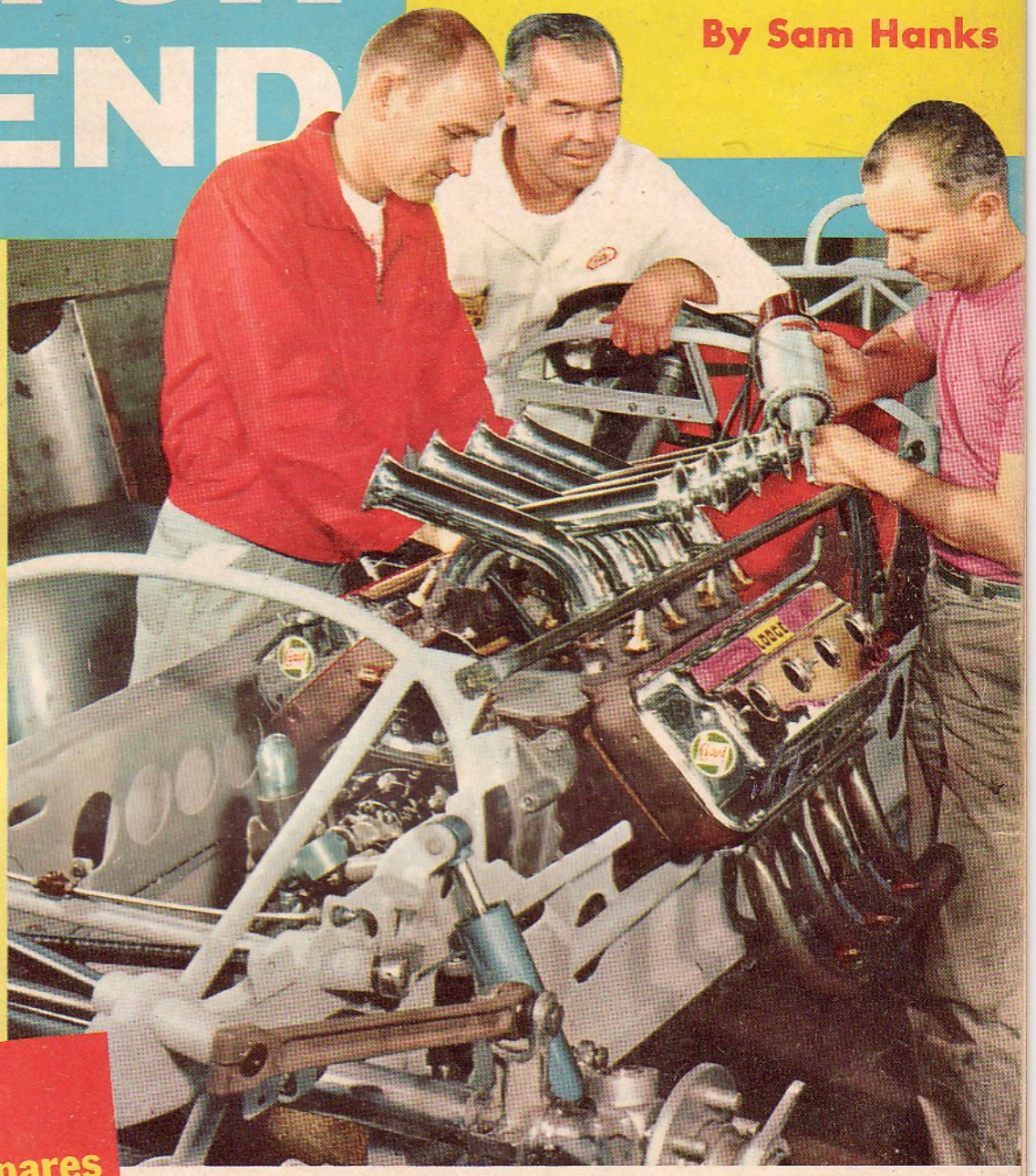
MOTOR TREND IND

WHO WILL WIN THE BIG "500"?

By Sam Hanks



JUNE 1958 35c

A "Stock" DeSoto V8 Challenges the HOT Offys!

Want 20 to 37 Mpg?

