

**consumer**

**reports**

OCTOBER 1954

**VOLKSWAGEN • AUSTIN A-30  
ANGLIA • NASH METROPOLITAN**

*fun to drive?*

*handy?*

*comfortable?*

*economical?*

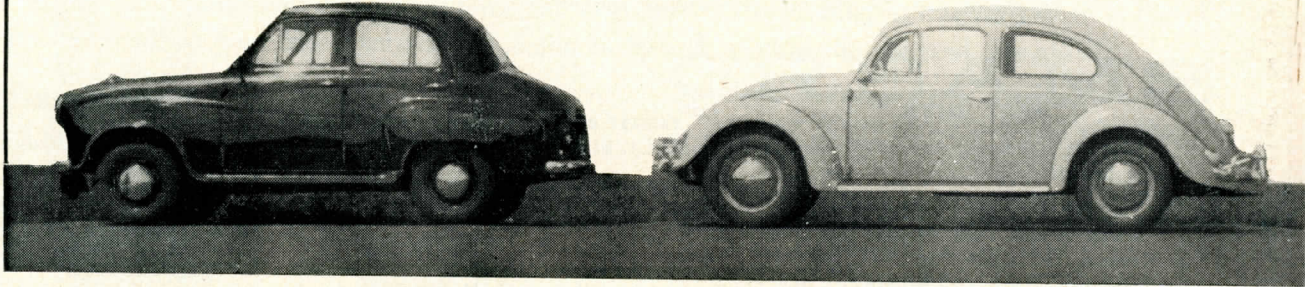
**ROAD TEST RESULTS ON FOUR SMALL FOREIGN CARS**

*also reports on...*

**HARD-SURFACE FLOOR COVERINGS  
MOTOR OIL ADDITIVES • UHF CONVERTERS  
CLINICAL THERMOMETERS • FOOT DISORDERS**



## AUSTIN A-30 • VOLKSWAGEN • FOR



### A REPORT ON ROAD TESTS conducted by CU on four small imported family cars, with some notes on other small and inexpensive cars which are available to American buyers

To an increasing number of motorists, the idea of a small car has appeal for various and valid reasons, some of which are pretty special, some of which are just plain common sense. Unfortunately, no small cars are made in America, unless one includes the *King Midget*, which resembles a car much as a raft resembles a sailboat. Even the *Nash Metropolitan*, which is marketed through *Nash* dealers, is built in England, as are two others—the *Austin* and *Ford Anglia*—of the four small cars road-tested for this issue.

Each of the four was selected for a special reason. The German *Volkswagen* has been considerably improved since CU last tested it, and—as the report on it will show—is more than ever the queen of the small cars, a high-quality car of unique design and surprising all-around abilities. The *Nash Metropolitan* was put on test as an American manufacturer's idea of what the American public would like in a small car. The *Ford Anglia* was selected as being a new and lower-priced model from the British *Ford* factory, whose larger *Consul* and *Zephyr* anticipated many of the features designed into American *Ford* products. The *Austin A-30* was chosen as a representative of a group of what might be called baby cars, with miniature engines (of about 50-cubic-inches displacement). About such cars CU sought two answers: would their performance be accepted even by Americans predisposed toward small cars, and was the extra gas economy claimed for such small-engined vehicles maintained in American use. Before going on to the road tests of these four cars, it might be worth noting briefly a few points for and against the small family-type car (not the "small" sports car).

In the first place, any small car does more for the driver than for the passengers. It is a tough job to make a small, light car ride really well, and on a long trip the greater

comfort as well as roominess of the average American vehicle becomes important. This pretty much eliminates the small car for consideration by a one-car family if—but only if—a lot of mileage is to be run up on trips. But the small-car driver, especially in city or suburban driving, has a holiday with such cars' easy handling, quick steering, powerful brakes and excellent maneuverability. The fear of being clashed against or squashed in traffic gives way almost immediately to confidence in one's ability to avoid trouble. Parking, of course, is a cinch. The small car is simply a better, handier, easier-to-use and more enjoyable tool for errand running, neighborhood or heavy-traffic driving.

