

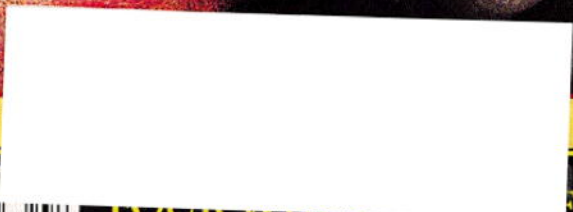
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CAR AND DRIVER

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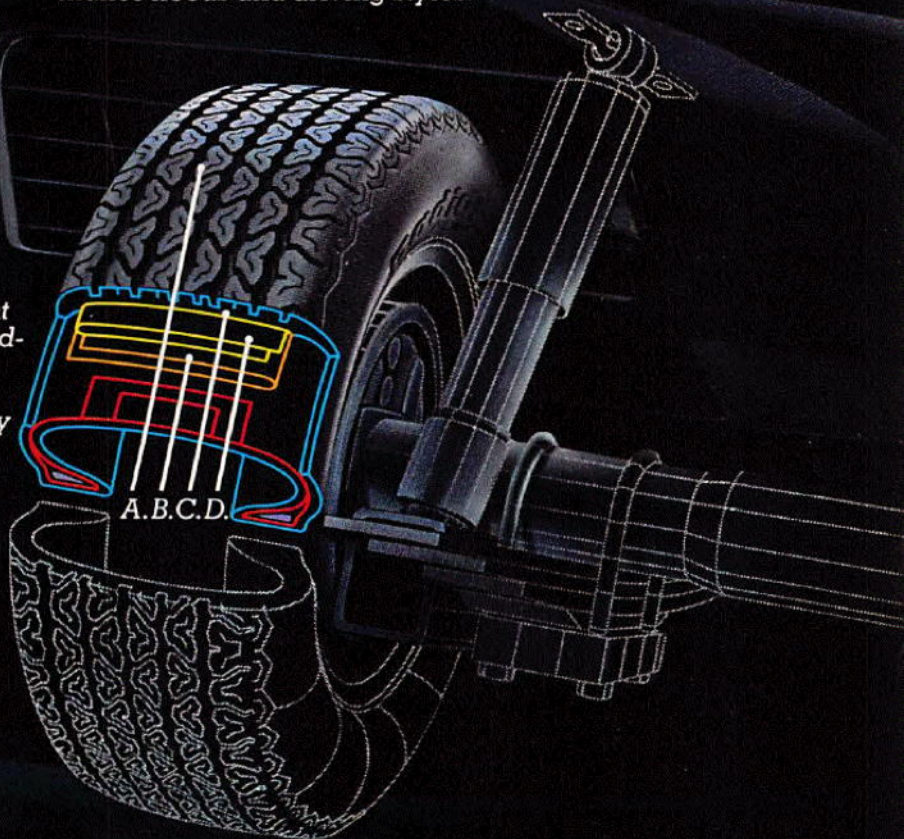
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Cover photography by Aaron Kiley, location courtesy of Angelo's

Fun may be the most im

When Roland Kussmaul is tired of meetings, tired of wearing a tie, tired of hearing his phone ring, he leaves his office in the racing compound a few hundred yards west of the test track, to do the one thing he never gets tired of doing.

Driving.

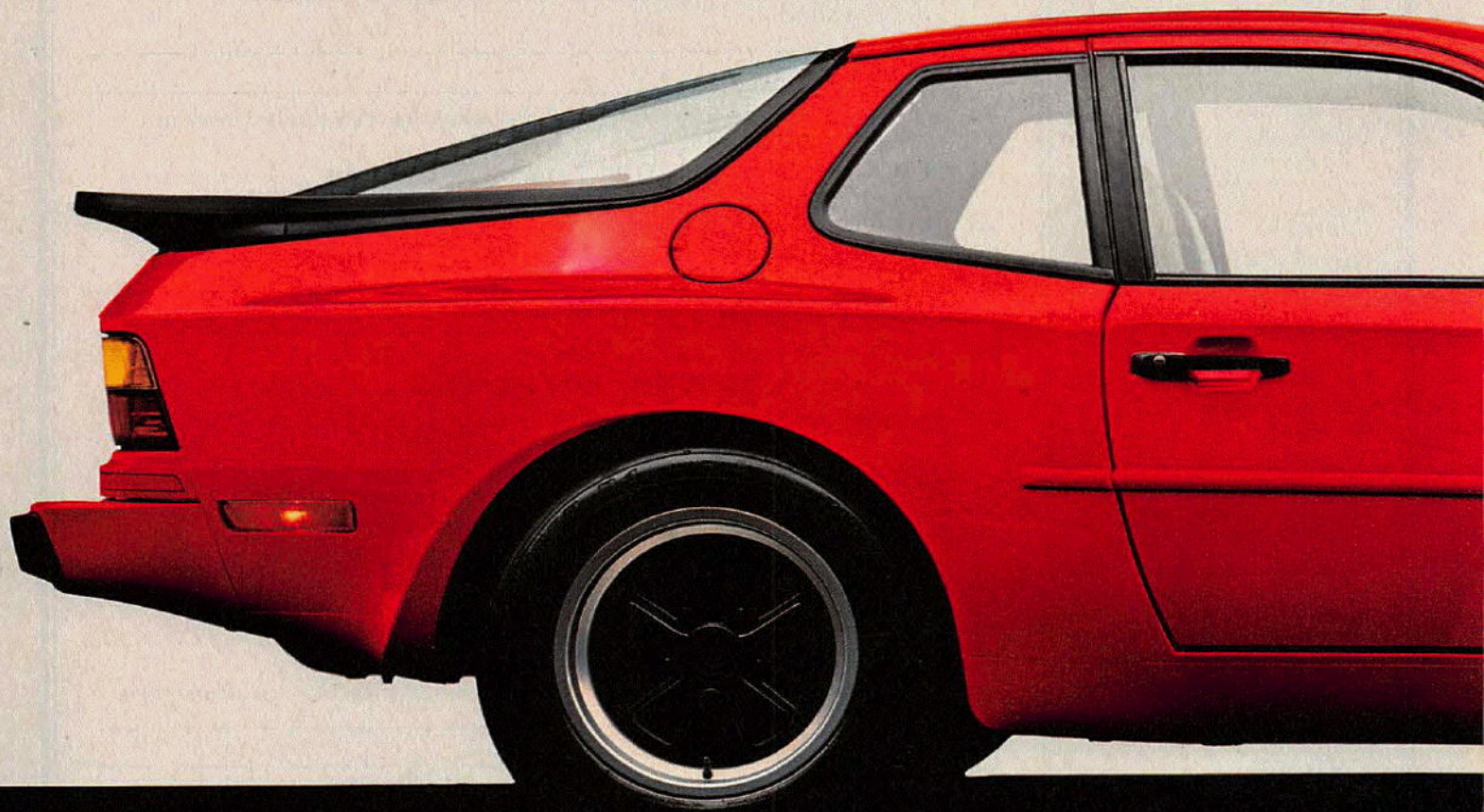
Not driving as people who wear

ties know it. But driving as Kussmaul knows it.

Putting the car a little bit sideways.

Kussmaul is a professional test driver. Which means he can detect a millimeter's difference in the thickness of a sway bar or a 5% adjustment in a spring rate. In a single test lap.

Kussmaul was Project Leader for our customer-owned 956 race cars. Project Manager on our SCCA 944



important discipline of all.

racer. And when he isn't helping tune the suspension of the Paris/Dakar 4-wheel drive car, he's out crossing African deserts in one.

Needless to say, a man like Roland Kussmaul isn't easily entertained.

Which says something about the Porsche 944.

A car Kussmaul drives not

because it can do 0 to 60 mph in 8.3 seconds.

Not because its transaxle design helps make it the best handling production sports car on the market. Even when driven to Kussmaul's limit.

And no, not for its newly designed, 928-like interior. But for what may be the best reason of all to drive any Porsche.

The fun of it.



PORSCHE



944 4-cylinder, in-line, single overhead camshaft, liquid-cooled, front-engine, 2479cc's, 143 hp., transaxle. Weight: 2778 lbs. Top speed: 130 mph.

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ESCORT #1

ESCORT #1,000,000



Can you see the difference? They may look the same, but continuous development makes today's ESCORT as revolutionary as the first one built.

"If you can imagine the Turbo Porsche of the radar detectors, this is it!" That was *Car and Driver's* assessment of ESCORT when it was new on the market.

Stating the Obvious

The Porsche analogy was clearly there. Just as that German maker had revolutionized automotive performance with its turbocharged 930, ESCORT had innovated radar detector design with its superheterodyne receiving circuitry. **"In no test did any of the other detectors even come close,"** the critics concluded.

The Porsche analogy still fits. While the body of today's ESCORT looks the same as the original, the electronics inside are entirely different. That's because we keep developing better ways to warn you about radar. And whenever one of these ideas proves itself in the lab, we put it into production as soon as we can make the parts.

No Planned Obsolescence

So, ESCORT has never had model changes. Just performance improvements designed to extend that early lead. How are we doing? Well, *Car and Driver* just published its latest detector test, this one comparing remote-mounted models. ESCORT is intended for dashtop or visor mounting. However, the magazine testers chose it as the reference, the standard against which the performance of the others should be measured. And once again, none of them even came close.

Looking Under the Hood

What kind of electronic innovations could keep ESCORT on top for seven years? There have been so many that a detailed listing would be as thick as a Porsche parts book. But here are a few of the highlights:

Antenna ridge profile modified, improve pattern and impedance match. Power cord modified, incorporate inline disconnect and provision for polarity reversal. Signal processing expanded in "city" position, time integration of weak signals, fewer false alarms. Gunn oscillator redesigned, reduced turn-on voltage. Power cord assembly modified, coaxial plug and socket disconnect at rear panel with split center pin, positive connection and greater reliability. Aluminum antenna die casting modified, one piece for 53% larger aperture, increased sensitivity and reliability. Hewlett Packard power-on LED replaced smaller LED, higher efficiency. Front and rear panels redesigned, thin-wall Lexan injection molding, higher impact strength. Antenna assembly redesigned, incorporate 90 degree polarity change, improve reception through composite automotive glass. Waveguide redesigned, computer-generated double-ridge implemented, increased sensitivity. Antenna aperture enlarged, area increased 43%, improved sensitivity. Gunn oscillator, microwave mixer, and antenna integrated, improved reliability. Sweep duration doubled, increased sensitivity. Custom analog and CMOS digital integrated circuits incorporated, increased reliability and accuracy. Quartz crystal timebase incorporated, improved accuracy. ST/O/P Digital Signal Processor implemented, eliminate false alarms caused by spurious emissions from other radar detectors. Lighter plug redesigned, accommodate wider range of vehicles. Lighter-plug adapter included, accommodate certain European cars. One-piece front panel wiring harness incorporated, improved reliability and serviceability. Digital logic fully integrated, full custom CMOS device, fewer external logic interconnects. Stripline single-balanced mixer incorporated, discrete-matched Hewlett Packard microwave diodes, increased sensitivity. Second stage added, 1 Ghz microwave front end, increased sensitivity. Power-on reset circuit refined, assure 100% repeatable test sequence. Meter housing material changed, high temperature plastic alloy, improve performance and reliability. 2nd I.F. filter (10 MHz) refined, improved reliability and consistency.

The Price of Progress

Despite the constant revision of its electronics, a few things about ESCORT haven't changed. Price is one of them. *Car and Driver* quoted \$245 back in 1979, and it's the same today.

Warranty remains the same as well; a one-year limited warranty on both parts and labor. And never mind the number of revisions since day one, we still service those early models should they need attention for any reason.

Whom Can You Trust

We still sell ESCORT the same way we always did, too. Direct from the factory only. We think it's easier for you; no search for parking, no misinformed sales clerks. Dial us toll-free when you're ready. We're just a parcel delivery away.

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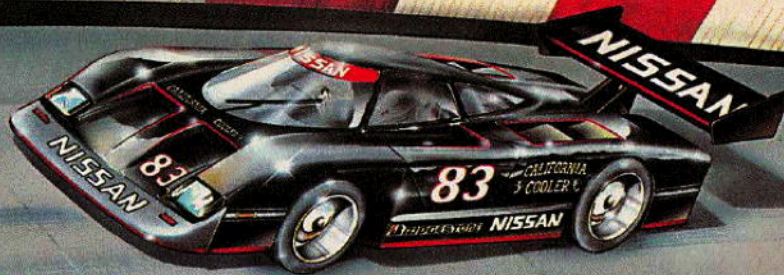
Kings: 8 mg "tar," 0.5 mg nicotine—100's Reg: 10 mg
"tar," 0.7 mg nicotine—100's Men: 9 mg "tar,"
0.7 mg nicotine av. per cigarette, FTC Report Feb.'85.

flavor in a low tar.



Low Tar
'Enriched Flavor.'
Kings & 100's.

MERIT



Inside Major Motion.

How Nissan's racing technology stays in the lead.

Because most street engines would have a hard time adjusting to the demands of the race track, most auto manufacturers design special engines for racing. Yet, Nissan has taken a different, more unusual approach with our new GTP ZX Turbo. The engine propelling this all-new racing vehicle will be a version of the same V6 used in Nissan's 300 ZX.

At the heart of the engine is a modified, cast-iron stock block that was designed with the aid of Finite Element Analysis, a computer technique that simulates a nearly infinite variety of stresses. This has allowed for an extremely stiff, compact layout that permits the use of equally compact components such as a rigid, lightweight crankshaft and connecting rods.

The result is an engine that can go from the street to the race track. An engine that will turn in 650 hp at 8000

rpm and a torque of 500 ft.-lbs. at 5500 rpm. An engine that will propel the GTP ZX Turbo to an estimated speed of 215 mph.

A CHASSIS THAT'S BOTH STRONG AND LIGHTWEIGHT.

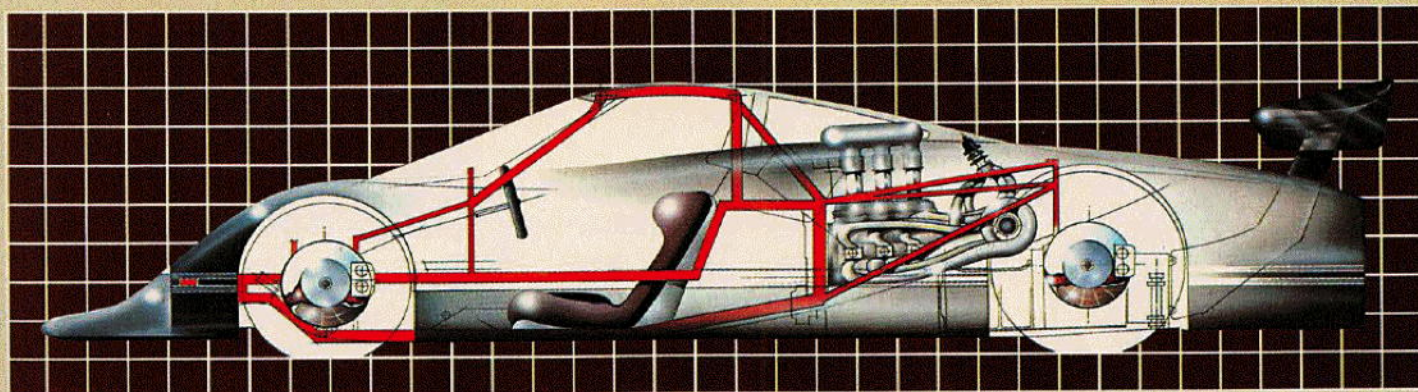
The GTP ZX Turbo used the most elaborate design techniques available to develop a chassis that's both strong and lightweight. The tub is constructed of aluminum honeycomb and Kevlar, the same material that bulletproof vests are made of. The Kevlar was combined with carbon fiber and then the entire chassis was put through a high-temperature baking process to ensure the maximum strength possible.

Other innovative features include front and rear disc caliper brakes with four pistons on each wheel for extra

braking power. There are also carbon fiber brake pads to provide a higher temperature range tolerance.

TECHNOLOGY THAT MAKES A DIFFERENCE.

Of course, one of the best ways to appreciate all of this advanced racing technology is to see the GTP ZX Turbo in action, and you can because it will be racing in IMSA events around the country. When you see it out there charging for the finish line, remember that it's going for more than just a win. It's out there testing components and extending the limits of performance. It's putting Nissan's racing technology to the ultimate test by pushing it to the limit, because we never forget that what we're in the pursuit of is excellence in the cars and trucks we sell.



COME ALIVE, COME AND DRIVE

NISSAN
MAJOR MOTION



DRIVER'S SEAT

Driver education, in the view of a man whose stepdaughter is taking same.

• Our home state, Michigan, was hit harder than most in the recent recession. This led to cutbacks of all kinds. There were nice ones, like fewer state police out on the roads, and some fairly grim ones, like the one I learned about this morning when I gave a speech to a conference of Michigan driver-education professionals. What I learned was that Michigan no longer requires a driving test for a kid to get his or her driving license. Go through the motions in driver ed, fill out the forms, take your chances with the written test, and you're free to drive until you've killed so many people that they can't ignore you anymore. Herewith, an excerpt from my remarks . . .

I learned to drive sometime during World War II, using a 1940 Oldsmobile that belonged to my father.

During my second or third hands-on driving experience, I turned a 90-degree corner from one gravel road onto another, failed to center the steering successfully, and put the car into the ditch, quite a steep, deep ditch. My mother, who was recovering from a serious illness and using a lot of phenobarbital, and my five-year-old sister, who is now the principal of a middle school here in Michigan (and could probably use a little sedation herself), were a bit more disturbed by the experience than perhaps they needed to be, but I can still hear their shrieks as the horizon tilted and that Oldsmobile slid inexorably into the cattails.

Less than ten years after that I was applying for a racing driver's license, so that I might become an amateur road-racing driver in events sanctioned by the Sports Car Club of America. I had absolutely no experience as a racing driver, save a few outings at gymkhanas, or time trials on frozen lakes, or the odd hill climb. Nonetheless, I was duly given a license to go risk my life and those of others at road-racing circuits all over the country, which I did.

It wasn't until 1963 that I actually attended a driver-training school. By then I was the editor of *Car and Driver*, and the school was the Carroll Shelby School of High Performance Driving at the Riverside race-track at Riverside, California. I was there for three days, driving a 289 Shelby Cobra while a guy named Pete Brock showed me



the fine points of hundred-mile-per-hour cornering, late braking, lift-throttle oversteer, and a host of other things that I find of enormous value in my daily drives back and forth to the office.

Since then, I've also spent time at the Bob Bondurant school at Sears Point in California, and the John Powell driving school at Mosport Park, near Toronto. Sometime this summer, I hope to go to a school for rally drivers in Wales. Right now, I'm sending a daring and good-humored woman who works for me—Jean Lindamood—to check it out before I commit myself.

Furthermore, I'd like to do a refresher course at the Bondurant school, during the next year or so.

I'm not doing any of these things because I still harbor any delusions about being a racing driver. I have attended those schools, and will continue to do so, because I believe that driving a car is considerably more demanding and dangerous than flying an airplane, and I want to be reasonably certain that my skills are everything they should be each time I slide behind the wheel of a car. Which is often, because I presently drive about a hundred thousand miles a year.

My stepdaughter, a gorgeous fifteen-going-on-twenty-eight-year-old, is presently enrolled in driver education. As part of that program, she's had one very brief stint in the driver-training car, and she's now in possession of her parent driving permit, which enables her to practice in various cars with a white-knuckled mother.

As it happens, her mother is an extraordinarily good driver, having driven in Europe for twenty years or so, and having been through the John Powell driving school at the same time that I went through. She learned to park in Paris, and any driver who can park in Paris is a tough mother indeed.

I, too, will serve as a driving instructor from time to time, but I'll emphasize a more advanced, more aggressive aspect of the driving experience. I'll emphasize smoothness, quickness, and alertness.

I'll teach her that she has more options in a life-threatening situation than simply stomping on the brake and sliding into the accident with the wheels locked up and her eyes closed.

I'll try to make her understand that there are no dangerous cars or dangerous roads, only dangerous people.

I'll show her that a car can still be controlled when it is leaning clear over onto the bump stops and in such a state of yaw that smoke is pouring off of all four screaming tires. In this way, she may learn that automobiles are seldom out of control, but people often are.

When I'm through, I hope she'll understand that the modern automobile—any modern automobile—offers reserves of dynamic safety that are far more valuable than its passive ability to simply withstand a crash.

I wish she'd learn all these things in driver ed, even if it meant a second semester, but I fear she won't.

I'm afraid she'll be exposed to a lot of prepared material saying that speed kills, when she should be made to understand that drunkenness, failure to wear seatbelts, poor skills, and inattention kill the vast majority of our driving dead.

To offset this, and to improve both her understanding and her driving reflexes, I'll send her to Bob Bondurant's driving school in California as my gift for her graduation from high school. I do this in spite of the fact that it's virtually certain that Bondurant will make a pass at her.

I don't expect her to become a race driver. Actually, she'd like to be a ballet dancer. I just want her to be as well armed as is humanly possible when she takes to the roads with all those millions of inattentive, undertrained, unskilled, often impaired, and occasionally psychopathic Americans who got their drivers' licenses because they knew how to parallel-park.

Finally, when she's been through all this, and understands that there are risks . . . that there are consequences . . . I hope for a synergistic effect quite unrelated to the standard driver-ed curriculum.

As a driver, I want her to understand—in dynamic, real-world terms—that for every action there is a reaction. I want her to gain a sense of her responsibility for her own actions. I want her to begin to perceive that she will be responsible for the state of her own life and for the impact which her actions will have upon the lives of the people around her. I want her to understand that this is a good thing.

I want her to enter the stream of life, like the stream of traffic, alert, in control, fully aware of the risks involved, but filled with a sense of fun and adventure.

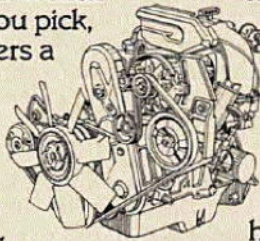
—David E. Davis, Jr.

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Ford's tough Ranger comes in rugged 4x4's and street-smart 4x2's. They go where you want to go!

