

Foreign Cars

Foreign Cars

Alfa Romeo to Volkswagen

THERE ARE, OF COURSE, MANY MAKES OF foreign cars, from the Russian Zis to the Japanese Daihatsu Bee, from the Daimler and Rolls to the Issi Microbo. Some of these are well known to Americans, at least by name; others are known only to the enthusiast or the specialist. Some of them are rarely seen in this country; many are never seen at all.

But in spite of the fact that the American automobile industry is not only a foundation stone of our whole economy but also far and away the largest such industry in the world, we are becoming increasingly conscious of foreign cars—what they look like, what they can do, their advantages and disadvantages for us.

And our own manufacturers are the most aware of all, of the developments in Europe and elsewhere. New ideas in engineering, new economies, improvements in performance, the most recent styling are immediately and carefully studied in Detroit and other centers.

So for these reasons, we include in this book an automobile show of representative foreign models.

Three Types

Cars coming to us from abroad fall into three general classifications, all of which you will find shown in this section in one model or another: regular production passenger cars, from inexpensive to very expensive; standard sports models; and racing specials.

European passenger cars are usually built for different markets and conditions than American cars. Most of them are smaller than ours, and practically all of them have four forward gears, for instance. Standard sports cars, built for speed in both engineering and looks, are also quite different from our stock cars, though they, too, classify as production cars.

When you get to the cars built just to win races, there's really no use making comparisons. They change from race to race, maybe only a little, maybe radically. Standard engines are reworked; special engines are built practically by hand; bodies, chassis, and engines are shifted around and interchanged. The name stays the same, but the specifications—the vital statistics of the racing world—and the appearance are often considerably altered. And these are very expensive cars. Only a few of them are running around this country. But when they run, they really do *run*.

All three types of foreign cars are having an effect on the American ones. This is most obvious in the body styling. The "continental touch" can be seen on any regularly traveled road in the United States. At one end of the gamut, you can get a fake spare tire to mount on the rear of your car; at the other end, you can get a stock U.S. car that has been designed by some famous European—for instance, this year's Nashes, styled by Pinin Farina, of Italy.

Because there isn't room enough, not all foreign cars are covered in this section. But the newest available models of the three types are here and all the countries that send any considerable number of cars to the U.S.A. are represented. It probably won't surprise you to learn that the leader is Great Britain.

The cars are given in alphabetical order by name. The countries are represented as follows:

France: Renault, Simca.

Germany: Mercedes-Benz, Porsche, Volkswagen.

Great Britain: Armstrong Siddeley, Aston Martin, Austin, Austin Healey, Bentley, British Fords, Jaguar, MG, Morgan, Morris, Riley, Singer, Triumph.

Italy: Alfa Romeo, Ferrari, Fiat, O.S.C.A., Siata.

THE WELL-KNOWN, ITALIAN-MADE ALFA Romeo offers a new, 1900 series: the 1900, Berlina Alfa Romeo; 1900 C, Coupe Touring and Cabriolet Pinin Farina; and 1900 L, the Cabriolet Victoria Farina. The engine for all models is four-cylinder, with inclined valves on the hemispheric head, directly controlled with discs on valve stems by two overhead camshafts. The fuel system of the 1900 and 1900 L is equipped with a vertical carburetor, while the 1900 C has a two-chambered carburetor. The fuel tank capacity is 53 litres. Horsepower is 80 at 4800 RPM for the 1900 and 1900 L, and 100 at 5500 RPM for the 1900 C. Bore and stroke are 88.55 mm. and 88 mm. The piston displacement for all models is 1884 cubic centimeters. The compression ratio for the 1900 and 1900 L is 7.5 to 1; for the 1900 C, 7.75 to 1. The clutch is the dry, single-plate type. Each model has four synchromesh gears, controlled by a lever on the steering column. The front suspension is independent with transverse quadrilaterals, helical springs, balancing bars, and hydraulic telescopic shock absorbers. The rear suspension has a steady axle with longitudinal struts on the bottom and upper

frame for thrust and reaction, helical springs, and telescopic hydraulic shock absorbers. The brakes are hydraulic; with two winding brake shoes in front. Each car is equipped with left-hand drive (right is available as optional equipment) and globoidal worm-and-roller steering. The battery is a 12 volt one.

Races Won

The Alfa Romeo has established an outstanding record through the years in many of the famous races. It has won the grueling twenty-four-hour run at Le Mans, France, four times since 1923. It has won the "Mille Miglia" eleven times since 1927, and the Florio Plate eight times since 1906.

The "Mille Miglia" is an Italian race. As you would expect, its name means "a thousand miles." It takes place, on regular roads, traffic and all, but since it has been run twenty times, traffic knows what to expect and stays out of the way now.

The Florio Plate, which is the oldest established, repeating race in the world, runs across the island of Sicily. It had its thirty-seventh run in 1953.



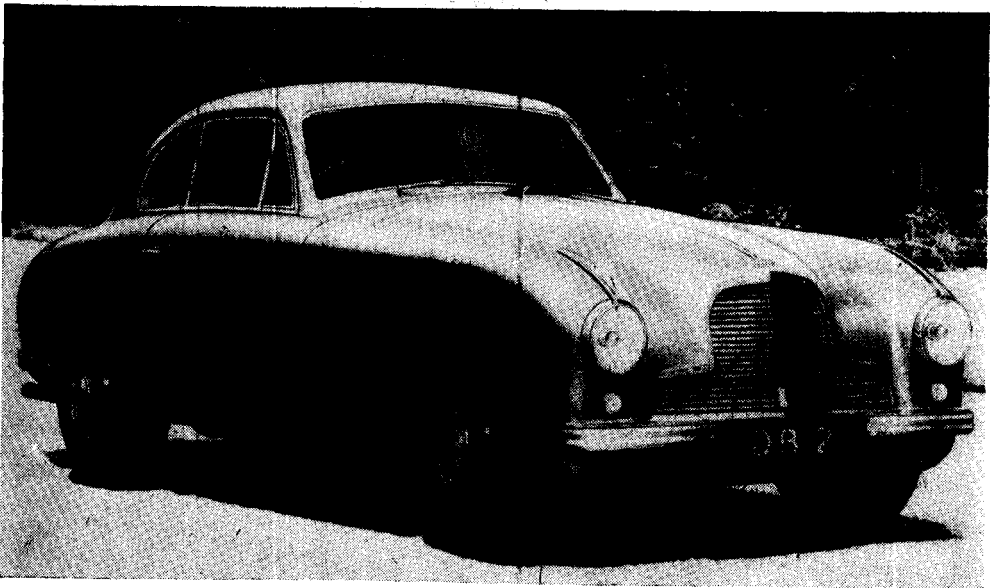
THE NEWEST Alfa Romeo has a 100 horsepower engine and a body designed by the

famous Italian designer, Pinin Farina, who also designed Nash's line this year.