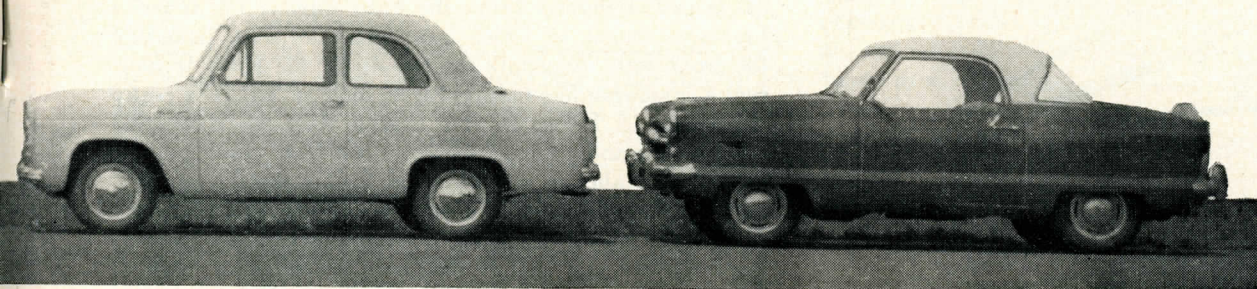
The above does not mean that the small car is incapable of going anywhere. Except in the extent of its wide open spaces, the United States is not especially stern terrain for motoring—much less so than many countries (Sweden, Switzerland, Australia) in which small cars have proved their abilities. You may not go as fast, but you will get there just the same. (Service on the road, however, may be another matter.) In fact, a reasonable reduction of one's open-road driving speed, with the small car, pays tremendous dividends, not only in safety and operating economy, but in saving the cost of the heavy, powerful vehicle necessary to provide well over mile-a-minute road travel.

A good many small cars, including those CU has been testing, cost considerably less to buy than any new American car, and use far less fuel and oil. Such savings are substantial, it is true, but they can also be achieved by buying a used American car at a still lower price, despite the running-cost handicaps, mechanical and handling obsolescence, and potential repair bills that usually come with it.

As a second car, the small sedan has to compete for place



## D ANGLIA • NASH METROPOLITAN



with the station wagon. As was pointed out in CONSUMER REPORTS last month, most station wagons are rather cumbersome tools, whereas the small car is easy, and can even be fun, to drive. Contrariwise, if you want to carry things, or an extra lot of small fry, the station wagon can do it and the little car is out.

The cars discussed here have been described disparagingly as "puddle jumpers." While they're a good deal more than that, they are certainly not in the prestige class among foreign cars. On the other hand they are sufficiently new and sufficiently different from the usual run of cars so that they're likely to attract a bit of attention. And that attention is almost sure to be tinged with a little envy, as more and more people, living under city and suburban traffic conditions, grow weary of pushing around unneeded tons of metal, jamming too many feet of car into inadequate parking space, and buying too much expensive fuel to feed too many hundreds of horsepower.

### The road tests

**NASH METROPOLITAN.** Any car is the result of compromises in design. In this baby of the Nash family, a small car adapted for Americans, it was apparently decided that the car should have Nash's version of American styling, including covered-up front wheels which increase the turning circle of this short car almost to that of a *Chevrolet*. Since Americans are not fond of shifting gears, the *Metro* was dowered with plenty of power compared to other little cars. The engine used is that of the *Austin A-40*, a competent overhead-valve unit. Since the *A-40 Austin* weighs nearly 400 pounds more than the *Nash* (and as CU commented in 1953, strikes a shrewd balance between power and economy), the *Metro* drives "more like an American car" than the *A-40* or than the other cars tested for this issue, and easily outperforms them, but, as the figures show, its gasoline mileage was the lowest of the group.

