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MOTOR TREND

1961 PONTIAC TEMPEST TRANSAXLE

NEW ENGINE FOR THE LARK

OCTOBER 1960 35c



1961 CARS FIRST COMPLETE REPORTS



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A monthly summary
of the latest foreign
car news from our
overseas correspondents



Gordon Wilkins



Gunther Moller

AROUND THE WORLD IN 30 DAYS

FERRARI HAS LAUNCHED A new version of his famous 250-GT with two main seats and two occasional seats. All previous models have had two seats. By moving the engine and gearbox forward, he has obtained the extra interior space without increasing the length or wheelbase.

The low drag body form incorporates a slightly smaller radiator grille than the other models, and a smooth hood, without an air intake, is shaped to a profile which is designed to prevent lift and increase road adherence at high speeds. Fog and spotlights are set in the radiator.

The two-door body, designed by Pinin Farina, is of the severe, simple style with no irrelevant decoration. An almost unbroken expanse of glass gives excellent all-around vision. The roof line extends slightly over the rear window to give adequate head room in the rear seats, and the curved rear quarters blend into a new high tail which gives more luggage space than on the previous models. Rear seats have side and center arm rests, and an air intake below the windshield feeds fresh warm or cold air to the interior. The side windows drop and the rear quarter lights are hinged.

The engine is the well-known V-12 (73 x 58.8mm) 2953cc. It has three twin-choke carburetors and produces 235 bhp at 7000 rpm on an 8.8-to-1 compression. Transmission is by a four-speed synchromesh gearbox and a Laycock overdrive is offered for the first time. Dunlop disc brakes are installed on all four of the center-lock wire wheels which carry 6.50-15 tires. Curb weight of the new automobile is 2820 pounds.—G.W.

THE PRODUCTION PROGRAM of Volvo Automobile Company has been curtailed, according to the firm's officials. Reason for the cutback is in part due to a shortage of workers in the engine and gearbox plants, part to the increased sales of compact cars in the U.S. cutting Volvo sales; and in part to a boycott in South Africa. With the latter, Sweden has had a boycott against South African products as a protest against the apartheid policy of the South African government. South Africa's latest action, then,

can be termed a protest against a protest.

Volvo officials state, however, that sales have increased in other parts of the world. Switzerland, for instance, has boosted sales 100 per cent.

The firm announced that they'll fight for a better share of the American market by reducing prices and bringing out a simplified version of the 544 model. The new price has not been released to the public.

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A new fiberglass body, with long, low, racy sportscar lines, is becoming quite popular in Sweden. Called the "Carina," the shell is made by Swedish Plastic Cars, Inc. The body is available as a two- or four-seater, and a removable hard top is optional at extra cost. Rear fenders can be had with or without tail fins.

A body shell costs \$320, and with doors, hood and trunk lid cut out and finished, the price ends up at \$390.

The body fits all cars with a wheelbase of 90 to 110 inches, and many different family cars have been converted into a Carina sports roadster. The most popular cars being converted are Volvos and Volkswagens.—Lars-Erik Johansson

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INCREASED REAR SEAT accommodation is the principal modification of the new deluxe version of the Berkeley Three-Wheeler. Introduced in September 1959 by Berkeley Cars Limited, Biggleswade,

more than 1700 of these spirited little cars have been sold.

In addition to the enlarged rear seat, the windshield has been redesigned to give better visibility, and a larger hood has been provided. A heavy-duty front suspension has been incorporated, and a reinforced rear suspension incorporates a larger spring shock absorber unit and enables a lower sitting position to be



Smart styling highlights this fiberglass body shell that is made in Sweden. Called the Carina, the shell fits most cars. In this case, an A.U. 1000 (DKW) is all dressed up with the new body. Price of the shell runs just under \$400.

Here is a new version of the famous Ferrari 250 GT. It has two main seats and two occasional seats, and increased interior space. The simple, clean design was drawn by Pinin Farina. The engine is the V-12, 2953 cc powerplant.

