



Buyers' Guide to the Light Cars



Rebellion against the spiralling costs of operating the modern car has caused a boom in light car sales. Here are 17 of the newest.

An SGI Staff Report

RECENTLY George Romney, president of American Motors, announced bluntly to the public that all U.S. cars — his own company's included — are far too big. In spite of the current passion for bigger, fatter, more obscenely overhung machines, the industry, he said, will sooner or later have to start building cars of more rational dimensions.

Apparently plenty of Americans are ready to agree with Mr. Romney. The biggest news in car merchandising today is the enormous success of the mass invasion of European light cars. Nearly every light car made overseas is now

being imported into the U.S., and the demand is still way ahead of the supply. For this survey we inspected and drove every foreign light car being sold on the West Coast, and almost all the distributors told us that their biggest problem is getting enough cars. One said, "The manufacturers over there can't believe we need as many as we say we do. They have no conception of the American market; the demand here is far beyond their wildest hopes."

The light-car missionary in the U.S. market has, of course, been the Volkswagen. The VW proved to Americans that they could buy reliable, comfortable transportation for



a fraction of the initial and operating cost of the big Detroit barges.

And it proved a lot more. VW buyers soon learned that the car's fantastic economy is only one of its charms. They discovered that a short-wheelbase light car can effortlessly outcorner any large machine — that it's easy to steer, because there's so little weight on its front wheels that it can use fast sports-type steering — that it can be parked in one-half to two-thirds the space required by a conventional U.S. machine — that it's far more agile in traffic and mountain driving and a perfectly satisfactory tourer on long highway trips. And they discovered that a light car with snug all-weather body is just as much fun to drive as a sportier open two-seater.

The average VW buyer is more than a consumer. He's a convert. He tells his friends that he'll never go back to feeding and herding a car that weighs a good ton more than it needs to, and he boasts about the virtues of light-car ownership. Maybe his friends would never consider buying a sports car, but when he talks about comfort, safety, economy — they listen. And the market grows. In the past few months VW has outsold many U.S. makes in various parts of the country.

American businessmen, always sensitive to new consumer wants, have watched the VW phenomenon with fascination, and are now urgently acting upon its lesson. The result is that now, in the summer of 1956, that new breed of driver, the American light-car enthusiast, has never had it so good. His custom is courted by importers of nearly every good foreign light car. Some of the cars come from countries so eager for solid U.S. currency that they sell more cheaply here than at home. The choice of cars now available here is broader than in any single European country and it includes chassis and bodies that range from traditional to diminutive-Detroit to really radical.

On the following pages is a capsule analysis of each of the light cars currently available in the U.S. in significant numbers. It's a fascinating display. Look it over and you'll soon see why there's a light-car revolution going on in the U.S. today.

ALFA ROMEO GIULIETTA

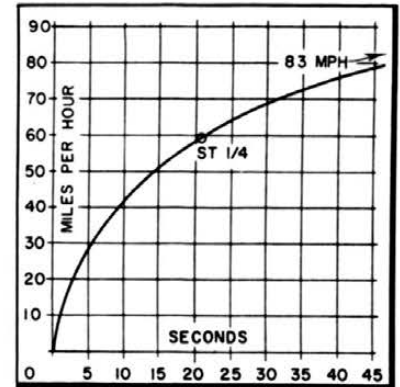
THE basic four-door Giulietta is the costliest light car in this roundup of the field. Even though it's Alfa's most inexpensive touring machine, it can't be classed as an economy car on grounds of first cost. It can be operated for nickels and dimes, but actually you don't buy the Giulietta for its fuel economy.

You have to be a special sort of enthusiast to pay a big-car price for this machine. You have to prize its competition-quality chassis, its superb brakes, its precise ZF steering, and its beautiful, smooth and efficient dual overhead camshaft engine. If you're a student of racing engines and chassis, chances are that nothing else in the light-car field will appeal to you as much.

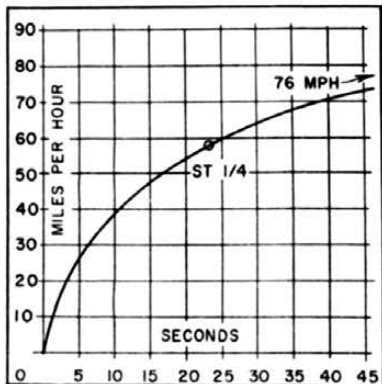
The mass-produced Giulietta four-door is a scaled-down version of the fleet, formidable, safe and costlier 1900 T.I. Alfa. The unit-construction principle is the same in both cars, and the engines are basically alike, although the 1300's carburetion puts more emphasis on fuel economy. The Giulietta has huge, deeply-ribbed aluminum drum brakes, and coil spring suspension all around. Its rear axle is set up like a racing car's, with rugged radius arms and A-frame on the final drive housing to maintain perfect suspension geometry under *all* operating conditions.

Although this "economy" Giulietta develops peak power at 5200 rpm — the hotter Sprint models cost more — its engine is still loafing at this speed and gives the impression that it's barely stressed. For acceleration and top speed the 1300 stands among the leaders in this survey. But there's much more to it than mere straightaway "go." In roadholding, steering and brakes, the Giulietta stands aloof, hardly to be compared with any other machine in its class.

The car's body is sober and conservative, somewhere between the plain and the distinguished. Luggage room is excellent, front-leg room good, rear-seat leg room minimal. The interior of the body is surprisingly austere and suggests that the four-door is made primarily for the home market. There are now large parts depots for the car on the east and west coasts, and the dealer organization is growing in proportion to the increasing supply of the little thoroughbreds from Milan.



AUSTIN A50 CAMBRIDGE



IN many ways this is the best medium-sized Austin ever built. For roominess, comfort, style, performance and responsive, easy-to-use controls, it represents big improvement over its popular ancestor, the A40 Somerset.

There's nothing of the "baby car" about this machine's appearance, and when you're inside it has a definite big-car feel. Although it's fundamentally a four-passenger car, the adjustable, divided bench-type front seat can be aligned to carry three riders of average size in comfort; the rear seat is wide enough for three more. The upholstery is of leather and vinyl over firm foam rubber and gives fine support for long trips.

The four-door Cambridge is an interesting blend of the requirements of stylish and utilitarian motoring. Its interior is both attractive and ruggedly durable. The instrument panel is well-equipped and good looking, and below it a spacious and very useful shelf runs the full width of the body. The volume of luggage space at the rear is so big it's startling. It's achieved partly by stowage of the spare wheel under the body at the rear of the car.

The A50 is unlike traditional light cars as much for its performance as for its roominess and big-car finish and feel. Its husky ohv engine is geared to provide strong, positive pulling power throughout the car's speed range. Sufficient torque is delivered to the rear wheels so that First gear needn't be used in getting away from a full stop. Top-gear torque results in surprising hill-climbing and traffic flexibility and the rate of acceleration remains fairly lively right out to the far limit of the A50's top speed.

It's an easy car to drive. Hydraulic assist makes the clutch action nearly effortless, the steering is very light and quick, the gear change mechanism is smoother than in previous Austins, and the bigger-than-before brakes are easier to apply.

The A50 Cambridge is a well-finished low priced car that carries a 90-day/4000-mile guarantee backed up by one of the biggest foreign-car sales and service organizations in the U.S.

