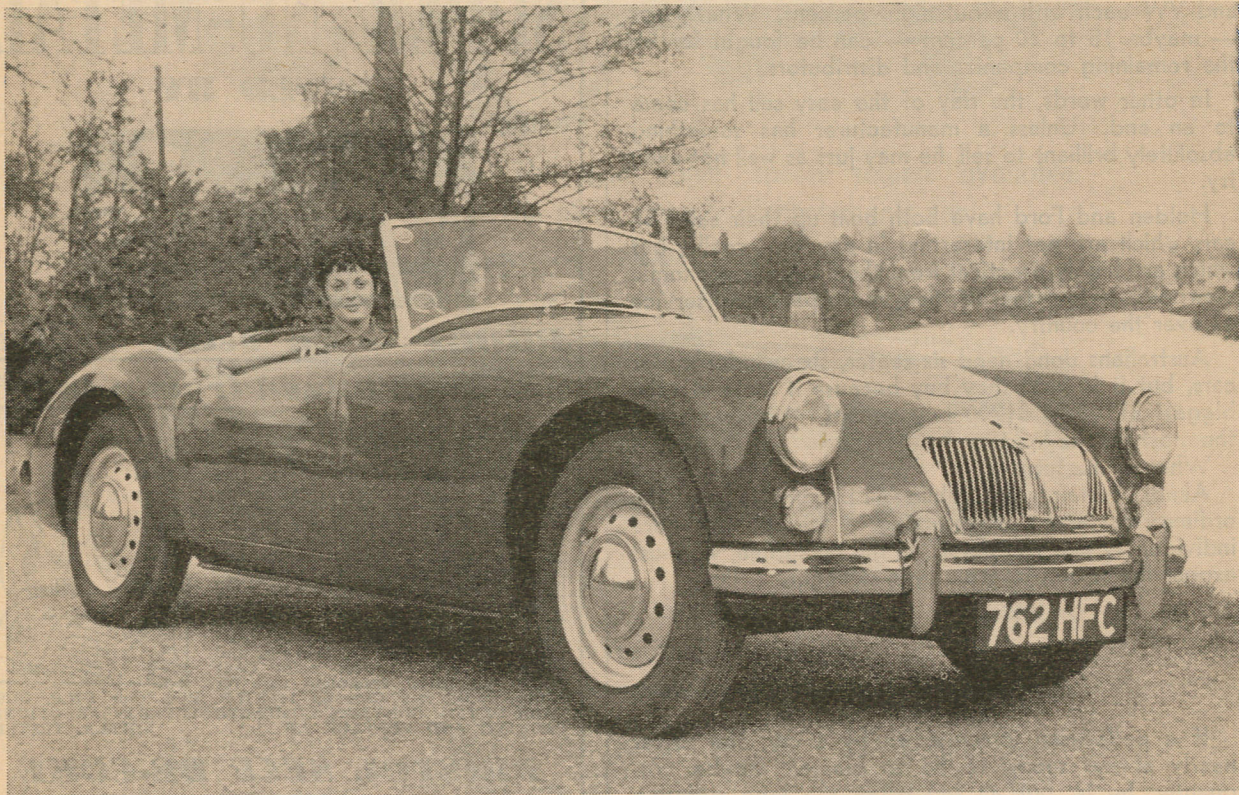


By IAN FRASER

# 1962

## A BRIGHT NEW YEAR COMING UP



*New MGA has the 1622 cc engine developing 90 bhp. Radiator grille has vertical bars and the tail lamps assembly is also revised.*

*Chrysler are rumored to be making plans to put the Valiant compact on the Australian market. It is a spacious car inside.*



**Bright new models which may come to Australia are among the cheerful prospects for 1962 as manufacturers restyle and redesign their important models.**

**N**EXT year should be a good one for Australian motorists. Many of the new cars which have been announced over the last few months, plus many of the 1962 models yet to come, will find their way to these shores.

However, some of the more exciting models are not planned to be sold here for various reasons, including the lack of right-hand drive versions.

The relaxing of import restrictions means that many cars which were virtually banned from Australia previously can now come here. And this coincides with a world-wide effort by manufacturers to expand their markets, which have been contracting following the strong challenge brought about by the introduction and outstanding success of the American compacts.

