

caravan



1969
towing
cars

GUIDE TO 1969 TOWING CARS

Compiled by the editorial
staff of THE CARAVAN

THERE ARE SO MANY FACTORS INVOLVED IN choosing a towing car that it is difficult for the average user to know where to start. The importance of towing in the annual use of the car is probably the first factor to consider.

If you tow only once a year you are unlikely to consider only the car's towing ability; it's what you expect from it in solo motoring which counts more. However, we must assume that you are looking for the best towing vehicle you can buy.

The price you are willing to pay at once narrows the field. Within this limit, start by considering the heaviest cars because the ability of the car to stop the tail wagging the dog is a major factor. If the car is heavy enough for the van (see the formula in note 12 below) it will usually be powerful enough. If's not getting up the hill which is so critical as getting down the other side without the van taking charge.

Cars are grouped by parent manufacturers and where models differ by little more than name and trim they are put together (e.g., BMC: A60/Oxford/16-60 covers Austin, Morris and Wolseley variants of the basic model). Figures in columns 1-11 are taken from manufacturers and recognised trade sources.

1: Engine capacity (cc)

The size of the engine is usually of no very great significance—except as an indication of where to start looking. Weight is more important. Compare the Austin A60 with the Triumph Vitesse. The Vitesse's engine is 376 cc larger than the A60 but the Austin weighs 2½ cwt more.

2: Lowest weight (cwt)

This is the weight of the car in the showroom, without passengers, luggage, or much petrol. De Luxe versions and those with automatic transmission are usually a little heavier. The figures in this column determine those in column 12.

3: Max BHP at RPM

The maximum brake horsepower at stated engine revolutions governs, in simple terms, the car's top speed. To the towing man, high BHP alone is unimportant—a sports car churns out plenty but at the lower speeds at which an outfit restarts on a gradient the engine will be producing poor torque (see below).

4: Max torque at RPM

Torque, or turning effort, governs, again in simple terms, acceleration and hill climbing. A car with plenty of torque at the right engine speeds has plenty of guts, slogging power. Starting on a hill with a caravan demands lots of torque at the lowest possible engine speed. If maximum torque is produced at something like 1800-2000rpm the engine characteristics are good for towing. But bear in mind

also the actual amount of torque produced.

5: Number of forward gears (and overdrive if available)

Four gears are better than three for towing. With only three you feel the gaps between each ratio much more on tow. An asterisk after the number of gears indicates that synchromesh is provided on all forward speeds. Overdrive, often available as an extra, is useful especially if it operates on the gear below top when the driver has four closely spaced ratios to choose from the best performance. Some manufacturers, when fitting overdrive, provide a lower-ratio back axle, so that every gear is lower and better for towing. In the table, (T) means overdrive on top gear only, (T3) top and third, (T2) top and second, on a three-speed box.

6: Automatic transmission if available

Most automatic transmissions incorporate a torque converter which has the advantage of being able to deliver full torque to the road wheels at zero miles per hour—ideal for getting away on a hill with a van. Key to the abbreviations is: **DB**—Daimler-Benz (fluid coupling with no torque converter). The following all use a torque converter: **AP**—Automotive Products (four gears), **ZF**—BMW's own system, **BW**—Borg-Warner, **JA**—Jaeger, **PG**—Power-glide, **F**—Ferodo, **C4**—Ford, **HM**—Hondamatic, **CT**—Chrysler Torqueflite, **FS**—Fichtel and Sachs selective automatic, **TOY**—Toyota, **OPEL**—Opel, **HY**—Hydramatic.

Ford UK and Rootes do not recommend their cars fitted with automatic transmission for towing. Volkswagen approve towing with the Fichtel and Sachs box but not with their own. Triumph recommend the fitting of a transmission oil cooler for towing. Jaguar/Daimler and Rover fit oil coolers as standard.

