

Right: the new G.T. Alpine Series III is available only in hard top form; the top is an optional extra for the Sports Tourer. Below: Opening rear quarter windows are incorporated in the new roof



NEW MODELS FOR GENEVA

Sunbeam Alpine Series III

INCREASES in luggage space, fuel tank capacity and power output are among many important improvements made to the Sunbeam Alpine in its latest Series III form. The car's appeal is also widened by a more refined version—the Alpine G.T.

In this new G.T. model the accent is on comfort, silence, and improved accommodation for two adults and two children; accordingly, it is available only in hardtop form. The hardtop has been redesigned to give lin. extra headroom for the front occupants, it has opening rear quarter vents at each side, and the rear window is of flat glass in place of the wrap-round of the superseded hardtop. Because this is also available as a winter accessory for the Sports Tourer, it is detachable, but no hood is available for the G.T. model.

By dispensing with hood stowage, it has been possible to provide more room for two children to travel in the back of the G.T. on a seat upholstered in foam rubber; the fluted p.v.c. trim of the door interior extends round this compartment. However, limited headroom would prevent adults from being carried in the rear compartment, except for short trips. Twin sun visors are standard, as is the fresh-air heater; and an

interior light is fitted at the top of the stem of the driving mirror, turned on by door switches. The fascia panel is trimmed in walnut veneer, and a matching wood-rim steering wheel is fitted. Floor carpets, in place of the rubber mats used in the Sports Tourer, complete the specially attractive interior appearance of the G.T.

To reduce noise, a large micro-element air cleaner is mounted on the wing valance under the bonnet, feeding by flexible pipe to a joint inlet for the twin Zenith carburetors. A cast-iron exhaust manifold with single down-pipe replaces the four-branch exhaust of the Super Sports model. These changes reduce the G.T.'s maximum power output by 7 b.h.p.

It is at the tail end that the most welcome revision has taken place. Exactly the same body shape, with drooping boot line and peaked wing fins, is retained, but the wings now house twin fuel tanks with total capacity of 11.25 gallons—against the nine gallons carried by the Series II model. Both tanks are connected by a balance pipe with one filler mounted on the top of the right wing.

By this revision, and by repositioning the spare wheel vertically against the boot bulkhead, and dispensing with the false floor, luggage locker capacity has been almost doubled to 10.75 cu. ft.

Engine peak power with the Sports Tourer is increased from 80 to 82 (net) b.h.p., developed 200 r.p.m. higher up the engine speed range, at 5,200 r.p.m. This has been achieved by increasing the inlet valve diameter by 0.4in.;

chromed-stem inlet and exhaust valves are now used to increase life. In the case of the G.T. engine, as well as the induction and exhaust changes described, slightly different Zenith carburetors are used (36 WIA3 instead of WIP3), and maximum power is 75 (net) b.h.p. In place of the cross-flow radiator with remote header tank there is now a vertical flow type with integral header tank, and a four-blade fan replaces the previous six-bladed one.

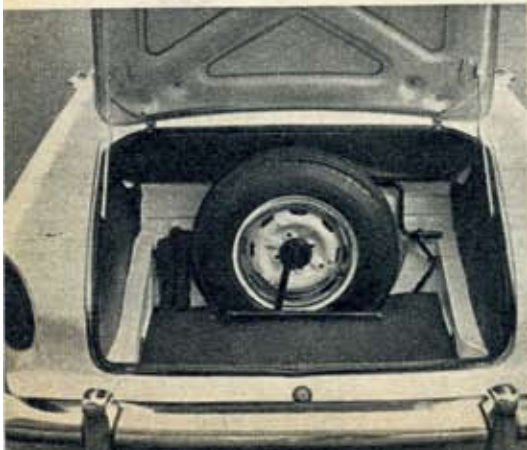
Both models may be fitted with Laycock-de Normanville overdrive at extra cost, working on third and top gears. A difference from the Series II is that lower ratio final drive is no longer fitted when overdrive is specified. The 3.89-to-1 axle is retained, giving 17.6 m.p.h. per 1,000 r.p.m. in direct top. In overdrive top, the Alpine III runs at 21.9 m.p.h. per 1,000 r.p.m.,

In addition, all the indirect gear ratios have been raised. The new overall ratios are 11.54 (previously 14.13), 7.38 (9.04), and 4.8 (5.88 to 1 before), for first, second and third gears respectively.

When overdrive is fitted, a self-cancelling switch is used as on the Humber Sceptre, and a warning light on the fascia shows when overdrive is in action.

Chassis and suspension changes include a reinforced front cross member, and larger anti-roll bar, now 0.75in. dia. Telescopic dampers replace the previous lever-arm units on the rear suspension, and the rear springs have Metacentric eye bushes. An increase of 0.35in. brings the front disc brake diameter to 9.85in., and vacuum servo assistance is standard on both models.

