Teaching of Mechanics ", quoted on p. 178 of *Gazette* No. 309, was a perfectly fair one : I do not believe, however, that the explanation given is correct.

Whether the turning of the front wheels raises or lowers the c.g. of the car depends not on the inclination of the wheels to the ground, but on the inclination of the pivot-axles, about which the wheels are turned when steering. The most important principle to bear in mind when designing the front wheels of a car is that the pivot-axle should meet the ground in the same point as the tyre (looked at from the front). So, as in Fig. 1, the wheel AB is made to lean out and the pivot-axle CD is vertical. The reason for this is so that there should not be an excessive torque tending to wrench the wheel off. The reaction of the ground at B is vertical, and so we require the axle to be vertically above B.



In order to obtain a certain amount of "castoring" effect (automatic straightening-out after a turn), another method is used. The pivot-axle is sloped forward (from 6° to 10°) so that it meets the ground in front of the point of contact of the wheel. It can be seen that this arrangement actually makes the c.g. *drop* when the wheels are turned, but this result is more than counterbalanced by the dynamical effect of the trailing of the point of contact behind the line of the pivot-axle, the frictional resistances at the point of contact giving couples which tend to restore the wheels to the straight.

One other point about the front wheels. The pivot-axle does not in general point exactly to the centre-line of the wheels, but slightly inside it. Consequently when going forward the wheels tend to splay out, and to counteract this they are made to "lead-in", so that the front edges of the wheels are about $\frac{1}{2}$ inch closer together than the rear edges.

Yours, etc., F. G. MAUNSELL.

A PRIORITY REFERENCE.

Mr. C. E. Walsh writes to point out that the result in Note 2223 (Gazette, xxxv, p. 189) was proved by him in *Edinburgh Mathematical Notes*, No. 37, (1949), pp. 22-3.

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MATHEMATICAL ASSOCIATION

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