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Bash around the boonies in a Ranger 4x4 with a couple of dirt bikes in the back—or zip around town in an easy to park 4x2. Which ever one you pick, Ranger offers a hefty V-6 engine that the imports don't. And Ford's 2.3L Four now gives you the



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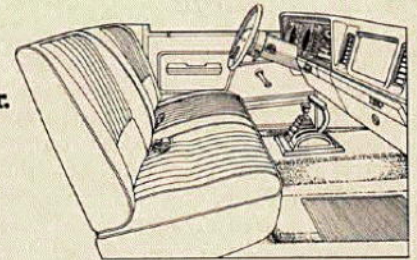
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Ford's 4x2 Ranger is one tough American-built small pickup! It has the widest cab in its class. Up front, there's Ford's exclusive Twin-I-Beam suspension. In back, strong double-wall box construction—plus payload options up to 1,765 lbs.

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"My Ford Ranger and Me."

"My Ford Ranger 4x4 and Me."

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AMERICA'S TRUCK BUILT FORD TOUGH



Get it together. Buckle up!

LETTERS

*Of insecure yuppies,
bureaucratic do-gooders,
and pompous asses.*

PORSCHE PERFECTION

If you guys write another article like the one on the Porsche 944 Turbo, I'll renew my subscription to *C/D* for the next ten years. Please just hint as to where I can test the 153-mph top speed for myself.

Steven M. Ballot
Hamden, Connecticut



I've always had this dream of graduating from college, going to med school, and buying my own Porsche 928S. You guys have totally ruined this dream, but you also made it better: I'll go with your 944 Turbo and buy my wife a Volvo 740 Turbo. Porsche has outdone herself.

David Koon
Clemson, South Carolina

Wanna talk about Ferraris? Forget it! The 308s, with eight cylinders and twice the displacement, can't *nearly* match the performance of the 944 Turbo, which is roughly half the price of a 308.

Now I guess all the idiots who are in love with their Italian dreams will talk about the GTO. Well, my friends, the 959, with its 190-mph-plus performance, will send the GTO back to Maranello for good.

Mark Sinnott
Harrison, New York

It is questionable whether "Porsche can legitimately lay claim to more turbocharger experience than any other manufacturer in the world." In fact, I believe GM could make this claim without any argument. And I don't believe that "the modern era of turbocharging" was "kicked off" ten years ago with Porsche's 911 Turbo; the 48,965 Corvair Spyderys and Corsas produced in 1962 through 1966 were as modern in their turbocharging as the 911 was.

Porsche has done a fine job with turbocharging. But so has GM, and we ought to recognize that.

David A. Paddock, P.E.
Merrimack, New Hampshire

I leaped into the car and sped off to my local Porsche dealership to order the new

Turbo 944. As my mind was pondering the future delights, I glanced down at an old, wrinkled copy of *C/D* that contained a glowing review of the 924 Turbo. That review, also done in Germany as the snow fell, had prompted me to rush out in 1980 and purchase one for \$24,000. Cold reality began to creep in as I remembered the four turbos, two clutches, rear synchros, worn valve guides, ignition switches, headlight motor, cracked "lifetime" catalytic converter, numerous electrical problems, obscene tuneup and oil-change costs, broken "moon metal" turbo nuts, starter, and the whopping present value of \$8500—all before the car reached 54,000 miles. A quick U-turn brought me home, where I remain waiting for a long-term *C/D* test.

Older, Poorer, Wiser, Doubtful
Los Angeles, California

In your April issue, a letter asked you, "Will you guys *please* stop using the word 'rocket'?" I then casually glanced over the front cover and noticed the Porsche 944 Turbo described as a "153-mph road rocket"! Do you guys read the mail, or do you simply print it for the pleasure of readers like myself who giggle at the letters while sitting on the can?

Karl W.
Fridley, Minnesota

Not that it's any of your business, but we rarely print anything while sitting on the can—Ed.

TRANSCENDENT TRANS AM

Lindamood's article on the Firebird Trans Am was excellent. It proved to be just as fast as the Camaro, and it has the class and the style that the Mustang GT lacks. As for David E. Davis, Jr., Larry Griffin, and Don Sherman, well, I guess they're just too nearsighted to see that this car is a *classic* of the sports-car industry. In my book, the Camaros and the GTs don't even compare.

Steve Pembroke
Latham, New York

Like the Trans Am or not, I didn't accept hood chickens and disgusting two-tone paint arrangements in high school, and I still don't. Please, GM, wake up and offer us a classy Trans Am. If you can't figure it out, call Stuttgart and ask for Wolfgang something or other.

Peter Gould
Dallas, Texas

I guess when you get as old as Don Sherman, you outgrow sportiness and taste. Face it, Don, the Trans Am is beautiful, and for \$11,335 it walks all over your \$31,000 944 Turbo. If I had to look at that dashboard all day, I'd fall asleep!

Anthony Cocco
Philadelphia, Pennsylvania

Come on, Mr. Davis. Your comments about the Trans Am are about as useful as a

bag of barf. Just because insecure yuppies prefer a certain group of overpriced cars that you also seem to prefer does not make the rest of the world a blue-collar, out-of-touch bunch. Since when does GM have to apologize for creating a car that will outhandle and outaccelerate most of the other autos that grace your magazine?

Andy Miller
Newport, Kentucky

You may be going a bit too far in sticking the kid-car label on all Trans Ams. You guys have been playing with GM stuff long enough to know that the General will be happy to give you anything you want. If you order the car with two-tone paint, scream' chicken, T-top, etc., you're going to get a car full of, shall we say, youthful exuberance. By deleting some of these options and using the savings to order others, such as real Recaro seats and a proper paint scheme, you get not only a car with a beautiful appearance, but a car that can, with the new port-injected engine, retire anything from Europe or Japan costing up to \$10,000 more.

Michael B. Wolffs
Syracuse, New York

Jean Lindamood wrongfully states that the Trans Am has "Recaro seats, upholstered in rich charcoal-gray cloth." Recaro seats are available as a factory option on this car; however, the vehicle illustrated does not have them.

Doug Stahnke
Keiper Recaro, Inc.
Battle Creek, Michigan

The seats mentioned in the article are manufactured by Lear Siegler, Inc., General Seating Division. We would appreciate your correcting this error.

Richard G. Williams
Lear Siegler, Inc.
Livonia, Michigan

Almost eighteen grand for a properly equipped Trans Am? Back in my day, a well-equipped new car could be had for only ten grand. That was five or six years ago, when I bought my Dodge Mirada with leather seats and power everything. I feel older every day.

Good Old Russell Kuditz
Burlington, Vermont

CRESSIDA CRITIQUE

I was disappointed with your road test of the Toyota Cressida. My '85 Cressida is fitted with a five-speed manual transmission, a limited-slip differential, and the sports suspension, none of which were on your test car. You would never test a BMW or an Audi without top-of-the-line equipment, so why test the Cressida without its performance package?

The Cressida is a true sports sedan in

A RUNNING COMMENTARY ON THE VIRTUES OF BALANCED PERFORMANCE

"...Mercury is going to pile into the upscale sports sedan market — now occupied by such cars as the BMW 318i and 325e, the Saab Turbo, the Volvo Turbo, the Pontiac 6000 STE, and the Audi 4000 Quattro — like a runaway freight train!"

— Brock Yates,
Car and Driver

"...the autobahn heritage shows to good advantage. We wish that all cars sold in this country could be developed in such an environment."

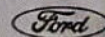
— Tony Swan, Editor,
Motor Trend

"For your money you will get an extremely neutral handling sedan that's both substantially roomier and quicker than the Bimmer, with the same Made in Germany decals for your friends to envy."

— George Levy, Editor,
AutoWeek

"The Mercury is about perfect."

— David E. Davis, Jr.,
Editor,
Car and Driver,
in naming
Mercury XR4Ti One
Of The Ten Best
Cars For 1985



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Warning: The Surgeon General Has Determined That Cigarette Smoking Is Dangerous to Your Health.

16 mg "tar," 1.0 mg nicotine av. per cigarette, FTC Report Feb '85

LETTERS

and out. Please get a five-speed and show your readers the other side of the picture.

Steve Vandenburg
Phoenix, Arizona

Turn to page 100 for our report on the five-speed Cressida. Better sit down first—Ed.

My fifteen-year-old daughter has been learning to drive on the winding roads of Rosedale Cemetery, near Woodward Avenue. We see that its old mausoleum, Rose Chapel, is the background for the Toyota Cressida. Are those the ghosts of former U.S. auto execs leering from the darkened windows?

James M. Connelly
Detroit, Michigan

Yes. They're probably ghoul-watching—Ed.

OH-TO-BE-IN-ENGLAND DEPT.

Kudos to Don Sherman for one of his finest stories in a long time, "Busman's Holiday." I have always longed for such a vacation, incorporating various side trips to Lotus, Morgan, etc. Alas, my wife would rather go to a tropical island. I'd say that the Richey women are good sports!

Vern Trout
San Diego, California

The general content of "Busman's Holiday" was interesting enough, but I found your silly references to Lady Chatilda, et al., utterly stupid and totally out of place in an otherwise classy magazine. What you have to do to prove your devotion to your lady is your business, but kindly don't subject me to your wimpish, girlish comments. Save 'em for *Cosmo*.

William J. Kearney III
Chicago, Illinois

RUNNING BORED

Brock Yates's editorial on joggers was hilarious. After the insurance companies, the safety advocates, and the bureaucratic dogooders discover the perils of running, the joggers will probably be forced to wear thick pads, helmets with face masks, and center-mounted brake lights. Of course, this would not address the real problems of jogging, but neither do most of the other so-called safety devices regulated into existence by these groups.

A Car Enthusiast
Somewhere in Alabama

"In the Long Run, Don't" is disgracefully one-sided. As a 2:49 marathoner who's gamboled smugly in front of thousands of curbside fatties, I know any number of benefits of running: (1) When you achieve the true marathoner's scrawniness, everybody tries to feed you and you save lots of money. (2) All those high-mileage weeks

solve the complications that having friends brings. This actually doesn't matter, because (3) you get to meet orthopedists by the score. And if your knee *still* goes out ten miles from home, (4) people on public conveyances give you lots of room. Some get off altogether and walk.

Next time, get your facts straight.

John A. Delves, Editor
Backpacker
New York, New York

What pure, unadulterated BS! Because of the mentality expounded by Yates, thousands of Americans needlessly die every year due to excessive usage of their gluteals. And my health-insurance premiums reflect their sloth. Vigorous exercise, changes in diet, and a drop in tobacco consumption are probably responsible for a good proportion of the 40-percent reduction in the cardiovascular-death rate since 1950. A little responsibility on your part, Yates, might get some of those Macmunching individuals out of their Barca-loungers and onto their feet.

I hope a herd of granolas kidnaps you for a month of macrobiotics and much needed reprogramming.

Garry G. Kraft, D.C.
Azusa, California

If Yates wants to spend the few days he has left as a fat, illiterate slob, that's his business. But don't pigeonhole me, you miserable greaseball. Automobiles and physical fitness are not mutually exclusive. Think about it the next time you're trying to wedge your pompous ass into a 911 or a Lotus Esprit.

R. Trager, Jr.
Reno, Nevada

Runners don't live any longer, they just die in better shape. Jim Fixx is proof of that. Let's keep the athletic supporters in the arenas and the cars on the road.

Lee Miller
Birmingham, Alabama

If this is automotive journalism, BMWs are a bargain.

George Mason
Gunston Hall, Virginia

TECHNOID SECTOID

I applaud the evolutionary improvements to the road-test spec page detailed in Don Sherman's April column. However, in his discussion of the coast-down-test procedures, referring to least-squares regression as an "exotic" curve-fitting technique is analogous to calling a Škoda a GTP car. Among the myriad regression techniques available, least squares is best com-



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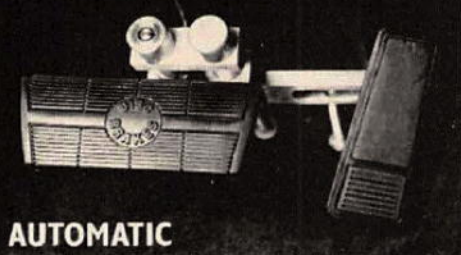
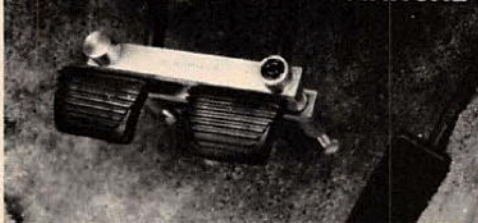
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PHOTOGRAPHERS: Join the 10 Best.... See page 119

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CD-7

LETTERS

pared to the Chevette—easy to use, cheap, reliable, and of limited worth.

Dadcat
Redford Township, Michigan

Many off-road vehicles have massive, tubular "roll bars" to protect against rollover. No doubt most automotive journalists (excluding those at *MT* and *Consumer Reports*) are capable of discussing "roll bars" and "anti-roll bars" without confusing them. But I'll never convince my father to check "anti-roll bars" on the options sheet when he orders his new Subaru. He doesn't even want the skid plate or bumper guards. What you should do is continue to call these devices "anti-sway bars" and try to convince everyone else to do the same.

E.Z. Sloan
Tarzana, California

YOU DON'T GET WHAT YOU PAY FOR

Gregg D. Merksamer (Letters, April) is wrong: you can buy a Honda for less than \$30,000. All you have to do is have the dealer not install the dealer-installed mandatory options. For instance, my Honda dealer, who shall remain nameless, forgot to install door-edge guards and wheel-lip moldings. I was given the choice of paying \$250 and having them installed or \$190 and having them kept in the parts department. I saved \$60 by paying \$190 for nothing.

I will pay even less for my next car. I am going to ask the dealer to leave his markup in the parts department, too.

Jan Mel Poller
Fairfax, Virginia

GOING STRAIGHT

I thought I'd write you on a topic that I've never seen in your magazine: that of Escort thieves—like me. Most of you yuppies are so stupid, leaving your doors open for me. It's an easy \$100 for a struggling college student like me. (Well, I'm not really struggling, because I get from five to ten Escorts a week, and I turn them over for cash easily!) If your doors are locked, my Slim Jim works great on all cars except BMWs; I can be in and out in ten seconds. So I thought I would write to pass on a few tips on extending the life of your Escorts.

First of all, the prime places we look for Escorts are hotels (we all know that travelers speed), next the yuppie bars, then as a last resort at movie theaters and parking garages. The most important rule is this: if you are parking in one of these spots, always take down your Escort—and make sure you also hide your cord. I've gotten into so many cars just because I saw the cord. I get in and check the glove box and under the seats and, bingo, \$100.

So hide it, cord and all, or I'll get you. If possible, take it with you. Since I'm graduating this year and quitting my Escort busi-

\$99 SUPER-HET RADAR PROTECTION!

Actual size — 3 1/2" W, 1" H, 4 1/4" L



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Its geiger visual and audio alarms protect you over hills, around corners, from the front and rear, and provide superb long-range, straightaway X with K band detection.

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ness, I thought I'd let you in on my secrets, cuz someday I'll be one of you.

Name and address withheld

We're sure you'll make a fine lawyer—Ed.

SINCEREST FORM OF FLATTERY

Well, *Motor Trend* has done it again. If you recall, a certain Mr. Bedard wrote a column in the January issue of *Car and Driver* on the "Ten Best Urban Guerrillas." In April, *Motor Trend* tested seven urban guerrillas, but they decided to get smart: they called them "urbane guerillas [sic]."

Dean Doherty

Langley, British Columbia

Even plagiarism is no refuge for those who cannot spell—Ed.

MOST FASCINATING LETTER OF THE MONTH

On our way from Detroit to Rochester, New York, we used to count auto carriers to pass the time, keeping separate track of full ones and empty ones.

Maurice Perlman

Southfield, Michigan

Nostalgia sure isn't what it used to be—Ed.

MEN-OF-FEW-WORDS DEPT.

This is not going to be your usual short, pointless letter.

Al Valusek

Ann Arbor, Michigan

What kind of car does Mort Sahl drive these days?

John Solak

Huntington Beach, California

Why don't you guys test a Jarvik-7?

T.S. Weed

Palm Springs, Florida

We tried to get one, but they wouldn't let us take it off the major arteries—Ed.

THE USUAL DRIVEL

Regarding the Pininfarina-Honda HP-X in "European Dreams," what is a "computer cum monitor"? Sounds kinky to me.

Randy Stewart

Arkadelphia, Arkansas

You capitalist pigs think your cars are hot stuff. Ha! Okay, compared to Lada, maybe you right. But now that I am large cheese here, I ride every day to work in back of beautiful new ZIL limousine, a gift from devoted comrades in Politburo. Actually, car was assigned also to noble leaders Andropov and Chernenko, but they not get much use out of it due to "colds," haha. Me, I plan to stick around long time, riding in lap of Marxist-Leninist luxury. And even MX missile not powerful enough to destroy a ZIL.

Mikhail Gorbachev

Revolving Door Ranch, U.S.S.R.

We had a limousine once. Unfortunately, we had nothing to chauffeur it—Ed. ●



THE RECARO KRXT. IT EXTENDS SEATINGS LEADING EDGE.

Recaro introduces our model KRXT. A seat which extends the leading edge of our successful KR series, models KR, KRS and KRX, with an adjustable thigh support that matches that of our traditional *idealseats*. A seat which, like every Recaro, features infinite adjustability, anatomic correctness and unsurpassed driving comfort.

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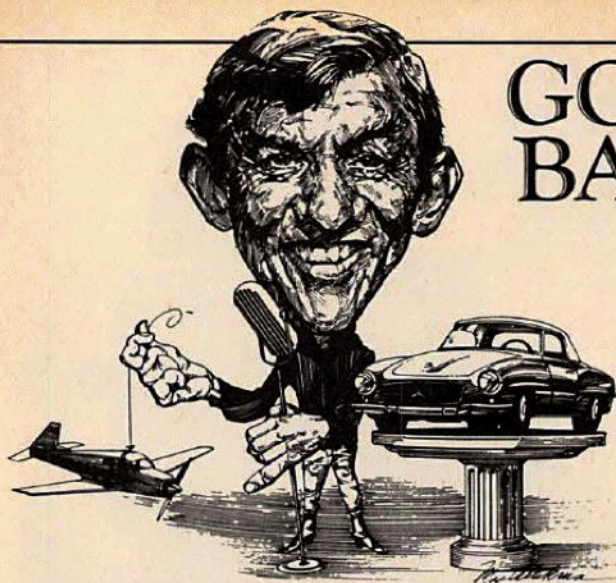
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GORDON BAXTER

The disappearing buzz bomb.

• I prowled the town on silent treads looking for a Bimmer to bust. Rippling with subdued muscle, my sixteen-valve engine loafing in its insolence, pouring out so much torque that town traffic was just cat's play between second and third, the tach needle pulsing between two and a half and three. I had whole stacks of gears I wasn't even using. The needle showed I was in "Econ." At six, a switch will open in the ignition circuit until "engine speed has fallen to an acceptable level." This is an "Intelligent Car." It says so right there on the window sticker.

I was trying to keep time with the traffic lights on the smooth asphalt, which cannot be done in this cow town. I knew the light ahead was about to go red. I pressed solidly on the time-and-distance pedal. There was a soft *Wah-whoosh!* The second stanza of the whoosh was when the boost cut in. I was mashed back into the firm bucket seat by the thrust, went through the changing light at 85, coasting, trying to look innocent. The thing wasn't making any noise. Nobody noticed that I had just burned off two blocks, because there was no commotion. Not inside or outside. Just a matter of there it was, now it's gone. A disappearing car. My mouth watered for a cruising Bimmer or Vette or at least some other blade to try this steel on.

It was a fairly tame-looking little car, a three-door sedan, hatchback with louvers, jet black. You'd have to poke up real close behind to read the chromed letters, and then you couldn't if I didn't really want you to. I've always wished I had an airplane like this. A four-passenger fighter plane. This whispering mongoose of a car is a cousin to a fighter.

I let it drift north out of Beaumont on the Eastex Freeway. Going-home traffic was streaming. If I saw a place up ahead I'd rather be in, I just raised the ante with gentle rpm until the boost came on. *Vrroom.* Now you see me, now you don't.

The big, comfy iron I've been driving, if you can see oncoming traffic, any distance, you better calm it. There's not enough room to pass. But this black cat made rela-

tive cars look stuck in asphalt, not rolling on it. I felt drunk with it. In my head I could see the two cams, the sixteen valves, breathing in that hemi head. And the blower lighting off now and then, turning cherry red around the edges, I suppose. The ones on airplanes do.

I was headed for my twisting one-lane blacktop that leaves the freeway and runs a mile of woods down to the creek. My fingers closed, unclosed on the leather wheel in pleasant anticipation.

Let me just say this about that run. I ran out of nerve way before I ran out of car. It never leaned, it never slung out. It just went where I aimed it. No slack, no bull. Having almost zero experience with front-wheel crawlers, I found this an eerie driving experience.

I would have been comfortable with a little back-end drift, or tire screech, or bending the suspension down on the outside. All sweet songs of where the limits are. This panther cornered flat, no rubber song, and I wasn't ever sure of where the limits were.

There was no wind noise, and these buzz bombs come on Pirellis, and I had never driven these tires hard, either.

The pine trees on both sides of that winding logging-truck road began to look like a picket fence. I let up.

I later asked Steve Keown, who is the specialist for the dealer, what does it do at the limits. Just plow?

"I think they roll over." He smiled.

I got back into the woods to my cabin. The last mile is clay. After a rain it was slick as you-know-what. The little dude took to country roads better than anything else just driving two wheels.

I arrived at the cabin all full of passion. There is no way I'm ever going to buy a machine like this. They only let me play with it a few days so I can do better radio commercials for it. Physical labor is good for a man at a time like this. I had a whole bunch of old manuscripts and boxes of books in the cabin, where the creek-front airs would mildew the soul of a saint. I hauled boxes downstairs.

Would you believe that little hatch-mouth swallowed about a pickup-truck load of boxes?

Well, I'm thinking of my small Oriental truck. But truckin' is all my truck can do.