THE ARMSTRONG SIDDELEY. The most recent model in this British line is the Sapphire. It has a 6-cylinder engine with hemispherical combustion chamber and 70-degree valves. The horsepower is 155 at 4200 RPM. You have a choice of either a four forward-speed

Preselector gearbox with fingertip control or a four forward-speed all-synchromesh gearbox, and of right- or left-hand drive. Dimensions: Wheelbase, 114 inches; length, 16 feet 1 inch; width, 6 feet; height, 5 feet 5½ inches. Front track, 4 feet 8½ inches.



THE ASTON MARTIN. This British-manufactured DB2 model is advertised as a race-bred luxury sports car. With a 6-cylinder, in-line engine, a bore of 3.07 inches and a stroke

of 3.54 inches, and a horsepower of 107 at 5000 RPM, it will develop speed at the 100 mark with ample power to spare, its engineers say.

AUSTINS ARE NO LONGER A RARE SIGHT ON American roads. A standard production car, they are made by the Austin Motor Company, of England. Austin Healeys are made by Austin in association with the Donald Healey Motor Company, also of England.

Specifications and illustrations are given here for the Austin Healey Hundred, a two-seater, and the Austin A 40, which you can get as sedan or convertible. The specifications given are those for the sedan, but they are very similar for both models. There is also available a new Austin Seven four-door, somewhat smaller than the A 40.

Austin Healey 100

Engine: In-line, 4-cylinder, in-head valves. Bore, 3.4375 inches; stroke, 4.375 inches. Compression ratio, 7.5 to 1. Horsepower, 90 at 4000 RPM. Torque, 144 foot-pounds at 2000 RPM.

Lubrication: Pressure to main, connecting rod, camshaft, valve rocker-shaft bearings and tappets. Oil capacity, approximately 14 U.S. gallons. Full-flow filter.

Fuel: Capacity, 14½ U.S. gallons. Twin S.U. carburetors, fitted with air cleaners.

Cooling: Capacity, 23 U.S. pints. Circulation by centrifugal pump with thermostatic control. Fan-cooled patented radiator to prevent loss of coolant through expansion.

Electrical: Two 6-volt batteries of 63-ampere-hour capacity at 10 hour rate.

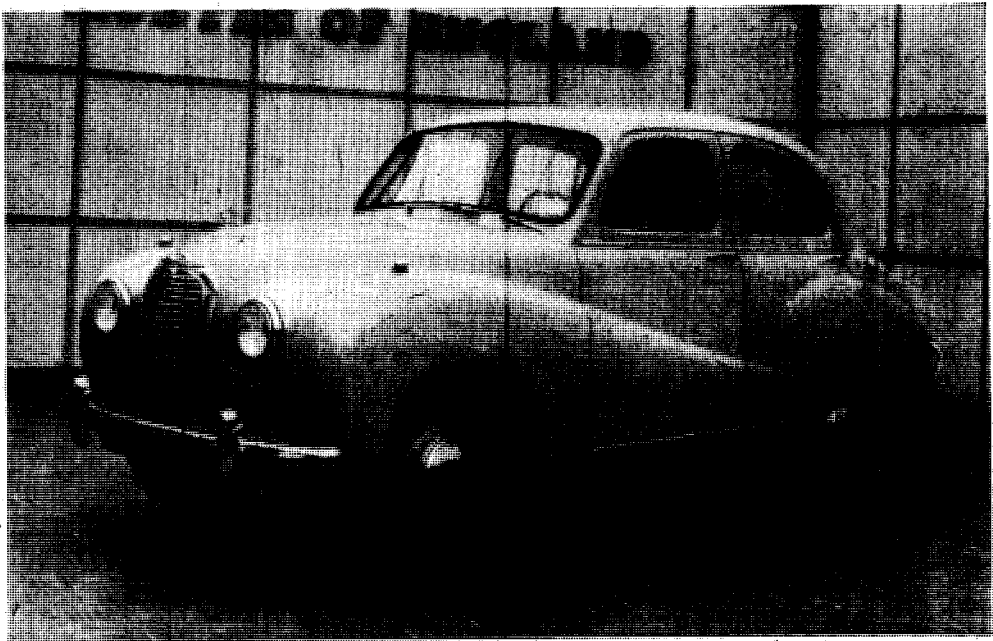
Transmission: Three forward speeds and reverse, synchromesh engagement for all gears; central gear shift. Overdrive unit may be engaged in any gear. Road speeds at 1000 RPM: without overdrive—high, 18 MPH; second, 12.8 MPH; first, 8 MPH. Overdrive engaged—high, 23.8 MPH; second, 17 MPH; first, 10.6 MPH.

Brakes: Girling hydraulic, two leading shoes in front. Drum diameter, 11 inches; total friction area, 145.2 square inches.

Suspension: Front—-independent coil springs controlled by double-acting hydraulic shock absorbers interconnected by anti-sway stabilizing bar; Rear—semi-elliptic springs controlled by double-acting hydraulic shock absorbers and track bar.

Steering: Burman cam-and-lever steering gear. Steering wheel is adjustable for reach.

Dimensions: Wheelbase, 90 inches. Length, 146 inches. Width, 60 inches. Height, 49 inches. Tread: front, 48½ inches; rear, 49½ inches. Turning circle, 30 feet.



THE AUSTIN A 40 Somerset sedan has a maximum interior height of 47 inches and width

of 48 inches. It will run in the top sixties, with 42 hp at 4300 RPM.

Austin A 40

Engine: In-line, 4-cylinder, in-head valves. Bore, 2.578 inches; stroke, 3.5 inches. Compression ratio, 7.2 to 1. Horsepower, 42 at 4300 RPM. Torque, 62 foot-pounds at 2200 RPM.

Lubrication: Pressure to main, connecting rods, camshaft, valve rockershaft bearings and tappets. Oil capacity, 8.4 U.S. pints. By-pass oil filter.

Fuel: Capacity, 10½ U.S. gallons. Carburetor, down-draft. Oil-bath air cleaner. Induction manifold pre-heater.

Cooling: Capacity, 14 U.S. pints. Circulation by centrifugal pump with thermostatic control. Patented radiator to prevent loss of coolant through expansion.

Electrical: 12-volt, 38-ampere-hour battery at 10 hour rate. Twelve-volt fan-ventilated generator with compensated voltage control.