Nash ducked the problem of creating a good-looking four-passenger car on a short wheelbase. (But Ford solved it in the *Anglia*.) The *Metro* is strictly a one-seat (two-passenger) proposition; there is a bench, complete with a window-seat cushion, behind the front seat, but it gives inadequate headroom even for a child of seven or so.

Behind this, in the tail of the car and accessible only from inside it, is a two- or three-cubic-foot storage space resembling a medieval oubliette more than anything else. The *Metro's* interior dimensions, leg room, etc., are, however, satisfactory, even liberal, for two people.

The two people are not going to be comfortable. The angle of the seat back, the thinness of the seat cushions, the height of the steering wheel, all add up to one of the poorest driving positions, especially for the woman driver, that CU has encountered. Furthermore—to get the worst news out of the way first—the *Nash Metropolitan*, except on the smoothest roads, rode atrociously; thrashing, tossing, and bobbling with a minimum of motion control. A further discomfort is introduced by the accelerator design, which offers no support for the foot.

Despite its bounding ride, the *Metro* keeps its wheels on the ground well on rough roads and curves. It steers easily and quickly. Vision for the driver is good especially to the rear, through the largest rear window of the four cars tested. Neither road nor wind noise reach objectionable levels. Like most four-cylinder in-line engines, this one has periods of vibration at various road speeds, which are not well absorbed by the engine mountings and are annoying. The engine noise level of the *Metropolitan* on the whole is rather high.

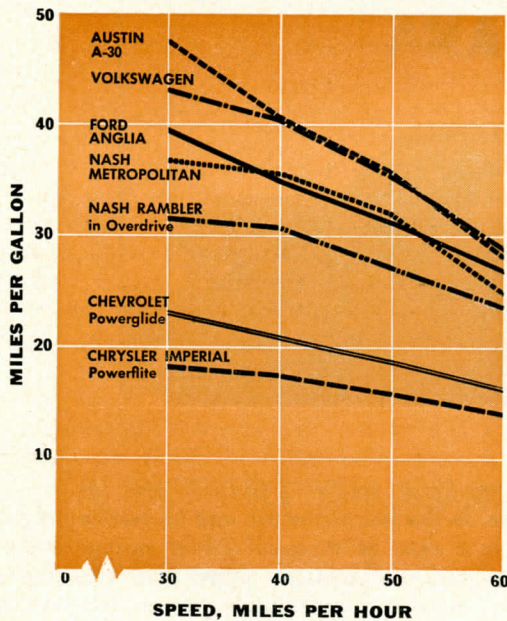
Though built to an American prescription, the *Metro* contains enough British components, besides the engine, to place it on a par with other foreign cars in the matter of service—gauges, heater, wiper, speedometer, door locks, many bolts and nuts, for example, are British. Offsetting this to some extent, any *Nash* dealer is responsible for servicing it.

For a car of its limited utility—one usable seat and not much luggage space—the *Nash* is sold for a rather high price, despite which its paint job and details of construction were very poor. All in all, the *Nash Metropolitan*, as offered at present, is not likely to be anybody's dream. It could be turned into a reasonably pleasant, economical yet peppy little runabout (or convertible) by controlling the ride, rectifying the relationship and comfort of seating and controls, and hoisting the quality and workmanship to a higher level. Until then it is not a good buy.

*Continued on next page*



## FUEL ECONOMY AT CONSTANT SPEED



**THE MATTER OF GAS MILEAGE:** Shown on the graph above are the constant-speed gas mileages—at 30, 40, 50 and 60 mph—for the four small cars tested by CU. These are supplemented by the curves for three U.S. cars tested this year. The overdrive Nash Rambler, with an optional-on-order axle ratio (4.10 instead of 4.375 to 1), gave the highest mileage CU has obtained from any six-cylinder U.S. car. The Chevrolet, with Powerglide transmission, shows the mileage of one of the most widely bought “all three” cars. The Chrysler Imperial, a heavy and powerful car, air-conditioning equipped, lies close to the bottom of any miles-per-gallon list.

