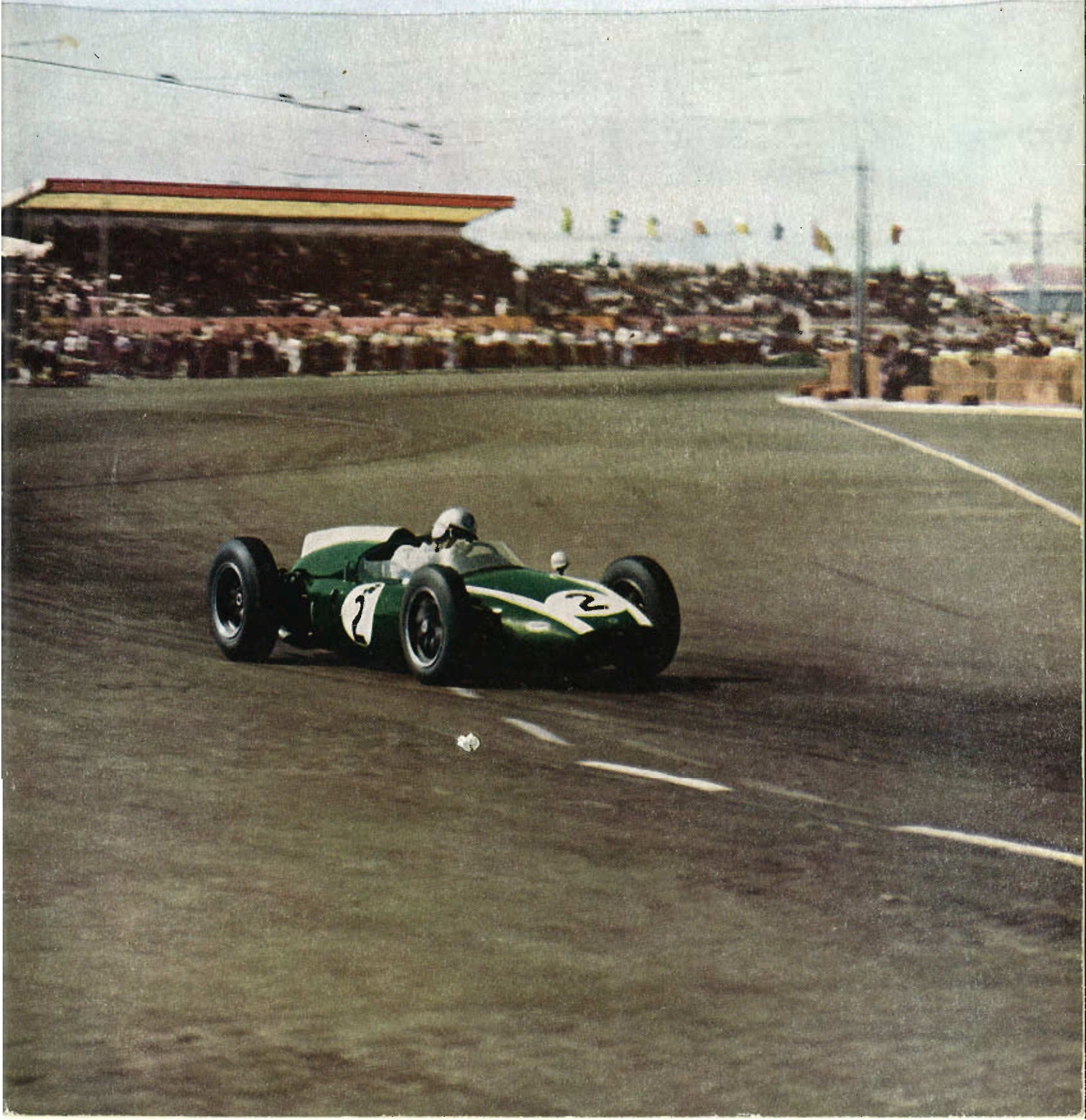


Vol. XXXVI No. 11

ONE SHILLING AND SIXPENCE

November, 1960

MOTOR SPORT



EARLS COURT REVIEWED

ECONOMY CARS

AUSTIN SE7EN

Stand 102

Now in production for more than a year, the Se7en seems as popular as ever but owners of early examples are wondering whether too much emphasis has been placed on handling instead of durability. Front tyre life seldom exceeds 10,000 miles and gearboxes show signs of weakness. Since last October the inevitable van and estate car versions have been produced, the latter having a useful 35½ cu. ft. with the rear seat folded down.

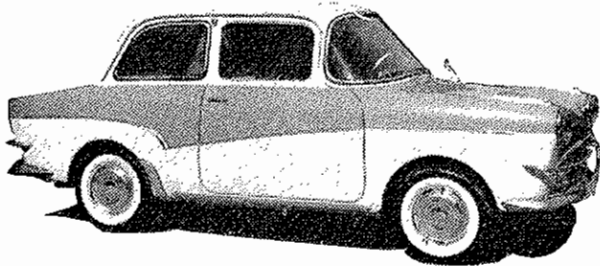
Prices: Se7en, £497; de luxe, £537. Countryman, £623.

AUSTIN A40

Stand 102

Unchanged for another year, the A40 is undoubtedly one of the best-looking of the Farina designs and still manages to attract buyers from the cheaper Se7en.

Prices: A40, £639; de luxe, £651. Countryman, £660; de luxe, £672.



Goggomobil T700.

CITROEN BIJOU

Stand 104

Introduced at last year's Show, the Bijou was obviously intended for the Englishman who could not stand the starkness of the 2 c.v. It seemed to miss out on its styling and is only just going into production.

Price: £695.

D.K.W. JUNIOR

Stand 143

Using a smaller capacity version of the familiar three-cylinder two-stroke Auto Union engine, the Junior could prove to be quite popular here. A road test of this car is included in this issue.

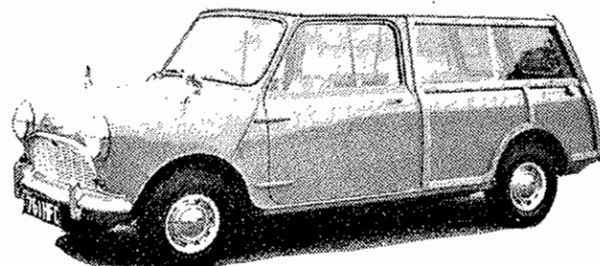
Price: £800.

FIAT 500 AND 600

Stand 138

Also reviewed in this issue, the Fiat 500 and 600 continue to offer excellent value for money. The twin-cylinder 500 and four-cylinder 600 seem to have unburstable engines and the all-round-independent suspension endows them with excellent handling characteristics. The 600 will also be shown with a 767-c.c. 28.5-b.h.p. engine, to be known as the 600D.

Prices: 500 saloon, £525. 500 Giardiniera £586. 600 saloon, £613; convertible, £641. 600D £622.



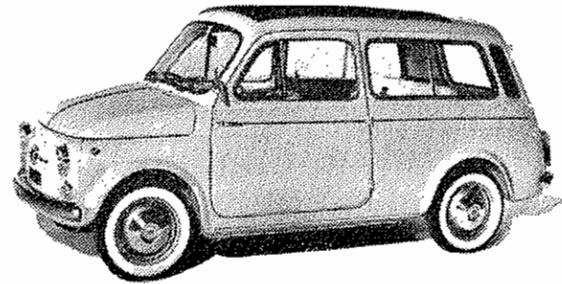
Austin Se7en Countryman.

FORD POPULAR, PREFECT AND ANGLIA

Stands 98/99

The Anglia, also introduced last year, continues to find great popularity on World markets and has gained a following in countries where it would not normally sell, probably because of its competition successes in events like the East Africa Safari. The 105E Anglia engine reigns supreme in Formula Junior racing. Despite rumours, both here and in America, that the Prefect would be replaced by a front-wheel-drive car it remains unchanged for the present, as does the Popular.

Prices: Popular, £494; de luxe, £515. Anglia, £589; de luxe, £610. Prefect, £622.



Fiat 500 Giardiniera.

