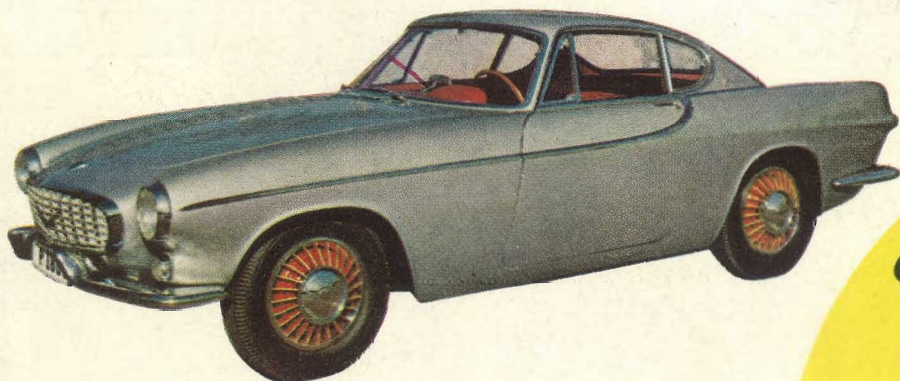
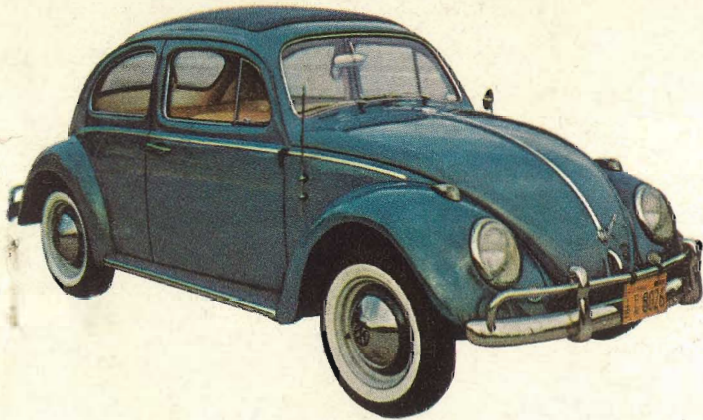
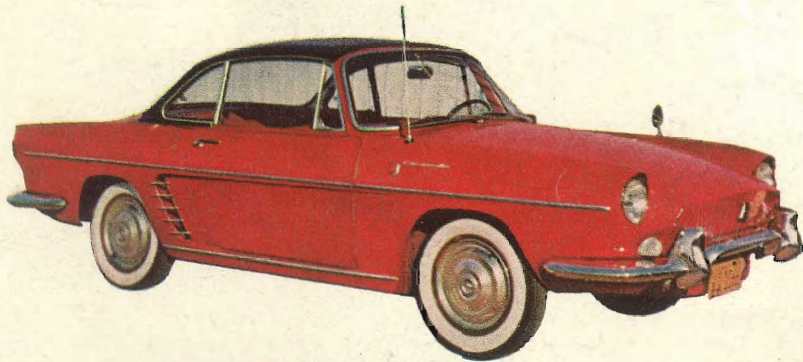


IND **MOTOR  
TREND**

APRIL 1961 35¢



IMPORTED CAR  
ISSUE

**95  
NEW CARS  
for  
1961**

**ARE IMPORTS  
BETTER?**



**ROAD TESTS**

*Cadillac – Lincoln – Imperial*

**MOBILGAS ECONOMY RUN**

*What Does It Prove?*

# Imported Cars For 1961



# SPORTS CARS

**A wide range of cars that mean excitement for any driver**

## **A.C. Ace, roadster, \$4799 (West Coast p.o.e.), Great Britain**

Here is a medium-displacement, high-performance sports car that has changed little, if any, since its introduction late in 1953. Its styling remains smart and modern, chassis design is still considered advanced, while both the Ace engine and the popular Bristol option give exciting performance.

Parallel, three-inch-diameter steel tubes make up the chassis frame, providing stiffness with light weight. Suspension is all independent via transverse leaf springs at top and A-arms below, an unusual but effective method. Stopping ability borders on the fantastic; front brakes are Girling disc and rear are 11-inch Al-fin drums. They simply never fade. The four-speed gearbox, its stubby control lever nicely positioned on the tunnel, is synchro on the top three gears.

Standard engine is the two-liter, six-cylinder, overhead cam Ace (121.5 cubic inches, 103 hp at 5000 rpm). Reliable and sturdy, it can move the car past 100 mph but the optional Bristol engine has actually proven itself more popular with owners. The Bristol is almost the same size (120.2 cubic inches), but it is a pushrod Six of considerably older design. Despite these supposed shortcomings it delivers 125 hp at 5750 rpm and is considered a must for competition.

A lengthy treatise could be written on the joys of the A.C.'s handling. Built for safe high-speed performance without regard for road conditions, the car has no road-holding vices. Top speed with the Bristol engine is about 125 mph, with acceleration to 60 mph just under 10 seconds.

Although the car is designed for competition, the aluminum roadster body is finished with painstaking detail. The two form-fitting bucket seats are upholstered in real leather; there is a snug removable soft top and fine quality floor rugs.

For those who prefer a closed coupe, A.C. offers the Aceca. Mechanically identical, its handsome fastback-style aluminum body has more creature comforts including roll-up windows and a generous luggage area behind the seats. Finish and appointments are in keeping with a virtually handmade car in this price class.

Brand-new with A.C. is the Greyhound. It has recently gone into production, and first shipments are expected in the U.S. by early summer. It strongly resembles the Aceca but is even more luxurious and has been stretched out to provide a usable rear seat. There will be a choice of either the two- or 2.2-liter

Bristol engine offered. Price is expected to be somewhat over \$8000. Production will be limited, but so it is with all A.C.'s.

General specifications: Wheelbase, 90 inches; front and rear tread, 50; overall length, 151.5; width, 59.5; height, 49.

Other versions: A.C. Bristol roadster, \$5699; Aceca coupe, \$5699; Aceca Bristol coupe, \$6599; Greyhound coupe, \$N.A.

## **ABARTH-FIAT 750, Sestriere coupe, \$2895, Italy**

Sorting out the various engines and body styles available from Abarth is confusing but fascinating; each seems more exciting than the last. The simplest way seems to be to list the various body styles and engines and say that most engines can be had in most of the bodies. The few exceptions and possible combinations of engines and bodies would fill several pages.

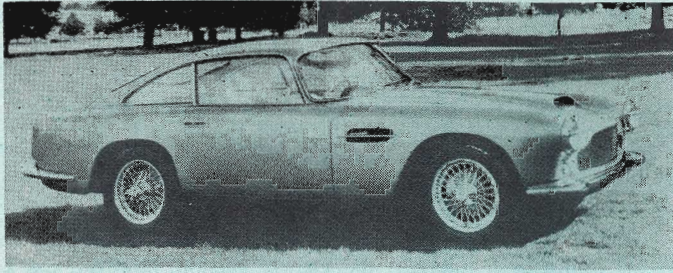
There are three small coupes — the Sestriere, Record Monza and the Scorpione. All have similar but not identical shapes, but there are subtle differences. For example, there is not enough engine compartment space in the Sestriere to take any of the twin-overhead-cam engines. In addition, there is a small Riviera roadster, a slightly larger Allemano convertible for the 1600 series, and a considerably bigger coupe and convertible in the 2200 series. Except for the 2200, which is front engine and conventionally suspended, all the cars have rear engines, rear swing axles and front suspensions with upper wishbones and a transverse leaf spring.

The number designations refer to approximate cubic centimeter displacement of the various engines which are divided into ohv-pushrod and overhead-cam powerplants. All are in line. Among the pushrod versions there are two 750s, 40 hp at 6200 rpm and 52 hp at 6200. A third, the Mille Miglia 750, develops 59 hp at 6400. The 800 has 52 hp at 6200; the 850 develops 59 hp at 6200; and the 850 Super, 64 hp at 6400. All are derived from the Fiat 600 engine.

