

ANC

# AUTO SPORT

*Review*

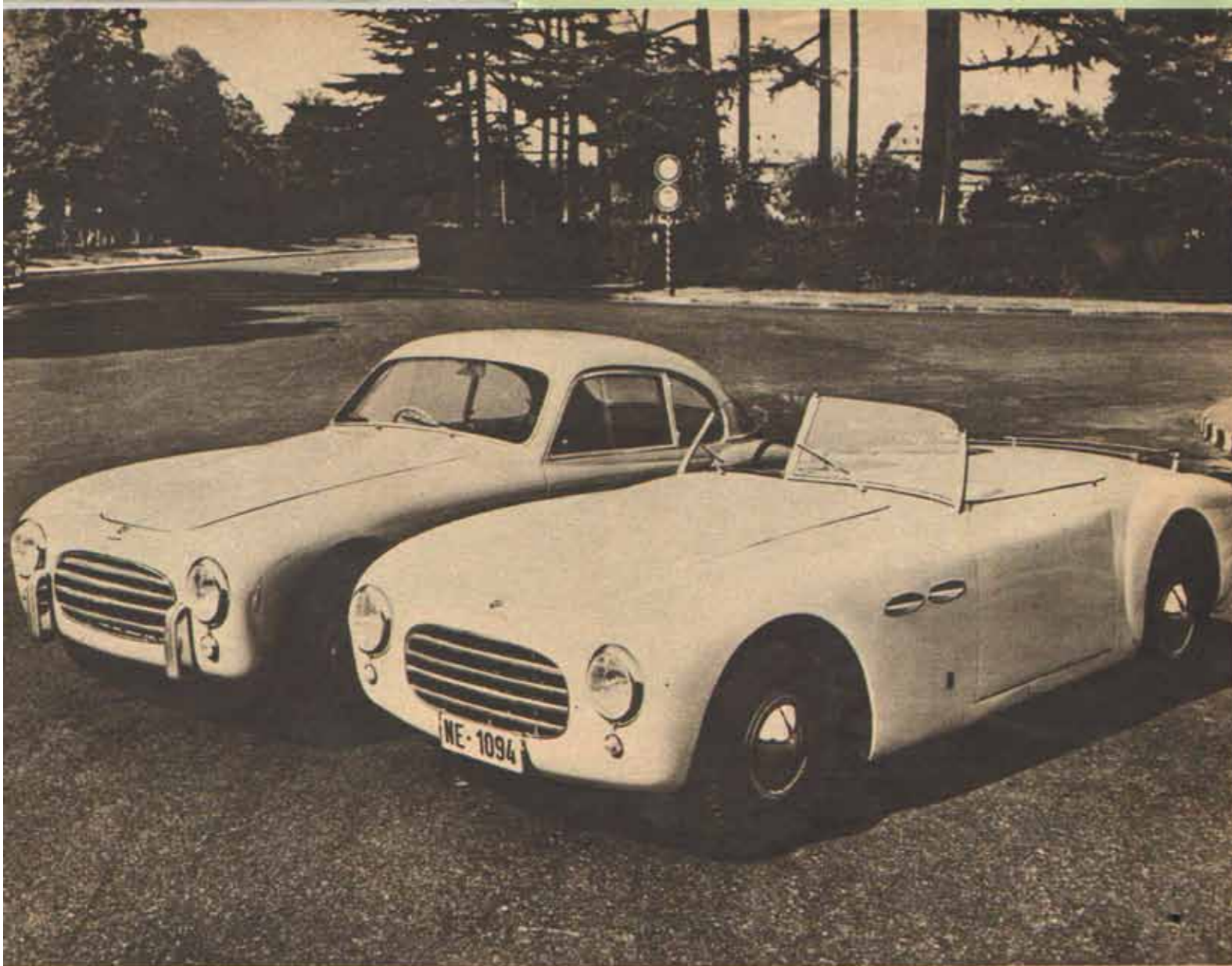
MARCH 25c

1953 LINCOLN  
ROAD TEST



**MEXICAN ROAD RACE**  
COMPLETE DETAILS





Aluminum-alloy body keeps the total weight of the Cisitalia under the 2000-pound mark.

differential of the Lancia type. Front suspension is fully independent making use of transverse leaf springs and special shock absorbers.

**T**HE all aluminum-alloy body, designed to capture the interest of the true sports car enthusiast, is constructed by men whose craftsmanship have brought fame to the marque of Farina. The carefully engineered tubular chassis is constructed of light airplane alloys and employs the principles accepted by the aviation industry.

The car is not entirely new in so far as prototypes have been raced successfully in the Grand Prix at Berne, Switzerland, the Mille Miglia in Italy and at the famous Monza race track. It was only after 100,000 miles of exhaustive tests, over the roughest roads in Europe that the Cisitalia firm in Torino decided on their current production models. Current plans call for delivery of ten cars per month. Estimated retail price delivered in the United States will be about \$8500. It is rumored that an independent American automobile manufacturer is currently negotiating with American representatives of Cisitalia, with the possibility that the car may be manufactured here in

the states under license. At present, Cisitalia will be imported and distributed by Vincent Motors, 122 E. 42nd Street, New York City.

It is interesting to note, that numerous luxuries such as tinted safety glass, fully adjustable seats, Marschal headlights, "Quick-fill" competition gas filler cap, light alloy wheels, as well as a variety of interior fabrics are all available to the American car buyer.

The Deluxe Coupe, which will seat three adults with comfort, is designed for fast touring and town use rather than competition. Ample luggage space is provided, and such refinements as ash trays, glove compartment, airplane-type instrument panel, radio, heater and defrosters are all provided for. The Racing coupe and the special "Barqueta" open two-seater have adjustable bucket seats, but are otherwise identical with the standard model except where an effort has been made to lighten the overall weight of the car. The chassis, gearbox and suspension of all models are the same.

