

hold it right out to valve bounce. We regard this as invaluable, particularly for going down long hills, towing, or just doing some enterprising cornering. The ratios are well chosen, and you can kick down at good speeds.

Much the same sort of comments apply to the Hillman and Cortina BW transmissions. However, the Hillman's floor gearshift is by a short lever that is too far away from the hand when slotted up into Park. The lever sits in a rubber accordion glove, and the white lettered positions were — on the test car — partly obscured by the carpet edging. Unlike the Bellett, the Hillman has spring-loaded movements built into the lever, and there is a definite sideways gate between positions.

The Cortina has a wide column mounted quadrant (LDNRP) which is properly lit at night. The lever movements are short and very positive. However, on every automatic Cortina we have driven there seemed to be a delay in getting the next gear or making manual upshifts. With the BW this is only a matter of tuning and timing the transmission, but it seems to persist in the Cortinas.

#### PERFORMANCE

Because all four transmissions operate through hefty torque converters, there are severe power losses for all. Performance is down substantially on the manual version in each case. The Corona had proportionately better-looking acceleration times than the others because of its two speeds, and we found after experimenting that there was little advantage with the BW transmissions in using the manual hold for the acceleration runs. Fuel consumption is also down, and we would be surprised if any of the four ever better 30 mpg.

Point-to-point, the Corona would probably be the first home, but it would not be more than a few feet in front of the Cortina, as both handle equally well. If it involved some give-and-take country with hills and bends, the Cortina would be first to the next control because of its extra gear. Overall, with the added advantage of front disc brakes against the Corona's drums — which gets fins for the automatic version — the Ford product gets the palm. The Hillman has discs as well, and the Bellett drums, and if we were considering the Gazelle model we used for this comparison

then the Cortina would almost certainly be hosed off by the Chrysler product. Both the British cars are better-braked; pedal pressures in the two Japanese are too high.

#### HANDLING

The drop in power in automatic form has lessened the wheel hop and axle tramp which you get with the Cortina and Corona — although both are quite good in this respect. Similarly, the newest Bellett has much improved rear suspension, and no longer suffers from strong roll oversteer on a closed throttle. There is little to choose between the Cortina and Corona in handling, as both understeer with a fair reserve of safety. The Hillman still understeers too much, although new steering has improved this a lot. The Bellett's handling is now as good as the others, but a cramped driving position prevents you taking much advantage of this. On gravel and rough roads, the Corona is outstanding. In the wet, the Hillman is as safe as a bank and the Corona starts oversteering quite firmly.

#### COMFORT AND CONTROL

You get carpets in all four, heater/demister in the Hillman and

(Continued on page 63)

Back in the boot: 1. Cortina has biggest space, mounts spare at side; 2. Corona has high loading lip, good space, spare on floor; 3. Hillman also has good boot but oddly shaped inside; 4. Bellett is fairly shallow.





