

OCTOBER 25, 1946

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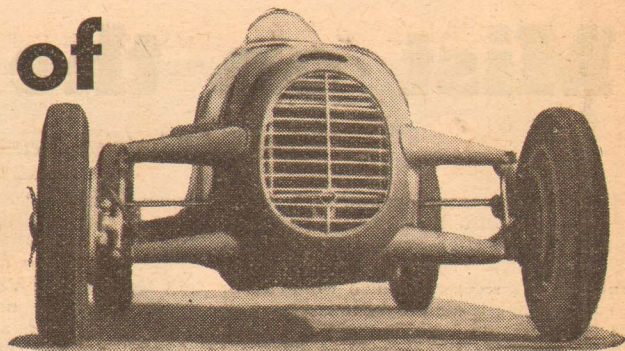
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A New Class of Racing Car

The 1,100 c.c. Cisitalia : A Trend that May Have Important Developments

AFTER the Turin International Grand Prix early in September, another race was run off in that city restricted to small unsupercharged racing cars. This marked the public début of a new Italian make, the Cisitalia D46 monoposto. The interest in this machine for British readers is that it forms a serious attempt to create interest in the small unsupercharged racing car, which will be far less expensive to build and to maintain than a Grand Prix car.

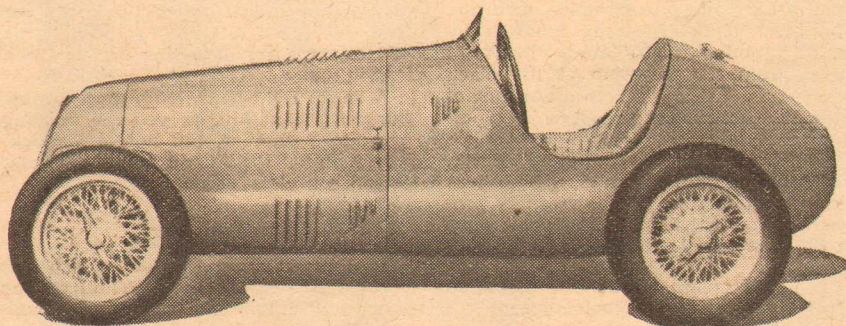
pendent front wheel suspension by means of a transverse leaf spring and articulated arms enclosed in streamlined fairings, which give the car a markedly individual frontal appearance. The rear suspension, which is enclosed within the body, consists of single coil springs to each wheel, brake torque being taken by a reversed quarter-elliptic spring. Differential and axle are positioned by a four-



The faired-in independent front-wheel suspension gives the car an individual appearance.

armed bracket mounted behind the axle.

The brakes are Lockheed hydraulic and the wheels, of knock-off type, have front tyres of 4.00 by 15in and larger rear tyres of 5.00 by 15in. The aluminium body contains a ten-gallon fuel tank. Instruments include a rev counter and oil and water thermometers. Weight is quoted at 773.5lb and maximum speed as some 110 m.p.h.



In finished form the Cisitalia is an attractive racing machine in miniature.

The Cisitalia is built by the racing driver Piero Dusio at his works in Corso Peschiera, Turin, where the car is already in production in series. He conceived the idea last month of putting several of them at the disposal of such established drivers as Taruffi, Nuvolari, Cortese, Biondetti, Chiron and Sommer. The little cars gave a good account of themselves, the race in fact proving something of a benefit for them. Dusio himself won over the 94-mile course (30 laps) at 64 m.p.h., with Cortese second, Chiron third and Sommer fifth. Fourth was an unblown 1,500 c.c. Maserati.

Fiat Balilla Development

From information at present available the car would basically appear to be a development of the 1,100 c.c. Fiat Balilla, as raced so successfully by that tuning expert from Paris, Gordini. The Cisitalia has a four-cylinder engine of 1,090 c.c. (68 by 75mm bore and stroke). The power claimed is 60 b.h.p. at 5,500 r.p.m., with a compression ratio of 9.5 to 1. There is a single overhead camshaft in a special aluminium head. The carburettor is a Zenith 25VMF. Forced lubrication is used to the bearings through a double pump and oil radiator. Ignition is by Marelli magneto.

There are three forward speeds and a reverse gear. First and reverse are selected manually, but second and top can be selected simply by pressing a pedal. The chassis is tubular, with inde-

Special Races?

It is understood that the Cisitalias will become available at about £1,000. In appearance they are neatly finished and look something like a miniature Maserati. There seems to be a promising future for these cars, which have already proved their paces, and if special races for the 1,100 c.c. class become established on the Continent the trend might be taken up with advantage by British organizers. It will be remembered that such cars as Freddie Dixon's unblown Riley and Kenneth Evans' unblown M.G. of the same engine size have attained speeds in excess of 110 m.p.h. at Brooklands.

COMMONS QUESTIONS

Petrol Rationing and Steel Shortage Discussed in the House

PETROL rationing formed a subject for questions in the House of Commons last week, members trying hard to elicit information from Mr. Shinwell, mostly without success. The Minister admitted that petrol ration relaxations were constantly under review, but said that he could do nothing at present. In answer to a question from Mr. Douglas Marshall, which was not easily understood, Mr. Shinwell reiterated that dollar economy was the chief reason for rationing and that he did not see how the abolition of rationing would help in maintaining reserves, which the questioner had implied. He pointed out that, broadly speaking, larger consumption meant larger stocks.

As regards 1947 prospects, Mr. Shinwell was unable to forecast. Tanker transport, he said, was another reason which had to be borne in mind.

Another questioner wished to know if E and S coupons were subject to a maximum set by the Ministry. No, said Mr. Shinwell, both categories covered the user's needs, although S coupons were subject to a scale maximum.

Production was touched upon by the Minister of Supply. When asked what

steps were being taken to encourage the manufacture of cars to compete with America in the export field, Mr. Wilmot said that this was being considered by the Advisory Council, whose report he expected to receive shortly. Mr. Shawcross wished to know when import restrictions would be removed on foreign cars, whereupon Mr. Belcher, on behalf of the President of the Board of Trade, said that no licences were being issued to import them.

The sheet steel shortage (see pages 933 and 939) came up at question time on Monday, when Mr. Wilmot was asked what action he proposed to take to deal with it. The Minister said that he was trying to relieve the position by imports but that he doubted if much could be expected from that quarter before the second half of next year. Asked by Mr. Edelman if he was aware that the limited allocations would throw the motor industry out of gear, Mr. Wilmot said that the position was under review, but that he could not give priority to cars.

Whatever the Minister of Supply achieves, the situation is not hopeful, the crux of the matter being the shortage of rolling capacity.