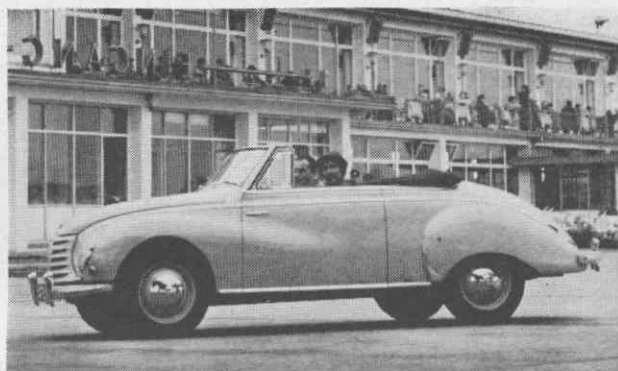


DKW  
DORETTI

FIAT  
FORD

**DKW** Last summer we found Germany's DKW Sonderklasse to be a "small wonder" (see "Driving Around," June '54 MT). Four body styles including a convertible, coupe, sedan, and a station wagon are offered. Its tiny 2-stroke, 3-cylinder, 34-hp engine, mounted forward of front axle, packs more power than expected from such a small powerplant, and it's capable of cruising car at 70 mph with 4 passengers (except for 2-seater convertible). Engine has only 7 moving parts, has no valves, and uses fuel-lubricant of oil and gas poured into one filler neck. Every other stroke is a power

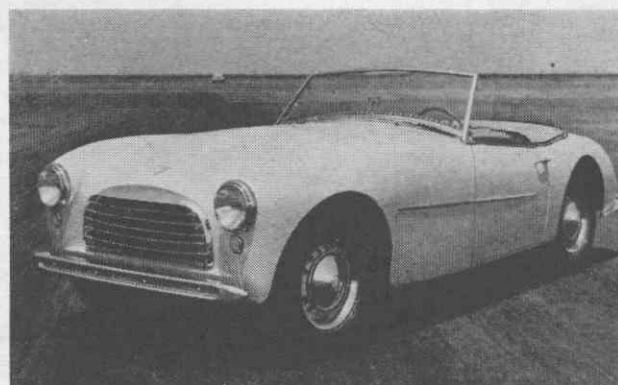
stroke; car is smooth except when idling, when it gives impression of being out of tune, but you soon get used to 2-cycle sound. Being a front-wheel drive with sloping hood, car is amazingly easy to drive and park. Its floating axle is credited with counteracting centrifugal forces on sharp corners. Well-proportioned for so small a car (wheelbase only 92 inches), it seats 2 people in bucket seats, 2 in rear. Instruments directly in front of driver. Tho slightly more expensive than comparable imported cars, would make good car, especially if pleasure is desired along with economy.



DKW SONDERKLASSE

**DORETTI** More than just a snob-type TR-2 (it uses the same engine), the Doretti 2-seater sports car was a newcomer in imported-car market in 1954. It features neat leather upholstery, dash crashpads of foam rubber with laced-on leather which continues over door tops. Higher doors than TR-2 eliminate wind whipping around your back. Steel and aluminum body comes with all-weather equipment (side curtains, tonneau cover). Windshield is detachable; has provision for fitting aero-type screens for competition-minded. Luggage compartment almost completely filled with spare

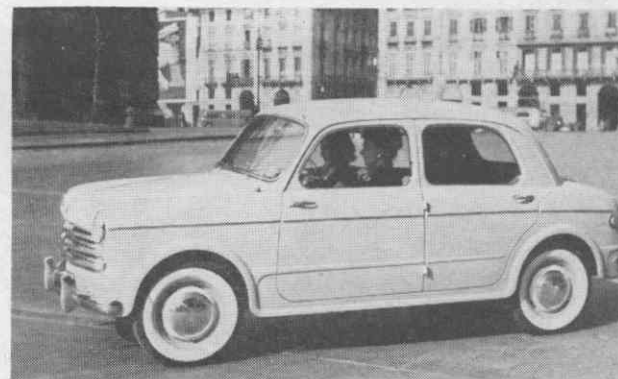
tire, leaving room only for odds and ends such as camera case, side curtains. However, fitted luggage case on shelf behind seats is large enough for change of clothes. Instruments and controls, mounted symmetrically in center of dash, are easy enough to read except for speedometer, which is in front of passenger rather than driver. Laminated-wood and punched-aluminum steering wheel adds to racing appearance. Frame consists of tubular steel, is about 100 pounds lighter than TR-2 unit. For engine comments, see TR-2, page 33. For those who want a truly individual sports car,



DORETTI

**FIAT** Descendant of little-but-tough 1100s that have spread all over Europe since introduction in 1937, new series began in '53. The 1100TV, only model imported, is deluxe 4-door, will do 80 mph or give exceptional economy. Engineering features not radical, instead show gradual evolution of long-stroke, ohv 4 and adaptation to fenderless, boxy body integral with frame. Frankly intended for only 4 passengers, car provides comfort, high-quality trim, 2-toned bright colors and chrome as on U.S. cars, gives satisfactory compromise between sports models and dullish but practical feel of

many European cars not sold here. Plastic deflectors on front doors make rear seat draft-free. Odd horizontal spare-tire mount makes best use of trunk. Front-opening doors undesirable (may catch wind, cause accident). Independent front suspension with angled coils and integral shock absorbers, hypoid rear axle. All seats between axles. Counterbalanced crankshaft effective against vibration. With expanded dealer coverage, could compete equally with VW, Austin, Ford. For those who want small, tough car with dash of smartness, but do not fear lack of service facilities.



FIAT 1100TV

**FORD** Only modern English Fords now come over to U.S. Anglia and Prefect: 2-door and 4-door version, respectively, of same basic car with flathead 4, 3-speed floor-shift gearbox, unit body-frame and high-mounted independent front suspension (as on Consul and Zephyr). Incorporates useful around-town details like hydraulic clutch, wide parcel shelf in front, bucket seats with foam padding. For economy in town use, only rare highway driving. See "Driving Around," March '55 MT (Anglia), May '55 (Prefect). Consul is basically unchanged since introduction in '51, now comes in

de-ville-type convertible as well as 4-door sedan. Both have short-stroke, ohv 4 with new higher-compression heads (7.5 to 1). Plastic interior washable, very long-wearing. For excellent economy with more room than Anglia or Prefect; satisfactory for leisurely trips. Zephyr uses same bodies as Consul with deluxe interior, oversquare ohv 6 also with more power (now 71 hp), handles heavier. For those who wish U.S. builders would make smaller car. Zephyr Zodiac is fancy 4-door, 2-tone Zephyr with foglights, heater. For those who want a miniature custom.



FORD CONSUL