

Exclusive Advance Report - page 27

INSIDE PONTIAC'S TERRIFIC 1961 TEMPEST!

SPORTS CARS

50¢ OCTOBER 1960

ILLUSTRATED
magazine of car and driver

**ROAD-RESEARCHING
FERRARI'S NEWEST,
QUICKEST COUPE**



EUROPEAN NEWSLETTER

AMERICANS ON THE CONTINENT

An injustice was done to driver Ed Crawford when it was inferred that by his missing a shift in the new Jaguar at Le Mans on April 9th, a con rod let go. This was the official story at the time but now it seems that Jaguar was experimenting with titanium connecting rods in that particular



Space for four is featured in this tourer which combines Ferrari performance and Farina styling art.

engine. The driver would likewise not be shifting gears halfway down the Mulanue straight where the incident occurred. The failure of an experimental con rod is no disgrace and we regret that Jaguar felt it had to put the blame on the driver for it only caused misunderstanding all 'round. The unofficial word is that Coventry has gone back to steel connecting rods, as well as further tests, in view of this failure.

Richie Ginther and his wife have taken up semi-permanent residence across the street from the Ferrari factory in Maranello. Thus situated he is always on call to test new cars and has been having a wonderful time—just driving Ferraris—and has become semi-official factory test driver. Richie has great hopes for the new rear-engined car (Formula 1), which he drove steadily if not extremely fast at Monaco on its first appearance; at Zandvoort however he piloted a conventional front-engined Ferrari as engine trouble plagued the new car.

Most impressive has been Richie's debut in Grand Prix racing. We now have four top-grade American drivers participating in European racing. Phil Hill, Dan Gurney, Chuck Daigh and Richie. Richie has of course taken to single-seaters like the proverbial duck to water and is turning times close if not equal on some occasions to those of the rest of the team. With Cliff Allison sidelined for the rest of the season, Richie is even more in the lime-light, and Ferrari is depending on him to shoulder perhaps more of a load than would normally be expected of a driver in his first full European season.

FERRARI SEDAN?

That dynamic Latin duo—Enzo Ferrari and Pinin Farina—is at it again. The latest offspring of their collective talents is the recently-unveiled 250/GT "2 plus 2" coupe, perhaps the closest thing to a series "sedan" to come from the Modena factory.

Based on the standard 102-inch wheelbase, the "2 plus 2" offers front and rear seat head room of 35½ and 33½ inches respectively. The overall length is 185½ inches. Powered by a V12 engine, displacing 2.9 liters, the car has a top speed in the 125 to 143 mph range, depending on the rear axle ratio selected. The engine develops a maximum of 240 bhp at 7000 rpm and is coupled to a four or five-speed transmission. Disc brakes are used on all wheels. The "2 plus 2" will supplement the current Ferrari line which includes the 250/GT Coupe two-seater, the 250/GT cabriolet two-seater, the 250/GT California spider and the 250/GT Berlinetta.

REAR-ENGINED MASER?

After the armed forces, the automotive industry, by virtue of its diversity and secrecy bred of sales competition, is perhaps the most fertile field in which rumors flourish. These run from reports of the revival of Bugatti as a sales contender to the impending re-entry of Mercedes in competition. While most have no basis in fact, they are sometimes interesting conjectures offering pleasant diversion to bench racers. The latest in this category—a barefaced unconfirmed rumor—is that Maserati has a 2000 GT in the works. The alleged technical details are interesting. The twin-overhead-cam engine is mounted transversely at the rear, behind the rear axle. It features a crankcase/gearbox unit something along the lines of the Austin 850 and the three-carbed engine is tilted aft. The radiator for the powerplant is mounted at the front behind a conventional-looking Maser grille, complete with trident. It's said there are two power options for the 2/4 seater. There is a 2.5-liter engine developing 200 bhp at 5700 rpm and a 2-liter mill said to have an output of 160 bhp at 5600 rpm. Reportedly, Maserati will incorporate four-wheel independent suspension. Externally, the only clues that the 2000 GT is rear-engined are said to be a vent in the fenders just aft of the front wheels and Karmann-Ghia type rear deck slots. The muffler silencing the exhaust from the six-cylinder engine would also be mounted transversely and resemble that of a VW or Porsche. Immediately astern of the muffler is the spare tire, while the trunk at front contains the radiator and gas tank. —SCJ