BORGWARD ISABELLA

ONE of the star performers in under-1500 production car competition recently has been this new import from Germany. In "Touring Sports" tune its well-laid-out little ohv four-cylinder engine puts out 75 bhp and the standard model develops 60. These output figures are measured by the DIN method, which duplicates the actual car installation on the test bed. Therefore the Borgward engine is probably even more lusty by SAE standards than it's claimed to be.

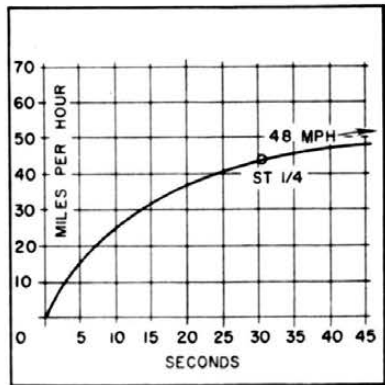
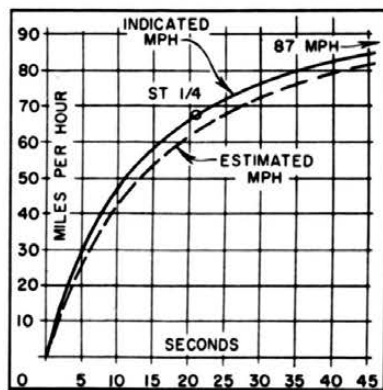
The first five minutes spent behind the wheel of either of the 1500 cc Borgwards are pretty startling. The standard model rockets from zero to an indicated 30 mph in 5.8 seconds and from rest to indicated 60 in 15.3. It cruises contentedly at 80. Driving this car is totally unlike the tepid experience of tooling the meagerly powered light cars typical of the recent past.

The Borgward performs vividly under all conditions, a fact abetted by four-wheel independent suspension, fast steering and syncromesh on all four gearbox speeds. The gears are cleverly chosen, the numerically low final drive ratio permitting high top speeds while the intermediate gearbox ratios supply degrees of pulling power to meet all requirements.

The full-synchromesh transmission and hydraulically assisted clutch are intensely pleasant to use because of the silent precision with which up or down shifts can be made. The engine has a well-knit "sewing machine" sound, and although it pulls powerfully, it transmits almost no vibration to the body throughout the speed range.

From its porcelain-like body finish to its spic-and-span engine space, the Isabella is a luxury light car, as well as being one of the very quickest in its field. It's also among the leaders in terms of spaciousness. The luggage space is huge and very few light cars can match it for front and back-seat knee and leg room.

The Borgward is one of the most recent newcomers to the U.S., but its thorough excellence has made it accepted on sight. There are now more than 50 Borgward dealers in the Los Angeles area alone, the dealer and service organization is growing nationally, and there is a several years' stock of parts already in the U.S. The Borgward's American future looks very bright.



CITROËN 2CV

THERE is a poor man's VW and this is it. The first reaction of Americans to this unbeautiful vehicle is no different than that of the style-conscious French, who were appalled when the slab-sided sub-flivver made its public bow. But the 2CV's designers deserved and got the last laugh.

Used 2CV's are so cherished in France today that they bring premium prices, have the lowest depreciation of any car. Their fame has spread throughout the world and is greatest where road conditions are worst. The 2CV has the go-anywhere abilities and ruggedness of a bulldozer, the smooth ride of a luxury car, the fuel economy of a two-stroke lawn mower. Give the car a brief try and you won't laugh at it again.

The 2CV was originally designed to meet the transportation needs of low-income rustics who perhaps had never driven a car before and could afford to spend less than little on operation and upkeep. Citroën's answer to the requirements is an engineering *tour de force*.

In spite of its harsh external appearance the 2CV has one of the most amazingly comfortable rides in the industry. Because extreme vertical wheel travel plays an important part in this ride, there is a good deal of body roll. Still the front-drive 2CV is an outstandingly roadable car. Its steering is by rack and pinion and famous for its precision. Its braking power is massive and reliable, and its synchromesh transmission is smooth and precise.

Every design detail of the car shows great ingenuity, and this includes the tiny but robust power plant. The little air-cooled engine is a flat-opposed twin in which light alloy is widely used and aircraft influences are apparent. In spite of high potential breathing efficiency possible with hemispherical combustion chambers, these seem to be exploited in the 2CV solely for their good thermal characteristics. In the interest of long life, the engine is deliberately throttled in its intake ports.

Right now every effort is being made to get 2CV's on the American road. This includes a current cut-rate price for the standard model of \$995, which may be increased at any time.

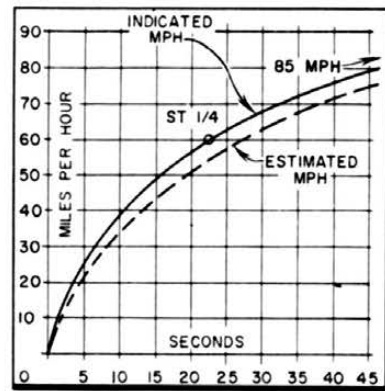
DKW 3 = 6

YOU can't begin to imagine the DKW's phenomenal cornering ability until you've put it to every possible test yourself. Then you agree with the factory literature, which says blandly, "your DKW will always stick to the road as long as you keep your foot on the accelerator pedal, no matter whether you are driving through sharp bends and corners or on slippery or icy surfaces." This sticking power is beyond the experience of anyone with a background of unalloyed Detroit iron, but it is only one of the front drive DKW's many remarkable features.

Others are its sudden wheel-spinning acceleration and high speed, both derived from a tiny, simple, durable engine. The three-cylinder 54.6 cu. in. engine is built on the two-stroke principle, as DKW motorcycle engines have been for decades. Hence the 3 = 6; the DKW three delivers the same number of power impulses per crankshaft turn as a four-stroke six. The two-stroke engine does more than conserve space and weight. It has no camshaft, no valves, no tappets, no conventional distributor or fuel pump. In fact, the engine is claimed to have only seven moving parts. These are made as friction-free as possible. The main bearings, for example, run in ball races and the con-rod lower ends on double-row needle bearings. Aside from its typical two-stroke throb at idle, the engine revs with silken smoothness. The object of its studied simplicity, of course, is to keep maintenance costs at a real minimum.

An attractive and very roomy line of body styles is being imported and all have that slick, super-professional finish at which the Germans excel. Auto Union, maker of DKW cars, has matched or surpassed its competition in eye-appeal, comfort, payload-space and, of course, performance. The DKW *wants* to be driven like a sports car, does very well in production-car races, and can really maintain high average speeds.

From the parts and service standpoint, the DKW picture in the U.S. is good. The dealer organization is large at this writing and still growing. Although it's a new comer, the car is a quality product and there's nothing else quite like it.



DYNA PANHARD

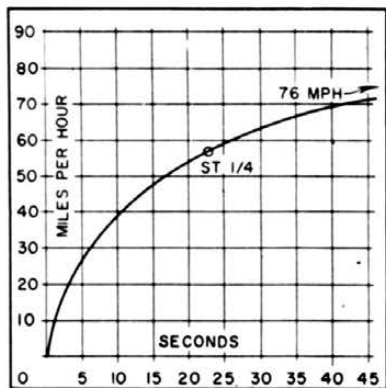
THIS is one of the best-engineered, most imaginative cars being built anywhere in the world today. It's also one of the most significant. The Dyna Panhard stands as a yardstick for measuring the efficiency of other cars, a model for today's and tomorrow's engineers to study and profit by.

