

**SPORTS CAR number**

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**ROAD TEST: JAGUAR 'E' TYPE**

# Autocar

The  
world's  
most advanced  
sports car

**JAGUAR**  
**'E' TYPE**





Porsche Super 90 Cabriolet

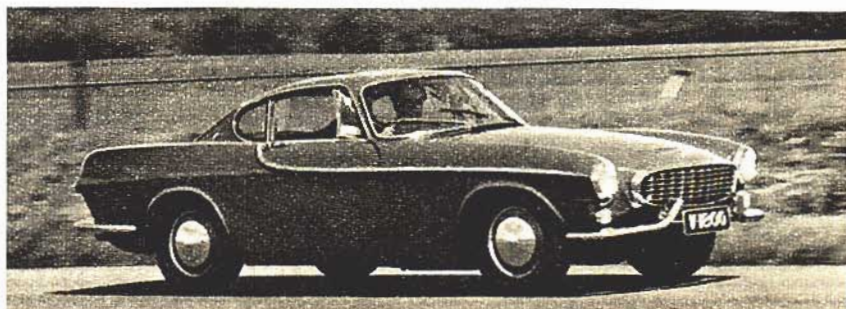
## TALKING OF sports cars . . .

drag-producing air inlet at the front of the body.

It is a recipe which has gained for the firm impressive successes in long distance racing and also makes for an ideal fast touring car, quiet, effortless and comfortable. Reutter the coach-builder sees to the last mentioned requirement, finishing and upholstering production bodies with great attention to detail. A pushrod engine of merely 1,582 c.c. suffices to propel most models at 100 miles an hour or more. Various powers are available, the 1600S (75 b.h.p. net at 5,000 r.p.m.), the 1600S90 (90 b.h.p. at 5,500 r.p.m.), or the Carrera for the racing enthusiast with overhead camshafts (145 b.h.p. at 6,200 r.p.m.).

### Italy

EVEN THE most mundane Alfa Romeo saloon retains a distinctly sporting character, and all Alfa Romeo cars—and the Romeo van—are powered by aluminium twin overhead camshaft engines. In closed form, with the original Bertone coupé body, the Giulietta sets a standard which many others have found hard to emulate, while the willing and tuneable 1,290 c.c. engine and excellent handling have made it the mainstay of Italian small capacity sports car racing. After quite a wait the 1,570 c.c. Giulia finally came along last year. It has an engine based on the Giulietta unit which, in its most sporting form, as fitted to the Giulia Sprint Speciale develops 112 b.h.p. A prototype derivative, the Giulia GTZ, has a space frame and the first independent rear suspension to come from the Via Triano for some time; it is the only small Alfa with disc brakes, those at the rear being mounted in-board. The complete car weighs only 12.6cwt, giving a power-to-weight ratio of 200 b.h.p. per ton unladen. It is matched by the 2600 SZ coupé, which has finally reached production. Having 160 b.h.p. to play with, this



Volvo P1800

car should also be a fine performer.

The 1,290 c.c. Giulietta is now made only as a four-door saloon. Right-hand drive versions are available and it is planned to expand the British market.

With increased public interest in sports cars, Fiat produced, almost out of the hat, the 2300S Ghia coupé, an extremely elegant G.T. car powered by a 150 b.h.p. version of the six-cylinder, polyspherical head engine which Aurelia Lampredi designed for the 1800 and 2300 saloons. On its introduction the 2300S achieved a mean speed of 120 m.p.h. from 136 b.h.p. With 14 extra horsepower, more performance is obviously at command, and this must rate as one of the more desirable Continental G.T. coupés.

Enthusiasts will cast envious eyes on the 1600S cabriolet, for which Fiat manufacture the potent twin overhead-camshaft 1,568 c.c. OSCA engine under licence. While the road-holding and brakes of the 1600S are well up to the speeds obtainable in standard 90 b.h.p. form, some modi-

fications to the wishbone and semi-elliptic suspension might be called for if the full 150 b.h.p. potential of the engine were realized. This car, in common with the less powerful 1300 cabriolet, is available only with left-hand drive.

Today it would be fair to say that the vee-12 Ferrari 250 GT is the ultimate in sports car status symbolism. If ever the average man had £5,607 or so to spare to buy a Ferrari, he would probably plump for the 250 GT Pininfarina 2+2 240 b.h.p. coupé, which combines speed and comfort in a most elegant package. However, the real sports car of the range is the aluminium-bodied 2,953

c.c. Scaglietti 250 GTO with 246 b.h.p. engine, which by its many victories has proved conclusively its superiority in the G.T. category. Works cars are said to be capable of 170 m.p.h. when geared for a fast circuit. If we accept 160 m.p.h. to be the all-out speed of cars supplied to private owners, this is a very fast car indeed. Handling has been subtly developed to keep pace with increased engine output, without abandoning the classic arrangement of wishbone front suspension and live rear axle. Less well-known in Europe, but popular in the U.S.A., the 4-litre Superamerica model retains all of the main characteristics of the 250 GT but has enlarged engine capacity.