Transmission: Four forward speeds and reverse, synchromesh for second, third, and high. Gear shift on steering column. Oil

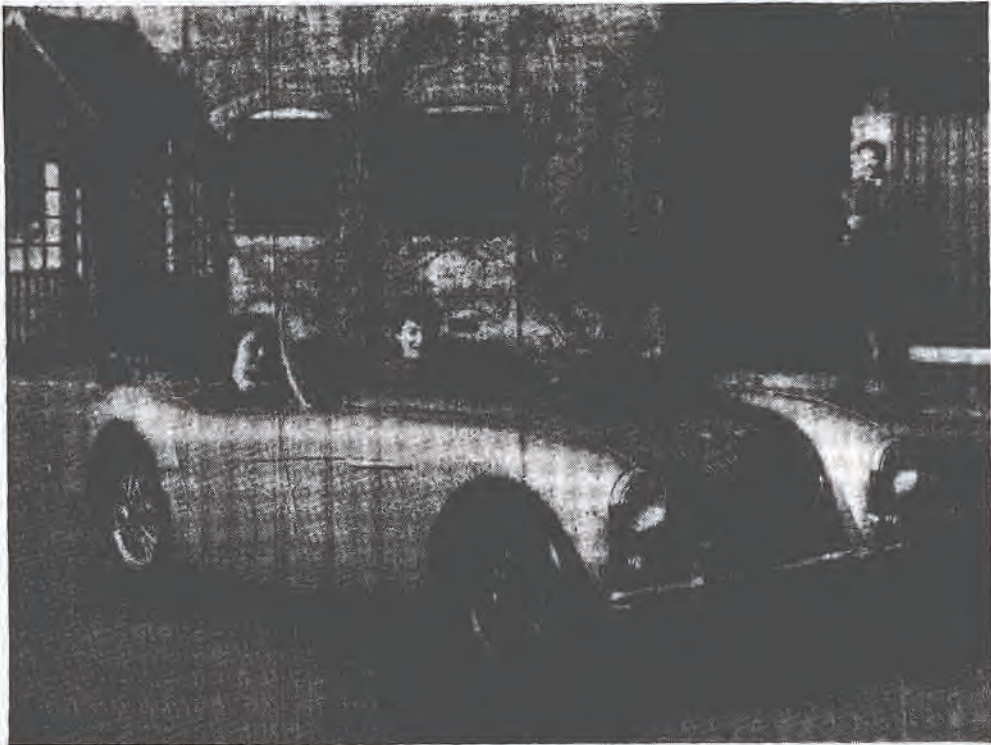
capacity, approximately 3.6 U.S. pints. Roadspeeds at 1000 RPM: High, 14.26 MPH; third, 9.26 MPH; second, 5.86 MPH; low, 3.67 MPH.

Brakes: Girling hydraulic on all wheels, applied by pedal. Parking brake operates mechanically on rear wheels. Front brakes, two-leading-shoe design.

Suspension: Front-independent coil springs; wishbones mounted on rubber bushes with shoulders to take thrust loads; double-acting hydraulic shock absorbers. Rear-long, semi-elliptic reverse-camber springs, underslung; springs mounted on rubber bushes; double-acting hydraulic shock absorbers interconnected by anti-sway bar.

Steering: Special cam gear steering; ratio, 14 to 1. Turning circle, 37 feet.

Dimensions: Wheelbase, 92½ inches; height, 5 feet 4 inches; length, 13 feet 3½ inches; width, 5 feet 3 inches. Tread: front, 48 1/16 inches; rear, 50 inches.



THIS TWO-SEATER is the Austin Healey Hundred. It is designed to give you 110 MPH

and 25 miles per gallon. The windshield can be lowered.

IN THE CONTINENTAL SPORTS SALOON, Bentley presents the first major change since the introduction of its post-war chassis. It is being produced in England in limited numbers and for export only. The makers think it may be the most expensive production car in the world, but they also make a strong claim for its being the fastest four-five seater saloon on earth. In testing the car with handicaps, a mean maximum speed of over 115 MPH was recorded. They say the acceleration from rest to 100 MPH in 36.0 seconds has not been approached by any other saloon car.

In the Continental, the bore has now been increased and the compression ratio has been upped to take advantage of better fuels and to fit lighter bodywork with lower

look at the Bentley Continental Sports Saloon.

Continental Sports Saloon

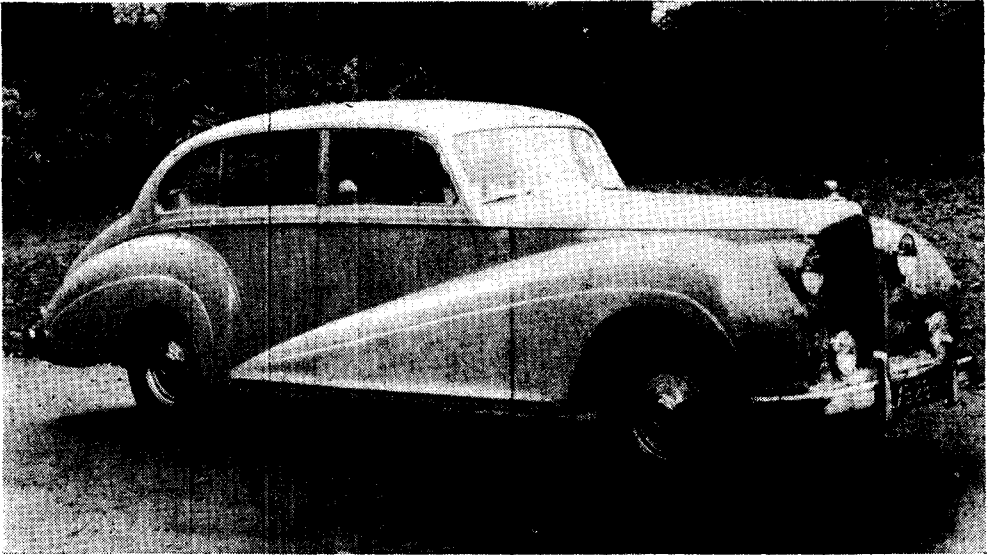
Engine: Six-cylinders, overhead valves. Bore, 92 mm.; stroke, 4.3 mm. Compression ratio, 7 to 1.

Lubrication: Pressure to crankshaft and connecting rod bearings. Positive supply to hollow rockershaft.

Fuel: Capacity, 18 Imperial gallons. Two S.U. carburetors, with automatic choke.

Cooling: Capacity, 32 pints. Fan and centrifugal pump. Temperature thermostatically controlled.

Electrical: 12-volt battery system; 54 ampere-hour rating.