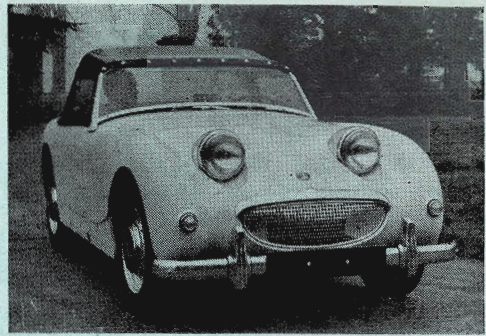
The 2200, a pushrod Six developed from the Fiat 2100, is hopped up to 150 hp at 5000 rpm. Top speed is 120 mph, and price is expected to be about \$6500 when U.S. deliveries begin.

In the twin-overhead-cam department, there is a 750, 74 hp at 6800 rpm; an 850, 79 hp at 6800; a 1000, about 100 hp at 6800; and the 1600 which will develop 125 hp. This latter,

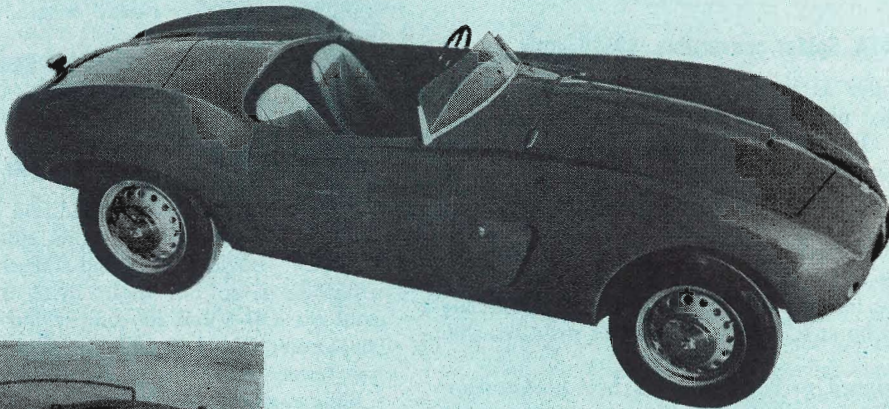
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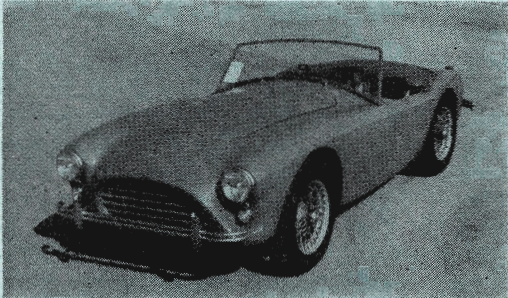
ASTON MARTIN DB-4



AUSTIN-HEALEY SPRITE

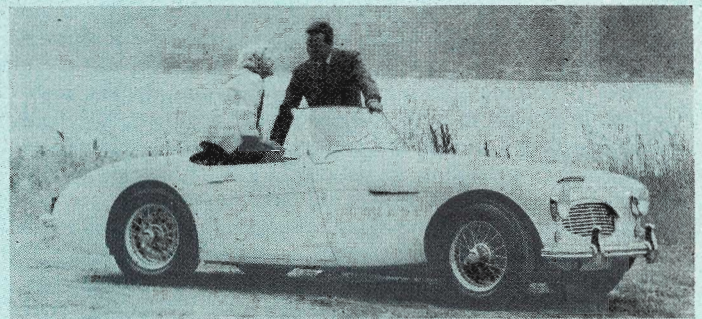
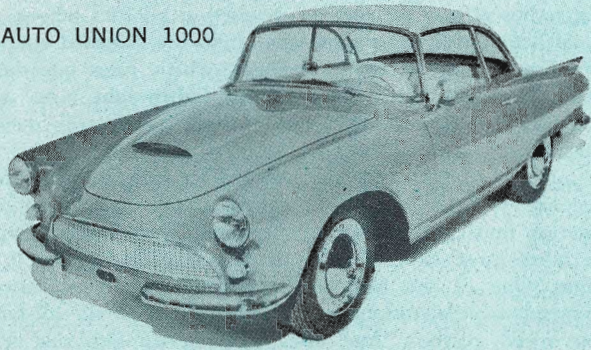


ARNOLT-BRISTOL

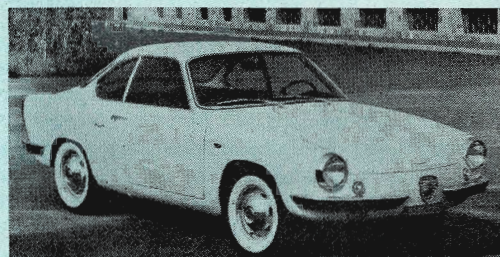


A. C. ACE

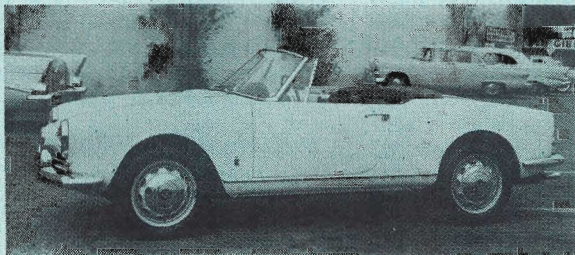
AUTO UNION 1000



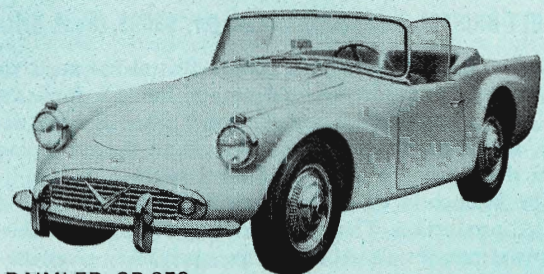
AUSTIN-HEALEY 3000



ABARTH-FIAT



ALFA ROMEO



DAIMLER SP-250

# Sports Cars

incidentally, will have a U.S. price of about \$5500.

The entire line is noted for handling qualities which make them competitive in class road racing, and a very high fun factor for the enthusiast who wants something a little different on the street.

General specifications (Sestriere): Wheelbase, 78.8 inches; front and rear tread, 45.6; overall length, 136.5; width, 65.4; height, 46.

Other versions (partial listing): 750 coupe (52 hp), \$3195; 750 Spyder roadster (52 hp), \$3195; 850 coupe, \$3195.

## **ALFA ROMEO GIULIETTA, Spider convertible, \$3520, Italy**

Few sports cars offer as broad a range as does the Alfa. Whatever the intended purpose, from street to full race, there is something in the Giulietta series to fill the need. And for prestige there is the 2000 series convertible.

The basic four-cylinder, twin-cam engine displaces only 78.65 cubic inches. In the Spider convertible and Sprint coupe it develops 91 hp at 6000 revs; as in a Super Spider convertible or Veloce coupe it is modified to 103 horses at 6000. Going way out, the engine as installed in the wild new Sprint Speciale coupe cranks out 116 hp at 6500 rpm — and it's still driveable on the street.

The engine is designed to be revved; its best performance range is between 3000 and 6500 rpm. In spite of the rather heavy steel body, acceleration is good. The Super Spider, for example, gets to 60 mph in about 11 seconds and has a top speed of over 110 mph. Rated maximum speed of the Speciale is 125 mph.

There is nothing startling about Giulietta suspension: independent front with A-arms, coil springs and stabilizer bar; rigid rear axle with coil springs and radius rods. Yet road-holding and cornering are outstanding, as indicated by the Alfa's many class wins in U.S. road racing. Brakes are large finned drums, powerful and fade-free. The four-speed, all-synchro transmission is a Porsche design; a five-speed gearbox is used in the Speciale.

