

SPECIAL

SPORTS CAR GRAPHIC

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COMPLETE SPECIFICATIONS ALL 1963 IMPORTS

OR
LOST IN THE
STATISTICAL
LATITUDES

BY OCEE RITCH

NO AUTOMOTIVE MAGAZINE WORTH ITS SALT would ever admit the fact, but the closely-spaced columnar pages which grayly present the collection of numbers and letters called specifications are a complete pain in the linotype.

First the sources of information . . . that is to say, the manufacturers . . . are almost wholly unreliable or non-cooperative in the respect that there is (a) no standardized form for reporting specifications in Europe and, (b) the letters N.A., for "Not Available" or "Not Announced" are sprinkled through information sheets like meatballs in a platter of spaghetti. A blank or an N.A. in a column sets an editor off like disparaging the car he drives, so the reporter or compiler must spend considerable time interpolating, extrapolating, interrogating, seeking the facts withheld by recalcitrant builders. Many of the specs can be determined, but who, for instance, actually knows the horsepower of the Rolls Royce or Bentley?

Then, there is the problem of our wonderful mixture of measurements. (See "From the Editor," February SCG.) How shall we present dimensions? In millimeters or inches? Cubic centimeters or cubic inches? Decimals or fractions? And, how important is it to carry tenths of a millimeter to the nearest thousandth of an inch?

To add to the fun and games, each statistic must pass through many hands ere it reaches type on the page. Printers are only human (their assertion, not mine) and so are proofreaders. Couple this state of affairs with the known fact that the only time most subscribers will waste a stamp is when they discover the

Make and model	Price, U.S. dollars	Engine position, number of cylinders, arrangement	Bore and Stroke	Displacement	Horsepower @ rpm	Torque @ rpm
A.C.						
Ace 2-6	\$ n.a.	F 6	3.2x3.1	155	170@5500	154@3000
Ace Bristol	3850	F 6	2.5x3.7	110	128@5500	125@4500
Aceca (A.C.)	n.a.	F 6	2.5x3.9	124.5	103@4500	120@3000
Greyhound	n.a.	F 6	2.5x3.7	110	128@5500	125@4500
Cobra	5995	F 8-V	3.7x2.8	259.8	260@6500	269@3600
ALFA ROMEO						
Giulietta — Spyder	3150	F 4	2.9x2.9	78.7	84@6200	69@3500
S. Spyder conv.	3450	F 4	74x75	78.7	116@6500	n.a.
Zagato	3495	F 4	74x75	78.7	116@6500	n.a.
Giulia	3795	F 4	78x82	96.2	92@6200	n.a.
Spyder 2600	5550	F 6	83x79.6	163	165@5900	148@4000
ASTON MARTIN						
DB-4	10,500	F 6	3.6x3.6	225	240@5500	240@4000
DB-4 Vantage	11,150	F 6	3.6x3.6	225	266@5750	255@172
DB-4 Vantage G.T.	12,500	F 6	3.6x3.6	225	302@6000	270@5400
AUSTIN						
850 Mini	1399	F 4	2.4x2.7	52	37@5500	44@2900
Mini-Cooper	1791	F 4	2.4x3.1	60	57@6000	54@3600
A-60	2387	F 4	2.9x3.5	100	63@4500	90@2100
AUSTIN HEALEY						
Sprite Mk. II	1870	F 4	2.5x3.2	67	56@5750	61@2750
3000 Mk. II	3535	F 6	3.2x3.5	177	136@475	167@3000
AUTO UNION — DKW						
1000 fwd S	1995	F 3	2.9x3.0	60	51@4500	61.5@225
1000 fwd	2095	F 3	2.9x3.0	60	62@4500	68.6@350
BENTLEY						
S3 Saloon	16,355	F 8-V	4.0x3.5	380	N.A.	N.A.
S3 Continental	25,690	F 8-V	4.0x3.5	380	N.A.	N.A.
BMW						
700	1648	R 2H	3.0x2.8	42	35@5000	37@3400
700 Coupe	1798	R 2H	3.0x2.8	42	46@5000	39@3400
LS	1785	R 2H	3.0x2.8	42	35@5200	37@3400
1500	3350	F 4	3.2x2.7	91	75@5500	86.8@3000
CITROEN						
Ami 6	1595	F 2H	2.9x2.7	36	22@4500	30@2800
ID 19	2963	F 4	3.0x3.9	117	66@4500	98@2500
DS 19	3520	F 4	3.0x3.9	117	83@4500	105@3500
DAF						
750	1320	F 2H	3.3x2.5	45	30@4000	42@2800
DAIMLER						
Sports SP250	3995	F 8-V	2.9x2.7	155	140@5800	155@3600
FACEL VEGA						
Facel II	11,550	F 8-V	4.2x3.3	383	355@4800	410@2400
FERRARI						
250GT Berlinetta	12,950	F 12-V	2.8x2.3	180	280@7000	n.a.
250GT Pinin Farina	14,108	F 12-V	2.8x2.3	180	240@7000	n.a.