When the Series II model was introduced, considerable attention was paid to improvements in the driving position. In the Series III this has been taken



Removing the false floor and repositioning the spare wheel and fuel tank have almost doubled the luggage locker capacity

"NO one is allowed to drive around in a filthy car, even in the most severe winter conditions. If reported, the penalty could be a fine." Just returned from a visit to Moscow, where he was representing both the B.S.M. and its associated company, the International School of Motoring. E. D. Garrott, of the British School of Motoring, makes this and other comments about the Highway Code of the U.S.S.R.

The driving test for car owners is extremely stiff. "First they must pass examinations on driving theory and the Highway Code," says the report. "After that they can apply to the State Driving School for practical instruction. It is only after a considerable period of training and a very high standard of driving that they pass their test and are awarded a driving licence."

Russia, too, has her version of the Highway Code, from which two illustrations are reproduced on this page, one demonstrating the overall stopping distance and the other the rules for changing direction. A translation of the text accompanying the second diagram reads: "When two adjoining cars begin to change direction simultaneously the car on the right has the right of way."

"Remember that when you drive out of the depot your colleagues and management entrust you, as it were, with carrying out an independent and responsible job," reads another paragraph, "It is a matter of honour to justify this great trust of your colleagues and you will find that if you carry out the traffic regulations conscientiously it will help you to do so."

Further interesting extracts from the Russian Highway Code include: "It is very dangerous to use sidelamps as an out-of-order vehicle might be parked without lights on the road or by the roadside."

"No one has the right to compel you to take out a vehicle if you do not feel well or are overtired."

"It is a crime to drive a vehicle in a state of intoxication." On this point, the law is very strict, and a decree of the Presidium of the Supreme Soviet orders that drivers of road vehicles will, in the event of their driving in a state of intoxication, be denied the right to drive the aforesaid vehicles for one year, if this breach has not resulted in an accident which by criminal law would require punishment. In case of a repetition within three years of driving in an intoxicated state, the guilty person may be denied the right to drive vehicles for the duration of three years.

"A driving licence shows that the driver has been given a qualification but not the skill. Driving skill you must master yourself. Preserve your right to drive road vehicles and keep the warning coupon which goes with it without black marks."

A final paragraph reminds readers that the "Traffic Rules on the streets and roads of the U.S.S.R." (the Russian Highway Code) are based on "a profound analysis of transport incidents. These rules have the force of law applicable to everyone."

Умело пользуйтесь скоростью. В городах и населенных пунктах для легковых автомобилей скорость не должна превышать 60 км/час, для остальных транспорта—50 км/час. Превышение скорости часто приводит к дорожно-транспортным происшествиям.



Рис. 1. Вот печальный результат злоупотребления скоростью.

Дистанция безопасности—это путь, который пройдет автомобиль за время вашей реакции, время срабатывания привода тормозов и непосредственного торможения.

2

'Sad result of excessive speed,' and 'Allow braking space to suit speed,' say the captions



Рис. 2.

WHEN IN RUSSIA



рошей видимости там, где это не запрещено знаками, и при полной безопасности для себя и других водителей транспорта.



Рис. 6. Водитель не убедился в безопасности обгона.

Перед каждым маневром сигнализируйте о своих намерениях указателями поворотов или рукой.

Если перестроение происходит одновременно в двух соседних рядах, преимущество предоставляется находящемуся справа.

8

'Check that it is safe to overtake,' and 'Rules for overtaking' are the captions here

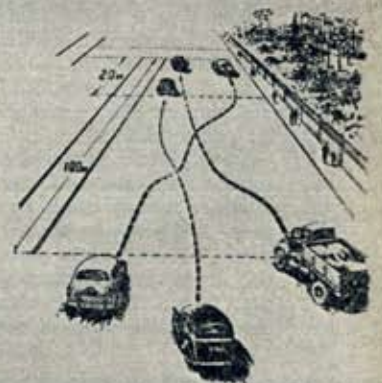


Рис. 7. Правила перестроения.

Умело пользуйтесь светом в ночное время. Разъезжайтесь на загородных дорогах при ближнем свете фар.

Разъезжаться при свете подфарников очень опасно: на шоссе или обо-

considerably farther, and it has an extensive range of adjustments. The most important change is that a new type of adjustable steering column is fitted. It has a knurled boss in the centre of the wheel, which is simply turned three or four times to slacken it, and the wheel can then be raised or lowered through a total of 2.5in. travel.