BENTLEY'S Continental Sports Saloon, introducing the first changes since the post-war

chassis came out, is one of the most expensive production cars in the world.

drag characteristics. Drag reduction allowed a higher axle ratio and a close-ratio gearbox for better acceleration. The manufacturers say that third gear can be used continuously for mountainous country or winding roads and is indistinguishable from high (fourth) for smoothness and silence.

A "ride control" on the steering column allows you to adjust the setting of the rear hydraulic dampers. You can set it "soft" for city driving and "hard" for fast travel.

If you have some cash in the upper part of five figures, you'd do well to give a good

Transmission: Four-speed and reverse mechanism; synchromesh on second, third, and fourth.

Brakes: Front, leading and trailing shoe. Rear, leading and trailing shoe. Front hydraulically operated, rear mechanically.

Suspension: Front, coil springs and wishbones with anti-roll bar. Rear, half-elliptics.

Dimensions: Wheelbase, 10 feet. Over-all height, 5 feet 3 inches. Over-all length, 17 feet 2½ inches. Over-all width, 5 feet 11½ inches. Track: front, 4 feet 8 11/16 inches; rear, 4 feet 10½ inches.

FORD MAKES FIVE DIFFERENT MODELS IN England—the well-known British Fords. They are: the Anglia, Prefect, Consul, and Zephyr, all shown here, and the Popular.

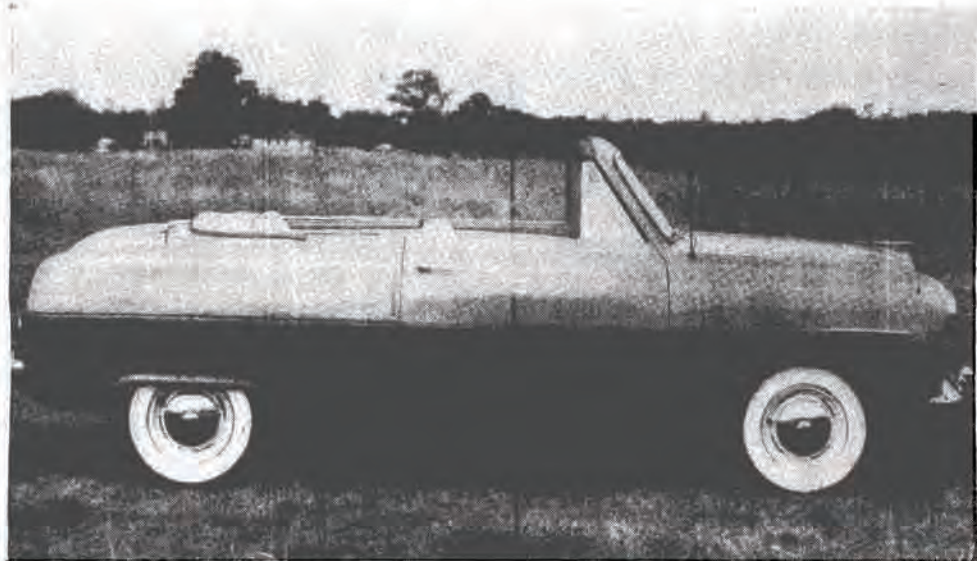
The Consul and Zephyr are manufactured mostly for export and have more power than

the others. The Zephyr has a horsepower of 68 at 4000 RPM, and the Consul 47 at 4400 RPM, while the Anglia and Prefect give out 36 at 4400 RPM. They all have three forward speeds, a marked difference from most foreign-made cars.



THE NEW Prefect is much like the new Anglia, except that it has four doors. The horsepower of the 4-cylinder engine is 36 at 4400

RPM. It has a 12-volt electrical system. Length, 12 feet 7¼ inches; height, 4 feet 11¼ inches.



THE NEW Anglia is one of five Fords made in England. Specifications are similar to

those for the Prefect, shown in accompanying illustration. Not shown is the Popular.



THE ZEPHYR Six is the car that won the '53 Monte Carlo Rally. It is the biggest of the British Fords and gets a horsepower of 68

at 4000 RPM from its 6-cylinder, overhead-valve engine. Length, 14 feet 3 $\frac{3}{4}$ inches; height, 5 feet $\frac{3}{4}$ inch.

The fifth model, the Popular, is claimed to be the lowest-priced sedan in the world. By our standards, it is pretty well stripped down to essentials. It sells for \$770 in U.S. dollars, but you've got to add a British

tax of \$324 on to that. What you get in performance is 30 horsepower and up to 50 miles per gallon—per imperial gallon, that is, which amounts to 1.2 U.S. gallons. The Popular is not shown here.



THE CONSUL, like the Zephyr, is made largely for export. More powerful than the other

three, it is less powerful than the Zephyr, having 47 horsepower.



THE FERRARI. Because this Ferrari, an Italian car, is a sports racing model, its specifications vary from car to car for engine, gears, chassis, and so on. Each car has, however, 12 cylinders with 60-degree valves; either four or five forward speeds, and reverse; and a rear-axle ratio of 9 to 42, 11 to 40, or 12

to 42. Top-gear MPH established by different models in various races goes from 120 to 176. Horsepower also ranges from 170 to 280. Ferrari came in sixth in the heavy-sports-car class of the recent Pan-American race, but set a 138.4-MPH average pace in the final lap of over 200 miles.



THE FIAT. The new Fiat 1100 features a 4-cylinder engine with piston displacement of 1089 cc. The compression ratio is 6.7 to 1; maximum power at 4400 RPM, 36 hp. The gearbox is equipped with four forward speeds and reverse; second and third gears

are in constant mesh. Front suspension is independently sprung, rear suspension is by flat leaf-springs. There are independent symmetrical steering rods for each front wheel and a central tie rod operated by the steering wheel.

THE JAGUAR COMES CLOSE TO BEING THE best-known foreign car in America. It is built in Coventry, England, with an engine that is a thing of beauty in itself and sleek lines—giving it an appearance and power that live up to its name.

Various models can be had (at a price that is not among the lowest); three are shown in the accompanying illustrations.

The Jaguar is designed not only for speed but also for maneuverability and roadability. Although it is a standard production car, not supercharged, a Sports Two-Seater with a 3½ litre XK 120 engine set an official record of 132.6 MPH over a flying mile on the Jabbeke-Aeltre Road in Belgium in 1949.

Mark VII

Engine: Six-cylinder, 3½ litre; 70-degree twin overhead camshafts. Bore, 83 mm.; stroke, 106 mm. Horsepower, 160 at 5000 RPM. Compression ratio, 7 or 8 to 1. Large non-adjustable directly operated valves and austenitic cast-iron seats.

