

12/6
CAR
and
DRIVER

Yearbook

1962 • \$1.25

- Pictures and Descriptions of **224 NEW CARS**
- Complete Racing Roundup
- **Origins of the Makes**
- **8 ROAD RESEARCH REPORTS**



Chevy II



Ferrari Dino 246



Jaguar XK-E Convertible





The specification tables on the following pages give the main data of all 1962 models. The first column gives the make and model, and the second column the engine location. The engines are in-line units unless otherwise specified, but no distinction has been made between vertical and slanted power units. The third column shows the number of cylinders, the next the cubic capacity, followed by the bore and stroke. The sixth column gives the compression ratios, followed by bhp (SAE) and corresponding rpm. Engine options are usually listed but one engine may be available for

several models while the tables only give its specifications under one type. There is no column for the means of cooling, but current air-cooled cars are mentioned in "The Way of

Design" on the preceding pages. The front-drive cars are also listed in that article, so that information has not been repeated in the specifications. Column eight indicates the number

of speeds in the standard gearbox. If automatic transmission is standardized, the column says "Auto".

All American cars and many imported ones have

optional automatic transmissions, but it is not possible to indicate these options in the space allotted. Similarly, when overdrive is optional, the lists do not show it. The ninth column gives final drive ratios. A number of models have optional crown wheel and pinion sets, but this information has been omitted. The wheelbase is given in column ten, followed by the number of seats, to give an impression of the size of each car. The twelfth column gives the turns of the steering wheel from lock to lock and the turning circle diameter is given in the thirteenth. Many cars have power steering as standard equipment, and sometimes the option includes a lower ratio, but this is not indicated in the specifications. The mph per 1,000 rpm in top gear must be regarded in relation to the size of the car and its purpose before it can be of value as a performance criterion. A low figure on a powerful car indicates high top gear flexibility and acceleration, but not economy or a high maximum speed. If some readers find the specifications on the following pages lacking in certain details, we are confident we have selected the information which is likely to prove most useful to most.

Guide to the Buyers Guide Specifications

Make and model

Engine location

Number of cylinders

Cubic capacity (cu. in.)

Bore x stroke (in.)

Compression ratio

Bhp @ rpm

Number of speeds

Final drive ratio

Wheelbase (in.)

Number of seats

Turns of wheel lock to lock

Turning circle (ft.)

Mph per 1,000 rpm in top gear

Price (POE or ex works)

ABARTH - AUTOBIANCHI

Table listing car models from Abarth and Autobianchi with specifications including engine location, cylinders, cubic capacity, bore x stroke, compression ratio, bhp, number of speeds, final drive ratio, wheelbase, number of seats, turning circle, and price.

BENTLEY - BUICK

Table listing car models from Bentley and Buick with specifications including engine location, cylinders, cubic capacity, bore x stroke, compression ratio, bhp, number of speeds, final drive ratio, wheelbase, number of seats, turning circle, and price.

CADILLAC - CHEVROLET

Table listing car models from Cadillac and Chevrolet with specifications including engine location, cylinders, cubic capacity, bore x stroke, compression ratio, bhp, number of speeds, final drive ratio, wheelbase, number of seats, turning circle, and price.

Make and model

Engine location

Number of cylinders

Cubic capacity (cu. in.)

Bore x stroke (in.)

Compression ratio

Bhp @ rpm

Number of speeds

Final drive ratio

Wheelbase (in.)

Number of seats

Turns of wheel lock to lock

Turning circle (ft.)

Mph per 1,000 rpm in top gear

Price (POE or ex works)

CHEVROLET - CITROEN

Chevrolet Corvette	Front	V8	327	4.00 x 3.25	10.5	250 @ 4400	3	3.4	102	2	3¾	37	19.4	\$4038
Chevrolet Corvette	Front	V8	327	4.00 x 3.25	10.5	300 @ 5200	3	3.4	102	2	3¾	37	19.4	\$4092
Chevrolet Corvette	Front	V8	327	4.00 x 3.25	11.25	340 @ 6000	3	3.7	102	2	3¾	37	21.4	\$4146
Chevrolet Corvette	Front	V8	327	4.00 x 3.25	11.25	360 @ 6000	3	3.7	102	2	3¾	37	21.4	\$4526
Chevrolet Impala	Front	V8	327	4.00 x 3.25	10.5	300 @ 5200	3	3.6	119	6	5½	41	21.5	\$2769
Chevrolet Impala	Front	V8	409	4.31 x 3.50	11.0	360 @ 5800	3	3.4	119	6	5½	41	21.5	\$2982
Chevrolet Impala	Front	V8	409	4.31 x 3.50	11.0	380 @ 5800	3	3.4	119	6	5½	41	21.5	\$3038
Chrysler Newport	Front	V8	361	4.12 x 3.38	9.0	265 @ 4400	3	3.2	122	6	6			\$2693
Chrysler New Yorker	Front	V8	413	4.19 x 3.75	10.1	340 @ 4600	Auto		126	6	6			\$3752
Chrysler 300	Front	V8	383	4.25 x 3.38	10.1	355 @ 4000	3		122	6	6			\$3016
Chrysler 300H	Front	V8	413	4.19 x 3.75	10.1	375 @ 5000	3		126	6	6			\$5015
Citroen 2CV	Front	Flat twin	25.9	2.60 x 2.44	7.0	12 @ 3500	4	5.7	93	4	2¼	35½	12.2	\$1295
Citroen Ami-6	Front	Flat twin	36.8	2.90 x 2.75	7.3	22 @ 4500	4	4.8	94½	4	4	36	14.4	N.A.
Citroen ID19	Front	Four	116.6	3.07 x 3.94	7.5	66 @ 4500	4	3.3	123	5	5	36		\$2545
Citroen DS19	Front	Four	116.6	3.07 x 3.94	8.5	83 @ 4500	4	3.3	123	5	5	36		\$3445
Citroen ID19 Break	Front	Four	116.6	3.07 x 3.94	7.5	66 @ 4500	4	3.3	123	8	4	36	15.7	\$3245

