

1958

X-Ray

Compares the Imported Cars

These are the sales leaders among the small, imported cars. Which one, judged from the viewpoints of style, performance, comfort, economy and convenience is the best buy for you? X-RAY gives you facts and figures from official sources. Read these startling comparisons. They can mean the difference between satisfaction and dissatisfaction in your feelings toward the car you buy.



VOLKSWAGEN



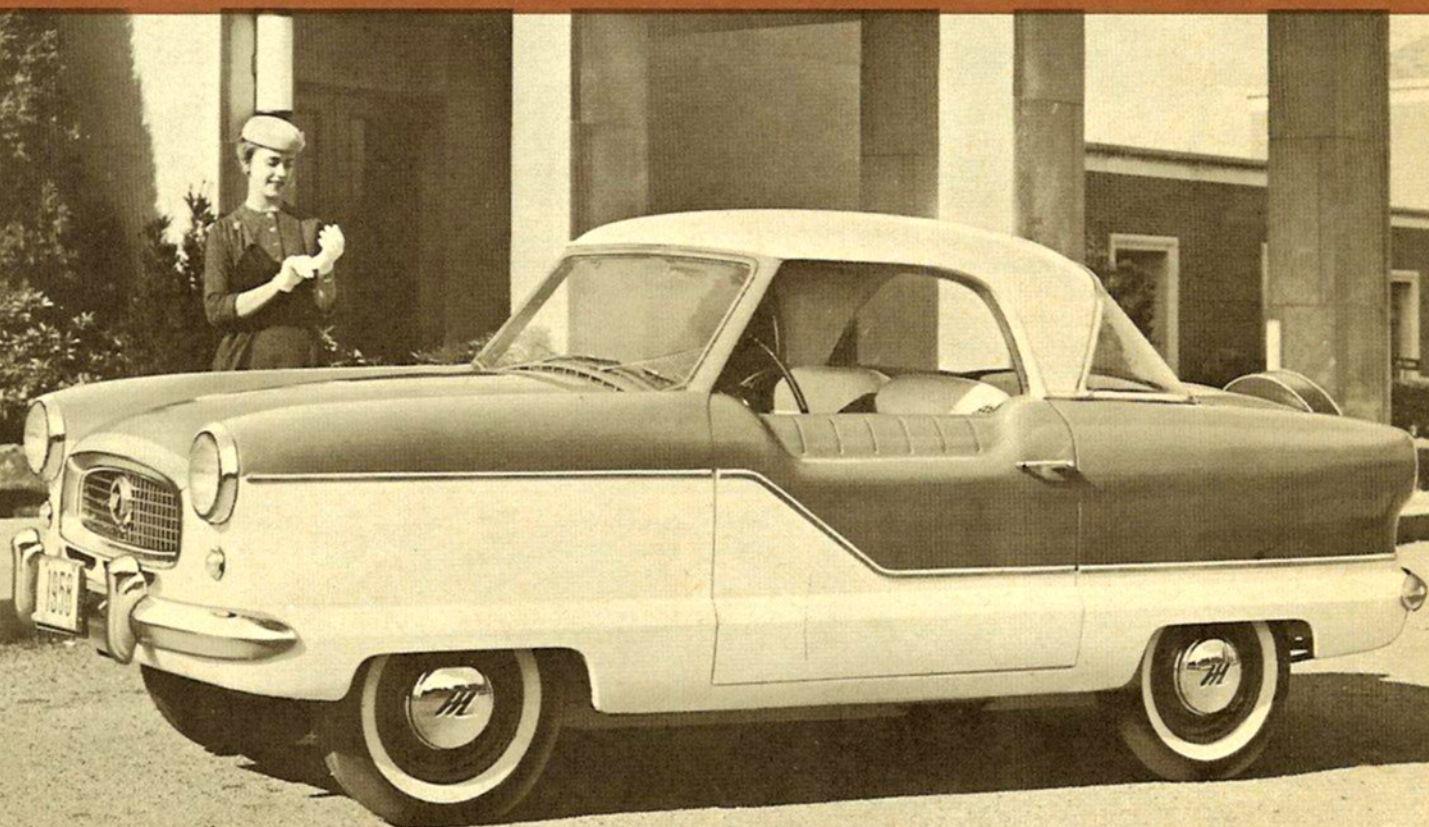
FORD ANGLIA



RENAULT DAUPHINE



HILLMAN MINX



METROPOLITAN "1500"

IMPORTED CAR X-Ray

Compares Styling, Inside and Out

Exterior Styling . . .