Prior to this, English and European cars sold with great gusto in the US, but now Americans seem to prefer their own small cars to those from other countries.

Of course, the lack of American-made sports cars ensures that MG's, Austin Healeys, Jaguars, Alfa Romeos, Porsches and so on, still have an important place in the US.

In some ways the difficulties with the American market are a good thing. First, it means that cars which were previously made in left-hand drive are now being built with either right or left in the hope that other export countries will be interested. This means that Australians are now able to buy cars they had never previously seen.

Secondly, tougher competition is going to make for faster development technically, which is probably the important factor for the future.

Although a great variety of cars are already available to Australian motorists, there will always be a small place for the slightly off-beat machines, especially when money becomes freer.

At the moment there are denials that many of the cars which have been announced will come here. The usual motor company statement that there is "no immediate plans to bring the car here" can mean just about anything.

This, of course, is natural, since local car manufacturers are trying very hard to rationalise the number of models they are producing. The



*Four eyed Singer Vogue is Rootes newest contribution for 1961/62 motoring. Basically conventional in concept, it has a 1600 cc power plant.*

most successful car firms — Holden and VW — have put all their effort into one model and now, belatedly, others are trying to follow suit.

When a new model is released overseas there is never any real way of telling how long it will be before it reaches Australia. Perhaps there are large stocks of unsold cars of the previous model or perhaps the first year's production is earmarked for left-hand drive countries, or, in the case of locally assembled models, the jigs and parts are slow coming from the parent factory.

Or perhaps the market potential of a certain model is unknown so the financial risk of bringing it out here purely on hope does not justify the risk until all avenues have been thoroughly investigated.

Probably the most recent example of this is the Morris 850. When the car was announced in England, BMC (Australia) had no plans for the car. Constant plugging by motoring journalists, then the public and dealers gave BMC top brass the confidence needed to do the deed and order the jigs and components from England.

And as it transpired, the Morris 850 was an enormous success from the word go. However, the station wagon version — there are one or two of them here — are not planned for

Australia for the time being at least.

Also on the BMC front there is the matter of the new sports cars. The Austin Healey 3000 is an expensive machine which has not found the favor of Australian enthusiasts. The Sprite, however certainly has and latest edition of that car has most of the things the earlier model lacked. For instance, the appearance has been greatly improved and there is an external boot entrance. The gearbox has been bettered and engine power increased.

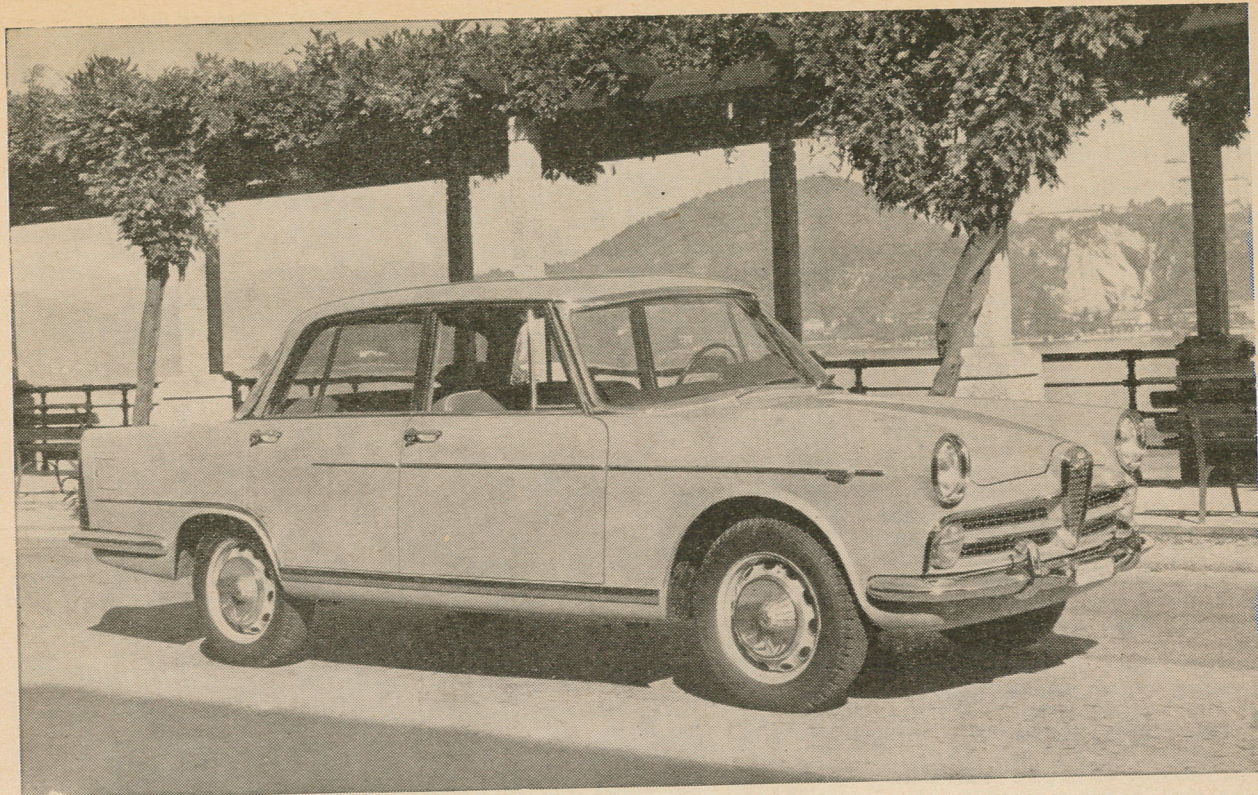
Its success seems assured, but according to BMC the Sprite's near relative, the MG Midget, will not come to Australia.