Roadsters are handsomely finished, with good folding tops, roll-up windows and comfortable bucket seats. The coupes carry a small utility rear seat. Coupes, incidentally, are built on a 94-inch wheelbase, except for the Speciale's 89 inches.

Although the 2000 convertible is very similar to the Giulietta Spider in appearance, it is longer (on a 98-inch wheelbase), has a four-inch-wider tread and is nearly six inches wider overall. The four-cylinder engine, again similar in design, displaces 120.48 cubic inches and develops 115 hp at 5500 rpm.

General specifications: Wheelbase, 86.6 inches; front tread, 50.6; rear tread, 50; overall length, 152; width, 62; height, 52.

Other versions: Super Spider roadster, \$3890; Sprint coupe, \$3843; Veloce coupe, \$4149; Sprint Speciale coupe, \$5555; 2000 convertible, \$5372.

## **ARNOLT-BRISTOL, competition roadster, \$3995, Great Britain, Italy**

An automotive hybrid, the Arnolt-Bristol has made the international rounds before ever arriving in the U.S. for sale. Chassis and engine are shipped from England to the Bertone factory in Italy, where the steel body is put on and the car is completed. Then the finished product is shipped to the U.S.

The brainchild of Chicago's S.H. Arnolt, the A-B has had limited production. Those few extant are prized by their owners almost as rare jewels. Although the open body gives the illusion of being high and ungainly at first, its unique sculptured lines are actually very aerodynamic, as proven by the lack of wind buffeting to passengers at high speed.

Power is from the six-cylinder Bristol engine (121.5 cubic inches), the same as used in the A.C.-Bristol but in a different stage of tune and delivering about 130 hp. Acceleration is excellent, and handling is so good that Arnolt-Bristols are race competitive without suspension modifications. The general feeling imparted is that of a stable, sturdy sports car that could run indefinitely without trouble — and it very nearly will.

There is no top and a very minimum windshield for the competition roadster; the Deluxe version, however, has a folding top, windows and full windshield.

General specifications: Wheelbase, 96.3 inches; front tread, 51.9; rear tread, 54; overall length, 171.3; width, 68; height, 55.8.

Other versions: Bolide, \$4295; Deluxe, \$4995.

## **ASTON MARTIN DB-4, coupe, \$10,400, Great Britain**

With a great sports-race tradition behind it, the Aston combines the near-ultimate in sports motoring with a definite note of luxury provided by hand-crafted interiors. But the plush surroundings do not mean there is anything less masculine about the DB-4 and its competition companion, the DB-4GT. The former is a 140-mph car, and the more powerful GT is even faster.

Basic engine for both cars is a six-cylinder in-line with twin-overhead cams. From 3.7 liters (223.9 cubic inches) the DB-4 develops 263 hp at 5500 rpm. Raising compression from 8.25 to 9-to-1, substituting three Webers for two SU carburetors, and a few internal modifications bring the GT power up to 331 horses at 6000. To handle the extra punch, a limited-slip differential and a twin-plate clutch are standard.

Basis for today's Aston is a platform-type chassis integrated with the steel tube framework for the light alloy body. The DB-4 is assembled in England to Italian specifications. Front suspension is independent through ball-jointed A-arms; the rigid rear axle is positioned by a transverse Watts linkage and trailing radius arms. Coil springs are used at all four wheels.

Although it appears quite similar to the standard coupe, the GT has five inches less wheelbase, which rules out the rear seats. Faired-in headlights, Borrani lightweight wire wheels, and Girling instead of Dunlop disc brakes are other GT variations.

Interiors of both cars are designed for maximum comfort in keeping with high-speed motoring. Aside from the careful interior finish, instruments, wheel and shift lever are placed in what most experts agree is a good relationship to each other. One of the first things noticed by drivers, after the tremendous acceleration, are the close ratios in the all-synchro, four-speed gearbox. And after winding through the gears it takes only moderate pedal pressure to stop the car in record time.

Price alone tends to explain where the Aston ranks with current motor cars. It deserves its place among the world's best.

General specifications: Wheelbase, 98 inches; front tread, 54; rear tread, 53.5; overall length, 176.6; width, 66; height, 52.

Other versions: DB-4GT coupe, \$12,500.

## **AUSTIN-HEALEY 3000, standard roadster, \$3051, Great Britain**

While the A-H has undergone a couple of changes in powerplant and some body modifications during its few years of life, it has always been characterized by a relatively big engine that mostly loaf along. The 177.6-cubic-inch Six currently installed is no exception. It turns out its 130 hp at a leisurely 4750 rpm, the equivalent of 112 mph, just short of its actual top speed.

Low-end acceleration is creditable, with zero to 60 mph taking about 10 seconds.

Even though the car has had a good deal of racing success, it is a first-rate boulevard transporter and personal fun car that attracts youthful neophytes and jaded businessmen alike. Ride is slightly on the firm side in the best sports car fashion, and the exhaust note is properly noisy. There is a good all-weather top with sliding window curtains, but most Healey owners run with top down in good weather. The individual bucket seats are designed for good support in a neat and practical cockpit. A four-speed transmission is synchronized on the top three gears.

Chassis features individual front suspension and a rigid rear axle suspended by semi-elliptic springs. Braking is excellent, although pedal pressure is a bit high. Front wheels have discs and the rear carry finned drums.

The standard roadster is a sort of stripped version. It is the four-seater (the rear for children or packages) with disc wheels. The deluxe has wire wheels, heater and overdrive as standard equipment. A fiberglass hard top is optional.

General specifications: Wheelbase, 91.8 inches; front tread, 48.8; rear tread, 50; overall length, 157.5; width, 60; height, 49.

Other versions: Deluxe roadster (two or four seater), \$3371.

### **AUSTIN-HEALEY SPRITE, roadster, \$1795, Great Britain**

If there is a formula for instant success, the diminutive Sprite has found it. Popular from its introduction, this personable two-seater has a huge circle of admirers who appreciate its combination of low price and minimum upkeep, friendly road manners and lively performance.

Powered by BMC's A-type engine, displacing 57.8 cubic inches and suitably modified to produce 48 hp at 5000 rpm, it is not exactly a stormer but it gives the illusion of being one. Top speed is about 80 mph, but Sprites in road-racing trim have bettered that speed. There is a crisp-acting, four-speed transmission, light, positive steering, and handling qualities that are so easy to master that the beginner rapidly fancies himself an expert. A little bonus for Sprite drivers is the fuel consumption — considerably better than 30 mpg under most conditions.

The unitized roadster body exemplifies simplicity. For example, there is considerable storage area in the tail section but there is no trunk lid; the only access is from behind the seats. And raising the hood means lifting virtually all the sheet metal forward of the windshield, but provides perfect entrance to the engine. A snap-on top keeps out the rain (along with side curtains), while for those less hardy there is an optional hard top.

General specifications: Wheelbase, 80 inches; front tread, 45.8; rear tread, 44.8, overall length, 137.3; width, 53; height, 49.8.

Other versions: Only one available.

### **AUTO UNION 1000, sport coupe, \$3924.68, Germany**

Although the Auto Union line is described on another page, there is one version that is so unlike any other that it must be handled separately. It isn't a sports car in a strict interpretation, but it's awfully sporting with low, smooth lines that greatly remind one of early Thunderbird styling.

It uses the same three-cylinder, two stroke (59.8 cubic inches) as the rest of the A-U series, except that power has been upped to 62 at 4500 rpm, making it the most potent of any of the

firm's production engines. The combination of front-wheel drive and the car's overall lowness allows even better handling than the good characteristics already built into the rest of the line. Better streamlining and a bit less weight (just under 2000 pounds) help stretch the rated top speed to 87 mph, several points faster than any other Auto Union.