It is not an inexpensive car to buy, particularly if you look for a direct relation between cubic inches and cost. But it is almost ludicrously economical to operate. If you want to nurse it along you can probably get 60 to 70 miles per gallon. But like the Alfa Giulietta, you don't buy this car for its fuel economy alone. In spite of its tiny engine, it's a very fast car — so fast that a list of its racing successes, including five years straight at Le Mans, would more than fill this page.

The Dyna is a big car by light-car standards. It has plenty of room for six passengers and lots of luggage, yet it's very light. Its ready-to-go weight of under 1600 lbs. is achieved by the most extensive possible use of light alloy in body panels, chassis and engine. It is the closest approach yet to an "all-aluminum car."

The shape of the Dyna's body is the result of a long series of aerodynamic experiments with scale models in wind tunnels and with full-scale prototypes on the road. Its wind drag is perhaps the lowest in the entire touring car field, and this, of course, has an important effect on its performance and fuel economy. Just as a penny saved equals a penny earned, minimum weight and wind drag equal horsepower. In the case of the Dyna, they enable a 52 cu. in. engine to give the car speeds and acceleration that cars with much larger and more powerful engines can't begin to match.

The Dyna's engine is a sort of engineering feat in itself. It amounts to a fine, light-weight, compact aircraft engine, and as such has a strong appeal for the advanced engineering fan. It's an opposed four-stroke air-cooled twin with light alloy cylinders and integral heads. A clue to its originality throughout is the fact that it uses torsion bar valve springs! It's just not possible to do justice to this car in anything less than a fat feature article. All we can say here is that it's a car for the connoisseur, with all the efficiency, economy and road behavior that this implies.



ENGLISH FORD

THERE are many reasons why the American light-car shopper shouldn't fail to give a careful once over to the British*Fords. One reason is the variety of dimensions, body styles and power plants available in the line. Another is ease of service and maintenance. All the British Ford engines and chassis are scaled-down versions of U.S. Ford machinery and therefore present no mysteries to U.S. mechanics. They all use U.S. bolt, nut and thread sizes throughout and require no foreign tools. Another factor that's important to some buyers is the styling of the British Fords. They have an authentic American look and are very much at home on the U.S. scene. They should be, since they are actually designed in Detroit.

But these practical considerations are only part of the story. All the English Fords are excellent light cars and can hold their own with the competition. The biggest reason they're not regularly stocked by vendors of Detroit Fords may well be that they are less expensive and in many ways more satisfying than the big Detroit machines, and could cost the dealers' principal stock-in-trade a lot of sales.

All of the English Fords have compact wheelbases; some are shorter than others. All have Lancia-type independent front suspension by huge vertical coil springs enclosing tubular shock absorbers. All have handling qualities that are sure to be the envy of a discriminating herder of a normal Detroit machine.

These cars have the sort of steering you expect to find on a good sports job. You can take your hands off the steering wheel when crossing streetcar tracks diagonally and the car continues to go exactly where you originally aimed it. This unusual steadiness of the steering holds true even during hard braking; with your hands off the wheel the car tracks perfectly straight. These cars offer a remarkable combination of utility car, Detroit car and sports car features.

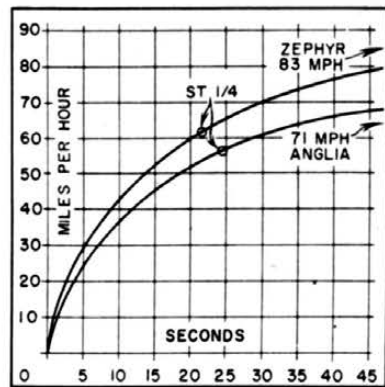
The Anglia and Prefect are closely similar varieties of the English Ford, both powered by a vigorous 71.5 cu. in., in-line four with side valves. This engine is no more — or less — than the immortal Model A Ford power unit refined and brought up to date. Its vitality will thoroughly surprise you.

The Consul is a very similar car with one big difference: its greater urge is derived from a neat little ohv four with 92 cu. ins. displacement. It will thrust you from A to B faster and in greater safety than several other cars selling for an equal or greater price. "Mark II" Consuls with engines enlarged to 104 cu. ins. are expected to start reaching the U.S. this fall.

The Zephyr, next step up in the Ford line, has an in-line six-cylinder engine with the same bore and stroke as the Consul. It also has a slightly longer wheelbase. The power plant closely resembles the U.S. Ford six and presents merely a routine challenge to any mechanic familiar with Ford products. Its top speed is in the 80-mph range, but it's geared to get there fast. Like the Consul, the Zephyr's engine has just been enlarged for the English market. Displacement is up from 138 to 156 cu. ins., and the big-engined version should be available here within a few months. The Zodiac, a de luxe version of the Zephyr, offers special finish, a number of bolt-on extras, a higher compression ratio and more urgent throttle response.

Finally, the British Ford line includes a pair of diminutive and thoroughly delightful station wagons. The Escort and Squire wagons are very roomy scaled-down replicas of the American-style variety. At \$1600 and \$1700 (P.O.E.), they are among the most desirable items in the inventory of Ford's Foreign Products Division.

The U.S. currently has a stockpile of more than a million dollars worth of English Ford parts, readily available to any Ford dealer as well as to foreign car dealers and garages. U.S. owners who prefer to do their own maintenance work can get splendidly detailed shop manuals printed in English.



HILLMAN MINX AND HUSKY

THE Rootes Group, one of England's Big Three, builds the Sunbeam, Humber, Rover, Singer, and Comer trucks, but its main source of income is the Hillman, loved and respected around the world.

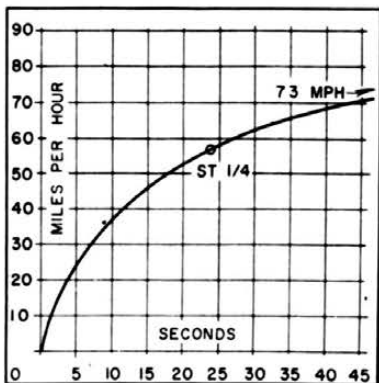
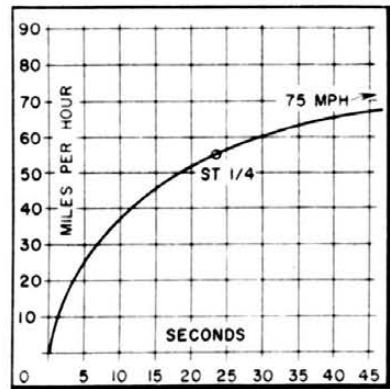
The product philosophy that has made the Rootes' Hillman a best seller is a foolproof formula: start with a good solid product, then maintain it in a state of vigorous evolution and detailed refinement. Every new Hillman model has been a distinct improvement over the last, yet the character of the marque has remained stable for over 20 years. Hillmans have never been radical, just progressive.

The Minx has kept pace nicely with the world's changing style requirements. There is now nothing specifically "British" about its looks; its styling is U.S.-inspired international-modern. Last year the export version of the Minx got a brand new short stroke ohv engine to replace the completely reliable but less efficient, less powerful side-valve four that still powers the Husky and the minimum-priced Minx, not available here.

The ohv engine makes the Minx a decidedly livelier car with little effect on its fuel consumption. Steering, brakes and general handling qualities are up to good short-wheelbase standards, and this is the best riding, best cornering Minx to date. While most column shifts for four-speed gearboxes are anything but smooth, the Hillman mechanism is silky when properly adjusted. Top gear pulling power is strong from below 15 mph and the car cruises well at an indicated 65 mph. First gear isn't necessary for starts from standstill.