The big MG now has a revised grille and tail lamp assembly which looks a little odd. The important change is the fitting of a 1622 cc (developed in Australia for the Oxford/A60 series) engine which boosts output to 90 bhp.

Nearest rival in size and performance to the MG is the Sunbeam Alpine, but no changes are anticipated for quite some time to come. However, Rootes has given the Singer Vogue the four-eyed look.

After quite a long period of the one shape, General Motors in England is rumored to be planning





changes for the Vauxhall Victor to make it more appropriate to the rapidly changing public demand.

According to Ford, the Consul Classic is not planned for Australia, which seems a great pity, considering its good specifications, which includes disc brakes. However, as Ford trims down the enormous range of vehicles it is currently selling, perhaps in a year's time or so it may see fit to bring the Classic out here. In England, Ford is now fitting most of its range with disc front brakes. With any kind of luck we will see the same thing out here on the Consul and Zephyr, but not the Falcon.

Next year, or maybe late this year, should see the replacement of the big Ford V8s with later models of similar size, but rather different shape. To allow Ford to rationalise its production the big cars may come fully imported.

Ford's main rival in the big American car field is Chevrolet, who has just replaced the bat-wing tail model with a car of more conservative lines.

The big, fast and impressive Dodge will probably remain the same until well into 1962, when it will be superseded by a car very much the same shape, but somewhat de-finned.

Because of the high price factor customarily associated with big American cars, their sale is naturally restricted.

Ford's Falcon is the only American compact to find its way to Australia, but there are strong rumors that Chrysler will introduce the Valiant in the not too distant future.

In the medium size car field we should see the slightly modified big Fiats about the end of the year, along with a locally assembled version of the Citroen ID 19. The BMC six cylinder car is still a long way off and the good selling Studebaker Lark

*Unfortunately, we don't see new Alfa Romeos in Australia, mainly because they are made only in left hand drive. Prices would be high; so would performance.*

and Rambler models are not due for change either here or in the United States.

Peugeot enthusiasts will find heart in the fact that the 404 is not too far away. However, it will be more expensive than the ever-popular 403, which it does not replace.

Comparable in some ways to the 404, the Volvo 122S has been successfully launched locally and there is the promise of the P1800 sports coupe a little later in the year.

At the time of writing the Singer Vogue was definitely not coming to Australia. The Gazelle, of course, remains in production.

At the moment there are no plans to bring Fiat's interesting 1300 and 1500 saloons to Australia. Fiat already has its hands full with the range currently being sold on the none too healthy market, but when things pick up again these cars would probably be a success in a limited way, governed by the price.

In the big and expensive class, one prospect is the Borgward Six, but this depends largely on what happens in Germany as a result of the recent takeover bids.

