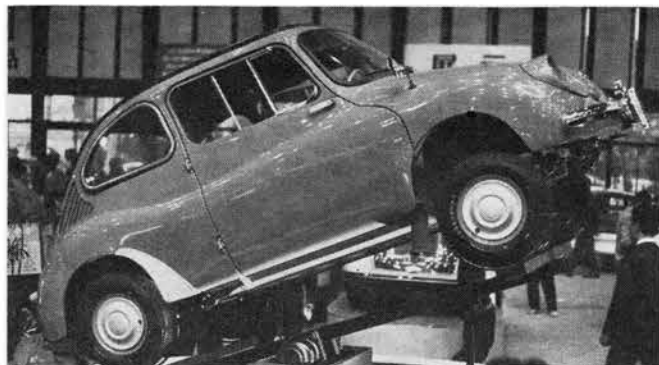


Overseas News



The Mitsubishi 500 boasts 60-mph speeds, has its rear-mounted, parallel-twin, ohv, aircooled powerplant positioned transversely.



Rear-engined Subaru features unitized construction, independent suspension, and a very small 16-hp, 356cc, vertical-twin mill.

The Mazda R-360 (right) has a hydro-kinetic torque converter, a parallel-twin, ohv, alloy engine, and independent suspension.

JAPAN'S SEVENTH MOTOR SHOW, held in a series of exhibition halls beside Tokyo Bay, served notice that Japan is moving into contention for world-wide automobile export.

Although Japan's automotive industry is far from new, mountainous country, bad roads, extremely narrow streets, and a nation-wide lack of buying power has held the industry back. Export activities in all fields have raised Japan's standard of living to such a degree that more than 50,000 cars were produced in 1958, as opposed to a total of 1000 in 1949.

At the present time, the most likely contenders for the export market are the Nissan Motor Co., Ltd., manufacturers of the Datsun, and the Toyota Motor Co., Ltd., makers of the Toyopet. Although these two companies dominate the car market of Japan, their competitors are growing stronger on the home market. Having just toured the string of annual auto shows in the U.S. and Europe, most visiting automotive writers and designers studied the sub-miniatures with all the enthusiasm of a child opening a Christmas gift.

Although the present Japanese midgets have been designed to sell cheaply enough to entice the local citizenry from bicycles to engine power, they show the results of big-car thinking. Some of them use cast hollow crankshafts, precision carburetors, torque-converter transmissions, four-speed synchromesh gearboxes, hydro-kinetic torque converters, and suspension systems ranging from classic de Dion axles to highly original layouts.



Toyota's "un-named" Midget X uses a 700cc, two-cylinder, four-cycle powerplant. It's presently scheduled to sell for \$1000.



BITS 'N' PIECES

by Bob Rolofson

TONY ROBINSON, Stirling Moss' race mechanic, has been made a director of the British Racing Partnership, Ltd. Co-Directors Alfred Moss and Ken Gregory voted Tony into the combine for his untiring efforts. He has been preparing Moss cars since 1937, when he became head mechanic for the B.R.P. During the 1960 season Tony was chief mechanic for the Yeoman Credit Team (managed

by B.R.P.). It's about time that pro racing began sharing plaudits and dollars with their master mechanics. Congratulations to Moss & Company!... **U.S. COMPACTS** have upset European exports badly. A mad scramble for new outlets is the result. English auto and accessory manufacturers will exhibit at the \$5.6-million British Trade Fair in Moscow this spring. Major British firms have set up subsidy plants in Italy and Czechoslovakia, while cutting home production labor to the bone... Italy is Europe's fastest **GROWING MARKET**, due to relaxed import quotas and local foreign car assembly plants... New York's

FIFTH INTERNATIONAL AUTOMOBILE SHOW will be presented April 1-9 at the Coliseum. Exhibitors will include major manufacturers from Czechoslovakia, England, France, Germany, Israel, Italy, Japan, Sweden and the U.S. In keeping with the latest import trend of setting up factory facilities in the U.S., the **NISSAN MOTOR CORP.** recently opened a new \$2-million parts and service facility in Gardena, Calif. This two-acre setup will serve as a processing plant for new cars, and training school for dealers handling Datsun cars and trucks... The **FORD MOTOR CO.** seems to be actively in step

with world-wide automotive market expansion. In addition to their bid for complete ownership of the huge English Ford plant at Dagenham, they recently completed a \$75-million plant in Australia to produce Falcons... More and more European concerns are following Daimler-Benz' example, by building **MUSEUMS FOR DISTINGUISHED AUTOMOBILES**. Late in 1960 a super museum was dedicated in Turin, Italy, called "Museo Dell Automobile Carlo Biscaretti Di Ruffia." It goes the whole gamut from a historical library, through coachbuilding, to old passenger cars and racing machines... **PORSCHE** recently announced the opening of a small



Nissan's new Gardena, Calif., parts depot.