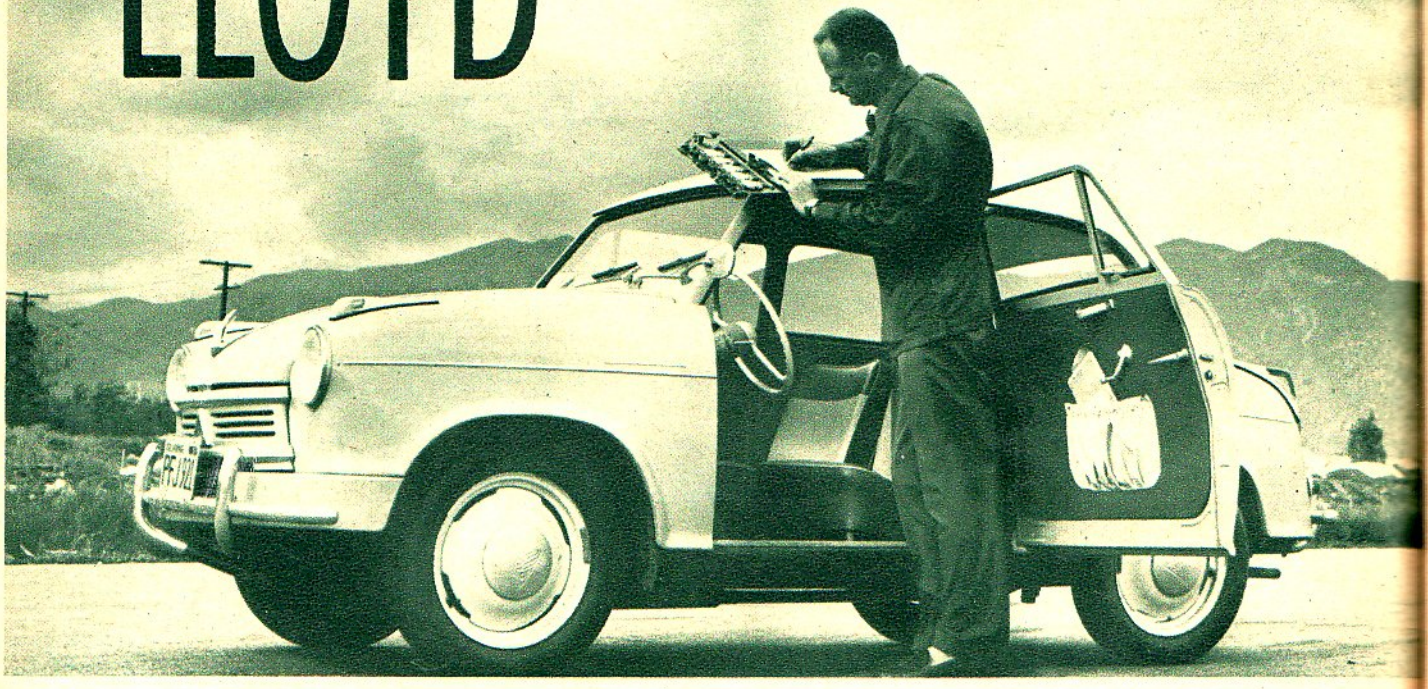
See tests on
LLOYD 600
HILLMAN-MINX
DYNA-PANHARD
RAMBLER
American

MT ROAD TEST

Don Francisco Compares the Big and Little Hot-Performing MERCS

FOR LOW-COST TRANSPORTATION, TRY THE FRONT-WHEEL DRIVE

LLOYD



A MOTOR TREND RESEARCH REPORT by Bob Rolofson

OF THE 2.3 MILLION registered automobiles in Germany, a pee-wee called the Lloyd ranks third in total sales. The name is relatively new in the United States, but its pedigree goes back to 1906 when the "Norddentsche Automobilund Motoren A-G" (whew!) bolted the first Lloyd together. A succession of mergers incorporating Hansa and Goliath wound up with an inter-company called "Lloyd Motoren Werke GMBA." Organized in 1950 under the direction of Dr. Borgward, this organization set out to manufacture the first postwar Lloyd. Today the factory punches out one Lloyd every three minutes, and has dealerships in 72 countries!