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SPECIFICATIONS	TOYOTA	ISUZU	HILLMAN	FORD
<b>Model</b> First released Cubic capacity Bore/stroke BHP @ RPM Torque (lbs/ft) @ RPM Compression ratio Carburettor/s  <b>Transmission</b>  Gear lever location Suspension front Suspension rear Tyre size Steering type Turns l to l Turning circle Brakes (swept area) Brakes (front/rear) Fuel capacity Price	Corona 1500 June, 1965 1490 cc 78 by 78 mm 74 @ 5000 85 @ 2600 8.0 to 1 twin barrel downdraught Toyoglide 2 speed auto column coils, a/r bar leaf springs 5.60 x 13 worm & sector 4.25 32.5 ft 116 sq in. drum/drum 10 gals \$2198	Bellett 1500 June, 1966 1471 cc 79 by 75 mm 71 @ 5000 81 @ 2200 8.5 to 1 twin barrel downdraught Borg Warner 35 3 speed auto central floor coils, a/r bar swing axles, coils 5.60 x 13 rack & pinion 3 32 ft NA drum/drum 10.6 gals \$2186	Series Six May, 1966 1725 cc 81.5 by 82.5 mm 70 @ 4800 97.8 @ 2400 8.4 to 1 Zenith downdraught BW 35 3 speed auto central floor coils, a/r bar leaf springs 6.00 x 13 recirc ball 3.5 36 ft 298 sq in. disc/drum 10 gals \$2218	Cortina 240 October, 1965 1498 cc 80.97 by 72.82 mm 65 @ 4700 88.5 @ 2300 9 to 1 Zenith downdraught BW 35 3 speed auto column coils, a/r bar leaf springs 5.60 x 13 recirc ball 4 34 ft 182.7 sq in. disc/drum 8 gals \$2126
DIMENSIONS				
Wheelbase Track front Track rear Length Width Height Ground clearance Weight Boot lip height from ground Depth of boot at deepest point Mean interior width Driver's window width Front door aperture Legroom rear front seat back Front seat travel Steering wheel diameter Chest to wheel boss centre Rear vision mirror width Effective glovebox width Effective glovebox depth	7 ft 11.3 in. 4 ft 2 in. 4 ft 2 in. 13 ft 4 in. 5 ft 1 in. 4 ft 7.9 in. 7.1 in. 18.3 cwt 2 ft 7.5 in. 1 ft 7 in. 3 ft 10.5 in. 1 ft 7 in. 2 ft 8 in. 7 in. 6 in. 15 3/4 in. 1 ft 7 in. 8 in. 1 ft 1 in. 6 1/2 in.	7 ft 8.5 in. 4 ft 0 in. 3 ft 11 in. 13 ft 1 in. 4 ft 10 in. 4 ft 6.5 in. 8 in. 18.2 2 ft 5 in. 1 ft 4 in. 3 ft 8.5 in. 1 ft 7 in. 2 ft 8 in. 9 in. 5 in. 15 3/4 in. 1 ft 6 in. 7 3/4 in. 1 ft 0 in. 6 1/2 in.	8 ft 0 in. 4 ft 3.7 in. 4 ft 2.1 in. 13 ft 7.5 in. 5 ft 0.7 in. 4 ft 10 in. 5.5 in. 19.0 cwt 10.25 in. 1 ft 10.5 in. 3 ft 9 in. 1 ft 4.5 in. 3 ft 0 in. 7 in. 5 in. 15 3/4 in. 1 ft 9 in. 6 in. 11 1/2 in. 6 1/2 in.	8 ft 0 in. 4 ft 3.7 in. 4 ft 0 in. 13 ft 5.5 in. 5 ft 0.7 in. 4 ft 10 in. 7.5 in. 16.0 cwt 2 ft 6 in. 2 ft 7 in. 3 ft 9 in. 2 ft 1 in. 3 ft 6 in. 11 in. 4 in. 15 in. 1 ft 4 in. 5 1/2 in. 11 in. 8 in.
EQUIPMENT				
Heater/demister Windscreen washer Tinted rear vision mirror Reversing light Rear door courtesy light Armrests Ashtrays Cigarette lighter Parcel shelf Facia padding Grab handles Window winder turns Instruments Trip odometer Boot lock system Door lock system  Keys (No.) Child proof locks Lockable fuel filler Interior bonnet lock Choke system Headlamp flasher Spare location Covered spare No. of tool kit items Power point Side indicator lights Alternator Transparent brake/clutch fluid reservoirs Provision for facia ventilation	yes yes yes yes yes 2f, 2r 1f, 1r no no full width nil 2 1/2 speedo, fuel, temp yes, with 10ths key 2 buttons, 1 handle, 1 key 2 no no yes auto no on floor yes 11 yes yes yes yes yes yes	no yes yes yes no nil 1f, 1r yes no full width nil 2 1/2 speedo, fuel, temp yes, with 10ths button/key 3 handles, 1 key 2 no yes yes man no under floor yes 16 no yes yes yes yes	yes yes no no no nil 1f, 1r no yes full width nil 3 1/4 speedo, fuel, temp yes, with 10ths button/key 2 buttons, 1 handle, 1 key 2 no no no man yes upright no 3 no no no no no	no yes no no no 2f 1f, 1r no yes no nil 2 speedo in 10ths no key 1 key 1 handle 1 yes no no man yes upright no 2 no no no yes yes



