

Among the Makers and Dealers



VIEWS OF BABY PEUGEOT WHICH HAS JUST MADE ITS DEBUT IN FRANCE

FRANCE is at present showing a decided preference for what have been termed baby cars—small, light, two-seaters costing little more than a first-class motor cycle and having about the same upkeep cost. Up to recently these machines have been produced by firms of comparatively little importance, but rumor has had it that the Peugeot company, one of the most important in France, intended to enter the market with a big series of baby cars, the designs for which had been entrusted to Ettore Bugatti, a successful Alsacien engineer, and producer of the high-grade Bugatti car. It was not expected that the new Peugeot would be shown to the public before either the London or the Paris shows, but by reason of the activity of one of the selling agents of the French concern it was revealed at the agricultural motor exhibition just held at Bourges.

The baby Peugeot is built, so far as its external appearance is concerned, on big-car lines; its dimensions, however, are decidedly diminutive, it being so low and so light in appearance that it really has all the appearance of a baby car. The power plant comprises a four-cylinder block

motor of only 2.1 by 3.5 inches bore and stroke. The valves are on opposite sides and are of large diameter; the timing gears are in front, with the magneto on the intake side having its shaft parallel with the motor shaft. The carbureter is a Claudel.

A novel feature of the machine is the casting of the four cylinders and the whole of the crankchamber in one piece. The base plate is independent and is bolted on. In all probability there are detachable end plates to receive the two main bearings, but on this point no definite information could be obtained from the agents in charge of the car, and an external examination did not reveal the exact nature of the construction.

The motor is bolted directly on the underpan, this latter being of stiffer material than is usually employed and bolted to the channel section side frame members. With this construction it is obviously impossible to make any internal examination of the motor without lifting it entirely out of the chassis, but owing to its small area and very low weight this is by no means a difficult task.

The power is taken through a cone clutch and a two-speed gearset

through a propeller shaft to a floating rear axle. The gearset is a special type, particulars of which have not yet been given out. The motor is lubricated by splash, the oil tank being in the scuttle dash, with filler cap on the outside of the dash. The gasoline tank is built in the back of the rear seats, the top being polished mahogany and hidden by the top when this latter is down. Front suspension is of the usual semi-elliptic type. The rear springs are really the half of a semi-elliptic spring inverted, the thick end being attached to the frame member and the forward end of the main blade to the rear axle housing. Truffault absorbers are fitted.

The car is supplied with wire wheels having 22 by 2½-inch tires, and is listed complete with two-seat body, three lamps, acetylene generator within the scuttle dash, horn and tools, at \$800 retail. It was at first reported that the car would be put on the market at \$650.