Compression Ratio	Valve arrangement	Make & number of carburetors or injection	Type of transmission, number of forward gears, type of coupling	Gear lever position	Mph in top gear per 1,000 engine rpm	Brakes	Tire X wheel size	Type of suspension, front	rear	Wheelbase	Tread, front	rear	Turning circle diameter	Maker's curb weight
9.5	O	SU-3	T-4	C	21.6	HDF	5.50x16	1 Tr	1 Tr	7'6"	4'2"	4'2"	36	1745
9.0	O	SO-3	T-4	C	20.1	HDF	5.50x16	1 Tr	1 Tr	7'6"	4'2"	4'2"	36	1685
9.0	OC	SU-3	T-4	C	21.6	HDF	5.50x16	1 Tr	1 Tr	7'6"	4'2"	4'2"	36	1685
9.0	O	SO-3	T-4	C	19.2	HDF	5.50x16	1 C	1 C	8'4"	4'6"	4'6"	34.5	2240
9.2	O	HO-1	T-4	C	21.0	HD	6.40x15	1 Tr	1 Tr	7'6"	4'3"	4'4"	36	2385
8.5	OC	SO-1	T-4	C	15.2	H	155x15	1 C	C	7'10"	4'2"	4'4"	36	2013
n.a.	OC	WE-2	T-4	C	15.2	H	155x15	1 C	C	7'10"	4'2"	4'2"	36	1940
n.a.	OC	WE-2	T-5	C	19.5	H	155x15	1 C	C	7'5"	4'3"	4'2"	37	1892
8.5	OC	SO-1	T-5	C	15.2	HDFS	155x15	1 C	C	8'1"	4'3"	4'2"	34	2210
9	OC	SO-3	T-5	C	19.0	HDFS	165x400	1 C	C	8'5"	4'7"	4'6"	31	2600
8.25	O	SU-2	T-4	C	24.2	HDV	6.70x15	1 C	C	8'2"	4'6"	4'5"	34	2983
9.1	20HC	SU-3	T-4	C	24.2	HDV	6.70x15	1 C	C	8'2"	4'6"	4'5"	34	2983
9.1	20HC	WE-3	T-4	C	24.2	HDV	6.70x15	1 C	C	8'2"	4'6"	4'5"	34	2983
8.3	O	SU-1	T-4	C	14.8	H	5.20x10	IRCS	IRCS	7'8"	3'11"	3'9"	31	1294
9.0	O	SU-2	T-4	C	14.8	HDF	5.20x10	IRCS	IRCS	7'8"	3'11"	3'9"	31	1440
8.3	O	SU-1	T-4	S	18.9	HDF	7.00x14	IC	1/2 E	8'4"	4'2"	4'3"	37	2471
8.9	O	SU-2	T-4	C	15.27	HDF	5.20x13	1 C	1/4 E	6'8"	3'10"	3'9"	32	1400
9.0	O	SU-2	T-4	C	21.5	HDF	5.90x15	1 C	1/2 E	7'8"	4'1"	4'2"	35.75	2415
7.2	2 str	SO-1	T-4	S	18.2	H	155x15	Tr	Tr	7'8"	4'3"	4'6"	36	2094
8.0	2 str	ZE-1	T-4	S	16.9	H	5.60x16	Tr	Tr	7'8"	4'3"	4'6"	36.75	2028
9.0	O	SU-2	A-FC	S	27.8	HMS	8.20x15	1 C	1/2 E	10'3"	4'10"	5'0"	41.75	
9.0	O	SU-2	A-FC	S	27.8	HMS	8.20x15	1 C	1/2 E	10'3"	4'10"	5'0"	41.75	
7.5	O	SO-1	T-4	C	12.4	H	5.20x12	1 C	1 C	6'11"	4'2"	3'11"	33	1410
9.0	O	SO-2	T-4	C	12.4	H	5.20x20	1 C	1 C	6'11"	4'2"	3'11"	33	1390
7.5	O	SO-1	T-4	C	12.4	H	5.20x12	1 C	1 C	7'6"	4'2"	3'11"	32	1499
8.2	OC	SO-1	T-4	C	12.4	HDF	5.90x13	1 C	1 C	8'4"	4'4"	4'6"	31	2094
7.3	O	SO-1	T-4	F	14.4	H	125x380	1 C	1 C	7'10"	4'2"	4'0"	36	1411
7.5	O	SO-1	T-4	F	15.7	HDF	165x400	1 HP	1 HP	10'3"	4'11"	4'3"	36	2576
8.5	O	WE-1	T-4	F	15.7	HSDF	165x400	1 HP	1 HP	10'3"	4'11"	4'3"	36	2632
7.1	O	SO-1	A	C	15.9	H	5.20x12	1 Tr	1 C	6'9"	3'10"	3'10"	33	1439
8.2	O	SU-2	T-4	C	20.6	HD	5.90x15	1 C	1/2 E	7'8"	4'2"	4'0"	33	2270
10.0	O	CA-1	A-TC	C	26.8	HDV	6.70x15	1 C	1/2 E	8'9"	4'7"	4'9"	46	4060
9.2	O	WE-3	T-4	C	22	HDS	6.50x15	1 C	1/2 E	7'10"	4'5"	4'5"	30.5	2116
9.2	O	WE-3	T-4	C	18	HDS	6.50x15	1 C	1/2 E	8'6"	4'5"	4'5"	32.75	2822