The Husky, Hillman's pinmoney station wagon, seats four; the front riders have form-fitting bucket seats. This is a completely honest piece of merchandise, a comfortable, solidly-built little workhorse with a simple, willing engine that buzzes away happily under the worst loads.

Hillman has the light car market well covered with this roomy, utilitarian wagon and with the snappy, beautifully finished Minx sedan, convertible and hardtop convertible. Rootes' dealer and service organization in the U.S. is one of the very best and there is no danger of a shortage of replacement parts.



METROPOLITAN

IN January of 1950 a prototype called the Nash Experimental International, or NXI, was exposed to the American buying public in a series of shows across the country. Consumer response was generally confined to reserved interest, but Nash ultimately decided to take the plunge and mass-produce a 2-3 seater light car specifically intended for Yankee consumption. And so the Metropolitan appeared in the spring of '54.

Viewed in the light of the VW boom, it's obvious that Nash's timing was perfect. However, the Metropolitan failed to cause a sales stampede at all comparable with the VW's. The obvious reason for this (though not necessarily the correct one) was the VW's better passenger capacity.

This may be corrected in the updated version of the Metropolitan, which is due for public introduction as we go to press. There will be few changes beneath the body sheet metal but the car's external aspect will be revised to reflect consumer preferences observed during the Metropolitan's brief but educational life span. Naturally, the new model will be an improvement upon the first bold assay by a U.S. manufacturer into the really *light* light-car field.

The Metropolitan is a British-built car designed to meet American requirements, as set down by the Nash division of American Motors. Its engine and running gear are rugged, perfectly proved components supplied by the Austin branch of BMC, Britain's colossus of the automotive industry. The unit-construction bodies for the Metropolitan are also made in England according to the American-Italian specifications of Nash.

The current Metropolitan has few defects in the light-car frame of reference. The most serious gripes registered by owners, aside from seating capacity, concern the excessively large turning circle and the somewhat inaccessible luggage space. Otherwise the Metropolitan goes, stops, steers, handles and rides well. Its fuel economy is excellent and its top speed and acceleration are adequate. The parts and service problem is minimal.

This home-industry experiment deserves support and success. It might be well to check the new Metropolitan before you buy.

MG MAGNETTE

SPORTS CARS ILLUSTRATED

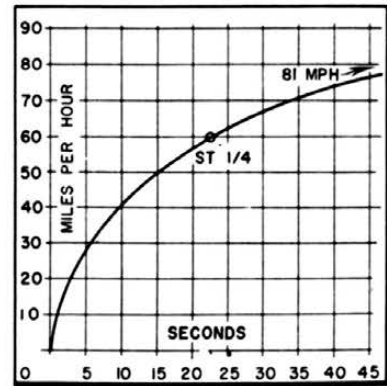
YOU might not expect the conservatively chic Magnette to be a controversial car, but it is — and all because of its name. In pre-war days MG Magnettes were fire-breathing two-seaters that made racing history, and diehard aficionados feel that MG ought to have saved the name for a car of similar temperament.

Because if there's one thing the new Magnette *isn't*, it's fierce. What it *is* is a luxurious machine for the sports car fan who has a family to shield from the elements, and an aristocratic tourer for those whose Rolls-Royce taste survives in a difficult atmosphere. The Magnette is the quality car in the light-car field.

You have to look hard for defects in this car. About the harshest comment you can make is that space for the throttle pedal is cramped. Otherwise, the Magnette is a study in traditional perfection. It retains a positively-acting floor shift. Its dial-studded instrument panel is made of finely-finished walnut burl and the door-trim panels and even the windshield molding are of fine hardwood. It has excellent bucket seats, even though there would be more room with a bench-type front seat. These and the three-place rear seat are finished in pleated, natural leather. In the best old quality-car tradition, the car comes with a huge set of tools and a six-month/8000 mile warranty.

The Magnette handles, steers and accelerates as products with the MG marque are expected to. Its twin-carburetor engine is quiet, free-revving and a vivid performer. Its roadholding abilities are excellent and its suspension transforms kidney-bruising bumps into gentle oscillations. Its floor-shift transmission is a delight to use, as are its precise rack and pinion steering, hydraulic clutch and two-leading-shoe brakes. Its top gear torque is fine, its top speed is on a par with leaders in the light-car class. The Magnette, then, is a family-type car with a thoroughly respectable appearance that still has a strong sports car character and a great deal of elegance.

MG is made by Nuffield, and Nuffield is a branch of the giant British Motors Corporation. Therefore the U.S. parts situation is excellent and the Magnette is a sound investment for the sports car devotee who has family transportation on his mind.



MORRIS MINOR



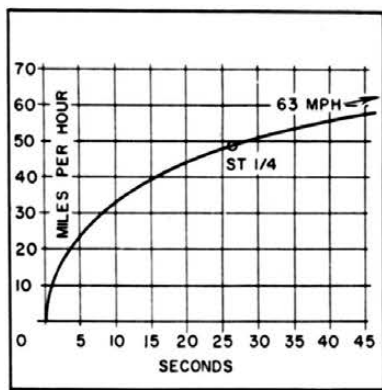
THE Morris Minor is a distinguished car in a number of ways. It has the smallest engine of any British touring car, gets the best gas mileage, and is one of the cheapest cars in the world. Still, it's built to such good standards of quality that its manufacturer — the Nuffield-Austin BMC combine — backs it up with a six-month/8000 mile warranty. In the sense of quality required to do its job reliably and well, there's nothing cheap about the Minor.

It carries four adults in excellent comfort. Admittedly, foot room for the forward passengers is restricted by intruding wheel wells, but this is compensated for by good bucket seats. The four-door, unit-construction body is built to last. Its finish, for example, consists of a rust-proof dip, four coats of primer and two of baked enamel. Torsion-bar front suspension contributes to a luxurious ride even over bad roads and rack and pinion steering adds to the Minor's precise controllability. And this, like the Magnette, is one of the few touring cars left in the world with a good, positive floor shift.

The gearbox is a pleasure to use, the severest criticism being that a longer-winding Third gear would be mighty useful. The car will pull away from a full stop in Second, spin its wheels on wet pavement in First, cruise all day at 50 mph and lug smoothly at less than 10 mph in top gear.

Morris Minor performance hasn't always been this good, but after the Nuffield-Austin merger, its former side-valve engine was replaced by a more efficient, more powerful ohv Austin power unit beefed up with an oversize S.U. carb. This fine little engine was exploited to add slightly to the Minor's top speed, and improved its acceleration by about 30 percent with no adverse effect on fuel consumption.

The wiry, fuel-stretching little Minor comes in three touring-body styles, two-door and four-door sedans and a two-door convertible. Each of these has a luggage compartment with seven cubic feet of very useful space. Also there's a smart-looking little station wagon that has seats for four and great cargo capacity.



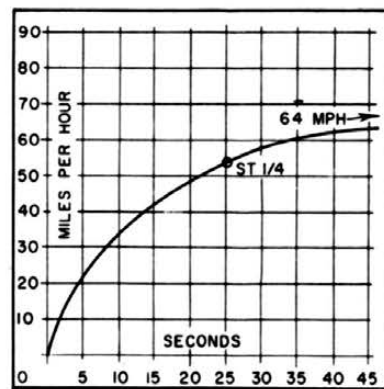
RENAULT 4CV and DAUPHINE

THE *Quatre Chevaux* Renault is hardly a traditional type of automobile, but its engineering is conservative. Its rear-mounted engine is a very standard water-cooled, in-line, ohv four with a pretty little "bunch of bananas" exhaust manifold that would look at home on a Brescia Bugatti. It's designed for the minimum-budget motorist but this does not mean that it's a minimum-performance car. In fact, the spunky little 4CV has a long and distinguished racing record and it's easy to see why the first time you take it around a city block.