CU also computed the cost of fuel for running each of these seven cars for 5000 miles, on gasoline priced at 30¢ per gallon, using for each car the overall mileage figure while under CU test. (On the Nash, the overall figure was 21.7 miles per gallon; on the Chevrolet Powerglide, 14.7 mpg; on the Chrysler, 12.2 mpg.)

On this basis, fuel costs for these cars would be as follows: Austin A-30, \$44; Volkswagen, \$49; Ford Anglia, \$52; Nash Metro, \$55; Nash Rambler, \$69; Chevrolet Powerglide, \$102; Chrysler Imperial, \$123.

## 4 CARS continued

**AUSTIN A-30.** The two-door model of this pudgy little car is priced slightly below the *Ford Anglia*; CU tested a four-door model, of which most characteristics, including the front seats, duplicate the two-door; the latter is however a somewhat less painful car to look at. This is a really small car, 15 inches shorter overall than the competing *Ford Anglia* and 5 inches narrower, yet front passengers sit very comfortably in well-designed bucket seats, and occupants of the rear seat fare little worse (though not well) than in the *Anglia*. They are, however, surrounded by awkward, austere and shoddy details of construction, such as poor ventilating pane catches, badly located direction-signal controls, a finger-pinching front-seat adjustment, vertical-sliding instead of cranked front windows, unconventional door openers and a horn button not located on the steering wheel. Incidentally, the small trunk is opened—as in the *Anglia* also—by a square-shanked lever carried in the car (or, with a screwdriver, by anyone) and water or snow on the lid tumbles into the trunk. The lid, however, snaps shut on closing, which the *Anglia* lid does not.

The *A-30* engine is a scaled-down version of the *A-40*, with a displacement of only 49 cubic inches giving 28 HP—about  $\frac{1}{5}$  that of a *Dodge V-8*. Although the *A-30*'s axle ratio, CU understands, has been reduced (from 5.13 to 4.875), the tiny engine turns at unfavorably high speed on the road, and its vibration is felt throughout the car. The car is far from quiet—definitely a “buzz-box.”

Like the other three cars being reported on, the *A-30* has a unit-construction body, with no separate frame, and is staunch enough, even over rough roads. Forward, but not rearward, vision is good from the driver's seat, the car steers and handles very easily and precisely, and the rear wheels do not skitter or lose their hold on a rough road surface. With a full load, the car becomes rather unstable as driving speeds increase.

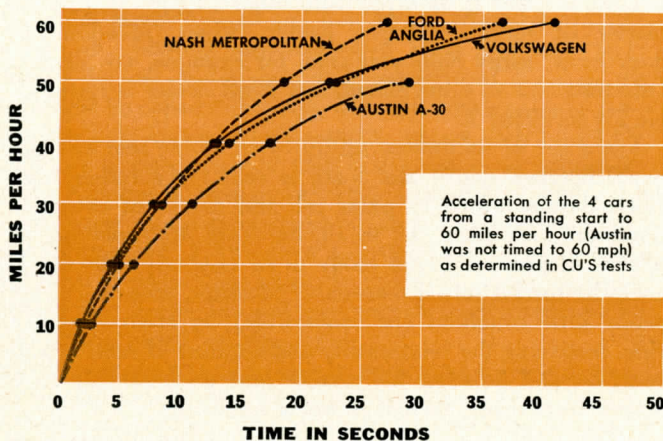
The *A-30* is at its humble best between 40 and 45 mph. At this speed the riding qualities are fairly good though with some pitching (at higher speed the passengers begin to be tossed), and the engine is running with minimum vibration, and provides power enough to climb a 6% grade in high with a light load.

The gears, which are operated by a too-flexible floor-mounted lever, are there to be used, but the third speed is too slow for best results (see the Facts and Figures for engine revolutions in third at 40 mph) not only on long grades but in city use.

The *A-30* does best when started from rest in the “second” of its four speeds (which the *Volkswagen*, for instance, does less easily) for the *A-30*'s “first” speed is an extremely slow “creeper gear.” Regarding performance, CU's conclusion is that the baby-engined *A-30*, while satisfactory for town driving, would have a slow and painful time of it in hilly country. It should, nevertheless, prove capable of reaching any destination in time.