I parked the buzz bomb at the radio station next morning, and all the super-cool cats who do the rockin', screamin' FM show went out of their way to comment on the thing, knew what it was, called it by name, licked their chops. I do a red-dog, hair-legged, bad-assed hillbilly show on the AM station in the same building. We seldom have anything to talk about to one another.

Even their receptionist, Kathy Boobsalot, came out and ran her finger tips over the smooth little car, commented on how good it was done inside. First time she'd ever smiled at me.

One of those FM kids drives a Bimmer, but I didn't call him out. Another drives a baby Benz. Brand new. We both come to work about 5:30 a.m., when the town is still empty of traffic, and one morning he eased up alongside Ol' Bluebelle, my '75 Toyota pickup, and flipped his ponytail at me. I dropped him.

He caught up at the next light, looking more serious, drove more serious too. I dropped him again. Those old five-speed Toyotas have lots of guts.

Mine is showing the backside of its speedo numbers to daylight again, and I've halfway expected to see a cloud of rods and pistons come through the hood, but Ol' Bluebelle ain't even using oil. The body may rust off, but it's hell for engine and gears. I told the Benz driver that his little car just knocks me cold, but he should know better than to play scratch with it at the stoplights.

Seven-year-old daughter Jenny asked why we were not going to keep the buzz bomb. I explained to her that for the price of one of those we could get twenty trucks just like Ol' Bluebelle. She made a face.

I brought it home today, came right back from the dealer to write about it while the dew is on the lily. The dealer knows foreign cars rise and fall according to service support. His name is Joe Bob Kinsel, he's been a Ford dealer 40 years here, weathered the flood of Toyotas that have washed against his big two-story, glass-walled agency. Saab is his first entry into the overseas market. He waited a long time to choose one. Then he made his Saab agency a separate but combined part of his Ford store. Separate shop, two factory-trained mechs. Steve Keown, the sole Saab salesman, is as clean as the winds that blow over Sweden. He races bikes for fun. Can talk safety, sealing, silence, speed, until yer ears drop off.

I learned to hate Saab's "must be in reverse to start engine or remove key." And the car has more blips and buttons on its instrument panel than my aeroplane, which is equipped to fly in the dark and on instruments only.

But, baby, all the rest of it... kiss me quick, while I'm still standing on tiptoe. ●



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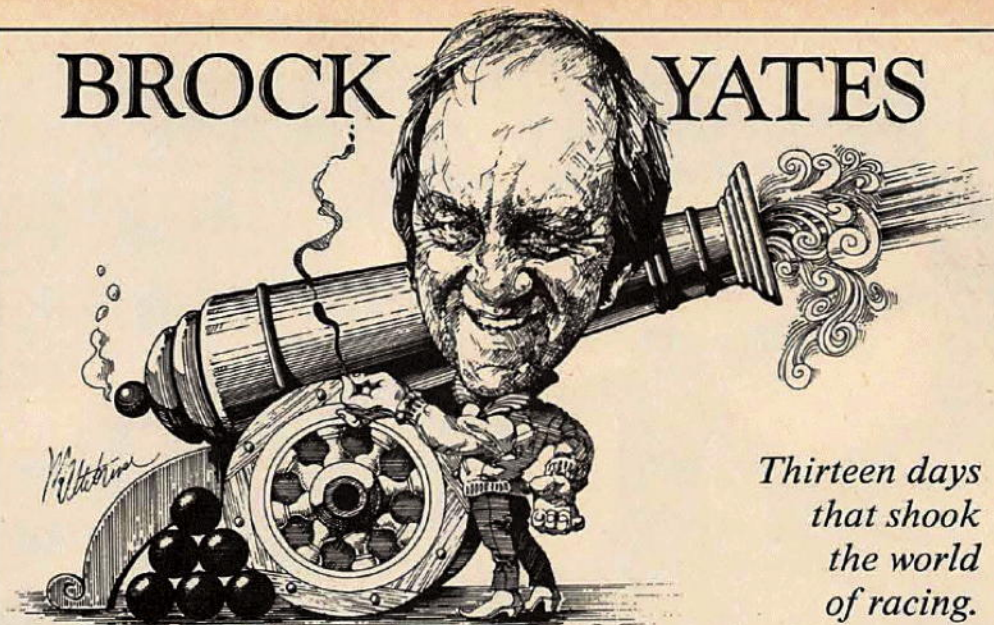
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BROCK YATES



Thirteen days that shook the world of racing.

• Students of history will recall *Ten Days That Shook the World* as the title of a paean to the October 1917 Russian Revolution written by the young American Communist John Reed. However, the pages of an automotive publication are hardly the place to reflect on that particular cataclysm and how it altered life on this planet. But in the context of shattering events within a nearly similar span of time, it seems appropriate that we pause for a moment to observe a thirteen-day period exactly 30 years ago that shook the world of motorsports at a comparable Richter-scale level.

The period in question began on Memorial Day, May 30, 1955, and ended on the weekend of June 11 of the same year. Those verdant days of late spring, then as now, spanned the traditional separation of the world's most famous motor races: the Indianapolis 500 and the 24 Hours of Le Mans. In the mid-1950s, both races enjoyed worldwide attention, as they do today. Le Mans, if anything, was even more prominent, with major factory teams like Jaguar, Mercedes-Benz, Ferrari, Aston Martin, and Porsche funding multicar efforts. Indy was mired deep in its Offy-roadster era, but the competition bordered on the desperate, and the purse, though only \$270,000 then, was already the single biggest payoff in the sport.

Bill "The Mad Russian" Vukovich (actually the son of a Serbian carpenter named Vucovich, who had settled in Fresno) was the most brilliant Indianapolis driver of the age. Introverted to the point of surliness when not around friends, "Vukie" had won the 1953 and 1954 500s with intimidating ease. Victory in the 1952 race (in the prototypical Kurtis Kraft roadster) had eluded him when his steering failed eight laps from the finish. In 1955, there seemed to be no one who could circulate the evil old Brickyard with the relentless intensity that was Vukovich's driving trademark.

May 30, 1955, was a gray day in Indianapolis. Rain threatened, and race queen Dinah Shore was bundled against the chill

wind. Vukovich, who was favored heavily to become the first man to score a "hat trick" in the 500—to win three straight—started nineteenth because of a problem in qualifying. On the front row was arch rival Jack McGrath, the cerebral driver/mechanic who had broken Vukovich's old qualifying record by over 1.5 mph. Yet no man could hold off the "Mad Russian" when the green flag fell. In just four laps—ten miles—he bulldozed into the lead. McGrath hung with him for 50-odd laps, but an ailing magneto finally forced him out of the race. Free of his only tormentor, Vukovich seemed to have the race in hand.

Then Rodger Ward lost control of his aged, ill-handling Aristo Blue Special and spun. Three other drivers were instantly involved. As Vukovich blasted out of Turn Two and onto the backstretch, his way was blocked by pinwheeling race cars. He juiced to the outside but clipped the wheel of Johnny Boyd's machine and tumbled over the guardrail at 160 mph. His Hopkins Special pounded against a Jeep and a pair of parked cars and landed in flames.

Although Vukovich was killed instantly by a basal skull fracture, every paper in the United States carried a gruesome shot of the upside-down race car and said that he had been trapped in the car and burned to death. It was the biggest story in racing, and it dominated the headlines for days.

Then came Le Mans. The big players were there, including a three-car team driving the new Mercedes-Benz 300SLRs, sports-car versions of the all-conquering W196s, with which Juan Manuel Fangio and Stirling Moss were dominating Grand Prix racing. The lead 300SLR was in the hands of these two superstars. One of the backups was driven by sports-car specialist Karl Kling and André Simon, while Pierre Levegh and John Fitch—who, with Phil Walters, was the finest American road racer of the immediate postwar era—were teamed in the other. Marshaled against them were Eugenio Castellotti in a fierce 4.4-liter Ferrari and Mike Hawthorn in a D-

type Jaguar, equipped with the then mystical Girling disc brakes.

Levegh, a dour Frenchman, was obsessed with Le Mans. In 1952 he had tried to win the race in a solo drive; while leading with two hours left, he became so fatigued that he missed an upshift and broke the car. Hardly a world-class driver, Levegh was nonetheless, at age 50, a sort of French folk hero and was considered a good choice to save the still-festering relations between the Germans and the French.

Again, the day was overcast when the race was flagged off at four o'clock in the afternoon. By 6:30 Fangio held the lead over Hawthorn, with the other Mercs lying fourth and fifth. Rifling down the narrow front straight from White House corner, Hawthorn passed Lance Macklin's Austin-Healey and dove into the pits. Levegh, also overtaking Macklin, nicked the left rear of the Austin-Healey and slammed against an earth-and-wicker barrier behind which thousands of spectators were crammed. The Mercedes was shredded by the impact. Its engine and front suspension slashed through the crowd like the scythe of the Grim Reaper. The unthinkable racing accident had happened. Levegh was dead. Dozens, including Macklin, were gravely injured, and, catastrophically, ghoulishly, unbelievably, 80 bystanders were dead. Eighty-one deaths in a single crash.

To this day, no one is sure exactly what happened. Many blame Hawthorn for chopping Macklin, who in turn veered into Levegh. But an extraordinary 16mm movie, shot from the grandstand, disputes that. In this film, Hawthorn appears to be well clear on the inside of the track, and Macklin seems to run a straight course until he is hit by Levegh. Many speculate—and I tend to agree—that Levegh was eyeing the rapid approach of both Fangio and Kling in his rear-view mirror and, distracted by the potential injury to his Gallic pride on being passed on the front straight of his home track, simply overran the Austin-Healey.

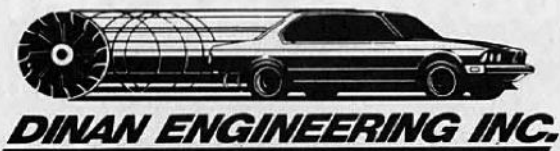
Whatever the cause, the disasters at Le Mans and Indy changed the sport forever. Switzerland imposed a ban on racing that still prevails. The American Automobile Association, which had sanctioned domestic racing since before World War I, canceled its involvement (and was replaced by the now moribund United States Auto Club). Pit areas were revamped, including Indy's, and for the first time in history, spectator safety was judged to require more than a few hay bales and some wire fencing. It can be argued that the entire modern motorsports safety movement, which has led to roll bars, catch fences, fuel cells, wider circuits, fireproof clothing, high-impact helmets, et cetera, was triggered by the twin disasters that shook motorsports three decades ago.

In that sense, the carnage at Indy and Le Mans may have prompted the saving of uncounted lives. Sadly, the same cannot be said for Mr. Reed's ten days of 1917. ●

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RD 407. UTQG: AA. Radial. 2 steel belts, 1 or 2 polyester body plies. SuperFiller stiff bead compound. High performance all-season design. P-Metric 70 series. HR speed rated. Blackwall. Tubeless. * = raised white letters.

P175/70R13	\$41	P195/70R14*	\$55
P175/70R13*	46	P205/70R14	52
P185/70R13	43	P205/70R14*	50
P185/70R13*	49	P185/70R15*	55
P185/70R14	47	P215/70R15*	63
P185/70R14*	53	P225/70R15*	68
P195/70R14	49	P235/70R15*	71



137 Potenza. UTQG: AA. For high performance cars. Radial. 2 steel belts, 2 polyester body plies. SuperFiller stiff bead compound. P-Metric 60 series. HR speed rated. Blackwall. Tubeless.

P195/60R14	\$77	P205/60R15	\$81
P225/60R14	85	P215/60R15	87
P195/60R15	78		



E91 Potenza. UTQG: AA. For high performance cars. Radial. 2 steel belts, 1 nylon belt, 2 polyester body plies. Metric 55 & 50 series. VR speed rated. Blackwall. Tubeless.

195/50-15	\$118	205/55-16	\$150
205/50-15	132	225/50-16	157
225/50-15	150		

MICHELIN



MX/MXL UTQG: AB. Radial. 2 steel belts, 1 polyester body ply. SR speed rated. Blackwall. Tubeless.

145-13	\$32	175-14	\$45
155-13	36	175/70-14	49
165-13	41	185/70-14	52
165/70-13	40	185/70-14	56
175/70-13	45	155-15	41
185/70-13	50	185/65-15	54

CONTINENTAL



CH 51 UTQG: AA. Radial. 2 steel belts, 2 nylon caps, 1 or 2 rayon body plies. HR speed rated. Blackwall. Tubeless.

175/70-13	\$55	195/70-14	\$66
185/70-13	57	205/70-14	71
185/70-14	62		



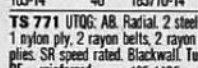
CH 41 UTQG: AA. Radial. 2 steel belts, 2 nylon caps, 1 or 2 rayon body plies. HR speed rated. Blackwall. Tubeless.

185/60-13	\$58	195/60-14	\$74
205/60-13	72	195/60-15	79
185/60-14	66	205/60-15	83



CS 21 UTQG: AB. Radial. 2 steel belts, 1 nylon cap (some sizes), 1 or 2 rayon body plies. SR speed rated. Blackwall. Tubeless.

145-13	\$27	165/70-13	\$34
155-13	30	175/70-13	38
165-13	34	185/70-13	42
165-14	40	185/70-14	46



TS 771 UTQG: AB. Radial. 2 steel belts, 1 nylon ply, 2 rayon belts, 2 rayon body plies. SR speed rated. Blackwall. Tubeless. RF = reinforced.

155-12	\$29	155-15	36
175-13	40	165-15	40
185-14	46	195/70-14	49

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XGT UTQG: AA. Radial. 1 steel belt, 1 polyamide belt, 2 polyester body plies. P-Metric 60, 55 & 50 series. VR speed rated. Recessed raised black letters. Tubeless.

P205/60R13	\$109	P235/60R15	\$157
P205/60R14	116	P245/60R15	168
P215/60R14	121	P255/60R15	178
P245/60R14	142	P205/55R16	188
P215/60R15	132	P225/50R16	199

MXV UTQG: AA. Radial. 2 steel belts, 2 rayon body plies. HR speed rated. Metric 65 & 60 series. Blackwall. Tubeless.

185/60-14	\$70	195/60-15	\$78
195/60-14	74	205/60-15	84

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PIRELLI

P3, P3/70 UTQG: AB. Radial. 2 steel tread belts, 1 nylon cap, 1 rayon body ply. SR speed rated. Blackwall. Tubeless.

145-10	\$20	155-15	\$31
155-12	27	165-15	33
145-13	22	185/70-13	30
155-13	28	175/70-13	34
165-13	30	185/70-13	38
165-14	34	185/70-14	40
175-14	34	195/70-14	44
185-14	36	185/70-15	44

P6 UTQG: AA. Radial. 2 steel belts, 2 nylon caps, 2 rayon body plies. Metric 65 & 60 series. HR speed rated. Blackwall. Tubeless. † = VR speed rated.

185/60-13	\$67	225/60-14	\$107
205/60-13	84	185/70-15†	107
185/60-14	77	195/60-15	90
185/65-14	70	205/60-15	96
195/60-14	86	215/60-15	118
205/60-14	101		

P7 UTQG: AA. Radial. 2 steel belts, 3 nylon caps, 1 rayon body ply. VR speed rated. Blackwall. Tubeless. * = R or F-type.

175/50-13*	\$70	225/50-15	\$172
205/60-13*	113	245/35-15	242
205/55-14*	129	205/55-16	175
225/55-14*	139	225/50-16	186
205/50-14	152	265/50-16	212

P77 UTQG: AA. Radial. 2 steel belts, 2 nylon caps, 1 rayon body ply. Asymmetric tread design. M & S rated. P-Metric 75 & 70 series. HR speed rated. Whitewall. Tubeless. b = blackwall.

P175/70R13b	\$50	P195/70R14	\$55
P185/70R13b	53	P205/70R14	64
P205/70R13b	56	P205/70R14	62
P205/70R13	54	P205/75R15b	67
P185/75R14	55	P205/75R15	64
P185/70R14b	56	P215/75R15	74
P195/75R14	60	P225/70R15b	80
P185/70R14	57	P225/70R15	77

P8 UTQG: AB. Radial. 2 steel belts, 2 nylon caps, 1 rayon body ply. Low rolling resistance design. Metric 65 series. SR speed rated. Blackwall. Tubeless.

175/65-13	\$47	185/65-14	\$60
185/65-13	54	195/65-14	62
165/65-14	50	205/65-14	68
175/65-14	51	185/65-15	60

YOKOHAMA
A008 UTQG: AA. Radial. 2 steel belts, 1 or 2 nylon belts (some sizes), 2 rayon or polyester body plies. Metric 70, 60, 55 & 50 series. VR speed rated (70 series, HR speed rated). Blackwall. Tubeless.

175/70-13	\$68	225/60-14	\$111
185/70-13	72	195/60-15	99
205/60-13	91	205/60-15	119
185/70-14	76	215/60-15	128
195/70-14	83	195/50-15	126
205/70-14	89	205/50-15	150
185/60-14	84	225/50-15	189
195/60-14	94	205/55-16	184
205/60-14	104	225/50-16	188

BF GOODRICH

Comp T/A UTQG: AA. Radial. 2 fiberglass belts, 2 nylon caps*, 2 rayon body plies. Metric & P-Metric 70, 60, 55 & 50 series. VR speed rated. Blackwall. Tubeless. * = 50 & 55 series only.

185/70-13	\$78	205/50-15	\$149
205/60-13	93	205/60-15	114
195/70-14	84	215/60-15	121
195/60-14	102	225/50-15	168
205/70-14	90	P245/50R15	182
215/60-14	108	P265/50R15	196
185/70-15	88	205/55-16	175
195/50-15	115	225/50-16	186

SEMPERT

M501 UTQG: AB. Radial. 2 steel belts, 2 rayon body plies. SR speed rated. Blackwall. Tubeless. RF = reinforced.

155-12	\$28	185-14RF	\$42
145-13	26	165-15	32
155-13	29	165/70-13	32
165-13	31	175/70-13	36
165-14	33	185/70-13	38
175-14	38	185/70-14	39
185-14	42		

WHEELS



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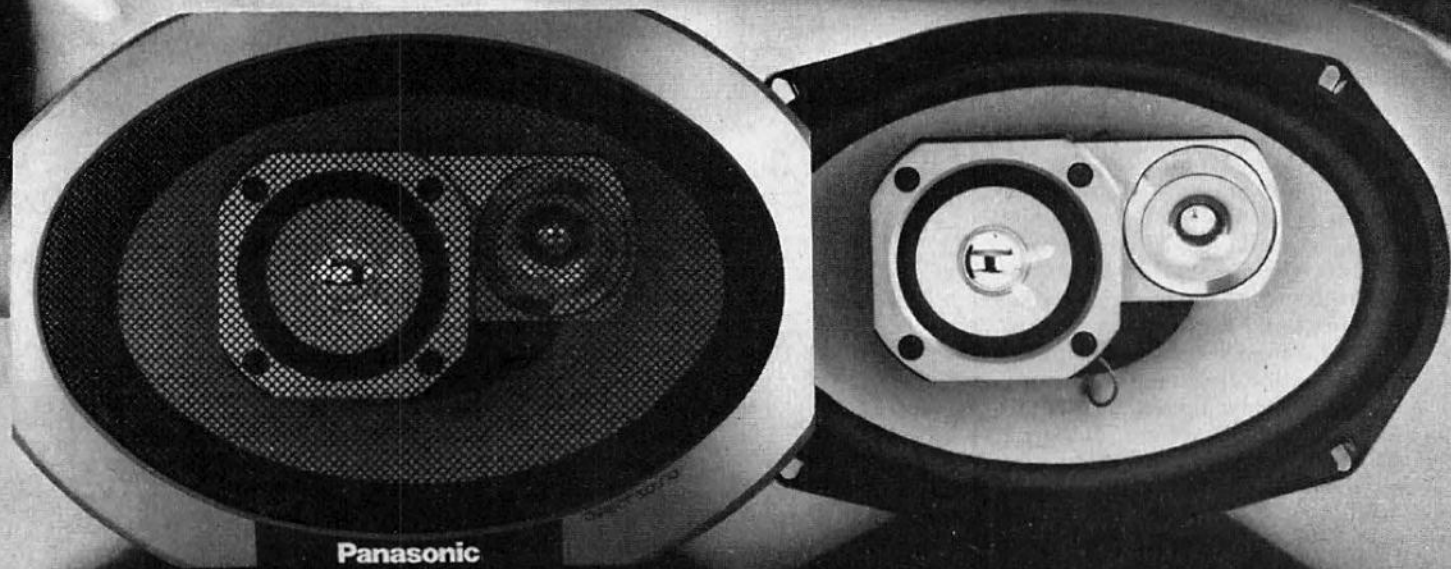
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*1 Watt @ 1 meter - 94.5dB

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FOR YOUR INFORMATION

BY JEAN LINDAMOOD

NEW & IMPROVED

• **Mark of Z:** Chrysler's end-of-the-decade small-car program includes a **new line** of front-drive models, dubbed Z-bodies. Measuring 160 inches overall and built on a sub-100-inch wheelbase, the Z-car family of prototypes so far consists of a four-door **sedan** and a **mini-minivan** that's eighteen inches shorter than the Caravan/Voyager wagons.

• **What-else-is-there dept.:** Chrysler wants to be "the best," but Japanese affiliate **Mitsubishi** is teaming up with **Daimler-Benz** to develop a small commercial van that could give Lee's vans a run for their money. The Germans reportedly will provide a new design for a revised version of the Mitsubishi Delica, to be built in Spain beginning in 1987.

• Although busy abroad, Mitsubishi has **canceled plans** for a mid-engined car that was to have been based on Mirage components. Our sources say cash-flow problems are to blame for the change in plans.

• Chevy expects to unveil a **four-door** Suzuki-built **Sprint** this fall. A hotted-up turbo model (already on sale in Japan) is waiting in the wings for America.

• Renault rumors abound: Our Parisian grapevine reports that AMC may bring in a new front-drive **Renault** compact, called **Medallion**, in the fall of '86. AMC's new X58 family of front-drive intermediates will go into production a year later at a new \$550 million assembly plant in Brampton, Ontario. Targeted at the Ford Taurus and the Audi 5000, AMC's mid-sized sedan will be joined in the '89 model year by a sporty two-door.