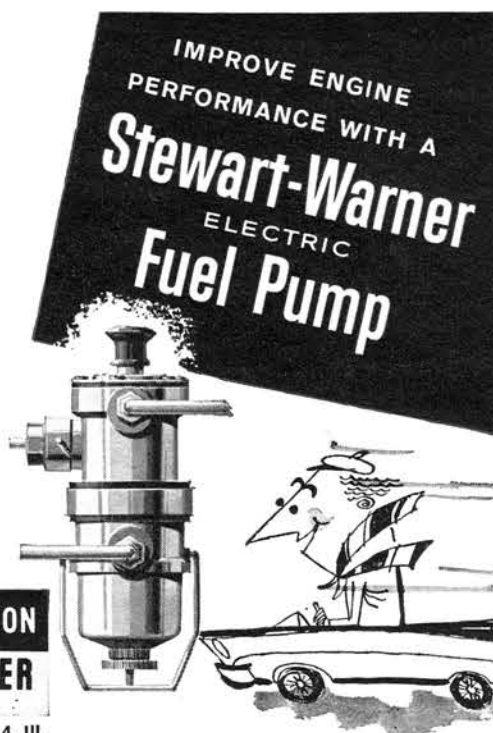
factory museum. At present it contains the old "Sascha" racing car built by Professor Porsche in the Twenties, Porsche #1 built by Ferry Porsche in Austria in 1947, the legendary "Cisitalia" F-1 racing car, and the aluminum coupe which captured one of Germany's three absolute world records in automotive sport... When will someone fight his way into the dusty confines of the **BUGATTI** factory and rescue the tank cars and other priceless machinery? These cars should be in museums instead of in dust... Some wag at a prominent Hollywood bar was overheard making plans to market three-gallon "reserve" tanks for long distance **KART RACES**—to be worn at the belt line... It is interesting to note that the **VOLVO 122-S** uses parts manufactured by some 15 automotive component manufacturers... Newest Gran Turismo machine is the racy **WARWICK GT**, manufactured by Bernard Rodger Developments, Ltd. The new two-liter car is almost identical with the Peerless, which recently went out of production because of financial troubles... **HOW ROUGH CAN A RALLY GET?** The recent London Motor Club's Northwester event saw 16 of 101 starters survive the 300-mile ordeal. First and second places had to run off a tie, with 38 penalties apiece!... In contrast to a declining export market, **JAGUAR CARS, LTD.** recently announced that production is running at the highest level in the history of the company. An \$8.5-million re-equipment plan has been undertaken by Jaguar and Daimler... 1960 was **PORSCHE'S** most successful racing season. Porsche won the **World Championship and Coupe Des Constructeurs** for Formula II racing cars, were second in the **Sports Car World Championship** (equal in points with first-place Ferrari), took the **European Hillclimb Championship**, 19 National Championships throughout the world, plus over 1000 wins by private owners in club events... A Hollywood-type press release from Hambro tells of a Ghostly Monk stalking the huge British Motor Corp. plants, frightening workmen. Sounds like BMC has a ghost writer on their PR staff.

Quick starts in all kinds of weather... dependable operation at all speeds... with a Stewart-Warner Electric Fuel Pump. No more hot weather vapor lock or hard starting even when the temperature's way down.

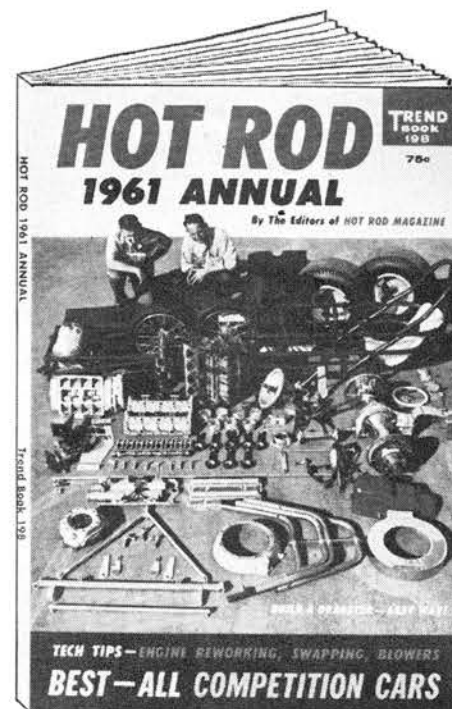
The quality-engineered Model 240-A features an automatic pressure regulator. It automatically maintains desired pressure at carburetor from 1 psi to 8 psi, delivers up to 60 gallons per hour. A built-in fuel filter eliminates need for any other filter in the fuel system.

The popular Model 220 finds wide use where delivery requirements do not exceed 20 gallons per hour and pressure requirements are not critical. Efficient, trouble-free, Stewart-Warner Electric Fuel Pumps available in 6 and 12-volt types for any gasoline engine.

See your local Stewart-Warner dealer. He can recommend the correct Stewart-Warner Electric Fuel Pump for your needs.



Symbol of **SW** INSTRUMENT DIVISION
Excellence **STEWART-WARNER CORPORATION**
Dept. A5-31, 1840 Diversey Parkway, Chicago 14, Ill.



NOW!
THE
1961
HOT
ROD
ANNUAL

- Engine Reworking
- Engine Swapping
- Electrical Circuits
- Automatic Transmissions
- Synchromesh Transmissions
- Floor-Shift Conversions

- Competition Clutches
- Ready-Made Parts
- Carburetion Systems
- Fuel Injections
- Newest Hot Rods
- Blowers

USE IT AS A MASTER REFERENCE TO PROVIDE YOU WITH SCORES OF IDEAS YOU CAN USE NOW.

75¢ AT YOUR NEWSSTAND