GOGGOMOBIL

Stand 106

Goggomobil offer two entirely distinct types of car. Firstly the rear-engined all-independent 300 and 400 models with parallel twin 293-c.c. and 392-c.c. engines, and secondly the 700 range having flat twin 688-c.c. engines at the front driving to a rigid rear axle by normal propeller shaft. The 1961 700 models have a number of detail improvements, and appear a threat to models already established in this country. The smaller models gained a following here during petrol rationing but performance from these tiny engines is not up to present-day requirements.

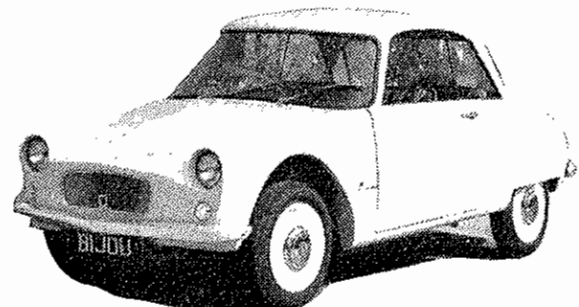
Prices: 300, £467; 400, £486; 700, £671; 700 Esquire, £799.

ISETTA MOTOCOUCPE AND B.M.W. 700

Stand 160

In this country, A.F.N. sell the larger B.M.W.s and Isetta the economy models. Isetta make the Motocoupe under licence and import the 700 model which was introduced last year. It utilises the flat twin B.M.W. motorcycle engine and appears to have gained a large following in Germany, particularly among racing enthusiasts. A very handsome coupé version is also produced.

Prices: Motocoupe, £366. 700 saloon, £728; coupé, £795.



Citroen Bijou.

MORRIS MINOR AND MINI-MINOR

Stand 137

The Morris Minor marches on virtually unchanged except for a new one-piece inlet manifold and a revised colour range. Many people "in the know" predicted a rear-engined air-cooled car for the Show. We can but hope. The Mini-Minor receives improved interior trim with padding each side of the instruments and in the door panels, while, underneath, the endways location of the dampers has been improved, the fuel tank is now provided with a drain plug, and a better jack is now provided.

Prices: Mini-Minor, £497; de luxe, £537; Traveller, £623. Minor 1000 two-door, £590; de luxe, £619; four-door, £626; Traveller, £669.

N.S.U. PRINZ

Stand 145

With its lightly stressed overhead camshaft twin-cylinder engine the Prinz has gained a good reputation in this country. Its engine may not be the quietest but a life of 100,000 miles is claimed, and interior room and handling are the equal of many other small cars.

Prices: Prinz II saloon, £547; de luxe, £563. Prinz 30, £572; de luxe, £588.

RENAULT 750 AND DAUPHINE

Stand III

Although still available, the 750 model is not pushed in the British market and the main seller is the Dauphine, which Renaults claim is the largest selling Continental car in Britain. It continues unchanged for this year, as does the Gordini version, but the latter is subject to a quite large reduction in price.

Prices: 750 de luxe, £620; Dauphine, £690; Dauphine-Gordini, £765.

TRIUMPH HERALD

Stand 142

News that the Standard-Triumph works is going on to short-time seems to indicate that the Herald is not selling as well as was expected. Certainly it is expensive and is dearer than many of its Continental rivals, which, coupled with its earlier teething troubles, may explain its poor reception so far. The convertible model is now available on the home market.

Prices: Saloon, £702; coupé, £731; convertible, £766.

VOLKSWAGEN

Stand 154

The many improvements recently announced for the VW, which give it more power and even more reliability, should ensure that it stays in the public eye for a long while yet. The new carburetter has overcome the carburetter icing troubles experienced on the interim 1959 models.

Prices: Standard saloon, £617; de luxe, £717; convertible, £968.

SMALL FAMILY CARS*Austin A55 Countryman.***AUSTIN A55**

Stand 102

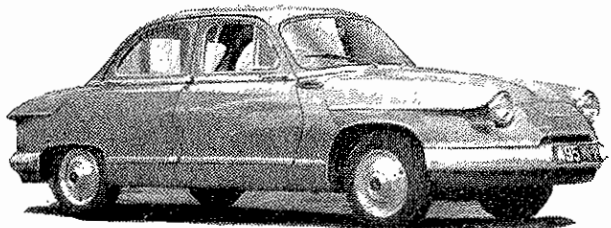
In common with other "B" series-engined B.M.C. cars, the A55 engine has improved combustion chamber shapes and a new camshaft to reduce tappet noise. As might be expected, an estate car version has recently been announced which merely has the roof panel lengthened. With the rear seats folded down 51 cu. ft. of space is available. A new type of door lock is fitted which makes it impossible for the absentminded to lock themselves out of their own car.

Prices: Mk. II saloon, £802; de luxe, £830; Traveller, £915.

AUTO UNION

Stand 143

Using the well-known three-cylinder two-stroke engine so popular with Formula Junior constructors, the Auto Union range remains completely unchanged this year. Offering quite high standards of finish for mass-produced saloons, the Auto Union must face stern

*Panhard PL17.*

opposition in the near future from the Saab, which has a similar power unit.

Prices: 1000 saloon, £1,098; 1000S saloon, £1,256; 1000SP sports coupé, £1,996.

FIAT 1100 AND 1200

Stand 138

The well-tryed 1100 and 1200 models continue with no changes this year, the 1100 having 48 b.h.p., the 1100 de luxe 55 b.h.p., and the 1200 Full-Light, 63 b.h.p. Both models are on the Fiat stand.

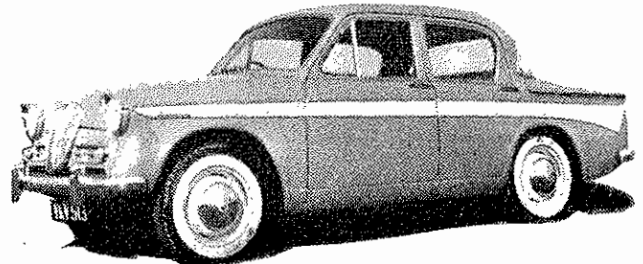
Prices: 1100, £821; de luxe, £872; 1200, £1,132.

FORD CONSUL

Stands 98/99

The Press release from Fords states: "There are to be no Motor Show changes from Ford this year." Whether this means that there are to be changes some other time this year we would not know, but the Consul now joins the Sunbeam Rapier in offering front-wheel disc brakes as a production option and doing it on a car that is £180 cheaper. The brakes are Girling 9 $\frac{3}{4}$ in. with a Girling Vacuum Servo for power assistance. They cost £29 15s. extra on a new car, or an existing Mk. II Consul can be converted by a Ford dealer, the kit costing £32, with fitting extra.

Prices: £773; de luxe, £823.

*Singer Gazelle.***HILLMAN MINX**

Stand 109

Although Rootes have announced their intention of building a new small car in Scotland we shall have to be content with the Minx for another couple of years. No important changes are made in the specification except that the low-priced Special model name is dropped, and given a more luxurious specification at the same price as the Special.

Prices: Saloon, £722; de luxe, £765.

MERCEDES 180 AND 190

Stand 120

The Mercedes range will be unchanged for Earls Court and, although no Mercedes is cheap, they will still continue to attract the discerning buyer who is looking for quality and above-average performance.

Prices: 180, £1,694; 190, £1,772.

METROPOLITAN

Stand 102

Recently re-introduced into this country, the Metropolitan is of course mainly built for the American market but it offers comfortable seating for three with such items as heater, radio and cigar-lighter as standard equipment, and, being lighter than many other 1 $\frac{1}{2}$ -litre saloons, the performance is quite brisk. However, a rather inadequate column-mounted gear-lever does its best to nullify the performance and the ride is strictly "boulevard."

Prices: Hard-top, £707; convertible, £732.

M.G. MAGNETTE

Stand 112

We caused some comment from readers last year by grouping the Magnette with Small Family Cars as some regarded it as a Large Family Car and others as a High-Performance Closed Car! The Magnette has the improved combustion chamber and camshaft of the A55 together with a longer dipstick and new ash-trays with stubbing plates! This last addition, so the Nuffield organisation tell us, is to increase the safety factor.