This particular model is, quite naturally, finished with a great deal more care than the less expensive versions. The individual seats, for example, have Reutter seat recliners, the same as found on some of the world's most expensive cars. The hard top is fixed, and there is a utility rear seat plus a relatively spacious trunk.

Very few of these have been delivered in the U.S., but Auto Union dealers can get them for interested customers.

General specifications: Wheelbase, 92.5 inches; front tread, 50.8; rear tread, 53.2; overall length, 165; width, 66; height, 52.

Other versions: Only one available.

### **BERKELEY BANDIT, roadster, \$N.A., Great Britain**

After a period of several years, during which Berkeleys met with less than enthusiastic reception in the U.S., it appears that the firm's latest offering may be the key to sales here.

The fiberglass body is larger and restyled from previous models and the firm has broken completely with its motorcycle-engine, front-drive format in this case. Power is from the stock Ford Anglia engine (60.8 cubic inches, 39 hp at 5000 rpm), but speed modifications are expected to be available.

Other Anglia components include transmission, front and rear suspension with modifications. Of particular interest is the way in which the Anglia differential has been retained, along with a special swing axle arrangement, giving all-independent suspension. Steering is through a Triumph Herald rack and pinion. Brakes are eight-inch discs on the front and eight-inch drums at the rear.

There is snug seating for two, a small luggage trunk and a padded dash with instruments both recessed into it and placed on a center console. Ride is said to be typically firm, while the handling has been described as very good.

Price is expected to be slightly over \$2000, and U.S. deliveries are anticipated by early summer.

General specifications: Wheelbase, 82 inches; front and rear tread, 46; overall length, 145; width, 54; height, 44.

Other versions: Only version expected to be available.

### **DAIMLER SP-250, convertible, \$3702, Great Britain**

A relative newcomer to the sports car fold, the SP-250's advanced engineering is wrapped in a body shell that has been described as esthetically uninspired. The description refers to its surface development; its appointments and accommodations are top quality. Of fiberglass, the Daimler has a pair of bucket seats that wrap occupants in a comfortable grip. There is a rear seat, called occasional, roll-up windows and a full complement of instruments on a leather-covered dash.

A sturdy box-section frame insures a properly stiff basis on which to bolt the body. Front suspension is independent through coil springs and A-arms, while at the rear are conventional semi-elliptic springs and a rigid axle.

Most exciting is the Daimler's engine, all the more so because before the company was purchased by Jaguar last year, they were chiefly noted for large and luxurious limousines. They seemed hardly the sort to produce a sports engine but they did — a short-stroke ohv V-8 that produces 140 hp at 5800

*continued on page 68*

# Sports Cars

rpm from 155.5 cubic inches. Its smoothness and free-revving qualities make it a delight to drive, but it is also fast — plenty fast, with a test report of 123.7 mph from the highly regarded British journal, *The Motor*.

Speed isn't the only factor that has enthused the SP-250's drivers. There is outstanding braking from four Girling discs, a smooth acting four-speed transmission, and handling qualities that are sports car in every sense of the word.

General specifications: Wheelbase, 92 inches; front tread, 50; rear tread, 48; overall length, 160.5; width, 60.5; height, 50.3.

Other versions: Hardtop convertible, \$4073.

## DEUTSCH-BONNET, coupe, \$3295 (West Coast p.o.e.), France

Commonly known as the D-B, this handsome, aerodynamic coupe is in select company as a true dual-purpose sports car; that is, it can be driven as daily transportation and raced without modifications successfully on weekends. As for actual racing potential, the D-B's wins (Index of Performance) at the 24 Hours of Le Mans should be sufficient endorsement.

The body is pre-stressed, unitized fiberglass, on a chassis that uses a central steel tube design. There is an inner framework over the cockpit designed for rollover protection, but it is not quite adequate to meet the roll bar specifications required for U.S. racing. By sports car standards the interior is quite luxurious; there are a pair of smartly finished bucket seats plus a small rear seat area. An unusual extra, fitted into the front portion of the top, is a transparent plastic sunroof which can be blocked off by simply zipping an interior cover into place.

Featuring front-wheel drive, the D-B is powered by a flat, air-cooled twin which is derived from the Panhard engine. Displacing 51.9 cubic inches, it develops 65 hp at 5700 rpm.

Acceleration is excellent in this displacement class and the rated top speed is 115 mph.

Front wheel suspension is independent, with transverse springs and telescopic shocks. Rear suspension is by torsion bars and shocks.

Handling is excellent in spite of a phenomenon peculiar to front-wheel-drive cars when cornering at extremely high speed. Often the inside rear wheel will lift clear of the ground, rotating idly until the car drops back on all fours. Since the front wheels are pulling the car around, there is no effect on steering characteristics. Of equal importance, the D-B is sufficiently tractable for easy driving in heavy city traffic.

General specifications: Wheelbase, 85 inches; front and rear tread, 49; overall length, 160; height, 50; width, 63.

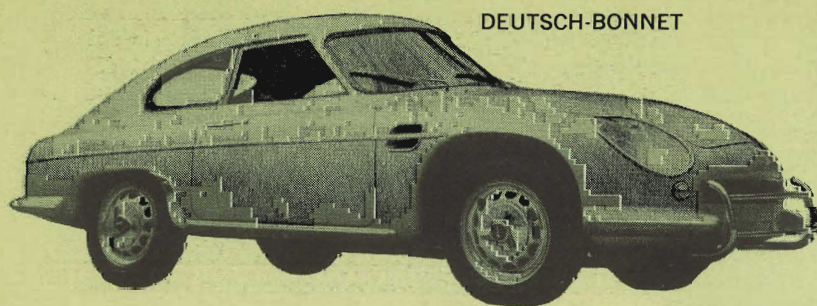
Other versions: Only version available.

## FACELLIA, convertible, \$3995, France

One of the few new sports cars to arrive upon this year's scene, the Facellia has all the elements for success among the elegant touring-sports machines currently available. It is smart, beautifully finished, offers good ride and roadability, top performance from a small, modern engine, and owners will be an exclusive group for some time to come.

Although it bears no mechanical relation to its larger counterpart, the luxury Facel Vega, the general styling theme has been followed. Instead of using a Detroit engine, as does the Facel, the Facellia's is new with twin cams, four cylinders and 115 hp at 6400 rpm from 100.4 cubic inches. Designed more for fast touring than race competition, acceleration to 60 mph takes about 13-14 seconds, with a factory-rated top speed of 114 mph.

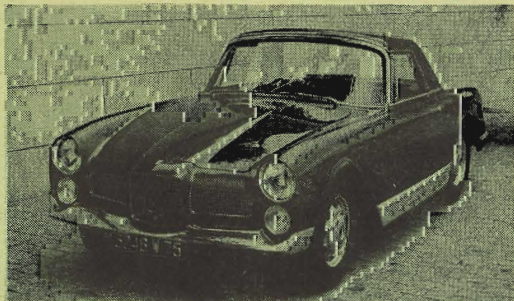
The interior is elaborate: doors are leather covered; a center console carries shift lever and some controls and there is a full array of instruments on the dash. Seats are leather-upholstered in wide, transverse pleats, unusual in appearance but said to be comfortable. Kneeroom is limited for the full-width rear seat. However, it is good for luggage, supplementing the medium-size trunk. The convertible top provides good visibility



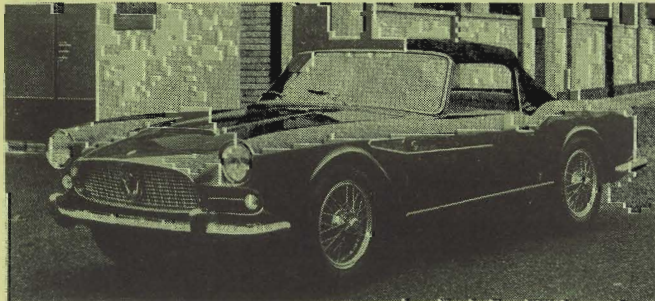
DEUTSCH-BONNET



LANCIA APPIA



FACELLIA



MASERATI 3500 GT

and weather protection (naturally there are roll-up windows), and there is an optional hard top for coupe lovers.