Lubrication: Forced lubrication throughout by submerged pump with full-flow filter and floating gauze intake.

Fuel: S.U. electric fuel pump. Capacity, 17 Imperial gallons (two separate tanks of nine and eight gallons capacity). Carburetor, twin S.U. horizontal with electrically controlled automatic choke.

Cooling: Pump circulation, with by-pass

thermostat control, restricted circulation.

Electrical: 12 volt; 64-ampere capacity battery with constant voltage controlled ventilated dynamo, 10 hour discharge.

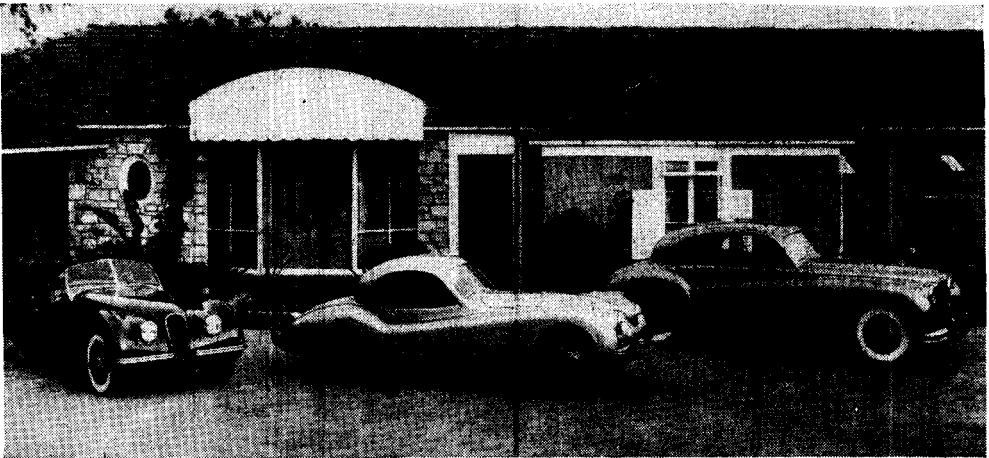
Transmission: Four-speed, single helical synchromesh gearbox, ground teeth gears running on needle bearings; synchromesh on second, third, and high. Borg and Beck single, 10-inch dry-plate clutch. Gear ratios: first and reverse, 14.4 to 1; second, 8.56 to 1; third, 5.84 to 1; high, 4.27 to 1. Central remote-control gear lever.

Suspension: Front—dependent front suspension incorporating transverse wishbones and long torsion bars with shock absorbers. Rear—long, silico-manganese steel, half-elliptic springs controlled by shock absorbers. Rear springs totally enclosed in gaiters fitted with grease nipples.

Brakes: Girling Dewandre, vacuum servo-assisted, self-adjusting hydraulic. Brake-drum diameter, 12 inches; friction-lining area, 202½ square inches; handbrake lever flush between front seats.

Steering: Burman re-circulating ball-type steering with adjustable steering wheel of 18 inches diameter. Left- or right-hand steering optional.

Dimensions: Wheelbase, 10 feet, 0 inches. Track: front, 4 feet 8 inches; rear, 4 feet 9½ inches. Over-all length, 16 feet 4½ inches. Over-all width, 6 feet 1 inch. Over-all height, 5 feet 3 inches. Turning circle, 36 feet. Tire size, 6.70 x 16 inches.



JAGUARS AT THE READY! The Mark VII sports sedan, sports coupe, and XK-120 sports car

are shown here. Jaguar recently racked up records at the famous LeMans race.



A CLOSE-UP of the Mark VII sports sedan, the luxury model of the Jaguar line. It has 17 cubic feet of luggage space; interiors are handcrafted.

XK 120

Engine: Six-cylinder, 3½ litre. 70-degree twin overhead camshafts. Bore, 83 mm.; stroke, 106 mm. Horsepower, 160 at 5200 RPM. Compression ratio, 7 or 8 to 1. Large directly operated valves and austenetic cast-iron seats.

Lubrication: Forced lubrication throughout by submerged pump with full flow filter and floating gauze intake.

Fuel: S.U. electric pump, 15 gallon rear tank. Carburetor: twin S.U. horizontal carburetors with electrically controlled automatic choke.

Cooling: Pump circulation, with by-pass thermostat control.

Electrical: Lucas deluxe, 12 volt, 64-ampere capacity, twin batteries with constant voltage controlled ventilated dynamo, 10 hour discharge.

Transmission: Four-speed, single helical synchromesh gearbox, ground teeth gears running on needle bearings; synchromesh on second, third, and high. Gear ratios: first, 12.29 to 1; second 7.22 to 1; third, 4.98 to 1; high, 3.64 to 1. Optional axle ratios: 3.27 to 1; 4.0 to 1; 4.3 to 1. Borg and Beck 10-inch diameter, single, dry clutch. Central gear lever with remote-control.

Suspension: Front-independent front suspension incorporating transverse wishbones

and long torsion bars with Newton telescopic-type hydraulic shock absorbers. Rear—long, silico-manganese steel half-elliptic springs controlled by Girling PV.7 hydraulic shock absorbers. Rear springs totally enclosed in gaiters fitted with grease nipples.

Brakes: Lockheed full hydraulic, two-leading-shoe front. Twelve-inch drums; friction-lining area, 207 square inches; front drums fitted with cooling ducts. Central fly-off handbrake operating on rear wheels only through separate linkage.

Steering: Burman recirculating ball-type steering; 17 inch, adjustable wheel. Left or right steering optional.

Dimensions: Wheelbase, 8 feet 6 inches. Track: front, 4 feet 3 inches; rear, 4 feet 2 inches. Over-all length, 14 feet 5 inches. Over-all height, 4 feet 5½ inches. Over-all width, 5 feet 2 inches. Turning circle, 31 feet.

Alternative Equipment: Available but at extra cost: high lift camshafts, 9-to-1 compression pistons, lightened flywheel, special crankshaft damper, special clutch assembly, stiffened torsional bars, stiffened rear springs, brake shoes with ¼-inch linings, racing windscreen and cowling, dual exhaust system, bucket seats, wire wheels.

THE DAIMLER-BENZ COMPANY, LOCATED IN Stuttgart, Germany, is probably the oldest, certainly one of the oldest, automobile factories in the world. It has been turning out cars since 1901. And these cars are famous for their high style and precision engineering.

Among the more expensive cars you can purchase, they are obviously the product of a labor of love by all hands concerned with their manufacture. Below are detailed specifications for the new 300 and 300 S series.