7: MPH per 1000 RPM in top gear

Comparison of overall gear ratios is misleading because the wheel and tyre size have an effect on the ratio. The road speed at a fixed engine speed in top gear provides a useful comparison. The higher the road speed (most family cars run between 15-20mph) the higher-g geared is the car. High gears lead to fuel economy and easy engine performance at high road speeds but the caravanner will find such a car calls for much changing of

gears when towing. Low gears are better, but see below.

8: Torque produced at 5mph in bottom gear

Comparison of the maximum torque produced by engines can be misleading because different engines are designed to produce their maximum torque at different rpm depending on the type of car in which they are installed. Getaway caravanners need good torque low down and the figure in this column is the amount of torque (in lb/ft) produced when the car is moving at 5mph in bottom gear. As a method of comparison for this particular purpose this figure can be regarded as the great leveller and allows a direct comparison between one car and another. Versions with a torque converter automatic transmission score, of course, by producing their maximum from a standstill up to well over 5mph. Some manufacturers, notably American and Continental ones, were unable to supply the information for this column.

9: Rear suspension

The rear springs of a car can greatly affect the stability of the whole outfit. The abbreviations mean: **HE**—half-elliptic leaf springs, **CA**—cantilever leaf springs, **I**—independent, **C**—coil springs, **Tor**—torsion bars, **Tr**—transverse leaf spring, **dD**—de Dion layout, **HP**—hydro pneumatic, **HL**—hydrostatic. There is nothing wrong in principle with independent rear suspension systems in themselves for towing but unfortunately the tendency is for some independent and coil systems to be softer than conventional leaf springing. Soft systems should be avoided as they may produce a poor towing performance.

10: Tail overhang (in)

The distance from the centre of the rear wheels to the point where the coupling is attached should ideally be as short as possible. A long tail acts as a lever and allows the caravan nose weight to compress the car's springs unduly. A long tail leads to pitching, especially if the springs are soft.

11: Maker's gross towing limit

This shows the car manufacturers' suggested limit for the all-up weight their car should tow. This means the caravan complete with all food, bedding, clothes and equipment in it. If you exceed this you may invalidate

your guarantee. In some cases it is well known that experienced caravanners exceed this limit (few Minis in rally or touring use tow as little as Scott). But the responsibility is the owner's.

12: Formula (delivered weight)

This deals with the 'delivered weight', that is, how the caravan should come from the factory, to the nearest Jew. The figures shown are worked out strictly according to the formula stated as follows: The delivered weight of the caravan should not exceed 75 per cent of the kerbside weight of the car, where the delivered weight of the caravan is stated in the caravan manufacturer's catalogue and the kerbside weight of the car is stated in the car manufacturer's catalogue.

In arriving at this formula it is assumed that personal effects and baggage, together with gas cylinders and any other equipment not included in the caravan as standard, will not exceed:

2½cwt in caravans up to 10cwt delivered weight.

3cwt in caravans over 10 but not over 20cwt delivered weight.

4cwt in caravans over 20 but not over 30cwt delivered weight.

5cwt in caravans over 30cwt delivered weight.

Some cautions must however be given. The formula assumes that all manufacturers are complying with the NCC standard terminology and quoting the delivered weight in their catalogues. In fact it is not yet safe to assume that every catalogue weight is the delivered weight as defined by the NCC. A check with the manufacturers may be necessary.

Further we stress, as we have always stressed, that there is no such thing as a foolproof, cast iron formula. The formula can only be a guide for the initial sifting of possible combinations. Cars of a given weight differ in further things such as wheelbase, braking and robustness of clutch, and there are differences in the stability of caravans of the same weight.

Accordingly, the formula must be used with common sense. If a car manufacturer quotes a maximum towed weight lower than the formula given, his weight should normally be preferred, and if the chosen car or caravan leads to a ratio very close to the border line it is desirable to obtain an opinion on the particular vehicles selected from THE CARAVAN Advice Bureau or from experienced caravanners.

