

of these forces, their resultant must be a force parallel to them. This resultant acting at the centre of mass of the wheel would move the axle in the same direction. Such movement is prevented by the radius rod so that the forces must be equal and their resultant zero. There will clearly be an angular acceleration of the wheel about its centre caused by the moment of the chain pull.

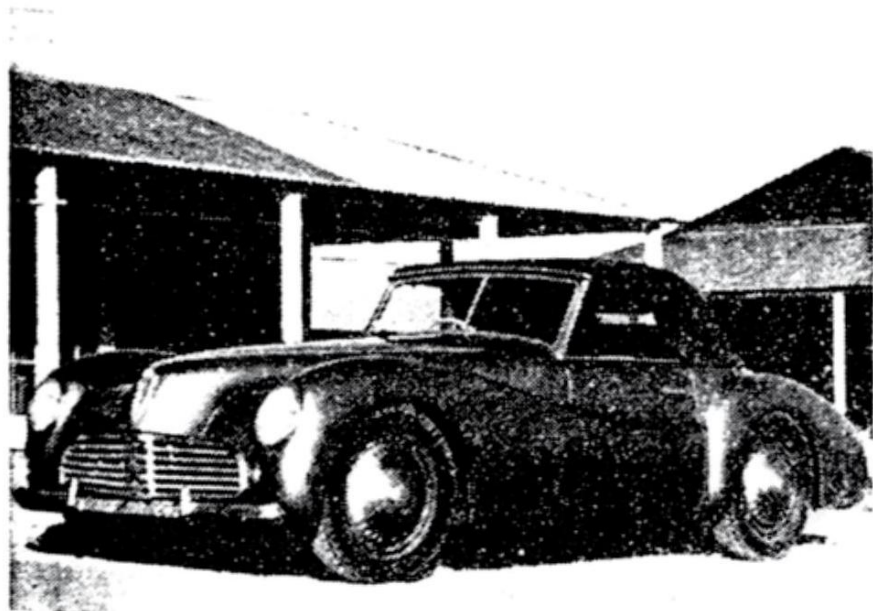
A. ARCHDALE, LT.-COL.

MANORBIER, PEMB.S.

Mystery Alfa Romeo

I WOULD like to know if anyone can help to identify my Alfa Romeo car with the aid of the photograph herewith? I have been unable to find the year of the car and am in doubt as to whether it is a type 6c 2500 or 6c 2300. I have sent the chassis and engine numbers to the Alfa Romeo concern and they say the chassis number (815001) is that of a 1937 6c 2300 Pescara model. Examination of maintenance notes they sent show that my car is certainly not a 6c 2300, for its wheel-base is 2.7 metres whereas the 6c 2300 is 3 metres.

I have compared my Alfa chassis with the short chassis 1949 51 models for sale in Cairo, and find mine is exactly the same in every respect. The engine number (256/27) Alfas disclaim, but the engine



Squadron-Leader A. H. Piper's "mystery" Alfa Romeo, which the Milan concern insist is a 1937 6c 2300 Pescara model, whereas the owner believes it to be a 1947 6c 2500 car.

is exactly the same as the 1951 super sports 6c 2500, save that mine has a lovely six-branch manifold and no fan, or provision for one. The Pinin Farina body is of light alloy, not pressed steel as are the latest ones, and I am wondering if my Alfa could be one of the 1940 Mille Miglia cars, and whether it could have been stranded in Tripoli when war began and later sold by some enterprising type for a large bag of gold in Cairo.

Messrs. Thomson and Taylor say the car is 1947 and the spares they have sent me are O.K. Engine and chassis numbers are not only stamped on the engine, bulkhead and crankcase but also appear on genuine Alfa brass plates together with the words 6c 2500 Super Sports.

S LDR A. H. PIPER, R.A.F.

M.E.A.F. 15.

placing a car of the conventional type concentrate the masses in their relative that maximum traction, coupled with obtained. Certainly the front wheel work", but is not their sole job one should imagine that the number of a considerably, even though the front would be available from a car-brake

If four-wheel drive specials do apply to trials which have been specially allowed to compete in the "normal" undoubtedly cause an increase in which might easily lead to the incl being regrettable as far as this excel

LONDON, N.W.11.

The Cooper and Formula III

I WOULD like the opportunity of making out of the letter which appeared in the heading "A 200 Miles Race for"

As British supremacy in International synonymous with the Cooper "500" continuance and maintenance. In whether or not the design and manufacture, is the results achieved by some other cars of the same class, under submit that this fact must carry we presumably are well acquainted with their particular field at home, do not nationalism in their selection of a race and enhance their reputations.

I have never doubted the ability a up to the strain of competitive racing provided a suitably tuned and maintained and I view with the utmost equanimity the distances of future Formula III necessary for me to boast or make exaggerated relied on a solid achievement to submit I have no doubt that these proven "500" the signal honour of being Industrial Design to be a permanent one at the Forthcoming Festival of Britain

The manufacture of my cars is an undertaking, I am pleased to be able "Buy Proved Performance" has ensured sensational orders from everywhere this, the cars shipped have on all reputation, and have added numerous already formidable list, so that by cars have obliged me to enlarge my conquer.

I think Mr. Kieft is unduly and prospect of an early eclipse by British supremacy in International I like to assure him and others that to meet the challenge from whichever all it is only good strategy to deplore one's object, in this case to win Formula III regulations.

SURBITON, SURREY.