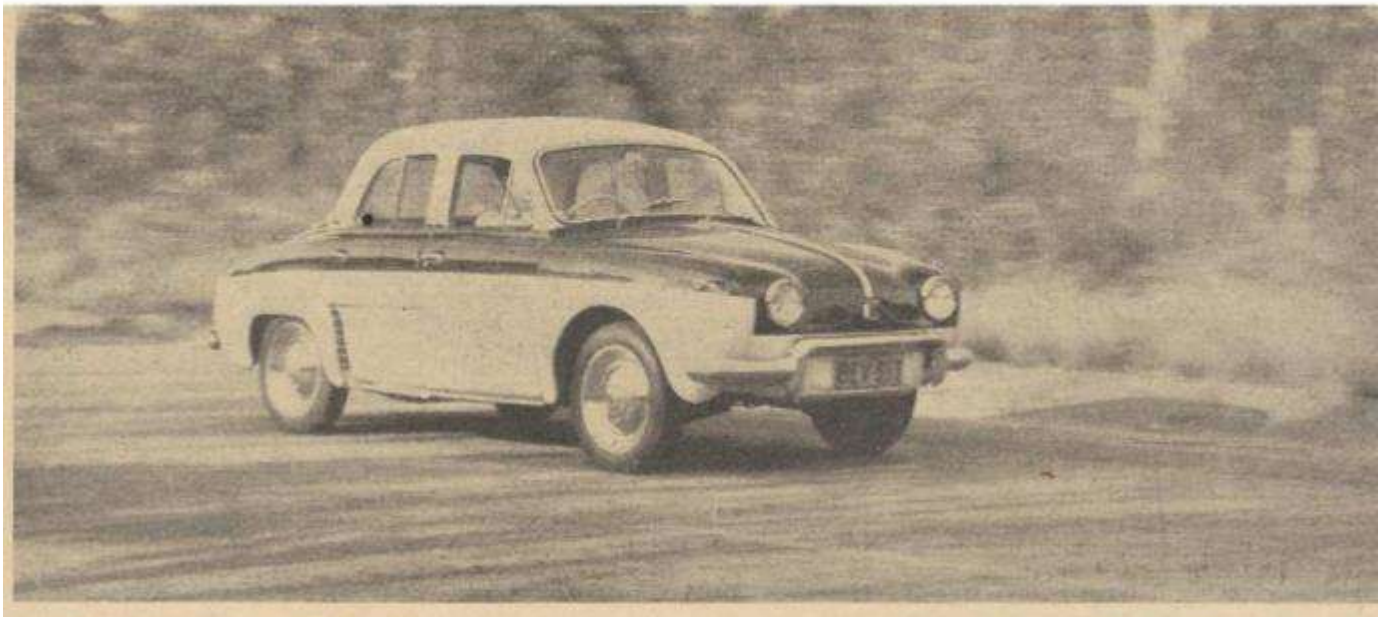


Here's the deep breathing car at speed.

DEEP BREATHING

We try out a pretty looking Renault with dual-throat carburation; find it not only goes better than the stock model, it also gives an astonishing improvement in m.p.g.

TAKE a standard Renault Dauphine and fit a dual throat carburettor and a special Kleinig manifold. Then take it on a fast excursion along the winding roads, long straights and mountain passes where "Wheels" discourages vegetative growth with regular road tests.

Potter along happily in top gear at 25 m.p.h., then — when the stop watch man is ready — floor the throttle.

That's precisely what we did — and results were astonishing.

Not that the car broke any records for the standing quarter — it didn't. Nor did this deep breathing Dauphine make its stable mate look particularly foolish. The hotter Dauphine clipped some useful though not spectacular seconds off the stock car's acceleration figures, and its top speed varied only imperceptibly from the standard car.

The punch line came later—when we got back to our friendly service station where they measure fuel into our test cars with the precision of a skilful pharmaceutist. Driven cruelly hard, the dual throated Dauphine had returned *16.4 miles per gallon more* than the stock sedan tested by "Wheels" seven months ago!

But first things first. Let's go back to the beginning.