1 2 3 4 5 6 7 8 9 10 11 12

SEE EXPLANATORY NOTES FIRST

Engine capacity (cc) Lowest weight (cwt) Max BHP at RPM Max torque (lb/ft) at RPM No of fwd gears (o/drive if available) Automatic trans if available MPH per 1000 RPM in top gear Torque (lb/ft) at 5mph in bottom gear Rear suspension Tail overhang (in) Maker's gross towing limit Formula (delivered weight) Caravan weights

AUTO UNION

Audi 70	1697	19.25	81/5000	98/2500	4*	—	16.7	74.6	Tor	41	16.7	14.5
Audi 80/Variant Estate	1697	20.0	91/5000	93/3000	4*	—	16.7	74.6	Tor	40	16.7	15.0
Audi 90	1760	20.0	102/5200	112/3000	4*	—	18.6	Na	Tor	40	16.7	15.0

BMC

Mini	848	12.5	34/5500	44/2900	4	AP	14.8	39	I HL	20	8	9.5
Mini	998	12.5	38/5250	52/2700	4	AP	16.2	47.5	I HL	20	8	9.5
Mini Cooper	998	12.75	55/5000	57/3000	4	—	14.8	48.5	I HL	20	8	9.5
Hornet/Elf	998	13.0	38/5250	52/2700	4	AP	14.8	47.5	I HL	27	8	9.75
Minor 1600	1098	15.5	48/5100	60/2500	4	—	16.2	56	HE	36	15	11.5
Austin/Morris 1100	1098	16.4	40/5100	60/2500	4	AP	14.9	56.3	I HL	28	15	12.5
Austin/Morris 1300	1275	16.5	60/5250	69/2500	4*	AP	16.8	Na	I HL	28	15	12.5
Wolseley 1300	1275	16.75	65/5750	70/3000	4*	AP	17.12	58	I HL	28	15	12.5
MG/Riley/V Plas 1300	1275	16.75	70/6000	77/3000	4*	AP	17.12	58	I HL	28	15	12.5
A80/Oxford/16-60	1622	22.0	61/4500	99/2100	4	BW35	16.6	81.5	HE	44	20	16.5
Riley 4-72	1622	22.5	68/5000	89/2500	4	BW35	16.6	79	HE	47	20	16.75
Austin/Morris 1800/Wolseley 18/85	1798	23	86/5400	101/3000	4*	BW35	18.1	82	I HL	31	20	17.25
Morris 1800 S	1798	23	95/5700	106/3000	4*	BW35	18.1	68	I HL	31	20	17.25
Austin 3-litre	2912	29.5	123/4500	161/3000	4*(T32)	BW35	20.09	138	I HL	40	25	22.0

BMW

1600	1573	19.0	85/5700	91/3000	4*	—	16.8	Na	I C	39	13.7	14.25
1800	1773	21.0	90/5250	108/3200	4*	Z F	16.8	Na	I C	39	25.4	15.75
2000	1990	21.8	100/5500	116/3000	4*	Z F	16.9	Na	I C	39	25.4	16.25
2000 CA	1990	23.2	100/5500	116/3000	—	Z F	16.9	Na	I C	40	15.75	17.5
Fraser Nash/T1 2000	1990	22.3	120/5500	123/3600	4*	—	18.2	106	I C	39	23.7	16.75
2000 CS	1990	23.2	120/5500	123/3000	4*	—	18.2	106	I C	40	23.7	17.5
2002	1990	19.6	100/5500	116/3000	4*	—	15.5	Na	I C	39	13.7	14.25

CHEVROLET

Impala	5360	33.7	235/4800	325/2800	3*(T2)	PG	—	Na	C	60	Na	25.25
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CITROEN

ID19	1985	25.1	91/5750	101/3000	4*	—	22.43	Na	I HP	27	19.5	19
DS20/ID20	1985	25.1	103/6000	104/4000	4*	—	20.19	Na	I HP	27	19.5	19
DS21	2175	25.1	115/5500	125/4000	4*	—	20.69	Na	I HP	27	19.5	19

DAIMLER

V8 250	2548	27.2	140/5000	155/3600	4*(T)	BW35	17.7	128	CA HE	41	24	20.25
Sovereign	4235	31.9	245/5500	282/3750	4*(T)	BW8	21.6	257	I C	47	25	21.0