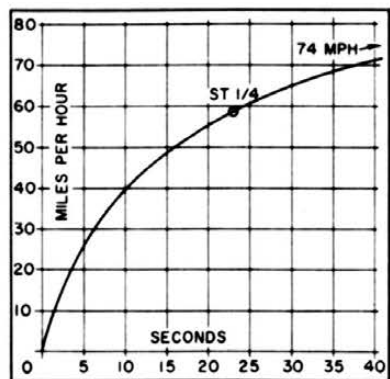
It accelerates like the famous scalded cat, winding out to 20 mph in First and 50 in the middle cog of its three-speed, floor shift box. It has the cornering agility of a unicycle and can be through a turn and down the straight while a bigger car is just beginning to coax its wheelbase around the bend. It has thoroughbred rack and pinion steering and its makers have a good deal of justification in saying that no car in the world is so easy to drive. One thing for sure, driving it is a revelation. You wouldn't believe that such a baby could be so road-worthy, so stimulating to drive.

It's small, all right. There is room for four in the car and that is absolutely all. Luggage space under the hood at the front of the car exists, but barely. But there are plenty of motorists for whom the 4CV is ideal. We've talked to some, and they're completely dedicated to the car.

But the 4CV is too small to fend off much of its sales competition in the light car field. Renault has plugged this gap in its market coverage with the brand new Dauphine or 5CV model. Mechanically the Dauphine is a slightly scaled-up and more refined version of the baby Renault. The big differences between the two cars are in passenger and luggage space, style and performance. The Dauphine retains bucket seats in front, but three can ride in comfort in the rear. Four doors are retained, along with a luggage compartment at the front end, but this now has a capacity of seven cubic feet as against the one shopping-bag capacity of the 4CV. The Dauphine's body is well streamlined in favor of both fuel economy and speed. Newest product of one of the world's oldest car manufacturers, the 5CV has to be good.



SAAB 93



THE SAAB 93 designed and built by the famed jet aircraft firm, Svenska Aeroplan Aktiebolaget (SAAB) is the first car produced by this company to be presented to the American market. Delivered price including radio and heater is \$1795.00.

Within its unit body and frame construction, the SAAB 93 seats four people in moderate comfort, provided the passengers relegated to the back seat are not overly lanky. It is primarily an economy car, and with moderate handling should give its owner between 30 and 35 mpg.

The three cylinder, two stroke engine has an output of 38 hp at 5000 rpm and maximum torque of 52.1 lb/ft at 2000 rpm. While these figures seem staggeringly unimpressive by present-home-machinery standards, they are more than sufficient to give the little SAAB spirited acceleration through all the gears.

A unique combination of rigid rear axle and independent front suspension, together with a low roll center, four coil springs, and hydraulic telescopic shock absorbers, gives the SAAB excellent roadholding, anti-sway and anti-dip properties.

Steering, which is rack and pinion with $2\frac{1}{4}$ turns from lock to lock, responds precisely to the touch of the driver.

Interior appointments are simple but neat, and more than neat—functional. The two front seats are outfitted with foam rubber cushions, and the rear seats are shaped to give good support sideways and can be hinged forward. Together with a special bed outfit, the seats and cushions can be arranged to form a comfortable overnight resting place for two people. The luggage compartment is spacious and more than sufficient for this small family car.

The body is aerodynamic in design with a complete belly pan. Finish is synthetic enamel, applied and baked with care.

Although its design does not mark it as a thing of beauty, it is attractive. But its main appeal lies in the pleasure derived from its excellent handling characteristics and lively performance.

JULY '56

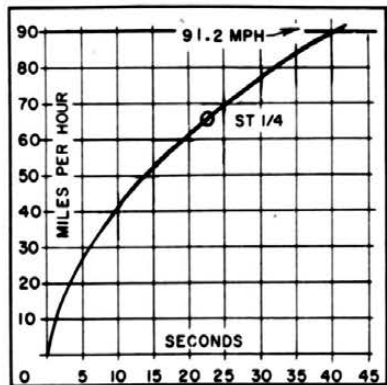
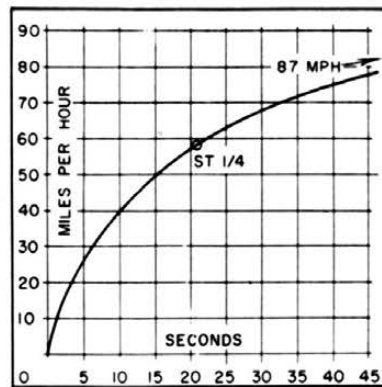
SIMCA

ONE of the most memorable cars we have ever driven is the Simca Aronde 1300. To drive it is to be sold, lock, stock and barrel. Its exterior is clean and handsome, its styling thoroughly acceptable by Detroit-conditioned standards. Its interior is beautiful. The fabrics and colors are a pleasure to look upon and close inspection reveals many surprises: two big glove compartments with well-patterned polished aluminum doors, padding below the dash to protect the front-seat passengers' knees, typically-French ingenuity in the layout of minor controls carried to its highest level, a streamlined pod around the steering column into which is blended one of the smoothest column gearshifts you'll ever use. And so it goes: evidences of careful thought and bonus quality throughout the car.

And then you drive it. The engine idles silently. You have to strain your hearing to be sure it's running. It is vibration-free throughout its whole speed range. The performance of this light car is literally amazing. It flies like the wind in all gears and you find it almost impossible to believe that there are fewer than 1300 cc's at work under the hood. The Simca is simply a bomb. Its terrific vitality and torque are hard to find even in cars costing half again as much.

The Simca's roadholding, handling and braking are up to the same lofty standards. Its suspension is terrifically rugged. The car has been officially clocked at Monthéry at an average of 64 mph for 100,000 kilometers, or 61,000 miles. The high-compression export model has a much higher top speed. We talked with one owner who was clocked at over 84 mph over a 14-mile police radar trap in the desert. He swears that his worst gas mileage has been 31.5 mpg.

Simca wants to sell cars for U.S. dollars and the sympathetic French government has granted the company an export subsidy by relinquishing its tax on manufactured items. Thus it is possible to buy the Four-door Elysée model for \$1697 at U.S. port of entry while the same machine costs \$1717 in Paris. A wide variety of body styles is available on the 1300 chassis, including a convertible, a station wagon, a pickup truck and several utility vehicles. The Simca will give its competitors fits.



SUNBEAM RAPIER

THE 2¼-liter Sunbeam, so famous for its success in Alpine competition, is no longer being seriously imported into the U.S. The Rootes Group is replacing it with a car certain to have broader appeal and, in spite of its smaller engine, more exciting performance. The new car is the Sunbeam Rapier and a Rootes spokesman assures us that it is designed specifically for the U.S. market.

The buyer Rootes intends to pin down with the Rapier is the sports-car conscious individual who needs a weather-tight car that can carry four persons in comfort. At this writing the first shipment of Rapiers is on the high seas bound for U.S. ports, and all our information concerning the car has of necessity come from the manufacturer's literature and from his American agents.