300 Series: Sedan, Convertible

Engine: 6-cylinder, overhead valves. Bore, 3 11/32 inches; stroke, 3 15/32 inches. Cylinder capacity, 182 13/16 cubic inches.

Electrical: 12-volt, 50-ampere battery.

Transmission: 4-speed, controlled synchromesh and noiseless gearbox. Maximum speeds: first, 29 MPH; second, 45 MPH; third, 68 MPH; fourth, approximately 100 MPH. Hill climbing ratios: first, 1 in 2.4; second, 1 in 4.2; third, 1 in 6.7; fourth, 1 in 10.8.

Suspension: Front-independent suspension including two parallel wishbone-shaped arms. Soft-acting helical springs with a large amount of movement, together with rubber auxiliary buffers and telescopic shock absorbers fitted inside springs for stability and road-holding qualities. Rubber bushings. Rear—Mercedes-Benz oscillating axle with independent wheel suspension. Aux-



THIS FOUR-DOOR sedan is available in the Mercedes-Benz Type 300 series and is typical

of the company's styling and careful engineering.

Engine speed at 62 MPH in top gear, 3300 RPM; at 100 MPH, 5300 RPM. Compression ratio, 6.4 to 1.

Lubrication: Oil capacity of crankcase, 14 U.S. pints.

Fuel: Capacity, 19 U.S. gallons. Standard fuel consumption: 1 gallon to 17 miles. Two down-draft carburetors with three-jet system and accelerating pump. Oil cooling by means of oil-water heat-exchanger, thermostatically controlled.

Cooling: Water capacity, approximately 5½ U.S. gallons, with heating system.

iliary springing can be put in or out of operation, according to the load, from the driver's seat.

Steering: Automatic adjusting mechanism to take up play and a hydraulic damping device to prevent jolting. Turning circle, approximately 39 feet.

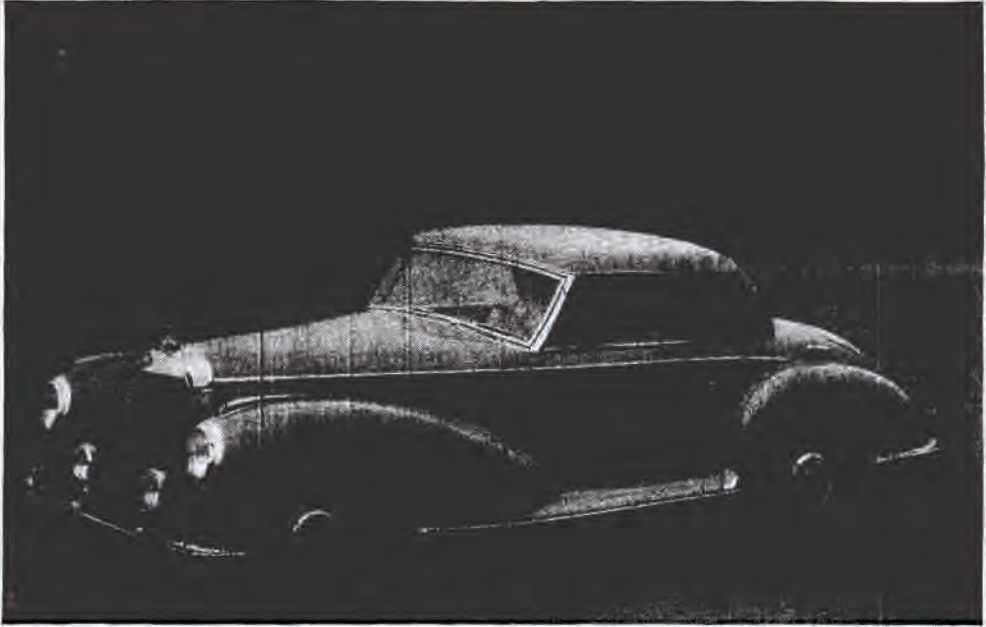
Dimensions: Wheelbase, 120 inches; over-all length, 16 feet 3 inches; over-all width, 6 feet ¾ inch; over-all height, 5 feet 4½ inches; Track: front, 56 11/16 inches; rear, 60 inches. Tire Size (low pressure): six-ply, 7.10 x 15.

300 S Series: Roadster, Convertible, Coupe

The Mercedes-Benz engineers point out that the quietness and elasticity of this 150-hp engine are a product of unceasing refinement of design coupled with precision workmanship applied to the smallest detail. Modern short-stroke practice is combined

Electrical: 12-volt, 56-ampere-hour battery.

Transmission: 4-speed controlled synchromesh and noiseless gearbox. Maximum speeds: first, 29 MPH; second, 49 MPH; third, 77 MPH; fourth, approximately 110



THE COUPE in the 300 S series is called a three-passenger coupe. The insignia on the

wheel covers and radiator cap are the famous Mercedes-Benz hallmark.

with overhead valves and a camshaft driven by a noiseless double-roller-chain. A thermostatically controlled heat exchanger is built into the cooling system, insuring the proper operating temperature of oil and water.

Engine: 6-cylinder, overhead valves. Bore, 3.346 inches; stroke, 3.464 inches. Compression ratio, 7.8 to 1. Engine speed at 62 MPH, 3260 RPM. Horsepower, 150 at 5000 RPM.

Lubrication: Crankcase capacity, 13½ U.S. pints.

Fuel: Capacity, 22½ U.S. gallons. Standard fuel consumption, 1 U.S. gallon to 17 miles. Three down-draft carburetors. Oil cooling over built-in oil-water heat-exchanger, thermostatically controlled.

Cooling: Capacity, 5 U.S. gallons.

MPH. Climbing ratios: first, 1 in 1.7; second, 1 in 3.4; third, 1 in 6.2; fourth, 1 in 10.4. Steering-column gear shift.

Suspension: Front-independent suspension with parallel cross arms. Soft coil springs combined with supplementary rubber buffers and telescopic shock absorbers. Rear—"swing axle" with independent suspension and springing of rear wheels. All four wheels independently sprung, to absorb road shocks. Power transmitted to rear wheels through hypoid gears.

Steering: Turning circle, approximately 40 feet.

Dimensions: Wheelbase, 114 inches; over-all length, 15 feet 6 inches; over-all width, 6 feet 3 inches; over-all height, 4 feet 11½ inches. Track: front, 58¼ inches; rear, 60 inches. Tire size: six-ply, 6.70 x 15.



THE MG. The new MG "TF" sports car, a British model reworked in the U.S., incorporates the first changes made in the cars' design since 1950. The body is basically the same as the "TD," although more gracefully styled, especially in hood, radiator, and fenders, and the engine is again

the same except for twin Vokes air cleaners in place of a single oil-bath air cleaner, and a slight tipping of hp to 57. The other main changes are in the instrument panel, fuel tank, spare wheel carriage, and a slightly different length of frame. Note that wire wheels are back again.