FIAT

850 Saloon	843	13.2	42/5300	44/3600	4*	—	13.8	Na	I C	35	10.75	9.25
1100 R	1089	16.8	53/5200	57/3200	4*	—	15.1	Na	HE	38	14.75	12.5
124	1197	16.9	65/5600	64/3400	4*	—	15.0	Na	C	37	14.75	12.5
124 Coupe/Spider	1438	18.8	90/6500	83/4000	4*	—	16.2	Na	C	37	15.75	14.25

FIAT (contd)

1500 L	1481	23.9	80/5200	88/3200	4*	—	17.7	Na	HE	46	15.75	18
125	1608	19.7	96/5600	94/3600	4*	—	16.2	Na	HE	42	16.75	14.75
1800 B	1795	24.9	97/5300	101/3000	4*	—	17.0	Na	HE	46	19.5	18.75
2300	2279	25.3	117/5300	136/3500	4*(T)	BW35	17.3	Na	HE	46	21.6	19.0

FORD

Escort	1998	14.7	53/5500	62/3000	4*	BW35	15.27	Na	HE	37.6		11.0
Escort 1300	1298	15.0	63/5000	76/2500	4*	BW35	15.27	Na	HE	37.6		11.75
Escort GT	1298	15.3	75/5400	91/3800	4*	—	15.13	Na	HE	37.6		11.5
Escort Twin Cam	1558	15.5	115/6000	106/4500	4*	—	17.8	Na	HE	37.6		11.5
Cortina	1298	17.3	61/5000	75/2500	4*	BW35	15.8	63	HE	41		13.0
Cortina Super	1599	17.7	73/5000	97/2500	4*	BW35	17.1	87	HE	41		13.25
Cortina GT/1600 E	1599	18.2	93/5400	102/3600	4*	—	17.1	66.5	HE	41		13.75
Cortina Lotus	1558	17.9	115/6000	106/4500	4*	—	17.8	Na	HE	41		13.5
Corsair V4	1663	19.6	84/4750	101/3000	4*	BW35	17.7	Na	HE	45		14.75
Corsair 2000/2000 E	1996	20.0	102/5000	120/3000	4*	BW35	17.7	99	HE	45		15.0
Zephyr V4	1996	24.6	93/4750	123/2750	4*	BW35	19.5	105.5	I C	38		18.5
Zephyr V6	2495	25.6	118/4750	145/3000	4*(T3)	BW35	19.0	121	I C	38		19.25
Zodiac/Executive	2994	26.2	144/4750	192/3000	4*(T3)	BW35	20.1	135.5	I C	38		19.5

75% of car plus passengers

FORD (AUSTRALIA)

Fairmont/Falcon	3622	26	135/4400	208/2400	3*	C 4	Na	Na	HE	42	17.5	19.5
Fairmont/Falcon	4949	26	210/4600	300/2600	3*	C 4	Na	Na	HE	42	17.5	19.5

FORD (GERMANY)

12 M	1238	17.0	63/5000	78/2000	4*	—	—	Na	HE	38	14.75	12.75
15 M	1488	17.5	75/5000	93/3000	4*	—	18.8	Na	HE	38	14.75	13.0
17 M	1699	20.3	85/5000	107/2200	4*	—	19.2	Na	HE	44	17.75	15.25
20 M	1998	21.3	106/5300	121/3000	4*	—	19.2	Na	HE	45	19.75	16.0

BHP and Torque figures for Auto Union, Chevrolet, Citroen, Daimler, Fiat (except 124 Coupe), and Ford (Germany) are all gross.

