

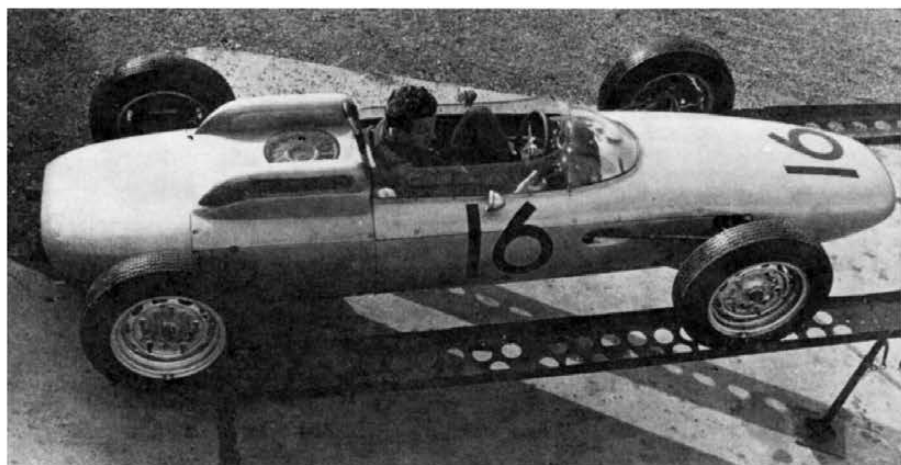
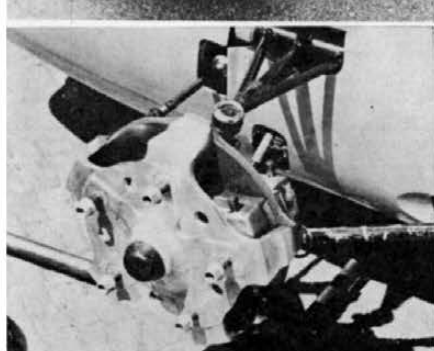
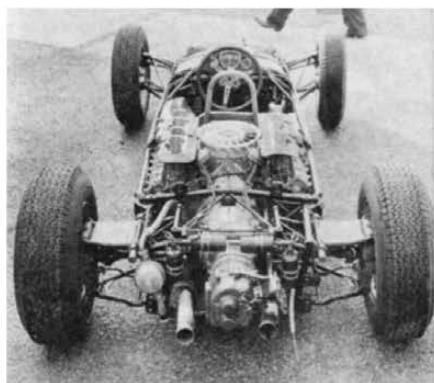
EUROPEAN REPORT



Humber This 1.6-liter Humber Sceptre, built on basically the same unit body as the Hillman Super Minx and Sunbeam Vogue, has an 85.5-hp Four, disc brakes on the front wheels, and overdrive in third and high. The windshield is compound-curved, running into the front of the roof.

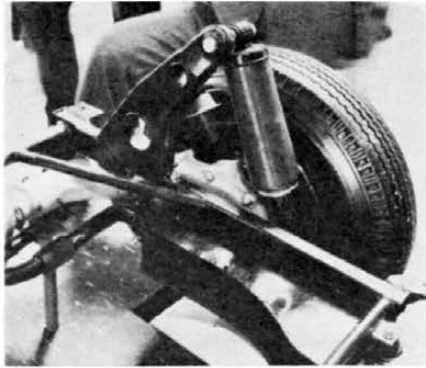


DKW Auto Union, a member of the Daimler-Benz group, recently introduced a much-improved version of the DKW Junior. Called the DKW F-12, its three-cylinder, two-stroke engine displaces 900cc, produces 45 hp, and pushes the car to 83 mph. It seats four, drives through the front wheels.