Since their ruinous venture into sports car and formula 1 racing, Lancia's sporting activities have been confined to national Gran Turismo racing, in which the Appia Zagato GT has had impressive successes. Production of the Appia ceased with the introduction of the Fulvia, whose three-bearing engine in sporting form will release some of the extra horses

Fiat 1600S Cabriolet





Alfa Romeo Giulia 1600 SS



Ferrari 2+2

which were denied to sporting Appias when a sports version comes along. Meanwhile, young Italian sporting drivers are gaining front wheel drive experience in the pretty 1,500 c.c. Flavia coupé which has more horsepower and more sporting gear ratios than the Flavia saloon. Alas, the true worth of the Flaminia Zagato GT has yet to be demonstrated in International G.T. racing, although the car has been seen in rallies. For all that, the Flaminia GT, with Farina body, and the Flaminia Zagato GT are beautiful and very fast road cars, which would take my money any time for their fine engineering and docile ways.

Bearing a famous name, the Maserati 3500 GT and 5000 GT are now manufactured by the Orsi family, and are Grand Tourers in the best tradition, although carrying a little too much weight for the cut and thrust of true G.T. racing. They are international cars in the truest sense, with German ZF five-speed gearboxes, British Girling brakes and Lucas electrical equipment. The Italian six-cylinder engine is a 3,485 c.c. development of the famous twin camshaft 250F formula 1 unit, which in production form develops 235 b.h.p. at 5,800 r.p.m. The 5-litre vee-8 originated as a sports racing engine and is still used in the birdcage frame "Type Le Mans" cars. Weber carburetors are normal equipment, but Lucas fuel injection is available for an extra £269, bringing the total price of the car in the U.K. is £5,366.

In a suburb of Turin, Carlo Abarth builds all kinds of fast machinery, ranging from his own version of the Porsche Carrera to variations on the

perky Fiat 600. Two models are readily available here; one is the 1000 Turisimo Competizione, which outwardly resembles the Fiat 600 but hides inside its engine compartment a 982 c.c. engine developing 66 b.h.p.; it is also equipped with disc brakes. The other, more sporting in line, is the Monomille coupé with the same engine and the Zagato body which are associated with the name of Abarth. Import duty and purchase tax bring the price up to £2,409 and the twin-cam version costs an extra £600. This last-mentioned engine develops 105 b.h.p. at 7,100 r.p.m.

Newest star in the Italian firmament, and not yet proven, is the rear-engined A.T.S. built in Modena by a splinter group from Ferrari headed by Ing Chiti. The extremely compact short-stroke 2,467 c.c. vee-8 engine is expected to develop 245 b.h.p. Installed in a lightweight chassis with very low aluminium coachwork reminiscent of the Lola GT, it could be a potent factor in G.T. racing.

### France

MOTORING SPORT was born and nurtured in France. With its long open roads and great distances, that country is an ideal place for the proper use of sports cars, yet today, only two companies make them. Facel-Vega produce the new Facel III, a 112 m.p.h. model powered by a 108 b.h.p., 1,780 c.c. Volvo unit; and René Bonnet and his Panhard-based aerodynamic coupés are legendary upholders of the honour of France at Le Mans. Now Bonnet has transferred his allegiance to the Régie Renault and his cars have four-

cylinder, water-cooled engines mounted at the back and driving the back wheels, in the Djet Rallye, and the same unit reversed at the front driving the front wheels in the Missile. With the backing of the great Renault organization, he has gone ahead and produced four models, the Missile, Le Mans, Rallye and Standard, with 845 c.c., 1,100 c.c., 996 c.c. and 996 c.c. engines respectively. The Rallye and Standard differ only in that the Rallye has disc brakes all round, the others have them on the front wheels only.

### Sweden

THE VOLVO P.1800 is the nearest thing to a sports coupé which has emerged from Sweden so far, although Saab and Volvo production saloons have longer competition records. Assembled in Birmingham from Swedish manufactured mechanical parts and a British-built body, the P.1800 has over 100 m.p.h. performance and very luxurious furnishings which make it very suitable for long distance touring; stripped of some of this weight we may well see it performing as a rally car later this season.

The outstanding Swedish sporting car, the G.T. Saab, now discontinued, unfortunately has not been available in the United Kingdom except to special order, but it must be mentioned because of its outstanding performances in international rallies, and because of its greatly enhanced performance compared with production Saabs. The Saab Sport replaces it, but again this is not available in the U.K.

EDWARD EVES

Lancia Flavia Vignale Convertible



René Bonnet Missile