DAF - DODGE

DAF 750	Front	Flat twin	45.5	3.36 x 2.55	7.1	30 @ 4000	Auto	3.9	81	4	2½	30½	15.9	\$1320
DAF Daffodil	Front	Flat twin	45.5	3.36 x 2.55	7.1	30 @ 4000	Auto	3.9	81	4	2½	30½	15.9	\$1550
Datsun	Front	Four	41			30 @ 5500	3			4				N.A.
Daimler Majestic	Front	Six	241	3.40 x 4.25	7.5	147 @ 4400	Auto	3.8	114	5	4¼	42	21.7	N.A.
Daimler Limousine	Front	V8	309	3.75 x 3.15	8.0	220 @ 5500	Auto	3.8	138	7	4¼	50	22.3	N.A.
Daimler Majestic Major	Front	V8	309	3.75 x 3.15	8.0	220 @ 5500	Auto	3.8	114	5	4¼	42	22.3	N.A.
Daimler SP 250	Front	V8	156	3.00 x 2.75	8.2	140 @ 5800	4	3.6	92	2	2½	33½	20.6	\$3995
Datsun Bluebird	Front	Four	72.7	2.88 x 2.80	8.2	60 @ 5000	3	4.6	90	5	5			\$1616
Datsun Sports	Front	Four	61	2.88 x 2.32	8.2	34 @ 4400	4	4.8	87	5	5			\$1996
Datsun Cedric	Front	Four	91	3.15 x 2.91	8.1	71 @ 5000	4	5.1	100	2				N.A.
DB 850 GT	Front	Flat twin	51.9	3.35 x 2.95	7.2	40 @ 5000	4	4.5	84	2	2	29½	15.7	N.A.
DKW Auto Union Jr.	Front	Three	48.5	2.77 x 2.68	8.0	39 @ 4000	4	3.7	85	4	2¼	33	17.0	\$1665
DKW Auto Union 800S	Front	Three	48.5	2.77 x 2.68	8.0	39 @ 4000	4	3.7	85	4	2¼	33	17.0	N.A.
DKW Auto Union 1000	Front	Three	59.8	2.91 x 2.99	7.2	50 @ 4500	4	4.0	92.5	5	2¾	36	16.9	\$2526.03
DKW Auto Union 1000 S	Front	Three	59.8	2.91 x 2.99	7.2	57 @ 4500	4	4.0	96.5	5	2¾	36	16.9	N.A.
DKW Auto Union 1000 SP	Front	Three	59.8	2.91 x 2.99	8.0	62 @ 4500	4	4.1	92	2	2½	36	18.2	\$3924.68
DKW Auto Union Universal	Front	Three	59.8	2.91 x 2.99	7.2	50 @ 4500	4	4.7	96.5	5	2¾	38	15.8	\$2775
Dodge Lancer	Front	Six	170	3.40 x 3.13	8.2	101 @ 4400	3	3.6	106.5	6	5.3	36½		\$1834
Dodge Lancer GT	Front	Six	225	3.40 x 4.13	8.2	145 @ 4000	3	2.9	106.5	6	5.3	36½		\$2062
Dodge Dart 330	Front	Six	225	3.40 x 4.13	8.2	145 @ 4000	3	3.6	116.0	6	5.3	40.3		\$2218
Dodge Dart 440	Front	V8	318	3.91 x 3.31	9.0	250 @ 4400	3	3.6	116.0	6	5.3	40.3		\$2459
Dodge Dart D-500	Front	V8	361	4.12 x 3.38	9.0	305 @ 4800	3	3.2	116.0	6	5.3	40.3		\$2526
Dodge Dart	Front	V8	383	4.25 x 3.38	10.0	330 @ 4600	3	3.2	116	6	5.3	40.3		N.A.
Dodge Polara	Front	V8	361	4.12 x 3.38	9.0	305 @ 4800	3	3.2	116	6	5.3	40.3		\$2763
Dodge Polara	Front	V8	383	4.25 x 3.38	10.0	335 @ 5200	3	3.2	116	6	5.3	40.3		N.A.
Dodge Polara	Front	V8	413	4.19 x 3.75	11.0	410 @ 5400	3	3.2	116	6	5.3	40.3		N.A.

FACEL - FIAT

Facel Vega II	Front	V8	383	4.25 x 3.37	10.0	355 @ 4000	4	2.9	104.7	4		41	25.5	\$9420
Facel Vega II	Front	V8	383	4.25 x 3.37	10.0	390 @ 5400	4	2.9	104.7	4		41	25.5	\$9720
Facel Facellia F2	Front	Four	100.5	3.22 x 3.07	9.4	120 @ 6400	4	4.1	84.5	3	3	38½	17.4	N.A.
Facel Facellia F2S	Front	Four	100.5	3.22 x 3.07	9.4	128 @ 6400	4	4.1	84.5	4	3	38½	17.4	N.A.
Fartherpe Electrina	Front	Four	58	2.48 x 2.99	8.5	50 @ 6000	4	4.1	82	2	2½	23	17.5	N.A.
Fartherpe Electron	Front	Four	66.5	2.85 x 2.62	10.5	93 @ 7000	4	4.1	82	2	2½	23	17.5	N.A.
Fartherpe Zeta	Front	Six	156	3.26 x 3.15	9.0	144 @ 6000	4	3.7	87.5	2	2½	32½	21.2	N.A.
Ferrari 250 Berlinetta	Front	V12	180	2.87 x 2.32	9.2	280 @ 7000	4	3.6	94.5	2	1½	39	20.4	\$12600
Ferrari 250 GT Cabriolet	Front	V12	180	2.87 x 2.32	9.2	240 @ 7000	4	3.6	94.5	2	1½	39	20.4	\$14100
Ferrari 250 GT Spyder California	Front	V12	180	2.87 x 2.32	9.2	280 @ 7000	4	3.6	94.5	2	1½	39	20.4	\$12650
Ferrari 250 GT Coupé 2 + 2	Front	V12	180	2.87 x 2.32	8.8	240 @ 7000	4	3.6	102.4	4	1½	39	20.4	\$12900
Fiat 500D	Rear	Two	30.5	2.65 x 2.76	7.1	22 @ 4400	4	4.5	72.5	2	3	28½	14.9	N.A.
Fiat 500 Giardiniera	Rear	Two	30.5	2.65 x 2.76	7.1	22 @ 4400	4	4.5	76.8	4	3	28½	12.7	N.A.
Fiat 600D	Rear	Four	46.7	2.65 x 2.75	7.5	32 @ 4800	4	4.4	78.8	4	3	28½	14.3	\$1249
Fiat 600D Multipla	Rear	Four	46.8	2.44 x 2.50	7.5	32 @ 4800	4	4.5	78.8	6	3½	28½	13.8	N.A.
Fiat 1100 Special	Front	Four	66.3	2.68 x 2.96	7.9	55 @ 5200	4	4.3	92.1	4	3¼	34½	15.9	\$1698
Fiat 1300	Front	Four	79	2.84 x 3.12	8.8	72 @ 5200	4	4.1	95.2	4	3	33½	16.1	N.A.
Fiat 1500	Front	Four	91	3.05 x 3.12	8.8	80 @ 5200	4	4.1	95.2	4	3	33½	16.1	N.A.
Fiat 1200 Spyder	Front	Four	74.5	2.83 x 2.95	8.25	63 @ 5300	4	4.3	92.1	2	2½	34½	16.0	\$2559
Fiat 1500 Spyder	Front	Four	91	3.07 x 3.07	8.7	90 @ 6000	4	4.3	92.1	2	2½	34½	16.0	N.A.