Price: Magnette Mk. III, £1,013.

MORRIS OXFORD V

Stand 137

Generally regarded as the best-looking of the "Farina Five," the Morris Oxford continues with the minor changes common to all B.M.C. "B" series models and also joins the A55 in offering a Traveller model.

Prices: Oxford V saloon, £816; de luxe, £844; Traveller, £929.

MOSKVITCH

Stand 150

Soon after last year's Show, Thomson and Taylor, of Cobham, took over the distributorship for the Russian Moskvitch and Volga cars in Britain. Designed naturally enough for Russian conditions, the Moskvitch is sturdy but unexciting to British eyes. The styling is somewhat outdated but the very complete specification deserves study. The 1,360-c.c. four-cylinder o.h.v. engine develops 45 b.h.p. at 4,500 r.p.m. and the car weighs 18 cwt. The latest model features a four-speed gearbox.

Prices: Moskvitch saloon, £759; estate car, £844.

PANHARD PL17

Stand 103

Since the last Motor Show the price of the Panhard has been reduced by over £100, which makes this five-seater car all the more competitive. What is more astonishing is that it achieves its maximum speed of nearly 80 m.p.h. on a fuel consumption of 40 m.p.g. whilst carrying a large load. Coupled with impressive handling characteristics, this front-wheel-drive car is worthy of consideration by the discerning.

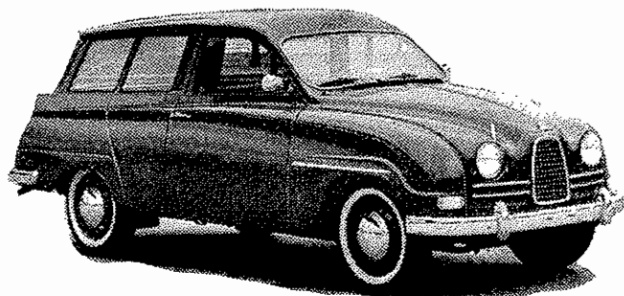
Price: PL17, £898.

RILEY 1.5 AND 4/68

Stand 101

Both these cars have the engine changes as on other "B" series cars and the 1.5 has inside hinges to bonnet and boot lids. The Riley does at least look individual (if you ignore the Wolseley 1500) but the 4/68 is just one more of the Farinated brigade. If you like a heart-shaped grille and twin carburettors ask for a Riley.

Prices: 1.5, £816; 4/68, £1,028.



Saab station wagon.

SAAB

Stand 151

Making its first appearance at a British Show, the Saab is undoubtedly creating a great deal of interest. Its rally successes have given it an almost legendary reputation, and Eric Carlsson has demonstrated its ruggedness by rolling many a rally car onto its roof. The models on show will be the 96 4/5-seater saloon and the 95 5/7-seater station wagon. A road test of the Saab appears in this issue.

Prices: 96, £885; 95 station wagon, £1,199.

SIMCA ARONDE

Stand 97

Energetically sold in this country by Chrysler from their Kew factory, the Simca Aronde series remains unchanged but continues to offer roomy dependable saloons with better-than-average turn of speed and commendable road-holding. Improved engines will be offered.

Prices: Etoile saloon, £799; Elysée, £872; Montlhéry, £896;

SINGER GAZELLE

Stand 105

New colour schemes are all we can expect to see in the way of changes to the Gazelle which continues to be available with the "Easidrive" automatic transmission.

Prices: saloon, £848; "Easidrive," 978; convertible, £957; estate car, £943.

SKODA

Stand 155

No news has filtered through the Iron Curtain of Skoda intentions for 1961 but it is expected that the range will continue with few alterations.

Prices: Octavia, £745; estate car, £986; Felicia, £1,028.

STANDARD ENSIGN

Stand 141

The 1961 Ensign features longer rear springs and revised damper settings but otherwise remains virtually unchanged from last year.

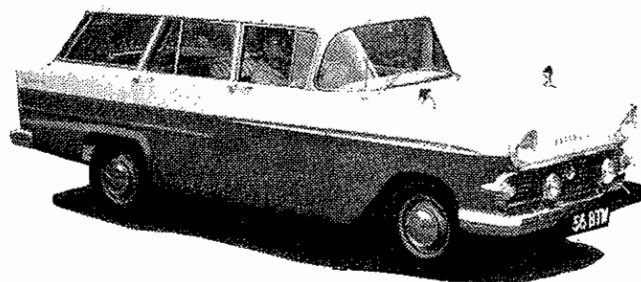
Price: £850.

VAUXHALL VICTOR

Stand 130

One of the makes hit by the credit squeeze and falling sales in North America, Vauxhalls are slowing down production of the Victor. When dealers were given the go-ahead to sell 1960 models for what they could get as a new model was on the way, most people looked forward to something different, but the 1961 model looks very similar to last year's and the only mechanical change is the use of steel big-end bearing shells.

Prices: Victor, £724; super, £759; de luxe, £801; estate car, £858.



Vauxhall Victor estate.

WOLSELEY 1500 AND 15/60

Stand 110

The 1500 has proved to be quite a popular 1½-litre family car, and the Fleet model, which is available in single colours only, is quite competitive at £705 compared with the normal saloon at £752. The 15/60 is, of course, another of the Farina Five and has the single-carburettor engine.

Prices: 1500 Fleet, £705; saloon, £752. 15/60, £936.

LARGE FAMILY CARS**AUSTIN A99**

Stand 102

Although using the same basic body style as the smaller Farina models the A99 seems to look a better-balanced car. With the Austin Healey 3000 engine and disc brakes at the front this could well be a desirable six-seater.

Price: £1,149.

BORGWARD ISABELLA

Stand 156

Having a very strong following in this country and in many others the Isabella range is expected to be unaltered. These fully independently sprung 1½-litre cars have astonishing performance for their capacity and a good deal of passenger and baggage space.

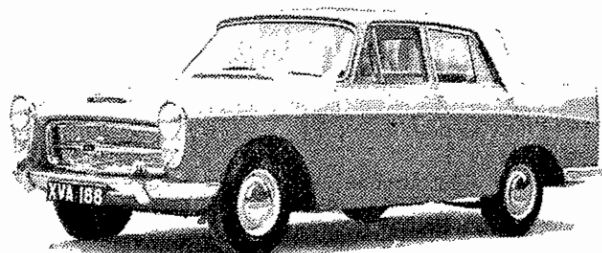
Prices: Isabella, £1,198; Isabella TS, £1,375; TS coupé, £1,928.

