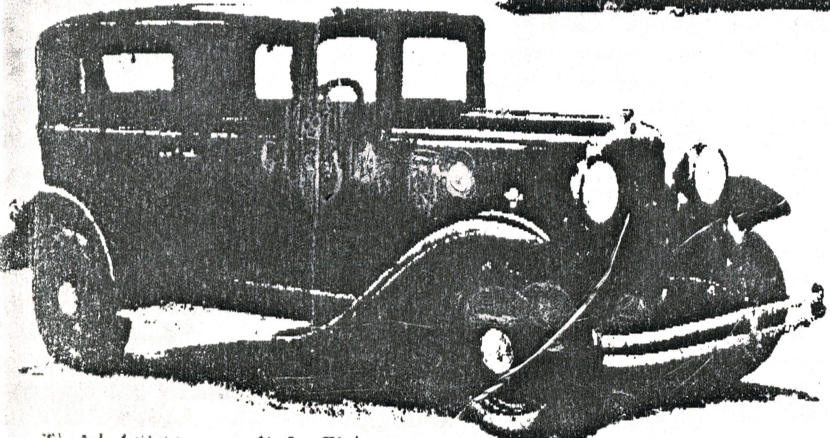
THIS car remains one of the very
few that are strictly air-cooled, that
is, without a water-jacketing, water
jackets round the cylinders, the circula-
tion of air being maintained by means of
a high-speed fan directly attached to the
crankshaft, delivering air to a cowling
which deflects it on to horizontal fins
surrounding the cylinder barrels. The
cooling is assisted by means of
supplementary fan-cooled radiators, which
are controlled by a thermostat according
to the engine temperature. The length of
time for which this design has persisted



Four-door saloon limousine on the air-cooled Franklin.



part of the radiator in the Fiat six-cylinder



The latest 2 1/2-liter six-cylinder Fiat.

stands as a tribute to its efficiency, and
all manner of dynamic tests have been
carried out at various times to show that
even under exceptional conditions the
degree of cooling is fully adequate. One
obvious advantage is that the engine can
be warmed up from cold more rapidly than
in the case of a normally cooled car. The
engine is still a six-cylinder, slightly
below 4 1/2 litres in capacity, and the valves
are overhead. As to the chassis, there is
another very interesting feature in that
the springs are full-elliptic front and
back, this being the only car in existence
to-day with this form of suspension. A
hydraulic brake system is employed. The
coachwork is notable for the considerable
amount of room available, and, outwardly,
the big, closed bodies are of conventional
appearance.