• Rumormongers in Wolfsburg say that Italian styling ace **Giorgetto Giugiaro** has been commissioned for a top-secret project: an early 1990s successor to the **Golf** that will be shorter, lower, wider, and roomier than the model that debuted just a year ago.

• Korean automaker Hyundai hits these shores in the fall with the Pony Excel, priced ini-



Scoop! 1987 Ford Thunderbird

A body shell was all former Ford designer Skip Wells needed to reconstruct the 1987 Thunderbird. The new skin, seven inches longer and sporting an all-glass hatch, is expected to be the only major change until 1989, when both Bird and Cougar go to front-wheel drive and are restyled.



tially at just over \$5000. The Excel will be joined within six months by a four-door notchback sedan and a two-door hatch. The 1986 U.S. sales target is 100,000 units.

TECHNOID

• **Chrysler** has approached **Lotus** for help in developing both normally aspirated and turbocharged **sixteen-valve** variants of its 2.2-liter four-cylinder engine. The engines, which Lotus will engineer and develop, will power 1988-model Chrysler products.

• **Ford** will offer **anti-lock braking** as a low-cost option on European **Escorts** and **Orions** later this year. The system, developed by Lucas Girling, has been designed for smaller cars and is said to be less than one-quarter the price of electronic systems used by various other manufacturers.

• **Buick** will be the first U.S. automaker to offer an in-dash **cathode-ray tube** as standard equipment on some high-line versions of the 1986 Riviera. The TV screen will tie in five of the car's eight microprocessors, displaying such functions as climate control, sound system, and engine diagnostics. In a neat high-tech twist, the CRT features a smooth touch-sensitive screen.

• Also on tap from the Flint engineering contingent this fall is an air-to-air **intercooler** for the 3.8-liter turbo, even though Buick's blown V-6 may be short-lived. The division is considering scrapping it when the rear-drive Regal is replaced in 1988-89 by the new front-driver. Such a move would put Buick, the first domestic firm to revive the blower, out of the turbo business.

CASH FLOW

• **GM** reportedly will have the capacity in its \$3.5 billion Saturn complex to build up to **1.2 million subcompacts a year**. The first Saturn models, a coupe and a sedan, will debut in late 1988, followed a year later by a sporty hatchback and a minivan/wagon.

• **House party:** **GM's** new-car financing subsidiary, General Motors Acceptance Corporation, has a new sideline: **home mortgages**. GMAC's recent acquisition of mortgage services in Minneapolis and Philadelphia has made it the nation's second-largest mortgage banker. Rumors on Wall Street suggest that the General may look next at credit cards.

• **If you can find a better warranty:** AMC has joined Chrysler in giving new-car buyers a **five-year/50,000-mile warranty**, covering power-trains and corrosion. AMC is throwing in re-



We'd heard that ASC was working on a Corvette convertible, and we'd even spotted a couple at the GM test track. But it took the perseverance of Jim Dunne to catch one on film.



EDWIN BROWN

Too late for the 1985 Frankfurt show but right on time for Mercedes-Benz's 100th anniversary of the motorcar, the M-B 200 coupe will arrive at the 1986 Geneva show, completing the new car line. Mildly disguised by grille guard and rear spoiler, the sleek coupe will be 3.3 inches shorter and 1.6 inches lower than the 200 sedan but will share all of its mechanicals.

quired maintenance, including filters and plugs but not fluids, at no extra cost.

• **Rolls-Royce** tops them both with an **eight-year/80,000-mile** warranty on used, er, "previously owned" Rollers and Bentleys sold through authorized R-R dealers. The warranty covers parts and labor on engines, transmissions, suspensions, hydraulics, air conditioning, steering, and electrical systems, as well as major underbody structural components. Administered through American Warranty Corporation, the warranty also covers the cost of towing and "substitute transportation."

• Although the West German government hotly denies the rumors, it is apparently beginning to look for **investors** to buy its twenty-percent interest in **Volkswagenwerk AG**. The federal



Here's proof that GM cars won't all look alike, at least not in the spring of 1987, when this flashy two-door Chevy Barchetta is released. Both the Barchetta and its four-door Corsica sister (due in fall '86) will share a fuel-injected 2.8-liter V-6. Now try to find the hidden door handles.



EDWIN BROWN



Ford Scorpio 2.8i GL

An early peek at the next Merkur.

• The old Granada wasn't a bad car, but its baroque three-box body kept it from selling well outside Britain. The new Granada—called Scorpio outside the U.K.—is better still, and yet it is so radically different in style and packaging that it may not do as well as it deserves, either. Mercedes-Benz, BMW, and Audi are sticking with notchbacks, and Europe's prestige car buyers don't seem to care much about the practical virtues of a hatchback.

The aeroback Scorpio (Cd: 0.33) offers excellent space utilization. The airy passenger compartment provides ample head and leg room for five adults. A low loading lip and a split-back rear seat more than compensate for the ten-percent loss in trunk volume over the old Granada. The up-market Ghia version is crammed with such goodies as power windows, mirrors, and door locks, tinted glass, an on-board computer, an adjustable steering column, three-way seats, and even power-operated rear backrests. Interesting options include a heated windshield and a most sophisticated sound system, complete with stereo headsets for the back-seat occupants.

The Scorpio can be had with a choice of four gas engines: a 90-bhp, 1.8-liter unit; 105- and 115-bhp, 2.0-liter fours; and a fuel-injected 150-bhp, 2.8-liter V-6. To cut fuel consumption and improve low-end torque, the six-cylinder engine is fed by two separate injection systems. Ford claims that, when mated to the standard five-speed gearbox, the V-6 will accelerate the 2900-pound Scorpio from 0 to 60 mph in 9.6 seconds and to a top speed of 130 mph. European-cycle fuel economy is an impressive 27 mpg. Unlike the Taurus/Sable, the full-size European Ford still relies on conventional rear-wheel drive, but in 1986 an optional four-wheel-drive version will be added to the range.

Manufacturer: Ford Werke AG
Cologne, West Germany
Vehicle type: front-engine, rear-wheel-drive, 5-passenger, 5-door sedan
Price (West Germany): \$11,000 (estimated)
Engine type: V-6, iron block and heads, fuel injection
Displacement: 170 cu in, 2792cc
Power (SAE net): 144 bhp @ 5800 rpm
Transmission: 5-speed
Wheelbase: 108.7 in
Length: 183.8 in
Curb weight: 2900 lb

The front suspension of the Sierra's big brother is the usual strut type, while the rear axle is a semi-trailing-arm design. One of the Scorpio's engineering highlights is its sophisticated brake system that features four discs, asbestos-free pads, and an anti-lock device that is standard on all models.

The Scorpio's heavily contoured seats are both comfortable and supportive, the unbecoming two-spoked wheel is adjustable in reach and rake, and even the upper seatbelt anchoring points can be pushed up or down to suit all sizes. The instrumentation is complete, but the calibration is not very legible. The short column-mounted stalks feel funny, and the cockpit seems overloaded with push buttons, levers, and knobs. The center console houses even more switches, an ashtray with a pneumatic lid, and a cassette box, as well as the heater, ventilation, and audio controls for the rear passenger compartment. All-around visibility is good, but to keep a cool head in the steeply raked greenhouse, you'd best specify the optional A/C.

The most impressive engine is without doubt the V-6, which is rather thirsty but offers a fine blend of performance, flexibility, and smoothness. Unfortunately, the five-speed gearbox is neither well spaced nor sufficiently quick and precise. To eliminate traction problems in the wet and on loose surfaces, the Scorpio is available with a limited-slip differential. The speed-sensitive power steering deserves high marks for feel and balance, and the wonderfully progressive anti-lock brakes provide efficient fade-free deceleration. This is a sharp-handling driver's car with strong roadholding and totally predictable breakaway characteristics.

The best news of all is that American buyers will be able to make their own judgments in a year's time. If the U.S. version (to be sold by Merkur dealers) is as good as the Euro-spec model, it should be well worth waiting for.

—Georg Kacher

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We figure this spyshot of a bespoilered Tempo is the four-wheel-drive version Ford plans to unleash in the spring of '86.

livering 23.5 bhp. Thirty-seven years later, the last European-made Beetle rolled off the assembly line in Wolfsburg. It featured a panoramic windshield, a strut-type front suspension, a semi-trailing-arm rear axle, and a still-asthmatic 50-bhp boxer engine. Since then, a very basic edition of the Beetle (1200cc, 34 bhp, swing axle) has remained in production in Brazil and Mexico.

• Of the current crop of 31 **Formula 1** drivers, 25 own at least one **Mercedes-Benz** automobile—a total of 38 Mercs in all. The high-powered gunboats are the most popular models: eighteen 500SECs and two 500SELs are registered to the hotshoes, followed by twelve 190E 2.3-16s, one 190E, four 280GEs, and one 280TE.

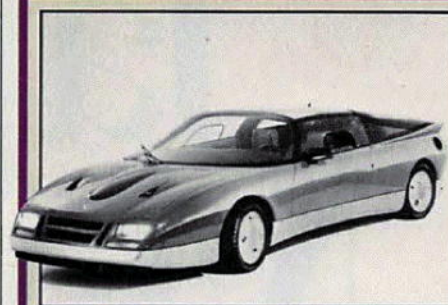
U-TURNS

• Barnstaple Street in Reading, England, must be the **shortest road** in the world. Redevelopment has recently left it just five feet long—a mere twelve inches longer than the sign bearing its name.

QUOTES

• Chrysler czar **Lee Iacocca**, on why he won't seek political office, version number 67: "I couldn't stand four years of Sam Donaldson."

• Ford president **Red Poling**, on the growing federal deficit: "It makes you wonder if the ship of state has lifeboats." ●



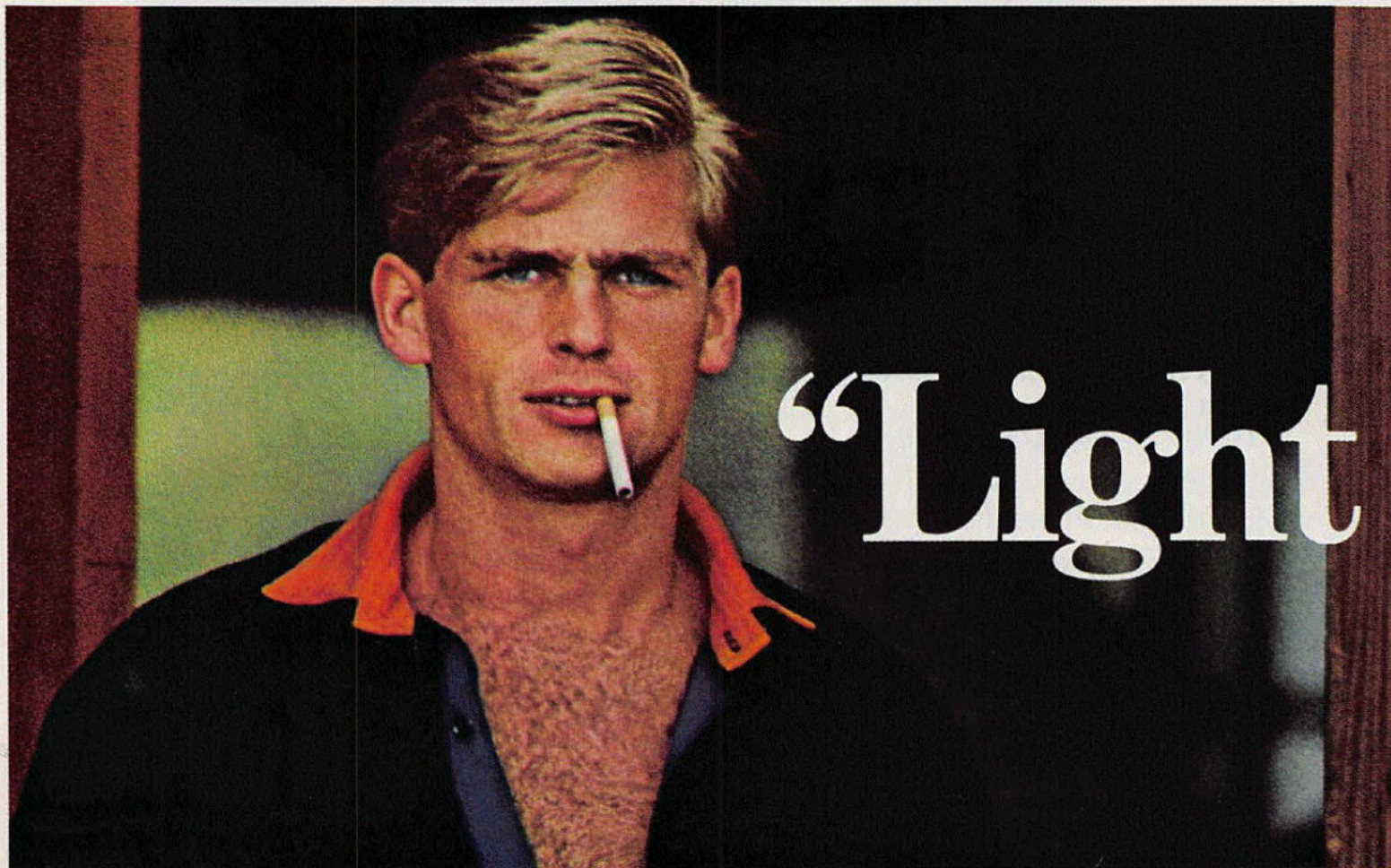
Automotive eccentricity is alive and well and living in Sweden: Saab hits the show circuit with its 900 Turbo EV-1, a test bed for future components and systems. Front and rear bumpers of the four-seater are of Kevlar fiber-reinforced plastic, a super-light, energy-absorbing material used in aviation. Solar cells embedded in the roof activate an interior cooling fan.



state of Lower Saxony, which already owns twenty percent of VW, is said to be very interested in acquiring the government's shares. If a deal happens this spring, the government could sell its shares for approximately one billion marks, well over \$300 million.

MOVERS & SHAKERS

• After 44 years, 30 million units, and more than 80,000 modifications, the **VW Beetle** is due for the **ax**. It appears that dwindling sales volumes in Europe no longer justify importation costs. The Beetle's ancestor, the Kraft-durch-Freude wagen, was designed by Prof. Ferdinand Porsche before World War II. The first production model, out in 1941, was powered by an asthmatic 984cc air-cooled flat four, de-



"Light

Hi-Tech

Saab Direct Ignition: Plug-in power.

• Saab has developed a new maintenance-free ignition system that requires no distributor, rotor, or spark-plug cables. Called Saab Direct Ignition (SDI), the new design is a capacitive system based on individual coils attached directly to the tops of the spark plugs.

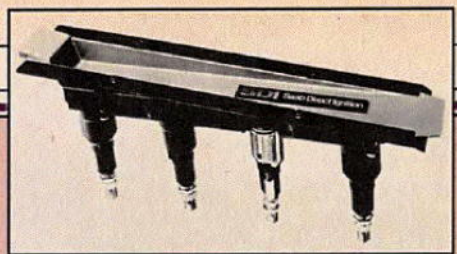
In the past two decades, breaker points have been replaced by electronic triggering, and microprocessors have assumed the ignition-advance function, but the high-tension portion of the ignition process (the generation and distribution of the tens of thousands of volts required to fire the spark plugs) has been largely ignored. As a result, ignition-related problems have persisted: cracked and damp distributor caps, worn plug leads, faulty connections, radio interference, damp plugs during cold starts, and misfiring in extended city-traffic conditions.

Saab's system will eliminate these problems. "SDI also opens the door to further engine development," says Per Gillbrand, Saab's chief of engine research. "We'll get better fuel economy, higher power, less sensitivity to variation in fuel quality, improved reliability, and reduced maintenance."

In terms of future potential, Steven Rossi, the company's U.S. product-development manager, suggests that "SDI will do for ignition systems what injection has done for fuel metering."

The heart of SDI is an integrated two-stage process. Twelve-volt battery power is stepped up to 400 volts by a single small coil contained within the sealed "cassette" mounted directly over the cylinders. Next, a capacitor collects and releases the charge to the individual coils atop the plugs. The individual coils then step up the current to 40,000 volts and fire their spark plugs. A central microprocessor senses crankshaft position and signals the capacitor when to charge each coil.

Because the capacitor can release its charge so quickly—in one microsecond, compared with a conventional ignition's twenty microseconds—more precise control over spark timing is possible. Also contributing to precise timing is the fact that the SDI's position is accurate to a half-degree of crankshaft rotation, a significant improvement over a conventional distributor's three-degree tolerance.



Moreover, some conventional systems fire their spark plugs with only 25,000 volts. SDI's 40,000 volts ensure that a reliable spark is generated even if the plugs are worn or dirty, so their useful life will, according to Saab estimates, be increased at least threefold. The higher voltage also overcomes cold-start plug fouling.

Because of the absence of a distributor and the inherent stability of its ignition settings, SDI promises to be essentially maintenance-free. Likewise, the elimination of high-tension cables from the engine compartment removes a principal source of radio interference.

Saab's long-term hope is that SDI will eventually become a new standard for the automotive industry. For factory testing, 200 1985 Turbos have been fitted with the system, eighteen of which are now being run in the U.S. Also, two Saab-powered Formula 3 cars equipped with SDI will be campaigned in England this year.

If the system lives up to Saab's expectations in field testing, watch for SDI to appear on the showroom floor by the 1988 model year. —David Abrahamson

Continued on page 35

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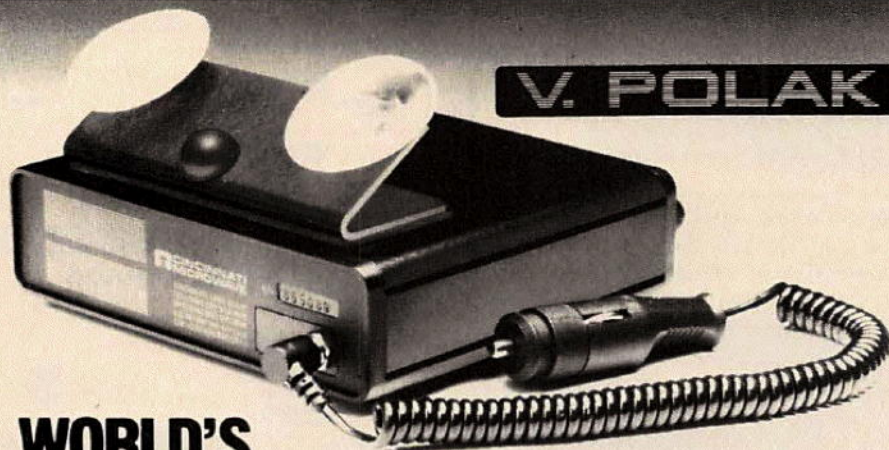
• It usually happens somewhere west of Ogallala. It's late at night, the last FM station has wilted from the dial, and you're tired of listening to tapes. There's no choice but to switch to AM radio. The instant you do, the car's big-buck audio system is transformed into a crystal set hooked up to speakers made of dime-store magnets and old Quaker Oats boxes. A couple of Pearl empties clinking beneath the seat are all that's needed to complete the perfect AM-radio listening experience.

But there is now an alternative to pickup-truck sound out there on the western plains of Nebraska. It's stereo AM, and it's taken more than three years to arrive. The first step was the conversion of AM stations; today more than 125 AM stations across the nation can broadcast stereo signals. The most important step, however, has proved to be the apparent agreement on Motorola's C-Quam system as the preferred technology for the transmission and reception of stereo AM. Delco, the electronics subsidiary of General Motors, might have played the key role in this decision. After exhaustive testing in the summer of '83, Delco decided that Motorola's technology performed best under the widest variety of driving conditions, and it committed itself to C-Quam for future products. Then Delco made stereo AM available on all 1985 GM cars as part of its top-of-the-line sound system. Pioneer also swung its allegiance to the Motorola system, and other radio manufacturers about to join the market are emphasizing C-Quam capability.

As a result, stereo AM is a part of the everyday driving environment at last. But just how good is it?

Naturally, stereo AM represents a significant improvement in sound quality over monaural AM. Typical AM sound is squeezed and puréed into a broadcast band of only three kilohertz. Stereo AM extends that range to 7 kHz, a difference you can really hear. Of course, an FM broadcast has a frequency bandwidth on the order of 13 kHz, but the higher frequencies have so little energy that premium components and a good listening environment are a must for reproduction in a car. Sound, like horsepower, is a function of money. The more you spend, the better it gets.

Although stereo AM isn't up to stereo FM in sound quality, it has a persuasive advantage in signal strength. A stereo signal must



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be about 24 times stronger than a monaural signal to be clearly received, so you practically have to be on top of an FM station to appreciate its broadcast; usually, 30 to 50 miles is the effective range. On the other hand, a 50,000-watt, clear-channel AM station can flood the countryside with a stereo signal that can carry for hundreds of miles. That's why the development of stereo AM is significant for people who live outside metropolitan areas.

Even city dwellers can appreciate stereo AM. In such areas, FM signals often ricochet off hills and buildings, and your stereo reception disappears down some back alley. This problem is called multipath interference, and it particularly plagues FM signals in Los Angeles. Such interference doesn't affect stereo AM.

In short, stereo AM appears to be a good deal for car radios. Unfortunately, few people are aware of it, and even those in the know fail to realize that a special radio is required to decode the signal. Part of the reason for stereo AM's identity problem is that it doesn't represent an important development for audiophiles. After all, we're just talking about car radio, folks. Indeed, Delco markets its device as only one more feature in its top-of-the-line radio. Mike Williams, Delco Electronics' senior marketing administrator, observes: "Our customers perceive it as a bonus. Not something they made a major purchase for, but something that gets a response of extreme pleasure once they find it's there." Marvin Collins, the chief engineer of KFI, an AM station in Los Angeles, says listener response is minimal, despite the fact that most of the major AM stations in L.A., the country's most lucrative radio market, have converted to stereo AM. "It's going to take a few years," he says, "for people to wake up to what stereo AM is. You have to remember, it took FM about ten years to make its breakthrough. Once they become aware of the fact that multipath won't bother them, their automobile listening habits are going to revert to AM. What it really requires is the phasing in of new radios, because there are not that many people who are going to jerk the radio out of their cars and put in a new one just to get stereo AM."