CITROËN ID19 AND DS19

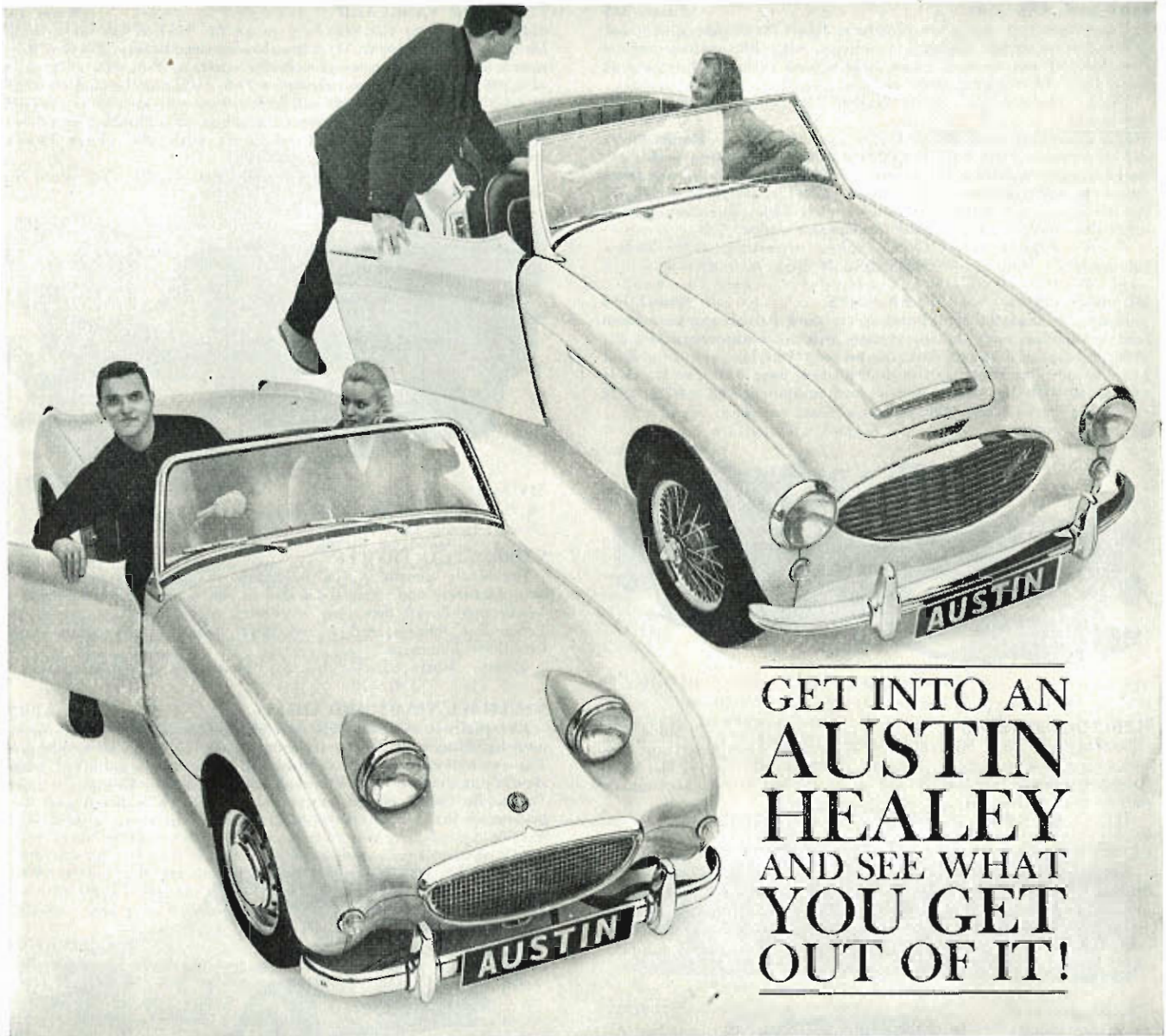
Stand 104

Still well in advance of most other family car designs, the Citroën needs no changes and those that have been made are designed to enhance the car's reputation even further. One of the few firms to study the safety aspect of car design, Citroën offer a specially designed seat as an optional extra. This is the "Belbrace" safety seat, which has an integral safety harness which springs back into the seat when not in use. When fitted the wearer can move about normally but a sharp jerk will lock the harness. A much-needed innovation which other manufacturers should copy. A pity that Citroën did not see fit to make it standard equipment.

Prices: ID19, £1,486; DS19, £1,695; Safari estate, £1,854.



Austin A99.



GET INTO AN
**AUSTIN
 HEALEY**
 AND SEE WHAT
**YOU GET
 OUT OF IT!**

THERE'S no one way to describe the Austin Healeys. There couldn't be. For the Austin Healeys are so many brilliant things at once. They are powerful, vigorous cars. Briskly, they take you in and out of corners. Swiftly, surely they surge out ahead on the long, open road. Yet high sustained speeds are only one result of their exceptional power. For the Austin Healeys are lithe and agile too. They slip through traffic with impudent ease; park themselves neatly in the tiniest vacant lot. These are the Austin Healeys — real sportsmen's cars.

Austin Healey 3000 Luxurious 2- or occasional 4-seater sports car. Robust 6-cylinder, 2912 ccs engine. Top speed over 100 mph. Disc brakes fitted to match its performance.

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**AUSTIN LOOKS
 YEARS AHEAD**

FIAT 1800 AND 2100

Stand 138

Introduced last year, the two large Fiats have gained a quick reputation as brisk performing saloons with better-than-average road-holding and steering. The 2100 is seen with a sliding roof at Earls Court for the first time.

Prices : 1800, £1,347; 2100, £1,399; 2100 special, £1,698.

FORD ZEPHYR AND ZODIAC

Stands 98/99

Following on from Ford's extensive rally participation with disc-braked Zephyrs, 9 $\frac{1}{2}$ -in. Girling discs are now available on the front wheels as optional extras at a cost of £29 15s. Owners of Mk. II models can convert their cars for around £40. The cars remain otherwise unchanged and offer remarkable value.

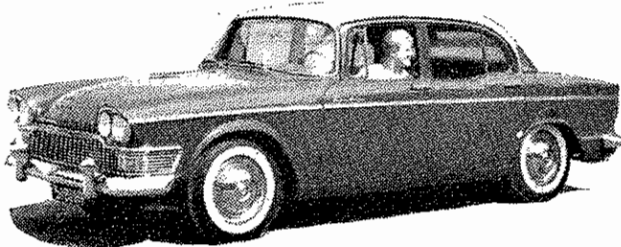
Prices : Zephyr saloon, £865; Zephyr convertible, £936; Zodiac saloon, £957; Zodiac convertible, £1,238.

HUMBER HAWK AND SUPER SNIPE

Stand 114

If we say that the new Snipe is the first British car to feature four headlamps, some of our readers will no doubt contradict us; at least it is the first to follow the present American trend for dual headlamps. The Snipe is fully described on page 899. The Hawk is now fitted with disc brakes as standard equipment.

Prices : Not yet available.



Humber Super Snipe.

MERCEDES-BENZ 220

Stand 120

Nothing new from Mercedes will be seen at Earls Court and the range continues entirely unchanged. With the memory of Mercedes racing victories fading fast the 220 series still sell well in this country despite high prices.

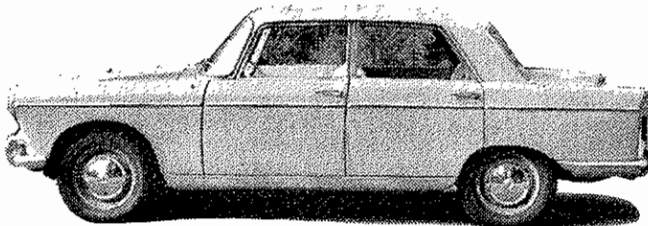
Prices : 220 saloon, £2,249; 220S, £2,490; 220SE, £2,724.

PEUGEOT 403 AND 404

Stand 115

Since last year the 203 model has been dropped and the 404 introduced, although the latter in no way replaces the 203. Although joining the Fiat and B.M.C. range in external appearance the 404 retains the personality of the 403 with several improvements, including a new 1,618-c.c. four-cylinder engine developing 72 b.h.p.

Prices : 403, £1,129; 404, £1,297.



Peugeot 404.

RENAULT FLORIDE

Stand 111

A difficult car to classify, the Floride probably appeals more to the sporting enthusiast than the family man but its restricted performance prompts us to include it in the family-car class. This year the gear ratios have been altered slightly and the convertible now has the hood fixed permanently at the rear.

Prices : Convertible, £1,217; fixed-head coupé, £1,238.

ROVER 80 AND 100

Stand 139

Although introduced last year we still have not been afforded an opportunity to test either the 80 or the 100. They both continue without alteration.

Prices : 80, £1,365; 100, £1,538.

STANDARD VANGUARD

Stand 141

An addition to the Standard range for 1961 is the six-cylinder Vanguard Luxury Six. This consists of the Michelotti-styled Vanguard fitted with a new six-cylinder o.h.v. unit having a capacity of 1,998 c.c. and bore and stroke of 74.6 x 76 mm., giving 80 b.h.p. at 4,400 r.p.m. The chassis will have longer rear springs and revised damper settings and a four-speed gearbox as standard equipment. The four-cylinder Vanguard continues with the above chassis modifications and no increase in price.