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HONDA

N600	599	10.8	45/7000	38/5000	4*	HM	11.8	Na	HE	18	11	8.0
S 800	791	16	70/8000	49/6000	4*	—	11.8	Na	C	26	10	12.0

JAGUAR

240	2483	27.6	133/5500	146/3700	4*(T)	BW35	17.4	121	CAHE	41	24	20.25
XJ6 2.8	2792	31.25	189/6000	182/3750	4*(AU)	BW35	17.8	146	IC	52	25	23.5
XJ6 4.2	4235	31.75	245/5500	283/3750	4*(AU)	BW8	21.4	257	IC	52	25	23.75
420 G	4235	35.0	265/5400	283/4000	4*(T)	BW8	21.6	257	IC	51	30	26.25

LANCIA

Fulvia 2C	1098	20.25	71/6000	68/4300	4*	—	15.0	Na	HE	22	10	15.0
Fulvia Coupe Rallye	1298	18.8	87/6000	84/4500	4*	—	18.1	Na	HE	37	9	14.0
Flavia	1800	23.5	92/5200	109/3000	4*	—	19.8	Na	HE	28	11.5	17.5
Flaminia	2775	31.0	129/5000	169/2500	4*	—	20.0	Na	HE	32	15	23.25

MERCEDES

220	2197	25.8	116/5200	142/3000	4*	DB	17.6	Na	IC	45.5	23.6	19.25
250	2495	26.8	146/5600	147/3600	4*	DB	18.4	Na	IC	45.5	23.6	20.0
280 S	2778	28.75	157/5400	181/3800	4*	DB	18.8	Na	IC	51.8	23.6	21.5
280 SE	2778	29.2	189/5750	193/4500	4*	DB	18.8	Na	IC	51.8	23.6	22.0

OPEL

Kadett	1078	15.1	54/5600	59/2800	4*	Opel	16.3	Na	C	41	13.75	11.25
Olympia	1078	15.1	67/6000	62/4000	4*	Opel	16.8	Na	C	42.5	13.75	11.25
Rekord	1897	21.2	102/5400	115/2800	4*	Opel	18.5	Na	C	47	17.4	15.75
GT	1897	18.5	102/5400	115/2800	4*	Opel	Na	Na	C	30	15.75	13.75
Commodore	2490	23.0	129/5400	142/3800	4*	Opel	19.5	Na	C	47	18.5	17.25

BHP and Torque figures for Honda, Jaguar, Mercedes, Opel, Peugeot, Plymouth, Pontiac, Rambler, Renault (except R4), Saab, Skoda, Toyota, Valiant, Vauxhall, Volvo and Wartburg are all gross. Overdrive is standard on Rootes Sceptre and Rapier models.

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SEE EXPLANATORY NOTES FIRST

Engine capacity (cc) Lowest weight (cwt) Max BHP at RPM Max torque (lb/ft) at RPM No of fwd gears (o/drive if available) Automatic trans if available MPH per 1000 RPM in top gear Torque (lb/ft) at 5mph in bottom gear Rear suspension Tail overhang (in) Maker's gross towing limit Formula (delivered weight) Caravan weights

PEUGEOT

204/204 Coupe	1130	16.7	58/5800	79/3000	4*	—	15.6	Na	I C	30	17	12.5
404 A	1618	20.5	80/5600	99/2500	4*	—	17.7	Na	C	40	20	15.25
404 KF2	1618	20.5	95/5500	101/2800	4*	—	17.7	Na	C	40	20	15.25
404L/404 Stn Wagon/ 404 Estate	1618	23.7	80/5600	99/2500	4*	—	17.0	Na	C	40	24	17.75

PLYMOUTH

Barracuda	5210	26.3	230/4400	340/2400	—	CT	22.52	Na	HE	49.5	25	19.75
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PONTIAC

Parisienne	5359	34.4	235/4800	325/2800	3*	HY	Na	Na	C	Na	26.75	26.25
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RAMBLER

Rebel Stn Wagon	3802	27.5	155/4400	222/1600	—	BW35	24.8	Na	C	52	17.75	20.5
Rebel Saloon/Coupe	4752	27.0	200/4900	285/2300	—	BW35	Na	Na	C	51	17.75	20.25
Ambassador	5620	29.0	280/4800	355/3000	—	BW35	23.4	Na	C	51.0	17.75	21.75