Austin-Healey Sprite



See these dealers for your "Love at First Sprite"



Austin-Healey '3000'

ILLINOIS
Alton, Cordes Motor Co.
Barrington, Bender-Rieger, Inc.
Belleville, Oliver G. Joseph, Inc.
Belleville, Oliver Plymouth
Berwyn, Walter Schroeder Motors, Inc.
Bloomington, Rust Cadillac Co.
Carbondale, Hunter Motor Co.
Champaign, World Wide Motors
Chicago, Leo Alan Imports
Chicago, Delta Import Motors, Inc.
Chicago, Henson Import Motors
Chicago Heights, Northtown Motor Co.*
Danville, Shakespeare Motors
Decatur, Midwest Rambler Corp.
DeKalb, Sawyer Service Station
Granite City, Swenson-Marusic Buick Co.
Hinsdale, Hinsdale Import Motors
Janesville, Cape Motor Co.
Mt. Prospect, Bender-Rieger, Inc.
Mt. Vernon, W-G Motors, Inc.
Olney, Engleton Olds-Cadillac Co.
Peoria, Character Cars, Inc.
Rockford, Forest City Imported Cars, Ltd.
Springfield, Rallye Motors, Ltd.
Sirenator, Samors Motor Co.
Wilmette, Imperial Motors, Inc.

INDIANA
Fort Wayne, Cloverleaf Motors, Inc.
Gary, Snowden Motor Sales
Indianapolis, Imported Cars, Inc.
Indianapolis, Monarch Auto Sales, Inc.
Jeffersonville, Fall City Auto Imports, Inc.
Lafayette, O. M. Foxworthy, Inc.
Logansport, Lou's Imported Motors
Michigan City, Frick Motors, Inc.
Muncie, Dutch Hurst Motors
Richmond, Brown Motor Co.*
South Bend, Hoosier International Motors
Valparaiso, Grieger Motor Sales
Warsaw, Hoosier International Motors

IOWA
Burlington, Inghram Motor Sales
Davenport, Tri-City Foreign Cars, Inc.
Des Moines, Goodman Motor Company
Fort Dodge, Johnston Import Motors
Ottumwa, Glover Motor Co.
Waterloo, Marken Motor Co.

OHIO
Akron, Malion Motor Corp.
Cadiz, Lang Motors, Inc.
Cambridge, Cambridge Sport Shop
Cincinnati, Charles Raymond, Inc.
Cleveland, Car France, Inc.
Cleveland, MG Motor Sales, Inc.
Cleveland, Quality Auto Sales, Inc.
Cleveland Heights, Jaguar-Cleveland Motors, Inc.
Columbus, Enslway Sports Cars, Inc.
Columbus, Imported Motor Car Co.
Cuyahoga Falls, Akron Cars, Inc.
Dayton, Car Imports of Dayton, Inc.
East Liverpool, East Liverpool Central Service Co.
Mansfield, Suburbanita Motors of Ohio, Inc.
Massillon, Stark Sports Cars, Inc.
Rending, Continental Motors, Ltd.*
Sandusky, Sandusky Imported Motors
Spencerville, Jack Hardesty, Inc.
Toledo, Foreign Cars of Toledo, Inc.
Warren, Mahan's Imported Autos, Inc.*
Willoughby, Stoddard Imported Cars, Inc.
Youngstown, Red's Foreign Car Imports, Inc.*

WISCONSIN
Appleton, Biddle Foreign Cars
Fond du Lac, Biddle Foreign Cars
Madison, Foreign Cars of Madison, Inc.
Marinette, Grant Gordon
Milwaukee, Louis Auto, Inc.
Milwaukee, Wisconsin Auto Sales Co.
Sheboygan, Roward-Thomson, Inc.
Wisconsin Rapids, Baker Pontiac

*Austin Dealer Only

MIDWEST DISTRIBUTOR



S.H. ARNOLT, Inc.

Nuffield Sales Div. 2130 N. Lincoln Ave. Chicago 14, Illinois
Austin Sales Div. 415 E. Erie St. Chicago 11, Illinois