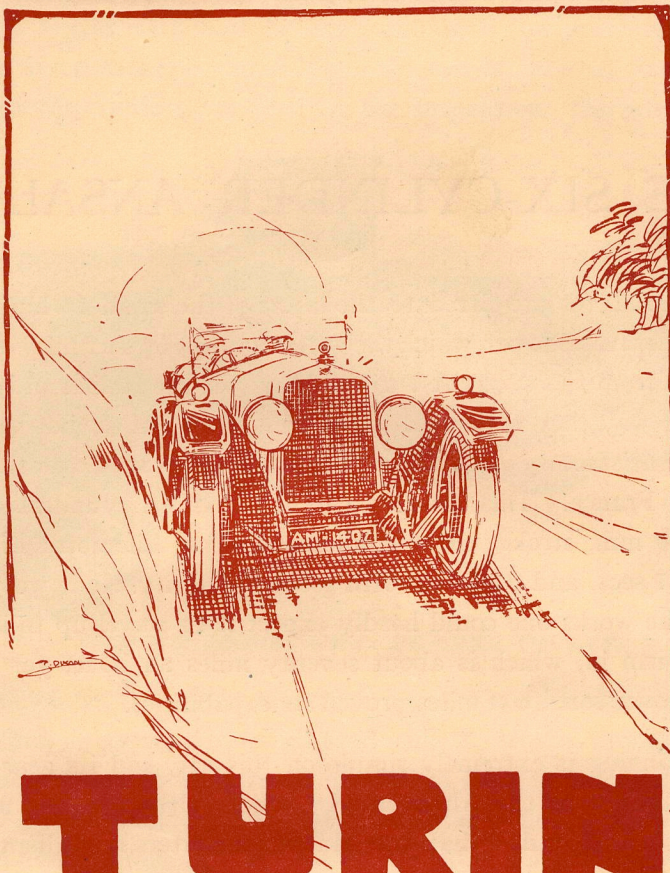


ANSALDO



TURIN

REPRINT OF ARTICLE BY H. THORNTON RUTTER,
WHICH APPEARED IN THE "DAILY TELEGRAPH,"
APRIL 8th, 1926.

ANSALDO MOTORS, LTD.
48, DOVER STREET, PICCADILLY,
LONDON, W.1.

THE "DAILY TELEGRAPH,"

April 16th, 1926.

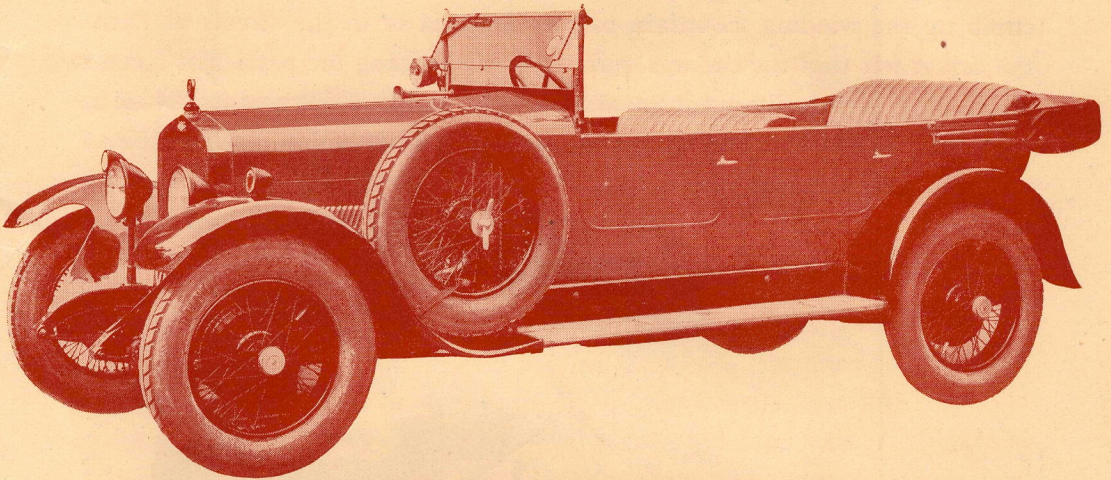
THE SIX-CYLINDER ANSALDO

DUNLOP tyres are fitted to the latest of the small 16 h.p. taxed six-cylinder Ansaldo car, which the writer had the opportunity of testing in a run from the works at Turin to Paris, via the Italian and the French Riviera. The way they withstood the racking strains of the pot-holed Italian roads was as satisfactory as the silence with which they sped over the smoother highways of France. This Ansaldo car, with its six cylinders of 65 mm. bore and 100 mm. stroke, covered kilometre after kilometre of this long journey in 37 secs. and $37\frac{1}{5}$ secs. with great regularity. As it was a new car fresh from the works one could hardly expect it to travel up to its credited speed when run in, which is about seventy miles an hour, yet its mile-a-minute rate over some 600 miles proved its capabilities.