But stereo AM won't win back listeners lost to FM until AM-radio executives address the matter of programming. Today, monaural is fine for abbreviated play lists, talk shows featuring Young Republicans, farm reports, and used-car commercials. When programs of this sort dominate the airwaves, most folks would rather listen to the wind blowing across the Nebraska prairie, stereo or no stereo.

—Michael Jordan

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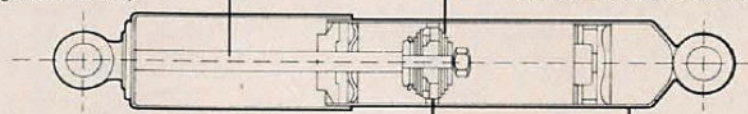
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CD-7-85

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CAR **AND** DRIVER COMPARISON TEST

Modern Muscle

Grab your Frankie Valli cassettes and we'll see you at the beach.

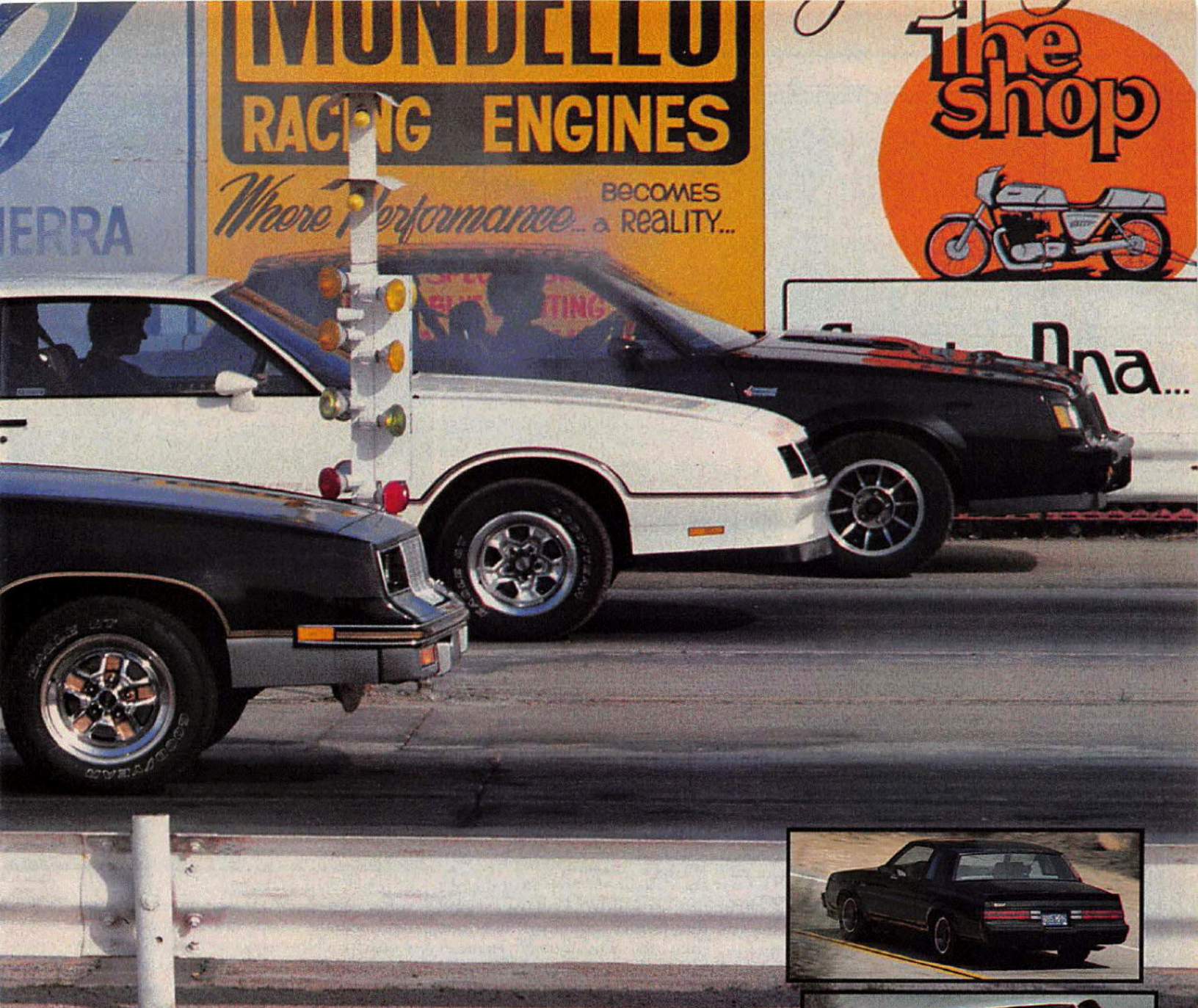
• One cannot take life too seriously when one looks at it from inside a Monte Carlo SS, a Buick Regal Grand National, or—to a lesser degree—an Olds 442. These cars are for taking large numbers of girls and great quantities of beer to the beach. Nobody worries about Central America or school prayer when sashaying down the highway in a car that's the rolling embodiment of everything the Beach Boys sang about in the Sixties.

Television and the weekly news magazines would have us believe that every young person in America was out on the barricades in the Sixties and early Seventies, tossing tear-gas canisters back at the cops and praying the old VW bus could make it over the border to Canada. The truth is that the vast majority of kids never even saw a barricade or got a whiff of tear gas. Hordes of America's flaming youth drank beer, raised hell, tore around in cars

not unlike the three we have here today, and waited to see if they were going to get called up for Vietnam.

Nostalgia is what these three vehicles are all about. When you've been driving any one of the three for more than about five minutes, you begin to wish that you'd brought along all of your Frankie Valli/Del Shannon/Jan and Dean/Lovin' Spoonful cassettes—not to mention everything ever produced by Phil Spector or recorded by

PHOTOGRAPHY BY AARON KILEY



the aforementioned Beach Boys. With "My Little Runaway" blasting out of the speakers, you're not really concerned with the fact that these cars have been left in the dust by modern automotive technology. You don't even mind too much when some adolescent in an Omni GLH Turbo does the same thing.

We've long admired the appearance of the Buick Grand National and the Chevrolet Monte Carlo SS, and we were finally moved to bring GM's three more-or-less muscle cars together for a test by the rather pleasant weeks we'd spent driving an Olds 442 through the snowdrifts and slop of a nasty Michigan winter. It's possible—to some degree—to forecast the good, the bad, and the ugly high-speed dynamic characteristics of a car based on its behavior at lower speeds on snow and ice, and the 442 behaved admirably when tossed

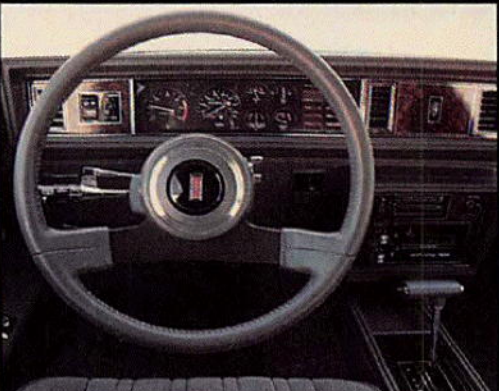
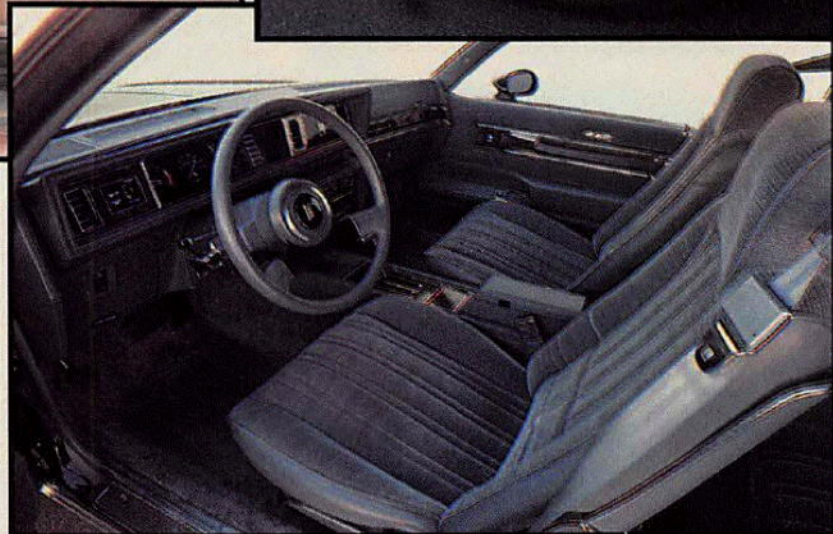
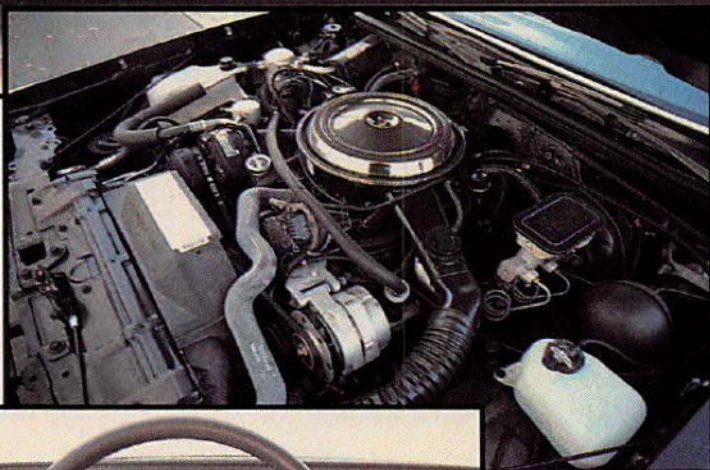
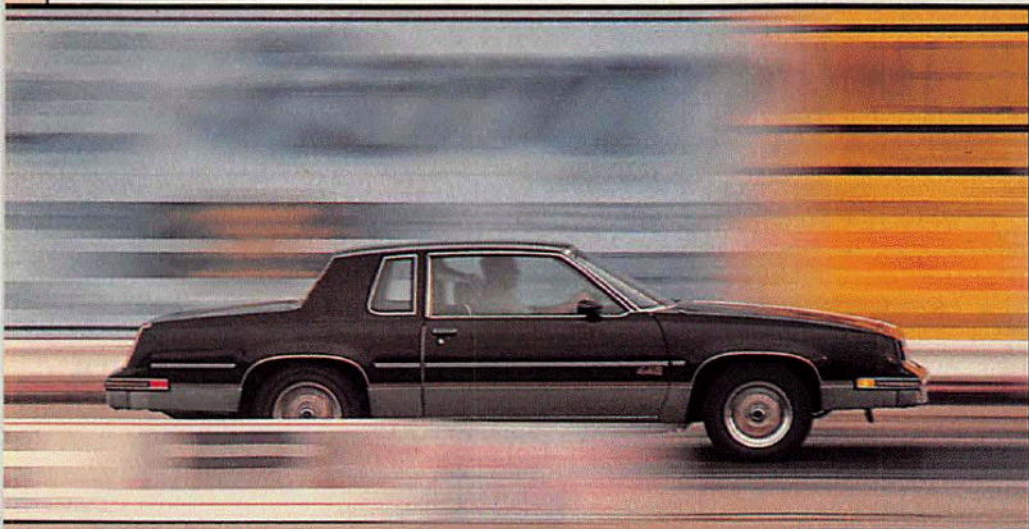
around on the local low-coefficient surfaces. Thus, when the weather began to clear and spring made an appearance, we lined up all three for a nostalgic romp through what's left of Muscle Car Land.

The Buick is by far the meanest-looking. It is also the fastest, because it carries marginally less weight, and because its turbocharged V-6 engine puts out 20 more horsepower than either the Olds or the Chevy (200 to their 180). The Buick definitely makes the greatest impression on the mob. It really carries the same feeling of menace as an attack helicopter, and its exhaust note has a lovely, moaning rap that's guaranteed to raise a young male's pulse rate by about fifteen points.

The Chevy looks more like a NASCAR stocker, and of course that was the idea. As clunky as a standard Monte Carlo looks, it is nonetheless one of NASCAR's most suc-



MODERN MUSCLE



successful racing shapes, and Chevrolet's stylists didn't have to do much to capture the character of the race cars in the SS. Everything about the Chevy is skewed toward that perception except the interior. The paint-and-decal scheme, the wheels and tires, the suspension settings, the front and rear aero aids, and a burbling V-8 noise all combine to enhance the Darlington 500 effect.

The Olds doesn't seem to have its heart in this competition. Aside from its wheels and tires and a handful of 442 decals, it could be any other Cutlass two-door sedan. Similarly, the interior is all Cutlass, so that the car turns out to be less a theme car or character car than a regular Cutlass with some worthwhile performance options. In

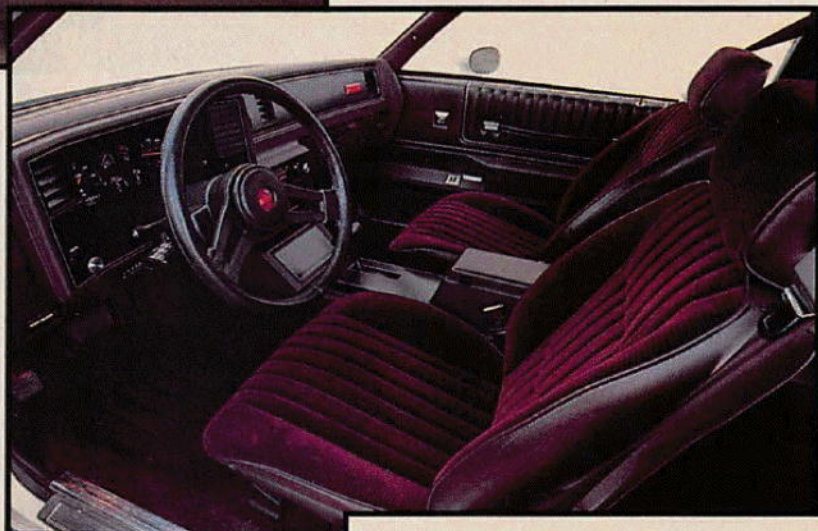
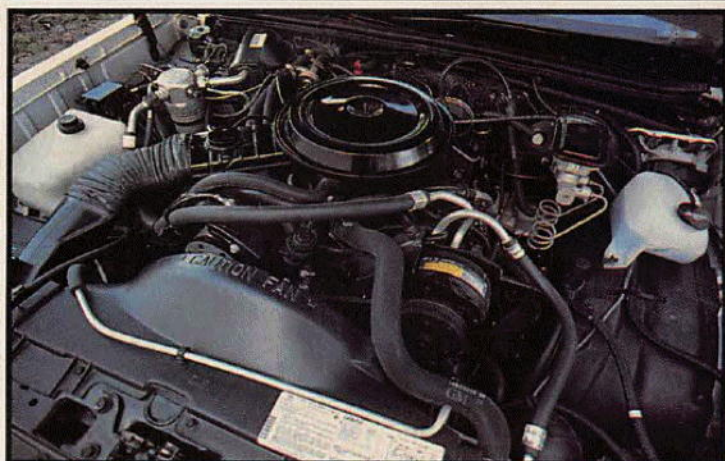
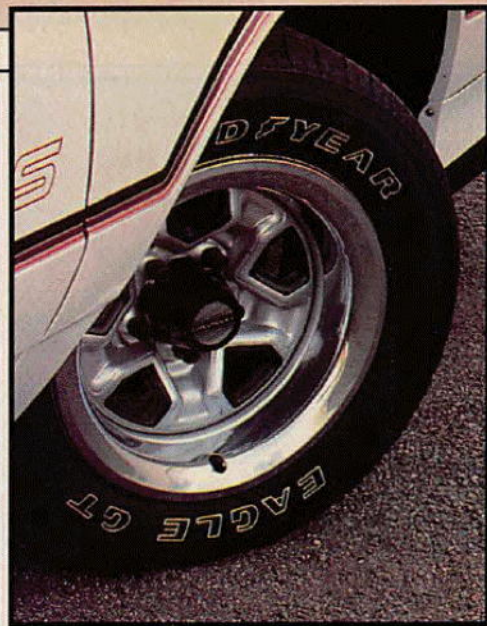
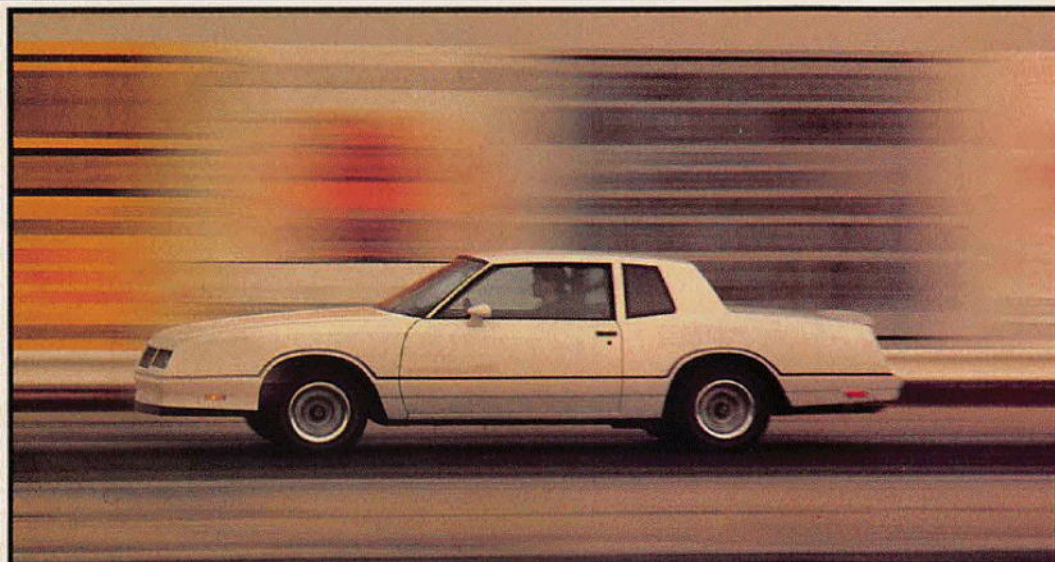
fact, we'd be delighted to see all of the old front-engine, rear-drive Cutlasses come out of the factory equipped like our 442... Then the Oldsmobile Division could devote itself to creating a 442 performance-and-personality package that would really make a statement.

The Chevrolet, the Buick, and the Olds all share a common body shell, as well as an automatic transmission, front and rear suspensions, brakes, tires, and front-seat frames. Each division was able to fiddle with spring and shock-absorber rates, anti-roll bars, bushings, and steering ratios, and

to install its own engine and torque-converter calibrations. (None of the three offers a manual gearbox, worse luck.) When you drive all three back to back, the degree to which their respective divisions have been able to make them different from one another is surprising. All three driving seats feel the same, which is to say substandard, and all control relationships are more or less identical, but after that the three cars begin to separate.

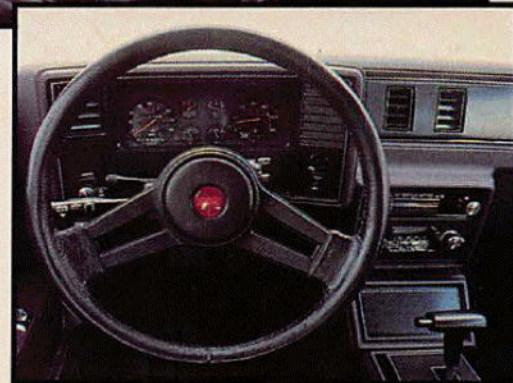
As we've said, the Oldsmobile is the least imposing of the three. It is powered by a five-liter version of the old Olds 350 V-8,

Vital Statistics		price, base/as tested	powertrain	SAE net power/torque
	BUICK REGAL GRAND NATIONAL	\$13,565/\$16,289	turbocharged V-6, 231 cu in (3791cc), iron block and heads, GM-Buick fuel injection, 4-sp auto	200 bhp @ 4000 rpm/ 300 lb-ft @ 2400 rpm
	CHEVROLET MONTE CARLO SS	\$11,608/\$14,430	V-8, 305 cu in (5001cc), iron block and heads, 1x4-bbl Rochester Quadrajel carburetor, 4-sp auto	180 bhp @ 4800 rpm/ 245 lb-ft @ 3200 rpm
	OLDSMOBILE 442	\$11,745/\$14,366	V-8, 307 cu in (5033cc), iron block and heads, 1x4-bbl Rochester Quadrajel carburetor, 4-sp auto	180 bhp @ 4000 rpm/ 245 lb-ft @ 3200 rpm