Regarding fuel economy, it can be seen from the curves on the left how the *A-30* disappoints, as compared with the larger-engined, heavier *Volkswagen*. The two curves

## 0 TO 60 MPH ACCELERATION





mean, simply, that it can be less economical to run a small engine fast for a given car speed (whereby it wastes fuel overcoming its higher friction) than to run a larger engine slowly, which is definitely the better arrangement for all-around use over American roads.

To sum up, the *Austin A-30* has only one high card—the advantages of its quick handling and very small size. It is not attractive in appearance or in the details of design with which an owner must live from day to day. It is not well finished. Its behavior, even for the American driver sympathetic to small cars, is tiring over the road and disappointing (due in part to the ill-chosen transmission ratios) in town. It is uncomfortably noisy and buzzy too much of the time, even making allowance for its tiny high-speed engine.

All in all, the *Austin A-30* cannot be recommended, in view of better all-around characteristics available in other cars at approximately the same price; though it will do a job of sorts, you will almost certainly find yourself disliking the way it does it.

**FORD ANGLIA.** Ford of England has had a two-door *Anglia* and a four-door *Prefect* for many years—two homely but reliable little puddle-jumpers that have now been supplanted by new designs. CU's test car was the new two-door *Anglia*, which is very close to the *A-30 Austin* two-door in price. The *Anglia* is somewhat larger, inside and out, than the *A-30 Austin*, and has crisp, modern lines, but the biggest difference between the two cars lies under the hood. The *Anglia* engine is much larger than that in the *A-30*. It is a fairly long-stroke, side-valve design, reworked from the old *Prefect*, and has almost the piston displacement (71.5 cubic inches) of the engine used in the *Nash Metro*, *Austin A-40* and several other British cars, all selling at higher prices.

This larger engine gives more power at the *Anglia's* rear wheels than the *Austin A-30* has, and at lower engine speeds. (Piston travel per mile, however, is somewhat higher.) Furthermore, the *Ford* runs more smoothly and quietly, particularly at the higher speeds, than the *Austin* or the *Nash*. The *Anglia* has a standard-shift, three-speed transmission, in which the second gear is slightly "faster" than the *Austin's* third speed. Its non-automatic choke is perhaps best described as peculiar—it's something a new owner has to learn to nurse along.

However, of all four cars tested, the *Anglia* was judged most likely to please the American motorist turning to a small car for the first time. It has American lines (and, incidentally, American-sized nuts and bolts to a large extent), good seating in individual front seats, an easy-to-see-over (even for very short drivers) steering wheel, a big windshield, a low cowl, fenders visible to the driver, a fairly satisfactory trunk (opened and shut by a square headed "key"), easy and powerful brakes and, below the dash, a parcel shelf running clear across the interior. On the whole, it is an attractive, well-planned and neatly finished small car. (However, it should be noted that the attractive plastic upholstery of the test *Anglia* was unpleasantly smelly—a feature made even more unpleasant to rear-seat passengers by the lack of rear window openings.

Over the road, several other features emerged, together

with some not so good. Even among small cars the *Anglia* not only ran smoothly and easily at comparatively high speeds, but steered and handled outstandingly, with quick, easy, precise steering, beautiful balance, little sway on curves or corners. One could ask for little more—on a smooth road. On rough roads the *Anglia's* rear wheels were likely to skitter or hop off course easily. Over short-wave bumps or "washboard" surface the car rode hard—"tied down" too tightly and quivering through its light, unit-body-and-frame structure. On longer, bigger bumps the *Anglia* rode well for a small car, with good control of its motion, such as the *Nash*, for example, so badly lacked.

