

PINIONS AND SPRINGS

Points Concerning M.G. and Bentley

[64157.]—In the Road Test of the 1½-litre M.G. (April 11) it is stated that the position of the Trafficator switch and horn button on the steering wheel hub is a less usual arrangement when rack and pinion steering is used, as in this case. Could someone please explain this to me, as I cannot puzzle out just what effect the type of steering gear and box fitted should have as regards the placing of switches on the steering wheel hub, which is at the other end of the column?

Also, in the description of the 3-litre Bentley engine it states that a single forked rocker was used to open *and* close the two exhaust valves. Is this an error, or does it mean (a) that the two exhaust valves were opened by one forked rocker and closed in the ordinary way by a spring or springs, or (b) that a forked rocker opened *and* closed each exhaust valve without the assistance of a valve spring or with only a very light spring?

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[There is often some difficulty in fitting a centrally mounted horn or dip switch when a rack and pinion type of steering is used because the pinion diameter is not sufficiently large to allow the tube carrying the wires, to pass through the centre of it.

The 3-litre Bentley engine description was, perhaps, a little misleading on the second point. Normal springs are used to hold the valves on their seatings, the rocker opening them and controlling (in theory, at least) the rate of closing.—ED.]