THE MORGAN. The Standard Vanguard engine used in the new Morgan Plus 4 is rubber-mounted. It is a 4-cylinder unit, of just over 2-litre capacity, with vertical overhead valves and a counterbalanced crankshaft. The horsepower is 68 at 4300 RPM, the compression ratio, 6.7 to 1. A 4-speed gearbox is standard. The chassis frame is "Z" sec-

tion, and carries the semi-elliptic rear springs within the rear portion. Front suspension consists of stub axles against helical springs with telescopic double-acting dampers. Dimensions include: Wheelbase, 8 feet; length, 11 feet 8 inches; track, 3 feet 11 inches; turning circle, 30 feet. This car comes from England.



THE MORRIS. Morris Minor cars, from England, are built on the "Mono-Construction" principle, which permits all structural members to be combined in one all-steel welded unit, eliminating a separate body and chassis.

The engine has four cylinders with overhead valves. A 4-speed gearbox is standard, as are Lockheed hydraulic brakes operating on all four wheels by foot pedal. Electrical system is 12 volts.

THE O.S.C.A. The MT-4 Mille Miglia O.S.C.A., built by the Maserati Brothers in Italy, has a wheelbase of 86 inches, track of 46 inches, and clears the road by 6 inches. The fuel

capacity is 15½ gallons, and the 1092 cc. engine has a horsepower of 80 at 6800 RPM. It has four forward gears in addition to reverse.





THE PORSCHE. This German-made Porsche, model 356, has a horizontally-opposed, 4-cylinder, air-cooled engine. It is a fairly low car, clearing the ground by $6\frac{1}{4}$ inches. It has a maximum horsepower of 40 at 4000 RPM, for the 1.1 litre engine. Like most

European cars, it is equipped with four forward speeds, all fully synchronized. The top speed is about 87 MPH; the top speed of the 1500 Super model is 106 MPH. The Porsche won first place in the light-sports-car class of the recent Pan-American race.



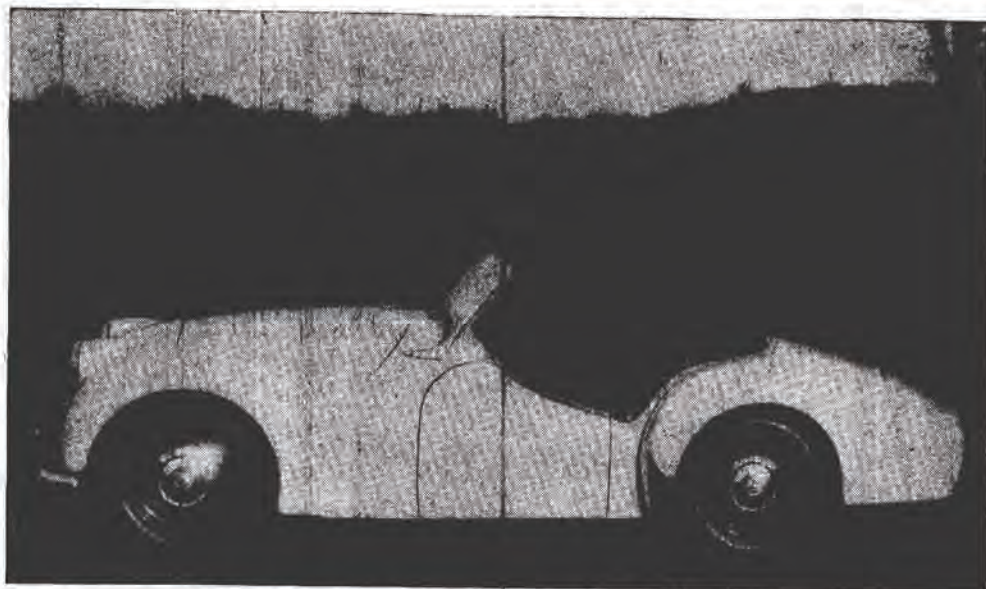
THE RENAULT. The new Renault Fregate, coming from France, is equipped with a 4-cylinder, overhead-valve engine of 2-litre capacity. It has power speed of 80 MPH at 4200 RPM, with a maximum torque of 96 meter-pounds at 2300 RPM, and a compression

ratio of 6.6 to 1. The gearbox has four forward speeds; the battery has a 90-ampere-hour rating. The brakes are Bendix with Lockheed hydraulic operation. Over-all length is 15 feet 5 inches; width, 5 feet 8 inches; wheelbase, $110\frac{1}{4}$ inches.



THE RILEY. The Pathfinder is a new Riley model, produced in England. It is available as a 2½ litre model capable of a maximum speed of over 100 MPH with 102 BPH, or as a 1½ litre sports model. The body is all-steel construction with a turret-type top

built for strength. Rear suspension is by coil springs, with hydraulic dampers; in front there is Riley's "torsionic" independent-suspension system of torsion bars controlled by telescopic dampers. The Riley's compression ratio is now up to 7.25 to 1.

