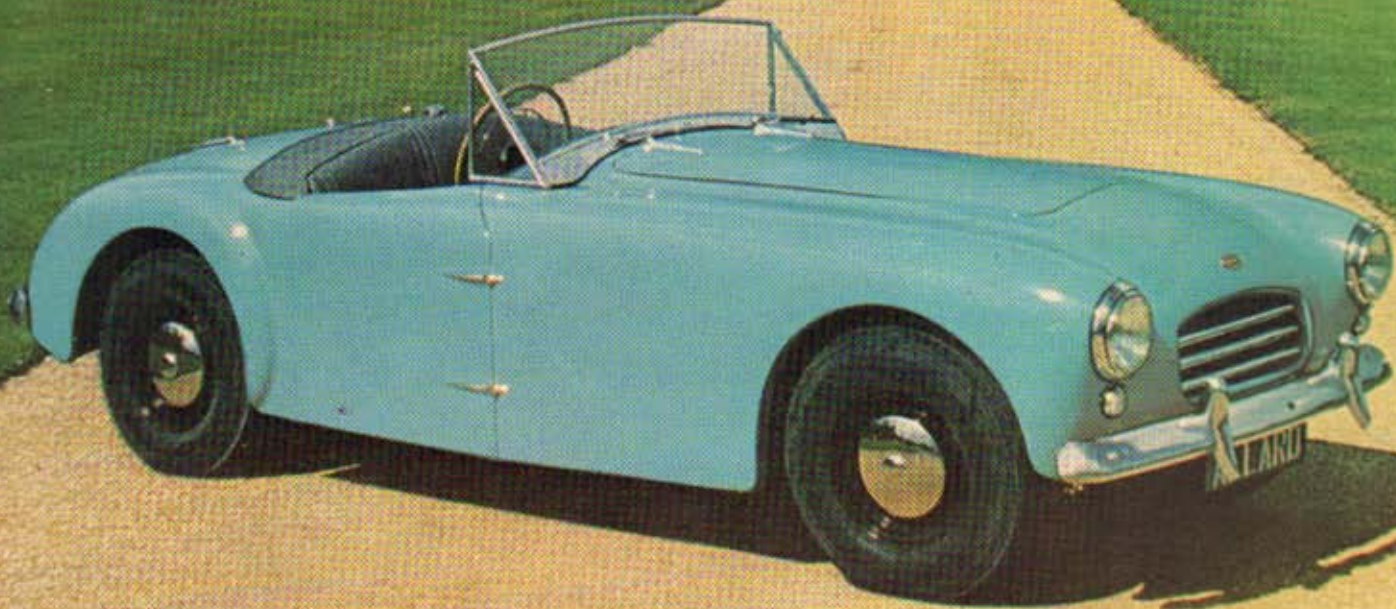


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ROAD *and* TRACK

DECEMBER, 1952

35 cents



ALLARD PALM BEACH

The Motor Enthusiast's Magazine

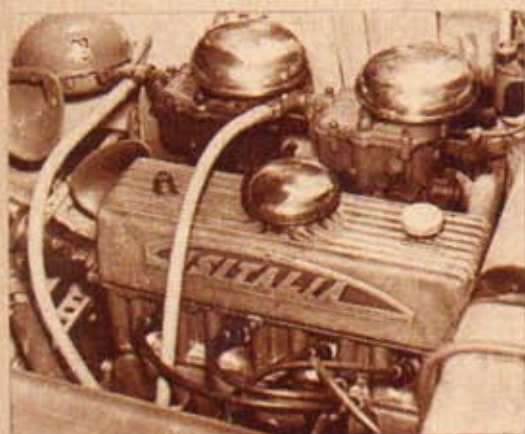
**ROAD TESTING
THE VOLKSWAGEN**

**KNOW YOUR
S. U. CARBURETOR!**

**RESTORED
LE BARON CHRYSLER**



Fiat Coupé 202



Cisitalia 202

First off—so you can sound like a real wheel—you'll want to know that Cisitalia is pronounced *chees-ee-tahl-ya*, with the *ch* a little softer than we Americans usually handle it—almost a *sh*, you might say. As far as the emphasis is concerned, put it anywhere you like, depending on what part of Italy you want to sound like you're from. The only warning: never, never say *Cis-eyetalia* . . . and *kiss-italia* is even worse.

When you lift the hood on "Chuck" Snodgrass and George Joseph's (of Denver Colorado) little blue gem, everybody grins and feels friendly; for the Fiat-based, 1089 cc engine matches the rest of the car—small and competition-bred. But tho it may seem harmless, the little bundle of energy nestled just back of the front wheels, puts out 66 hp at 5500 rpm (with its 8.5:1 compression ratio and burning 80 octane gasoline), and it will exceed an honest 100 mph.

The thing that never fails to amaze you about these Italian sport coupes is the coachwork. This compact three-seater has doors that close with a real classic sound, and yet when we put the car on the scales, it only came to 1960 pounds (1030 front, 930 rear). And that's including 7 gallons of gas, full interior upholstery, tools, spare tire and so on. What saves all the weight is the light aluminum body and the extensive hole drilling that has been carried out.

The "Cissy" is roomy (even for our bulk) and it handles very like the Ferrari: light positive steering—via the Grand Prix type steering wheel. Once you get accustomed to the 202 you can bat it in and out of corners like a handball.

Further vital statistics: tubular chassis; bore and stroke, 68 x 75 mm; wheelbase, 88 inches; twin Weber downdraft carburetors; Fiat-type steering and suspension*; height 49 inches; Borrani knock-off wire wheels; Pirelli 6.40 x 15 tires; generator driven directly off the crankshaft and water pump directly from the camshaft; dry sump lubrication with side-mounted oil tank; front-mounted oil cooler; and last, but actually first—a superb Farina body. —DEARBORN

* Semi-elliptic springs and conventional axle at the rear; independent front suspension, with transverse leaf spring, single (lower) A-arm.

