



*MONTE*  
*CARLO GT850*



## SPORTS CAR? HARDLY.

As any car buff knows:

a sportscar is low slung . . .  
has two leather bucket seats,  
separated by a large transmission  
with a short-throw stick shift  
(known as "four on the floor") . . .  
A long, eye-level hood with  
wheel-hugging fenders . . .  
not much room, head- or hip-wise . . .  
and leg-wise you sit there, straight out,  
with your feet tucked up, but . . .  
high compression. And wow.

Also, some sports cars come with jump seats, hard tops, soft tops, small trunks, wire

wheels, stiff shocks and good cornering. It all depends how they're made. And how they handle — on the road or on the track. Off the track, most sports cars should stay today. They're built for the road . . . and average drivers. Not pros.

Yet average drivers with a special bent for driving or speed or cornering or performance haven't much choice: It's either the new roll-up-window, squared-off sports cars from Europe . . . or play Make Believe with a stick-shift compact from Detroit.

The SAAB Monte Carlo GT 850 presents no such compromise Detroit-wise. And concedes nothing, sports car-wise. It can beat a sports car. Yet couldn't possibly disguise as one.

For example:

The Monte Carlo is high slung (6-inch road clearance, and full head room) . . . has bucket seats, but unlike the one's you'll find in most sports cars and all American cars.

The floor is flat because the transmission is between the front wheels (not the seats).

The gear shift's on the wheel (not the floor). But there's "four".

The hood's not low and long, but gently sloped (like a wing).

The room inside is absurd . . . so you sit there, casually, like you might at home, amid soft upholstery, lining, foam, curves, cushions, back rests, head rests, s-i-l-e-n-c-e. And . . .