Steering is light, precise and reasonably quick. The general road feel over adverse surfaces should appeal to enthusiasts who are particular about handling qualities. Enhancing the car's sports qualities are Dunlop disc brakes all around and an all-synchro, four-speed transmission.

General specifications: Wheelbase, 96.5 inches; front tread, 51.3; rear tread, 51.2; overall length, 163.5; width, 64; height, 49.5.

Other versions: No others available.

Body is by Farina and features lots of glass for good visibility. Soft leather seats cradle driver and passengers with a minimum of fatigue. For touring there is a large trunk.

On special order one may still buy the ultra-fast, 400-hp, 410 SuperAmerica coupe, about \$18,000.

Unlike earlier Ferraris, the 250 series is exceedingly easy to drive and one need not use all the potential speed. All in all, this newest Ferrari is a most desirable car.

General specifications: Wheelbase, 102.4 inches; front tread, 53.3; rear tread, 54.7; overall length, 185; width, 65; height, 51.5.

Other versions: Berlinetta coupe (280 hp), \$12,600; California convertible, \$12,600; 410 SuperAmerica coupe, (approx.) \$18,000.

### FERRARI 250 GT 2+2, coupe, \$12,600, Italy

Few indeed are the sports car fans who have never dreamed of owning a Ferrari. Unfortunately, for most it remains a dream. There just aren't enough to go around. For example, only 1000 will be built of this newest series, the first production Ferrari to be graced with a rear seat.

Replacing the 250 GT coupe, the 2+2 retains all the older car's mechanical features and adds some fascinating new ones. First, the rear seat room was achieved by lengthening the car about a foot and moving the engine six inches forward. Profile is 2½ inches lower and the improved streamlining raises top

speed slightly. With the standard 4.56 rear axle and Laycock overdrive, top speed is about 130 mph. Other ratios are available for higher potential top speeds. Acceleration to 60 takes only about eight seconds; 0 to 100 and stop is possible in under 25 seconds.

The magnificent three-liter (180.1 cubic inches) overhead-cam V-12, developing 240 hp at 7000 rpm, is one of the smoothest, most flexible engines in existence. While not recommended, it will pull smoothly in fourth gear from 20 mph. Obviously, the fun of a Ferrari is using all four of the Porsche-type gears, feeling out the terrific cornering ability, cruising serenely at 100 mph, then exercising the Dunlop disc brakes for a fast stop.

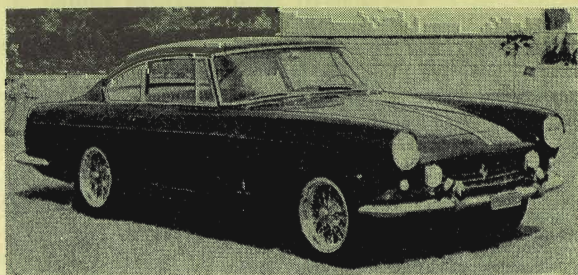
### FIAT 1200, convertible, \$2595, Italy

In Italy it is called a spider, but to American eyes it is a convertible, designed and built as a two-passenger sports-type machine. With the same engine, clutch, transmission, suspension, brakes and wheels as on the 1200 sedan, but lighter in total weight, performance is greatly enhanced over the four-door model.

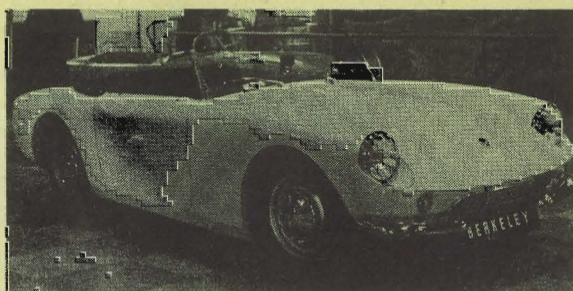
The 74.5-cubic-inch engine (63 hp at 5300 rpm) is good for a factory-rated top speed of 90 mph. Acceleration is more than enough to stay with traffic, and there is a large measure of fuel economy, all factors intended to make the 1200 a well balanced boulevard sports car.

Quality of finish and interior fittings is typically Fiat—carefully done with much attention to detail. Individual bucket seats are close to the floor, but driving position is good. Control for the four-speed gearbox is on the floor, unlike the sedan. Ride is relatively soft for a sports car, a point in its favor for fans who want style and as much comfort as possible.

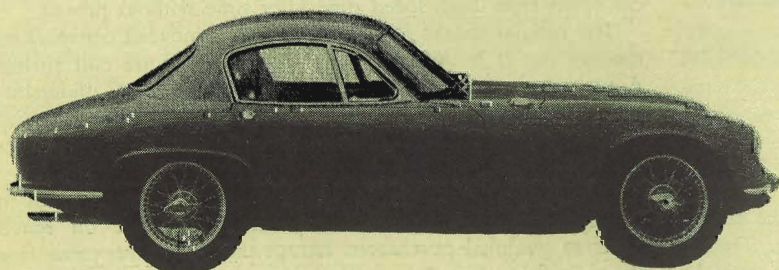
Of similar appearance, but with vital differences underneath the unit-construction body, is Fiat's 1500 convertible. Its powerplant is derived from the famed Italian Osca racing engine with twin-overhead camshafts. Displacement is 90.9 cubic inches and its four cylinders develop 90 hp at 6000 revs, giving it a rated



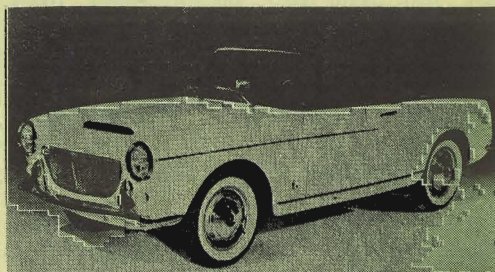
FERRARI 250 GT



BERKELEY BANDIT



LOTUS ELITE



FIAT 1200

# Sports Cars

top speed of 106 mph. Its general performance and handling are a great deal more sporting than those factors on the 1200.

The 1500 is identical in physical size. Suspension is similar to the 1200, independent front, leaf spring rear, and the four-speed transmission differs in that ratios are more evenly spaced in the 1500. Because of the twin-cam engine, the 1500 is more exciting to the confirmed enthusiasts; the 1200 remains a suitable choice if high-revving performance is not the primary goal.

General specifications: Wheelbase, 92.1; front tread, 48.5; rear tread, 47.9; overall length, 158.6; width, 59.9; height, 51.3.

Other versions: 1500 convertible, \$3298.

## JAGUAR, body style N.A., \$N.A., Great Britain

Working in absolute secrecy, with an air-tight security network around the factory, Jaguar has developed a successor to the XK-150. Although there has been a great deal of speculation about the new car (mostly incorrect according to Jaguar), about the only thing that is really known is that it will be announced to the world at the New York Show in April. So cautious is Jaguar that at our presstime absolutely no facts were available about the car. It is possible to be certain of one thing — Jaguar will continue in their tradition of producing a finely-engineered, meticulously-constructed, high-performance sports car which will win praise from grateful owners around the world.

Other versions: Information unavailable at presstime.

## LANCIA APPIA, Farina-bodied coupe, \$4438, Italy

Although the Appia sedan is covered in a separate description, the three semi-custom sports-type bodies offered on the Appia chassis are of sufficient interest to merit additional coverage. Mechanically, this trio is identical to the sedan, except that the engine has been mildly hot-rodged, raising horsepower to 54 at 4900 rpm.