Gear-changing is extremely simple on this car, and its gear ratios are particularly suited to the Alpine roads, which, although long and steady climbs, are so well graded that one seldom encounters a gradient exceeding one in eight or nine, while about one in twelve is usual. The result was that this six-cylinder two-litre Ansaldo made light of every ascent, and seldom required to change down to the second speed of its three-speed-forward gearbox. This second speed is fairly quiet even when the car is travelling at forty miles an hour, which the engine allowed it to do. Silence in the running of an open touring car is always comparative, and this Ansaldo is so smooth in its action that the engine sounds as quiet at sixty miles an hour as at twenty, a testimony to its excellent balance.

A TEST OF SUSPENSION.

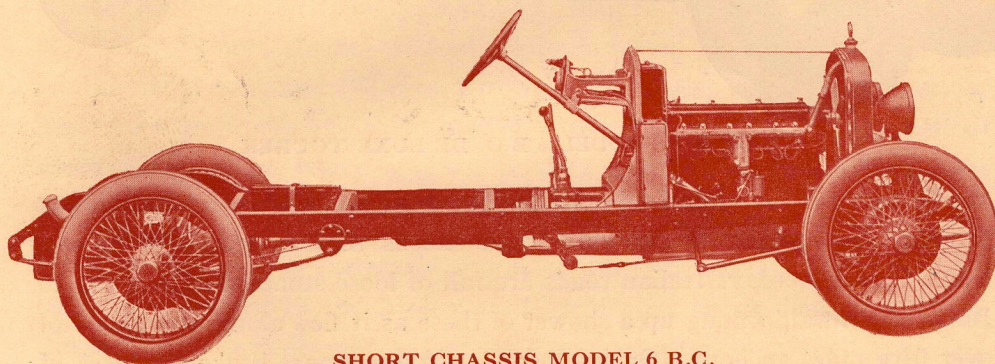
Every car has its distinguishing feature, and although this particular Ansaldo was tested with high-pressure and with low-pressure tyres, fully loaded with five passengers and at high road speeds, no road, however rough, could impair the comfort provided by the suspension. The springing could



16/50 H.P. MODEL 6 B.C. DE LUXE TOURER

not be bettered, as, combined with the Hartford shock-absorbers fitted as a standard equipment, it absorbed road shocks seldom imagined on our English roads to-day. Italian roads are full of loose stones, and in a run to Bielle the Ansaldo flung up a shower of these as it flew along at a speed of over fifty miles an hour. On two occasions these stones broke the glass of the front screens of the cars behind it, and English motorists may take this as a warning to fit wire guards on lamps, screens and radiator when traveling in Italy at the present time. France has tarred a large portion of its main roads from Cannes to Lyons and on to Paris, so that, although one does raise the dust speeding along these straight ways they are no longer white but black (and apparently endless) ribbons winding over the level country, to be lost in the hills on the far horizon, and recovered on the summits of these ascents.

No car could have received such a long gruelling testing in England as this Ansaldo did on the Continent, as some 730 miles were covered in two days. To its credit one may say that the further the car went the better it ran, as the newness wore off the different parts of its mechanism. The steering, at first a little stiff, became quite free and light, and the acceleration of the engine, good to begin with, became still better. Whether on the long climb up the winding mountain pass to Imperia or in the streets of Paris, the driver felt that the car was quite equal to tackling the particular hazard of the road, so handily did it answer the helm and slow down or accelerate as required. The front-wheel brakes are smooth in their action, and, combined with those on the rear wheels, pull the car up quickly without a jar to the occupants. A roomy five-seated body or a saloon is the standard carriage work, either of which makes a fast touring motor.



SHORT CHASSIS MODEL 6 B.C.