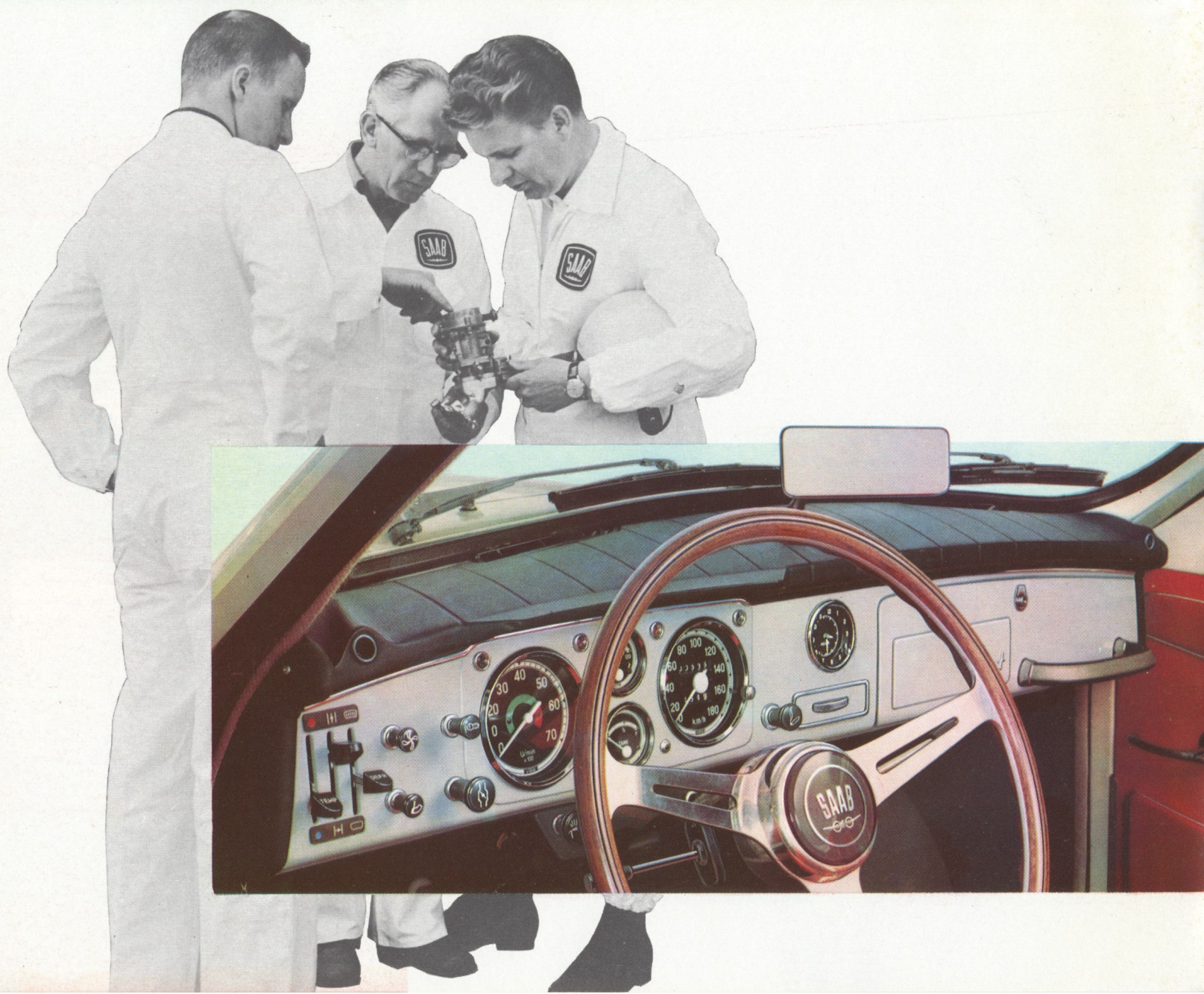


## ...EQUIPMENT

Race Equipment.

Driving Equipment.

Fine, one-piece wooden racing wheel: authentic. Large circular aircraft type instruments: speedometer, tachometer, temperature gauge, fuel gauge, electric clock, foam-padded dash, foam-padded sun visors, rally handle, huge lockable glove compartment, courtesy lights, and easy-to-reach control knobs. On the left, controls to a fresh-air heater-defroster system that is second to none — anywhere. See the port above them on the dash? Left and right? They demist and defrost the side windows. Close **all** the windows. Open the vent. Through-flow, aerodynamically directed fresh-air — with the windows closed. Air enters at the cowl, circulates (in five directions) and gets exhausted out through vents in the body at the rear. Strange. And Great. And Comfortable. Also, you get twin windshield washers, a cigarette lighter, back-up lights, side view mirrors, safety belts, a sense of having gotten an awfully good bargain without paying one cent extra for "optionals", and ...



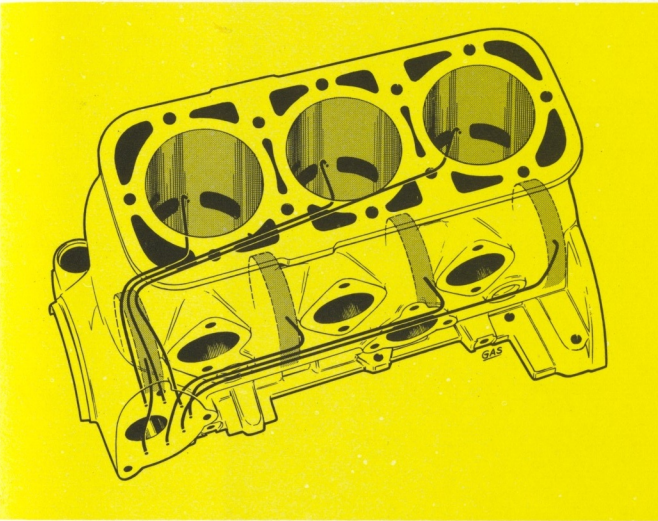


## ...INDOLENCE

In the Monte Carlo GT 850, it starts with a pair of oversized, foam bucket seats that belong in a Ferrari. For example: the massive, chrome-plated seat bracket — gateway to 10 backrest angles, including flat out for sleeping. Also 9 to-and-fro seat positions. And kidney cushions that can be placed at any height. Headrest for the navigator. Map pockets on both seats. Large storage compartments in the front doors. Adjustable armrests. Back seat: full room for two: no more. Ashtrays, foam seats and again, large storage compartments — inside the armrests. On the floor, a bouclé rug. Upholstery: the most expensive vinyl, costliest cloth. Red, blue, brown or grey, depending on body colors. In all, the inside of the Monte Carlo GT 850 is a kind of plush den that is awfully easy to fall victim to. Demands character. Plus the ability to accept elegance with poise. But try not to relax too much. The Monte Carlo has...







## ... VELOCITY

From just 3 cylinders. And a carburetor for each one. A few (very few) race cars have this arrangement. But lots of them deliver over 1 HP per cubic inch of piston displacement like this engine does. **Race** cars. Not **sports** cars. Then the comparison ends. The Monte Carlo has frontwheel drive that lets it out-corner sports cars. **Pulls** through turns. **Grips** on slick, loose or wet surface. Unwinds full engine torque directly to the drive wheels to produce a handling sensation you can only experience behind the wheel. Three-cylinder engine? Yes. Two-stroke. Only 7 basic moving parts. No oil pan. Instead, an oil reservoir. Fresh oil pumped to cylinders, bearings, rods. And burned with the gas. True efficiency. Fantastic engine.