The Mercedes range is not likely to be altered greatly and the 220SE coupe should be here soon for those who like their cars expensive and distinctive.

Although Australians have a huge range of cars from which to select, there are others on the world market which I would like to see being sold here.

For instance, there is the little BMW 700 coupe which has a stag-

gering performance with the sport engine. Actually, it is substantially the same engine as that in the BMW motor bikes.

Attempts are being made to sell the SAAB here. Providing the price is sensible, it should be a success, specially among the group which likes fast, unusual and small cars.

What a shame it is that Alfa Romeo and Abarth-Fiats have not got strong local representation, although I believe that right-hand drive models are not made at the moment except in one or two selected types.

In spite of all the new cars there are still plenty of design-details which urgently need attention.

One of my pet gripes is dust sealing. Although the problem has been licked in the passenger compartment, no one seems to be very interested in what happens in the boot. There is nothing more annoying than lifting the lid and finding the luggage covered in dust so thick you can write your name in it.

Driving sensitivity is the thing which can make a car a pleasure to drive or make it an utter pig on the road.

Plenty of cars are sold on their "feel" on the road, although the buyer may not be able to describe what he specifically likes. Volkswagen owners swear by their cars because of the outstanding responsiveness of the steering. The car feels as though it is turning as fast as the driver is moving the wheel. In too many cars there is an appreciable delay before anything happens when you turn the wheel which, besides

making  
affair, is  
a real em  
Apparen  
viewpoint,  
a car a s  
to make  
see any  
quick resp  
to it usu  
miles to

This, by  
feature of  
chassis  
drove a f  
quite hig  
sluggish  
wise nice

A retur  
cars woul  
view of  
brakes an  
The one  
be handli

It now  
time befo  
fitted wit  
equipment  
plunge fo  
More mal  
to compe  
thing and  
swung be  
of discs  
efficiency  
stopping

The re  
been pro  
but their  
duction  
Even som  
pean fir  
made dis  
that with  
will be  
Continen

The U  
and pers  
drum sea  
been rea  
a point  
be hard  
admit de  
design.

Baby B  
thrashed



making driving a nerve-wracking affair, is also quite dangerous when a real emergency crops up.

Apparently, from the maker's viewpoint, it is much easier to make a car a sluggish handler than it is to make it a lively one. I cannot see any disadvantage in getting a quick response, although drivers new to it usually take a few hundred miles to get conditioned.

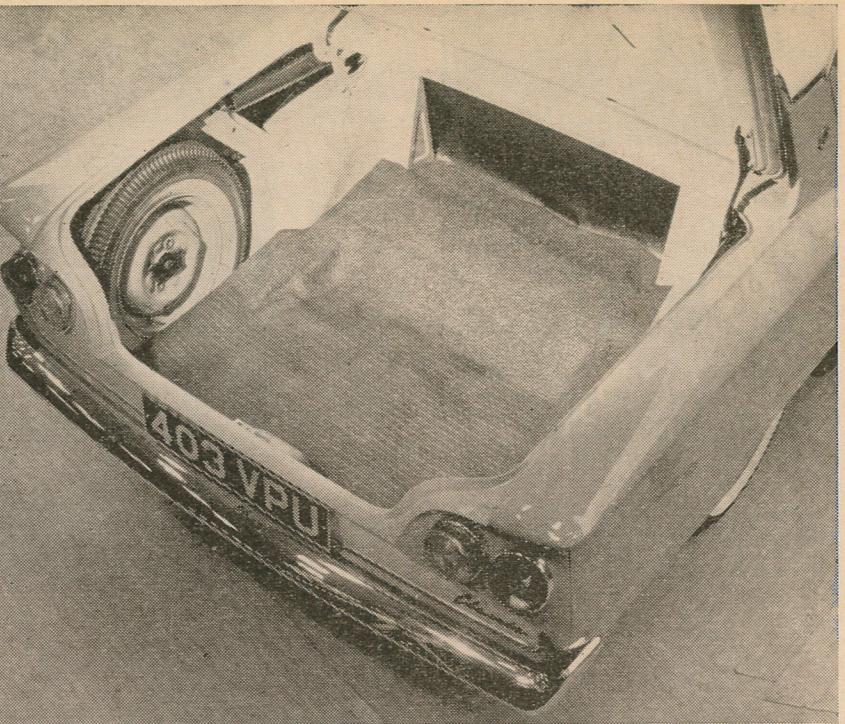
This, by the way, is not so much a feature of steering ratio as of actual chassis characteristics. I recently drove a four-seater sedan which had quite high-g geared steering but was sluggish to turn. It spoilt an otherwise nice little car.