Prices : Vanguard, £986; Vanguard Six, £1,021; Vanguard Six estate car, £1,134.



Standard Vanguard Luxury Six.

VANDEN PLAS PRINCESS

Stand 140

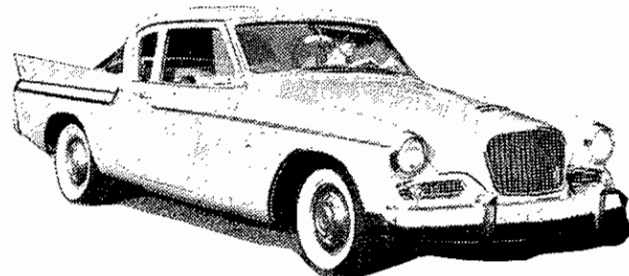
Previously known as body builders, Vanden Plas now rank as manufacturers and occupy a stand in the main hall. The Princess 3-litre introduced last year continues as the prestige car of the Farina-line models and is exhibited alongside the 4-litre long-wheelbase limousine.

Prices : 3-litre, £1,397; 3-litre automatic, £1,467; 4-litre, £3,047.

VAUXHALL VELOX AND CRESTA

Stand 140

Externally similar to 1960 models, the latest Velox and Cresta models feature new 2.6-litre engines giving 113 b.h.p. at 4,800 r.p.m. The rear axle ratio is up to 3.9 to 1 and 14-in. wheels are fitted, which should put the two large Vauxhall models near the 100-m.p.h. mark. To handle the increased power a larger clutch is fitted and 9-in. brakes are fitted at the front with 10-in. at the rear. Hydra-Matic



Studebaker Hawk.

automatic transmission is available as well as the Laycock-de-Normanville overdrive.

Prices : Velox, £929; Cresta, £1,014; Velox Friary estate car, £1,222; Cresta Friary estate car, £1,309.

VOLGA

Stand 150

This Russian car was introduced at last year's Show and is now distributed in this country by Thomson and Taylor, of Cobham. The Volga appears to be unchanged and offers a very complete specification for a reasonably modest price, such items as metal radiator shutters, heater/defroster, radio, and large tool kit being included in the basic specification.

Price : £1,113.

VOLVO 122S

Stand 158

No details of any changes to the Volvo range have reached us at the time of going to press but it is expected that the 1800 sports model will be displayed on the Volvo stand.

Price : 122S, £1,299.

WOLSELEY 6/99

Stand 110

One of the 100-m.p.h. saloons which have prompted B.M.C. to give their sales staff advanced driving lessons, the Wolseley 6/99 is fitted with the 3-litre "C" series engine giving 112 b.h.p. and Lockheed disc brakes on the front wheels.

Prices: 6/99, £1,255; 6/99 automatic, £1,326.



Bentley Continental.

LUXURY CARS**ALVIS 3-LITRE**

Stand 113

The 3-litre Alvis with the Swiss Graber-designed body built by Park Ward continues to be built in small quantities almost entirely by hand and offers moderately high performance together with a good deal of luxury. No changes are contemplated for 1961.

Prices: Saloon, £2,827; convertible, £3,111.

BENTLEY

Stand 131

The S2 Bentley with V8 aluminium engine which is identical to the Rolls-Royce carries on with few changes.

Price: S2 saloon, £5,944.

BUICK

Stand 117

The Buick Special is this firm's idea of a compact car, 15 ft. 8 in. long and powered by the first American all-aluminium V8 engine, giving 155 b.h.p. Styling is similar to the larger Invicta models.

Price: Not yet available.

CADILLAC

Stand 117

The 1961 Cadillacs are some 3 in. shorter this year, bringing them down to a mere 18 ft. 6 in., while the wheelbase drops to 10 ft. 9½ in. The body design is noticeably cleaner except that tail-fins are now sprouting from below the rear wings as well as above.

Prices: Not yet available.

CHEVROLET

Stand 126

The Corvair Compact is now available as a station wagon known as the Lakewood with the engine completely below the flat floor. Another version, very similar to the VW Microbus, is also to be offered. The Impala range of V8-engined cars has been given more reserved styling treatment for 1961.

Prices: Not yet available.

CHRYSLER

Stand 124

Although not producing any smaller cars for 1961, Chrysler are going European with floor-mounted gear shift for its three-speed transmissions, and a new 5.9-litre V8 giving 265 b.h.p. is introduced. Last year's Saratoga model is dropped and replaced by the Newport. Styling changes are few.

Prices: Not yet available.



Ford Galaxie.

DAIMLER MAJESTIC AND MAJESTIC MAJOR

Stand 128

The two large Daimlers continue unchanged and offer surprisingly entertaining motoring for such large cars.

Prices: Majestic, £2,495; Majestic Major, £2,995.

DODGE

Stand 116

A new compact, the Dodge Lancer, will be shown in station wagon form having a six-cylinder, 101-b.h.p. engine of just under 3-litres capacity, with three-speed automatic transmission, and power steering and brakes. Other cars on the stand are two V8 Dart Phoenix saloons. The Polara range is not shown.

Prices: Not yet available.

FORD (AMERICAN AND CANADIAN)

Stand 157

The Ford Falcon is not exhibited at Earls Court, nor is the Thunderbird, which started out as a sports car. Two Galaxie models are displayed, together with a German-built Ford Taunus. Few styling changes have been made this year.

Prices: Falcon, £1,871; Thunderbird, £3,179; Galaxie, £2,262.

MERCEDES 300

Stand 120

The large, luxurious and expensive 300 saloon with automatic transmission continues unchanged but will not be shown at Earls Court this year.

Price: £5,101.

OLDSMOBILE

Stand 119

No technical novelties from Oldsmobile this year on the 88 range except that more power is available, while bodies have been completely restyled. The new F-85 is Oldsmobile's small car, having conventional design with 9 ft. 4 in. wheelbase, an aluminium water-cooled V8 engine giving 155 b.h.p. at 4,800 r.p.m., and similar styling to the larger models.

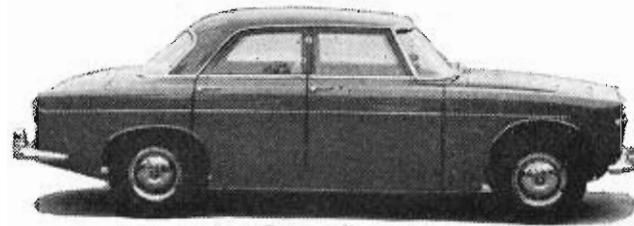
Prices: Super 88, £3,486; convertible, £3,486; holiday saloon, £3,386.

PLYMOUTH

Stand 124

The Plymouth Fury, considered quite a car in the U.S., will be unchanged technically but in the usual restyling the fins have disappeared. The Valiant, which is the largest selling compact so far, continues with few changes.

Prices: Fury, £2,792; Valiant, £1,946.



Rover 3-litre.

PONTIAC

Stand 121

A technically advanced small car, the Pontiac Tempest has been introduced recently with a four-cylinder 3½-litre engine giving 110 b.h.p. The gearbox is mounted in unit with the rear axle, which uses swing-axle suspension, while the front suspension relies on wish-bones and coil springs. The drive to the gearbox is taken through a much-publicised curved propeller shaft.

Price: Not yet available.

RAMBLER

Stand 123

The latest Rambler American introduced this month in America is the smallest car built in the U.S., being only 14 ft. 5 in. long. With a very clean body design and optional 90 and 125-b.h.p. six-cylinder engines the new model should sell well.

Price: Not yet available.

ROLLS-ROYCE

Stand 113

With a V8 engine closely following American practice it may be thought that the Rolls-Royce is no longer the best car in the world but few manufacturers approach Rolls-Royce standards.

Price: Silver Cloud II saloon, £6,092.

ROVER 3-LITRE

Stand 108

The 3-litre carries on with few alterations. Power steering is now available while for the man who cannot afford a chauffeur-driven Rolls-Royce a do-it-yourself removable division kit is available, at an extra cost of £120.

Prices: 3-litre (overdrive), £1,783; automatic, £1,864.