A few other points bear mentioning, of the many observed: The *Anglia* has pendant-type pedals, like American *Fords*, good instrument layout, and (on the car tested) an unusually accurate speedometer. A simple directional signal lever on the wheel and a front-hinged hood with its release latch inside the car are further evidences of intelligent design. But the driver's seat on the *Anglia* did not tip forward for rear-seat access, and the rear seat itself was between the wheels, hence narrow, and was not comfortably contoured. The ignition key, in the middle of the light switch, has to be inserted by feel, since the keyhole does not face the driver, and it proved easy to turn off the ignition when turning on the lights. The horn button is in a little well, so that it can not be whacked with the palm of the hand.

In company with the other two water-cooled cars reviewed, the *Anglia* had no water temperature gauge.

The *Anglia*, in overall quality, rates well ahead of the *Nash Metropolitan* and *Austin*, but behind the *Volkswagen*. At its low price, and considering matters such as ease of service, availability of parts (warehoused at Detroit), the *Anglia's* similarity in appearance and operation to American cars, and its satisfactory margin of good qualities over bad ones, CU would rate the *Ford Anglia* as the Best Buy among the four small cars tested.

**VOLKSWAGEN.** For the American small-car buyer who wants novelty in design, stamina over the road, and above all quality and good workmanship, the *Volkswagen* stands practically alone at its moderate price. Since CU last tested the *VW*, in 1952, it has been improved in various ways. The engine has been enlarged slightly—its displacement, at 72.7 cubic inches, now lies between the *Anglia* and the *Austin A40-Nash Metro* engine. A very fine, easy-shifting synchromesh has been added to the four-speed transmission, which drives through its gears at all times, with no "high" or direct drive. The tires have been increased in size—note, in the Facts & Figures, the *VW's* exceptional tire capacity. The car rides better, and runs more quietly (not very quietly, by American standards) though the noise is behind the driver rather than in his lap. Ventilating panes are now fitted to the front windows, and the controls and instrument panel have been more attractively laid out. But there is still no gas gauge. And the turn indicator must be set back after the turn is made.

The *VW* engine is at the rear of the car, air-cooled, with four cylinders horizontally opposed, and a very short