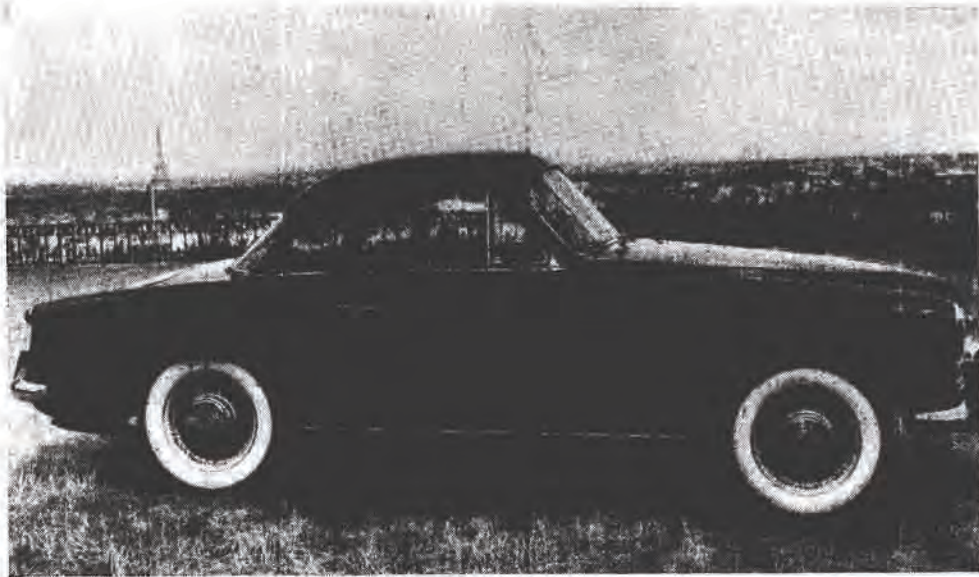
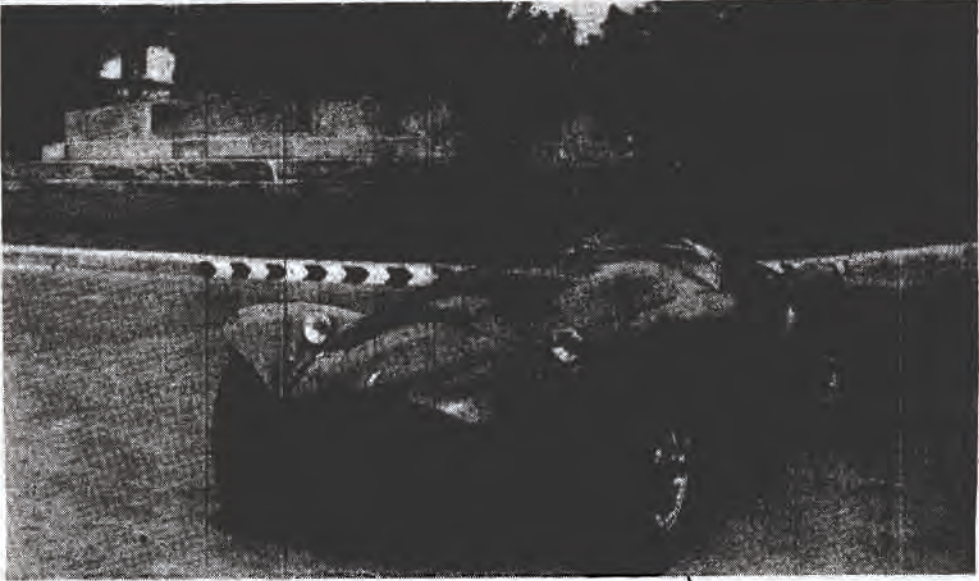


THE TRIUMPH. The English-made Triumph T.R., a recent model, in standard touring trim without overdrive achieves 100 MPH with a 2 litre engine and a four forward-speed gearbox. The two-seater, open sports,

steel body has an over-all height (hood erect) of 4 feet 2 inches; over-all length of 12 feet 7 inches; over-all width of 4 feet 7½ inches; and wheelbase of 88 inches. High speed mileage is 24 to the imperial gallon.

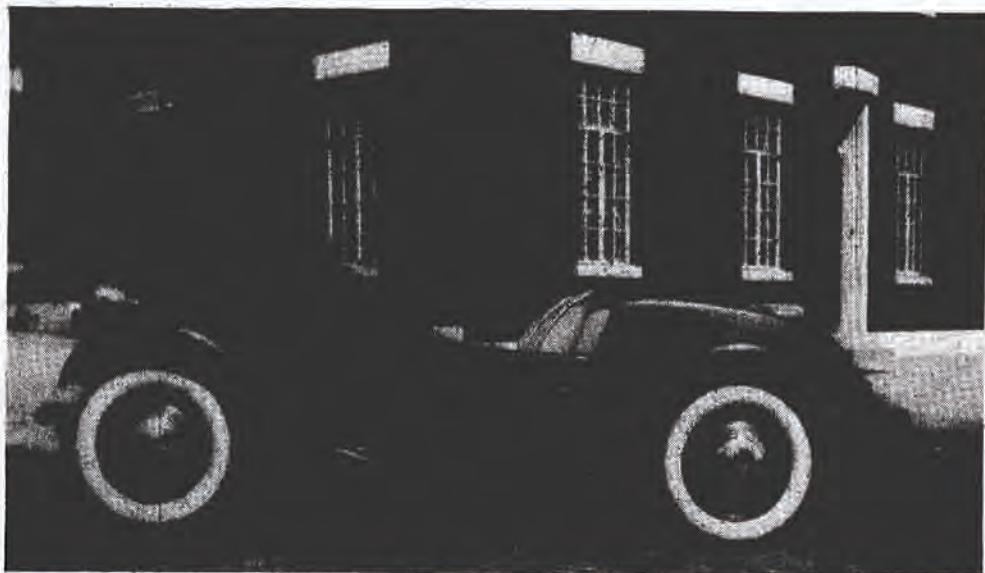
THE SIATA. The Siata Grand Sport, produced by Siata of Turin, Italy, is equipped with a 4-cylinder, overhead-valve engine. The car has the usual four forward speeds and reverse, with synchromesh transmission. The brakes are 4-wheel hydraulic. The front suspension is independent with coil springs; the rear has coil and half-elliptic springs; shock

absorbers are double-acting telescopic. Dimensions include a wheelbase of 94 inches; over-all length, 127 inches; over-all width, 61 inches; over-all height, 33 inches. The fuel tank will hold 14 gallons. This Siata rates at 30 mpg. Performance through gears is from 0 to 50 MPH in 9 seconds. Maximum speed, 100 MPH.



THE SIMCA. The S-9 hardtop coupe is the sports model of the Simca line. The engine is 4-cylinder with overhead valves, reaching 51 BHP. It has four forward speeds, with second, third, and fourth synchronized, and

worm-and-sector steering apparatus. The over-all length is 13 feet 11 $\frac{3}{4}$ inches; over-all height, 4 feet 6 $\frac{3}{4}$ inches; over-all width, 5 feet 2 inches; wheelbase, 96 $\frac{1}{4}$ inches. The Simca comes from France.



THE SINGER. The power plant in the new SM 1500 Roadster from Coventry, England, offers 58 horsepower with 7.4 to 1 compression ratio and has a dual carburetor. A top speed of 70 MPH in third gear is stand-

ard for the car, although test cars have chalked up 82 MPH. The engine attains top speed at 4600 RPM. Independent front suspension, together with leaf-springing in back, enhances the sports car's roadability.



THE VOLKSWAGEN. The engine of the German-built Volkswagen has four cylinders, horizontally opposed, with valves in head. At a cruising speed of 65 MPH the horsepower is 24 at 3000 RPM. There are four forward speeds. Independent suspension on all four

wheels by torsion. Dimensions: Wheelbase, 94.5 inches; length, 12 feet 6 inches; width, 5 feet ½ inch; height, 5 feet 1 inch. Front track, 51 inches. Fuel consumption about 40 miles per gallon with a tank capacity of 10½ gallons.