SPECIFICATIONS

(continued)

fallibility of the infallible and you have a nasty situation, indeed.

Catch 22 in the whole business is that specifications, while deadly dull to the casual reader who is interested in finding out who won the last race, are vital to those who either pride themselves on being fully informed (as we fancy much of our readership to be) or seek comparative information before shopping. If you are genuinely curious about an automobile and perhaps missed a road test or technical report on it, you can reconstruct it from the material on the following pages in large measure. If you aren't particularly interested in a given car, and have lots of time to kill, just memorize the specifications. You can win bets or amaze and stupefy your friends.

HOW TO READ SPECIFICATIONS

Price: The most important item to look for is price (thus it appears in our first column, in U.S. dollars, suggested retail, Port of Entry). Obviously, if the manufacturer intends to stay in business, the price must closely approximate the worth of the vehicle. There are exceptions, of course, but this figure lets you know right away whether a certain car is for you or not. If five figures in this column doesn't frighten you away then you don't need to read the rest of the columns. Forget it. Don't strain your eyes on the fine print. Make the salesman explain the specifications in detail.

Engine: Each car listed here is guaranteed by the maker to have an engine. The size, disposition and type of engine are important to the *aficionado* who relates the validity of an automobile to how close it approximates his own engineering ideal. Thus, in certain circles, if it isn't water-cooled, upright and placed ahead of the driver, it will never get out of the novelty class. Column 2, then tells you immediately which cars to relegate to the experimental category. F means front-engined; R, in the rear. The numeral refers to the number of cylinders and, any other letter discloses cylinder arrangement: V for Vee, H for horizontal, otherwise in-line is assumed.

