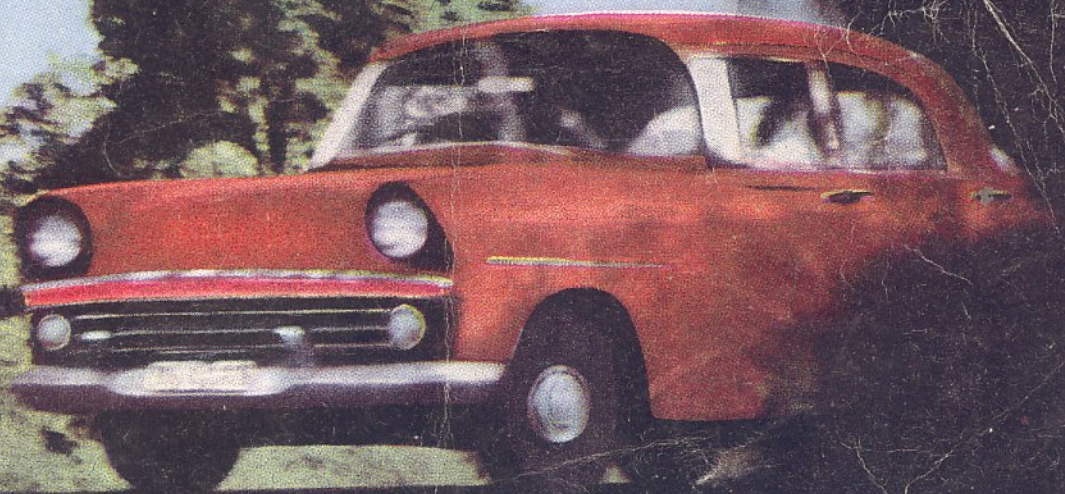


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Registered in Australia for transmission as a periodical.

AUGUST 1959 2/6

Scoop!
**HERE'S THE
NEW
HOLDEN**



.. more photos, details — pps. 42-45

modern
MOTOR

**ROAD
TEST**



LLOYDS TS

MAIN SPECIFICATIONS

ENGINE: 2-cylinder in-line, air cooled, single o.h.c.; bore 77mm., stroke 64mm., capacity 596 c.c.; compression ratio 7.2 to 1; maximum b.h.p. 25 at 5000 r.p.m., maximum torque 29ft./lb. at 3000 r.p.m.; Solex downdraught carburettor; 6v. ignition.

TRANSMISSION: Integral with engine; single dry-plate clutch; 4-speed gear-box synchromeshed on all gears; over-all ratios—1st, 22.3; 2nd, 11.6; 3rd, 7.5; top, 5.0 to 1; front-wheel drive via double universal-jointed driveshafts; final drive ratio 4.87 to 1.

SUSPENSION: Independent all round; transverse semi-elliptics and anti-roll spring at front, trailing wishbones

and coil springs at rear; telescopic hydraulic shock-absorbers all round.

STEERING: Rack-and-pinion; 2½ turns lock-to-lock; 34ft. 6in. turning circle.

WHEELS: Steel discs, with 4.25 by 15in. tyres.

BRAKES: Hydraulic; lining area 70.7 sq. in.; mechanical handbrake acting on rear wheels.

CONSTRUCTION: Central tubular backbone; cross-members and floor plates welded into one platform.

DIMENSIONS: Wheelbase 6ft. 7in.; track, front 3ft. 5½in., rear 3ft. 7½in.; length 11ft., width 4ft. 8in., height 4ft. 7in.; ground clearance 5in.

DRY WEIGHT: 11cwt.

FUEL TANK: 5½ gallons.

PERFORMANCE ON TEST

CONDITIONS: Cold and fine for 120 miles, cold and wet for 40 miles; two occupants, premium fuel.

MAXIMUM speed: 74 m.p.h.

STANDING quarter-mile: 25.5s.

MAXIMUM in indirect gears: 1st, 20 m.p.h.; 2nd, 35; 3rd, 55.

ACCELERATION from rest through gears: 0-30, 6.6s; 0-40, 12.0s; 0-50, 18.2s; 0-60, 38.1s.

