



LeSabre, GM Concept Car
Circa 1951

Coasters at Cedar Point,
Sandusky, Ohio

Where the legends Roll

JOIN US FOR THE 32ND ANNUAL ARTHRITIS FOUNDATION CLASSIC AUTO SHOW & CRUISE-IN!

OUR FEATURED MARQUES WILL CELEBRATE THE 50TH ANNIVERSARY OF THE FORD MUSTANG, PONTIAC GTO AND PORSCHE 911.

Thursday Rolling Legends Tour

Now in its third fabulous year, via Ohio's scenic byways, the destination for this year's Rolling Legends Tour is Mershon's World of Cars, followed by a barbecue and cruise-in/car show at Right Stuff Detailing.

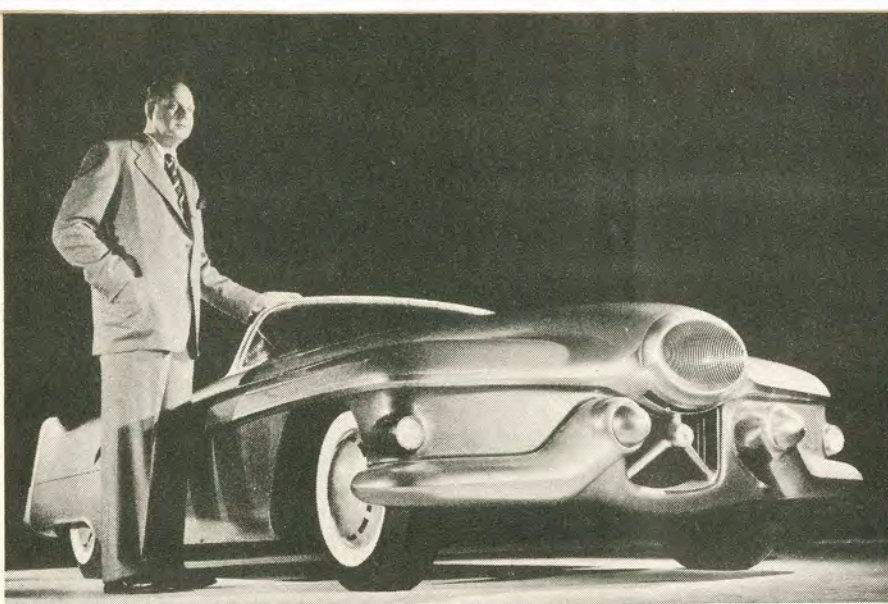
Friday's Cruise-In features more than 1000 cars, including antiques, classics, muscle cars, customs, street rods and European exotics. Judging concludes at 7:00 p.m. followed by an evening concert with Snidely Whiplash. In addition, 100 spectacular 6-ft trophies will be awarded to the top 100 cars along with many other specialty awards.

Saturday's show is a concours format featuring 48 classes, along with several show-within-a-show specialty classes. Judging takes place in the afternoon followed by an awards ceremony. In the evening, enjoy a concert with Phil Dirt and the Dozers, who will rock the house with music from the 50's, 60's and 70's. You won't want to miss this show!

For more show information, visit our website at:

www.ArthritisAutoShow.com





HARLEY J. EARL emphasizes lowness of full-scale model of Le Sabre. Body is only 36¼ ins. high at cowl, 50 ins. high with electrically-operated convertible top raised. In spite of this, ground clearance at lowest point is six inches

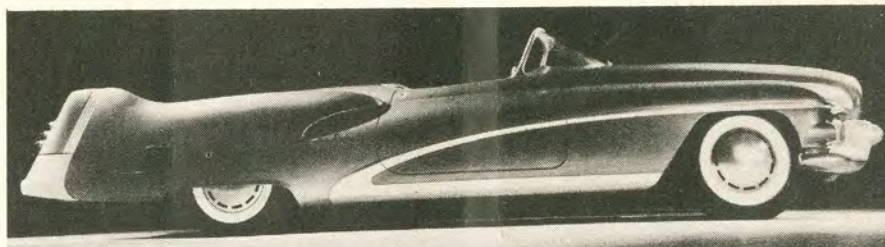
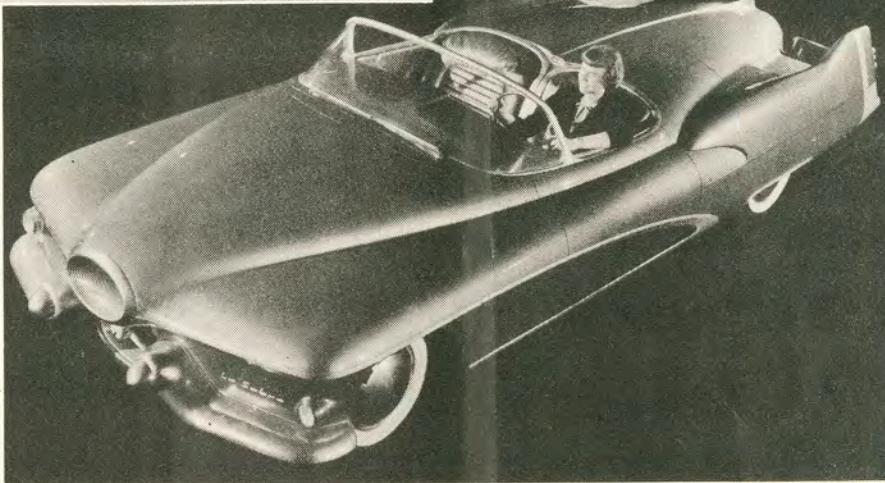
Sharp as a SABER