Bore and stroke are in the next division, given, in this case, in inches and tenths, with bore first. Thus: 3.2 x 3.1. The so-called "modern" engine, has a bore equal to or larger than its stroke, but do not be dismayed by the reverse; Jaguar has won a lot of races. If either the bore or stroke is twice as great as the other figure in the column, ignore it. It will be a typographical error. For those who wish to convert inches to mil-

Make and model	Price, U.S. dollars	Engine position, number of cylinders, arrangement	Bore and Stroke	Displacement	Horsepower @ rpm	Torque @ rpm
FIAT						
600D	1249	R 4	2.4x2.4	50	32@4800	36@3000
1100	1498	F 4	2.6x2.8	68	55@5200	53@3500
1200	2595	F 4	2.7x2.8	74	63@5300	61@3000
FORD						
Anglia	1522	F 4	3.1x2.2	59	53@4800	63@2700
Capri	2210	F 4	3.1x2.8	91	64@4600	81.5@2300
HILLMAN						
Husky II	1599	F 4	3.0x3.0	85	43.5@4290	71.7@1800
Minx	1699	F 4	3.1x3.0	97	56.5@4100	86.8@2100
Super Minx	1899	F 4	3.1x3.0	97	62@4400	86.3@2500
HUMBER						
Super Snipe	4500	F 4	3.4x3.2	181	132.5@5000	160@2600
JAGUAR						
3.8 Mk II	5020	F 6	3.4x4.1	231	220@4400	240@3000
3.8 Mk. X	6840	F 6	3.4x4.1	231	265@5500	260@4000
XK-E	5595	F 6	3.4x4.1	231	265@5500	260@4000
LAGONDA						
Rapide	3,750	F 6	3.7x3.6	244	236@5000	265@4000
LANCIA						
Appia	2398	F 4-V	2.6x2.9	67	43@4900	63@3000
Flavia	3685	F 6-V	3.2x2.7	92	78@5200	134@3000
Flaminia	5998	F 6-V	3.1x3.2	150	110@5200	139@3000
LOTUS						
Elite	4780	F 4	3.0x2.6	74	79@6300	78@3200
Elan	n.a.	F 4	3.1x2.8	91	97@6000	102@4500
MASERATI						
3500 GT	2,000	F 6	3.3x3.9	212	235@5800	N.A.
MERCEDES-BENZ						
190C	3779	F 4	3.3x3.2	116	90@5200	113@2700
190DC	4000	F 4	3.4x3.3	121	60@4200	87@2400
220	4370	F 6	3.1x2.9	128	105@500	133@3300
220S	4780	F 6	3.1x2.8	128	124@5200	139@3700
220SE	5164	F 6	3.1x2.8	128	134@5000	152@4100
300SE	8637	F 6	3.3x3.4	183	185@5200	205@4000
190SL	5215	F 4	3.3x3.2	116	120@5800	114@3800
300SL		F 6	3.3x3.4	183	240@6100	217@4800
MG						
Midget	1939	F 4	2.5x3.2	67	56@5750	61@2500
MGB	2658	F 4	3.1x3.5	111	92@5300	106@3000
1100	1898	F 4	2.5x3.2	61	55@5500	61@2500
Magnette Mk. IV	2798	F 4	2.9x3.5	99	71@5000	89@2500
MORGAN						
Plus 4	2921	F 4	3.3x3.6	120	105@4740	128@3350
Plus 4 Super	4195	F 4	3.4x3.6	134	120@5500	n.a.
4-4 Series IV	2394	F 4	3.1x2.8	91	59.5@4600	82@2300
MORRIS						
1000	1495	F 4	2.5x3.2	67	50@5100	60@2500