Make and model

Engine location

Number of cylinders

Cubic capacity (cu. in.)

Bore x stroke (in.)

Compression ratio

Bhp @ rpm

Number of speeds

Final drive ratio

Wheelbase (in.)

Number of seats

Turns of wheel lock to lock

Turning circle (ft.)

Mph per 1,000 rpm in top gear

Price (POE or ex works)

FIAT - FRAZER NASH

Fiat 1800B	Front	Six	109	2.84 x 2.89	8.8	97 @ 5300	4	4.3	104.3	6	3¼	37¾	16.6	N.A.
Fiat 2300	Front	Six	139	3.07 x 3.12	8.8	117 @ 5300	4	4.3	104.3	5	3¼	37¾	17.0	N.A.
Fiat 2300S	Front	Six	139	3.07 x 3.12	9.5	150 @ 5600	4	3.6	104.3	5	3¼	37¾	20.0	N.A.
Ford Popular	Front	Four	72.6	2.50 x 3.64	7.1	36 @ 4500	3	4.4	87.5	4			14.8	N.A.
Ford Anglia 105E	Front	Four	60.8	3.19 x 1.91	8.9	41 @ 5000	4	4.1	90.5	4	2¾	32	16.0	\$1524
Ford Consul Cl. 315	Front	Four	81.8	3.19 x 2.56	8.5	57 @ 5000	4	4.1	99	4	3	34	16.5	\$1970
Ford Consul Capri	Front	Four	81.8	3.19 x 2.56	9.5	85 @ 6000	4	4.1	99	2	3	34	16.5	\$2330
Ford Taunus 12M	Front	Four	71.5	2.50 x 3.64	7.4	43 @ 4400	3	4.1	98	5		34.5		N.A.
Ford Taunus 17M	Front	Four	91.4	3.23 x 2.79	6.8	60 @ 4500	3	3.9	103.5	6	3½	36	16.6	N.A.
Ford Taunus 17M	Front	Four	103.6	3.31 x 3.02	7.0	67 @ 4500	4	3.6	103.5	6	3½	36	18.0	N.A.
Ford Taunus 17MTS	Front	Four	107.3	3.37 x 3.02	8.5	77 @ 4750	4	3.6	103.5	6	3½	36	18.0	N.A.
Ford Fairlane 500	Front	V8	221	3.50 x 2.87	8.7	145 @ 4400	3	3.3	115.5	6				\$2102
Ford Fairlane	Front	V8	221	3.50 x 2.87	8.7	159 @ 4400	3	3.3	115.5	6				\$2136
Ford Falcon Futura	Front	Six	144	3.50 x 2.50	8.7	85 @ 4200	3	3.1	109.5	6	3½	36	18.0	\$2232
Ford Falcon	Front	Six	144	3.50 x 2.50	8.7	85 @ 4200	3	3.1	109.5	6	3½	36	18.0	\$2047
Ford Galaxie	Front	Six	223	3.62 x 3.60	8.4	138 @ 4200	3	3.6	119	6		41½		\$2507
Ford Galaxie	Front	V8	352	4.05 x 3.50	8.9	220 @ 4400	3	3.6	119	6		41½	25.0	\$2616
Ford Galaxie	Front	V8	292	3.75 x 3.30	8.8	170 @ 4200	3	3.6	119	6		41½		N.A.
Ford Galaxie	Front	V8	390	4.05 x 3.78	9.6	300 @ 4600	3	3.6	119	6		41½	25.0	N.A.
Ford Galaxie	Front	V8	390	4.05 x 3.78	10.6	375 @ 6000	3	3.6	119	6		41½	25.0	N.A.
Ford Thunderbird	Front	V8	390	4.05 x 3.78	9.6	300 @ 4600	Auto	3.0	113.2	4		40½		\$4321
Ford Zephyr	Front	Six	156	3.26 x 3.15	7.8	90 @ 4400	4	3.9	107	6	3½	36	18.5	\$2240
Ford Zodiac	Front	Six	156	3.26 x 3.15	7.8	90 @ 4400	4	3.9	107	6	3½	36	18.5	\$2425
Frazer Nash	Front	V8	156	3.22 x 2.95	8.2	173 @ 5000	4	3.4	99	2	2¼	27	27.3	N.A.

GLAS - GLAS

Glas Goggomobil T300	Rear	Two	17.9	2.28 x 2.20	6.1	17 @ 6000	4	4.5	70.8	4	2¾	24½	10.4	N.A.
Glas Goggomobil Ts300	Rear	Two	17.9	2.28 x 2.20	6.1	17 @ 6000	4	5.4	70.8	4	2¾	24½	10.9	N.A.
Glas Goggomobil T400	Rear	Flat twin	23.9	2.64 x 2.20	6.1	20 @ 5000	4	4.5	70.8	4	2¾	24½	10.4	N.A.
Glas Goggomobil T700	Front	Four	42	3.07 x 2.83	7.2	34 @ 4900	4	4.9	79	4	2¾	28	12.5	N.A.
Glas S-1004	Front	Four	60.5	2.84 x 2.41	8.5	42 @ 4800	4	4.3	82.8	2	2¾	31	15.2	N.A.

