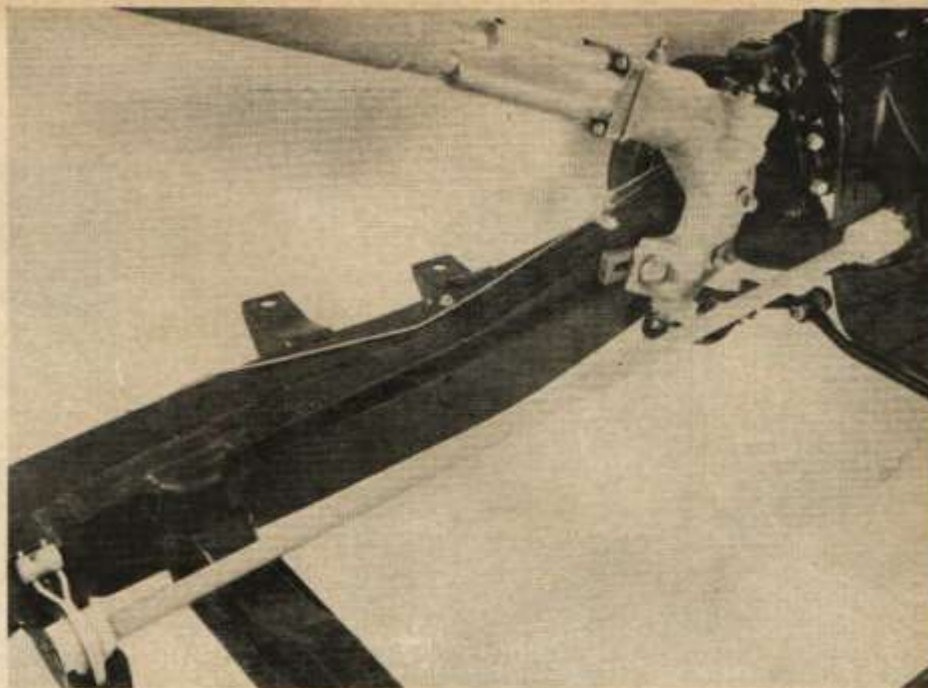
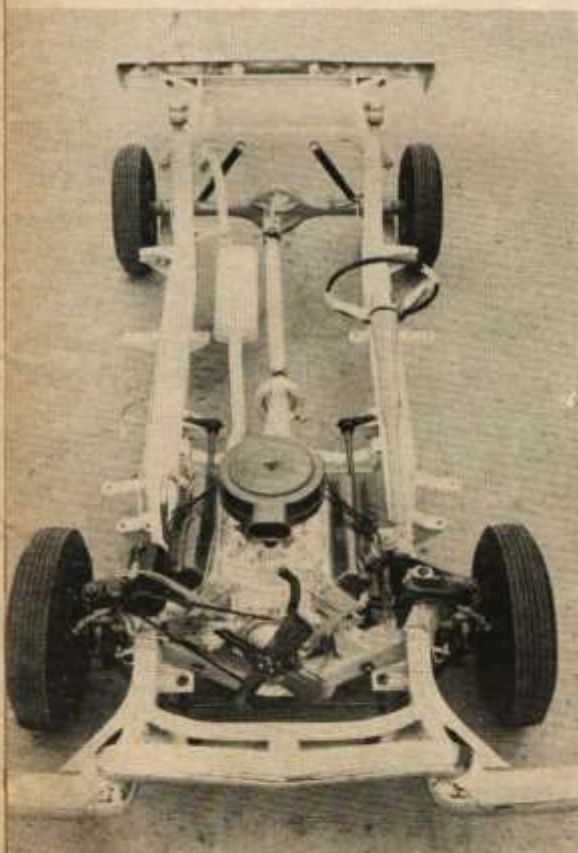




*One of the four self-contained ball joints. Lower control arm strut, anti-roll stabilizer mount and snubber also shown.*



*No intermediate torsion bar bearings are used between front and rear mountings. Overall bar length is about 42 inches.*



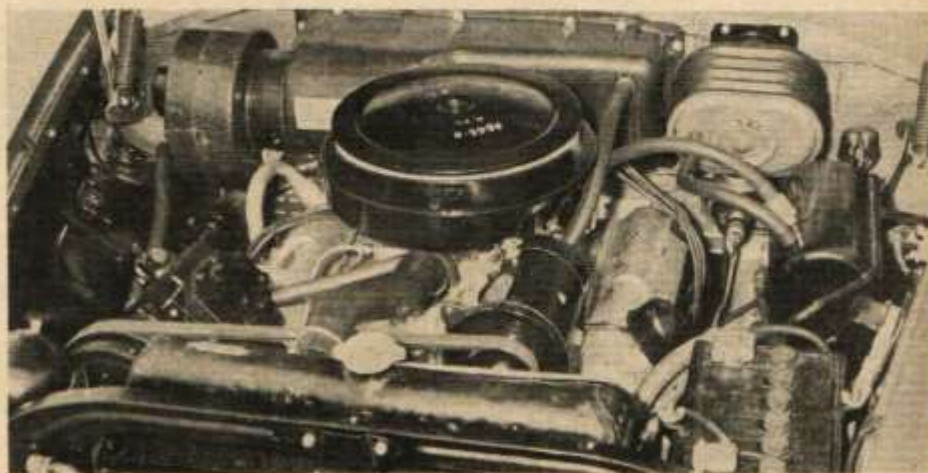
*Five transverse crossmembers are visible here. Note "floating" stabilizer mounting and slight angularity of the driveshaft.*

their production debut in the 1955 Packard, in which a single bar on each side suspended both front and rear ends. The term "straight" torsion bar, as opposed to coil spring, has been deliberately chosen because of the inescapable fact that a coil spring is indeed a torsion bar. Any compressive or extension forces imparted to a

*(Continued on following page)*



*Here is the difference between a straight torsion bar and coil spring. Man on right demonstrates the twist imparted to bar.*



*Somewhere behind the jillion-and-one accessories, a few bits and pieces of the new ohv Plymouth V8 engine can be seen.*