

SEPTEMBER 1959

FIFTY CENTS



# ROAD & TRACK

THE MOTOR ENTHUSIASTS' MAGAZINE

**100 PAGES BEGINNING THIS ISSUE!**

Sunbeam's New Sports Car

Volvo Amazon Test

Nurburg Ring

Le Mans

Renault Dauphine: Three Years of Success

Transmissions: Theory and Practice



PHIL HILL AND FERRARI AT MONACO



**A** PEDIGREE that includes Volkswagen, Karmann-Ghia, Porsche, Okrasa, Aston Martin, Mercedes-Benz and Austin may give the impression of a mongrel automobile. Mirek Craney's Ascort TSV-1300 Gran Turismo is instead a 4-passenger sports coupe of most desirable qualities, including appearance.

Originally based on the Karmann-Ghia, the Ascort has developed so that little resemblance remains. The prestressed, double-shell fiberglass body has a light steel tubular frame, bonded in and mounted on a 1.5-in. rubber seal. Two steel roll bars are molded into the roof; passengers' security is further assured by a reinforced dashboard, a steel-cored tube framing the windshield, safety belts, and crash padding on the dash and over the windshield. The spare sits horizontally against the front torsion bar housing, where it gives extra bumper action if needed, but this is unlikely: the bumpers are fully closed fiberglass sections, and a steel tube bonded into the rear one transmits shocks to the two stressed rear box sections.

Inside is a combination of sport and luxury quite like an Aston Martin or a Ferrari. The interior is completely lined with foam. The semi-bucket seats are steel and fiberglass thickly padded with foam, and will recline. Molded into the frame for more head room, the rear seats are divided and comfortable, if a trifle snug. Upholstery is vinyl; its colors, like those of the exterior, are left to each buyer.


Controls are largely VW, except for a Porsche steering wheel and 8 instruments, including an oil temperature gauge, manifold vacuum gauge, tachometer, clock, and a

fuel gauge which seems incorrect only because there are 2 metal tanks, each holding 8 gal.

A fire extinguisher, a large steering column lock, and a choice of road or fog lights take care of emergencies.

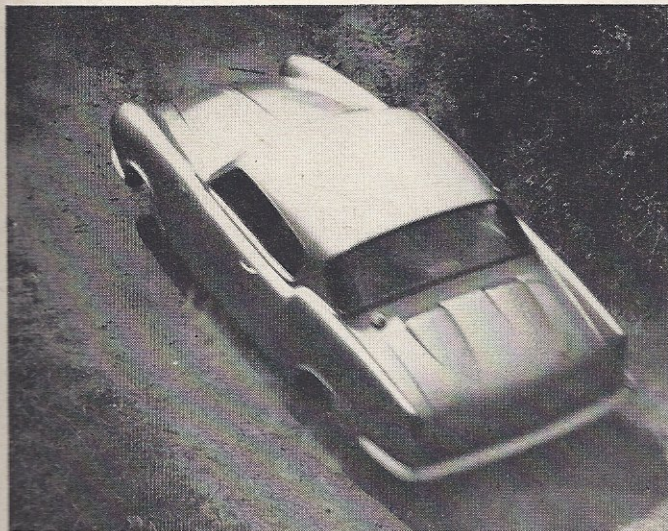
Okrasa kits and some Porsche parts convert the basic VW engines, which are balanced in Germany. The stroke has been lengthened from 2.52 to 2.74 in., and a heavy-duty chrome-steel crankshaft is safe even with the high revving so characteristic of Okrasa-modified VW's. The current power rating is 54 bhp at 4300 rpm, but 5200 rpm is completely safe. When the Ascort comes to the U.S., its engine will probably be the new 1500-cc version, with 8:1 compression instead of 7.5, and a consequent output of about 75 bhp. Dual-choke Zeniths will replace the present Solexes.

By adding power and cutting some 100 lb from the weight of a Karmann-Ghia, Craney has given his car a cruising speed of 80-85 mph and a maximum (with a long start) of 95. A VW-Okrasa takes 18.4 sec from 0-60, but the Ascort does it in 16 sec. The standard VW suspension is modified only with a Karmann-Ghia anti-roll bar, yet handling is much better. Wind pressure on the car's sloping nose achieves a 50/50 weight distribution at 60 mph, and makes possible the unusual feat of a 4-wheel drift at that speed in a rear-engined car. A great blast of air continually cools the front brakes.