## SPECIFICATIONS

### ENGINE

Two-stroke type; 3 cylinders in line; water-cooling; 51.3 cu.in. displacement (841 c.c.); 2.76" bore x 2.87" stroke; 9.0 to 1 nom. comp. ratio; max. output 57 b.h.p. (SAE-rating) at 5,000 r.p.m. (52 b.h.p. DIN at 4,500-5,000 r.p.m.); torque 69 lb. ft. at 3,500 r.p.m.

Cast iron cyl. block; light alloy cyl. head. 4 main bearings. Three parallel-linked down-draft SOLEX 34 BIC carburetors. Electric fuel pump. (Use premium gasoline without adding oil.)

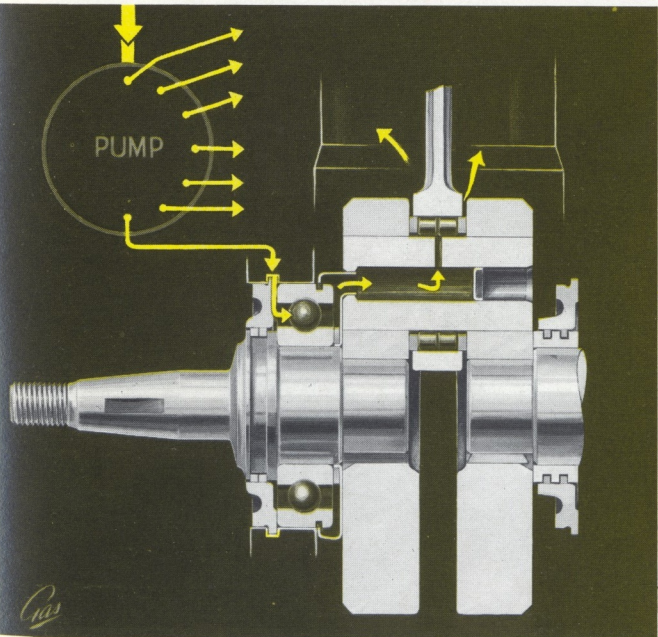
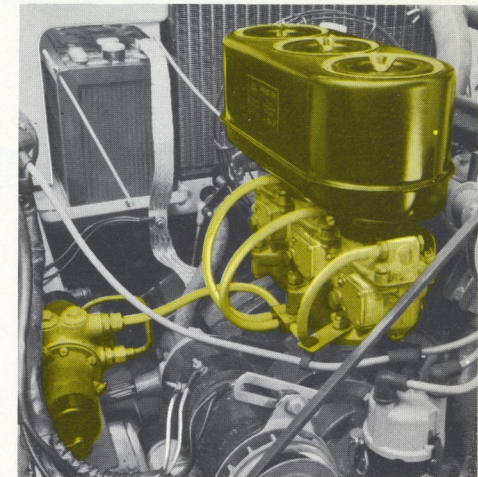
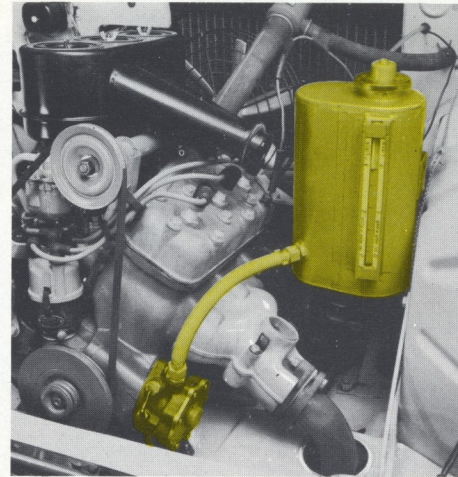
Oil is supplied to the engine from a separate tank of about one gallon capacity (4 litres). A pump driven by the crankshaft feeds oil through ducts in the engine block to the cylinders and main bearings, and from there on to the connecting rod bearings.

The engine is water-cooled and fitted with circulating pump, fan and thermostat.

The cooling system, with heater, contains about eight quarts.

### TRANSMISSION

Front wheel drive. Free-wheel. Single cushion disc, dry-plate clutch. The engine is built with



clutch, gearbox and differential forming a unit between the traction wheels.