Compression Ratio	Valve arrangement	Make & number of carburetors or injection	Type of transmission, number of forward gears, type of coupling	Gear lever position	Mph in top gear per 1,000 engine rpm	Brakes	Tire X wheel size	Type of suspension, front	rear	Wheelbase	Tread, front	rear	Turning circle diameter	Maker's curb weight
7.5	O	WE-1	T-4	C	12.9	H	5.20x12	1 C	1 C	6'7"	3'9"	3'10"	28.5	1332
7.8	O	WE-1	T-4	S	15.9	H	5.20x14	1 C	1/2 E	7'8"	4'0"	4'0"	34.5	1993
8.2	O	WE-1	T-4	C	16.1	H	5.20x14	1 C	1/2 E	7'8"	4'0"	4'0"	34.5	1987
8.9	O	SO-1	T-4	C	16.1	H	5.20x13	1 C	1/2 E	7'6"	3'10"	3'10"	32	1620
8.3	O	ZE-1	T-4	C	16.5	HDF	5.60x13	1 C	1/2 E	8'3"	4'1"	4'1"	34	2087
8.0	O	ZE-1	T-4	C	17.2	H	5.60x15	1 C	1/2 E	7'2"	4'1"	4'0"	33.5	2071
8.3	O	ZE-1	T-4	C	17.2	H	5.60x15	1 C	1/2 E	8'0"	4'1"	4'0"	36	2316
8.3	O	SO-1	T-4	C	17.6	HDF	6.00x13	1 C	1/2 E	8'5"	4'3"	4'0"	36	2363
8.0	O	ZE-1	T-3	S	18.6	HDFS	6.70x15	1 C	1/2 E	9'2"	4'8"	4'7"	38	3320
8.0	OC	SU-2	T-4	C	21.4	HDV	6.40x15	1 C	1/2 E	8'11"	4'7"	4'5"	33.5	3262
8.0	OC	SU-3	T-4	C	21.3	HDV	7.50x14	1 C	1/2 E	10'0"	4'10"	4'10"	37	3990
9.0	OC	SU-3	T-4	C	22.9	HDV	6.40x15	1 C	1 Tor	8'0"	4'2"	4'2"	37	2627
8.25	OC	SO-2	A-TC	S	20.9	HDV	7.10x15	1 C	DD Tor	9'6"	4'6"	4'7"	40.5	3780
7.8	O	SO-1	A	S	16.1	H	155x14	1 C	1/2 E	8'3"	3'11"	3'10"	34.5	2016
8.3	O	SO-1	T-4	S	18.1	HDV	165x15	1 Tr	1/2 E	8'8"	4'3"	4'2"	36	2688
8.4	O	SO-1	T-4	S	18.7	HDV	175x400	1 C	DD 1/2 E	9'5"	4'6"	4'6"	40	3136
10	OC	SU-2	T-4	C	17.0	HD	5.00x15	1 C	1 C	7'4"	3'11"	3'11"	32	1396
9.5	OC	WE-2	T-4	C	17.0	HD	5.20x13	1 C	1 C	7'	3'11"	3'11"	29.2	1350
8.5	2 OC	LF-1	T-4	C	20.7	HDS	6.50x16	1 C	1/2 E	8'6"	4'6"	4'5"	40	2750
8.7	OC	SO-1	T-4	S	17.0	H	7.00x13	1 C	1 C	8'10"	4'10"	4'10"	37.5	2755
21	OC	BO --	T-4	S	18.0	H	7.00x13	1 C	1 C	8'10"	4'10"	4'10"	37.5	2865
8.7	OC	SO-2	T-4	S	19.0	H	6.70x15	1 C	1 C	9'0"	4'10"	4'10"	36	2910
8.7	OC	SO-2	T-4	S	19.0	HDFS	6.70x13	1 C	1 C	9'0"	4'10"	4'10"	36	2965
8.7	OC	BO --	T-4	C	18.0	HDFS	6.70x13	1 C	1 C	9'0"	4'10"	4'10"	36	3030
8.7	OC	BO --	T-4	S	18.5	HDS	7.50x13	HP	HP	9'0"	4'10"	4'11"	38.5	3395
8.8	OC	SO-2	T-4	C	18.0	HS	6.40x13	1 C	1 C	7'10"	4'9"	4'10"	36	2560
8.6	OC	BO --	T-4	C	23.0	HDS	6.70x13	1 C	1 C	7'10"	4'7"	4'9"	37	2930
8.9	O	SU-2	T-4	C	15.27	HDF	5.20x13	1 C	1/4 E	6'8"	3'10"	3'8"	32	1470
8.8	O	SU-2	T-4	C	17.9	HDF	5.60x14	1 C	1/2 E	7'7"	4'1"	4'1"	32	2030
8.9	O	SU-2	T-4	C	14.9	HDF	5.20x12	HL	HL	7'9"	4'3"	4'3"	36	1820
8.3	O	SU-2	T-4	C	16.5	H	5.60x14	1 C	1/2 E	8'4"	4'3"	4'3"	37	2513
9.0	O	SU-2	T-4	C	21.0	HDF	5.60x15	1 C	1/2 E	8'0"	3'11"	3'11"	31	1856
9.0	O	WE-2	T-4	C	21.0	HDF	5.60x15	1 C	1/2 E	8'0"	3'11"	3'11"	31	1680
8.3	O	ZE-2	T-4	C	15.5	HDF	5.60x15	1 C	1/2 E	8'0"	3'11"	3'11"	31	1460
8.5	O	SU-1	T-4	C	14.9	H	5.00x14	1 Tor	1/2 E	7'2"	4'2"	4'2"	33	1662