COMPARE



COMPARE



ANGLIA's square, boxy appearance is the result of its dimensions—nearly 59 inches high and only 60 inches wide. The too-thick windshield pillars and small rear window cut down visibility.

METROPOLITAN's distinctive design is in the American tradition. The lowered belt line at the door is a style feature that gives greater side visibility and driver comfort.

VOLKSWAGEN's basic styling is 26 years old. The forward-positioning of the fuel tank and the inefficient heating system are necessitated by Volkswagen's design concept.

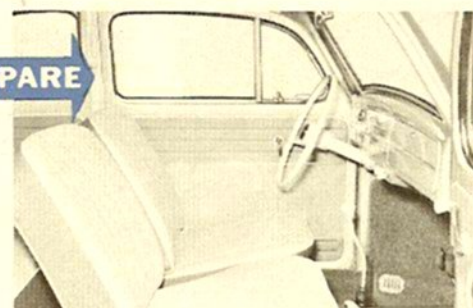
Interior Styling . . .



COMPARE



COMPARE



ANGLIA interiors are favorable in layout but the upholstery is inferior to Metropolitan unless optional extra cost materials are specified. Bucket seats with zig-zag springs give less comfort.

METROPOLITAN offers custom interiors at no extra cost. Foam cushions and coil spring front seats, vinyl door trim, dual sun visors, cigarette lighter and map light are standard equipment.

VOLKSWAGEN—Be sure to check beyond the interior specifications of Volkswagen, Renault and Anglia. The positioning of windshield, dash and steering wheel give occupants a "closed-in" feeling.

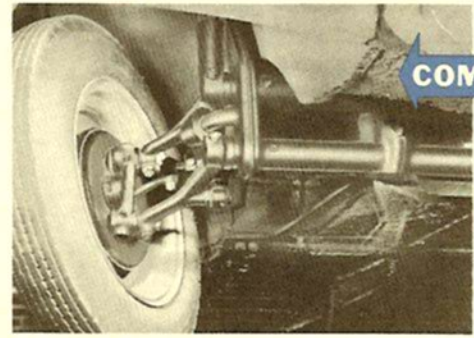
BOX SCORE ON STYLE, SIZE AND APPOINTMENTS

	Wheelbase	Length	Width	Height	Continental Tire	Convertible Offered	Hood High Fresh Air Intake	Glove Box Door	Electric Wipers	Cigarette Lighter Std.	Gas Gage Std.	Dual Horns Std.	Two Spare Fuses
Metropolitan "1500"	85.0	149.5	61.5	54.5	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Volkswagen	94.5	160.2	60.5	59.0	No	Yes	No	Yes	Yes	No	No	No	No
Ford Anglia	87.0	149.7	60.7	58.7	No	No	No	No	No	No	Yes	No	No
Renault Dauphine	89.0	155.6	60.0	57.0	No	No	No	No	Yes	No	Yes	Yes	No
Hillman Minx	96.0	160.5	60.7	59.5	No	Yes	No	No	Yes	No	Yes	Yes	No