The first coupe, by Farina, is simple in design, has plenty of window area, and is termed by Lancia "the car for the lady and the businessman." Top speed is rated at 90 mph. The convertible is quite similar in style but its body is executed by Vignale. It too has a factory-designated 90-mph maximum.

Considerably more sporting because of its surface shape is the Zagato-bodied coupe. Lighter in weight and better streamlined, its top is said to be 93 mph. Although its competition potential is questionable, optional extras include bucket seats, side and rear windows in plexiglass, and a wood-rimmed steering wheel, — all items that are usually reserved for quick sports-racing machines. All three cars are available through Lancia dealers.

General specifications: Wheelbase, 98.7 inches; front tread, 46.4; rear tread, 46.5; overall length, 162.5; width, 58.6; height, 50.8.

Other versions: Vignale convertible, \$4490; Zagato coupe, \$4558.

## LOTUS ELITE, coupe, \$5323.30 (West Coast p.o.e.), Great Britain

The Elite, a coupe that looks fast while standing at the curb, continues in its exotic form without change this year. There has, however, been an addition, a Special Equipment model especially suitable for competition. Both have the smoothly finished stressed and reinforced fiberglass body that has proven the practicality of this material in coupes.

The two versions differ in power train. From the basic 75.25-cubic-inch, overhead-cam engine the standard Elite is rated at 75 hp at 6100 rpm and the S.E. has 83 horses at 6500. It gets the extra boost through dual carburetors and a freer exhaust system. Standard gearbox is a BMC unit, while the S.E. has an all-synchro ZF box with closer ratios.

Interior finish is quite good. There are two comfortable racing-type bucket seats and plenty of legroom. Storage area is divided between space behind the seats and a small trunk. The driving position is set up in the classic arms-out position, which is not uncomfortable but takes some getting used to. Although the side windows resemble roll-ups with windwings, the entire assembly snaps out.

Front suspension is all-independent through A-arms and combined shock-coil spring units; rear suspension is also independent by a system worked out by Lotus builder Colin Chapman. It makes use of the tubular shock to determine the camber angle of each wheel, while the fixed-length axle shaft, joined at each end, provides lateral location. Steering is by rack and pinion while 9½-inch disc brakes are used all around.

The Elite is very fast, about 120 mph, and very light, under 1300 pounds, which means good acceleration. Further, it is an exciting car to drive, a real thrill to handle.

Lotus builds various series of sports-race and formula cars that have achieved a worthy international reputation. They are available on order. Shipments of the S.E. are expected but no delivered price is available.

General specifications: Wheelbase, 88 inches; front and rear tread, 47; overall length, 144; width, 58; height, 46.

Other versions: Special Equipment Elite, \$N.A.

## MASERATI 3500 GT, coupe, \$11,400, Italy

One of the world's most exciting motorcars, the Maserati's elegance is matched only by its brilliant performance. And brilliant refers to a top speed of somewhere around 145 mph (depending upon optional rear axle ratios) and a zero-to-60 acceleration of under eight seconds.

It all comes about through a husky in-line Six (212.7 cubic inches) with twin-overhead cams. Power output is a healthy 230 hp at 5500 rpm with fuel fed through a trio of dual-throat Webers. With a substantial racing heritage behind it, the engine nevertheless idles nicely at 1000 rpm and will pull in fourth gear from just above that.

The lever from the all-synchro ZF transmission is well positioned for driver ease, as are the wheel, instruments and leather-covered seats. Rear seats in the really plush interior come very close to being adult size but head- and legroom are limited. A large trunk invites touring in the grand manner — the car's intended use.

Little is left to be desired in the Maser's road behavior. It's big and it's fast, but steering is light and responsive; the car goes where it is pointed at near-impossible speeds, and brakes (Girling discs at front) are capable of bringing the car down from high speed time after time without protest.

The tubular chassis is suspended in a somewhat conventional manner but it is done properly. At the front are coil springs, A-arms and a stabilizer bar; the rear has long, underslung semi-elliptics, trailing radius rods, tubular shocks, a stabilizer bar and a third horizontal tubular shock that damps out fore-and-aft axle motion.

Recently, Maserati has had great racing success with its sports-racing Birdcage model, which is available on special order to qualified purchasers. Except that they both come from the same firm, there is no relation between it and the 3500 GT.

General specifications: Wheelbase, 102.3 inches; front tread, 54.7; rear tread, 54.5; overall length, 189; width, 68; height, 51.

Other versions: Convertible, \$12,300.



## **MERCEDES-BENZ 190-SL, convertible, \$5032, Germany**

The first 190-SLs arrived in the U.S. during 1955 and development has been a process of gradual evolution since then. In fact, there has been very little change and no major modifications. The car remains one of the finest two-liter, sports-type touring cars on the road.

An overhead-cam engine (115.7 cubic inches) develops 120 hp at 5700 rpm — excellent output per cubic inch. What is remarkable is that the four cylinders run so smoothly they give the illusion of at least six. Rated top speed is 112 mph with acceleration to 60 (a function of the 2510-pound curb weight) in about 13 seconds. Highway cruising up to 80 mph is quiet and comfortable; steering is quick enough for good cornering control and light enough for easy parking. Shifting the floor-controlled, all-synchro, four-speed gearbox is one of the 190-SL's special delights.

Front suspension utilizes conventional A-arms, coil springs and a stabilizer bar, but at the rear is a system pioneered by Mercedes — the low-pivot swing axle. With coil springs it greatly aids in the car's general stability and excellent ride.

The interior, two bucket seats and a jump seat, is finished in soft leather. Seats are scientifically contoured to the body and are among the most comfortable in any automobile. Instrumentation is most complete, with such rarely found controls as a manual spark and a hot start knob. There are roll-up windows, weather-tight convertible top (standard) and an optional removable hard top.

General specifications: Wheelbase, 94.5 inches; front tread, 56.3; rear tread, 57.9; overall length, 166; width, 68.5; height, 52.

Other versions: Hardtop, \$5244; with both tops, \$5428.

## **MERCEDES-BENZ 300-SL, convertible, \$10,950, Germany**

The 300-SL bristles with originality, yet is a modern classic as concerns its ability to carry two at sustained fantastic speeds in utter comfort. Its price tag gives some idea of what to expect; at that the car cannot be called over-priced.

An in-line overhead-cam Six (182.8 cubic inches) develops 240 hp at 6100 rpm and is the world's only production engine to use Bosch fuel injection. Top speed is limited only by the highway and at around 146 mph (with 3.64-to-1 rear axle) becomes academic. Acceleration through the four synchronized gears is extremely quick with excellent torque response at virtually any speed. Cruising at 100 mph along the open highway is almost too effortless; wind and engine noise are no greater than at half that speed in lesser automobiles.

In traditional M-B fashion, interiors are tailored for luxury and comfort. A glittering array of instruments faces the driver and they all serve a useful function at some phase of the car's operation. There is no storage space in the cockpit and trunk space is not large; it is almost filled with a spare tire and fuel tank.

Front suspension is via parallel A-arms and torsion bars, while at the back there is a horizontal compensating spring on the low-pivot swing axle. As a consequence, cornering is almost dead flat and straight-line stability is great. Mercedes clings to drum brakes (with boosters) but they are so perfected that there has been no need to go to discs.

General specifications: Wheelbase, 94.5 inches; front tread, 55; rear tread, 57; overall length, 180; Width, 70; height, 51.3.

Other versions: Coupe with removable hard top, \$11,128; with both tops, \$11,397.

## **MG-A 1600, roadster, \$2444, Great Britain**

Sports car means MG to many people and small wonder; the firm's octagonal emblem was one of the first to be seen in

the U.S. after World War II and it is still prominent in any roll of sports cars.