Style-wise the Rapier is a tasteful design in the American idiom. The only aspect of its appearance likely to seem at all alien is its size. It is intended to accommodate four and no more. The interior promises to be nicely finished in pleated plastic fabrics in bright color combinations. The instrument panel includes in its large assortment of dials a big rev counter and speedometer. The counter is red-lined at 5500 rpm, but we're assured that the 85 cu. in. engine can be wound to 6000.

This power unit is a specially tuned version of the ohv four used in the Hillman Minx. Its gross bhp of 62.5 and torque of 73.2 lb.-ft. are made possible by a higher compression ratio, enlargement of the entire intake and exhaust system and the use of light tubular pushrods with increased valve spring pressures. This recently designed engine, with its equal bore and stroke, rugged crankshaft and con rods, and large lower-end bearings, is a natural for increased urge.

While all the parts of the Rapier that meet the casual eye look not at all racy, all the emphasis beneath the sheet metal has been concentrated on sports-type character. Finned brake drums, ball-joint front suspension and heavy-duty rear springs are among the components that should contribute to outstanding road behavior. Pushbutton-controlled overdrive is standard. It acts on the two top gear ratios, giving the flexible effect of a six-speed transmission. Top speed will be about 90 mph.

VOLKSWAGEN

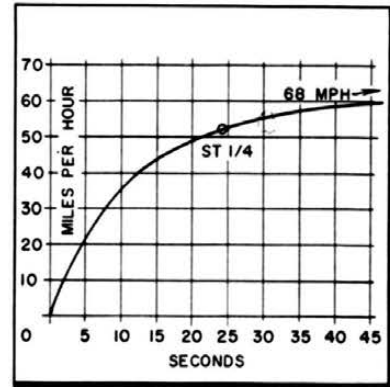
THE VW, discoverer of the gold mine that every other overseas manufacturer is scrambling for a share of, is still lord of the U. S. light car market. But from here on it's going to have to fight to hold its own.

The VW has its limitations. Its rivals have made a careful study of them and recite them from memory. The most valid criticisms of the People's Car are (1) it's underpowered, lacks hill-climbing and passing ability; (2) it could use more passenger and luggage space.

As described on page 46, speed tuners have at last found a successful and inexpensive method of outwitting the engine's built-in breathing restrictions. VW owners who want their cars to go like Porsches have the answer to their wish. As for payload space, the VW is better than some. The important thing is that the VW is a four-place car designed to meet specific standards of size, cost, service and economy. No car is perfect, and no serious critic can claim that the VW is not a very successful solution to the problem of providing comfortable, cheap, reliable transportation for the largest number of motorists everywhere.

There are other considerations that will make it difficult for anyone to nudge the VW off its pinnacle in the U.S. One is the marque's gigantic dealer and service network, backed up by equally large stocks of replacement parts. Another is the psychological phenomenon known as acceptance. Tens of thousands of Americans have taken the VW to their bosoms and they spread the VW gospel wherever they go. Then there is the precision, quality finish that the factory manages to give its cars. Whether or not you admire their looks you can't help being impressed by the quality of paint, chrome and assembly — the way everything works just as it was intended to.

When competition gets tough, which it hasn't yet, who can best afford to play the price-cutting game — a newcomer or big, rich VW? The VW success story came true solely because of the virtues of the product, and these will retain their value for a long time to come.



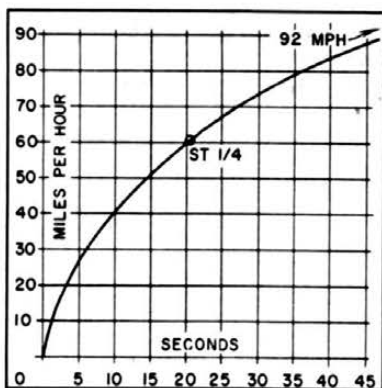
VOLVO

A FEW months ago a Southern California importer brought in his first shipment of Swedish light cars, the Volvo PV444's. Patriotic Swedes snapped up the lot, but he held on to one car. He knew that the best way to call the attention of large numbers of enthusiasts to an unknown machine is to race it. After one short highway trip in the Volvo he was convinced he had a winner. So far he has entered races twice at Palm Springs and once each at Torrey Pines and Santa Barbara. Four starts, four wins.

A somewhat plain but very solid-looking machine, the Volvo is one of those cars you never forget having driven. You can't because you just can't accept the fact of the car's blazing performance. The twin-carb, 70 bhp sports engine revs with the willingness of a racing mill, but has the smoothness that can only be achieved through careful balancing and matching of internal parts. We are told that the engine's combustion chambers and ports are polished, that its main-bearing inserts are replaceable without removal of the crankshaft, and that a great many parts, including the entire electrical system, are standard replacement items available throughout the U. S.

We drove the well-flogged veteran of four race wins. The car had been in constant daily use as a demonstrator and town hack. In other words, it was not in tip-top tune. It peels rubber in First gear very cheerfully, and leaps to an indicated 30 mph in six seconds flat, a little time being lost in popping a shift to Second. Once in Second you can stay there all day if you choose. The acceleration and engine braking in this ratio are just plain astounding — an adjective that applies pretty accurately to everything about the Volvo's performance. Using First and Second only you can bound from zero to an indicated 40 in 8.7 seconds, to 50 in 12.4 and to 60 in 21.5. Factory literature says that a properly tuned PV444 will do the latter in 19.6.

The Volvo handles precisely like a U. S. car, only better. Sturdy radius rods on the rear axle account for the car's right-now takeoff. It corners on rails. Front passengers ride in bucket seats; there's good room for three in the rear, and the luggage space is huge. Needless to say, the Volvos are selling on sight.