A return to responsive, every-day cars would be a very logical thing in view of the more finely developed brakes and engines in modern cars. The one thing out of step seems to be handling.

It now only seems a matter of time before most British cars will be fitted with disc brakes as standard equipment. Ford recently took the plunge for this on most of its range. More makes must follow if they hope to compete. Disc brakes are a great thing and more than one sale will be swung because of them. The advent of discs virtually eliminates brake efficiency problems, including fade — stopping's deadliest enemy.

The reliability of disc brakes has been proved time and time again but their development for normal production cars has been rather tedious. Even some of the better known European firms are now using British-made disc brakes, so we must assume that within a couple of years, discs will be the normal thing on the Continent, too.

The US has been standing aloof and persisting with generally inferior drum set-ups, none of which has been really successful. However, as a point of national pride it would be hard to the Detroit's giants to admit defeat and use discs of British design. US experiments with discs



*Whether Australians will ever be able to put their luggage into the boot of the Ford Classic Consul is very much in doubt at the moment.*

have been comparatively unsuccessful to date, although no doubt work is continuing.

For America's motor industry, making a car stop is a much bigger problem than making it go. Horsepower, speed and weight have outstripped the brakes to the point that they are inefficient for more than one application at high speed every three to five minutes.

For the big American cars, the automatic transmissions currently being used are very efficient, but those in the lower torque English cars are not as satisfactory. A lot of improve-

ments could be made to give the driver more positive control over the ratios and prevent "hunting" when climbing steep grades. General Motor's Hydra-Matic seems to be the best so far.

Transmissions in smaller cars need plenty of attention. Some are sure to be better for 1962, but here are some of the things which currently apply:

First and foremost there is the matter of gear ratios. For some utterly confused reason, manufacturers have managed to separate the ratios to such an extent that a change from second to third at moderate engine speeds seems like mowing straight from first to top in a three-speed transmission.

Admittedly, even the worst offenders are slowly improving their ways, but not many are achieving what I consider the ideal — under 1500 cc cars should be able to do between 26 and 29 mph in first, 47 mph in second and at least 65 mph in third, regardless of what the ultimate top speed is in the highest ratio.

A high ratio third is essential as an overtaking gear, but the gap between second and third should be small enough to enable the driver to keep the engine on the torque curve when climbing steep gradients. All too often a driver can be caught on a hill which his car will not climb in third, but revs its head off at low road speed in second.

The tendency seems to be to make second low enough to start from rest or at least drag the car away from dead slow speeds when fully laden, to save the cost of fitting first with synchromesh.

*Baby BMW 700 has very good performance. This one, with the sport engine, thrashed all comers in its class in a production touring car race in England.*



*(Continued on page 70)*



# FOR THE BEST WHODUNITS AND THRILLERS

## JOIN THE MYSTERY BOOK GUILD

From hundreds of books submitted, crime experts select one book each month to be published in the Mystery Book Guild's exclusive edition for members only. The books are unabridged, well printed and bound in **HARD COVERS** (not "paper-backs"). You save money, too, because you pay only 9/- each for books delivered to your door, yet they equal in every way higher priced editions.

*Join today — make sure of your Club books. Releases will include:*

### ★ SAD WIND FROM THE SEA

by HARRY PATTERSON

### ★ THE LONGEST SECOND

by W. S. BALLINGER

### THE ECHO OF BARBARA

**JONATHAN BURKE.** Where are the diamonds for which Sam has just done 10 years? His son wants to know, his old gang become dangerous and a strip-teaser tries to worm the secret from him.

### ★ THE SPEARHEAD DEATH

by MAURICE PROCTOR

### ★ THE DEAD DON'T MATTER

by SPENSER SMITH

### THE MUGGER

**ED. McBAIN** (Evan Hunter of "Blackboard Jungle"). A New York district is terrorised by a violent bag-snatcher. Then follows the brutal murder of a beautiful girl, the mugger is blamed and 87th Precinct police solve the mystery.