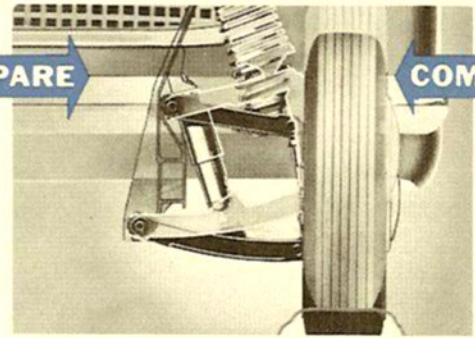
IMPORTED CAR X-Ray

Compares Comfort and Convenience

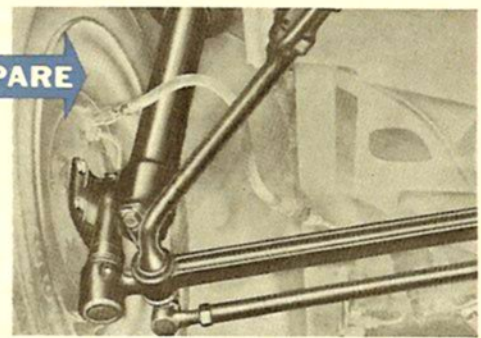
American motorists demand comfort and convenience in the cars they drive. Of all imported cars, Metropolitan best meets these demands for smooth, comfortable riding qualities and top driving convenience, in distinctive personal transportation.



VOLKSWAGEN's front and rear torsion-bar suspension gives a hard ride, especially with light loads . . . tends to oversteer. This results in the rear of the car swinging outward in a turn.

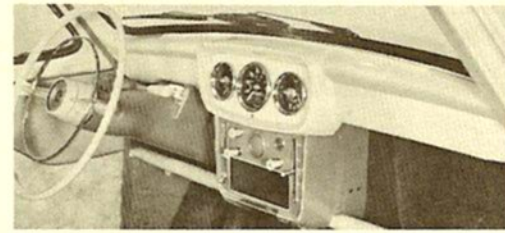


METROPOLITAN's front-end suspension has extra long "Deep Coil" springs. In combination with leaf springs at the rear, this gives Metropolitan passengers a superior ride.

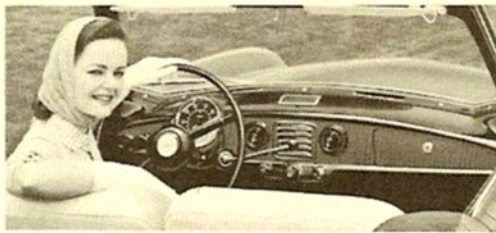


ANGLIA suspension system employs coil springs up front, and rear leaf springs like the Metropolitan. The high, boxy design makes the Anglia more prone to wind-wander in a cross-wind.

Let's look at Convenience . . .



HILLMAN MINX instruments are removed from the driver's direct line of vision. The gear shift pattern is exactly opposite to that in the U. S.



METROPOLITAN instruments are clustered directly in front of the driver for easiest reading. Gear shift lever is mounted on the steering post.



METROPOLITAN—offers Weather Eye Heating and Ventilating . . . greatest comfort feature ever built into a small car.



FORD ANGLIA

VOLKSWAGEN, RENAULT, & ANGLIA and many imported cars offer only bucket seats that limit front compartment seating capacity to two people. Metropolitan's full width front seat carries two passengers plus.

BOX SCORE ON ROOM, COMFORT AND CONVENIENCE

	Front Hiproom	Front Shoulder Room	Front Headroom	Front Legroom	Doors	Door Checks
Metropolitan "1500"	49.8	45.3	35.8	41.8	2	Yes
Volkswagen	49.2	47.8	37.5	42.1	2	No
Ford Anglia	50.8	46.5	35.3	43.4	2	Yes
Renault Dauphine	48.0	45.0	37.5	44.0	4	No
Hillman Minx	47.0	47.0	36.0	43.0	4	Yes
	Front Seat Construction	Airfoam Seat Pads	Front Seat Type	Gear Shift Lever	Trans. Speeds (Fwd.)	Hyd. Clutch Linkage
Metropolitan "1500"	Coil	Yes	Bench	Post	3	Yes
Volkswagen	Coil-Mesh	No	Bucket	Floor	4	No
Ford Anglia	Zig-Zag	No	Bucket	Floor	3	Yes
Renault Dauphine	Zig-Zag	Yes	Bucket	Floor	3	No
Hillman Minx	Zig-Zag	Yes	Bench	Post	4	Yes

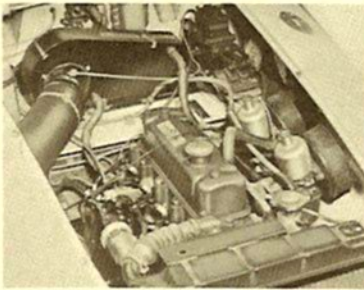
IMPORTED CAR

X-Ray

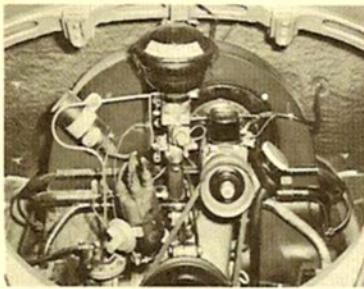
Shows Metrop In Ove

There is a vast difference between engine efficiency, performance, economy and acceleration factors among the imported cars. Even though most are 4-cylinder engines, you'll see a big difference when you drive these cars. The X-RAY points up the difference.

