

under the hood

NEW FOR '58

THE most fascinating thing about the "all-new" Edsel is that for a car whose prestige rating lies between the Mercury and the Lincoln, it uses chassis components from the Ford (for the Ranger and Pacer) and the Mercury (for the Corsair and the Citation). Hmmm.



From Frankfurt, Germany come all sorts of new car announcements. First there are two new soft tops, the VW Karmann-Ghia with only minor changes, and the fascinating Goggomobile which is now available with your choice of three engines ranging from 250 to four—count them—FOUR hundred cc! It has an electric pre-selector gearbox and is a ball of fun to drive.



While we're on the small car kick, Zundapp are now merchandising their Janus in the US; no room for a picture but it looks like two Isettas welded together back to back with a door at each end. The rear seat passengers sit facing the rear. The fun you couldn't have with a dummy steering wheel and a very conspicuous rear-view mirror!



The busy men at Porsche have come up with a fistful of changes; externally the hard top option on the expensive convertible model stands out. Harder to see is the new muffler and the exhaust pipes which run through the bumper guards for increased ground clearance. Form follows function, but . . . ?

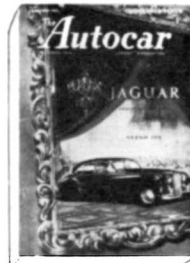
Inside, the Supers have the biggest change, having gotten rid of their biggest headache, the Hirth roller bearing crankshaft. As well as making the engine quieter and cheaper to maintain, the use of a normal crankshaft should reduce the cost of the Super. All Porsches will now have two twin-choke carbs (Zenith on the normal and Super) and the '58 Super Speedsters will be giving the Carreras fits on some race circuits next year, although the rated horsepower hasn't changed.



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