

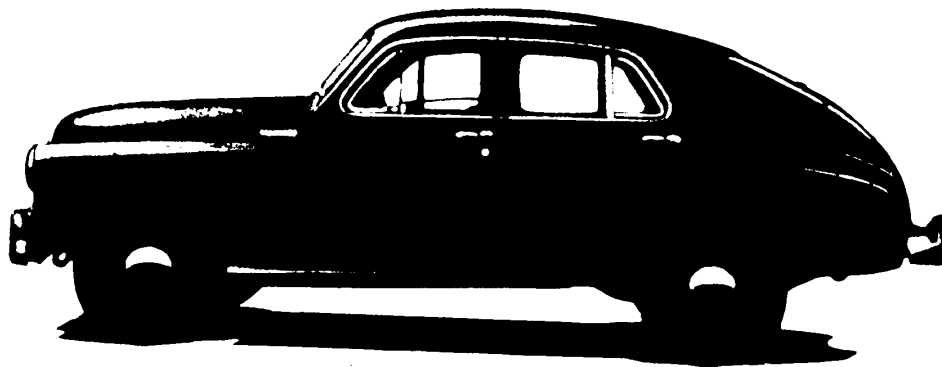
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November 19, 1952

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THE MOTOR

Impressions of the

RUSSIAN POBIEDA

By I. A. S. Clarence

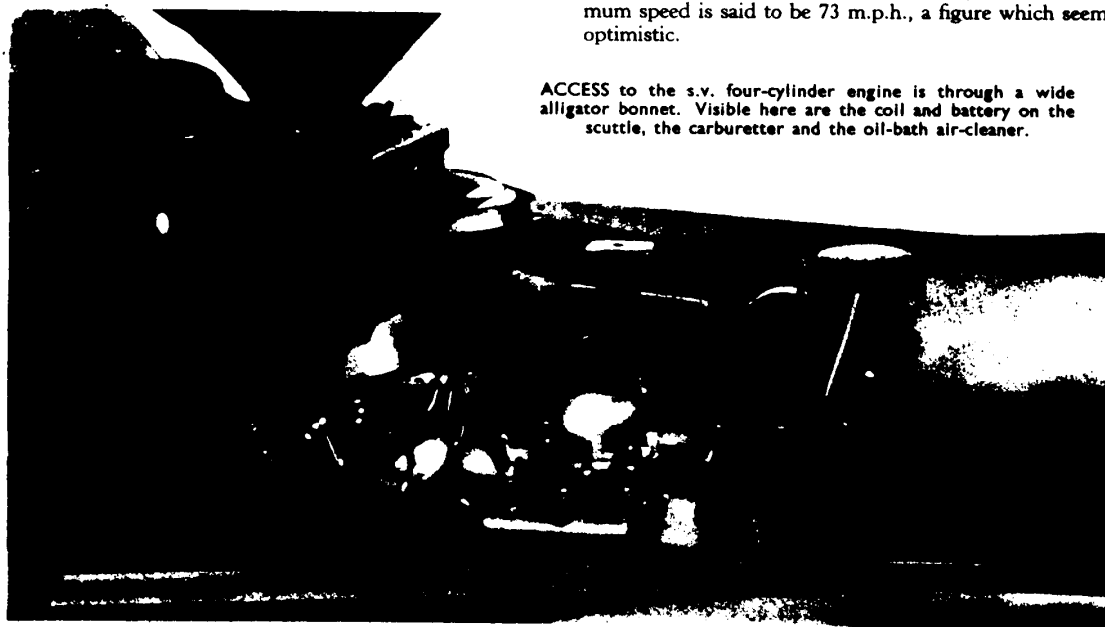
EXCLUSIVELY a Russian car, the Pobieda is almost unknown in Western Europe. Recently, however, through the courtesy of the Belgian agents, the writer has had the opportunity of driving one of the first of these cars ever to be imported into Belgium.

The Pobieda shows a certain exterior resemblance to the Standard Vanguard, and a striking feature is the very high ground clearance, arranged no doubt to make progress possible over the notoriously bad Russian roads. Apart from this somewhat British styling, American influence predominates in the general design. The engine is a four-cylinder side valve unit similar in some respects to the Willys Jeep. With a bore of 82 mm and stroke of 100 mm, it develops 50 b.h.p. at 3,600 r.p.m. with a compression ratio of 6.2 to 1. The Continental rating is 11 h.p. (15 h.p. R.A.C.). Both cylinder head and pistons are of light alloy and oil circulates via a full-flow oil filter. The starter button, located on the floorboards, is coupled

to the wound-wire filter element in such a way that each time the starter is pressed the element is given a turn, thereby cleaning it. Fuel is delivered from the 12-gallon tank to the downdraught carburetter by a mechanically operated pump and the carburetter itself, which is fitted with an air cleaner of the oil bath type, is equipped with a device permitting rapid adjustment of the main jet settings.

The three-speed gearbox with ratios of 5.125, 8.22 and 14.45 to 1 has synchromesh on second and third and is generally smooth in operation on the two upper ratios. A change down from second to first, however, is extremely difficult to achieve without most distressing noises, even by double declutching. Acceleration through the gears is mediocre, although it was not possible to push the car to its limit because it was not fully run in. Maximum speed is said to be 73 m.p.h., a figure which seems optimistic.

ACCESS to the s.v. four-cylinder engine is through a wide alligator bonnet. Visible here are the coil and battery on the scuttle, the carburetter and the oil-bath air-cleaner.



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Impressions of the Pobieda - - Contd.

Pulling away in top from low speeds was definitely sluggish giving the impression that the engine, which by today's standards is excessively noisy through the speed range, was not powerful enough for the size of the car.

