

Geneva Show:

CORUSCATING EXHIBIT

By David Phipps

GENEVA, Switzerland, March 12 — This year's Geneva Show was one of the best for a long time; there were several new cars, some interesting new versions of existing ones, and a whole lot of special bodies and styling exercises.

Of the new cars, clearly one of the most significant was the BMW 1600/two door. This contrives to go as fast as the 1800 on less power (and less fuel) and to offer almost as much space in a shorter, lighter body. At first glance it seems to have a rather top-heavy appearance, but this is due mainly to the depth of the windows which provide superb all round visibility.

In view of its specifications it

sells at a remarkable low price (\$2160 in Germany) and should give the opposition real cause for concern.

NEW ALFA

Another noteworthy newcomer is the Alfa Romeo 1600 Spider. This is a voluptuous open two-seater with a 125bhp version of Alfa's famous twin overhead camshaft engine. Unfortunately it still has a live rear axle, but this will undoubtedly behave far better than it is entitled to, as in all the other versions of the Giulia range.

Actually it is not likely to be called a Giulia, and will not be in production for some time yet. The show car was very much a "do not touch"

prototype, and required a lot of strong-arm work on the suspension to get it down to a reasonable ride level.

For those who do not like the lines of the 'standard' Silver Shadow, Rolls Royce produced a special two door version by Mulliner Park Ward. The one at Geneva actually had a Bentley radiator grille, a simple addition which makes it \$170 cheaper at \$27,409 including British purchase tax — for which price you could almost get two of Ferrari's new 330 GTC. Like the Rolls Royce, and Ferrari's less-powerful 275 models, this latter has independent rear suspension and disc brakes all around. Bodywork is by Pininfarina, and seating is strictly 2 plus 2.

Pininfarina also has a new convertible version of the California which features recessed door handles and black and white striped seats.

ASA SURPRISES

One of the surprises of the show was a new ASA with a very prosaic (and un-Italian) name "Roll-Bar". Basically a two-seater coupe, this has a detachable roof panel which can be stored in the trunk, in which respect, it is very similar to the Porsche 911 Targa. For Europe it has a 1290 cc single overhead camshaft 6-cyl. engine, but cars exported to America will have a more powerful 1800 cc four cylinder.

Rover adopts the same policy on their 2000TC (CP&A March 26) with higher compression and extra equipment for the American market, and American manufacturers could do well to do something similar on cars exported to Europe (decent brakes and tires would be a start).

ORANGE LAMBORGHINI

The Lamborghini P400, which appeared in chassis form at Turin last November, now has a bright orange body (by Bertone) and is named Miura — a colloquial Spanish term for a bull.

This is to be a road car (there will also be a competition model) and it is said that great trouble has been taken, by means of double glazing, to insulate the cockpit from engine heat.

The radiator is now vertical (it

was horizontal on the prototype chassis) and the battery is mounted immediately behind it. The luggage compartment, such as it is, is behind the engine, and the rear view consists almost entirely of carburetor air intakes. I have a feeling it will be a few weeks before this one is fully sorted.

Like Jaguar (CP&A March 26) Lamborghini now has a 2 plus 2 version of its GR coupe, with the V12 engine enlarged to 3929 cc and 380 bhp. Maserati, too, has been busy stretching engines — the 6-cyl. to 4014 cc and V8 to 4938 cc; the latter, fitted in a Vignale coupe body, is now the firm's main prestige car.

Abarth's latest brainstorm is the insertion of a twin cam, 2-liter in a Fiat 850 coupe. Mercifully the suspension is also suitably modified (the track has been widened six in.) and disc brakes are fitted all around. The type number is OT2000 and maximum speed is said to be 150 mph; sounds very OT. And if this isn't enough, Carlo has a 4-camshaft 2-liter V8 up his sleeve; surely he isn't going to put THAT in a little Fiat?

VAUXHALL'S MAKO SHARK

Inspired no doubt by the Mako Shark, GM's British offshoot Vauxhall has come out with a fairly practical-looking styling exercise known as the XVR.

This has front engine, rear drive, a platform chassis, all-independent suspension — and doors hinged down the center of the windshield.

It also follows the current trend by having fat tires bulging out of the bodywork; maybe one day we'll get back to separate fenders.

Vauxhall says it will be used partly as a high-speed test bed and COULD form the basis for a future sports car. It has already aroused speculation about the possibility of a GM onslaught in racing or rallying — particularly as Ford had a whole stand of competition cars at Geneva. (Oddly enough, Ford also had an extremely practical-looking coupe by Osi on the Taunus 20 M TS chassis. Like the XVR, it is at present only a styling exercise — but it does look as if you could go shopping in it.) Station wagon versions of four well-established sedans were announced at Geneva: the Fiat 1100 R, the Ford Corsair, the Audi and the Austin and Morris 1100s.

The latter two obtained the most publicity but are by far the least attractive, looking for all the world like converted vans. However they do have (as an optional extra) seats which fold down to form a virtually flat double bed. And BMC has at last introduced a Morris version of the Austin 1800.

SPECIAL COACHWORK

In the special coachwork section there were three one-off bodies on Jaguar chassis: two on the 3.8 'S' and the other on an E-type. Even the best of these, Bertone's 3.8 'S' can hardly be taken seriously, for it costs almost twice as much as the standard car but offers very little more; it isn't even distinctively Jaguar. Frua's 3.8 'S' has even less character, and the Italsuisse E-type, with its massive, angular bumpers, looks as if it was designed for jalopy racing.

By contrast, Ghia has built a very nice 2 plus 2 coupe on an Isuzu chassis, and also has a 2 plus 2 version of its beautiful Chrysler-engined 4500 convertible.