RENAULT

R 4	845	12.6	30/4700	43/2300	4*	—	14.0	Na	I Tor	28	8.8	9.25
R 8	956	14.9	48/5500	55/2500	4*	JA	16.3	Na	I C	37	12.7	11.0
1100	1108	15.3	46/4600	57/3000	4*	JA	16.3	Na	I C	43	14.8	11.5
Gordini 1300	1255	16.7	103/6750	85/5000	5*	—	16.1	Na	I C	37	14.7	12.5
R 16	1470	19.3	63/5000	78/2800	4*	—	17.3	Na	I Tor	31	19.5	14.5
R 16 TS	1565	20.2	87/5750	86/3000	4*	—	17.8	Na	I Tor	31	19.7	15.25

ROOTES

Imp/Chamois	875	13.5	39/5000	52/2800	4*	—	15.1	44	I C	34	8.5	10.0
Californian/Chamois Coupe	875	13.7	39/5000	52/2800	4*	—	15.1	44	I C	34	8.5	10.25
Stiletto/Sun Imp/ Chamois Sport	875	14.1	51/6100	52/4300	4*	—	15.1	40	I C	34	8.5	10.5
Minx/Gazelle	1493	17.5	60/4800	81/2600	4*	BW35	17.4	73	HE	40	17	13.25
Minx Estate	1496	18.8	60/4800	81/2600	4*	BW35	16.1	74	HE	42	17	14.0
Hunter/Vogue	1724	17.7	74/5000	96/3000	4*(T3)	BW35	18.3	71	HE	40.5	17	13.25
Vogue Estate	1724	18.8	74/5000	96/3000	4*(T3)	BW35	17.4	72	HE	43	17	14.0
Sceptre	1724	18.8	88/5200	100/4000	4*(T3)	BW35	17.8	60	HE	40.5	17	14.0
Rapier	1724	19.3	88/5200	100/4000	4*(T3)	BW35	15.6	61	HE	43	17	14.5
Rapier H120	1724	20.5	105/5200	120/4000	4*(T3)	—	17.3	Na	HE	43	17	15.0

ROVER

2000	1978	24.2	90/5000	113/2750	4*	BW35	19.5	93.5	dDC	45	15	18.25
2000 TC	1978	25.0	113/5500	126/3500	4*	—	19.5	97.5	dDC	45	15	18.75
3.5 litre Sal/Coupe	3529	31.2	160/5200	210/2750	—	BW35	21.5	Na	HE	42	35	23.5
3500	3529	25.5	184/5200	226/3000	—	BW35	23.5	Na	dDC	46	27	19.0

SAAB

95 V4	1499	18.6	73/4750	80/2500	4*	—	17.7	70	C	38	15	14.0
96 V4	1498	17.3	73/4700	80/2500	4*	—	17.2	70	C	34	15	13.0

1 2 3 4 5 6 7 8 9 10 11 12

SIMCA

1000 LS/GL	944	14.3	42/5600	48/3600	4*	F	15.0	Na	I C	31	14	10.75
1000 GLS/S	1118	15.5	50/5600	61/2600	4*	—	16.2	55	I C	31	16	11.5
1100	1118	17.0	56/5800	60/3600	4*	—	15.0	Na	I Tor	31	16.75	12.75
1301	1290	19.2	50/5200	67/2600	4*	—	15.4	Na	C	40	16	14.25
1501 S	1475	20	81/5200	89/4000	4*	—	19.2	76	C	40	17.5	15.0
1501 Estate	1475	21.5	81/5200	89/4000	4*	—	19.2	76	C	34	16	16.0

SKODA

1000 MB	988	15.75	47/4650	52/3000	4*	—	15.9	Na	I C	35	10.5	11.75
1100 MB	1107	15.75	52/4800	60/3000	4*	—	15.9	Na	I C	35	10.5	11.75
Octavia Combi	1221	17.25	47/4500	63/3000	4*	—	15.6	Na	I Tr	41	14	13.0

TOYOTA

Corolla	1077	13.7	60/6000	62/3800	4*	Toy	15	Na	HE	36	10.75	10.5
Corona	1490	18.2	74/5000	85/2600	4*	—	16.5	Na	HE	36	13.75	13.5
Crown	2253	24.3	115/5200	127/3600	—	Toy	16.8	Na	I C	42	18	18.25