SPECIFICATIONS

(continued)

imeters: One millimeter equals .0394 inches.

Displacement is a direct function of bore and stroke. It is also something to be desired or decried, depending on whether you are a purist or you want to go fast. No satisfactory substitute for cubic inches (the measurement we employ) has been discovered to date, so it is almost always possible to discover right here if a given car really holds much appeal for you. Anything under 100 cubic inches is a little engine. Under 60 cubic inches, it is a tiny engine. Under 40 cubic inches, it is underpowered. The really big engines you see here are something from America where size and worth are equated. Rolls Royce manufactures the largest automobile engine used in Europe, if that is any consolation. As a comparative yardstick, the 231 cubic inch engine of the Jaguar is roughly the same in displacement as the 20-25 Straker-Squire of the early 1920's.

Again, for those who wish to convert into cubic centimeters: One cubic inch is equivalent to 16.387 ccs.

Horsepower is not always in direct proportion to displacement, comparatively speaking, but it generally is to price. This is probably the easiest column to read, being very straightforward; 170 @ 5500 translates as 170 peak horsepower at 5500 rpm, according to the manufacturer . . . who will not be gainsaid here, at any rate. This is gross horsepower, remember, and sometimes gross exaggeration, but it will do until some other measurement supplants it.

Torque: In Europe torque is considered unimportant. "Like who needs it," seems to be the approach. So if you discover *beaucoup* blanks in this column, attribute it to *lassaiez faire du constructeurs*. Like horsepower, it is a measurement of engine output, but generally misunderstood anyway, and lack of it or excess of it has never stopped a buyer who is hot to trot from laying out the down payment. So, forget it. Just figure you are lucky we didn't put in b.m.e.p.* instead. For a rule of thumb, though, if maximum torque is produced at low rpm, the engine will have good pulling power at slow speeds. If the two (torque and horsepower) are close together, and up high, be prepared to use the gear lever.

Compression Ratio: Give an indication of the type of work expected from the engine. Low compression: a plugger. High compression: a thoroughbred. No compression: manufacturer is cagey.