HILLMAN - HUMBER

Hillman Husky	Front	Four	91.2	3.11 x 3.00	8.0	52 @ 4400	4	4.6	96	4	3	36	16.3	\$1579
Hillman Minx	Front	Four	91.2	3.11 x 3.00	8.3	57 @ 4100	4	4.2	96	4	3	36	17.2	\$1599
Hillman Super Minx	Front	Four	91.2	3.11 x 3.00	8.3	66 @ 4800	4	4.2	101	4	3	36	16.2	\$1699
Hino Contessa	Front	Four	54		8.0	35 @ 5000	3	3.0	85	4				N.A.
Humber Hawk II	Front	Four	138	3.19 x 4.32	7.5	78 @ 4400	4	4.2	110	6	4	38	18.1	N.A.
Humber Super Snipe	Front	Six	180	3.44 x 3.25	8.0	130 @ 4800	3	4.6	110	6	4	38	17.2	\$4295

IMPERIAL

Imperial	Front	V8	413	4.19 x 3.75	10.1	375 @ 5000	Auto		129	6				\$4481
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JAGUAR - JENSEN

Jaguar 2.4	Front	Six	151	3.26 x 3.00	8.0	120 @ 5750	4	4.3	107.5	5	4¼	33½	17.4	N.A.
Jaguar 3.4	Front	Six	208	3.26 x 4.17	8.0	210 @ 5500	4	3.5	107.5	5	4¼	33½	21.4	N.A.
Jaguar 3.8	Front	Six	231	3.43 x 4.17	8.0	220 @ 5500	4	3.5	107.5	5	4¼	33½	21.4	\$5095
Jaguar Mark Ten	Front	Six	231	3.43 x 4.17	9.0	265 @ 5500	4	3.5	120	5	4¼	37	21.3	\$7250
Jaguar XK-E Roadster	Front	Six	231	3.43 x 4.17	9.0	265 @ 5500	4	3.3	96	2	2½	37	22.9	\$5670
Jaguar XK-E Coupé	Front	Six	231	3.43 x 4.17	9.0	265 @ 5500	4	3.3	96	2	2½	37	22.9	\$5970
Jensen 541S	Front	Six	245	3.44 x 2.81	7.4	154 @ 4100	4	2.7	106	4	2¾	37	21.4	N.A.

LAGONDA - LOTUS

Lagonda Rapide	Front	Six	244	3.78 x 3.62	8.25	253 @ 5200	Auto	3.7	114	5	3¾	40½	21.2	N.A.
Lancia Appia III	Front	V4	66.5	2.67 x 2.95	7.3	48 @ 5000	4	4.2	98.8	4	3¼	34½	15.8	\$2398
Lancia Flavia	Front	Flat four	91.5	3.23 x 2.80	8.3	78 @ 5200	4	4.1	104.3	6	2½	36	18.1	\$3685
Lancia Flaminia	Front	V6	150	3.15 x 3.21	8.1	112 @ 4800	4	3.9	113	5	4¼	40	18.7	\$5998
Lancia Flaminia GT	Front	V6	150	3.15 x 3.21	9.0	140 @ 5600	4	3.6	99.2	2	4	40	21.4	\$6355
Lincoln Continental	Front	V8	430	4.30 x 3.70	10.0	300 @ 4100	Auto	2.9	123	6		48		\$6704
Lotus Elite	Front	Four	74.2	3.0 x 2.62	10.0	80 @ 6000	4	4.2	88	2	2½	30	16.2	\$5700
Lotus Seven	Front	Four	572	2.43 x 3.00	8.3	48 @ 5200	4	4.9	88	2		33	15.8	N.A.

ex works)

Make and model

Engine location

Number of cylinders

Cubic capacity (cu. in.)

Bore x stroke (in.)

Compression ratio

Bhp @ rpm

Number of speeds

Final drive ratio

Wheelbase (in.)

Number of seats

Turns of wheel lock to lock

Turning circle (ft.)

Mph per 1,000 rpm in top gear

Price (POE or ex works)

