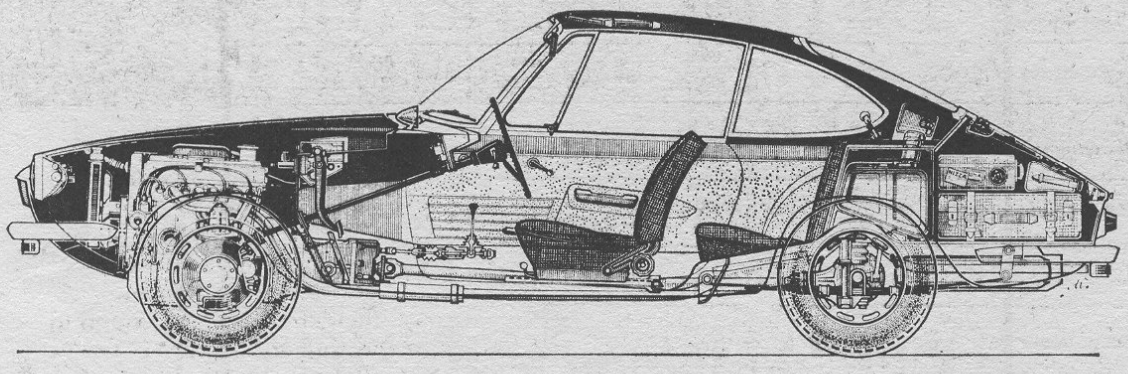
Glas introduces more powerful GT

From this angle the new Glas 1700 GT is indistinguishable from the 1300 GT



Fitted cases are needed to make the best use of the luggage space, but there is 2+2 accommodation within the compact Frua-styled body

At the end of this month deliveries will start of a more powerful derivative of the Glas 1300 GT. Externally the additional model, called "1700 GT" will be distinguished by a shallow air-intake on the engine bonnet. Chief difference is a 1,682 c.c. four-cylinder power unit developing 100 b.h.p. at a modest 5,500 r.p.m. but—like all Glas o.h.c.-engines—able to rev much higher.

The engine is a development of the 1·7-litre four-cylinder used in the 1700 four-door saloon (tested by *Autocar* on 11 December 1964). The compression ratio has been stepped up to 9·5 to 1 and the four cylinders inhale through two semi-downdraught 35 RH Solex carburettors which are unique in having no float chambers. They are fed with fuel from a 12-gallon tank above the rear axle by two mechanical pumps. The engine, of course, follows typical Glas style, having a five-bearing crankshaft, an alloy cylinder head with inclined valves operated by a camshaft driven with a cogged belt directly off the crankshaft front end. Short rockers (with hemispherical sockets screwed directly into the head casting) are located on the valve stems by nylon cups, bear directly on the cams. With a bore of 78mm and a stroke of 88mm the unit clearly belongs to the long-legged variety, which appears to be gaining favour again. The long stroke dimension certainly seems acceptable in this engine, which is particularly smooth and free from vibration.

Power is transmitted by a single dry-plate clutch and a four-speed all-synchromesh transmission of Getrag manufacture (it is in fact identical with the one supplied by Getrag for the BMW 1600/1800 models) and a divided propeller shaft to a live rear axle. A five-speed transmission may be supplied as an extra and instead of the standard differential, a self-locking ZF-unit may be specified.

The front wheels are carried on pressed-steel wishbones of unequal length. Coil springs are supplemented by additional air-rubber buffers. The rear axle is carried on three-leaf half-elliptics and located laterally by a Panhard rod. Disc wheels with 4·5in. rims carry 155-14in. high-speed tyres. Brakes are ATE-Dunlop discs of 9in. dia. in front and 10·5in. dia. drums rear.

The Frua-designed coupé body is built entirely in Italy at a rate of 10-12 per day and assembled at Dingolfing. Quite luxurious equipment, careful soundproofing and fairly heavy gauge sheet for the body panels seem to suggest that this GT model is primarily intended for fast and comfortable travel rather than for serious competition use. The makers claim a maximum speed of 115 m.p.h. for the 1700 GT and a fuel consumption (DIN, or estimated) of 32 m.p.g. The weight is given as 16·3cwt (1,830lb) with water and fuel.

The 1700 GT looks an interesting proposition and its price of DM 13,850 ex works (£1,260) does not appear unduly high in view of the performance and quality of the car.

The 1300 GT of course remains in manufacture as before. Besides the shapely coupé a neat roadster version is also made.

O. G. W. F. ■

Weir-type Solex carburettors are used without float chambers working off two mechanical fuel pumps and a spill tank