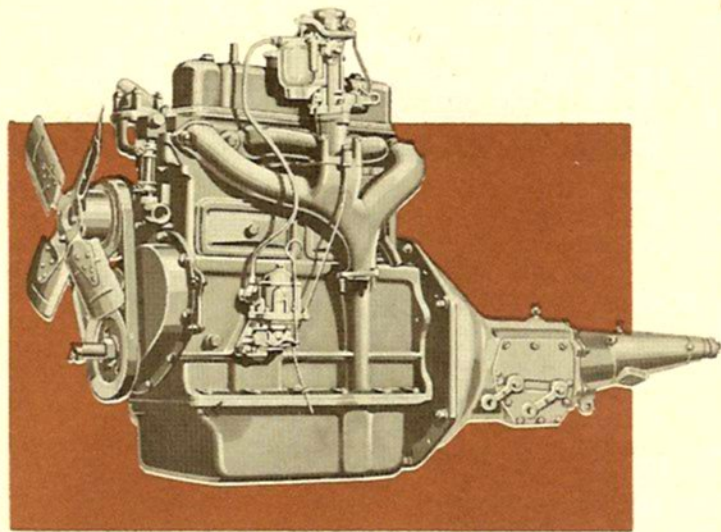
Let's look at Engines



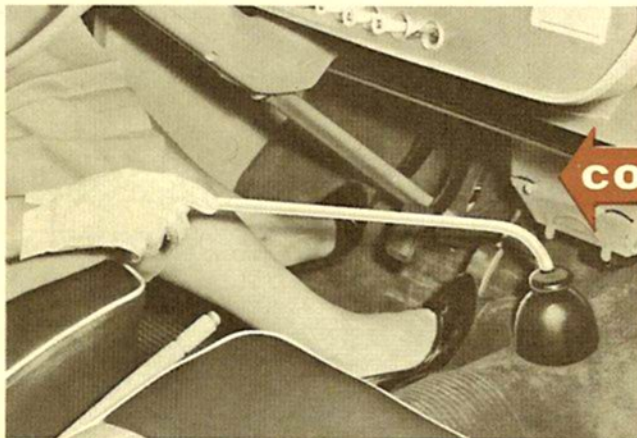
The basic 4-cylinder overhead valve design of the MG-A engine is virtually the same as that of the Metropolitan. The smooth, vibration-free performance and durability of the two engines set a standard for the imported car field. The Met uses one carburetor for greater economy.



THE AIR-COOLED Volkswagen engine has some disadvantages when compared to the Metropolitan powerplant. Objectionable high or mechanical noise level is evident at all speeds.

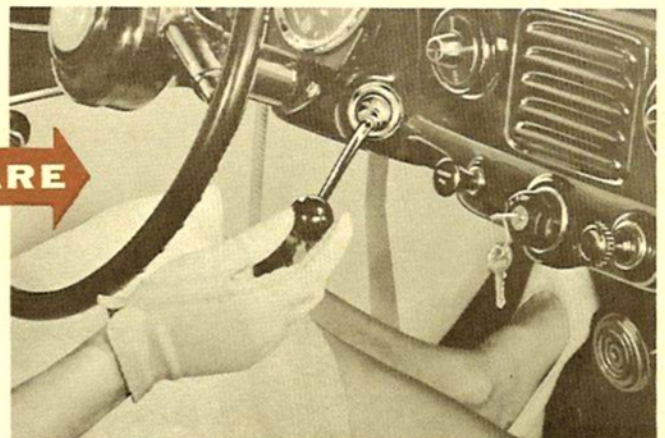


THE ADVANCED DESIGN of the Metropolitan "1500" powerplant—a 55 horsepower overhead valve engine—assures the fact that you squeeze more miles out of every drop of gasoline. Up to forty miles per gallon can be secured under ideal conditions.