MASERATI - MITSUBISHI

Maserati 3500 GT	Front	Six	213	3.38 x 3.94	8.5	220 @ 5500	5	3.5	102.4	2	2 1/2	40	25.4	\$11400
Maserati 3500 GT Iniezione	Front	Six	213	3.38 x 3.94	8.5	235 @ 5500	5	3.5	102.4	2	2 1/2	40	25.4	\$12300
Maserati 5000 GT	Front	V8	304	3.88 x 3.19	8.5	325 @ 5500	4	3.5	102.4	2	2 1/2	40	25.4	N.A.
Mazda R 360	Rear	Two	21.7		8.0	16 @ 5300	4	6.3	69.5	2	2 1/2	37	18.2	N.A.
Mercedes Benz 180C	Front	Four	113	3.35 x 3.29	7.0	78 @ 4500	4	3.9	104.3	3	3 1/2	35	18.2	\$3394
Mercedes Benz 180D	Front	Four	121	3.42 x 3.29	21.0	52 @ 3800	4	3.9	104.3	3	3 1/2	35	18.2	\$3704
Mercedes Benz 190C	Front	Four	116	3.35 x 3.29	8.7	90 @ 5200	4	4.1	106.3	3	3 1/2	37 1/2	18.0	\$3779
Mercedes Benz 190D	Front	Four	121	3.42 x 3.29	21.0	60 @ 4200	4	3.9	106.3	3	3 1/2	37 1/2	18.6	\$4000
Mercedes Benz 190SL	Front	Four	116	3.35 x 3.29	8.8	120 @ 5800	4	3.9	94.5	3	3 1/2	36	18.6	\$5215
Mercedes Benz 220	Front	Six	134	3.15 x 2.86	8.7	105 @ 5000	4	3.9	108.2	3	3 1/2	37	18.8	\$4370
Mercedes Benz 220S	Front	Six	134	3.15 x 2.86	8.7	124 @ 5200	4	4.1	108.2	3	3 1/2	37	17.9	\$4780
Mercedes Benz 220SE	Front	Six	134	3.15 x 2.86	8.7	134 @ 5000	4	4.1	108.2	3	3 1/2	37	17.9	\$5164
Mercedes Benz 300D	Front	Six	180.5	3.35 x 3.45	8.3	180 @ 5500	Auto		124	4	4	39	16.5	\$10864
Mercedes Benz 300SE	Front	Six	182.5	3.35 x 3.47	9.0	185 @ 5200	Auto	4.1	106.3	3	3 1/2	38 1/2		\$6067
Mercedes Benz 300SL	Front	Six	183	3.35 x 3.46	8.55	240 @ 6100	4	3.9	94.5	2	2 1/2	37	20.6	\$11099
Mercury Comet	Front	Six	144	3.50 x 2.50	8.7	85 @ 4200	Auto		114.0	6	4 1/2	40	20.9	\$2139
Mercury Comet	Front	Six	170	3.50 x 2.94	8.7	101 @ 4400	Auto		114.0	6	4 1/2	40	20.9	\$2216
Mercury Meteor	Front	V8	221	3.50 x 2.87	8.7	101 @ 4400	Auto		116.5	6	4 1/2	40		\$2443
Mercury Meteor	Front	V8	260	3.80 x 2.87	8.7	164 @ 4400	Auto		116.5	6	4 1/2	40		\$2531
Mercury Monterey	Front	Six	223	3.62 x 3.60	8.4	138 @ 4200	Auto	3.6	120	6	6	41.6		\$2726
Mercury Monterey	Front	V8	292	3.75 x 3.30	8.8	170 @ 4200	Auto	3.0	120	6	6	41.6		\$2835
Mercury Monterey	Front	V8	352	4.00 x 3.50	8.9	220 @ 4300	Auto	3.0	120	6	6	41.6		\$2965
Mercury Monterey	Front	V8	390	4.05 x 3.78	9.6	300 @ 4600	Auto	3.0	120	6	6	41.6		N.A.
Mercury Monterey Marauder	Front	V8	406	4.13 x 3.78	10.9	405 @ 5800	Auto	3.0	120	6	6	41.6		N.A.
MG Magnette	Front	Four	91	2.88 x 3.53	8.3	71 @ 5000	4	4.3	99	4	2 1/2	37	16.5	N.A.
MG Midget	Front	Four	57.9	2.48 x 3.00	9.1	50 @ 5500	4	4.2	80	2	2 1/2	32 1/2	15.4	\$1939
MGA 1600	Front	Four	96.9	2.96 x 3.50	8.9	93 @ 5600	4	4.1	94	2	2 1/2	30 1/2	17.7	\$2544
Mitsubishi 500	Rear	Two	30	2.80 x 2.90	7.0	21 @ 5000	3	3.1	81.5	4		28		N.A.

MORGAN - MORETTI

Morgan 4/4	Front	Four	60.8	3.18 x 1.91	8.5	57 @ 5000	4	4.4	96	2	2 1/4	30	18.0	N.A.
Morgan Plus-Four	Front	Four	121.5	3.27 x 3.62	8.5	100 @ 5000	4	3.7	96	2	2 1/4	31	21.0	\$2810
Morris Mini-Cooper	Front	Four	60.8	2.46 x 3.20	9.0	57 @ 6000	4	3.8	80	4	2 1/2	30	14.9	N.A.
Morris Mini-Minor	Front	Four	51.8	2.48 x 2.69	8.3	37 @ 5500	4	3.8	80	4	2 1/2	29 1/2	14.8	\$1295
Morris Minor 1000	Front	Four	57.9	2.49 x 3.0	8.3	40 @ 5000	4	4.6	86	4	2 1/2	34	15.2	\$1495
Morris Oxford VI	Front	Four	99	3.00 x 3.50	8.3	63 @ 4500	4	4.3	100.3	5	2 1/2	37	16.5	N.A.
Moretti 1100	Front	Four	66.3	2.68 x 2.96	9.0	65 @ 6000	4	4.1	85	4				N.A.

NISSAN - NSU

Nissan Cedric 30	Front	Four	91		8.0	77 @ 5000	4	5.1	100	6				N.A.
Nissan Cedric G30	Front	Four	114		8.5	88 @ 4800	4	4.6	104	6				N.A.
NSU Prinz III	Rear	Two	35.6	2.95 x 2.60	6.8	27 @ 4600	4	4.8	78.8	4	2 1/2	28	12.1	\$1398
NSU Prinz-4	Rear	Two	36.4	2.99 x 2.60	7.5	36 @ 5700	4	4.8	80.3	4	2 1/2	28 1/2	12.1	\$1498
NSU Sport Prinz	Rear	Two	35.6	2.96 x 2.60	7.6	36 @ 5700	4	4.8	78.5	2	2 1/2	28	12.1	\$1998

OLDSMOBILE - OSCA

Oldsmobile F85	Front	V8	215	3.50 x 2.80	8.8	155 @ 4800	Auto	3.2	112	5	5.2	37	21.8	\$2646
Oldsmobile F85 Cutlass	Front	V8	215	3.50 x 2.80	10.3	185 @ 4800	Auto	3.4	112	5	5.2	37	21.8	\$2883
Oldsmobile Jetfire	Front	V8	215	3.50 x 2.80	10.3	215 @ 4600	Auto	3.4	112	5	5.2	37	21.8	N.A.
Oldsmobile Dynamic 88	Front	V8	394	4.07 x 3.68	10.3	280 @ 4400	Auto	2.6	123	6	6.1	45.5		\$3228
Oldsmobile Super 88	Front	V8	394	4.07 x 3.68	10.3	330 @ 4600	Auto	2.6	123	6	6.1	45.5	23.91	\$3504
Oldsmobile 98	Front	V8	394	4.07 x 3.68	10.3	330 @ 4600	Auto	2.6	126	6	6.1	45.5		\$3984
Oldsmobile Starfire	Front	V8	394	4.07 x 3.68	10.5	345 @ 4600	Auto	3.4	126	6	6.1	45.5		\$4131
Opel Olympia 1200	Front	Four	73	2.84 x 2.90	7.5	40 @ 4400	3	4.2	100	5		42.0	15.7	N.A.
Opel Rekord	Front	Four	91	3.15 x 2.90	6.9	50 @ 4300	3	3.9	100	5		42.0	17.1	N.A.
Opel Rekord	Front	Four	101	3.40 x 2.90	7.25	55 @ 4000	3	3.9	100	5		42.0	17.1	\$1987.50
Opel Kapitän	Front	Six	158	3.40 x 3.02	7.8	90 @ 4100	3	3.9	110	6		42.5	18.8	N.A.
OSCA 1600	Front	Four	96	3.11 x 3.07		150 @ 7200	4	4.3	89.0	2				\$6500