ACCELERATION in top (with 3rd in brackets): 30-40, 10.8s (6s.); 40-50, 10.5s (6s.); 50-60, 13.2s; 60-70, 20-30, 4s.

BRAKING: 31ft. 4in. to stop from 30 m.p.h.

FUEL CONSUMPTION: 52 m.p.g. overall.

SPEEDOMETER: Accurate at 30 and 60 m.p.h.

PRICE: £820 including tax

THE new, more powerful, glamorised version of the Lloyd-Hartnett 600, just released in Australia and known as the Lloyd TS, is indeed a mixed kettle of fish.

It's hard to be purely objective about it in a road-test report, as there is so much about the car that you like and some things you don't like. In some respects it's a sort of mobile contradiction.

For instance, the well-designed seats, built-in heater and demister, screen-washer, ashtrays front and rear, pleated door pockets and blinking turn indicators all give you a sense of comfort usually associated with far pricier vehicles — yet, after a long drive, the things you remember most are the vibration and noise, which even liberal use of insulation under the bonnet fails to absorb.

Performancewise, however, the TS is right in there pitching, with acceleration and speed that are really lively for its size. The tiny (596 c.c.) engine does a big job; on our test it hustled the 13cwt. of car and occupants from 0 to 50 m.p.h. in 18.2 seconds, and covered the standing quarter-mile in 25.5 sec.

But I still feel that the appellation of TS — meaning Touring Sport —

A genuine 70 m.p.h. maximum, with 52 m.p.g. economy and many luxury features — that's the Lloyd TS, says Bill Daly

is a little ambitious in the case of the Lloyd. Although it is definitely sporty for a midjet four-seater saloon, the car's general handling ability does not quite measure up to "touring sport" standards.

More of that anon — meanwhile, here are a few technical details.

Mechanical Changes

Engine is basically the same air-cooled, vertical four-stroke twin as in the normal Lloyd—a well-designed unit, with the valves operated by an overhead camshaft and roller bearings on crankshaft and conrods. But compression ratio has been raised from 6.6 to 7.2 to 1, so improving thermal efficiency that the TS model returned a better fuel consumption figure than

Little Lloyd

I had previously obtained from the standard car.

A new pump-type Solex carburetor allows a lean setting for cruising speeds, the extra amount of fuel required for brisk acceleration being supplied by the pump.

Bigger valves and inlet manifold also assist in raising power output to 25 b.h.p. at 5000 r.p.m. — an increase of six b.h.p. and 500 revs over the standard model.

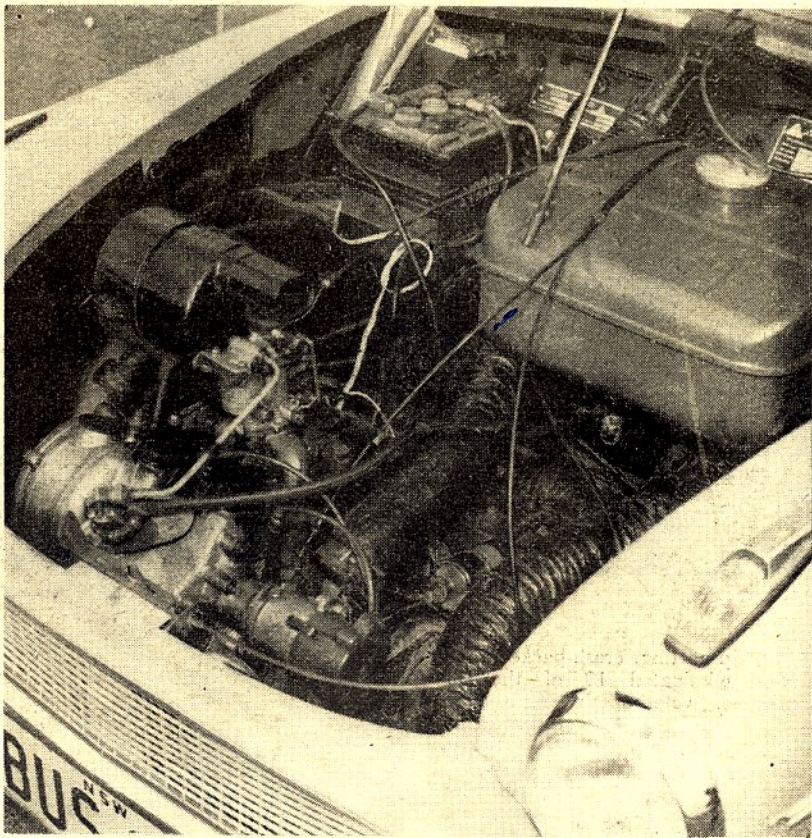
Piston speed of the TS motor at 5000 r.p.m. is only 2082 feet per minute, so the little car should be able to cruise all day at its maximum speed of 70 m.p.h. — in theory, at any rate.