RENAULT, VOLKSWAGEN & ANGLIA gear shift is of the old-fashioned floor-mounted type which is awkward to use for average American drivers. Clutch actuation is mechanical, and not as positive and easy to use as the Met's hydraulically actuated clutch linkage. Only Hillman offers the hydraulic linkage.

COMPARE



METROPOLITAN CLUTCH ACTION is operated via hydraulic linkage for free-moving, yet positive pedal action. The steering post gear selection pattern is standard, and simple to operate. Adequate power virtually eliminates constant shifting required in most of the foreign-built under-powered cars.

Metropolitan Outranks The Field In Overall Performance

Let's look at Performance



METROPOLITAN'S FAVORABLE power-to-weight ratio—only one horsepower to each 34.1 pounds as compared to Volkswagen's 1 to 42.5 ratio—assures top acceleration, snappier performance and far better highway passing ability.

BOX SCORE ON PERFORMANCE

	Pick Up 0-60 MPH (Sec.)	Pick Up 40-60 MPH (Sec.)	Top Speed (MPH)	Economy 50 MPH Constant Speed (MPG)
Metropolitan "1500"	17.4	10.0	80	33.5
Volkswagen	30.0	13.0	73	37.5
Ford Anglia	28.0	14.0	70	28.8
Renault Dauphine	29.0	19.8	74	30.0
Hillman Minx	23.0	15.1	80	32.3

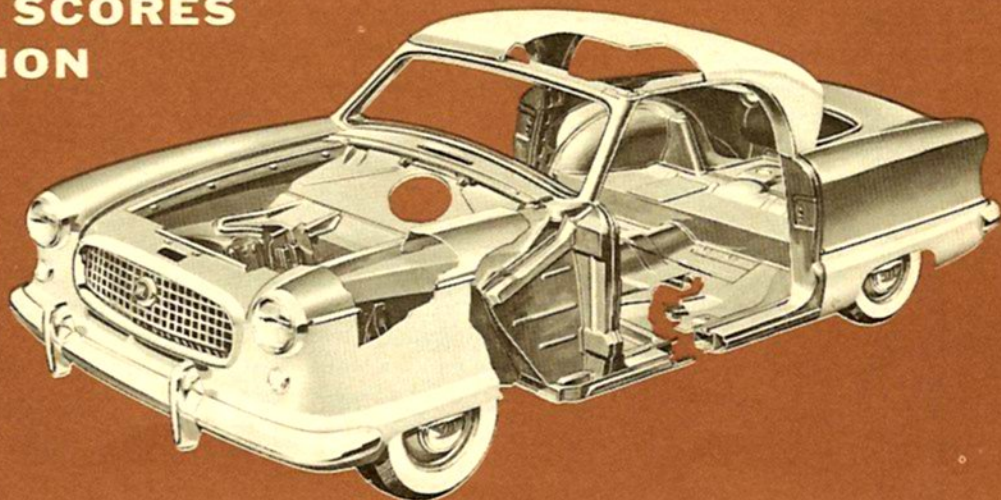
*Based, in part, on independent magazine road tests.

BOX SCORE ON ENGINE AND MECHANICAL DETAILS

	Engine Location	Cyl. & Type	Engine Cooling	Bore & Stroke	Displ. Cu. In.	Comp. Ratio	Horsepower	Torque	Ship- ping Weight	Pounds Per Horse- power	Elec. System Volts	Gas Tank U.S. Gal.	Tire Size	Suspension	
														Front	Rear
Metropolitan "1500"	Front	4—OHV	Water	2.88 x 3.50	90.9	8.3	55 @ 4600	82 @ 2400	1875	34.1	12	10.5	5.20-13	Coil	Leaf
Volkswagen	Rear	4—OHV	Air	3.03 x 2.52	72.7	6.6	36 @ 3700	56 @ 2000	1530	42.5	6	10.6	5.60-15	Torsion Bar	Torsion Bar
Ford Anglia	Front	4—L-Head	Water	2.50 x 3.64	71.5	7.0	36 @ 4500	52 @ 2500	1683	46.7	12	8.4	5.20-13	Coil	Leaf
Renault Dauphine	Rear	4—OHV	Water	2.28 x 3.15	51.5	7.3	32 @ 4250	48 @ 2000	1400	43.7	6	8.4	5.00-15	Coil	Coil
Hillman Minx	Front	4—OHV	Water	3.00 x 3.00	85.0	8.0	51 @ 4400	72 @ 2200	2135	41.8	12	8.7	5.60-15	Coil	Leaf