A typical use of this technique would be to enter a corner on a shut throttle, and just before the apex put on a little more lock than usual and add a lot of power. Then you pay off the lock as the tail of the car starts to go, and emerge in the right spot with the car balanced almost neutrally. This is more use on long fast corners than in the tight stuff, because the car will spin an inside rear wheel fairly readily if you put down too much power. Our test car wore Olympic GT radial ply tyres, and these were a great help in getting the power to the road. They also helped the handling a lot, making the steering somewhat more accurate, and did not firm up the ride as much as we expected.

The brakes proved very good. The servo-assistance is a touch too sensitive, but those practised at left-foot braking will find this easy to adjust to. They stop the car very well, although at very high speeds there is some front-end shudder over 1/2G applications. We could not develop any fade, and a water splash had no effect whatsoever. Full marks. There's enough room to work around the big engine, once you get the big air cleaner off, and the spark plugs are not too far buried. The boot is very big, with one of the lowest loading lips in the business, and a fairly clear floor.

Overall we liked the V8 much more than the six, probably because of its air of quiet, powerful efficiency. The kind of people who buy it will seldom use all the available poke, but it will impress most of the people they bought it to impress. And, as we've said before, once you live with one of these compact V8s for a little time you're spoiled for anything else.

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Corona, and windscreen washers in all. The Hillman has the widest range of seating adjustment for the driver, but the steering wheel is a little high. Most of our testers (varying in height from 5 ft 7 ins. to 6 ft) voted for the Corona, as you can get well back from the wheel—at the expense of rear seat legroom—and the wheel is nicely placed. The Cortina wheel is too close to the driver and you don't have quite enough elbow room in the Bellett.


Controls are scattered around the Hillman's fascia, but everything is there, if a bit hard to reach. The Cortina fascia is well laid-out, but some gauges and the choke are well to the left of the centre line. The Bellett has the best dashboard of the whole bunch.

The Corona and Cortina have under-dash hand-brakes, and they work as badly as do most of this type. The other two have very effective floor-mounted units. The Hillman and Cortina have headlight flashers, but the Japanese haven't discovered these yet. Horns are effective on all four. There are no real complaints about vision in any of them, but the Cortina is the quietest — both from the point of view of road noise and engine noise. The Corona in manual form is just as quiet, but the amount of high rpm in first gear that is necessary with a two-speed gearbox loses this car points. The Bellett — while far quieter than the first version — is still quite noisy, and the Hillman engine has always been fairly rowdy at the top end in the indirects.

#### EQUIPMENT

Once again — as in previous four-car comparisons — the Japanese cars show the way, although you can build up the other two by buying the Gazelle or 440

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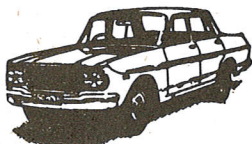
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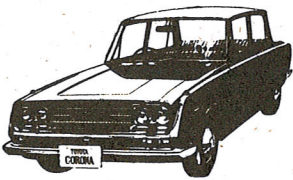
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Deluxe versions. However, basic equipment the Japanese have that the other two don't includes built-in power points, under bonnet and boot courtesy lights, and a fantastic kit of tools. The finish in the Hillman is particularly good, the Cortina's is indifferent, and the two Japanese above average.

Of course, when you buy the automatic over the manual shift version in the Corona, Cortina and Bellett you get as a bonus full floor carpeting. The Gazelle has it anyway. But the Gazelle is really quite well equipped — it's the Cortina that drops out, although it does have a very efficient Aeroflow facial-level fresh air system that delivers more volume than the vents fitted to the Corona.