### ★ MY BROTHER'S KILLER

by JEREMY YORKE

### ★ OUT OF THIS WORLD

by MARTEN CUMBERLAND

### NO END TO FEAR

**HARRY HOSSENT.** Counter-spy Max Heald is sent to Switzerland on a special mission and plunges into forty-eight hours of intrigue and death, pitting himself against the Hungarian Secret Police.

NAME .....  
ADDRESS .....  
TOWN ..... STATE .....  
SIGNATURE .....

To THE MYSTERY BOOK GUILD,  
142 Clarence Street, SYDNEY.

I will join the Mystery Book Guild, accept at least Six monthly books and thereafter give one month's notice if I wish to resign.

- ☐ I will pay 9/-, including postage, on receipt of each book.  
☐ Enclosed is 54/- for six books.

Please use BLOCK letters

ENROL HERE  
AND NOW!

## A BRIGHT NEW YEAR COMING UP

(Continued from page 17)

The realisation that motorists are not content to sit back in cars and work slightly sick gear levers on steering columns has brought about the great floor change revival, which can be traced back to the direct influence of sports cars.

Although most of the British light cars have floor changes, their European counterparts still have their levers on the steering column, for better or for worse.

One thing which seems pointless with the floor change cars is that some of them still have bench seats even though three people could hardly be squeezed in. Another car has separate seats (remote control gear lever and handbrake both in the middle) but they give neither the driver nor passenger any lateral support, making driving on a twisty road a thoroughly tiring business. In a motor car seats are more than just things to sit on: they affect a driver's abilities and his mental attitude towards motoring. No one likes sitting on an uncomfortable chair, so why should they suffer it in a car?

By a similar token, no one will sit for long in a cold room, yet few cars have heaters as standard equipment. Ridiculous when you consider that Australia's snow fields are larger than Switzerland and that it is quite normal to have ice form on the windscreen while driving down the Hume Highway only 150 miles out of Sydney.

International motor racing is about to teach everyday car manufacturers something about engines. Formula One this year is for un-supercharged 1500 cc cars running on petrol. One of the first discoveries was that four-cylinder engines were developed to the limit and had no hope of keeping up with the V6 Ferraris. At the time Porsche was just about to introduce its flat eight. England has been left high and dry with only the Coventry-Climax twin overhead camshaft four to power the Coopers and Lotuses, but a new V8 is well under way. Jack Brabham was the first racing driver to get one for his Cooper and made a spectacular debut in the European Grand Prix, but unfortunately crashed.

Now, unless passenger car manufacturers are prepared to extensively re-work their present fours with such things as multiple carburettors, twin overhead camshaft heads and very high compression, with the inherent loss of flexibility and high petrol consumption, they will be faced with the problem of making small capacity engines with perhaps six cylinders in vee formation.

In this way they could at least get good fuel consumption, plenty of power and torque because of the large piston area and still be able to use conventional pushrod operation for the valves. Overhead camshaft layouts are very expensive to produce.



Fuel consumption on many cars has reached the stage of being mildly absurd. It would not be so bad if the manufacturers themselves did not claim such great economy for their products, but often there is no hope of justifying them on the road.

Tests we have conducted at WHEELS show that very few 1500 cc cars will do better than 30 mpg in normal conditions. Driven hard, they drop down to as low as 24 mpg, whilst 1000 cc cars will very often only average 32 to 34 mpg on a trip. There are exceptions, of course, and most of these can be traced back to gearing.

An obvious solution would be to use an overdrive unit to decrease engine revs on the open road and thus improve the fuel economy. The main problem is that it would add about £100 to the price of the car so this is more or less out. Perhaps someone can make five-speed gearboxes cheaply?

Although I don't seriously think tachometers are of much value to the everyday motorists, I certainly believe that the trend for fewer and fewer instruments is a definite mistake. Warning lights almost invariably tell you of an engine disaster as it is happening and not before. It can be argued that most people wouldn't look at them anyway and if they did would not know what they meant — a defeatist attitude. Well calibrated color segmented dials are not beyond the scope of anyone to read and understand.