As before, the brake and clutch pedals can be repositioned 1.6in. nearer the driver, and there is now an "organ" accelerator pedal to allow easier heel-and-toe gear changing. The seats are entirely new, based on a foundation of interwoven rubber webbing, and are shaped to give improved sideways support, using latex foam cushions and side bolsters. In addition to the normal range of fore-and-aft adjustment (8in. for the Alpine) the seats have alternative height settings of 0.75in. at the front and 1in. at the rear, giving a choice of four positions. The squabs of both driver's and passenger's seats are adjustable through an arc of 180 deg.; the



An upholstered seat for two children is provided in the rear compartment of the G.T. model. Fully reclining front seats are standard for both models

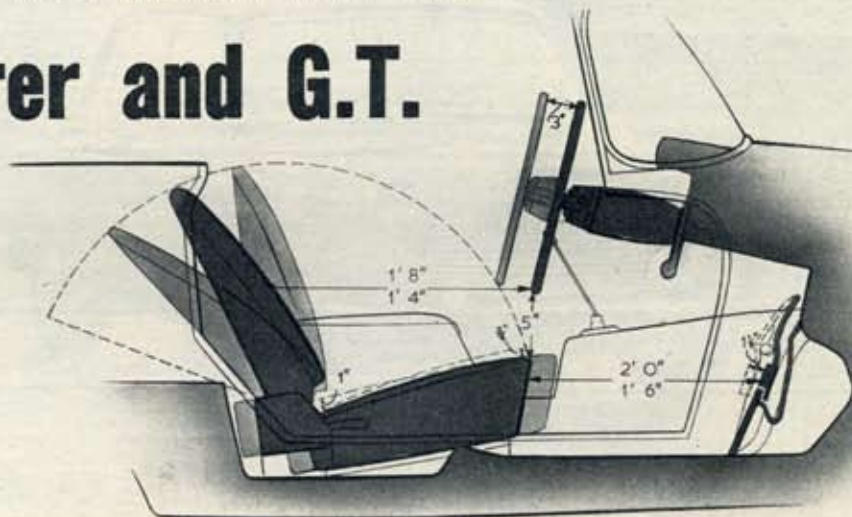
Sports Tourer and G.T.

PRICES

Sports Tourer	£695	0s	0d
Purchase tax	£145	7s	1d
Total	£840	7s	1d
G.T.	£744	0s	0d
Purchase tax	£155	11s	3d
Total	£899	11s	3d

ability to tilt them forward is useful for loading luggage into the rear compartment. A small toggle lever releases the squab for rake adjustment.

For the Sports Tourer, the hood has also been revised, making it easier to put up or down; draught- and water-proofing are said to be superior to those of the earlier model. Like the latest hardtop, the new hood gives 1in. more headroom. On both G.T. and Sports Tourer, the most noticeable distinguishing characteristic, apart from the new hardtop, is the presence of fixed quarter windows at the windscreen edges, attached to the doors. They incorporate channels for the leading edges of the winding windows; these are now much more "square" in shape.



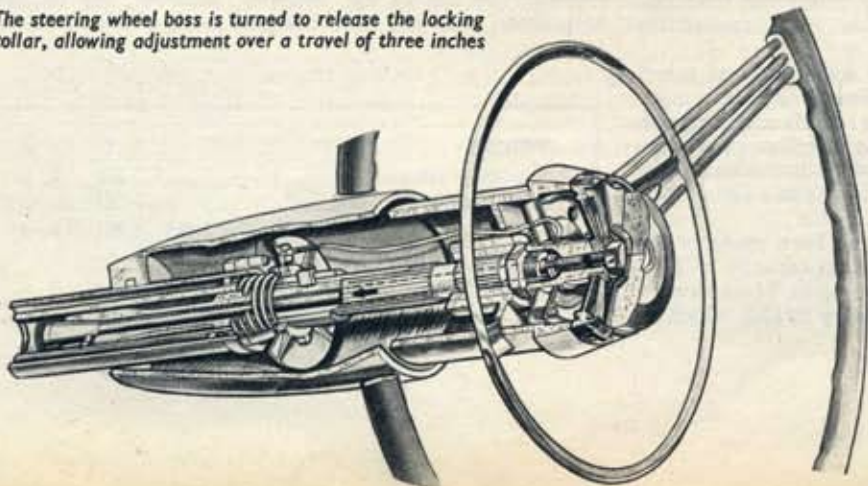
Black crackle finish is used for the facia of the Sports Tourer. On both models, part of the lower facia rail is scalloped away in front of the passenger to form a grab handle, and bi-metal fuel level and water temperature gauges are fitted. All instruments have pointers in red Dayglo. Useful changes from the previous Alpine are the mounting of separate warning lights on the facia, the fitting of two-speed screen wipers and a washer. Also, the indicator switch beneath the steering wheel can be pressed towards the driver to flash the

The wide range of adjustment now offered to suit the driving position to individual tastes is shown here

headlamps. The three-position panel switch on the facia, which previously served to turn on the map-reading lamp, now controls full or dimmed intensity for instrument lighting, and the map lamp has its own switch in the body.

In this improved form, the Sunbeam Alpine Sports Tourer continues at £695 (basic), total with tax £840. The G.T. is nearly £50 dearer at £889 with tax.

The steering wheel boss is turned to release the locking collar, allowing adjustment over a travel of three inches



A new air cleaner-silencer and revised exhaust manifold with a single down pipe are calculated to make the G.T. model considerably quieter than the Sports Tourer