The strongest point of the Pobieda appears to be its roadworthiness. The suspension, independent front by coil and wishbone and semi-elliptic gaitered at the rear, is on the hard side, and well damped by double-acting hydraulic shock absorbers: the writer felt that one need have no fear of driving the Pobieda fast over bad roads even when fully loaded. Taking a stretch of bad pavé at 50 m.p.h. had no effect upon the controllability of the car and was scarcely felt by the passengers. Cornering fairly sharply at 45 m.p.h. produced tyre howl and a certain amount of heeling over but the car held accurately to the desired course without any trace of under or over-steer. The steering is light and low-geared, there is a reasonable castor action and the steering gear operates on the peg and spiral cam principle. An anti-roll bar is fitted at the front.

Much is Electrical

The brakes are hydraulically operated and, as with the headlamps, are adequate for normal driving. A 12-volt electrical system is employed and the battery is readily accessible; both the boot and the engine compartment are fitted with lights and an additional socket is provided to take the lead of an inspection lamp which is supplied in the tool kit. The two-speed electrically driven screen wipers are completely silent.

The interior of the car is upholstered in average-quality blue corded cloth and both front and rear bench-type seats, which give adequate room for six people, are comfortable although not luxuriously so. The metal fascia panel carries a comprehensive range of instruments, viz. clock, speedometer, petrol and oil gauge, ammeter and water thermometer, all being mounted where they are clearly visible to the driver. In addition, there is a glove locker, a scuttle ventilator, a built-in heater working off the water

POBIEDA DATA**Engine**

Cylinders: Four. Bore: 82 mm.; Stroke: 100 mm. Capacity: 2,110 c.c. Valves: Side. Compression ratio: 6.2 to 1. Power (max.): 50 b.h.p. at 3,600 r.p.m. Oil filter: Full flow. Fuel pump: Mechanical. Carburetter: One downdraught.

Transmission

Gear-box ratios: Top 5.125; Second: 8.22; First, 14.45.

Suspension:

Front: Independent, coil and wishbones; Rear: Semi-elliptic. Shock-absorbers: Double-acting hydraulic.

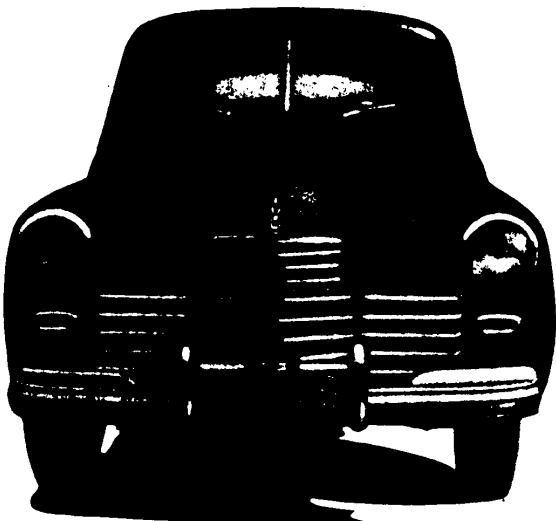
Dimensions

Overall length: 15 ft. 4 ins.; width: 5 ft. 7 ins.; height: 5 ft. 4 ins.; Wheelbase: 8 ft. 10 ins.; Tyres: 600-16 (synthetic rubber). Fuel capacity: 12 galls.

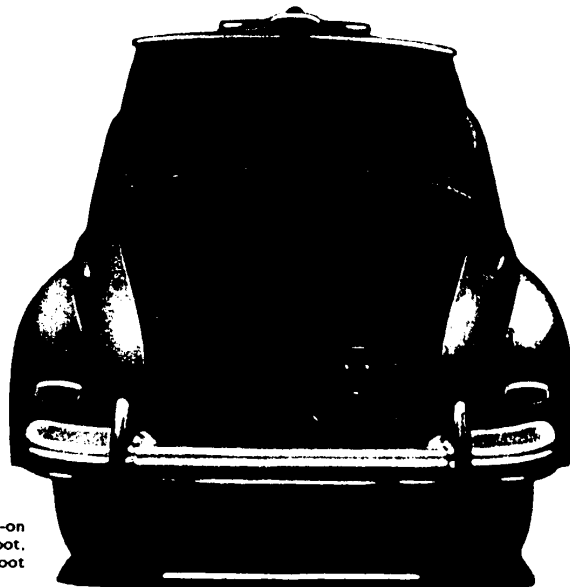
system, two sun visors, a cigarette lighter and space for installing a radio. All four doors are fitted with elbow rests but there are no pockets. Vision through the driving mirror is distorted and blurred, an effect caused by the angle of the curved rear window. The grey-green finish, though not of the high-gloss type, is up to the standard of lower-priced European cars and the general shape of the body produces very little wind noise.

To sum up, one can say that the Pobieda is designed primarily for reliability and long distance travel in countries where roads are bad and servicing facilities few and far between. Beauty of line and startling performance have been sacrificed in the interests of practicability and utilitarian purposes. For all that, however, attention to detail has not been overlooked and the inclusion of cigarette lighters, heating and other interior refinements are evidence that such equipment is as much appreciated in Russia as elsewhere.

Costing in Belgium 133,000 francs B. (£950) which figure is inclusive of only 12 per cent. purchase tax, the Pobieda certainly appears overpriced for Western markets; this notwithstanding it remains an interesting vehicle bearing in mind the recent birth of the Russian automobile industry.



RESEMBLANCE to the earlier Standard Vanguard is revealed in this head-on view of the Pobieda. The right-hand picture shows the large luggage boot, with the spare wheel mounted in a separate compartment under the boot floor.



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