

1919

# Angus Sanderson

## THE MASS PRODUCTION CAR.

By Capt. W. G. ASTON, R.A.F.

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“ . . . . . For my own part I regard the British quantity car as epoch-making in its importance. British roads are by no means as yet flooded with British cars, but ultimately they will be; the important fact is that a genuine start has been made.

One of the first British quantity cars to be announced was the Angus-Sanderson, in the driving seat of one of which I have recently completed some 400 miles. This car has created an enormous volume of interest, and I do not think I shall be offending the bulk of my readers if I devote some little consideration to my opinion of this car and the experiences on which it is based.

Straight away I would say deliberately that the Angus-Sanderson motor-car is quite the most remarkable vehicle in which I have ever ridden, and I can very well understand Mr. S. F. Edge saying, with regard to his trial of an Angus-Sanderson, that he “ sat in the stern sheets and marvelled.”

I do not think I am overstepping the bounds of strict truth when I say that, all things considered, it is the finest four-cylinder motor-car of which I have had any experience; and that, mark you, without reference to price, size, power, weight, or anything else.

Since I am one of those reactionary people who believe that one of the principal points to look for in a car is comfort, I will devote first consideration to this point.

The springs are of the long cantilever type, and although it is immensely strong, the back axle appears to be light in weight. The result is that the car seems to be absolutely immune from any ordinary kind of road shock whatever. It makes no difference whether there are two in the car or four, the same easy disdain of all the humps and hollows of a battered road surface is manifest, so that one receives the impression that the car is not running on the road at all, but is floating along a surface about two inches above the macadam.

Largely, no doubt, as a result of this very perfect springing, which I would not hesitate to compare favourable with any springs of any car whatever, the steering is extraordinarily good, and under no circumstances does one get that yawing from side to side which which so many cars exhibit, and which is because their wheels are never, or never seem to be, in contact with the road.

In order to test the springing very thoroughly I found a stretch of road adjacent to a very large factory which produces commercial motor vehicles and tests them over this particular stretch. The road in consequence consists of an unbroken chain of deep pot-holes with jagged edges, and the ordinary motor-car is driven over it at little more than a walking pace, with—to judge from their expressions—considerable apprehension on the part of the occupants that the whole machine will fall to pieces or, at all events, throw them out.

I took this piece of road at a good round thirty miles an hour, and was hardly able to believe my senses, as there was an entire absence of yawing, bumping, and pitching, none of the usual heavy thumping of the axle could be detected, and the steering was just the same as if I had been driving over a billiard table. The car reacted to the inequalities, in fact, like a lifeboat in a rough sea, and all that one could see was a gentle hammock-like motion with absolutely no suggestion of any discomfort.

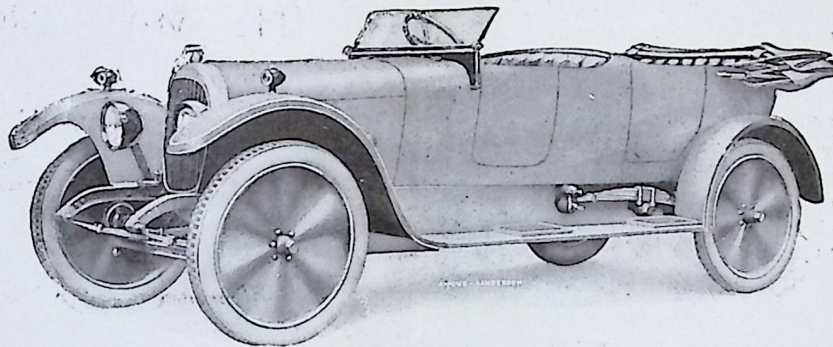
One has, in the past, ridden in cars which were extraordinarily comfortable at low speeds, and the very converse at high, and vice versa.

The Angus-Sanderson, on the contrary, is equally comfortable at all speeds, and it looks to me as though the designers, if they have not absolutely solved the very difficult problem of motor-car suspension, have come extraordinarily close to a solution, for although they

have equipped it with an extreme flexibility, so that all bumping is entirely eliminated, they have nevertheless avoided any suggestion of that uncomfortable rolling and swaying which one generally associates with the softly-sprung car.

At very high speeds (the Angus-Sanderson, by the way, can touch well over fifty, with the standard four-seated body at full load) the car seems to run on rails irrespective of whether the road surfaces are good or bad, and what is in itself a very fine test of springing, the brakes in these conditions act absolutely smoothly and give one a quick pull-up without any suggestion of jolting.

Another point that I tremendously admire in this remarkable new car is its quietness and absence of vibration, for one neither feels nor hears the engine in any circumstances. The gear-box also



THE 14 H.P. ANGUS-SANDERSON DE LUXE.

is extremely quiet on the indirect ratios, and no sound at all comes from the back axle.

Generally speaking, one finds it very hard to believe that there is only a four-cylinder engine under the bonnet, for the running is much more like a six, with its steady smoothness and absence of fuss or clatter.

In view of the fact that Sir William Angus, Sanderson and Company are one of the greatest firms of British body-builders, one expected to find the Angus-Sanderson bodywork good, but seeing that this is a car that sells at a remarkably low price one did not expect to find the bodywork quite so wonderful as it is.

In comfort it is perfection itself, and in appearance nothing better could be desired. The finish and detail work are as excellent as its bold and pleasing lines. I drove the Angus-Sanderson for close on eight hours on end, at an average speed over "give-and-take" roads—mostly "take"—of practically thirty miles an hour, and I experienced no fatigue at all as the result of this long journey. There are very few cars indeed, even with the most elaborate bodywork, of which one could truthfully say the same.

I have no hesitation in asserting that in respect of quality of running, of external finish, of comfort, of appearance, and of exactly suiting the requirements of the owner-driver, the Angus-Sanderson car sets up a new and an amazingly high standard. I am perfectly certain that no matter how great may be the expectations he has formed of it, everyone who goes out for a trial run will receive a most pleasurable surprise.