Porsche Tentatively set to run later this year, the new Formula 1 Porsche has pleased its designers in early trials. Its 93-cubic-inch engine turns out 185 hp at 9300 rpm. Coupled with a small, sturdy, six-speed gearbox, mounted behind the engine and differential, the car's performance can rival any of its competitors. The body has to be rather wide by F-1 standards, dictated by the width of the flat eight-cylinder engine. This powerplant, with a bore and stroke of 66mm by 54.6mm, mounts four twin-choke Weber carburetors. Porsche's traditional air cooling gives easy access to the engine's twin distributors, four coils, and two spark plugs per cylinder. Quadruple overhead cams and fuel injection also do their part in moving the car. The 1962 Porsche F-1 racers used a complicated suspension ar-

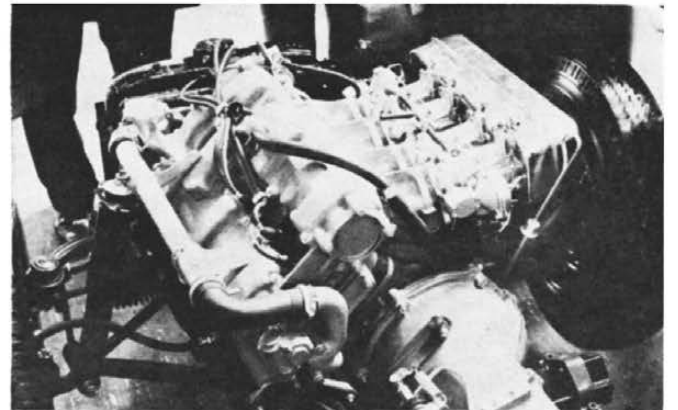
rangement, giving a geometry that compromised between the true wishbone setup and swing axles. Although it worked all right, this year's suspension is simpler and does almost the same job. Orthodox wishbones mount a short upper and long lower control arm. Pivots are parallel to the chassis line. Torsion bars support the car all around, with telescopic shocks mounted vertically in front. The front end uses ball pivots, top and bottom. Fuel is contained in two tanks: a large one that wraps around the back of the driver's seat, and a smaller one up front to help balance weight. Brakes are Porsche's own design, with the discs set on aluminum spiders and mounted at the wheels. The front calipers attach to the rear of the hubs, giving better cooling. Aluminum and light alloys are used extensively, even to the cast-finned fan blades.



Honda 500's unusual suspension sets the differential ahead of the rear wheels. The axle shafts have sprockets on their ends, and chains drive the independently sprung wheels. This allows more room behind the cockpit for gas tank and luggage.

Honda sports car's smart lines shouldn't hurt sales. Neither should its projected price in this country: around \$1300 for the "500" version and near \$1200 for the "360." No release date has been set at this writing, but it should be early '64.

Honda This famed and highly successful maker of fine, inexpensive motorcycles has taken a large step forward in designing a small sports car. The Honda Sports 500 has already created a minor sensation in Japan and on the continent, and will be available in this country late this year or early in 1964. Considering its projected price of \$1300 (for the "500;" less for the smaller "360" model) it can't fail to make a hit. Clean lines and proven engineering are in its favor. The engine is a 500cc Four, with twin overhead cams, four carbs, roller mains, and simple design. This hooks to a five-speed transmission. Final drive is through a differential positioned just behind the seats and driving independently sprung rear wheels by chains. The arrangement gives room for a decent-sized gas tank and some trunk space. The cockpit is a bit cramped, but no more so than any of the other mini sports cars. Complete instrumentation, housed in four dials across the dash, is attractively arranged and well thought out. There's even a spot above the driveshaft tunnel designed to house a radio. Doors are wide, seats low, and handling's excellent. Set on a 79-inch wheelbase, the "500" is for export mainly, the "360," with a bobbed tail, for Japan.



Based on Honda's motorcycle experience (and success), the Sports 500 engine is a tiny, efficient unit. It has dohc, is water-cooled, sports four carburetors, and drives through a five-speed gearbox. A 40-hp output gives 81 mph top speed.