(continued on page 73)

Make and model	Price, U.S. dollars	Engine position, number of cylinders, arrangement	Bore and Stroke	Displacement	Horsepower @ rpm	Torque @ rpm
NSU						
Prinz 4	1666	R 2	2.9x2.5	37	32.5@5700	32.5@3500
Sport Prinz	1998	R 2	2.9x2.5	37	32.5@3500	32.5@5700
PEUGEOT						
403	2250	F 4	3.1x2.8	90	65@4900	75@2500
404	2575	F 4	3.3x2.8	102	72@5400	94@2250
PORSCHE						
1600	4178	R 4-H	3.2x2.9	96	70@4500	82@2800
1600S	4408	R 4-H	3.2x2.9	96	88@5000	88@3700
1600SC	4753	R 4-H	3.2x2.9	96	102@5500	99@4300
Carrera 2L	7595	R 4-H	3.6x2.9	120	145@6200	119@4600
RENAULT						
Dauphine	1495	R 4	2.2x3.1	54	30@4200	49@2500
R-8	1795	R 4	2.5x2.8	61	48@5200	55.3@2500
ROVER						
3 lit. Mk. II	5495	F 6	3.0x4.1	183	134@5000	169@2000
ROLLS ROYCE						
Phantom V	28,620	F 8-V	4.0x3.5	380	n.a.	n.a.
Silver Cloud III	16,655	F 8-V	4.0x3.5	380	n.a.	n.a.
SAAB						
96	1895	F 3	2.7x2.8	52	42@5000	61@4250
SIMCA						
1000	1625	F 4	2.6x2.5	60	45@5000	54.2@2750
Monthery	1715	F 4	2.9x2.9	68	70@5200	79.7@2900
SKODA						
Octavia	1395	F 4	2.6x2.9	66	43@4700	52.1@3000
Felicia	1795	F 4	2.6x2.9	66	53@5000	55@3500
SUNBEAM						
Rapier IIIA	2499	F 4	3.1x2.9	70	80.2@5100	88.2@3900
Alpine II	2595	F 4	3.1x2.9	70	85.5@5000	94@3800
TRIUMPH						
Herald 1200	1699	F 4	2.7x2.9	65	43@4500	65@2250
Sports Six	2499	F 6	2.5x2.9	70	70@5000	92@2800
TR4	2849	F 4	3.3x3.6	130	105@4600	128@3350
TVR						
Grantura Mk III	3500	F 4	2.9x3.5	66	63@4500	90@2200
VAUXHALL						
Victor	2138	F 4	3.1x2.9	64	56.3@4600	80@2000
VOLKSWAGEN						
1200 De Luxe	1595	R 4-H	3.0x2.5	68	40@3900	65@2400
Karmann-Ghia	2295	R 4-H	3.0x2.5	68	40@3900	65@2400
1500		R 4-H	3.2x2.6	69	53@4000	83@2000
VOLVO						
122	2495	F 4	3.3x3.1	109	75@4500	101@2800
P1800	3995	F 4	3.3x3.1	109	100@5500	110@3500
544 Sport	2395	F 4	3.3x3.1	109	90@5000	105@3500