Four-speed gearbox with synchromesh on all forward ratios. The gear shift lever is mounted on the steering-column. Overall gear ratios: 1st, 18.3 to 1; 2nd, 10.8 to 1; 3rd, 6.6 to 1; 4th, 4.3 to 1; reverse 16.7 to 1. Final drive ratio is 5.1 to 1 (7/36). Top gear speed at 1,000 engine r.p.m. is 16.2 m.p.h.

### SUSPENSION

Coil springs and hydraulic telescopic shock absorbers on all four wheels. Individual suspension on the front wheels. The rear axle is a rigid U-shaped tube with swept-back ends.

### STEERING

Rack-and-pinion steering. Ratio, steering wheel to front wheels, 14 to 1 average. 2 1/4 turns from lock to lock.

### BRAKES

Dual hydraulic system Lockheed foot brake (two independent hydr. circuits, each acting on one front wheel and on the diagonally opposed rear wheel). Disc brakes on the front wheels. Disc diam., 10 3/4 in. 8 in. drum brakes at the rear.

Mechanical hand brake, acting on the rear wheels.

### WHEELS and TIRES

Wide base disc wheels; 4J x 15" rims. 155 x 15" competition type tires.

### ELECTRICAL SYSTEM

12 V, 33 Ah. battery; 0.5 h.p. starting motor. 300 W generator, max. output 25 amp.

### DIMENSIONS

159" in over-all length. 62" over-all width. 58" height (unloaded). 48" tread front and rear. 98" wheelbase. 6" road clearance. Turning diam.: 36 ft. 13 cu.ft. trunk space. Curb weight (est.): 1,940 lb. Fuel tank (rear mounted): 10.5 gallon, approx.

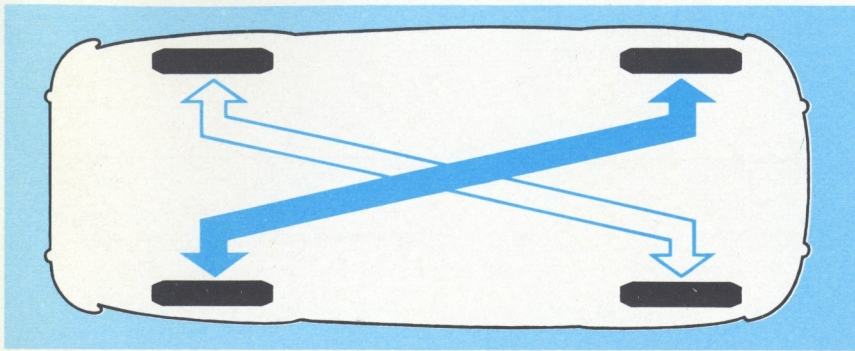
### PERFORMANCE DATA

Acceleration: standing quarter mile 20.0 sec.; 0-50 m.p.h. through the gears in 10.5 sec. Max. speed 90 m.p.h.

Oil and gasoline capacity figures are given in U.S. gallons or quarts.

Manufacturer reserves the right to change specifications and equipment at any time, without notice.





**UNIQUE BRAKES.** On the front wheels: disc brakes. Rear wheels: oversized, air-cooled drums. But: two-chamber master cylinder with independent hydraulic lines that connect the front wheel on one side with the rear wheel on the opposite side. Redundant. If one fails, you still get effective braking on both sides of the car. Uniquely safe.