GENERAL MOTORS SPORTS
CAR . . . LE SABRE

ANSWERING a burning question in the minds of all sports car enthusiasts, "Why doesn't someone build a production sports car?" General Motors has taken the first long step by building *Le Sabre* (shown here).

The only catch is that the car is an experimental model for the purpose of testing mechanical and styling ideas that GM designers have sketched on drawing boards and have discussed in conferences. The car, a custom-built two-seater, under development four years, is now being constructed and should be completed about a month after this issue of *MOTOR TREND* reaches the newsstands.

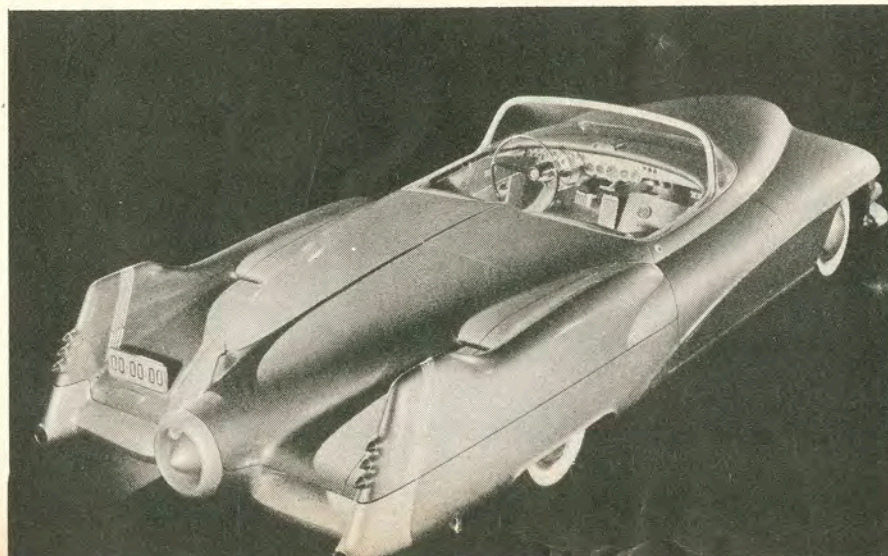
"The point of building this car," says Mr. Harley J. Earl, GM Vice President in Charge of Styling, "—is to be prepared for the future. This is the car of the future only in the sense that some of its design or mechanical features may appear some day in standard motor cars."



TOTAL weight of Le Sabre will be around 3000 lbs., giving it an expected power-weight ratio of 1:10. Wheelbase is 115 ins., overall length 200 ins., overall width at front fenders 76½ ins. Wheels are smaller than conventional (13 ins.), with brake drum diameter of only nine

LE SABRE will be powered by an experimental V-8 supercharged engine, with 10:1 c.r., developing 300-plus bhp. Bore and stroke are square—3¼ ins., giving a displacement of 215 cu. ins. Total engine weight—500 lbs. The dual fuel system will use current premium fuels and methanol, which will be injected into combustion chambers at a certain level of speed range for extra power boost. A special Dynaflo torque converter is housed near rear of stationary driveshaft, just forward of differential. Rear brakes are located either side of differential, rear wheels being independently sprung. Top section of grille is part of lighting system. When lights are turned on, grille revolves out of sight and pair of close set headlights, fitted on reverse side of grille, swings into place. Beneath grille is air intake for the aluminum radiator

ins. To compensate for this, brakes are twin-shoe type to provide more braking surface. Front suspension is independent with special anti-dive feature for quick stopping. A 12-volt battery, in rear of car, and high-ampere-hour generator are needed to power electrical devices in Le Sabre



TWO SETS of three tail lights are on trailing edge of rear fins, operating as lights and directional signals, while backup lights are at base of fins. Twin tail fins have functional purpose—they house aircraft-type 20-gal. rubberized fuel cells, one for gasoline and one for methanol. Le Sabre has usual instrument panel gauges and dials, plus tachometer, compass and altimeter. Various indicators are illuminated from behind, while center group is lighted by fluorescent tube. Panel controls operate hydraulic jacks on each of the car's wheels so driver can jack up car, in event of blowout, without leaving seat. Driver's seat is adjustable through electrically driven screwjack. Besides warm air circulating system, car is equipped with thermostatically controlled seat warmers. Rear view mirror, built into corner of cowl, is below driver eye level. When top is raised, rear window acts as prism to focus rear view onto mirror or bring it into range