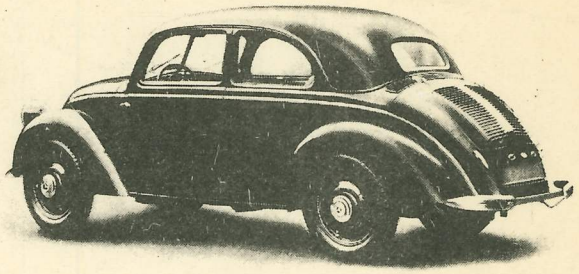
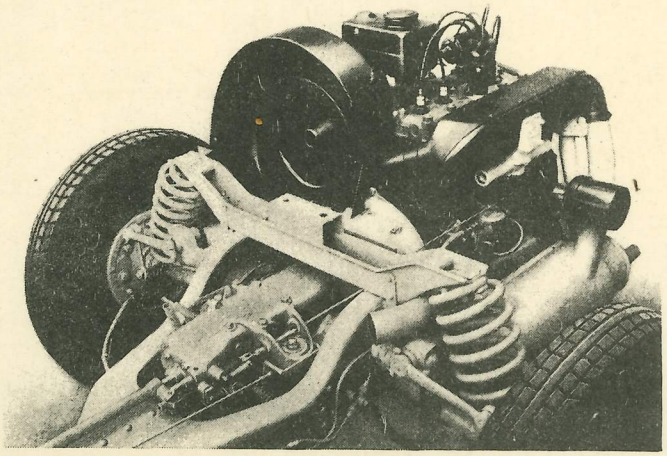
TUBULAR FRAME- REAR ENGINE

All Four Wheels Have Independent Springing . . . Engine, Transmission, and Differential In One Unit



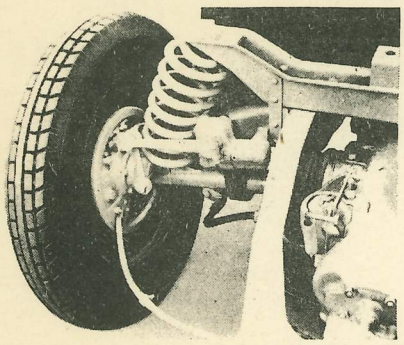
A EUROPEAN motor car now available on the American market has many features that recommend it as a decided advance in the design and construction of automobiles. It has no frame in the generally accepted sense of the word; a tubular member with a fork at rear end and three cross members serves to support the body and engine as well as supply spring anchorages for the wheels. The conventional propeller shaft has been eliminated, drive being direct from the engine through the transmission and differential to the rear wheels. Universal joints in the rear axles make possible independent springing of the rear wheels. A fume-proof and sound-proof partition separates the engine from the body interior.



The smooth curves of the partially streamlined body of the Mercedes-Benz, type 170H, are made possible by placement of the engine in the rear. Under the front hood is the fuel tank, spare tire, and baggage space. Behind the rear seat is additional space for other baggage

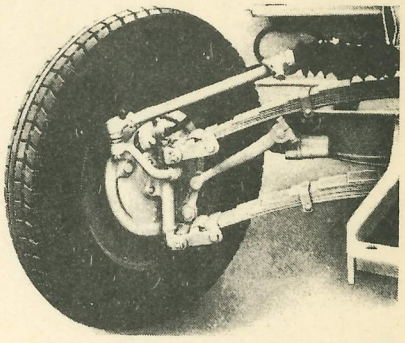
30 miles p. gallon
75 miles p. hour

Left: Under the rear hood is the power plant with the four-speed transmission and differential in one unit. The motor is water cooled and develops 38 brake horsepower



Left: Spiral springs support the independently sprung rear wheels

Right: The front wheels are supported by two sets of flexible leaf springs. Hydraulic brakes are used



Below: A top view of the tubular chassis. All parts of the engine are easily accessible when the rear hood is raised. The radiator and fan are at the right of the engine, looking toward the front end of the car