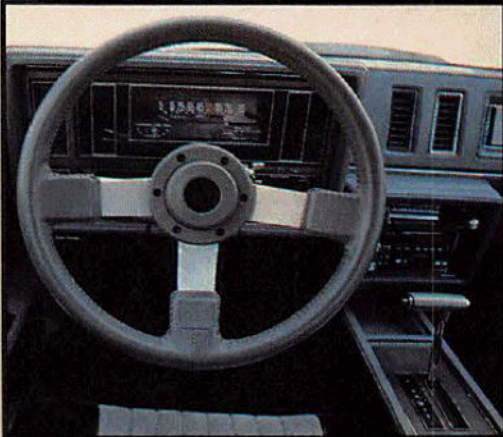
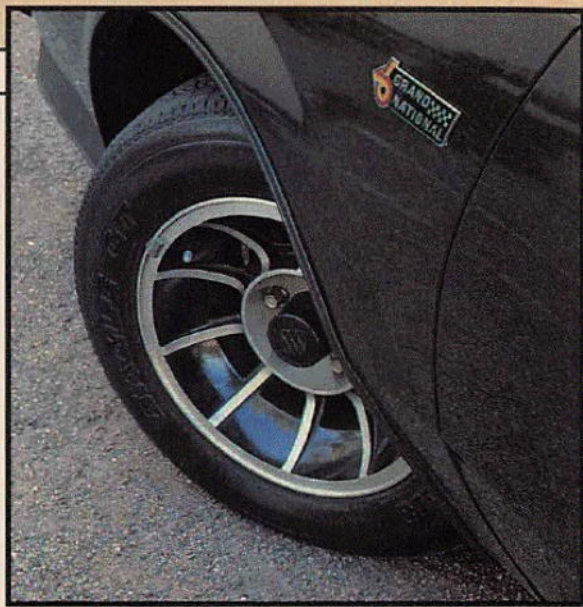
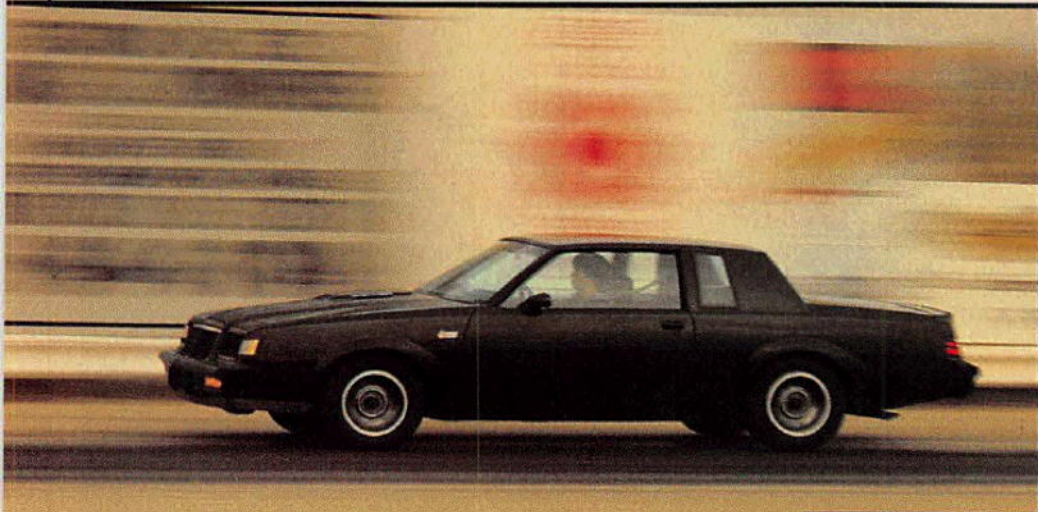


and the emphasis is on low- and midrange torque. The cast-iron engine is dressed with the same Rochester four-barrel carburetor that's on the Chevy, and the power flows through the same four-speed automatic transmission, but there the resemblance ends. The factory specifies tire pressures of 35 psi all around, and this made the 442 a little harsh and thumpy. Yet the overall feeling in the 442 was one of softness and undamped wheel movements. We were thus a little surprised to find that the Olds was quite happy when driven fast

on our test roads—Southern California's Mulholland Drive and Angeles Crest Highway—even when the pavement was rough and the shoulders were crumbled. Much like the true muscle cars of days gone by, with their flabby suspensions and vague steering, one simply tossed the 442 into the corner, allowed the suspension to compress all the way, and then rode it around on the rubber bump stops. Worked fine, despite all kinds of early warnings of imminent disaster. Probably not the sort of ride you'd want to give a pregnant lady, though.



wheel-base	dimensions, in			curb weight, lb	weight distribution, % F/R	suspension		brakes, F/R	tires
	length	width	height			front	rear		
108.1	200.6	71.6	54.6	3460	55.5/44.5	ind, unequal-length control arms, coil springs, anti-roll bar	rigid axle, 4 trailing links, coil springs, anti-roll bar	vented disc/drum	Goodyear Eagle GT, P215/65R-15 (35/35 psi)
108.1	202.4	71.8	55.0	3530	57.8/42.2	ind, unequal-length control arms, coil springs, anti-roll bar	rigid axle, 4 trailing links, coil springs, anti-roll bar	vented disc/drum	Goodyear Eagle GT, P215/65R-15 (32/32 psi)
108.1	200.0	71.6	54.9	3570	58.3/41.7	ind, unequal-length control arms, coil springs, anti-roll bar	rigid axle, 4 trailing links, coil springs, anti-roll bar	vented disc/drum	Goodyear Eagle GT, P215/65R-15 (35/35 psi)



The Buick was another matter altogether. The Buick, on the strength of its exterior appearance and its wonderful V-6 engine, promised everything but was really unhappy when the road got rough and twisty at the same time. The shock absorbers just seemed to give up. And since the

engine's performance was so far superior to that of the other two, it only took a small squirt of throttle to get oneself well and truly launched into the next corner. After about three such corners, filled with *sturm und drang* and flying elbows, we learned to modulate the pressure on the loud pedal.

Buick's 3.8-liter turbo V-6 is a great engine in search of a great car. Its performance is so good that it cries out for a more stable platform than the one offered by the Grand National. Let our technical editor describe it in greater detail:

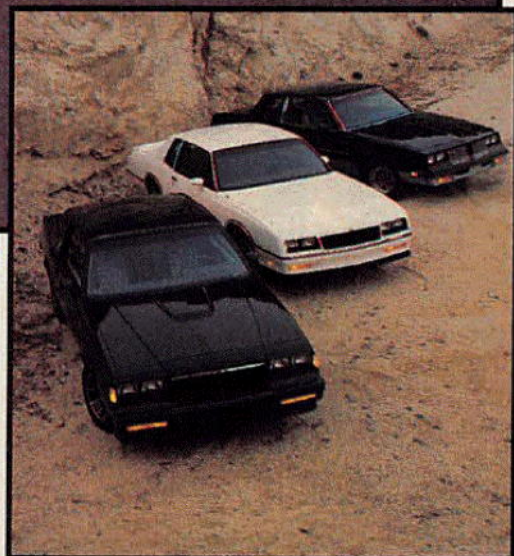
"Although it has only three-quarters the displacement and uses the same pushrod valve gear of its competitors' V-8 engines, the Buick motor easily outmuscles them both. The source of its power is a computer-controlled AiResearch T3 turbocharger, which is allowed to generate up to 15 psi of boost under favorable conditions. The proper fuel quantity to match the blown

engine's deep breathing is determined by the same computer, using a mass-airflow sensor and various temperature and pressure sensors. Each cylinder's dose of fuel is then metered very accurately by sequentially firing electronic injectors. The computer also determines the optimal spark timing and ignites each cylinder's charge with a high-precision, distributorless ignition system. The result of this exotic technology is a nice, round 200 bhp and 300 pounds-feet of torque."

The Monte Carlo's L69 engine is an American classic: a 305-cubic-inch version of the 30-year-old Chevy small-block. Think of it as either the carbureted Z28 engine or a regular old Chevy V-8 with a 9.5 compression ratio and a Corvette camshaft. Either way, it delivers a very pleasing 180 horsepower. Not as spectacular as the Buick's turbo V-6, but more than ample for styling and profiling, it moves the Monte

Car and Driver Test Results

	acceleration, sec					top speed, mph	braking, 70-0 mph, ft	roadholding, 300-ft skidpad, g
	0-60 mph	0-100 mph	1/4-mile	top gear, 30-50 mph	top gear, 50-70 mph			
BUICK REGAL GRAND NATIONAL	7.5	22.9	15.7 @ 87 mph	4.1	6.2	121	198	0.80
CHEVROLET MONTE CARLO SS	7.8	25.6	15.9 @ 86 mph	4.3	6.4	117	204	0.80
OLDSMOBILE 442	9.1	31.3	16.6 @ 83 mph	5.1	7.2	113	204	0.78



Carlo along at a pace that would have been unimaginable five years ago.

These cars are true enthusiasts' vehicles, in that they really don't make a lot of sense. They're performance cars that don't really go all that fast; flash cars with the look and the smell and the roar of race cars, but the soul of mom-and-pop sedans. But it's astonishing how much fun they are. And that's the whole point. People stare at

them. They look terrific. The Buick is about perfect as automotive graphics go, but the Olds and the Monté Carlo have their own songs to sing.

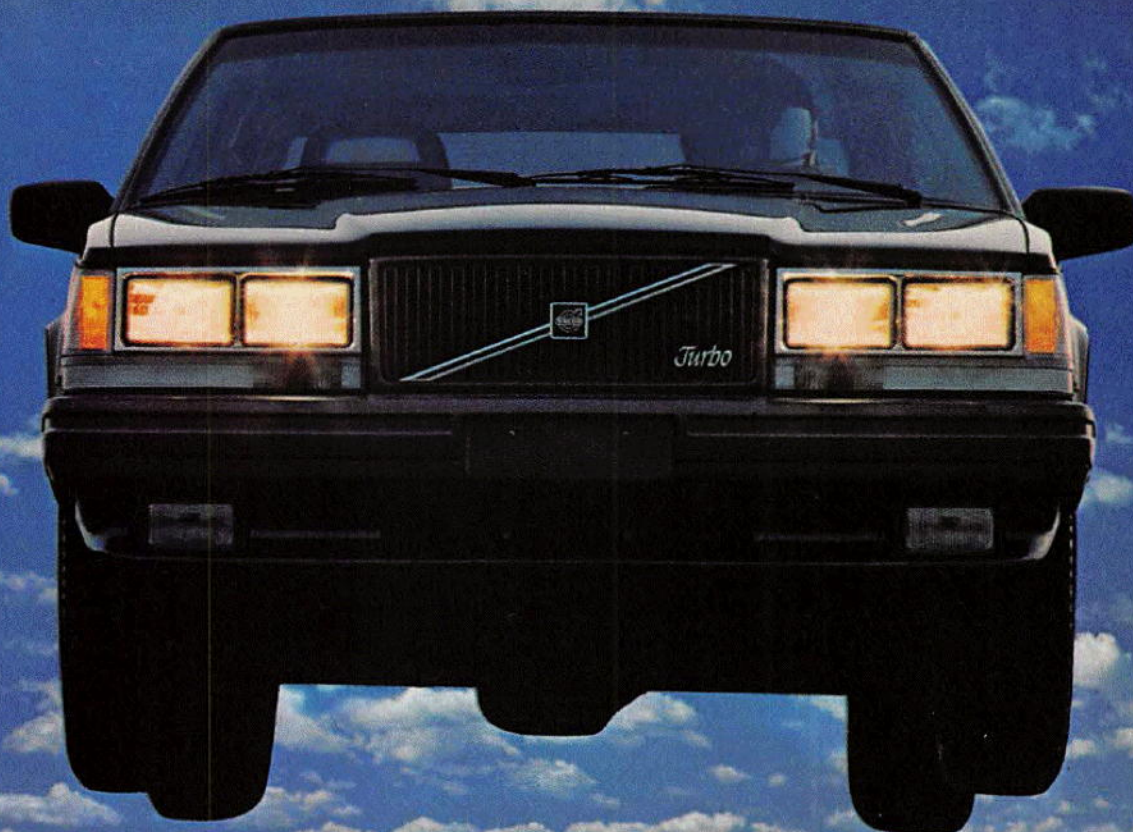
Every one of the three deserves a better interior. The seats just don't get it, but our guess is that the target customers for the Olds and the Chevy don't worry too much about seats and ergonomics—that's for Porsche people and other poseurs. The Buick, though, is different. First of all, it's a bit more expensive, and it's so black, so sleek, that one really ought to be able to yank the door open and be stunned by a gorgeous high-tech interior, including an up-to-date package of analog instruments.

The Monte Carlo SS was our overall favorite, with the Buick a very close second.

The Monte Carlo doesn't go as fast or look as mean as the Buick Grand National, but the Monte Carlo offers its driver a nicely balanced portfolio of acceleration, braking and handling, and NASCAR style. It's clear that Chevrolet gave this car a great deal of thought, because it delivers. The decals and special trim mask no disappointments. The car is what it says it is, and does what it looks like it ought to do. It rolls along the freeway just like a grown-up automobile, yet handles the swoops and humps of the Angeles Crest and Mulholland Drive like a great big sporty car. It ought to be sensational for delivering the beer and the stewardesses to the beach for this weekend's volleyball tournament.

—David E. Davis, Jr.

interior sound level, dBA		fuel economy, mpg	
70-mph cruising	full throttle	EPA city	C/D observed
68	72	17	17
68	73	17	18
68	73	17	14



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So check into your Volvo dealers and log some time in the intercooled 740 Turbo.

No pilot's license required.

*Based on tests conducted by Car And Driver.

THE 740 TURBO

By Volvo

Chevrolet Nova CL

Not just a car, but a whole new way of living.

• America's number-one purveyor of automobiles is about to change its tune. Literally. By now, you are no doubt familiar with the Chevrolet advertising campaign that exhorts us to "drive today's Chevy, live today's Chevy." About the time you read this, you'll begin seeing and hearing a new song and dance from GM's largest division, one that trumpets a radical change in the General's way of living. To wit:

"Witness the birth of a bright new star, the result of a joint venture between Chevrolet and Toyota. Nova. It's the best of both worlds."

Those words, lifted directly from the Nova introductory TV spot, pretty much say it all. You know that something's up the minute you hear a Chevrolet ad mentioning the name of arch rival Toyota—now a collaborator, no less. But the facts are the facts: today's Chevy, friends, is today's Toyota. A Corolla, to be exact.

But wait a minute. The new Nova is a Corolla wearing a Chevy bow tie all right, but it's also much more. Unlike Chevrolet's two other captive Japanese small cars, Suzuki's Sprint and Isuzu's Spectrum, the Nova didn't roll off a cargo ship after a two-week ocean crossing. The people who bolted it together don't speak Japanese, either—unless it's their second language. No, this version of the Corolla is built by UAW laborers in Fremont, California, working for New United Motor Manufacturing, Inc., or NUMMI, a company owned equally by Toyota and General Motors.

The big news isn't so much the Nova itself—mechanically speaking, it's been around for eighteen months in Toyota showrooms—but the fact that the world's two biggest automobile manufacturers decided to stop competing and start cooperating. But why?

As it turns out, the answers are pretty straightforward. Obviously, Chevrolet gets a new small Japanese car out of the deal. Not long ago, GM management decreed that Chevrolet would be the corporation's value division, home of its entry-level cars. GM's inability to build anything much smaller than a J-car profitably—the anachronistic Chevette aside—has meant the division has had to fill out its dance card with imported models.

The new Nova slides into the niche just below the Cavalier and just above the Spectrum and will compete head to head with the real Corolla and all other comers in the

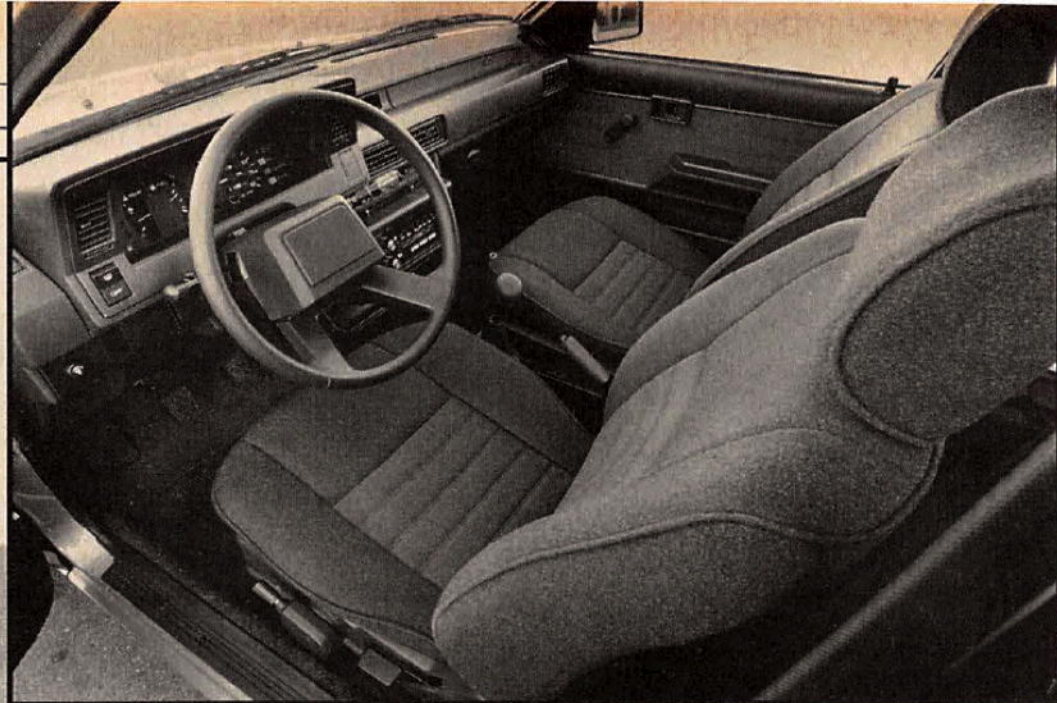
compact and subcompact ranks. This is the car Chevrolet is counting on to pull in the buyers who are convinced that a small sedan can't be trusted unless it wears a made-in-Japan label. Chevrolet's sales troops expect to unload a quarter of a million Novas a year, all the Fremont plant can pump out.

Chevy will buy the cars from NUMMI just as it buys cars from Isuzu and Suzuki.

Cars, however, are only one-third of GM's motivation for climbing into bed with Toyota. According to former GM exec Robert W. Hendry, now NUMMI's general manager of general affairs and comptrol-



PHOTOGRAPHY BY DICK KELLEY



ler, the second key attraction is that Toyota has "implemented its production system here in the U.S." The working agreement inked by the two companies in late 1983 specified that Toyota would design and engineer the plant to its specifications and that it would run the place according to its own proven management methods. GM provides the support staff, kicks in half the start-up money, and sells the cars.

This setup gives GM a closer look at Japanese manufacturing techniques and management practices than any other U.S. carmaker has ever had. "With 50-percent ownership of the plant, we can get in there," says Tom McDaniel, director of international programs at Chevy. "We can see how they really do just-in-time parts supply. Being there every day is the only way. The Japanese will answer only what you ask; you've got to know *what* to ask."

Currently, sixteen GM managers on loan to NUMMI are sponging up every last iota of Japanese manufacturing know-how. (Toyota has stocked NUMMI with 34 executives, and its people hold the uppermost positions.) "After three years, those people will be very valuable," says McDaniel. Whatever GM learns will be applied directly to the upcoming Saturn program.

There's yet another important reason GM has taken the plunge, according to McDaniel: "It'll help us when it comes to negotiating with the UAW for Saturn, because Saturn is a whole new deal." NUMMI's labor agreement was struck independently from the union's deal with the

Big Three automakers. Counting on similar union cooperation to keep labor costs down in the Saturn plant, GM views the NUMMI contract as the first step toward that goal.

As you can see, the importance of the Nova to GM extends far beyond the conventional measure of success in the marketplace. But what about Toyota? Make no mistake, this is a mighty firm, and it's in the unheard-of position of having no outstanding debt. You'd think Toyota would want to go to the mattresses against GM, not dance with it.

According to Ken Mizuo, NUMMI coordinator of general affairs, Toyota's first concern was "improving trade relations." But Toyota also stands to gain something else. "We will learn about American suppliers and about working with American labor," says Mizuo.

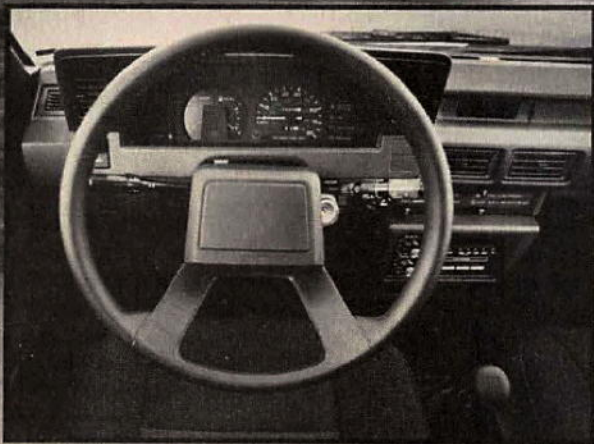
What Toyota receives from GM, then, is a helping hand. The General's men smooth the labor-relations waters with the UAW. ("Toyota had heard horror stories about the union," says one GM insider, "and they were nervous.") GM's people also speed up the process of forming relationships with U.S.-based parts suppliers. Armed with what it learns from NUMMI, Toyota will be in a position to set up its own complete-car manufacturing facility here with a minimum of fuss.

When the two parties signed the memorandum of understanding in February 1983, they each anted up \$100 million—small potatoes for starting a new car com-



pany. (Part of GM's capital outlay was the Fremont plant, which had been lying dormant.) The plant was gutted and rebuilt to do business Toyota's way. A few hundred assembly-line workers, who would later become "team leaders," were sent to Japan to learn how to put the cars together and—far more important—to be indoctrinated in a whole new style of labor-management relations.

Meanwhile, Chevrolet designers made a few small changes to the Corolla to make it look more like one of the family—primarily, quad headlights and an egg-crate grille. Only 21 months later, the first Nova rolled off the assembly line amid much hoopla. (GM chairman Roger Smith showed up, and the workers got to make a champagne



toast.) There hadn't even been time to put the Nova in the wind tunnel.

On close examination, you'll notice that the Nova looks different from the current Corolla. It takes a keen eye and a subscription to a Japanese car magazine to peg this six-window sedan as a Sprinter four-door, a version of the front-drive Corolla not currently sold here. In general, it's a little rounder and sleeker than the crisply folded Corolla four-door we're used to, and every piece of exterior sheetmetal is indeed different. This fall, NUMMI will start building a five-door-hatchback version as well.

Aside from its skin, though, the new Nova is pure Corolla. It shares all of its major components—crossways 1.6-liter four-cylinder engine, transaxles, strut-type front and rear suspensions—and much more with the front-wheel-drive Corolla we've praised before. For now, it comes seasoned only two ways, plain and CL, though its options list is generous.

As befits such a joint-venture car, half of the Nova's content comes from Japan and half from the U.S. A close examination of this situation, however, reveals that "content" includes the cost of labor as well as the cost of parts. As it stands now, only about twenty percent of the Nova's parts come from U.S.-based manufacturers. These include much of the interior trim, the seats, the A/C, various electrical components, and the radio. America, of course, contributes all of the labor.

Most of the Nova's sheetmetal is stamped next door to the Fremont assem-

bly hall, but only half of it is American. The other half is Japanese. "American steel is about twenty percent lower in quality than Japanese steel, and about twenty percent more expensive," laments an American on the NUMMI staff. "But we felt we had to go half and half for political reasons."