| Make and Model | Body Types and Pass. Capacity available | Cylinders & Arrangement | Valve Arrangement | Bore and Stroke | | Piston Displacement | | Compression Ratio (to 1) | Maximum BHP @ RPM | Maximum Torque Lbs./Ft. @ RPM | Transmission Gear Ratio | | | | Rear Axle Ratios | No. & Make of Carburetors | Wheel-base | Widest Tread | Length | Width | Height | Ground Clearance | Turning Circle (Ft.) | Turns Lock-to-Lock | Weight Dry | Tire Size | Volts | Fuel Tank Capacity (U.S. Gals.) | Suspension | | Brakes | Cheapest Model Price at Part of Entry (L.A.) |
|----------------------|---|-------------------------|-------------------|-----------------|--------------|---------------------|-------------------|--------------------------|-------------------|-------------------------------|-------------------------|------|--------|-------|------------------|---------------------------|------------|--------------|--------|-------|--------|------------------|----------------------|--------------------|------------|-------------|-------|---------------------------------|------------|---------|----------|--|
| | | | | Inches | Millimeters | Cub. Inches | Cubic Centimeters | | | | 4 | 3 | 2 | 1 | | | | | | | | | | | | | | | Front | Rear | | |
| ALFA ROMEO GIULIETTA | 4-dr, 4-pass. | 4 I.L. | dohc | 2.91 x 2.95 | 74 x 75 | 78.69 | 1290 | 8.0 | 50@5200 | NA | 4.55 | 6.19 | 9.55 | 16.35 | 4.55 | 1-50 | 93.7 | 50.0 | 157.0 | 60.5 | 55.3 | 6.3 | 36.0 | 3 | 1940 | 155 x 15 | 12 | NA | I. C. | C. | H. | \$2799 |
| AUSTIN A50 CAMBRIDGE | 4-dr, 4/6-pass. | 4 I.L. | ohv | 2.88 x 3.50 | 73 x 89 | 91.46 | 1500 | 7.2 | 50@4400 | 70@2100 | 4.875 | 7.26 | 11.71 | 19.23 | 4.875 | 1-ZE | 99.3 | 48.5 | 162.0 | 61.5 | 61.5 | 7.0 | 36.0 | 2.75 | 2240 | 5.60 x 15 | 12 | 10.5 | I. C. | S. E. | G. H. | 1898 |
| BORGWARD ISABELLA 60 | 4-dr, 4/6-pass. Cpe, 2-pass., Conv. 2-pass. | 4 I.L. | ohv | 2.97 x 3.325 | 75 x 84.5 | 91.10 | 1493 | 6.8 | 60@4500 | 82.3@2500 | 3.9 | 5.3 | 8.39 | 14.05 | 3.90 | 1-50 | 102.5 | 53.2 | 172.0 | 67.0 | 57.0 | 6.9 | 36.0 | 3 | 2161 | 5.90 x 13 | 6 | 10.5 | I. C. | I. C. | H. | 2395 |
| BORGWARD ISABELLA TS | 4-dr, 4/6-pass.; Cpe, 2-pass.; Conv., 2-pass. | 4 I.L. | ohv | 2.97 x 3.325 | 75 x 84.5 | 91.10 | 1493 | 8.2 | 75@4500 | NA | 3.9 | 5.3 | 8.39 | 14.05 | 3.90 | 1-NA | 102.5 | 53.2 | 173.0 | 67.2 | 57.7 | 6.9 | 43.0 | NA | 2161 | NA | 6 | 10.5 | I. C. | I. C. | H. | - |
| CITROEN 2 CV | 4-dr, 4-pass. | 2 H.O. | ohv | 2.60 x 2.44 | 66 x 62 | 25.90 | 425 | 6.2 | 12@3500 | 16.6@1800 | 5.68 | 7.46 | 12.56 | 25.9 | 3.88 | 1-50 | 93.5 | 49.5 | 149.0 | 58.2 | 63.0 | 7.5 | 35.5 | 2 1/4 | 1120 | 125 x 400mm | 6 | 5.3 | I. C. | I. C. | O. L. H. | 1190 |
| DKW Three-Six | 2-dr, 4-pass. Cpe, 4-pass. Conv, 4-pass. Stn. Wgn. 4-pass. | 3 I.L. | - | 2.79 x 2.99 | 71 x 76 | 54.63 | 896 | 7.1 | 42@4250 | 50.6@2000 | 4.3 | 6.2 | 10.5 | 18.0 | 4.72 | 1-50 | 92.0 | 59.0 | 166.0 | 66.0 | 57.5 | 7.7 | 36.0 | 2 1/4 | 1917 | 5.60 x 15 | 6 | 12.0 | I. Tr. | I. Tr. | O. H. | 1995 |
| FORD ANGLIA | 2-dr, 4-pass. | 4 I.L. | S. | 2.50 x 3.64 | 63.5 x 92.5 | 71.55 | 1172 | 7.0 | 36@4500 | 52@2500 | 4.43 | 8.89 | 16.232 | 4.43 | 1-50 | 87.0 | 48.0 | 151.0 | 60.5 | 58.7 | 7.0 | 32.7 | 2 | 1623 | 5.20 x 13 | 12 | 8.4 | I. C. | S. E. | G. H. | 1445 | |
| FORD PREFECT | 4-dr, 4-pass. | 4 I.L. | S. | 2.50 x 3.64 | 63.5 x 92.5 | 71.55 | 1172 | 7.0 | 36@4500 | 52@2500 | 4.43 | 8.89 | 16.232 | 4.43 | 1-50 | 87.0 | 48.0 | 151.0 | 60.5 | 58.7 | 7.0 | 32.7 | 2 | 1721 | 5.20 x 13 | 12 | 8.4 | I. C. | S. E. | G. H. | 1545 | |
| FORD CONSUL | 4-dr, 4-pass. Conv, 4-pass. | 4 I.L. | ohv | 3.125 x 3.00 | 79.4 x 76.2 | 92.00 | 1508 | 6.8 | 47@4400 | 72@2000 | 4.55 | 7.48 | 12.939 | 4.56 | 1-1-ZE | 100.0 | 50.0 | 164.0 | 64.0 | 60.7 | 6.6 | 40.5 | 2 1/2 | 2255 | 5.90 x 13 | 12 | 10.8 | I. C. | S. E. | G. H. | 1695 | |
| FORD ZEPHYR | 4-dr, 4-pass. Conv, 4-pass. | 6 I.L. | ohv | 3.125 x 3.00 | 79.4 x 76.2 | 138.0 | 2262 | 6.8 | 68@4200 | 108@2000 | 4.4 | 7.3 | 12.6 | 4.44 | 1-1-ZE | 104.0 | 50.0 | 172.0 | 64.0 | 60.7 | 7.1 | 41.5 | 2 1/2 | 2460 | 6.40 x 13 | 12 | 10.8 | I. C. | S. E. | G. H. | 1895 | |
| FORD ZEPHYR ZODIAC | 4-dr, 4-pass. Conv, 4-pass. | 6 I.L. | ohv | 3.125 x 3.00 | 79.4 x 76.2 | 138.0 | 2262 | 7.5 | 71@4200 | 112@2000 | 4.4 | 7.3 | 12.6 | 4.44 | 1-1-ZE | 104.0 | 50.0 | 172.0 | 64.0 | 60.7 | 7.1 | 41.5 | 2 1/2 | 2522 | 6.40 x 13 | 12 | 10.8 | I. C. | S. E. | G. H. | 2195 | |
| HILLMAN MINX | 4-dr, 4-pass. Hardtop, 4-pass. Conv, 4-pass. Stn. Wgn, 4-pass. | 4 I.L. | ohv | 3.00 x 3.00 | 76.2 x 76.2 | 84.82 | 1390 | 7.0 | 47@4400 | 66.3@2800 | 4.78 | 7.13 | 11.81 | 17.05 | 4.78 | 1-ZE | 93.0 | 48.6 | 159.5 | 63.5 | 60.0 | 7.0 | 33.0 | 2 1/2 | 2128 | 5.60 x 15 | 12 | 8.7 | I. C. | S. E. | L. H. | 1699 |
| HILLMAN HUSKY | 2-dr, 4-pass. | 4 I.L. | S. | 2.56 x 3.74 | 65 x 95 | 77.13 | 1265 | 6.63 | 37.5@4100 | 55.5@2200 | 4.8 | 7.1 | 11.8 | 17.0 | 4.78 | 1-ZE | 84.0 | 48.6 | 145.5 | 62.0 | 61.0 | 6.5 | 31.0 | 2 1/2 | 1862 | 5.00 x 15 | 12 | 7.5 | I. C. | S. E. | L. H. | 1465 |
| METROPOLITAN | Cpe, 2/3-pass. | 4 I.L. | ohv | 2.57 x 3.49 | 65.5 x 88.9 | 73.17 | 1200 | 7.2 | 42@4500 | 62@2400 | 4.63 | 7.1 | 11.27 | 4.63 | 1-ZE | 85.0 | 45.3 | 149.5 | 61.5 | 54.5 | 6.4 | 36.0 | 2 1/2 | 1875 | 5.20 x 13 | 12 | 10.5 | I. C. | S. E. | G. H. | 1725 | |
| MG MAGNETTE | 4 dr, 4-pass. | 4 I.L. | ohv | 2.876 x 3.50 | 73.03 x 88.9 | 90.88 | 1489 | 7.15 | 60@4600 | 76.1@3000 | 4.88 | 6.70 | 10.79 | 17.75 | 4.88 | 1-2-SU | 102.0 | 51.0 | 169.0 | 63.0 | 58.0 | 6.5 | 37.5 | 2 1/4 | 2404 | 5.50 x 15 | 12 | 11.1 | I. C. | S. E. | L. H. | 2495 |
| MORRIS MINOR | 4-dr, 4-pass.; 2-dr, 4-pass.; Conv, 4-pass.; 2-dr, Stn. Wgn. | 4 I.L. | ohv | 2.28 x 2.99 | 58 x 76 | 50.00 | 803.5 | 7.2 | 30@4800 | 40@2400 | 5.4 | 9.0 | 13.9 | 22.0 | 5.38 | 1-SU | 86.0 | 50.6 | 148.0 | 61.0 | 60.0 | 6.8 | 33.0 | 2 1/2 | 1632 | 5.00 x 14 | 12 | 6.0 | I. Tor. | S. E. | L. H. | 1495 |
| PANHARD DYNA | 4-dr, 6-pass. | 2 H.O. | ohv | 3.35 x 2.97 | 85 x 75 | 52.00 | 850 | 7.25 | 42@5000 | 47@3500 | 4.7 | 6.15 | 9.2 | 16.3 | 6.15 | 1-50 | 101.0 | 50.0 | 180.0 | 62.0 | 55.0 | 7.0 | 32.0 | 2 | 1546 | 145 x 400mm | 12 | 10.7 | I. Tr. | Tor. | L. H. | 2245 |
| RENAULT 4CV (750) | 4-dr, 4-pass. | 4 I.L. | ohv | 2.15 x 3.16 | 54.5 x 80 | 45.63 | 747 | 7.25 | 21@4200 | 33.25@2000 | 5.05 | 8.54 | 17.4 | 4.71 | 1-50 | 82.0 | 48.0 | 143.3 | 56.0 | 58.0 | 7.1 | 27.5 | 3 1/2 | 1232 | 5.20 x 15 | 6 | 7.8 | I. C. | I. C. | L. H. | 1395 | |
| RENAULT DAUPHINE | 4-dr, 4-pass. | 4 I.L. | ohv | 2.28 x 3.15 | 58 x 80 | 51.41 | 845 | 7.25 | 30@4250 | 48.4@2000 | 4.67 | 7.91 | 16.2 | 4.37 | 1-50 | 89.0 | 49.0 | 155.0 | 60.0 | 57.0 | 6.0 | 28.0 | 3 1/2 | 1000 | 5.00 x 15 | 6 | NA | I. C. | I. C. | H. | 1595 | |
| SAAB | 4-dr, 4-pass. | 3 I.L. | - | 2.6 x 2.87 | 66 x 72.9 | 45.6 | 748 | 7.3 | 37.5@5000 | 52.1@2000 | 5.10 | 8.31 | 16.74 | 5.10 | 1-50 | 98 | 48 | 157 | 61.5 | 57 | 7.5 | 36.0 | 2 1/4 | 1734 | 5.00 x 15 | 12 | 7.0 | I. C. | C. | H. O. | 1795 | |
| SIMCA ARONDE 1300 | Deluxe 4-dr, 4-pass. Elysee 4-dr, 4-pass. Grand Large 2-dr, 4-pass. | 4 I.L. | ohv | 2.91 x 2.95 | 74 x 75 | 78.70 | 1290 | 7.2 | 48@4500 | 66@2600 | 4.4 | 6.5 | 10.5 | 16.5 | 4.44 | 1-50 | 96.0 | 49.3 | 162.0 | 61.2 | 62.7 | 5.5 | 31.0 | 3 | 1940 | 5.60 x 14 | 12 | 10.0 | I. C. | S. E. | L. B. H. | 1588 |
| SIMCA COUPE DE VILLE | Cpe, 2-pass. Conv, 2-pass. | 4 I.L. | ohv | 2.91 x 2.95 | 74 x 75 | 78.70 | 1290 | 8.0 | 63@5000 | NA | | | | | 4.44 | 1-50 | 96.1 | 49.3 | 167.7 | 61.8 | NA | 5.5 | 31.1 | NA | 1988 | 5.60 x 14 | 12 | 10.0 | I. C. | S. E. | L. B. H. | 2495 |
| SUNBEAM RAPIER | 4-dr, 4-pass. | 4 I.L. | ohv | 3.00 x 3.00 | 76.2 x 76.2 | 84.75 | 1390 | 8.0 | 62@5000 | 73.2@3000 | 5.2 | 7.8 | 12.9 | 16.6 | 5.22 | 1-ST | 96.0 | 49.0 | 160.5 | 60.7 | 58.0 | 7.0 | 34.2 | 2 1/2 | 2280 | 5.60 x 15 | 12 | 12.0 | I. C. | S. E. | L. H. | 2499 |
| VOLKSWAGEN DELUXE | 2-dr, 4-pass. 2-dr, Conv, 4-pass. | 4 H.O. | ohv | 3.04 x 2.52 | 77 x 64 | 72.68 | 1192 | 6.6 | 36@3700 | 56@2000 | 3.61 | 5.41 | 8.27 | 15.84 | 4.4 | 1-50 | 94.5 | 51.0 | 157.0 | 60.5 | 59.0 | 6.8 | 36.0 | 2 1/4 | 1620 | 5.60 x 15 | 6 | 10.5 | I. Tor. | I. Tor. | L. H. | 1595 |
| VOLKSWAGEN, KARMANN | Cpe, 2-pass. | 4 H.O. | ohv | 3.04 x 2.52 | 77 x 64 | 72.68 | 1192 | 6.6 | 36@3700 | 56@2000 | 3.61 | 5.41 | 8.27 | 15.84 | 4.4 | 1-50 | 94.5 | 50.8 | 163.0 | 64.2 | 52.2 | 6.8 | 36.0 | 2 1/4 | 1782 | 5.60 x 15 | 6 | 10.6 | I. Tor. | I. Tor. | L. H. | 2495 |
| VOLVO PV444 | 2-dr, 4-pass. | 4 I.L. | ohv | 2.95 x 3.15 | 75 x 80 | 86.62 | 1419 | 7.8 | 70@5500 | 75.9@3000 | 4.55 | 7.37 | 14.7 | 4.55 | 2-SU | 102.5 | 52.0 | 177.0 | 62.0 | 61.5 | NA | 32.4 | 3 1/4 | 2260 | 5.90 x 15 | 6 | 9.5 | I. C. | C. | H. | 1995 | |

NOTES: Cylinder arrangement: I.L.—In line, H.O.—Horizontally opposed.
Valve arrangement: dohc—double overhead camshaft; ohv—overhead; S.—side.
Carburetors: SO—solex; ZE—Zenith; SU—S.U.; ST—Stromberg.
Suspension: I.—Independent; C.—Coil; S.E.—Semi-elliptic; Tr.—Transverse; Tor.—Torsion bar.
Brakes: H.—Hydraulic; G. Girling; O.—Own; L.—Lockheed; B.—Bendix.
O.D.—Overdrive.
NA—Information not available.