I don't mean that makers should go berserk and fit everything they can lay their hands on, but certainly instruments for oil pressure, water temperature, generator charge and discharge and fuel contents are not too much to expect. Cars are not as yet so reliable that the driver can forget all about the engine.

A 1500 cc Lancia Flavia I recently drove had a very full range of instruments, including a tachometer at the right hand extremity of the strip-type speedo nacelle. Although by no means a sporting car, the Lancia certainly benefits from the tachometer. For the average driver, it could mean many extra thousands of miles between engine overhauls.

In Australia, petrol filling stations are often a long, long way apart and when you do find one it is just as likely to be closed because of regulations. But makers still put small petrol tanks in their cars. Every car should have a tank which will give between 280 and 300 miles range. Instead, many give less than 170 miles!

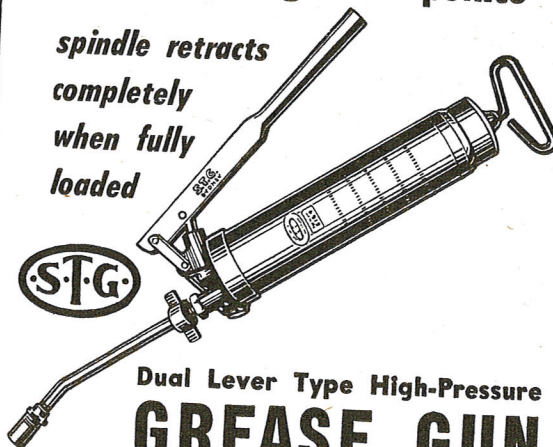
It is indeed unfortunate that so many designers have almost no idea of what is required. The fault often lies overseas where the designers have no idea of what export conditions are really like and, once the car is designed, no one is willing to change it.

Modern motor cars are far from being perfect. Detail design could be improved enormously in most of them, but if they are to give better performance many of the old basic ideas will have to be scrapped and design boards scrubbed completely clean. #

WHEELS, October, 1961 71

## EASIER GREASING of hard-to-get-at points

*spindle retracts  
completely  
when fully  
loaded*



### Dual Lever Type High-Pressure GREASE GUN

S.T.G. Hi-Pressure Grease Guns are manufactured to provide the quickest, cleanest method of lubricating vehicles, equipment, implements and machinery. Outstanding features include:

- Heavy gauge steel cylinder to hold full capacity of lubricant and robust Mechanite Iron Head Casting to withstand heavy usage.
- Positive spring loaded neoprene plunger rubber and assembly ensuring positive feed.
- Popular hydraulic connector.
- Models and capacities to suit every lubricating requirement.

Quick-loading cartridges obtainable from Mobilgas Service Stations or local Vacuum Oil Depots.



Send coupon for free literature.

PTY. LTD.

ST.20

BONDS ROAD, PUNCHBOWL, N.S.W.

Please send me literature on your range of high-pressure, lever-type grease guns from 10 oz. to 32 oz. capacity.

NAME.....

ADDRESS.....

## You CAN get the Job YOU WANT

Determine to be worth a better position, qualify to earn more, to know the satisfaction of security. Start on the way to progress by spare-time ICS study at home, at your own pace, with skilled guidance.

ICS courses partly listed below. Send for FREE booklet giving details of these or other courses:

Business Executive	Advertising Inst. Aust.
Hotel/Motel Manager	Institute Sales Mgt.
Accountancy	Photography
Costing, Book-keeping	Art-Lettering
Engineer—Mech., Civil,	Matriculation
Chem., Diesel, Textile,	Leaving-Intermediate
Plastics, Refrigeration	Senior-Junior
Secretarial	General Education
Shorthand/Typing	Short Story Writing
Dressmaking	Journalism
Pattern Drafting	Writing For Radio-TV
Radio & Television	Draughtsmanship
Motor Mechanic	All Building Trades
Police Entrance	Nurses Entrance

Plus 240 other courses and All Public Examinations  
\*Examination students are coached until successful

Please send me free booklet about.....

NAME.....

(All CAPITAL letters please)

OCCUPATION.....

AGE.....

ADDRESS.....

Wheels 2A

**INTERNATIONAL CORRESPONDENCE SCHOOLS**

Dept. 888 140 Elizabeth St., Sydney. Phone: 61.6566  
Office open daily and on Saturday, 9-11.30 a.m.