You get bench seat with the Corona, reclining buckets in the Hillman, bucket or bench with the Cortina and bucket seats for the Bellett. This comes back a long way towards individual preference, but overall we liked the Hillman seating system the best. The Corona seemed to have the best headlights, although there was nothing wrong with the other three.

#### SUMMARY

All round, we'd personally take the Cortina. We think the Corona would be it, except for the two-speeds, and the Hillman is just a little stodgy — although the Gazelle, for that little extra, is undoubtedly as good value as the Cortina. The Bellett we like very much, but it needs a new body; however, it has a far more sporting-type image than the others, and will be the car the younger set will go for, if they buy an automatic. What it amounts to is this: The Corona is the nicest to drive, the Cortina is the quickest, the Hillman is more luxurious and the Bellett is the cheapest with the good gear. Now go fight somewhere else. #

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## KARMANN GHIA *(Continued from page 52)*

But a little more power would be more in order especially when its 1500/1600 cc contemporaries produce from 75 to 85 bhp in standard single carburettor form. Because it is air cooled it suffers the disadvantage of greater engine noise than a water jacketed engine but the effect together with exhaust roar sounds very Porsche-ish which appeals according to age. Over 400 miles of testing and hard driving the KG returned 28 mpg, a satisfactory figure for a 1600 cc, 18 cwt car but light cruising could produce up to 40 mpg.

### HANDLING — A FULL TIME JOB

Types of driving suit types of handling. The enthusiastic VW driver either adores or abhors the VWs oversteer. Initial city and inter-urban hopping made us think the KG was to be the least oversteering VW to date. This was mostly due to initial understeer at low to medium speeds. But driven hard at high speeds the understeer is only momentary and pronounced oversteer takes control. Even one staffman who is used to VWs and rear engined cars found the KG a particular handful both on dry bitumen and gravel at speed. In the wet caution was automatic. Despite the cars quick steering it was hard to make use of the oversteer for quick motoring over indifferent surfaces, a characteristic that the experienced VW driver finds virtuous. This more than usual tail happy handling is due to the low down rearward weight bias slung between swinging rear axles. The natural movement of the wheels when braking or cornering is to swing down and cause the car to run on the side of the tyre area available, giving far less traction.

A comment on one staffman's report suggested the steering wheel should be smaller in diameter with reduced gearing for less effort. As is, the steering is light at speed but heavy at town speeds and for parking. VW has an excellent steering set up but over recent years the factory reached an unfortunate compromise in trying to reduce road reaction. Increasing the damper effect has made the steering heavier than on VWs of the late 50s but it has not in turn eliminated all reaction. A number of times on dirt when recovering from slides, harsh thumps were felt through the steering. All up we feel the steering made lighter would improve the car.

But a very bright feature is the braking. Employing the disc front, drum rear arrangement the stopping power is superb with an excellent handbrake thrown in. It is an ill-advised move to use heavy brake applications in cornering, but in one emergency situation we found the car totally stable. For normal driving they are faultless and refused to fade on test.

Although the actual action of the brakes was fine we found the pedal movement increased greatly during the test. Considering the discs are self-adjusting and there was no fluid loss we were unable to explain this. Nor was VWA or any of the dealers. With the greater travel the problem of hooking the right foot under the accelerator pedal when transferring from brake to accelerator became most annoying.

Another point that seemed out of character was the ride on anything but very smooth surfaces. Again the conventional VW set up of torsion bars front and rear plus anti-roll bar at the front gave the typical VW harshness. But you can't win them all. The torsion bar suspension is rugged and takes our beaten tracks without murmuring, and after all the car is not intended as a bush buggy.

### THE GRUMP DEPT

We had some minor grouches with the car. Our particular car was white with a black top — a little unpractical for an Australian summer. All white