Ever since the perky Dauphine put its blunt nose into this country it has been a foregone conclusion that someone, sooner or later, would try to raise its steam pressure. One enthusiast in Western Australia fitted a supercharger, with neck-snapping results. Others have raised the compression ratio and fitted the usual variety of hot bits. Recently, though, we learned that Ira L. & A. C. Berk Pty. Ltd., in Sydney, were experimenting with a low cost kit which was alleged to warm the Dauphine up more than somewhat.

Berks advised us modestly that the actual work had been done by M. G. H. Motors, of Rockdale, in association with Kleinig Products Pty. Ltd.

At M.G.H. Motors we met Gordon Hoskins, and — imbued with his enthusiasm for Dauphines in general and for the dual throated model in particular — we drove the test car back to Sydney. The first day, we took it out for a long trip at normal cruising speeds, in order that the diminutive sedan would get itself used to the idiosyncrasies of the editorial driving retinue.

Next day we gathered together our stop watches, Tapley meters, lunch packs, and a blase assistant, famous for his ability to operate stop watches as accurately as a bundy machine while remaining enormously unimpressed by even the most exciting accelerative processes.

Thus equipped, we set off on our tests, and as we drove memories lingered of the Dauphine which we had put through the same test (with considerable affection accruing therefrom), late last year. Readers will recall that in our subsequent analysis, we referred to the car as a "hefty parcel in a small package". If further elaboration be needed, this was our way of saying that this little car has what it takes. We thought at the time that the Dauphine was a potential class winner in reliability trials, and — given a few pounds more sting — it might easily find itself at the head of the next class up as well.

Perhaps this dual throat kit would give those few extra pounds!

Smooth, Flexible . . .

So with the road clear, we put our foot down. The rear mounted engine took a deep breath and let loose a punch that sent the car bowling along the suburban street far faster than any car ought. Satisfied, we slowed down to 15 m.p.h. in top gear and gently pressed the throttle down a few notches. The response was immediate, and without any rude back talk the 13 cwt. car picked up speed with commendable smoothness and alacrity.

Meanwhile, our stop watch assistant was beginning to show signs of restlessness but we put that down to the proximity of the lunch hour.

Memories of our road test with the standard Dauphine soon convinced us that this car's modified engine had a virile advantage in flexibility, and low speed torque seemed to have gained sufficient edge to put real shove into top gear performance.

So hey ho for the open road.

Our test strip has been introduced

'heels" man Pedr Davis takes delivery of the car from Hoskins, gets last minute brief-. Attractive black and lemon colour scheme, wheel discs, are MGH Motors "extras."

DAUPHINE

readers from time to time and so is sufficient to say that there are ighly seven miles of uninterrupted mac with only a few bends, and se are gentle enough to allow ord-ry sedans to corner with the edometer needle just waving good-to the 80 m.p.h. mark. In the idle of this strip is a surveyed rter mile, with markers to aid the p watch man.

celeration . . .

When you add in the various gad-s and time recorders we have hered together over the years, the net result is a road test which does not lie, for it is our custom to calibrate the speedometer *before* testing begins, and to take all watch readings on a perfectly flat surface and on runs in both directions to confuse possible sabotage by the wind.

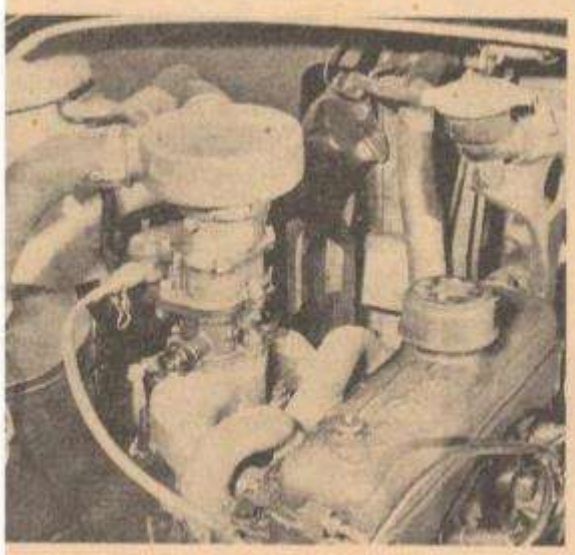
We threw the Dauphine into its routine with abandon. First, we took a series of readings on the standing quarter, for in our opinion, this is the most useful of all acceleration tests. We found that the times improved with practice, and after some attempts we reached the norm of 24.5 seconds, which could not be bettered. This compared favourably with 25.15 secs. for the stock car — just about the gain we had expected.