*Continued on page 473*



## FACTS AND FIGURES

	AUSTIN A-30	VOLKSWAGEN	FORD ANGLIA	NASH METRO.
<b>PRICE at coastal port of entry</b>				
CU's TEST CAR	\$1445	\$1495	\$1395	\$1445
<b>DIMENSIONS</b>				
WHEELBASE	79½ in.	94½ in.	87 in.	85 in.
OVERALL LENGTH	136½ in.	160 in.	151 in.	149½ in.
OVERALL WIDTH	55 in.	60½ in.	60½ in.	61½ in.
OVERALL HEIGHT	58¼ in.	59 in.	59¼ in.	54½ in.
ROAD CLEARANCE	6½ in.	8¼ in.	6¾ in.	6¼ in.
WALL-TO-WALL TURNING CIRCLE DIAMETER	34¼ ft.	36½ ft.	34½ ft.	38 ft.
<b>WEIGHT &amp; TIRES</b>				
TIRE CARRYING CAPACITY (rated carrying capacity of four tires minus curb weight of car)	640 lb.	1110 lb.	495 lb.	300 lb.
CURB WEIGHT	1540 lb.	1630 lb.	1685 lb.	1880 lb.
WEIGHT DISTRIBUTION (on rear wheels)	45%	58%	45%	46%
TIRE SIZE	5.20 x 13	5.60 x 15	5.20 x 13	5.20 x 13
<b>ENGINE</b>				
TYPE	OHV 4	OHV 4, Horiz. opposed	L-head 4	OHV 4
BORE AND STROKE	2.28 x 3.00 in.	3.03 x 2.52 in.	2.5 x 3.64 in.	2.58 x 3.50 in.
PISTON DISPLACEMENT	48.8 cu. in.	72.7 cu. in.	71.6 cu. in.	73.2 cu. in.
MAXIMUM ADVERTISED HP	28 @ 4800 rpm	30 @ 3400 rpm	36 @ 4500 rpm	42 @ 4500 rpm
MAXIMUM TORQUE	40 ft.-lb. @ 2200 rpm	56 ft.-lb. @ 2000 rpm	54 ft.-lb. @ 2150 rpm	62 ft.-lb. @ 2400 rpm
<b>ENGINE SPEEDS</b>				
OVERALL RATIO—top gear	5.13	3.61	4.43	4.63
—next-to-top gear	8.61	5.41	8.25	7.10
ENGINE REV. PER MILE—top gear	4696	2986	4021	4186
ENGINE RPM—at 40 mph (next-to-top-gear)	5260	2984	5000	4284
PISTON TRAVEL PER MILE—top gear	2348 ft.	1254 ft.	2439 ft.	2442 ft.
<b>PERFORMANCE</b>				
NUMBER OF FORWARD SPEEDS	4	4	3	3
LEVEL ACCELERATION				
0 to 50 mph	29.4 sec.	22.8 sec.	23.4 sec.	18.6 sec.
0 to 60 mph	—	41.1 sec.	37.5 sec.	27.3 sec.
35 to 55 miles per hour	21.9 sec.	20.4 sec.	18.8 sec.	13.0 sec.
¼ mile from standing start	27.9 sec.	25.4 sec.	25.7 sec.	24.8 sec.
TOP SPEED ATTAINABLE ON 9% GRADE	32 mph in 3rd	35 mph in 3rd	38 mph in 2nd	28 mph (high) 41 mph (2nd)
TOP SPEED ATTAINABLE ON 6% GRADE, high gear	45 mph	43 mph	48 mph	56 mph
<b>ECONOMY</b>				
CONSTANT-SPEED GAS MILEAGE				
at steady 30 mph	47.3 mpg	43.1 mpg	39.5 mpg	36.8 mpg
at steady 40 mph	40.5 mpg	40.3 mpg	35.0 mpg	35.5 mpg
at steady 50 mph	35.8 mpg	35.3 mpg	31.2 mpg	31.8 mpg
at steady 60 mph	28.1 mpg	28.7 mpg	26.7 mpg	24.5 mpg
TRAFFIC GAS MILEAGE (simulated traffic test)	26.6 mpg @ 20.2 mph	25.2 mpg @ 19 mph	24.7 mpg @ 18.4 mph	20.7 mpg @ 20.1 mph
OVERALL GAS MILEAGE	33.7 mpg/2305 mi.	30.7 mpg/2505 mi.	29.1 mpg/2298 mi.	27.3 mpg/2065 mi.
OVERALL OIL CONSUMPTION	1 qt./2800 mi.	1 qt./4700 mi.	1 qt./510 mi.	1 qt./1233 mi.



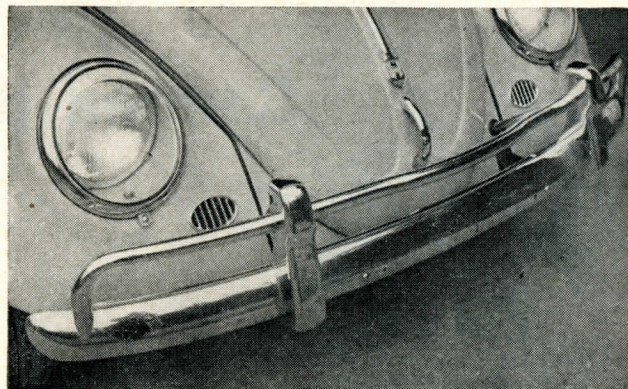
## 4 CARS continued

stroke. It gives good torque rather than high horsepower and is geared for low revolutions per mile. A horizontal four-cylinder engine is in running balance and almost free of vibration; the *VW* makes noise but never buzzes and has no vibration periods.

Since the *Volkswagen's* fourth speed is virtually an overdrive, the car requires a little more frequent shifting than the others tested, but you need only glance at the Facts & Figures to see how much less wear and tear there will be on the engine in open road travel. Very few American cars, in fact, have as low piston travel per mile.

The low engine speed, low engine and car friction and low wind resistance of the *VW's* peculiar shape also result in surprisingly high miles per gallon.