At first meeting, the little machine looks like another minicar. It appears high and short in this world of low, long vehicles. The first surprise is in the finish and bodywork. The weather-seal is so good that unless a window is open, it is necessary to slam the doors shut. In these days of bolt-on-and-go manufacturing, it is great to motor through a driving downpour with nary a leak.

The second surprise is the amount of usable space inside the car. The two bucket seats in the front can be adjusted for leg reach, and the angle of their backrests changed with thumbscrews while on the road. Behind the buckets is a comfortable bench seat which will accommodate two adults in relative comfort.

Previously it was possible to order the Lloyd with a two-stroke engine as a cheaper alternative, but road experience proved it to be less economical. Last year the factory dropped the smaller unit and is now concentrating on an improved 600cc unit mated to a four-speed synchromesh transmission. With this relatively new short-stroke mill, the front-wheel-drive Lloyd is able to compete on level terms with the monsters of the road. I found that by keeping engine revs high and using all four gears liberally, the car could actually be threaded through city traffic like a motorcycle.

The column-mounted gearshift is in a narrow "H" pattern, with reverse up and toward the driver. The "H" on this waggle stick is about as narrow as they come, and although reverse is spring loaded, the average first-time driver usually makes a number of reverse "starts" at the traffic light. There is a fairly high noise level at speed, but no objectionable vibration. Visibility is very good, with narrow pillars fore and aft, plus a side mirror supplementing a standard rear view mirror. The Lloyd dash is uncluttered and safe, with the speedometer readable through the two-spoked steering wheel at all times.

The four-stroke parallel twin engine

is air-cooled by a radial fan. Its 36.4-cubic-inch capacity puts out 24 (gross) horsepower at 4500 rpm, on a compression ratio of 6.6 to 1. The crank runs in large roller-and-ball bearings, and drives the camshaft by roller chain. The factory claims that the mill is practically indestructible, and after some wild over-revs during acceleration runs, I'll buy their claim. Later, during a five-mile run on the freeway, the speedometer held an indicated 65 mph with no apparent strain on the engine. Based on the earlier readings, the factory claim of a top 63 mph seems more than fair.

The brakes are oversized in relation to the car's weight. After 12 tire-ripping panic stops from 50 mph, there was absolutely no sign of brake fade. The car did weave a bit, but that is to be expected in all cars of this size, and was easily controlled.

Factory fuel consumption claims are 35 to 40 mpg in city driving, and up to 50 mpg (at 50 mph) on the highway. I managed to get 36.8 mpg in 214 miles of hard city driving — including the performance runs!

Dr. Borgward's car certainly fulfills all expectations. Sure, in this age of 300 hp-plus, the Lloyd is low powered, and that's one reason why it's so inexpensive to operate. The manufacturers peg it as a second or third car for shopping, or for Junior as his "coming of age" gift. As such it is a safe, strong, quality car with economy as the "kicker." It's a kick to wheel into a filling station and shout "fill 'er up" . . . *all six gallons!* /MT

ACCELERATION

From Standing Start
0-45 mph 20.1 0-50 28.8
Quarter-mile 27.0

FUEL CONSUMPTION

Stop-and-Go Driving
36.8 mpg for 214 miles (including test runs)

Highway Average
45 - 50 mpg (est.) at 50 mph

SPECIFICATIONS

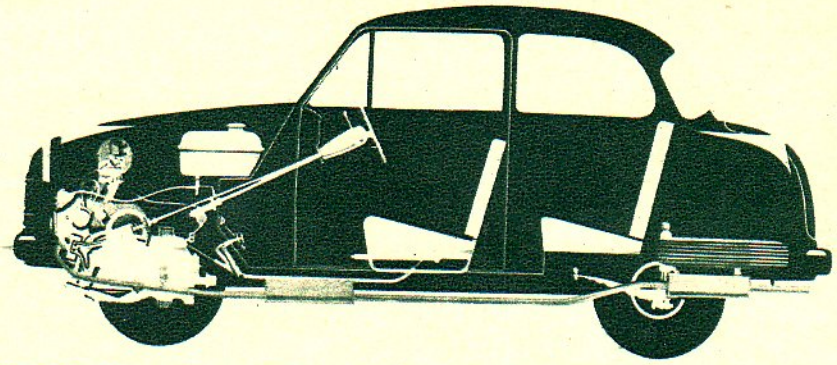
ENGINE: 4-stroke parallel twin. Bore 3.03 in. Stroke 2.52 in. Stroke/bore ratio .83:1. Compression ratio 6.6:1. Displacement 36.4 cu. in. Advertised bhp 24 (gross) @ 4500 rpm.