Rest of specifications are virtually identical to the standard model's. The engine, in unit with a four-speed gearbox and diff, is mounted just forward of the front axles, which it drives. All four forward speeds are synchromeshed — but, even so, first and second are not always easy to engage via the rather whippy steering-column gearshift.

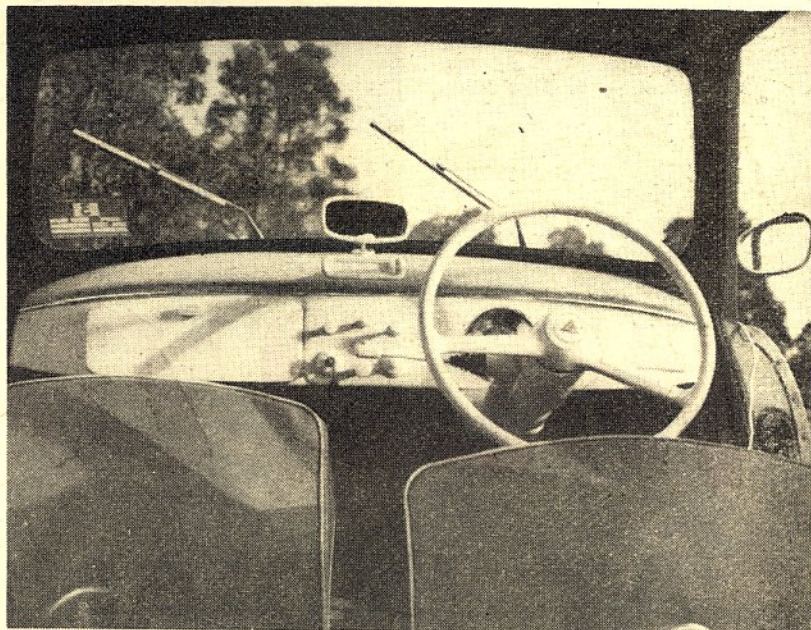
Spur-gear drive to the diff and double-jointed driving shafts to the front wheels complete the transmission picture.

The chassis is a central backbone,

(Continued on page 79)



ENGINE retains 596 c.c. capacity of standard Lloyd unit, but higher compression, bigger valves and new carby boost output to 25 b.h.p.—an extra 6 horses. **BELOW:** Equipment includes better seats, screen washer, heater-demister, padded dash, twin sun visors and wing mirror.



this stage, as Brooks' Ferrari had been outed by a bad oil leak on lap 43, and Shell's BRM stopped on lap 47 with a seized engine, soon after its undertray had worked loose.

Stirling now had the crowd on their feet, yelling themselves hoarse as he closed on Bonnier. The Swede remained unflustered and still drove at his own personal limit. The leading pair were now well ahead of Brabham, who was driving to hold his third place and at the same time save his tyres.

On lap 59 Moss passed Bonnier to take the lead, and by lap 62 his Cooper was 3sec. ahead of the BRM. But then the gremlins struck at Moss again.

On the very next lap, with only 32 miles to go, his Cooper's Italian gearbox cried enough, leaving Moss a miserable spectator, just as it had done at Monaco, where it robbed him of certain victory.

Moss' only consolation was that he had earned one point by clocking the day's fastest lap in the record time of 1min. 36.6sec. (97.19 m.p.h.).