Graber has a Rover 2000 convertible, Michelotti a sleek Fiat 2300 coupe, Dodge a fastback charger, and so it goes.

Yes, even if there were a few cuckoos there, it was a great show. And if you got tired of new machinery there was a special display of racing cars, ranging from 1905 to 1965.

First Report

GENEVA AUTO SHOW



Right the first time, a Ghia Isuzu with Ghia's Chrysler 4500 behind it; a neat 1600cc 2 plus 2 coupe. (David Phipps photo)



The Pininfarina Ferrari California was one of the handsomest cars at the Geneva show; exotic door handle treatment and all. (David Phipps photo)



Abarth's latest is the OT 2000, 1.1 is a 2-liter, twin overhead cam, 150 mph tiger. Note spare wheel mounted for use as a bumper. (David Phipps photo)

More on:

Fords Fill Field for Sebring 12-Hr.

(Continued from page 1)

face of the prime Ford contingent. Ford is throwing the whole ball of wax into the fray, and by running a single car Ferrari stands to pull off a sensational and stinging upset — should it outrun the field.

However, if the car fails, there is an easy reference to the overwhelming odds providing an immediate excuse. In either case Enzo Ferrari can get a fairly clear picture of how the much vaunted P3 is likely to stand up to the big 7-liter challengers.

Ferrari should also get an advanced look at the reworked Chaparral 3, two of which have been entered by Jim Hall, who will no doubt have taken pains to see that lessons learnt at Daytona have not been wasted. One of the sports prototype roadrunners will be driven by Phil Hill and Jo Bonnier and, of course, Hap Sharp will co-star with partner Hall in the other.

Ford has once again split its attack into three basic divisions. Odds on favorite is probably the Ken Miles/Lloyd Ruby GT40 X1 automatic roadster. Only two weeks ago Miles said how much he enjoyed the automatic, although admitting at the same time that the transmission was the Achilles heel of this startlingly fast machine.

The Miles/Ruby entry will wear the Shelby American colors as will a 7-liter Mk. 2 coupe for Dan Gurney and Jerry Grant and a similar machine for Bruce McLaren and Chris Amon.

Ford's secret weapon for the race

is the "J-Car", an automatic coupe, which according to Miles is "a shorter, lower, lighter, thinner, faster version of the Mk. 2," and may well prove to be the car to beat. Miles also noted that it "stopped".

The car was due to be entered by Kar Kraft, but some mix up in the registration papers rendered Kar Kraft ineligible and the car will probably run under the Holman Moody banner, driven by A.J. Foyt and Ronnie Bucknum.

The second Holman Moody entry is the Mk. 2 prototype coupe and this will be handled by Walt Hansen and Mark Donohue — an interesting combination.

The remainder of the Ford legion is entered by the Canadian Comstock Racing Team (two 4.7-liter Mk. 2s), two similar machines by Essex Wire, and yet another pair from the British firm of Alan Mann Racing; one to be driven by Graham Hill and Jackie Stewart and the other by Sir John Whitmore and Aussie Frank Gardner. Either of these cars could pull an upset over the factory and in any case should be highly rated in the Sports 5 category.

Two private entries of note are the Scuderia Bear Mk. 2, driven by Dick Holquist and Bruce Jennings and the veteran Peter Sutcliffe car which Sutcliffe will drive with Innes Ireland.

It also appears likely that Sefac Ferrari will withdraw one of its 2-liter 20/65 Dinos, leaving the other to be driven by Lorenzo Bandini and Ludovico Scarfiotti.

In the under 2-liter prototype cat-

Sebring Four Hour Sedan Race
Prophets Predict Cortinas Overall

SEBRING, Fla., March 15 — The 4-hr. sedan race which precedes the annual marathon here March 26 will kick off the SCCA's eight race Trans American pro sedan series, and the support by leading sedan manufacturers indicated by the number of works entries, promises great success for the new program.

How much of this can be attributed to the lure of Sebring, however, remains to be seen.

Despite giving away over 3-liters to the formidable 4.7-liter Mustangs, the Lotus Cortinas are being given the nod by many observers here for an overall win.

The main threat to a Ford Mustang win is the Alan Mann Racing team, which has entered Lotus Cortinas for Sir John Whitmore, last season's European sedan racing champion and Peter Proctor, his usual teammate in European events.

The men most likely to see off this pair are A.J. Foyt, driving the Dale Wood 4.7-liter Mustang, and Bob Tullius, who this year will pilot a Dodge Dart for the factory's Team Starfish. The Dart is a Ray Nichols prepared car and for this reason alone may well surprise.

Two Barracudas have also been entered by Team Starfish one for Charlie Rainville and the other for Scott Harvey, although after the showing of the Barracuda at Daytona they cannot be considered a serious threat.

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Alfa Romeo Reports
Big Sales Increase

MILAN, Italy, Feb. 2 — Alfa Romeo, S. P. A., has reported corporate sales to \$198,400,000; a 10% increase over 1964.

Alfa Romeo, Inc., Newark, N. J., a wholly owned subsidiary of the Italian firm, increased its vehicle sales by 60.9% in 1965 over 1964, Arturo Reitz, chief executive officer announced today.

A greater effort in the United States racing season will be paced by the new Alfa Romeo GTA which is expected to be a leading contender for honors in the USRRC and SCCA races this year.

PITCH AND PUTT

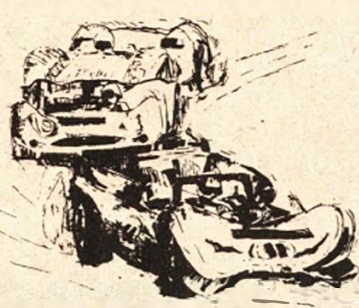
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