TRANSMISSION: Front-wheel drive. Dry single-plate clutch. 4-speed all synchromesh gearbox.

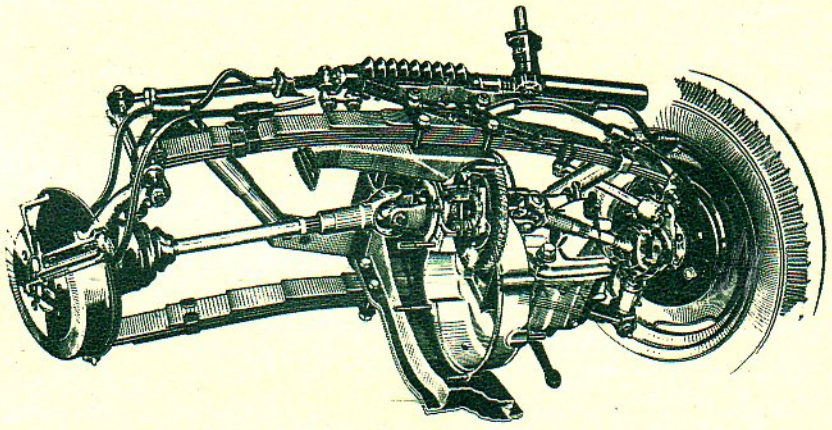
CHASSIS: Central backbone with box section sills and integral floor. Independent suspension. Front — transverse semi-elliptic springs with rubber inserts for lower and auxiliary leaf for upper. Rear — longitudinal semi-elliptics and swing-axle. Telescopic shocks. Hydraulic brakes. Rack and pinion steering, with 2.5 turns lock-to-lock.

DIMENSIONS: Wheelbase 78.3 in., overall length 132.0, overall height 55.8, overall width 56.4, minimum clearance 5.0, front tread 41.5, rear tread 43.3, weight (dry) 1190 lbs.

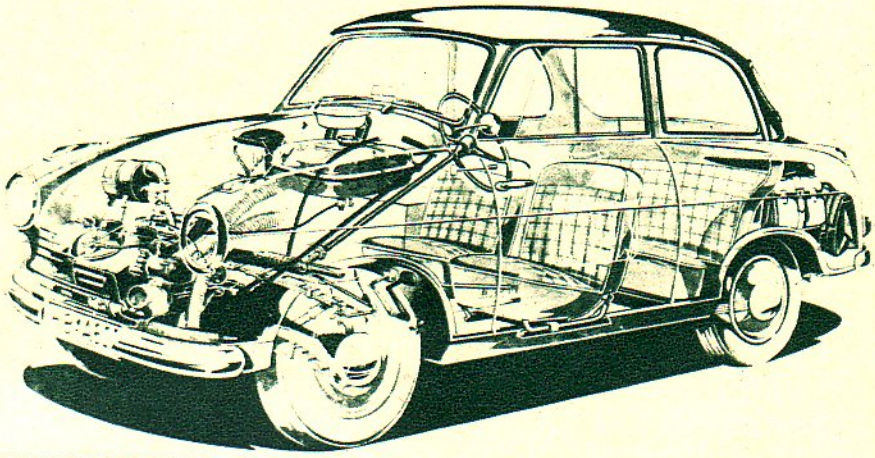
PRICE (port of entry): $1425.



WITH ONLY one-fourth of Lloyd's length devoted to engine components, passenger compartment has enough space for four adults; rear legroom is crowded.



LOWER TRANSVERSE SPRING is the main suspension element, consisting of 10 thin leaves with rubber buttons at the ends to reduce inter-leaf friction. Upper spring provides progressive-rate springing — with three thin full-length blades under four thicker blades — which increases resistance as it is needed.



FULL HORSEPOWER of engine, driving front wheels, constantly pulls car through sharp corners or around long curves. Quick-change engine mounts provide low-cost overhauls. Accessibility of engine components is one of best of foreign cars.