

New Subaru



For export markets the Subaru 450 has a larger 423 c.c. engine developing 23 b.h.p. at 5,000 r.p.m. deep cowl head-lamps and heavier bumpers

Improvements in the Subaru 360 include synchromesh on second and top gears, and hydraulic suspension dampers. The convertible is shown here

AMONG the Japanese cars exhibited at the Tokyo Motor Show, now in progress, is an improved version of the Subaru 360, which has now been joined by a larger-engined version known as the 450. This has a unit of 423 c.c., but apart from higher gearing, larger section tyres and heavier bumpers, this new model, designed to meet export requirements, is identical with the 360.

This technically advanced light car, by Fuji Heavy Industries, Ltd., was described in *The Autocar* of 9 May 1958. It is a four-seater with a wheelbase of only 5ft 11in., and is of unit construction, employing a platform-type underframe. A ported two-stroke vertical twin air-cooled engine, installed at the rear, is integrated with a single dry-plate clutch, three-speed gearbox and final drive.

Swinging half-axes are employed for the rear suspension, the wheels being located by torsionally flexible trailing arms and by the drive shafts. Single trailing arms are used also for the front suspension, and at both front and rear the springing medium com-

prises transverse torsion bars anchored centrally to a vertical coil spring. This arrangement provides varying rate characteristics and convenient adjustment of standing height. Steering is by rack and pinion, and hubs and brake drums are single unit castings in light alloy with iron liners.

Friction-type suspension dampers, fitted initially, have been changed to double-acting hydraulic units. A single bench seat now replaces the separate rear seats, but the squab of this can still be hinged forward to take extra luggage. There is a small luggage space behind the right of the rear seat, and more stowage space is provided beneath the fascia and in recesses in the doors. A novel change has been made to the battery casing, which is now of transparent Styrol resin, so that the electrolyte level is visible.

For the driver an important change has been the adoption of synchromesh for the upper two gears of the three-speed gearbox, which is operated by a central lever on the floor. These and other detail improvements are incorporated also in the Subaru 450.

SPECIFICATION SUBARU 450

ENGINE: No. of cylinders, 2 in line; Bore and stroke, 67 x 60 mm (2.6 x 2.34in.); Displacement, 423 c.c. (25.8 cu in.); Valveless two stroke; Compression ratio, 6.5 to 1; Maximum b.h.p. (net) 23 at 5,000 r.p.m.; Maximum b.m.e.p. 80 p.s.i. at 3,500 r.p.m.; Maximum torque (net), 27.5 lb ft at 3,500 r.p.m.; Tank capacity, 4.4 Imp. gallons; Petrol-oil ratio, 25 to 1; Cooling system, ducted fan; Battery, 12 volt, 24 ampere hour.

TRANSMISSION: Clutch, single dry plate; Gear-box, 3 speeds and reverse, synchromesh on 2nd and top; Central lever on floor; Overall ratios, top 4.92, 2nd 7.83, 1st 15.3, reverse 17.84; Final drive ratio, 3.05 to 1.

CHASSIS: Brakes, hydraulic, 2 L.S. front, L and T rear; Suspension, front and rear, independent trailing arm type, transverse torsion bars linked to single vertical coil; Dampers, double acting hydraulic; Tyre size, 4.80-10in.; Steering, rack and pinion.

DIMENSIONS: Wheelbase, 5ft 11in.; Track, front, 3ft 9in., rear 3ft 4.5in.; Overall length, 10ft 2.5in.; Overall width, 4ft 3.25in.; Overall height, 4ft 6.5in.; Dry weight, 895 lb.

PERFORMANCE (maker's figures): Maximum speed, 64 m.p.h.; Average fuel consumption, 59 m.p.g.

SUNDAY'S BRIGHTON RUN

JUST TO REMIND YOU . . . the R.A.C. Veteran Car Run on Sunday, 6 November, starts at Hyde Park Corner at 8 a.m. Owing to road works there may be some last-minute alterations in the route by which the cars will leave the Park