STUDEBAKER

Stand 100

One of the earliest of the compacts the Lark carries on with few changes except that a larger version, the Cruiser is introduced together with an optionally available 112 b.h.p. six-cylinder o.h.v. engine. The Hawk, perhaps the best looking of American cars now has bucket seats and a four-speed gearbox with floor-mounted lever.

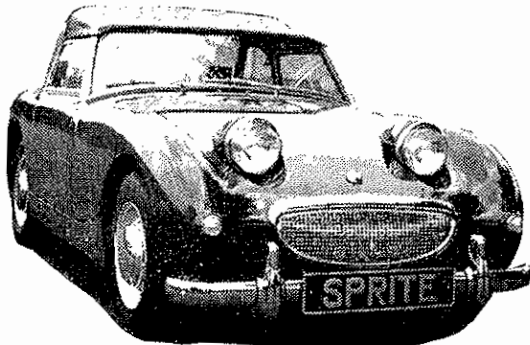
Prices : Not yet available.

OPEN SPORTS CARS**A.C. ACE**

Stand 135

The well-known Ace continues to elude our road testers and also continues without change except that disc brakes are now standard equipment and the Ace engine develops 102 b.h.p. at 5,000 r.p.m., although the Bristol engine is more popular.

Prices : Ace, £1,836; Ace-Bristol, £2,197.



Austin Healey Sprite.

ALFA-ROMEO GIULIETTA SPRINT SPIDER AND 2000 SPIDER

Stand 152

The Pininfarina designed open body on the Sprint Spider remains unchanged except that the optionally extra hard-top has been improved. The 2000 Spider with body by Touring of Milan is gaining in popularity and its 115-b.h.p. 2-litre engine gives a top speed of around 110 m.p.h. It is being exhibited at Earls Court for the first time.

Prices : Giulietta Spider, £2,091; Spider Veloce, £2,480; 2000 Spider, £3,111.

AUSTIN HEALEY SPRITE AND 3000

Stand 147

Both the Sprite and the 3000 continue unchanged and three examples of each can be seen on the Healey stand, all of them being finished in ice blue. Also displayed is the Austin Healey 3000 with which Pat Moss and Ann Wisdom won the Liège-Rome-Liège Rally.

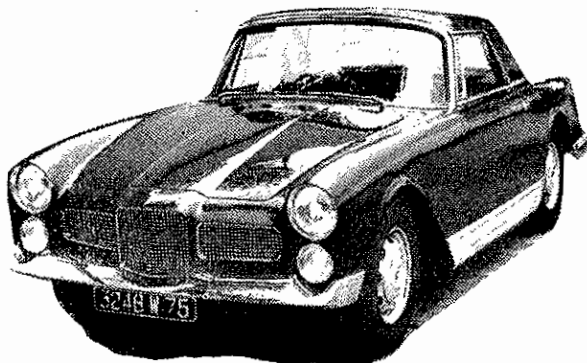
Prices : Sprite, £632; Supercharged Sprite, £711; 3000, £1,168.

BERKELEY

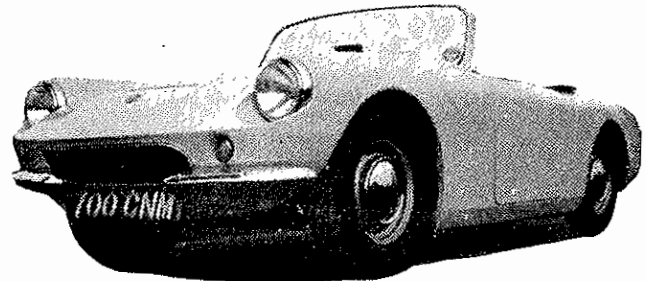
Stand 107

The new Berkeley Bandit (described on page 899) is the highlight of the Berkeley stand. This Ford-engined, disc-braked sports car will sell for £798 10s. and looks like adding interest to production sports-car racing. The Royal Enfield-engined B95 and 105 will continue in production.

Prices : B95, £628; B105, £652; Bandit, £799.



Facel Vega Facellia.



Berkeley Bandit.

CHEVROLET CORVETTE

Stand 119

Still the only American sports car, the Corvette offers high performance from the well-known V8 engine which has powered so many race-winning cars in the U.S. It develops 230 b.h.p. in standard form but 300 b.h.p. can be obtained, which makes several European "high-performance" sports cars look a trifle sick.

Price : Not yet available.

DAIMLER SP250

Stand 128

At the time of going to press we have no news of any changes to the specification of the SP250 but as it is such a recent introduction no major alterations are expected. The car does not appear to be selling well in this country but racing successes in the United States will probably boost sales there. Jaguars may well use the lusty V-8 engine in one of their long-rumoured new models.

Price : £1,395.

FACEL VEGA FACELLIA

Stand 161

Successor to such great names as Bugatti, Delage and Delahaye the Facel Vega is the only remaining French quality car. The little Facellia with 1,600-c.c. twin overhead camshaft engine and Dunlop disc brakes on all four wheels offers 115 b.h.p. and a top speed in excess of 100 m.p.h. Right-hand-drive models are imported into Britain.

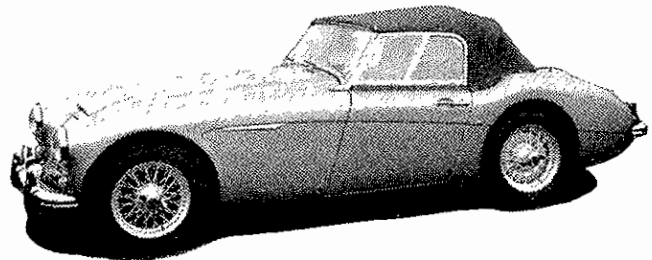
Price : Not yet available.

FAIRTHORPE

Stand 144

Well known as builders of do-it-yourself kits, Fairthorpe continue with the Climax-engined Electron, Triumph Herald-engined Electron Minor, Ford Zephyr-engined Zeta, and introduce the Electrina, which is a saloon version of the Electron Minor.

Prices : Electron Minor, £799; Electron, £1,198; Zeta, £1,281; Electrina, £799.



Austin Healey 3000.

FIAT 1200 AND 1500

Stand 138

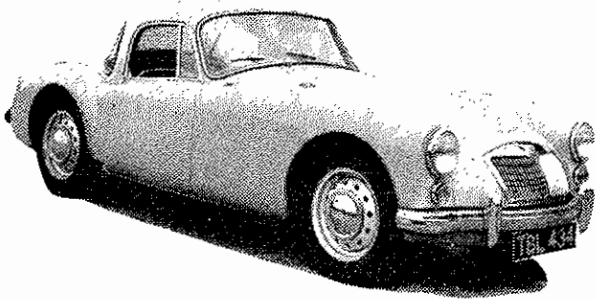
Outwardly similar to the 1200, the 1500 houses a twin overhead camshaft OSCA-inspired engine and, although giving a modest 80 b.h.p., a 100-m.p.h. performance should result. A full road-test of the 1500 appears in this issue.

Prices : 1200 Cabriolet, £1,460; 1500, £1,844.

JAGUAR XK150

Stand 127

How Jaguar make a profit still amazes us as their range of high-performance cars offer perhaps the finest value in the world's motor industry. The XK150 series continues completely unchanged except that a new range of metallic colours will be available in future.

*M.G.A coupé.*

The XK150S is offered with 265 b.h.p. and a performance well in excess of 130 m.p.h., while those who are not so performance conscious can settle for the 210-b.h.p. 3.4-litre version or the 220-b.h.p. 3.8-litre.

Prices: 3.4-litre XK150, £1,666; 3.8-litre XK150, £1,942; 3.8-litre XK150S, £2,176.

MERCEDES-BENZ 190SL AND 300SL

Stand 120

The fantastic 300SL can be seen in unchanged form on the Mercedes stand but the 190SL is not displayed. The latter is generally regarded as a fast tourer although its 1,897-c.c. engine develops 120 b.h.p. and propels the car to around 112 m.p.h.

