exhibition TEN AUTOMOBILES The Museum of Modern Art
CUNNINGHAM model C-4, 1952
Manufactured by B. S. Cunningham Company, West Palm Beach, Florida, U.S.A. Coachwork by Carrozzeria Alfredo Vignale, Turin, Italy.
LANCIA Gran Turismo, 1951
Manufactured by Automobile Lancia, Turin, Italy. Coachwork by Carrozzeria Pinin Farina, Turin.
ASTON-MARTIN model D.B.2, 1950
Manufactured by David Brown Group, Feltham, Middlesex, England. Coachwork by the manufacturers.

Intended for both touring and road racing, the Aston-Martin retains details and accessories of passenger cars though its coachwork is built primarily of weight-saving aluminum. Front and rear fenders are treated as part of one enveloping shell, without individual articulation. An original and subtle detail is the transition from the rounded rear window to the top of the luggage compartment, which is itself modelled to indicate the rear fenders. The radiator grille is outlined with a metal ridge, suggesting the pressing and cutting techniques by which the car’s body has been formed.
The hood of the Studebaker is lower than the adjoining fenders—a refinement which, together with the car’s general proportions and low center of gravity, constitutes its most striking departure from conventional American treatment. The uninterrupted side and rear window make the roof of the passenger compartment a clearly separate element, well suited to a contrasting color treatment. Among the most successful details are the gleaming undecorated hub caps (see front cover). This model of the Studebaker is the first American mass-produced car to adapt design characteristics of European automobiles.
COMETE, 1952
Manufactured by Ford S.A.F., Poissy, France
Coachwork by Facel-Métallon, Paris, France.
SIMCA model 8 Sport, 1950
MG model TD, 1950
Manufactured by MG Car Company Ltd., Abingdon-on-Thames, Berkshire, England. Coachwork by Carrozzeria G. Bertone, Turin, Italy.
The Nash-Healey, like the Cunningham, employs an American engine and many American stock mechanical components. Designed in Italy to fit a specially constructed chassis, its coachwork recalls details characteristic of other Italian cars. Front fenders are fared back along the sides and seem to disappear into the doors; the radiator grille is a flattened oval incorporating the headlights.

NASH-HEALEY, 1952
PORSCHE 1500 Super, 1952
Although it is not an unusually large automobile, the SIATA's compact silhouette recalls the proportions of many American touring cars. However, in the SIATA every detail has been so thoroughly integrated that it is impossible to isolate any single feature as being responsible for the effectiveness of the design. Even a traditional radiator grille retained from earlier models has been made to seem the most appropriate solution. The unusually high placement of the rear window, the angle at which the side window is terminated, the door handle, and the air vents on the front fender, are all details of studied refinement and restraint. The SIATA is one of the most beautiful touring cars produced.
Manufactured by Società Italiano Auto Transformazioni Accessori, Turin, Italy. Coachwork by Società Anonima Stabilimenti Farina, Turin.