Final Stages

Only now did the race turn into the familiar procession that we so often see in Grand Prix events. Bonnier led Jack by 26 sec., and teammate Shell gave the Swede the slow-down signal. In third place was Masten Gregory, then Ireland, Behra, Trintignant, P. Hill, G. Hill, Allison and de Beaufort.

This order was maintained during the final 12 laps, although at the end Jack closed to within 14sec. of Bonnier. As Bonnier crossed the line, a rush of mechanics, team-managers, photographers and officials, who for ten years had waited for this moment, stormed the BRM pits to shower their congratulations upon a completely stung BRM team.

Equally pleasing to us Aussies was Jack Brabham's fine drive into second place, backed up by his team-mate Masten Gregory's third place. Lotus had earned a well-deserved fourth in a remarkably fine debut by Innes Ireland, driving in his first Grand Prix.

Ferraris and Aston Martins crept away to lick their wounds and prepare for another day.

Incidentally, the tyres of Brabham's Cooper just lasted the distance—the front ones had the merest outline of the tread left on them, while the inside treads of the rear tyres had been completely worn off. Which shows how wise Jack was to save his rubber.

OFFICIAL RESULTS: 1, Bonnier (BRM), 2h. 5m. 26.8s.; 2, Brabham (Cooper), 2h. 5m. 41s.; 3, Gregory (Cooper), 2h. 6m. 49.8s.; 4, Ireland (Lotus), 74 laps; 5, Behra (Ferrari), 74 l.; 6, P. Hill (Ferrari), 73 l.; 7, G. Hill (Lotus), 73 l.; 8, Trintignant (Cooper), 73 l.; 9, Allison (Ferrari), 71 l.; 10, de Beaufort (Porsche), 68 l. Fastest lap: Moss (Cooper), 1m. 36.6s. (97.19 m.p.h.). ●●●

NEXT HOLDEN

The extra output will be needed to deal with the automatic transmission which GMH plan to offer on the Holden as an extra. They have been experimenting since last December with a U.S.-designed unit fitted to a Holden station sedan, but are not yet fully satisfied with the results — and they also want to make sure the transmission isn't too costly before offering it to the public.

In the interim, says a rather dubious rumor, they may introduce overdrive as an optional extra.

Price of the FB Holdens? — Well, GMH have gained a lot of friends with their policy of giving customers more for the same money with each

new model; so, even if they have to raise the ante this time, you can bet the increase won't be big.

The exact answer to the price question won't be known for about six months yet. Meanwhile, our hat's off to GMH for producing another winner for Australia.

They seem to know better than anyone else just what Australians want. The six-cylinder engine, the general package size of the car, the neat blending of modern features with the attractive yet ever-so-slightly conservative styling of this latest model — they're the things that make our motorists reach for their chequebooks. ●●●

LLOYD TS

(Continued from page 25)

with cross-members and floor plates welded into one platform, to which the all-steel body is bolted.

The TS is independently hung at the front end by semi-elliptic springs and auxiliary anti-roll spring, while the stern is held up by trailing wishbones and coil springs. A transverse torsional stabiliser bar is fitted, and there's a telescopic shock-absorber at each corner.

Body, Equipment

Bodywise, the TS looks—and is—a glamorised version of the standard model. External embellishments include a more stylish chromed air-intake grille, fancy hub caps and rims, and chrome rubbing strips along both sides.

Inside, the individual front seats have been widened and reshaped for maximum comfort. Adjustable for reach and rake, they are really comfortable. All-round visibility from the driver's seat is excellent.

The rear bench-type seat is wide enough for two adults; but if the driver and front-seat passenger happen to be long-legged six-footers, leg-room in the rear is reduced almost to zero. Headroom is ample, however, and armrests and ashtrays give rear-seat passengers some compensation.

A fair-sized glovebox and big, pleated pockets in both doors offer plenty of storage space for small articles.

There's a surprisingly generous boot, too — and when travelling two up, you can get almost unlimited luggage space by folding the rear seat forward and removing its backrest. During the test I managed to fit a six-foot folding dinghy into the car in this manner, complete with seats and oars.

Bonnet and boot must be unlocked from inside, and the quarter-lights

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