PANHARD - PEUGEOT

Panhard PL17	Front	Flat twin	51.9	3.35 x 2.95	7.3	42 @ 5000	4	4.5	101	6	2 1/4	33	15.2	\$1795
Panhard PL17 Tigre	Front	Flat twin	51.9	3.35 x 2.95	7.3	50 @ 6300	4	4.5	101	6	2 1/4	33	15.2	\$2095
Peugeot 403-7	Front	Four	78.5	2.96 x 2.87	7.3	54 @ 4500	4	4.2	105	5	3 3/4	30	17.7	N.A.
Peugeot 403B	Front	Four	89.6	3.15 x 2.87	7.2	65 @ 4900	4	4.2	105	5	3 3/4	30	17.7	\$2250
Peugeot 404	Front	Four	98.7	3.31 x 2.87	7.4	72 @ 5400	4	4.2	104.3	5	3 3/4	31 1/2	17.7	\$2575
Peugeot 404 Cabriolet	Front	Four	98.7	3.31 x 2.87	8.5	85 @ 5500	4	4.2		4	3 3/4	31 1/2	17.7	N.A.

PLYMOUTH - PRINCE

Make and model	Engine location	Number of cylinders	Cubic capacity (cu. in.)	Bore x stroke (in.)	Compression ratio	Bhp @ rpm	Number of speeds	Final drive ratio	Wheelbase (in.)	Number of seats	Turns of wheel lock to lock	Turning circle (ft.)	Mph per 1,000 rpm in top gear	Price (POE or ex works)
Plymouth Fury	Front	V8	361	4.12 x 3.38	9.0	250 @ 4400	Auto	2.9	116	6	40	25.2	\$2750	
Plymouth Belvedere	Front	V8	225	3.40 x 4.13	8.2	145 @ 4000			116	6	40		\$2287	
Plymouth Savoy	Front	Six	225	3.40 x 4.13	8.2	145 @ 4000	3	2.9	116	6	40		\$2059	
Plymouth Valiant V-100	Front	Six	170	3.40 x 3.13	8.2	101 @ 4400	3	3.2	106.5	6	36½	21.7	\$1815	
Pontiac Grand Prix	Front	V8	389	4.06 x 3.76	10.25	303 @ 4600	Auto	3.2	119	6	40		\$3580	
Pontiac Catalina	Front	V8	389	3.75 x 3.94	8.6	215 @ 4000	3	3.6	119	6	40		\$2796	
Pontiac Starchief	Front	V8	389	4.06 x 3.76	8.6	235 @ 3600	Auto	3.2	119	6	40		\$3328	
Pontiac Bonneville	Front	V8	389	4.06 x 3.76	8.6	235 @ 3600	Auto	3.2	119	6	40		\$3425	
Pontiac Tempest	Front	Four	194.5	4.06 x 3.75	8.6	130 @ 4800	3	3.6	112	6	40		\$2240	
Pontiac Tempest	Front	V8	215	3.50 x 2.80	10.25	185 @ 4800	3		112	6	6		\$2501	
Pontiac Tempest Le Mans	Front	V8	215	3.50 x 2.80	10.25	185 @ 4800	3		112	5	5		\$2555	
Porsche 356/B 1600	Rear	Flat-four	96.5	3.25 x 2.91	7.5	70 @ 4500	4	3.6	82.7	2	2¼	34	20.2	\$4088
Porsche 356/B Super 75	Rear	Flat-four	96.5	3.25 x 2.91	8.5	88 @ 5000	4	3.6	82.7	2	2¼	34	20.2	\$4318
Porsche 356/B Super 90	Rear	Flat-four	96.5	3.25 x 2.91	9.0	102 @ 5500	4	3.8	82.7	2	2¼	34	19.0	\$4663
Porsche 356/B 2000GS	Rear	Flat-four	120	3.62 x 2.91	9.2	130 @ 6200	4	3.9	82.7	2	3	36	19.4	N.A.
Prince Skyline	Front	Four	91	2.95 x 3.32	8.3	74 @ 4800	4	4.6	100	5	41½	16.2	N.A.	
Prince Skyline Export	Front	Four	112	3.32 x 3.32	8.5	84 @ 4800	4	4.6	100	5	41½	16.2	\$2295	