From Japan come the engine, the gearboxes, the suspension, the exhaust system, and the engine controls. The paint is American—the Japanese formula sent the EPA's air-quality meters into the red—but it's sprayed on by a Toyota paint system.

The fruits of all this transoceanic cooperation appear to have been worth the trouble, if our metallic-blue CL test car is any indication. Chevrolet bravely provided the press corps with early-production cars, serial number 200 or less, and ours was impressive. It was screwed together as if the folks at Fremont had been building Novas for years.

If you've ever driven a Corolla, you'll be very much at home when you slip into a Nova. Chevrolet has even retained the signature Toyota steering wheel, with its big, boxy horn button—though it's embossed with an American name now. The accommodations are all you'd expect in a compact Japanese sedan. The CL trim package offers tasteful cloth upholstery and includes plenty of extras: tilt wheel, adjustable front headrests, a lower-cushion height adjustment for the driver's seat, and remote fuel-filler-door and trunk-lid releases.

The options list includes most all of the

familiar amenities: air, cruise, power locks, alloy wheels, a three-speed automatic transmission, and better sound systems. Conspicuous by their absence, however, are any pieces aimed at the serious enthusiast. You can't even order a tach.

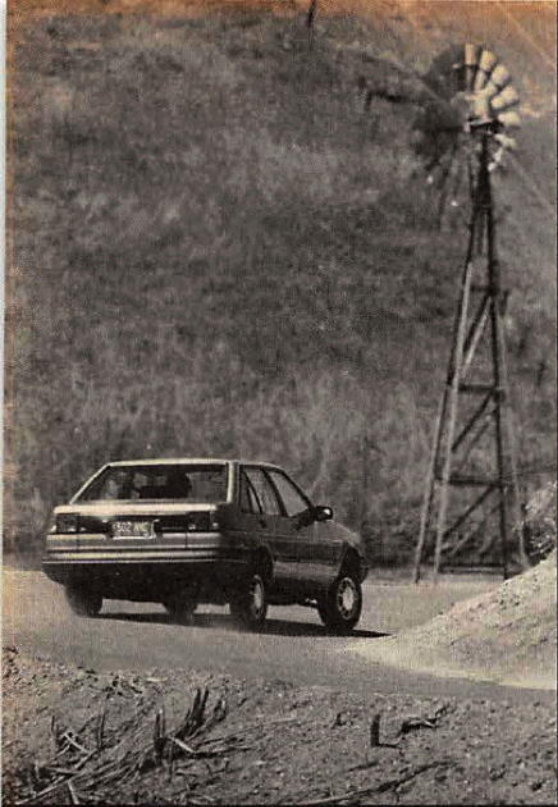
Nevertheless, the basic package is sound; after all, we are talking about a Toyota. The fit and the finish are top notch. There's adequate room for four adults. The interior trimmings are handsome and neatly buttoned down.

And, of course, the Nova drives well. We'll leave the final conclusions to a full road test, but our first impression is that the Corolla has the edge on the Nova in both ride and handling. We suspect some fiddling by GM here, and maybe some deleterious effects as a result of the Nova's GM-spec all-season radial tires.

Toyota's 70-hp, 1.6-liter four-cylinder engine, however, is as refined as ever. You can even rev it to kingdom come, and it never gets shrill. This car is far from overpowered, but then it's not meant to be a road rocket. Civilized, economical (we got 31 mpg during our test) people moving is what it's all about, and it accomplishes that task handily.

So it looks as if Chevrolet has the product it needs to get the job done. As you read this, the Nova is going on sale at 500 dealerships in 25 middle states. By mid-1986 the production lines will be able to supply Chevy dealers nationwide.

The other part of the deal, the part where GM learns a new way of living,



seems to be going along swimmingly as well. Bob Hendry's eyes sparkle like a true believer's when he tells what most impresses him about the Japanese way.

"It's the subtle concepts. The Japanese believe that the workers are *the* most important asset. Everything comes from that. The Japanese rely on the resourcefulness of people to avoid *muda*—waste—in the system. There's much more worker responsibility, and more worker self-inspection."

According to Hendry, the Toyota manufacturing setup works better, too. The line is broken into sections, any of which can easily be stopped by work teams that find problems or subpar quality. "Their machinery is actually less sophisticated than ours," marvels Hendry. "But it's simpler. They want it that way." In the end the Toyota equipment works more efficiently, with less downtime.

But Hendry keeps coming back to the human part of the equation. "A big improvement is in communication." The Japanese system allows—encourages—workers to make "presentations" to management about anything they feel needs to be changed. Everything in the plant is fair game. Recently, changes were made to the cafeteria as a result of worker suggestions. At NUMMI, says Hendry, "there's mutual trust and cooperation" between labor and management.

Listening to a GM manager talk like this holds out a ray of hope for the future of America's automobile industry. Who would have believed, even a few years ago, that the world's biggest carmaker would become humble enough to admit it had something to learn?

Twelve years from now, the GM-Toyota joint-venture agreement will be dissolved by law. Long before then, we should know whether General Motors has taken its lesson to heart.

—Rich Ceppos

COUNTERPOINT

• Any car that's got a Corolla locked up inside it can't be bad. The Corolla is my favorite cheap car. It drives well, rides well, fits big people, and runs forever. And it doesn't look like a scaled-up Japanese GoBot, either.

Of course, *this* Corolla wears Chevrolet's bow tie. And that's got me a little concerned. See, a cheap car not only should drive well, it also should own well. And I'm not convinced that Chevrolet dealers can please their patrons with the same service, parts supply, and warranty procedures that Toyota does. At the same time, I'm also not sure that the Nova can meet the same standard of what Pete Lyons calls "abuser-friendliness" set by the cockroach-tough, born-in-the-U.S.A. Chevette.

When it comes to driving, the Nova feels plenty American. Yet, just like a Japanese car, it can be paid for with installments taken from the loose change in the bottom of your kitchen drawer. As Chevrolet says, it's the best of both worlds. I only hope that the experience of owning a Nova will earn the same high praise.

—Michael Jordan

Chevrolet's selection of the Toyota Corolla as the Japanese small car to build jointly in this country was the best one possible. The Corolla is a rolling catalog of reasons why the Japanese dominate the small-car market. It performs with agility and economy, thanks to its light weight and willing powertrain, it's practical and roomy, and it owns an enviable reliability record. Most important of all, the Corolla doesn't constantly berate its owner for having bought an inexpensive car. It's quiet, beautifully assembled, comes with plenty of conve-

niences, and goes down the road with surprising precision.

Judging by our Nova test car, Chevrolet knows that it has a good thing, for it has left well enough alone. The Nova's suspension does feel a bit softer to me, but that probably won't offend enough customers to keep the Nova from becoming a wild success. The success of the entire program, though, won't be apparent until we see how much of this car's excellence Chevrolet can incorporate into its own products.

—Csaba Csere

Lorna, who has a talent for naming airplanes and other pets, calls this car "Gumpy." "This is a happy little car. It's like a puppy that hasn't been trained yet. It's all eagerness and full of frolic and wanting to please, without yet knowing what to do to please you. His name is Gumpy." She's exactly right. Mechanically, this Nova is a combination of good traits and others that need more development.

Gearbox: a delight, with short, tight shift pattern, excellent feel; cable linkage has sure come a long way. Engine: next-best feature, brisk and full of life yet smooth and quiet; is marred by "hesitation." Steering: good for a power system, with adequate feel. Handling: basically well balanced, remains poised in the face of provocations.

But Fremont's fix list should include tightening up whatever causes the Nova's nervous waver on ripply and grooved surfaces. And the ride, good generally, goes unacceptably coarse on rough patches.

Gumpy's young yet. Give him time.

—Pete Lyons



Ordinary waxes strip paint finishes because they have harsh abrasives.

New Clear Coat™ cleans, shines and protects without stripping because it's clear. Clear because it has no harsh abrasives.

NEW CLEAR COAT.™ KEEP THE PAINT ON YOUR CAR NOT ON YOUR RAG.

It took Turtle Wax® to create a clear formula car wax with a brand new cleaning/polishing system. Unlike most ordinary waxes that can actually strip off your paint, new Clear Coat™ safely cleans, shines and protects because it has no harsh abrasives. It's a clear difference that you can see just by looking at it. New Clear Coat™ is good for all finishes especially the new layered paints with the clear, final topcoat which is easily scratched by ordinary car wax with its harsh abrasives.

At last, a car wax completely safe for all advanced car finishes yet extremely effective on old cars, too. We guarantee it. New Clear Coat™ car wax and polish in both clear liquid and clear gel. Now the choice is clear.

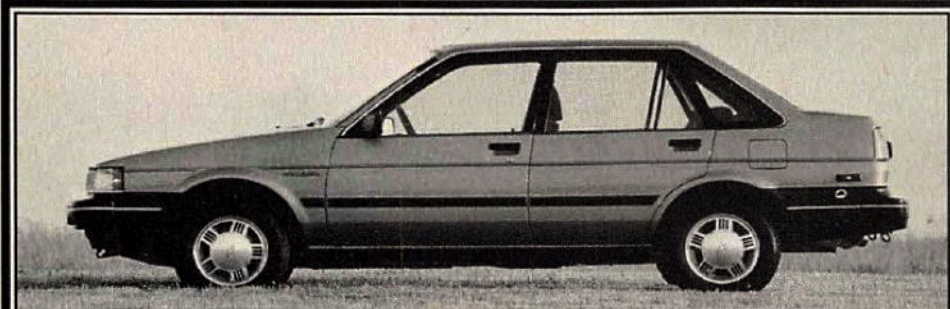
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turtle wax®

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CHEVY NOVA



Vehicle type: front-engine, front-wheel-drive, 5-passenger, 4-door sedan

Price as tested: \$8900 (estimated)

Options on test car: air conditioning, AM/FM-stereo radio/cassette, power steering, cruise control.

Standard accessories: tilt steering, rear defroster

Sound system: GM-Delco AM/FM-stereo radio/cassette, 4 speakers

ENGINE

Type 4-in-line, iron block and aluminum head
 Bore x stroke 3.19 x 3.03 in, 81.0 x 77.0mm
 Displacement 97 cu in, 1587cc
 Compression ratio 9.0:1
 Carburetion 1x2-bbl
 Emissions controls 3-way catalytic converter, feedback fuel-air-ratio control, EGR
 Valve gear belt-driven single overhead cam
 Power (SAE net) 70 bhp @ 4800 rpm
 Torque (SAE net) 85 lb-ft @ 2800 rpm

DRIVETRAIN

Transmission 5-speed
 Final-drive ratio 3.72:1

Gear	Ratio	Mph/1000 rpm	Max. test speed
I	3.55	4.9	29 mph (6000 rpm)
II	1.90	9.2	55 mph (6000 rpm)
III	1.23	14.2	78 mph (5500 rpm)
IV	0.89	19.6	93 mph (4750 rpm)
V	0.73	23.9	85 mph (3550 rpm)

DIMENSIONS AND CAPACITIES

Wheelbase 95.7 in
 Track, F/R 56.1/55.3 in
 Length 166.3 in
 Width 64.4 in
 Height 52.8 in

Ground clearance 5.3 in
 Curb weight 2260 lb
 Weight distribution, F/R 61.1/38.9%
 Fuel capacity 13.2 gal
 Oil capacity 3.5 qt

CHASSIS/BODY

Type unit construction
 Body material welded steel stampings

INTERIOR

SAE volume, front seat 50 cu ft
 rear seat 36 cu ft
 trunk space 14 cu ft
 Front seats bucket
 Seat adjustments fore and aft, seatback angle, height, lumbar support
 General comfort poor fair good excellent
 Fore-and-aft support poor fair good excellent
 Lateral support poor fair good excellent

SUSPENSION

F: ind, strut located by a control arm, coil springs
 R: ind, strut located by 2 lateral links and 1 trailing link, coil springs

STEERING

Type rack-and-pinion, power-assisted
 Turns lock-to-lock 3.3
 Turning circle curb-to-curb 31.6 ft

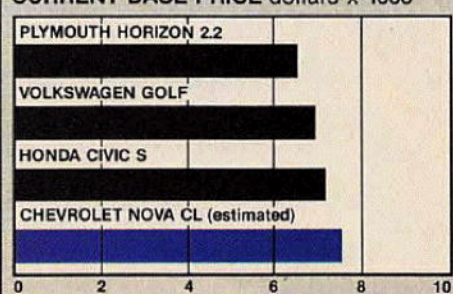
BRAKES

F: 9.6 x 0.5-in disc
 R: 7.9 x 1.2-in cast-iron drum
 Power assist vacuum

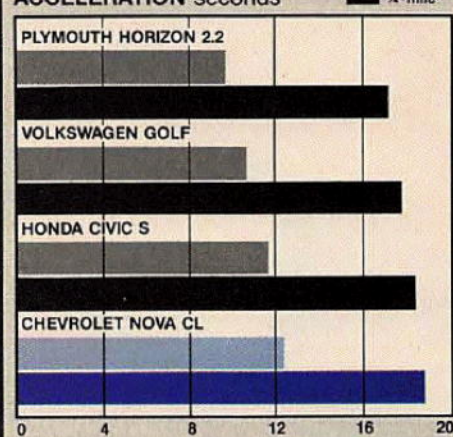
WHEELS AND TIRES

Wheel size 5.0 x 13 in
 Wheel type cast aluminum
 Tires Firestone WR-12 M+S, P175/70R-13
 Test inflation pressures, F/R 26/26 psi

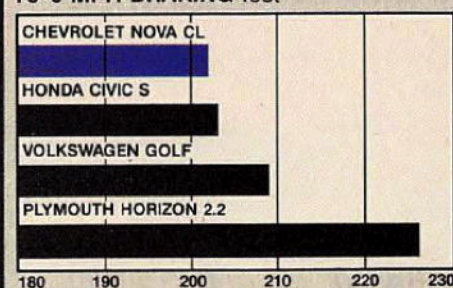
CURRENT BASE PRICE dollars x 1000



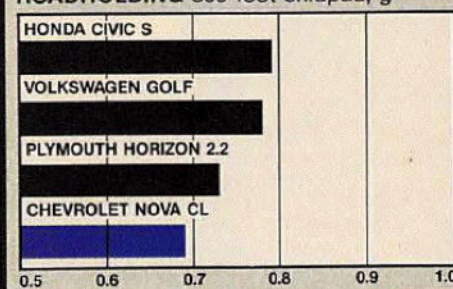
ACCELERATION seconds



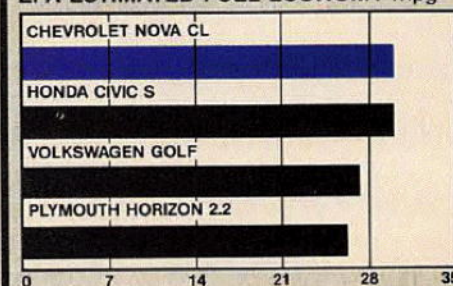
70-0 MPH BRAKING feet



ROADHOLDING 300-foot skidpad, g



EPA ESTIMATED FUEL ECONOMY mpg



CAR AND DRIVER TEST RESULTS

ACCELERATION

Test	Seconds
Zero to 30 mph	3.6
40 mph	5.5
50 mph	8.3
60 mph	12.4
70 mph	17.4
80 mph	25.4
Top-gear passing time, 30-50 mph	14.9
50-70 mph	19.3
Standing 1/4-mile	18.7 sec @ 72 mph
Top speed	93 mph

HANDLING

Roadholding, 300-ft-dia skidpad 0.69 g
 Understeer minimal moderate excessive

BRAKING

70-0 mph @ impending lockup 202 ft
 Modulation poor fair good excellent

Fade none moderate heavy
 Front-rear balance poor fair good

COAST-DOWN MEASUREMENTS

Road horsepower @ 30 mph 4 hp
 50 mph 11 hp
 70 mph 25 hp

FUEL ECONOMY

EPA city driving 30 mpg
 EPA highway driving 37 mpg
 C/D observed 31 mpg

INTERIOR SOUND LEVEL

Idle 48 dBA
 Full-throttle acceleration 80 dBA
 70-mph cruising 72 dBA
 70-mph coasting 71 dBA

IF YOU WANT TO IMPROVE
YOUR BIKE'S CHANCES OF WINNING THE BAJA 1000,
DON'T UNLOAD IT.

Buckle up — for life!



If you think of a pickup as just a way to lug your high performance machinery to and from the dirt, the Isuzu 4x4 is going to be something of a shock.

Because under its hood is the same incredibly potent 2.3-liter overhead cam engine design that powered Team Isuzu to a victory in the stock mini-pickup class of the grueling Baja 1000.

And it's surrounded by features that sound like they belong on some sophisticated off-road racer instead of one of the world's most

reasonably priced 4x4's. Including all-terrain tires. Stagger-mounted rear shocks. Front disc brakes. Triple skid plates. Variable rate power steering. An independent double-wishbone front suspension. And auto-locking hubs.

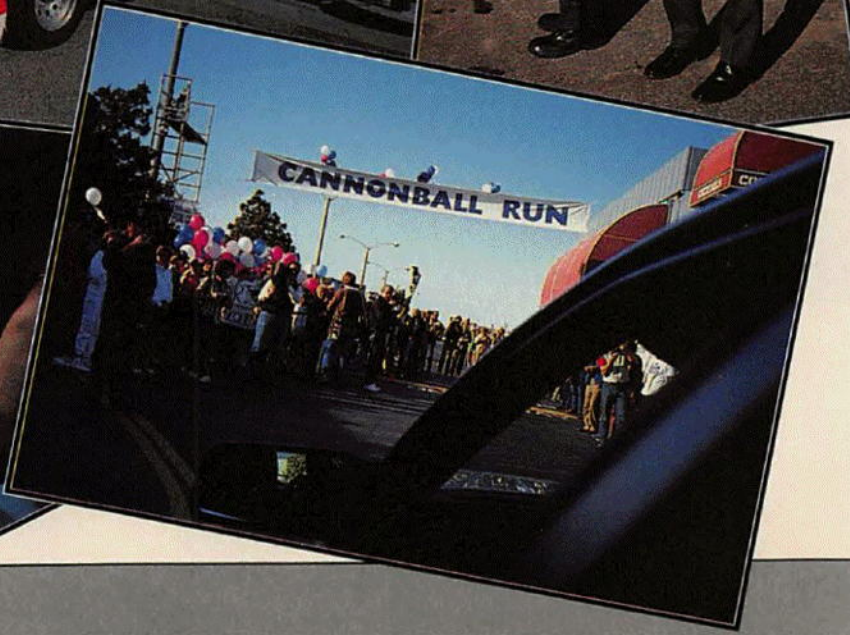
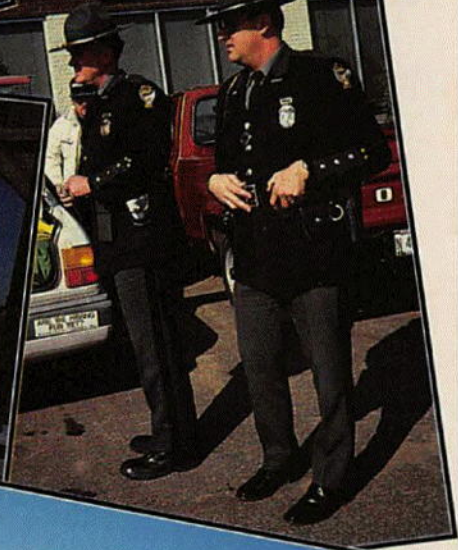
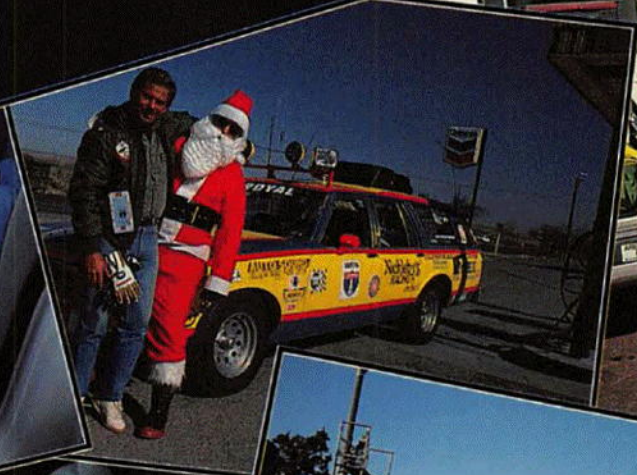
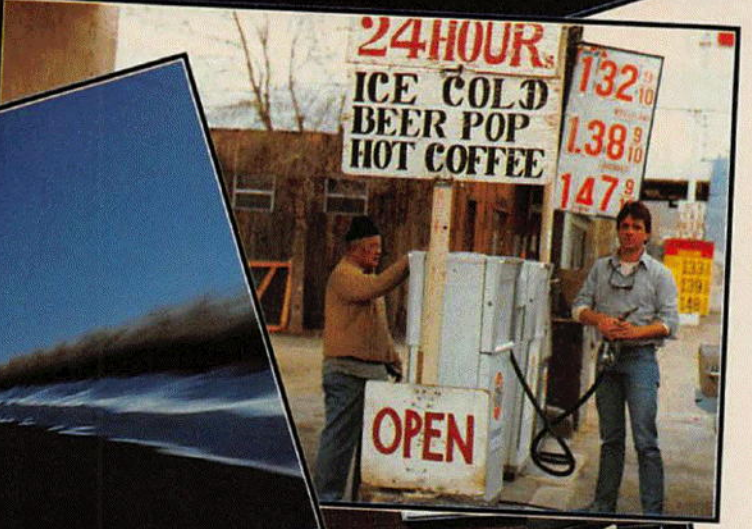
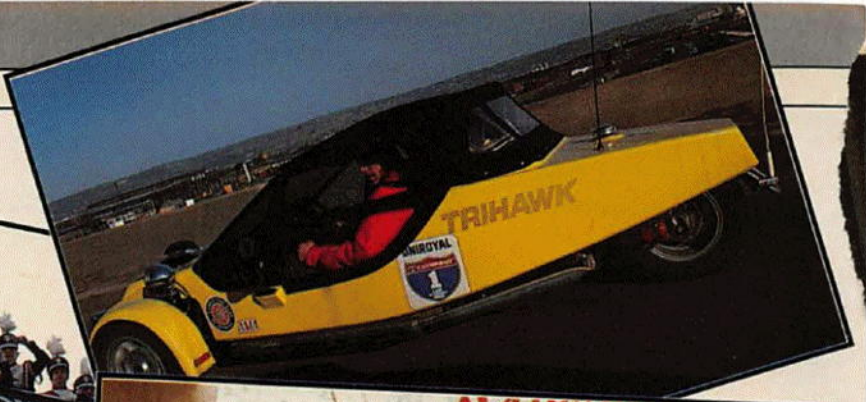
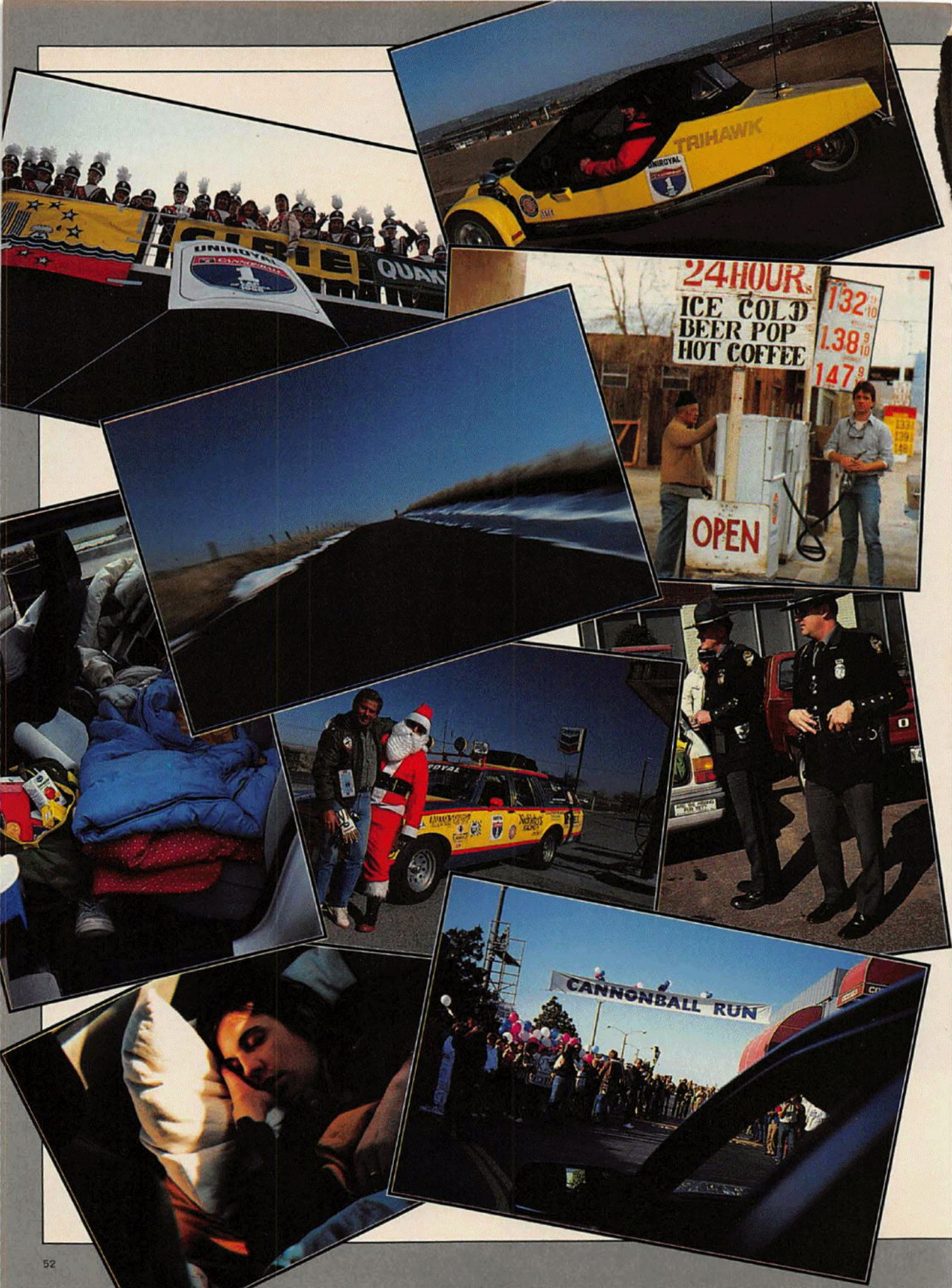
With all this going for it, you've probably decided that buying an Isuzu 4x4 to carry your bike would be a wise decision.