METROPOLITAN SCORES ON CONSTRUCTION

American Motors pioneered Single Unit Construction in the United States. Metropolitan is built this better, more modern way. Essentially, it means that body-and-frame are one, integral, all-welded unit that combines far greater safety and passenger protection—longer car life—lighter weight and better performance. It's yours in Metropolitan.



Luxury In Miniature!

*Distinctive Personal Transportation
For Two People Plus . . .
Nothing Like It At Any Price!*



"A WATCH-CHARM ROLLS-ROYCE," Says Devon Francis, of the Metropolitan, in **POPULAR SCIENCE**, April, 1958

Mr. Francis continues, in part, to say of the Metropolitan . . . "It's saucy, with an extraordinarily good power-for-weight ratio . . . It's a bomb on acceleration. Its short wheelbase puts it at the top of its class in maneuverability, with a minimum of clutch effort."

X-Ray Looks At The Price!

PUBLISHED PRICES — PORT OF ENTRY — EAST COAST

METROPOLITAN	HILLMAN MINX SP.	FORD ANGLIA	VOLKSWAGEN*	RENAULT DAUPHINE*
\$1650.10	\$1699.00	\$1539.00	\$1545.00	\$1645.00

*Warm Air Heater Standard

At first glance, the prices of Volkswagen, Anglia, Hillman, Renault and other imported low price cars seem to be comparable to the Metropolitan. However, consider the real facts. With two-tone paint combinations, directional signals, electrically operated dual windshield wipers, map light, cloth and vinyl upholstery, foam rubber front seat cushions, continental tire mount and tire cover, cigarette lighter, dual sun visors—all of which are standard—plus better all-around performance, acceleration and comfort—Metropolitan really has a definite value edge on the whole field.

IMPORTED CAR

X-Ray

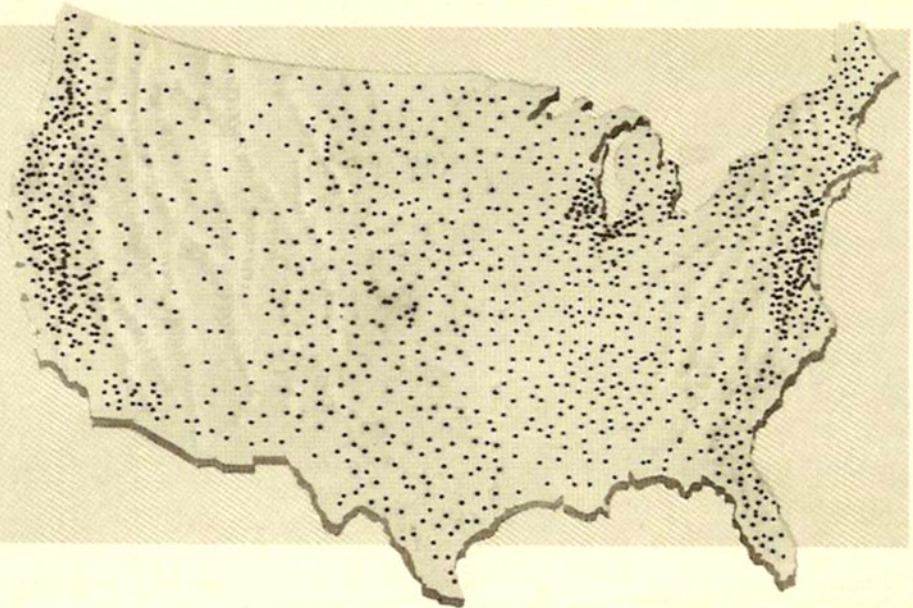
Shows Only Metropolitan Has Nationwide Parts and Service

15

**Strategically Located Parts
Warehouses to Guarantee
Availability of Parts**

Over 1325

**Dealers to Serve You
Wherever You Travel.**



X-RAY WARNS that the most serious drawback in buying some foreign cars is lack of adequate parts and service facilities. Most foreign car dealers are concentrated in relatively few states. That means that if you drive a foreign car in any of the other states, you risk being stranded many miles from a dealer with parts and service for that car. Metropolitan service is available in all states.