Compression Ratio	Valve arrangement	Make & number of carburetors or injection	Type of transmission, number of forward gears, type of coupling	Gear lever position	Mph in top gear per 1,000 engine rpm	Brakes	Tire X wheel size	Type of suspension, front	rear	Wheelbase	Tread, front	rear	Turning circle diameter	Maker's curb weight
7.5	O	SO-1	T-4	C	12.25	H	4.80x12	1 C	1 C	6'8"	4'0"	3'11"	27	1232
7.5	O	SO-1	T-4	C	12.5	H	4.80x12	1 C	1 C	6'7"	3'11"	3'11"	27	1221
7.2	O	SO-1	T-4	S	17.6	H	165x380	1 TR	C	8'9"	4'5"	4'4"	30	2380
7.4	O	SO-1	T-4	S	17.6	H	165x380	1 C	C	8'8"	4'5"	4'2"	30	2296
7.5	O	ZE-2	T-4	C	20.2	H	5.60x15	1 Tor	1 Tor	6'11"	4'3"	4'2"	31	2060
8.5	O	ZE-2	T-4	C	20.2	H	5.60x15	1 Tor	1 Tor	6'11"	4'3"	4'2"	31	2060
9.0	O	SO-2	T-4	C	19.8	H	5.90x15	1 Tor	1 Tor	6'11"	4'3"	4'2"	31	2060
9.5	OC	SO-2	T-4	C	19.8	HD	5.90x15	1 Tor	1 Tor	6'11"	4'3"	4'2"	31	2227
8.0	O	SO-1	T-3	C	15.3	H	135x15	1 C	1 C	7'5"	4'1"	4'0"	29.75	1433
8.5	O	SO-1	T-4	C	15.2	HD	145x15	1 C	1 C	7'5"	4'1"	4'0"	30	1598
8.7	OI	SU-1	T-4	C	18.7	HDFV	6.70x15	1 Tor	1/2E	9'2"	4'7"	4'8"	40	3640
9.0	O	SU-2	A-FC	S	22.5	HMS	8.9x15	1 C	1/2E	12'0"	5'1"	5'4"	48.75	5150
9.0	O	SU-2	A-FC	S	27.8	HMS	8.20x15	1 C	1/2E	10'3"	4'10"	5'0"	41	4705
7.3	2-Str	ZE-1	T-3	S	13.6	H	5.20x15	1 C	C	8'2"	4'0"	4'0"	36	1785
7.8	O	SO-1	T-4	C	15.5	H	5.60x12	1 C	1 C	7'3"	4'1"	4'1"	29.5	1602
8.5	O	SO-1	T-4	S	15	H	5.60x14	1 C	1/2E	8'0"	4'1"	4'1"	30	2090
7.5	O	J1-1	T-4	S	15/5	H	5.90x15	1 C	1 Tr	7'10"	3'11"	4'1"	32.75	1962
8.4	O	J1-1	T-4	C	15.5	H	5.90x15	1 C	1 Tr	7'10"	3'11"	4'1"	32.75	1962
9.1	O	ZE-2	T-4	C	17.2	HDF	5.60x15	1 C	1/2E	8'0"	4'2"	4'0"	36	2314
9.1	O	ZE-2	T-4	C	17.3	HDF	6.00x13	1 C	1/2E	7'2"	4'3"	4'1"	34	2154
8.0	O	SO-1	T-4	C	15.7	H	5.20x13	1 C	1 Tr	7'7"	4'0"	4'0"	25	1792
8.7	O	SO-2	T-4	C	16.4	HDF	5.60x13	1 C	1 Tr	7'7"	4'1"	4'0"	25	2054
9.0	O	SU-2	T-4	C	20.0	HDF	5.90x15	1 C	1/2E	7'4"	4'1"	4'0"	34	2184
8.3	O	SU-2	T-4	C	16.05	HDF	5.60x15	1 Tor	1 Tor	7'1"	4'4"	4'4"	31	1300
8.1	O	ZE-1	T-3	S	17.5	H	5.60x13	1 C	1/2E	8'4"	4'3"	4'3"	36	2070
7.0	O	SO-1	T-4	C	18.33	H	5.60x15	1 Tor	1 Tor	7'10"	4'3"	4'3"	36	1631
7.0	O	SO-1	T-4	C	18.33	H	5.60x15	1 Tor	1 Tor	7'10"	4'3"	4'3"	37	1808
7.8	O	SO-1	T-4	C	20.8	H	6.00x15	1 Tor	1 Tor	7'10"	4'3"	4'5"	36.5	1896
8.4	O	SU-2	T-4	C	18	HDF	5.90x15	1 C	C	8'6"	4'3"	4'4"	34	2394
9.5	O	SU-2	T-4	C	15.0	HDFV	165x15	1 C	C	8'0"	4'3"	4'4"	34.4	2464
8.5	O	SU-2	T-4	C	18	H	590x15	1 C	C	8'6"	4'3"	4'4"	32.4	2354