

*Acceleration:* There is no magic, taking the above facts into consideration, in the Railton's having better top gear acceleration, at least up to 60 m.p.h.

*Speed:* Railton half-mile about 87. Lap speed about 83. Bentley half-mile about 93. Lap speed about 89.

*General comparison:* The car generally cannot in any way be compared with the Bentley. The V8 Ford compares very favourably, but I cannot see that you get very much for the extra £220.

*Compression ratio:* The compression ratio is so high that Ethyl fuel is essential, and even with this fuel the engine must be kept clean.

*Brakes:* The brakes are only fair and require heavy pressure.

*Steering:* The steering is fair.

*Road-holding:* The road-holding is fair, but with little feeling of security, too prone to tail-wag, inclined to roll.

*Lock:* Not as good as Bentley, in spite of short wheelbase, 9 ft. 8 in.

*High speed:* The car when running at high speed is fussy owing to the low top-gear ratio, making one want to change up, also there is the usual American engine roar at high speed.

*Low speed:* At low speed the engine smoothness is superior to that of the Bentley, the lower torque reaction making the low speed pick up much more free from vibration—with eight cylinders and a more flexible engine mounting one is less conscious of the torque impulses, which also make the idle running of the engine much smoother than the Bentley.

*Body:* The body is very crude, the finish is bad and the seats uncomfortable.

*Gearbox:* The gearbox is less silent than the Ford's. It is not easy to change—no synchronesh.

*Generally:* Finally, I could find little to justify it's being so much more expensive than the Ford.

One of the last cars I used before my post-war succession of Morris Minors, and the last car to influence in any way the design work for which I was responsible, was that likeable little machine, the front-wheel-drive Citroen. I ran one of these as a firm's car in 1939 and drove it for a good mileage before it went to Stan Ivernec, who, I believe, added several hundred

thousand miles to the total before crashing it some four years ago.

By and large, the Citroen was a remarkably good car. Like most French machines, it always did what you expected it to do, and you never felt insecure driving it, no matter what the circumstances might be. Both the steering and the change mechanism were rather heavy, but one got used to this. There were times, too, when I longed for a fourth gear, particularly in hilly Devonshire country, I remember, when I was often caught between ratios and felt quite helpless.

Characteristic of its country of origin, you always knew that there were only four cylinders working for you under the bonnet, and I should have liked to try the Big 6, which must be a very pleasant handful of a motor car. The cornering and the road-holding on the Citroen were astonishingly good, as anyone knows who has driven one, and the manner in which it remained glued to the ground going round corners, no matter what the road surface might be, was most endearing. But best of all was the Citroen's gluttony for work. It seemed to relish being driven hard, and flat-out driving all day appeared to leave it refreshed and longing for more.

Sometimes that pleasant Citroen used to be subject to a minor vibration period when cornering fast on lock. This was only a slight nuisance, and was caused by the Carden shaft overrunning the engine at certain times and not at others, creating a non-constant velocity. I mention this only because the same thing, in a much more extreme form, cropped up at Lagondas when we were testing the prototype 2½-litre Lagonda at Staines immediately after World War II.

For a long time we could not understand why, when travelling slowly in top with practically no throttle, the engine appeared to miss. This was all the more curious because when carrying only one passenger under identical circumstances we had no trouble with the engine at all.

I don't know how long we all wasted on this annoying snag before the answer suddenly occurred to us. Of course, we at