TRIUMPH

Herald 1200	1147	15.2	48/5200	63/2600	4	—	15.5	53.9	I Tr	38	15	11.5
Herald 13/60	1296	16.0	61/5200	73/3000	4	—	15.7	57	I Tr	38	15	12
1300	1296	17.0	61/5200	73/3000	4*	—	15.4	59.1	J C	34	15	12.75
1300 TC	1296	17.0	75/6000	75/4000	4*	—	15.4	59.1	I C	34	15	12.75
Vitesse	1998	19.25	104/5300	116/3000	4*(T3)	—	Na	80.8	I Tr	38	16.5	14.5
2000	1998	21.7	90/5000	117/2900	4*(T3)	BW35	16.9	103	I C	38	20	16.25
2.5 PI	2498	23.5	132/5450	153/3000	4*(T3)	BW35	Na	116.6	I C	38	25	17.25

VALIANT

8	4473	25.2	195/4400	265/2000	—	CT	Na	Na	HE	50	20	19
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VAUXHALL

Viva	1159	15.2	56/5400	66/3000	4*	BW35	15.8	57.5	C	40	15	11.25
Viva 90	1159	15.5	69/5800	69/4200	4*	BW35	14.8	56	C	40	15	11.5
Viva 1600	1599	17.4	83/5800	90/3200	4*	BW35	14.8	75	C	40	15	13.0
Viva GT	1975	18.5	112/5400	127/3400	4*	—	17.0	95	C	40	15	13.75
Victor	1599	20.7	83/5800	90/3200	3/4*(T3)	BW35	16.3	75	C	45.5	20	15.5
Victor 2000	1975	21.0	104/5800	116/3200	3/4*(T3)	BW35	16.4	90	C	45.5	20	15.75
Victor 3300	3294	22.2	140/4800	185/2400	4*	PG	19.6	154	C	45.5	20	16.0
Ventora	3294	22.8	140/4800	186/2400	4*	PG	19.5	154	C	45.5	20	17.0
Cresta	3294	24.9	140/4800	186/2400	4/3*(T)	PG	20.8	154	HE	51	25	18.75
Viscount	3294	27.4	140/4800	186/2400	—	PG	21.3	—	HE	52	25	20.25

VOLKSWAGEN

1200	1192	14.9	34/3600	61/2000	4*	—	18.0	Na	I Tor	38	12.5	11.25
1300	1285	16.1	40/4000	64/2000	4*	—	18.5	Na	I Tor	38	12.5	12.0
1500	1493	16.1	44/4000	74/2000	4*	FS	19.5	Na	I Tor	38	12.5	12.0
1600	1584	18.1	54/4000	81/2200	4*	—	21.1	Na	I Tor	42	15	13.0
411	1679	20.0	76/5000	93/3000	4*	—	20.9	Na	I C	39	Na	15.0

VOLVO

131	1987	21.5	90/4800	119/3000	4*	—	17.7	105	C	42	20	16.0
133	1987	21.5	118/5800	123/3500	4*	—	17.7	98	C	42	20	16.0
142/144	1987	23.0	90/4800	119/3000	4*	—	17.7	105	C	44	20	17.25
142 S/144 S	1987	23.0	118/5800	123/3500	4*(T)	—	17.7	105	C	44	20	17.25
144	1987	23.5	90/4800	119/3000	—	BW35	16.9	Na	C	44	23	17.5
145	1987	23.5	90/4800	119/3000	4*	—	16.9	110	C	44	23	17.5
145 S	1987	23.5	118/5800	123/3500	4*	—	16.9	110	C	44	23	17.5
164	2975	24.5	145/5500	163/3000	4*(T)	BW35	19.5	148	C	44	23	18.25

WARTBURG

Knight/Knight Tourist	991	18.5	50/4200	71/2200	4	—	16.7	Na	I C	45	10	14.0
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