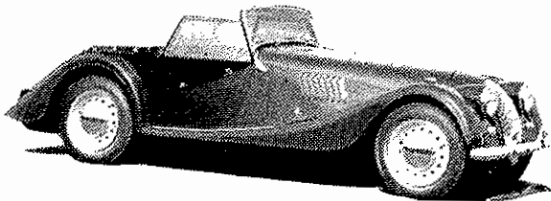
Prices: 190SL, £2,735; 300SL, £5,314.

M.G.A

Stand 112

With no announcement and few regrets the Twin-Cam model has been allowed to slip out of the M.G. assembly lines and pass into history as one of those inexplicable failures which beset the best of manufacturers from time to time. This appears to be a little premature as Dick Jacobs had gained a fair measure of reliability and not a little speed with his two privately-owned cars. One consolation for prospective M.G.A owners is that the Twin-Cam chassis with four-wheel disc brakes and the centre-lock disc wheels is available as an optional extra. Otherwise the M.G.A 1600 introduced last year remains unchanged.

Prices: M.G.A, £940; M.G.A coupé, £1,027.

*Morgan Plus Four.***MORGAN 4/4 AND PLUS FOUR**

Stand 118

It will indeed be a sad day when the specification of the Morgan undergoes a major change, and we are happy to report that the TR3-engined Plus Four continues without major alterations except that disc brakes are now standardised and the steering has been redesigned to give lighter control. The 1172 Ford-engine Series II 4/4 is replaced by a Series III model which utilises the 105E Anglia engine and four-speed gearbox but remains otherwise unchanged.

Prices: Plus Four two-seater, £929; four-seater, £950; two-seater drophead coupé, £1,007; 4/4 Series III, £738.

SUNBEAM ALPINE

Stand 125

Although more of a sports tourer than an out-and-out sports car, the Alpine has been in constant demand since its inception just over a year ago and nearly 90% of production has been exported. For 1961 the engine capacity is increased from 1,494 c.c. to 1,592 c.c., putting the power up to 85.5 b.h.p. at 5,000 r.p.m., while the driving position, which has been criticised in road tests, is considerably altered. A new range of colours will keep the Alpine in the public eye for another year.

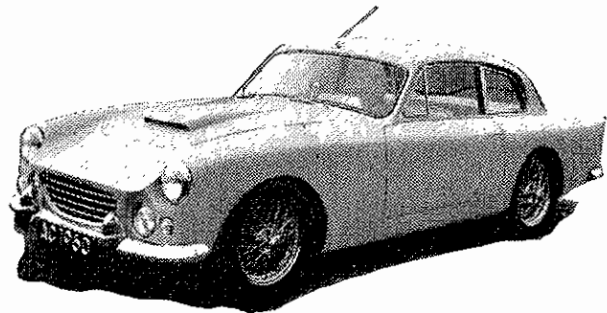
Price: Not yet available.

TRIUMPH TR3

Stand 142

Still regarded as the World's best all-round sports car, the TR3 sells in large numbers all over the world to drivers who want an almost unbreakable car which will stand up to terrific punishment and still offer 100-m.p.h. performance. Its road-holding is not beyond criticism but as an all-round sports car the TR3 is difficult to beat.

Prices: TR3A, £991; hard-top, £1,041.

HIGH-PERFORMANCE CLOSED CARS*A.C. Greyhound.***ABARTH**

Stand 146

To be seen for the first time anywhere in the World is the new Abarth 1000, while the 2200 model will be exhibited at Earls Court for the first time. Also on the stand will be one of the 850 rear-engined coupés. Anthony Crook Motors are the U.K. concessionaires for Abarth and will also show a representative selection of Abarth exhaust systems on stand 327 in the gallery, while examples of Zagato coachwork can be seen on stand 80.

Prices: Not yet available.

A.C. ACECA AND GREYHOUND

Stand 135

The handsome Aceca coupé carries on with no modifications, but the Greyhound saloon introduced last year has modified nose treatment, while rectangular chassis tubes are now used. The price has been increased quite considerably.

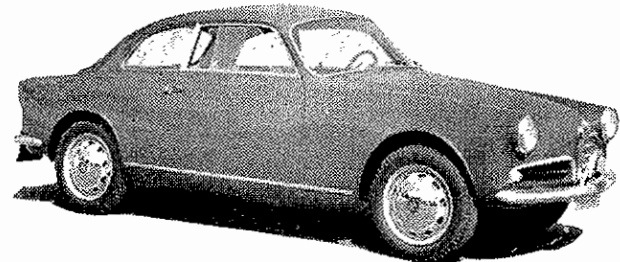
Prices: Aceca, £2,201; Aceca-Bristol, £2,561; Greyhound, £2,999.

ALFA-ROMEO GIULIETTA SPRINT COUPE, SPRINT VELOCE AND ZAGATO SPECIALE

Stand 152

The Bertone-styled Sprint coupé has several improvements in body comfort and remains a tantalising prospect for British enthusiasts, as does the Sprint Veloce which has 104 b.h.p. against the 92 of the coupé model. The Zagato Speciale on display is the special competition version which is somewhat lighter than the Bertone-bodied car exhibited last year.

Prices: Sprint coupé, £2,197; Sprint Veloce, £2,587; Zagato Speciale, £3,394.

*Alfa-Romeo Giulietta Sprint coupé.***ASTON MARTIN DB4 AND DB4GT**

Stand 129

Another *marque* which still manages to evade the clutches of our staff, the Aston Martin continues unchanged for another year. The G.T. is one of the most powerful closed cars to be offered for sale to the general public, with a claimed power output of 331 b.h.p. from its 3.7 litres. It has still to beat the 3-litre Ferrari in open competition.

Prices: DB4, £3,968; DB4GT, £3,534.

BRISTOL 406

Stand 136

Although Bristol Cars Ltd. has recently been acquired by Anthony Crook and George White, no changes are to be made for the Motor Show. Drivers desiring a hand-built car with moderately high performance would do well to consider the 406 or the more expensive model with body by Zagato which can be seen on stand 80.

Prices: 406, £4,244; Zagato 406, £4,792.

FACEL VEGA

Stand 161

Powered by the Chrysler V8 engine developing well over 300 b.h.p., the Facel Vega can be classed as a real high-performance car. Previous criticism of brake fade is now void as Dunlop disc brakes are fitted to all four wheels, while Richmond safety harness holds the occupants in position under deceleration, intended or otherwise. Examples of both the HK500 and the Excellence models are on display.

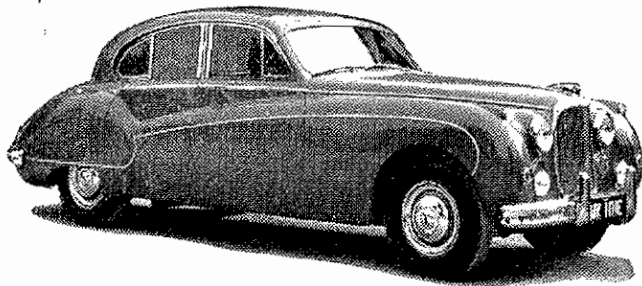
Prices: HK500, £4,740; Excellence, £6,376.

FERRARI 250GT BERLINETTA AND PININFARINA 2 + 2

Stand 159

Absent from the Motor Show last year owing to the untimely death of Mike Hawthorn, Ferraris are now handled in this country by Marenello Concessionaires Ltd., who are exhibiting both the well-known 250GT Berlinetta and the new Pininfarina-designed 2/4-seater. In order to gain space for the extra rear seats the 240-b.h.p. V12 engine has been moved forward in the chassis without disturbing the wheelbase length. Theoretical speeds for this car are 61 m.p.h., 85 m.p.h., 115 m.p.h. and 144 m.p.h.

Prices: 250GT, £6,326; Pininfarina 2 + 2, £6,326.