The MG-A's theme might well be called simplicity. Its 96.9-cubic-inch, four-cylinder engine is straightforward and uncomplicated, turning out its 83 hp at 5600 rpm. There is enough push to break 100 mph and accelerate to 60 in just about 13 seconds in absolutely stock trim. Race fans, however, find that some moderately expensive super tuning will considerably improve the car's performance. For the more conservative there is fuel economy in the mid-20s built in.

One might gauge how a medium-priced sports car should ride and handle by the MG. It handles very well. There is precise and accurate steering possible without fighting for it, and the disc brakes in front permit stopping quickly with no fade. Ride is firm but not harsh.

The interior is built for two, with seating low but reasonably comfortable. The folding top takes up the space behind the seat, leaving only the small trunk for packages. When the top is up, weather protection is good. There are no roll-up windows (except in the coupe) but the metal-framed curtains have sliding windows and are the next best thing to windows. An examination of exterior panels and interior trim reveals the A to be exceptionally well finished throughout for this price class.

General specifications: Wheelbase, 94 inches; front tread, 47.9; rear tread, 48.9; overall length, 156; width, 58; height, 50.

Other versions: For removable hardtop add \$275 to roadster; roadster (wire wheels), \$2544; coupe (disc wheels), \$2667; coupe (wire wheels), \$2767; Twin-cam roadster, \$3069; Twin-cam coupe, \$3263.

## **MORGAN PLUS-4, two-seat roadster, \$2810, Great Britain**

There is little that smacks of progress in the Morgan, but that makes it no less desirable. When the firm gets a good thing it hangs onto it. Morgan (or Mog) enthusiasts still feel somewhat betrayed that the firm decided to make the move from three-wheelers in 1936.

Today's Plus-4 is powered with a Triumph TR-3 engine (121.4 cubic inches) that develops the TR's 100 hp at 5000 rpm. Acceleration to 60 mph, about 10 seconds, is better than the TR because of a weight differential, while top speed is approximately 105.

The ride is bone-hard on non-adjustable pneumatic seats. (You adjust to the Morgan's wheel and pedals.) Some of the few concessions to progress include disc brakes, now standard on the front, and independent front suspension, which is almost as solid as a beam axle. There isn't much that can be called luggage room, and while there is a top and side curtains, the car is designed for open running.

In spite of it all, the Morgan has tremendous charm. It can be thrown around a race course or a mountain hairpin with great abandon in the knowledge that it really does handle as well as it seems to.

There are a number of racing options available, including an aluminum body for \$175 extra and (soon) a more powerful TR engine with Weber carburetors and smoother exhaust manifold.

Because the cars are virtually hand-built in a small factory, production is low. That has been no deterrent to producing another roadster, the 4/4 Series III. It is the same physical size but styling varies slightly. This year it is powered with the Ford Anglia engine (60.8 cubic inches) that has proven itself quite responsive to race tuning. The probability of improving the Anglia's 39 hp should make this attractive to low-budget road racers.

General specifications: Wheelbase, 96 inches; front and rear tread, 47; overall length, 144; width, 56; height, 51.

# Sports Cars

Other versions: Four-seat roadster, \$2850; two-seat drophead coupe, \$2970; 4/4 Series III two-seat roadster, \$2240.

## PORSCHE 1600, roadster, \$3780, Germany

If owner enthusiasm has any bearing on the fact, then the Porsche is a better-than-average sports car, for its owners are vociferous in their praise. And it doesn't seem to matter which of the three engine or four body styles is owned; praise is about equal.

The Porsche is a rear-engined, all-independent-suspension automobile, much as the Volkswagen in principle in that the engine is an air-cooled, flat Four. Of the three 96.5-cubic-inch engines, the Normal develops 60 DIN hp (about 70 SAE), the Super, 75 hp (about 88 SAE), and the Super 90 has 90 hp (about 102 SAE). Performance increases accordingly; top speed of the Normal is just over 100 mph with zero to 60 in about 15 seconds. The Super 90 can reach 60 mph in around 12 seconds and has a top end of 115 plus.

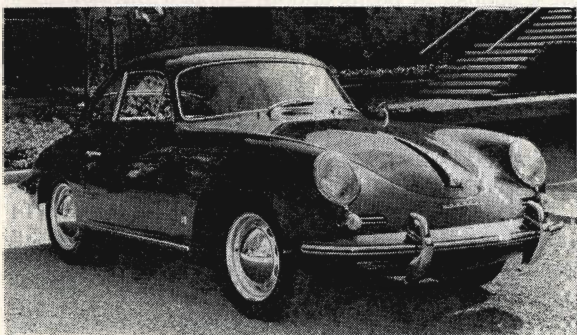
There are four bodies offered, each with any engine. The least expensive, called the roadster, is a true convertible because it has roll-up windows. It does not have the nicely upholstered occasional rear seat that is included in the rest of the line. The coupe is just that and can be had with a sunroof; the cabriolet is the line's plush convertible with a richly padded top and door vent panes to distinguish it from the roadster; and the hardtop has a removable solid top on the cabriolet chassis. In any Porsche combination the fit of panels, exterior paint, upholstery quality, shape of seats, and any other area of auto quality can scarcely be bettered at any price.

One of the most pleasing elements of the car is the wonderfully slick four-speed transmission. As it is coupled with feather-light steering, top-quality brakes and most pleasing ride, the combination is an enthusiast's delight.

The four-overhead-cam Carrera coupe, formerly a production item, is now a special-bodied racing car and available in limited quantity. In addition, the RS-61 Spyder is strictly for racing, and only a few are produced for sale to private owners who can uphold Porsche's winning ways. If a race fan wishes, it is possible to prepare one of the production Porsches for amateur sports car racing for a few hundred dollars and be competitive enough to win class trophies.

General specifications: Wheelbase, 82.7 inches; front tread, 51.4; rear tread, 50.1; overall length, 157.7; width, 65.7; height, 51.6.

Other versions: Super roadster, \$3995; Super 90 roadster, \$4320; coupe, \$3920; Super coupe, \$4140; Super 90 coupe, \$4470; hardtop, \$4170; Super hardtop, \$4390; Super 90 hardtop, \$4720; cabriolet, \$4250; Super cabriolet, \$4470; Super 90 cabriolet, \$4800.



PORSCHE

## SUNBEAM ALPINE, roadster, \$2595, Great Britain

Apparently with an eye to the best possible engine displacement for class racing, Rootes has bored out its Alpine engine from 1497 to 1592 cc (97.1 cubic inches) as the major change for 1961. With horsepower of the four-cylinder ohv engine now up to 85.5 at 5000 rpm, there is a corollary advantage in that performance should now be more easily attained and engine life lengthened. In addition, there are detail changes to carburetion, clutch and interior appointments. The two Zenith carburetors now have 30mm venturis instead of 28s. As for the clutch, need for adjustment is avoided due to an hydraulic cylinder which automatically takes up free play.

Acceleration is quite good — zero to 60 in about 14 seconds and a top speed just at 100 mph. The brakes to handle this speed are discs on the front, drums at the rear, and they do an excellent job. Ride and handling characteristics are considered good; there is fine two-passenger comfort for boulevard or touring, while recent amateur racing successes indicate that the car is manageable at high speed.

Interior finish is well executed and in good taste. There are individual seats with a package area-children's seat behind. The floor-mounted shift lever for the four-speed transmission is conveniently placed and has a short throw. Also of driver interest is the complete instrumentation located in good view. An overdrive with a dash-mounted switch is optional. Although it is termed a roadster, there are roll-up windows and an optional hard top. However, weather is well sealed out with only the soft top in place. Changes in the cockpit include a smaller wheel placed higher for better thigh clearance, and the option of moving the pedals farther from the driver for increased legroom and a better seating position for those with long limbs.