For those who are looking for a fast, economical, roomy sports car with racer controls and capacities, Cisitalia is the answer. ●●●

# LATEST *Cisitalia* SPEEDSTER

Sleek-bodied "Cissy" is roomy, powerful, 1900-pound roadster

By **WALTER K. VON SCHONFELD**

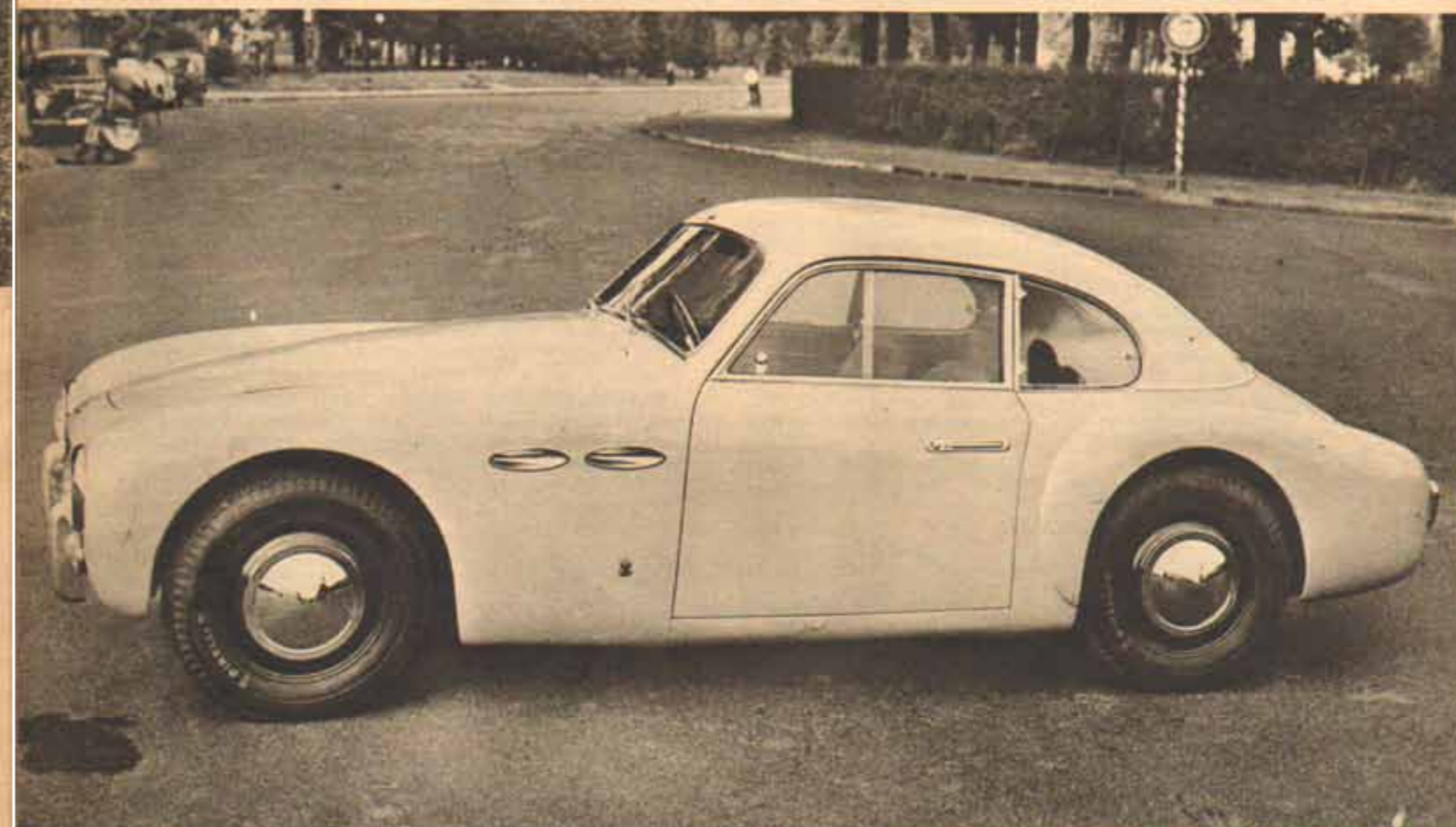
**A**N ENTIRELY NEW Cisitalia (pronounced *chees-ee-tahl-ya*) will be shown at the World Motor Sports Show in New York City this spring. The new car, designed by the world's foremost body builder, Pinin Farina, will be powered by a specially tuned 2.8-litre four-cylinder overhead valve engine. The 155-horsepower (at 5200 r.p.m.) all aluminum-alloy engine is a further development of the famous 1100cc engines used so successfully in competition for the past five years.

Built on a wheelbase of 100 inches, the standard

model tips the scales at roughly 1900 lbs. Two other models, a racing coupe and the ultra lightweight "Barqueta" competition roadster, featuring fully adjustable seats, are all capable of speeds in excess of 240 kilometers per hour (about 145 m.p.h.).

The engine is available with one, two, or three carburetors for road racing and fast touring. A special two-litre "full race" model featuring four carburetors, for use with methanol, will also become available later this year for Formula II racing.

A well-designed, four-speed synchro-mesh gearbox is located in the rear, similar to the construction of the Spanish "Pegaso." Rear suspension is of the deDion type with large inboard brakes and a sturdy



Small but roomy, only 1100cc under the hood, the Cisitalia can hold its own with most racers.