RAMBLER - ROVER

Rambler American 400	Front	Six	196	3.11 x 4.24	8.0	90 @ 3800	3	3.3	100	6	4	36		\$2089
Rambler American Custom	Front	Six	196	3.11 x 4.24	8.0	90 @ 3800	3	3.3	100	6	4	36		\$1958
Rambler American Deluxe	Front	Six	196	3.11 x 4.24	8.0	90 @ 3800	3	3.3	100	5	4	36		\$1895
Rambler Classic	Front	Six	196	3.11 x 4.24	8.7	127 @ 4200	Auto		108					\$2050
Rambler Ambassador	Front	V8	327	3.00 x 3.25	9.7	270 @ 4700	Auto	3.15	108	6	4½	37½	21.6	\$2464
Reliant Sabre	Front	Four	104	3.25 x 3.12	7.8	61 @ 440	4	3.6	100	2	2¼	29		N.A.
Renault R4	Front	Four	45.5	2.14 x 3.15	8.5	27 @ 4500	3	4.2	92.5	4	4½	28½	14.5	N.A.
Renault Dauphine	Rear	Four	51.5	2.28 x 3.15	8.0	32 @ 4350	3	4.4	89	4	4½	30	14.8	\$1395
Renault Dauphine-Gordini	Rear	Four	51.5	2.28 x 3.15	8.0	40 @ 5000	4	4.4	89	4	4½	30	14.8	\$1596
Renault Caravelle	Rear	Four	51.5	2.28 x 3.15	8.0	40 @ 5000	4	4.4	89.3	4	4½	30	14.8	\$2395
Riley Elf	Front	Four	51.8	2.48 x 2.69	8.3	37 @ 5500	4	3.8	80.2	4	2½	31	14.8	N.A.
Riley 1.5	Front	Four	91	2.88 x 3.50	8.3	67 @ 5200	4	3.7	86	4	2½	34	18.6	N.A.
Riley 4/72	Front	Four	96.9	2.96 x 3.50	8.3	71 @ 5000	4	4.3	100.3	4	2½	37½	16.5	N.A.
Rolls Royce Silver Cloud	Front	V8	380	4.10 x 3.60	8.0	N.A.	Auto	3.1	123	5	4¼	42	27.8	\$15655
Rolls Royce Phantom V	Front	V8	380	4.10 x 3.60	8.0	N.A.	Auto	3.9	143	7	4¼	49	22.5	\$27617
Rover 80	Front	Four	140	3.56 x 3.50	7.0	77 @ 4250	4	4.3	111	5	3½	37	17.8	N.A.
Rover 160	Front	Six	160	3.06 x 3.63	7.8	104 @ 4750	4	3.9	111	5	3½	37	17.8	\$3695
Rover 3-litre	Front	Six	183	3.06 x 4.13	8.75	115 @ 4500	4	3.9	110.5	6	3½	40	18.3	\$4620

SAAB - SUNBEAM

Saab-95	Front	Three	51.3	2.76 x 2.87	7.3	42 @ 5000	3	5.2	98	5	2½	36	13.6	\$2265
Saab-96	Front	Three	51.3	2.76 x 2.87	7.3	42 @ 5000	3	5.3	98	5	2¼	36	13.6	\$1895
Saab GT 750	Front	Three	45.6	2.60 x 2.87	9.8	54 @ 5000	4	4.3	98	5	2¼	36	15.4	\$2790
Simca 1000	Rear	Four	57.6	2.68 x 2.56	7.8	45 @ 5000	4	4.2	87.5	4	3¼	29½		N.A.
Simca 5	Front	Four	77.4	2.91 x 2.95	8.5	70 @ 5200	4	4.8	96.3	4	3½	34	16.0	\$1650
Simca Vedette	Front	V8	144	2.59 x 3.39	7.4	84 @ 4800	4	3.9	106	6	4	44.7		N.A.
Singer Gazelle	Front	Four	91.2	3.11 x 3.00	8.3	66 @ 4800	4	4.2	96	5	3½	36	17.2	\$2095
Singer Vogue	Front	Four	91.2	3.11 x 3.00	8.3	66 @ 4800	4	4.2	101	5	3	36	16.2	N.A.
Skoda Octavia	Front	Four	66.5	2.67 x 2.95	7.5	43 @ 4700	4	4.8	94.5	4	2¾	35	15.5	\$1575
Skoda Felicia	Front	Four	66.5	2.67 x 2.95	8.4	53 @ 5500	4	4.8	94.5	4	2¾	35	15.5	\$1995
Standard Vanguard	Front	Six	121	2.94 x 3.00	8.1	85 @ 4500	4	4.1	102	6	3½	39	18.0	N.A.
Studebaker Lark	Front	Six	170	3.00 x 4.00	8.1	112 @ 4500	3	3.7	113	6	4¾	37½	19.8	\$1853
Studebaker Lark	Front	V8	259	3.56 x 3.25	8.25	180 @ 4500	3	3.1	113	6	4¾	37½	23.1	\$1971
Studebaker Lark Daytona	Front	V8	259	3.56 x 3.25	8.25	195 @ 4500	4	3.3	113	6	4¾	37½		\$2219
Studebaker Hawk GT	Front	V8	289	3.56 x 3.62	8.25	225 @ 4500	4	3.3	120.5	5	4¾	41	23.7	N.A.
Sunbeam Rapier	Front	Four	91.2	3.11 x 3.00	9.1	80 @ 5100	4	4.2	96	4	3½	36	17.3	\$2499
Sunbeam Alpine	Front	Four	97.1	3.21 x 3.00	9.1	86 @ 5000	4	3.9	86	2	3	34	17.3	\$2595
Sunbeam Harrington LeMans	Front	Four	97.1	3.21 x 3.00	9.1	104 @ 6000	4	3.9	86	4	3	34	17.3	\$3995

TATRA - TVR

Tatra 603	Rear	V8	155.3	2.95 x 2.84	6.5	95 @ 5000	4	4.1	81.7	5	2½	44		N.A.
Toyopet Crown	Front	Four	90	3.09 x 3.12	8.0	63 @ 4500	3	5.3	100	5	43	14.3	\$1613	
Toyopet Corona	Front	Four	59	2.74 x 2.56	7.5	45 @ 5000	3	5.8	94.5	4		12.0	\$1795	
Triumph Herald	Front	Four	57.9	2.48 x 3.00	8.0	40 @ 4500	4	4.9	81.5	4	3¾	25	13.2	\$1649
Triumph Herald 1200	Front	Four	70.5	2.73 x 3.00	8.0	43 @ 4500	4	4.1	81.5	4	3¾	25	15.7	\$1699
Triumph TR 4	Front	Four	130.5	3.39 x 3.62	9.0	105 @ 4750	4	3.7	88	2	2½	33	20	\$2849
Turner 950 Sports	Front	Four	59.7	2.48 x 3.00	8.3	43 @ 4000	4	4.6	83.5	2	2½	32		\$2345
Turner Climax Sports	Front	Four	67	2.85 x 2.62	10.5	90 @ 7200	4	4.2	83.5	2	2½	32	16.5	\$3570
TVR 1600	Front	Four	96.9	2.96 x 3.50	8.3	81 @ 5500	4	4.1	84	2	33½	17.8	N.A.	
TVR Climax	Front	Four	67	2.85 x 2.62	10.5	90 @ 7200	4	4.1	84	2	33½	17.8	N.A.	

Make and model

Engine location

Number of cylinders

Cubic capacity (cu. in.)

Bore x stroke (in.)

Compression ratio

Bhp @ rpm

Number of speeds

Final drive ratio

Wheelbase (in.)

Number of seats

Turns of wheel lock to lock

Turning circle (ft.)

Mph per 1,000 rpm in top gear

Price (POE or ex works)

VANDEN PLAS - VOLVO

Table with 14 columns: Make and model, Engine location, Number of cylinders, Cubic capacity, Bore x stroke, Compression ratio, Bhp @ rpm, Number of speeds, Final drive ratio, Wheelbase, Number of seats, Turns of wheel lock to lock, Turning circle, Mph per 1,000 rpm in top gear, Price. Rows include Vanden Plas Princess, Marshall Victor, etc.

WARWICK - WOLSELEY

Table with 14 columns: Make and model, Engine location, Number of cylinders, Cubic capacity, Bore x stroke, Compression ratio, Bhp @ rpm, Number of speeds, Final drive ratio, Wheelbase, Number of seats, Turns of wheel lock to lock, Turning circle, Mph per 1,000 rpm in top gear, Price. Rows include Warwick 350, Wolseley Hornet, etc.

FORMULA JUNIOR

Table with 8 columns: Make of engine, Gearbox, Compression ratio, Bhp @ rpm, Carburetion, Brakes, Dry weight (lbs.). Rows include Cosworth-Ford, Renault, Fiat, Lancia, BMC, Citroën, etc.

1962 BUYERS GUIDE



Abarth 700 RM



Abarth 1000 RM



AC Ace 2.6



AC Aceca



Alfa Romeo Giulietta TI



Alfa Romeo Giulietta Sprint



Alfa Romeo Giulietta Sprint Speciale



Alfa Romeo 2000 Spider



Alfa Romeo 2000 Sprint



Alfa Romeo 2000 Berlina



The **Facel II** is the elegant successor to the **Facel Vega HK 500**, France's only luxury and prestige car of recent years. The new model has restyled bodywork and a considerably reduced frontal area. The engine is a 390 bhp V-8 Chrysler with twin four-barrel carburetors which drives through a four-speed all-synchromesh Pont-à-Mousson gearbox to give the car a maximum speed of about 150 mph. All four wheels have Dunlop disc brakes. The **Facellia F-2** comes with a choice of two stages of engine tuning, a single carburetor version developing 120 bhp and a twin carburetor model developing 128 bhp. The twin-overhead camshaft 1,646 cc engine with its five-bearing crankshaft is manufactured by Facel, and the four-speed gearbox is made by Pont-à-Mousson. The **Fairthorpe Zeta** is powered by a 145 bhp version of the Ford Zephyr engine, fitted with either six Amal or three SU carburetors. The car has Girling disc brakes front, rack and pinion steering, and a dry weight of only 1475 pounds. The manufacturer claims that it will do the standing quarter-mile in 15 seconds. The **Fairthorpe Electron** has a choice of two engines, the Coventry Climax FWA (1100 cc) or FWE (1220 cc) giving it a maximum speed in the 110-120 mph range. The 1962 cars from Ferrari are basically unchanged from last year. The **250 GT Spyder California** has the familiar three-liter V-12 with a 9.2 to one compression ratio and gives off 280 bhp. There are disc brakes to all four wheels. In spite of its staggering performance and handling, this is not considered a competition car, as the racing models from Maranello are so specialized and so stark as to put them ahead of the more civilized production models on any race track. The **Ferrari 250 GT Coupé 2 + 2** takes up a steadily increasing proportion of the production and enjoys a reputation as a very fast and utterly safe touring car. With a four-speed gearbox and overdrive it is less noisy than the sports Ferraris, but the 240 bhp engine still has power to spare. The **Ferrari 250 GT Berlinetta** shares the mechanical components of the Spyder and has a truly impressive record of victories in both rallies and outright speed events. It is also surprisingly tractable in heavy traffic and is easier to handle than its nature would indicate. Its dry weight is only 2,100 pounds. The range of Fiat cars is wider than possibly any other factory today. The smallest one is the **500 D**, with a rear-mounted two-cylinder engine. Its fuel economy is outstanding and the performance is adequate to keep with most of the traffic. The maximum speed is about 60 mph. Next in size is the **Fiat 600 D**, with a rear-mounted 767 cc water-cooled four-cylinder engine and the radiator mounted alongside the block. This model has a four-speed gearbox while the 500 has a three-speed transmission. The **Fiat 600 Multipla** is propelled by the same engine and must be the smallest of the forward-control station wagons which have achieved such widespread popularity in recent years. The 600 Multipla was originally introduced in 1956 and has been made in large numbers with only small modifications. The **Fiat 1100 Speciale** is the leading example of the four-cylinder 1100 cc model which traces its origin back to the 1936 Balilla 508. This well-proportioned and easy-to-drive small car has good performance and excellent road-holding. The newest power unit from Fiat is used in the **1300 series**, a very modern engine developing 72 bhp. With disc brakes to all four wheels, its stopping power is well in keeping with its speed capabilities. An engine of older design is used in the **Fiat 1200 Spyder**. With only 63 bhp, this is no competition car but a pleasant and very sporty-looking roadster. It has a roomy trunk and ample storage space behind the seats, but there has been no attempt to accommodate passengers in the room between the seats and the rear deck.



Facel II



Fairthorpe Electron



Ferrari 250 GT Berlinetta



Fiat 1100 Speciale



Facellia F2



Fairthorpe Zeta



Ferrari 250 GT Spyder-California



Ferrari 250 GT Coupé 2 + 2



Fiat 500 D



Fiat 600



Fiat 600 Multipla



Fiat 1300 Giardiniera



Fiat 1200 Spyder