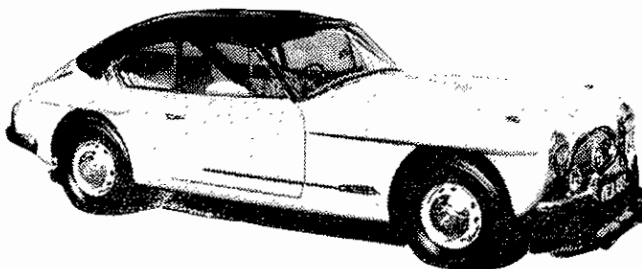
Jaguar Mk. IX

JAGUAR 2.4, 3.4 MK. II, AND MK. IX

Stand 127

Rumours of a Jaguar small car will not be realised at the Motor Show as the whole range continues unchanged except that new metallic colours are available and Burman power-assisted steering, previously only available in North America, will now become optional equipment on Mk. II models. The 3.8 model can justly claim to be the fastest five-seater saloon in the world as well as being one of the most attractively priced.

Prices: 2.4 Mk. II, £1,534; 3.4 Mk. II, £1,669; 3.8 Mk. II, £1,779; Mk. IX, £1,884.



Jensen 541R

JENSEN

Stand 134

Although a new model, the 541S is to be introduced at the Show. Technical details had not reached us at the time of going to press with this feature. The present 541R is a handsome vehicle with glass-fibre coachwork which uses the 4-litre Austin engine.

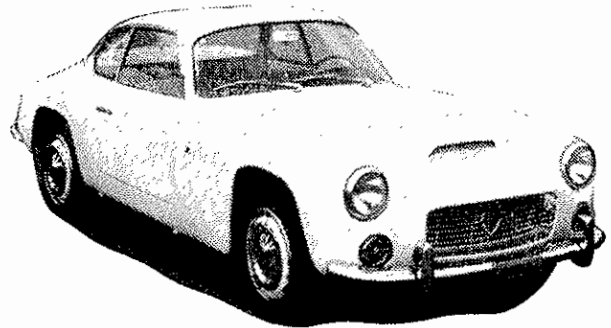
Price: 541R, £2,707.

LANCIA APPIA AND FLAMINIA

Stand 153

Now in the process of a good deal of expansion, the Lancia factory is planning to increase production as well as introduce a new model. The 3rd series Appia has increased power, improved brakes, and it is claimed that road-holding is improved due to smaller tyres being fitted. Of the many variations on the technically advanced Flaminia chassis the standard saloon, the Farina coupé and the Touring convertible are displayed at Earls Court.

Prices: Appia: saloon, £1,588; Farina coupé, £2,183; Zagato coupé, £2,261. Flaminia: saloon, £3,713; Farina coupé, £3,869; Zagato coupé, £3,781.



Lancia Flaminia Sport Zagato

LOTUS ELITE

Stand 148

The Lotus Elite continues with a few alterations to the specification, including the fitting of twin S.U. carburettors and four-branch exhaust system as standard, ZF gearbox, 4.22-to-1 rear axle ratio, heater unit and the new rear suspension described in our September issue. With this specification the Elite will be known as the Series Two Special Equipment model. Power output on this version will be 83 b.h.p. at 6,500 r.p.m.

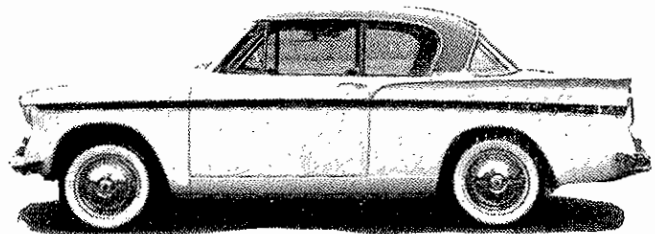
Price: Not yet announced.

MASERATI

Stand 132

Exhibited for the first time in this country, the Maserati 3500GT is powered by the 230-b.h.p. six-cylinder engine and is available with 2/4-seater coupé bodywork by Touring of Milan or open two-seater body by Vignale, and is said to be capable of speeds in excess of 140 m.p.h. A good number have already been sold in this country by the concessionaires, Colin Murray Ltd., of Fleetwood.

Price: 3500GT, £5,852.



Sunbeam Rapier

PORSCHE

Stand 122

A number of specification changes were made last year to the Porsche range and they remain unaltered for 1961. Those who are on intimate terms with the various Porsche models say that the latest models have an inferior ride and poorer road-holding than earlier models. Whether this is true or not we would not know as we are unable to obtain road-test cars, but they still offer performance and all-round handling which it would be difficult to beat.

Prices: Standard Roadster, £1,999; fixed-head coupé, £2,050; Super 75 coupé, £2,215; Super 90 coupé, £2,409.

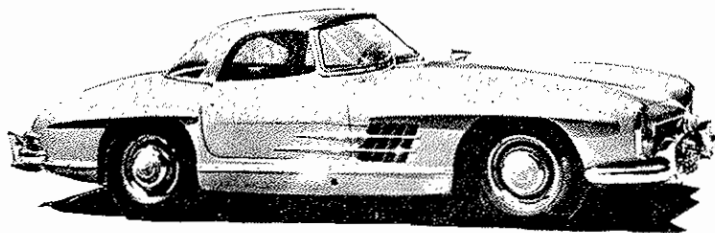
SUNBEAM RAPIER

Stand 125

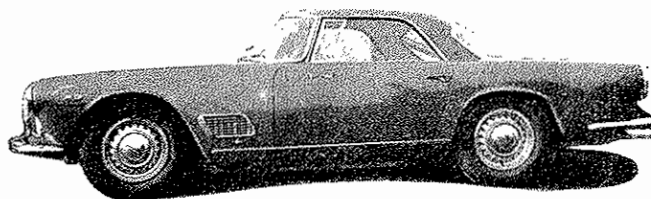
Still notching up successes in International rallies, the Rapier is now driven quite successfully in races and is the present class record-holder at Silverstone with a lap of 81.68 m.p.h. No changes will be made for the Motor Show except that such colours as moonstone, velvet green and ash grey will now be available.

Prices: Rapier Series III, £986; convertible, £1,042.

SOME 1961 HIGH-PERFORMANCE CARS



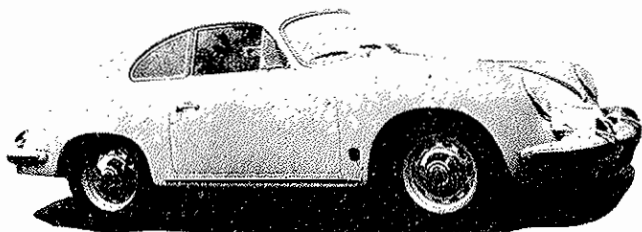
Mercedes-Benz 300SL



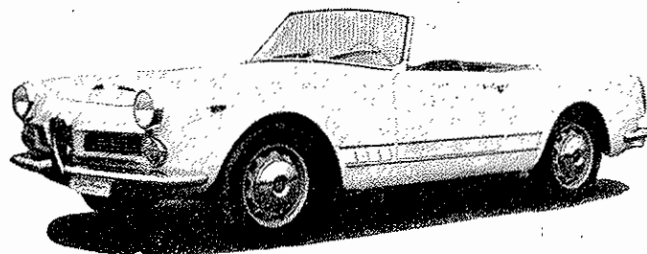
Maserati 3500GT



Bristol 406



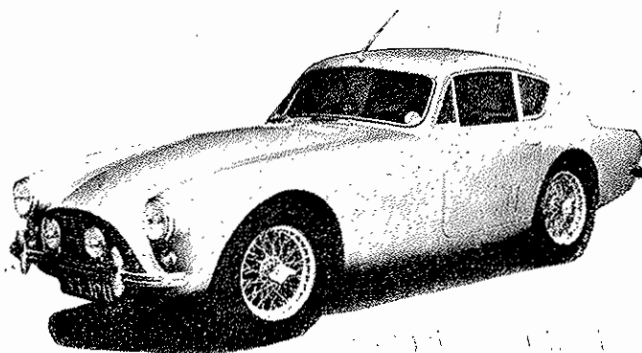
Porsche Super 90



Alfa-Romeo 2000 Spider



Ferrari 250GT Pininfarina 2+2



A.C. Aceca



Jaguar XK150S