Besides having very comfortable individual front seats, with lots of leg room, the car is comfortable in the rear, short on knee space but 15 inches wider than the *Anglia* or *A-30* seats. Behind this is a trough for luggage, 12x13x37 inches. When the rear seat is not in use, its backrest can be turned down, and there is space for a large steamer trunk. Access to the rear is made easy by front seat backs which slide forward. Under the *VW* "hood," which houses the gas tank and the spare tire, there is a little additional space for parcels. The *VW* excelled the *Ford* and *Austin* in headroom, both front and rear. Driver vision is fairly good downward over the front of the car, but wide fillets where windshield and roof join cause a blind spot, and the rear window is small. No fenders can be seen.



Most Volkswagens being delivered in this country are equipped with bumper extensions. These are a \$30 extra not included in the list price but CU considers them desirable on the VW

All four wheels of the *Volkswagen* are independently sprung, and the car travels over rough roads with a controlled bouncy motion which seldom becomes disagreeable, and is outstanding on "washboard" or short-wave surfaces. The rear wheels do not skitter or bounce off course. Road and wind noise are lower than average. The car steers easily and very quickly and takes curves and corners well.

The *VW* is fun to drive, has an international reputation as a tough vehicle that keeps going with low maintenance and running costs. It is a solidly built, high-quality car, with an excellent paint job, and no cheap details. It has more than its share both of peculiarities and satisfactions. To CU's testing staff, it is the outstanding car in its class.

## OTHER FOREIGN SMALL CARS

**T**his section presents a very brief review of the European small-car field, particularly those cars which are regularly made available to American buyers in this country and which cost \$2000 or less.

In the strict sense, of course, any car made is "available"—can be obtained through a broker, or even direct from the factory upon payment of duties, transportation, etc.; or of course it can be purchased abroad and brought home—after which service problems will be international and resale value questionable. Unfortunately, some of the most outstanding of the world's small cars can at present be obtained only in this way.

Among the cars regularly imported are the English *Fords*. In addition to the *Anglia* and *Prelect* models, there is the four-cylinder *Consul* (about \$1695) and the *Zephyr* (selling at about \$1889) using the same body and six cylinders of the same size as the *Consul's*. As the *Austin A-30* competes with the *Ford Anglia* and *Prelect*, the *Austin A-40 Somerset* is priced close to the *Consul*, though its engine is somewhat smaller. CU would prefer the *Consul* to the *A-40* for reasons akin to those noted for the corresponding cars described in the article above.

In the same price group with the *A-30* and *Anglia* is the *Morris Minor*, using the *A-30 Austin* engine in a heavier, more solid little car with very superior handling qualities

and lots of gear shifting. In this same group is also an austere newcomer, the *Standard 8*, and a deluxe and slightly more powerful *Standard 10*. Both are interesting, but not as yet widely distributed in the U. S. Though not imported in quantity, the French *750 Renault* is available in this country (at around \$1295). It is a very small four-door, four-passenger car, with a four-cylinder engine in the rear, tough, and more comfortable than it looks.

*Morris* also has a car priced with the *A-40 Austin* and the *Consul*—the *Morris Cowley*, using the *A-40* engine and a new, unit-construction body. This is an economy model; the *Morris Oxford* with a larger engine and deluxe equipment competes pricewise with the *Ford Zephyr*. But note that the *Morris Oxford* is a Four, the *Zephyr* a Six.

Also competing in the *Ford Consul* group is the *Hillman Minx*, an engaging car of limited speed and between-the-wheels rear seat, with a side-valve four-cylinder engine (see CONSUMER REPORTS, October 1953).

Two other British cars, lying just above the *Morris Oxford-Zephyr* in price, should be mentioned: the *Standard Vanguard*, which carries a larger (127 cubic inch) four-cylinder engine than most British cars, and is available with overdrive, and the *Wolseley 4-44*, carrying the new and attractive BMC body used by the higher-priced *Riley* and *MG Magnette* sedans.