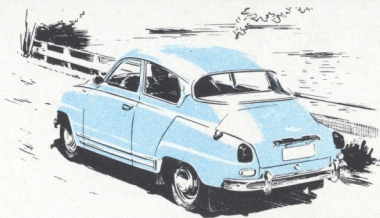
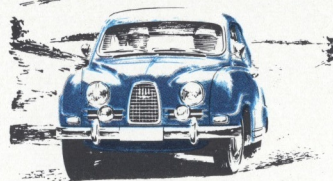
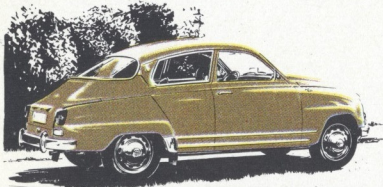
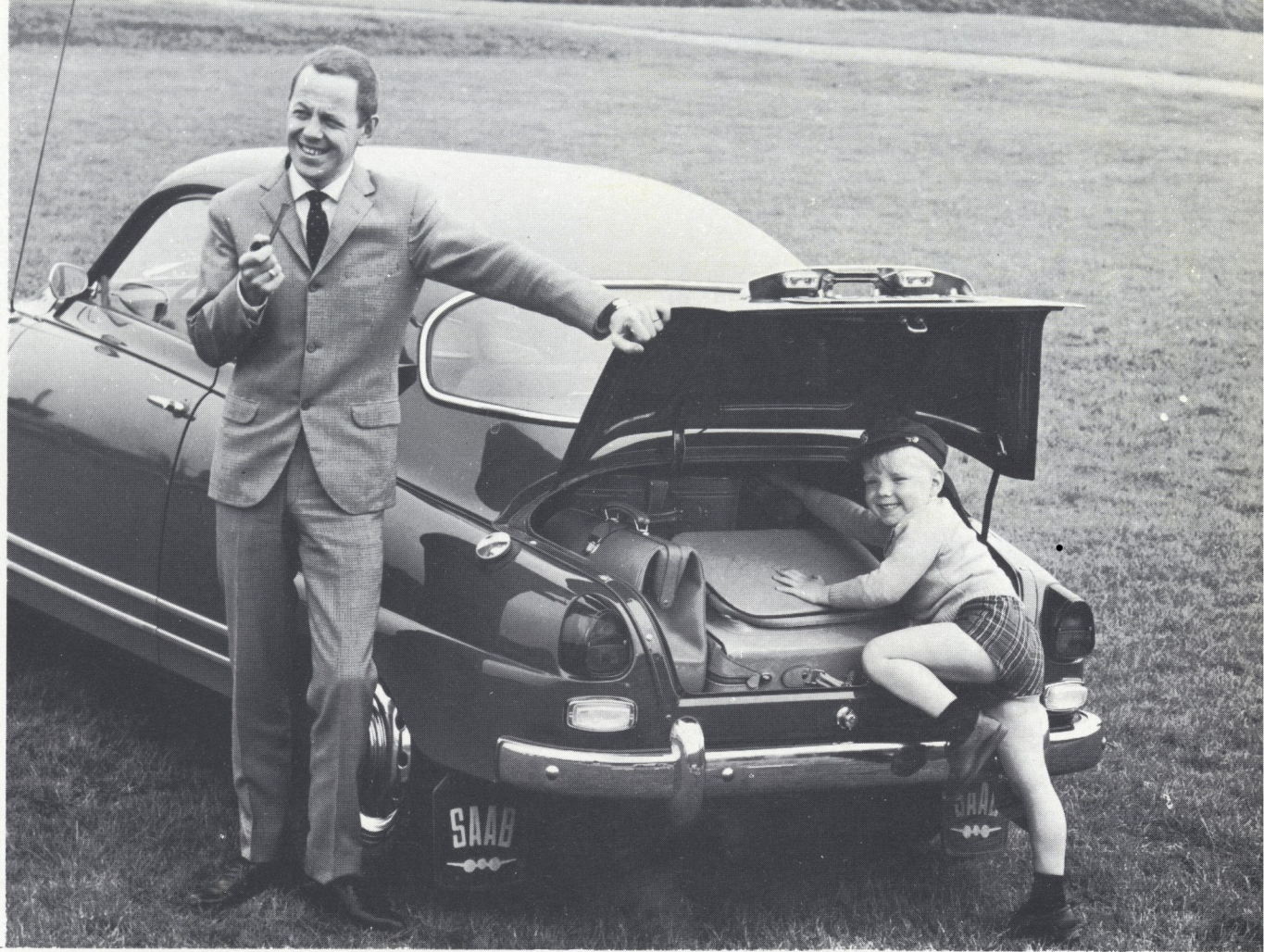
SAAB OVERSEAS, INC. New York, N.Y. — New Haven, Conn.

SVENSKA AEROPLAN AKTIEBOLAGET Linköping — Trollhättan, Sweden



**S-A-A-B** stands for Svenska Aeroplan Aktiebolaget, Saab Aircraft Co. — manufacturer of Mach-2+ jet aircraft, electronic equipment, and three of the best engineered automobiles in the world.

**THE TRUNK** of the Monte Carlo GT 850 is very large. It holds 13 cubic feet. Remember, the differential is up front.







**THIS MONTE CARLO GT 850** is being driven by Erik Carlsson in the 1,250-mile Rally to the Midnight Sun. An unbelievable endurance and driving trial. It won its class, but also beat out a bevy of higher-powered sports cars and sedans. It usually does... coldly bursting bubbles. In fact, it's reached the point where people are beginning to wonder a little.