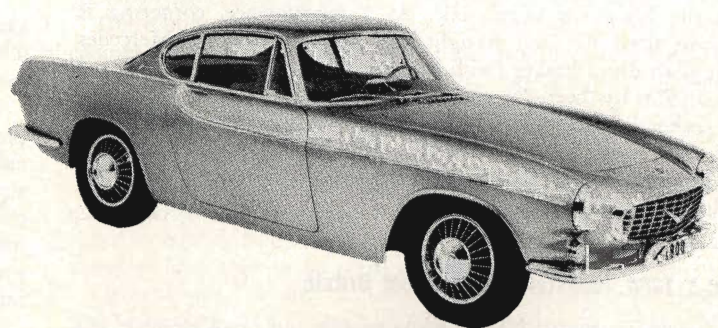
General specifications: Wheelbase, 86 inches; front tread, 51; rear tread, 48.7; overall length, 155.3; width, 60.5; height, 51.5.

Other versions: Only version available.

## TRIUMPH TR-3, roadster, \$2675, Great Britain

Since its introduction in this country in 1954, the TR-3 (at that time called the TR-2) has met with great success from buyers who want an ample supply of performance per dollar. Not that the car is lacking in other ways, but it has always had a well-deserved reputation for going places in a hurry. That reputation should continue, because there are no essential changes in the '61 model.

Heart of the TR is a four-cylinder, 121.4-cubic-inch engine that cranks out its throaty 100 hp at 5000 rpm. It couples a factory-rated top speed of 110 mph and a zero-to-60 time of 12 seconds with considerable reliability. An example is one of several international class E records held by a stock Triumph — 5000 miles averaging 102.5 mph. An added feature is fuel economy — the high 20s and low 30s per gallon are typical of owner figures which are at their best if the optional overdrive is installed.



VOLVO P-1800

Driving the TR is fun. Along with the acceleration mentioned is quick and precise steering, a short, floor-mounted shift lever for the four-speed gearbox and handling characteristics with race-course potential. In fact, adding a few competition options, namely special springs and shocks, makes the TR a car to be reckoned with in its racing class. Ride is firm but pleasant. There are disc brakes on front plus rear drums; suspension is independent at front with semi-elliptic springs at the rear.

Individual seats have wrap-around backs, and there is a children's rear seat available. Trunk area is nominal but combined with the space behind the seats, there is more total storage than in most sports cars.

Because of the cut-down doors there is no room for roll-up windows. Sliding-pane side curtains are the result, and they provide good rain and wind protection. With optional hard top the TR-3 is as tight as any coupe.

General specifications: Wheelbase, 88 inches; front tread, 45; rear tread, 45.5; overall length, 151; width, 55.5; height, 50.

Other versions: Hardtop, \$2835.

### VOLVO P-1800, coupe, \$3940, Sweden

It's a bit too early to tell, but all indications point to the fact that Volvo's initial entry into sports car building will be a huge success. At early showings public reaction to styling has been favorable. Performance is in keeping with the trend to high usable cruising speeds along with safe handling, while mechanical design is straightforward enough so that a prediction of good reliability is not out of order.

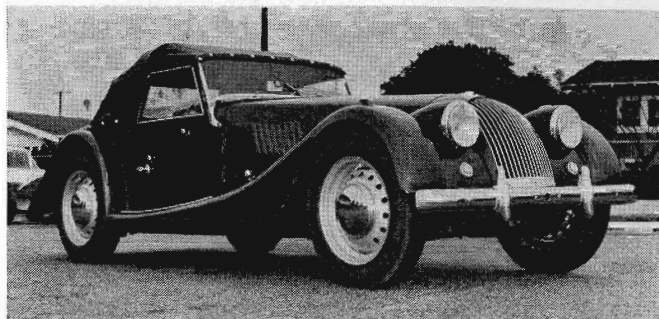
The engine is similar to that used in Volvo's sedans, but it has its own characteristics. Of four-cylinder ohv design, it displaces 108.5 cubic inches, and develops 100 hp at 5500 rpm. Transmission is a four-speed, all-syncho, with shift lever mounted on the floor. There is an optional overdrive, which will aid economy and engine life at high speed. Top speed, incidentally, is rated by the factory at 110 mph. Zero-to-60 acceleration is around 12-14 seconds. Suspension units, independent front with rigid rear axle on coil springs, are the same as used on Volvo's 122-S sedan. Braking is through front discs with drums on the rear.

Inside the roomy cockpit are a pair of low bucket-type seats. The dash, door panels, seats and upholstery are all executed in a more lavish manner than one usually associates with a sports car. It all contributes to the fooling of the car's intended purpose — comfortable, fast touring in style. To insure touring pleasure there is a generously sized trunk.

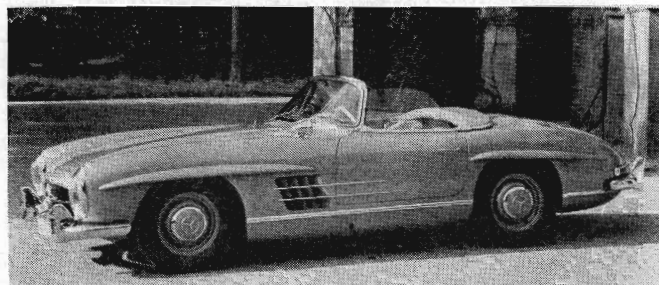
On the road the P-1800 demonstrates reassuring qualities of stability with good adhesion in turns. Flexibility is shown by the car's being able to lug along at low speeds in fourth gear without difficulty.

General specifications: Wheelbase, 96.5 inches; front and rear tread, 52; overall length, 173; width, 67; height, 51.

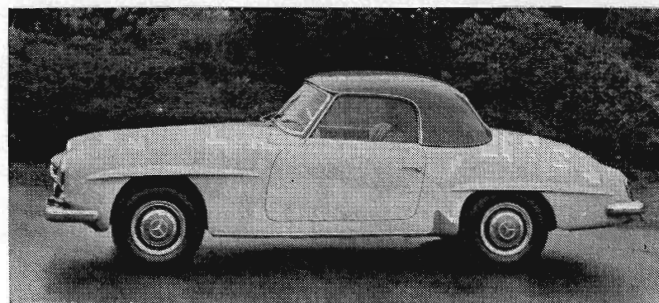
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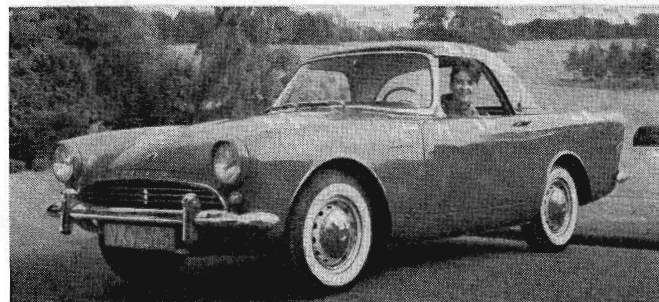
MORGAN PLUS-4



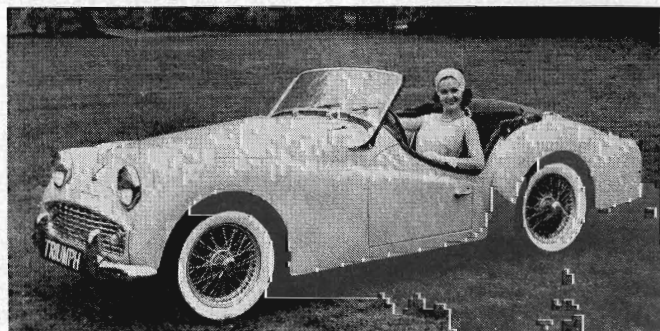
MERCEDES-BENZ 300-SL



MERCEDES-BENZ 190-SL



SUNBEAM ALPINE



TRIUMPH TR-3



MG-A