You've probably decided something else. Racing your bike against it might not be.



THE FIRST CAR BUILDERS OF JAPAN.

ISUZU



Lap Two

Definitely the makings of another bad movie here, Yates.

• *As the credits flash across the screen, our movie opens with a tight shot of consumer twinkie Ralph Nader haranguing a raft press . . .*

"And given the fact that this is a Brock Yates-supported rally, the man who led the infamous Cannonball races at up to 95 miles per hour a decade ago across the country, I think the presumption has to be with the suspicion that this is a rally based on violating state speed laws and reflecting contempt on the safety inherent in those speed laws for millions of motorists."

Cannonball. You might draw a blank on the name Brock Yates, and this might even be your first issue of *Car and Driver* (poor thing). But ask your granny and even she'll tell you about the Cannonball: "Wasn't that a really bad Burt Reynolds movie about a race across America?" Exactly right, and if it didn't make our man Yates a household name, it did make him rich.

But Yates eventually grew tired of the Cannonball boutique business (T-shirts, jackets, luggage, decals, steering wheels, ball caps, neckers' knobs, fuzzy dice, exhaust tips, et cetera), and so the Cannonball One Lap of America was conceived. It was a great idea, an eight-day, 8700-mile rally around the continental U.S. The Cannonball name would be revived, everyone would have a good time, and Yates would make money. Unfortunately, the inaugural 1984 One Lap turned out to be a rather boring, meandering scenic tour of the nation's Interstate system. As U.S. PRO Rally champion John Buffum asked later, "Why didn't you just say you did it and drink beer for eight days?"

You can't keep a good entrepreneur down. For the sequel, Yates and his wife, "the lovely Lady Pamela," with the aid of the Sports Car Club of America and boon companions Chuck Dressing and Bill Baker, laid out a spectacular 9000-mile route that would take in some of this country's most awesome scenery: beautiful bridges, gorges, rivers, and peaks; racetrack-quality twisty two-lane; points of esoteric motorsports interest. The SCCA's job was to set up a competitive framework within the confines of the national speed limit that would both entertain the contestants and satisfy Lap Two's corporate sponsors, including Uniroyal (which paid Yates extra

BY JEAN LINDAMOOD

cash for the privilege of principal sponsorship), Chrysler, Quaker State, Rolex, Cincinnati Microwave, and Cibié. The SCCA worked it so that the competitors would have to arrive exactly on time at the various checkpoints and would also have to complete five special time-speed-distance (TSD) rally legs of up to 107 miles each, following precise course directions and maintaining specified average speeds. Hidden checkpoints during the TSD legs would monitor the progress of the cars to the second, and penalty points would be assessed at the rate of one per second for early or late arrival. Most of the 78 entrants had no idea what any of this TSD business meant. They just sent in their entry fees, a whopping \$850 apiece ("This ain't Mother Teresa you're talking to"—B. Yates), because, hey, this was the Cannonball!

The camera pans the starting line in front of the Lansdowne restaurant in Detroit. It is a blustery March day . . .

Yates (played by Dom DeLuise) is a bundle of burnt synapses at the start. The worst rumor is that Ralph Nader (Jack Webb) will file an injunction to stop the event. Yates's lawyers work overtime to bunt back any such attempt. We also hear that Nader-backed auto-wreck victims may block the start.

If Yates has to cancel, another competi-



Three people who are crazy enough to drive nine thousand miles in just eight days: Lindamood, Ty Holmquist, Nicole Ouimet.

tor and I will ease down the line of cars, passing the word: "Drift down the road to *Car and Driver* for a restart." We look at the lineup of professional rally drivers (including Buffum and my teammates, navigator Ty Holmquist and Canadian driver Nicole Ouimet), celebrities (Phil Hill, offshore powerboat racer Betty Cook, Benihana's Rocky Aoki), and assorted loons, and we are assured. Save for a few closet wimps, the bulk of the competition will be with us.

Everyone here plans on winning, although each of the 78 teams has a different idea of what that will take. Rocky Aoki, in white tie and tails, plans to do it in a 1959 Rolls-Royce Silver Wraith, accompanied by a pair of chauffeurs in morning suits. A 1936 Chevy two-door sedan and a 1936 Ford delivery truck tie for oldest entry. United Motors Corporation president Jim Bardia has entered a stretched Cadillac limo outfitted with a "pursuit suspension," a microwave oven, cellular and VHF phones, dual CBs, a VCR, a compact-disc player, a color TV, a refrigerator and a sink with running water, a cappuccino/espresso machine, and a reclining chaise longue.

Ty, Nicole, and I have put our money on four-wheel drive. We are part of Volkswagen of America's four-car team of new Audi 5000 Turbo Quattros, shipped from Germany four months before they're due to go on sale in the U.S.

Detroit's own celebrity entry, Emily Gail and Herb Squires, promoters of a marathon foot race through Detroit (somewhat less grueling than their 83-mile run across Death Valley in 1979), will drive a 1985 Mark VII LSC. Three hours after Herb picks up the car from Ford, it is stolen. When a replacement LSC arrives, Herb and Emily paste a bumper sticker across its rear: "Say Nice Things about Detroit." You bet. Meanwhile, Rocky Aoki's portable toilet is heisted from his Rolls-Royce.

At the pre-race press conference, consumer agitator and Nader lackey Gene Stulp spouts off about the innocent victims in our path. In a fit of pique, Yates volunteers to drive Nader or his nerd around the U.S. to prove that we won't go over 55 mph. Stulp (Tony Randall) immediately ac-

cepts, much to the horror of Yates's lawyer. "I really shot my mouth off this time," a dejected Yates whispers to me at lunch, but his lawyer goes into triple overtime and gets him off the hook. Stilp smirks for the scribbling press.

The rally starts without a hitch. We are assigned decals: one huge Uniroyal One Lap logo for each side, two Quaker State decals, two stickers from Anco, and two SCCA wire-wheel logos. We add our own B.F. Goodrich stickers. The Detroit police wave and smile at friends Emily and Herb. Shirley Muldowney, looking fit in her first official public appearance since her crash last summer, flags us off at 14:00:00 on March 1. We start our first of many lists: "Get gas." (Whoops.) "Remove stickers."

Chevy thought it would be great publicity to sponsor last year's winner, the Mad River Valley Holstein Team (code name: Cowpie), from Vermont. On the way to Detroit, Cowpie's brand-new S-10 Blazer blows its main bell-housing seal, and the transmission is trashed. Cowpie spends twelve hours at a dealership in Oshawa, Ontario, but arrives in Detroit in time to take the flag. The team then heads straight for GM's Tech Center, where engineers tell them that the torque converter is slightly lunched, no problem. Overdrive gear is gone by northern Michigan, and unidentified fluids begin to burn.

The Library, Houghton, Mich. Checkpoint opens: 01:30:00, March 2

Houghton, home of the Press On Regardless, the oldest PRO Rally in the U.S., is iced over when we arrive.

"What will it take to win?" Nicole and I ask navigator Ty.

"Ty Holmquist," he says.

Ty picks up our instructions at the checkpoint, and one hour later we begin the first TSD stage, 73 miles long. We immediately get lost in the woods.

It's not just us. One Lap cars are racing around the countryside, passing one another in opposite directions, making U-turns in the forest, driving backward past checkpoints, interior lights blazing brightly on muddles of maps. We are penalized 508 points. Car 64, a Bronco II driven by a team of PRO Rally drivers, is in first place, having racked up only two points. Our rally computer is no longer working. Dejected, we hope for better luck at the next TSD stage, in Montana.

Wide-angle shot of gas-station restroom in Cohasset, Minnesota. Ty (Tim Conway) is shaving at sink; unidentified man on nearby toilet watches . . .

At eight the next morning, we find ourselves in Minnesota. We know this because the man on the can says to Ty, "Welcome to Minnesota!" We also find ourselves 50 miles off course, heading north instead of



Shirley Muldowney gets a kick from throwing the flag for Phil Hill in Detroit. Days later, Carroll Shelby does the honors at the Portofino Inn in California.



Bill "Running Dog" Baker (left) and Brock Yates (with mike) somberly read commendation from state of California.

west. We jump back into the car and race at severely illegal speeds past birch forests, lakes, and signs that read "Demolition Ice Racing To-Nite!!!"

About 60 miles from the North Dakota border, we join the One Lap caravan on I-10 and stumble into the middle of a "Dragnet" rerun. Sitting in the highway-patrol cruiser, I hear the voice of an airplane pilot: "Well, they slowed up for a while, but they're picking it up again. I got a red one at 74. Hang on. I got a blue one at 81."

The trooper (Jackie Gleason) is all smiles as he offers me some free advice. "Take it easy and be careful of the elk and antelope in Montana. Ever hit an elk?" he asks. "The car loses."

"Stick tight," says the radio. "I'm bringing that blue one right to you."

Rally strategy: "You're not in the middle of a race," says Buffum, "but you don't want to sit around and have chicken dinners here and there for 45 minutes. You want to

get something to go while you gas, then take off." But Egg McMuffins and Big Macs are not on co-driver Walter Boyce's hit parade of road food. When Buffum and navigator Tom Grimshaw hit the nearest Golden Arches, Boyce goes off to find a box of Raisin Bran.

Boyce, a Canadian rally driver, never does seem to get the rhythm of the event. Typically, when they slide in for gas, Grimshaw (Sammy Davis, Jr.) runs for the john while Buffum (Burt Reynolds) pumps. Then Grimshaw bounds from the toilet and heads for the cashier while Buffum makes his pit stop. When they converge on the car, Boyce is still struggling to get into his shoes.

One time, they try waking Boyce ten minutes early for the Chinese fire drill, and they actually get him into the restroom while the gas is still being pumped. But he's still in there after the bill is paid and Buffum and Grimshaw are set to go. They have been honking for a couple of minutes when Boyce (Pat Boone) finally emerges. "I was brushing my teeth," he smiles brightly.

"All Cannonballers! All Cannonballers!" comes the phantom transmission. "Exit at Glendive and go to the Husky truck stop. The road is closed."

We've hit a mighty Montana blizzard, and the Husky station is a madhouse. Probably 100 competitors are milling about, stacked three deep at the phones. No one knows what's happening, so we call a gas station up north. "The road is closed," they say. We call the county sheriff. "Closed," they say. "Open," says the next county. "You need chains," says another. And so on. The crowd begins to argue. We sneak out a side door and hit the road.

Having blown the timed leg in Michigan, we are half-crazed by the thought that we are now going to blow Montana as well. The road is frozen slush, three to eight inches deep, and the blizzard is gaining in fury. If we make it up to the TSD stage in the mountains at all, we will be hopelessly late; but we can't afford to bypass it entirely and be penalized 3600 points for every missed checkpoint.

Nicole browbeats us into pressing on. "This is what we've been waiting for!" she says, her eyes shining. "This is our big chance! We *must* go on. You sleep until midnight," she tells me.

I (Jackie Bisset) awake at nine, awash in strobing blue light. The storm has worsened, and the Montana Highway Patrol (Jackie Gleason) is outraged that anyone would dare push a car through it at 90 mph. They are quite taken aback at the sight of the five-foot, 98-pound French Canadian sprite who steps out from behind the wheel of the Audi.

The bond is \$150, and we lose precious time by the roadside, but we get to keep

Nicole (Geneviève Bujold). She has been pressing our powerful four-by-four's advantage for hours, and there is a shred of hope that we can make it. She climbs exhausted into the back and falls right to sleep. I have six hours to go 400 miles.

**Stagecoach Inn, Somers, Mont.
05:30:00, March 3**

Our biggest fear, one that unleashes rivers of sweat from our palms, is that we will nail an elk in a big way. But we finally make it, sliding sideways down the ice-covered driveway to the Stagecoach. It's lit like a carnival, and whole families are yelling and waving from the sidelines as Ty rushes inside to announce our arrival. Dutch Dutcher says anyone who makes it this far deserves a natural-foods-type breakfast of Rocky Mountain oysters, rattlesnake venom, and beaver butt, or something like that. Gee, it's really a shame that we're running late and can't stay.

We roar out as fast as we came in, three minutes late for the TSD leg. A police escort blunts our assault, and we grab several minutes of penalties at the three hidden checkpoints. We tell ourselves over and over that 385 points is better than the 10,800 we would have gotten for missing them altogether. My shoulders are bound up tight, my cheeks are chewed raw, and my gum is a hard little lump of plastic.

Only 31 cars make it to Somers.

George and Tim Fallar are among those who decide to bypass Montana and take a more southerly route to California. George, who has muscular dystrophy, and his brother have collected pledges to run the event for the Muscular Dystrophy Association, but the MDA wants nothing to do with them (Jonathan Winters and Terry-Thomas) and their harebrained idea. Just how crazy *are* the Fallars? They are running a Trihawk three-wheeler, on loan from Harley-Davidson.

In Wyoming, as a cop (Jackie Gleason) cruises alongside on the Interstate, the Trihawk slides first one way, then the other. The cop reads the Fallars' lips: "Whoaaaaa!!!" they are saying to each other. Blue lights go on.

"This is ridiculous, guys," he tells them.

"Yes, we know," say the Fallars. "We were out just kind of hoping for nice weather." They smile.

"Park it," he says.

Dan Goodwin, an Alaska state trooper running One Lap in a Mercury Topaz, is traveling 45 mph in the middle of a five-car convoy leaving Montana when a local deputy (Jackie Gleason) pulls alongside in his pickup and flags them all over. They are 100 yards short of Idaho and freedom. What begins as a 75-mph speeding charge soon becomes a five-dollar energy violation. One of the alleged perpetrators,



Herb Squires and Emily Gail (above) seem unconcerned about their 54,445 points. Dick Gilmartin (below), on the other hand, is a tad nervous after being left behind by his teammates in California.



Steve Smith (not *the* Steve Smith, who is rumored to be in Managua), later tells an Idaho cop about the affair.

"Well," says the trooper, "that was in Montana, where men are men and the sheep run scared."

When the mob stranded in Glendive forms a committee, entrants Rick Kopec and Pete DeSilva know it's time to boogie. On the advice of the local police, Kopec and two other teams head south to Wyoming, where they come across a truck flipped on its side in the median of I-80. A woman has facial lacerations and possibly a broken arm. Her husband and two children are shaken but okay. The three teams

take the family to a hospital and wait an hour and a half for the police to arrive.

The Washington scenery is spectacular; if only it weren't obscured by the patrol cars lined up across the state. Anyone who gets a ticket here will be immediately disqualified, Yates warns. Anyone who gets a ticket here is an idiot.

Unscathed, we cross the Hood River toll bridge into Oregon and stop for gas. An Oregon trooper (Jackie Gleason) pulls in behind us.

"How are you guys doing?" he asks. He is as polite as the three other troopers we've met on our travels.

"Uh, we're taking it real easy," says Ty. "Fifty, fifty-five all the way, sir."

"I don't care about *that*," laughs the policeman. "I mean, how are you doing? Are you ahead?"

Huh?

**Monte Shelton Imports, Portland, Oreg.
15:45:00, March 3**

Long pan of the garbage cans in Monte Shelton's deserted back alley . . .

Of the 47 teams that hole up in Montana, 46 decide to bypass Portland and take alternative routes to California. Herb and Emily, however, press on in their LSC. "It is one lap of America," they say gamely. "Not one-half lap." But the Portland checkpoint has locked its doors by the time they show up. Seeing a seedy transient hotel up the block, Herb heads for its second-floor lobby to phone One Lap headquarters. As he talks, the desk clerk quietly slips downstairs and locks the door.

"You've locked me in," says Herb, as Emily pounds on the outside door.

"Yes, I have," says the woman. "I heard that cockamamie conversation you had with someone about racing across the country like an idiot! I'm keeping you in here, and I'm calling for help!"

Herb laughs. "Obviously, you are joking, ma'am."

"Try me," barks the crone.

It's two in the morning when Herb and Emily make it to Grants Pass. They phone a weatherman back in Detroit who has been giving them periodic updates. "Herb, baby," he says, "you've got a clear shot all the way down."

The snow hits them head-on a quarter-mile down the road. It takes until daylight to ease the LSC to lower elevations.

"Is Michael Jackson in there?" pops the CB as the "d'Bardia" Cadillac limo runs down the Pacific coast. Dick Gilmartin is dozing on the chaise longue in its cavernous rear compartment. He is nursing a broken foot, incurred during the first qualifying race of the hotel-banister racing championship in Key West.

"It was a big Spanish-type spiral staircase," says Gilmartin. "A very fast track,

and I spun out when I hit the bottom."

Teammate Steve "Yogi" Behr refuels 150 miles south of Oregon in Red Bluff, California. Behr pays, jumps into the front seat with limo owner Jim Bardia, and charges off into the night. When Gilmartin (Rodney Dangerfield) limps out of the restroom, he finds a deserted lot.

It's a chilly evening, and Gilmartin has no coat. He also has no crutches. "This is a bad joke," he thinks. "They'll come back."

"Hey, man, I gotta go home now," says the attendant.

"A little while longer," Gilmartin begs.

"I'm having a fight with my wife," the guy says. "I gotta go home."

It's pitch black. Tumbleweeds blow by. "Man," thinks Gilmartin, "these guys don't like me. Am I that bad? I know I'm an asshole, but God, you wouldn't leave a guy without his crutches, right?" He hitches a ride to a nearby Denny's.

"What happened to you?" asks the guy at the counter. Gilmartin tells his tale.

"You must be an asshole," says the guy.

Sears Point Raceway, Sonoma, Calif.

03:30:00, March 4

The Caddy limo shows up for its middle-of-the-night lap of Sears Point. Yogi Behr heads to Bob Bondurant's office to study an aerial view of the track.

"Did you hear about the team that left a crew member behind in a gas station?" asks Bondurant.

"Naahh," says Behr (Bill Murray). "Nobody from this group. We're much too organized."

Meanwhile, