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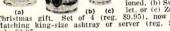
Multiple carburetor synchronizer. For all multiple carbureted imported cars and Corvairs. mechanics right arm and home tuner's assurance, \$9.95. Model 4-B for Carter and Rochester dual 4-bore carbs, \$12.50,



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	Cuff Links	4.93
	Tie Bar	2.93
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# **EUROPEAN NEWSLETTER**

#### EUROPEAN TRAFFIC PROBLEM

One reason for the detail refinements chosen for the '61 VW is the changing nature of European traffic, Sadly, it's getting more and more like the U.S. each year as car sales continue to climb (last year's sales jumped 20 percent in Germany and Italy). City driving becomes more demanding by the day and, in the absence of automatic transmissions, synchromesh on low gear is a necessity if you don't want to burn out clutches every month. Likewise, Europe is now experiencing a "torque race" as all the beetles scoot from one light to the next.

Still another offshoot of the traffic problem is that European police are becoming as well equipped for trapping speeders as their American counterparts. They concentrate on speed limitations in built-up areas (usual limit is 25-30 mph) but the day is soon coming when even open roads will have 60 mph limits and police enforcement to match. As well as radar, which is quite widespread, the Dutch use the "Gatsometer," a clever, simple and fool-proof speed detector developed by none other than Maurice Gatsonides, the famous rally driver. Perhaps this invention earns him enough money to pay for his many speeding tickets.

structors in Milan, of six races each for 1.5-liter and 2.5-liter cars, will have a good chance of acceptance by the C.S.I. At this meeting the constructors agreed to form an advisory committee to help the C.S.I. in its work - to try to make sure that future decisions will be for the good of motor racing. Present were Colin Chapman, John Cooper, Raymond Mays and Peter Berthon, Enzo Ferrari, and Huschke von Hanstein representing Porsche. This historic meeting may signify a turning point in the current unhealthy situation that surrounds European racing.

Ever since Moss won the revised Tourist Trophy in a G.T. Ferrari, rumors have been thick that there's a chance he may be racing for the Maranello Scuderia next year. It's our guess that oil company contracts will prohibit this move, but in this world of high finance anything can happen.

There are still no production plans on the small Ferrari - the prototype still sits quietly in the new-car production garage and is used for demonstration rides. It's common knowledge that Ferrari would like very much to build this car. The problem is: by whom and where?

## A NEW ENGINE FOR SIMCA

Simca, always hungry for endurance records, mounted a not-at-all secret attack on 150 of them (some held by Citroën) on the old Miramas race track near Marseilles. But the press was surprised, on the 80th day, when they simultaneously passed 120,000 miles at an average of 65 mph, and announced a new engine. The Rush power plant was, naturally, responsible for the broken records. This new four replaces the Fiat-derived Flash engine. Main difference between the two is a five-bearing crankshaft which, it is said, allows a vibrationless 5000-plus rpm figure to be

Attached to the nose of the new crankshaft is a centrifugal oil filter. The



A compact Lincoln Continental for '61? Nope, it's the new Alfa Giulietta 1600 testing in disguise.

#### FERRARI IN THE FUTURE

Scheduled for production at the end of 1960 is Enzo Ferrari's new G.T. "2 plus 2" four-place coupe. SCI has been privileged to road-test this new car and the full story will appear in an early issue.

Ferrari has many interesting things in store for 1961; one is sure: next year we'll be witnessing the re-ascendency of the Cavallo Rampante to a top position in international competition. Emphasis will be put on G.T. racing and on Formula 1. It now seems that the suggestion, produced at the recent meeting of race car condegree of filtration attained by this Fiatlicensed unit is so high that no other oil filter is used on the engine. Power obtained from the new engine ranges from 42 bhp in the most economical version to 62 in the Rush Super which will power the Monaco, Plein Ciel and Océane models.

Rumor has it that this new five-bearing crankshaft and its attendant bottom end will form the basis for an Alfa-like engine to be used in a new Simca sports model. This replacement for the existing sports series is reputed to be styled by a master

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