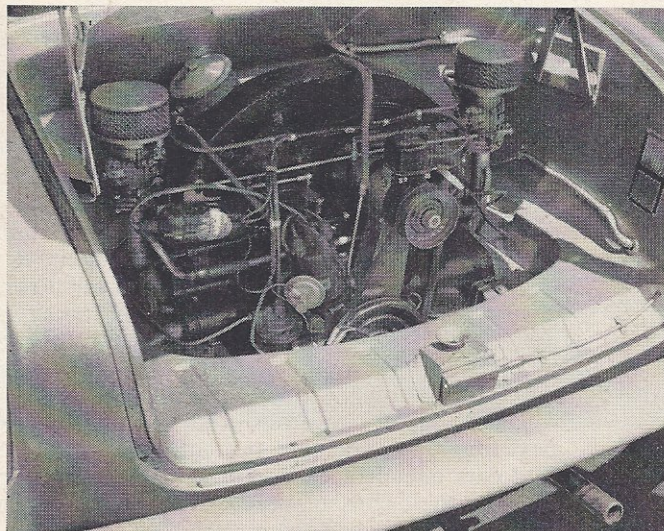
Priced below an Austin-Healey and far below a Porsche 1600 in Australia, the Ascort should do well there. Here, it will probably cost about \$4500. At present, dealer inquiries only are invited at Box 609, G.P.O., Sydney. 

## AUSTRALIA'S VW GT

*One of the world's best-looking coupes is competitively priced—at home*



Looking from the top like a Zagato coupe done in fiberglass, the Ascort forsakes its native Sydney for the bush.



Accessible from above or below because of the box-section frame, the VW engine uses an Okrasa kit.







## TUNE-UP CLINIC

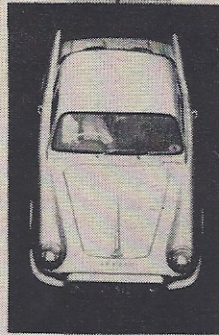
continued from page 82

that cross-member? Do you suppose it would fit? Besides I'll have to go see the bank."

### SU CARBURETORS (CONCLUDED)

Mixture strength on each carburetor may now be checked by lifting each piston approximately 0.25 in. (I prefer the use of a small test strip of steel which is cut to proper width and inserted into the air intake of the carburetor, with the widest dimension parallel to the bottom of the piston. When rotated 90°, this flat strip of metal will exert a camlike effect upon the bottom of the piston and raise it exactly the correct amount in each instance.) If the engine gains speed and continues to run faster when the piston is lifted, the mixture on this carburetor is too rich. Conversely, if the engine slows down and begins to run irregularly, the mixture is too lean. We want the engine to speed up momentarily, then resume a relatively steady idle. Before adjustment is attempted on any one carburetor, however, make this test on each one and enrich or lean out *all* carburetors by the same amount before rechecking. The reasoning behind this step is that there is usually marked interaction between carburetors. If one attempts to achieve full adjustment on them individually, errors can crop up. If one carburetor checks out lean and the other rich when the idle speed on each carburetor is set properly and each jet is lowered by the same amount, stop and look for trouble. If there are no air leaks present, compression is equal on all cylinders, all other tuning factors are normal and the carburetors are functioning properly, nearly identical symptoms should be noted when each piston is lifted. Never attempt to adjust SU carburetors without following each step in its proper order, or all will be confusion. For example, if the idle speed on one carburetor is higher than on the other and the mixture on this carburetor is lean, while the other carburetor is rich with a nearly closed throttle, a reasonably smooth idle is theoretically possible as the over-all average mixture could be approximately correct. Suppose you decide to make a cursory "piston lift" check on an engine set up this way. Lifting the piston on the rich carburetor will stop the engine, but lifting the piston on the lean carburetor may not make any difference because the other one is overly rich.

Finally, don't be too concerned if you end up with the jets on multiple installations at different heights. One screw may finalize at two revolutions, while its mate may be set at 2.5. As carburetors wear, these variations crop up, but they are of no great consequence if within two full turns. I do find from experience, however, that a suspicious eye should be cast at engines and carburetors which require adjustments on each carburetor more than 0.5 turn apart. It *may* be carburetor wear, but recheck everything else first.



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GPO Box 609,  
Sydney, Australia.

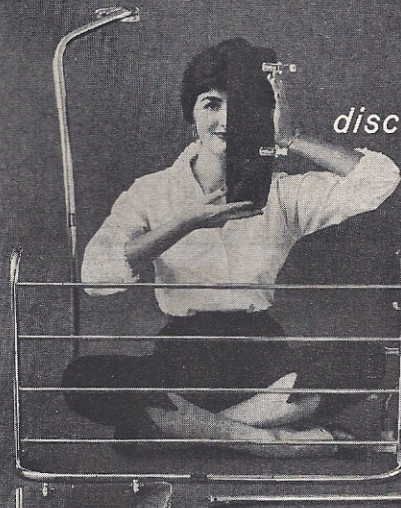
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