Next we went through all the usual acceleration tests, both in top gear and up through the gears. The times were duly recorded and though not spectacular were nevertheless a distinct improvement.

At this point in the story we have to refer you again to our lethargic stop watch assistant. His job is actually less of a sinecure than it sounds.

(Continued on page 64)

e one big dual-throat Stromberg, add a special Klienig ifold, bung both on to a Dauphine and you get more plus a lot more m.p.g. . . . well, we did, anyway.



Flat as a tack, and the speed strip a mile ahead. What . . . can't see the speedo needle? Easy to explain — we ran it clean off the dial on a slight downgrade!

DEEP BREATHING DAUPHINE

(Continued from page 43)

For after each test he is expected to make lightning movements with his slide rule in order to adjust all acceleration figures against the speedometer calibrations. This is necessary because figures normally appearing in "Wheels" must be genuine, and uninfluenced by optimistic speedometer readings.

But as we said, Mr. Stopwatch seemed on edge. Something bothered him. And we were halfway along the flying quarter when he unburdened his troubles.

It seemed that when the *original* road test of the Dauphine had been figured, he had omitted to apply the necessary corrections to the acceleration figures — and so the figures published were speedometer readings only.

We issued a stern reprimand as the car flashed past the finishing post at a genuine 68.2 m.p.h. (corrected) — and in order to get a time comparison between the stock and modified cars we decided, for once, to waive our rule and publish the acceleration figures of the dual throated Dauphine, also, without correcting speedometer errors.

After all, the sole object of this test was to see how the "warm" car compared with the standard model.

Acceleration figures in the adjoining panel show that useful seconds have been clipped off the acceleration times, both through the gears and in top gear, although curiously enough, fast runs over the flying quarter did not reveal anything extra at the top end of the scale.

Back at the office, however, we worked out fuel consumption. It was amazing. *The car returned 53.2 m.p.g. at cruising speeds and 46.6 m.p.h. when driven hard!* And the words *driven hard* are not used lightly. The Dauphine was driven absolutely flat out for miles on end, and, in addition, it spent an additional two hours on the test strip, undergoing acceleration and high speed tests.

Under these circumstances, 46.4 m.p.g. is more than amazing. It's damn near impossible!

M.G.H. Motors and Kleinig Products Pty. Ltd. both sell the kit, at £30, including the Stromberg twin throat carburettor, the special Kleinig manifold, and all necessary linkages. Fitting takes about half an hour and is additional to the price of the kit. The original air cleaners (one wet and one dry) are used, and these are coupled to the Stromberg by the original hoses.

Definitely, this is a power pack that'll pay for itself!

ACCELERATION TIMES

	Stock	*Twin throat*
0-20 m.p.h.	3.3 secs	3.1 secs
0-30 „	6.7 „	5.5 „
0-40 „	11.8 „	9.0 „
0-50 „	18.3 „	14.0 „
0-60 „	34.5 „	22.9 „

STANDING QUARTER

Stock car: 25.15 secs; Twin throat, 24.5 secs.

ACCELERATION IN TOP GEAR

	Stock	*Twin throat*
20-40 m.p.h.	12.5 secs.	10.8 secs.
30-50 m.p.h.	14.7 secs.	14.1 secs.

FUEL CONSUMPTION

	Stock	*Twin throat*
Cruising	42.7 m.p.g.	53.2 m.p.g.
Hard driving	30.2 m.p.g.	46.6 m.p.g.

●

LATEST IN BOOKS . . .

Holden Service Manual, "F.E." series, published by General Motors-Holden's Ltd., Service Division.

It's a great pity more motorists don't get, or make, an opportunity to read thoroughly the shop manual for the particular vehicle they drive. It would give some of them—particularly those smug, self-confessed "mechanical ignoramuses" — some idea of the complexity of the piece of machinery they take so much for granted.

Even a cursory glance would give them some idea of the intricacies of motor car design; thorough perusal would probably leave them without