**Total Dealers
For Leading
Imported Cars**

**Metropolitan dealers
are everywhere
throughout the
United States. Other
foreign makes have
but a few dealers.**

METROPOLITAN	1334
Anglia	675*
Hillman	394*
Volkswagen	352*
Renault	481*

*Estimated, January 1, 1958

TO SUM UP...



The Metropolitan "1500" . . . in trim, smart, advanced styling . . . in engine, in suspension, in performance and economy is built to answer the discriminating tastes and the specific needs of most Americans. It offers the convenience and comfort of American-built cars.

It is a snappy looking, and easy handling smaller car. Climbs hills like a mountain goat, gives you the zip you need for passing . . . a car you can be proud of anywhere.



It has higher horsepower and less weight per horsepower for better performance than any of the "other 4." It has higher torque for better acceleration. The Metropolitan engine is of advanced overhead-valve design, like American engines. It is water-cooled, like all current American engines.



The Metropolitan gives excellent mileage with its higher compression ratio. And its suspension system . . . acclaimed by engineers . . . is designed to give you outstanding comfort.

Furthermore, parts and service for the Metropolitan are widely available anywhere.



Before you buy *any* smaller imported car, by all means see and drive the Metropolitan. It offers luxury in miniature . . . distinctive personal transportation for two people in either hardtop or convertible body styles. It is the World's Smartest Smaller Car.

Now Add Up the X-Ray Box Score on the Leading Imported Cars!

200	METROPOLITAN "1500"	VOLKSWAGEN	FORD ANGLIA	RENAULT DAUPHINE	HILLMAN MINX
Wheelbase	85.0	94.5	87.0	89.0	96.0
Length	149.5	160.2	149.7	155.6	160.5
Width	61.5	60.5	60.7	60.0	60.7
Height	54.5	59.0	58.7	57.0	59.5
Convertible Offered	Yes	Yes	No	No	Yes
Continental Tire	Yes	No	No	No	No
Doors	2	2	2	4	4
Front Hiproom	49.8	49.2	50.8	48.0	47.0
Front Seat Construction	Coil	Coil-Mesh	Zig-Zag	Zig-Zag	Zig-Zag
Front Seat Type	Bench	Bucket	Bucket	Bucket	Bench
Gear Shift Lever	Post	Floor	Floor	Floor	Post
Transmission Speeds (Fwd.)	3	4	3	3	4
Engine Location	Front	Rear	Front	Rear	Front
Displacement, Cu. In.	90.9	72.7	71.5	51.5	85.0
Compression Ratio	8.3	6.6	7.0	7.3	8.0
Horsepower	55 @ 4600	36 @ 3700	36 @ 4500	32 @ 4250	51 @ 4400
Torque	82 @ 2400	56 @ 2000	52 @ 2500	48 @ 2000	72 @ 2200
Shipping Weight	1875	1530	1683	1400	2135
Pounds per Horsepower	34.1	42.5	46.7	43.7	41.8
Acceleration 0-60 MPH (Sec.)	17.4	30.0	28.0	29.0	23.0
Electrical System Volts	12	6	12	6	12
Hood High Fresh Air Intake	Yes	No	No	No	No
Electric Wipers	Yes	Yes	No	Yes	Yes
Gas Gage, Std.	Yes	No	Yes	Yes	Yes
Cigarette Lighter, Std.	Yes	No	No	No	No
Dual Horns, Std.	Yes	No	No	Yes	Yes

The box score shows that the Metropolitan "1500" offers greater value than any other small imported car. Be sure to drive it before you buy any imported car. You'll be dollars ahead in savings, miles ahead in performance, years ahead in style and comfort.



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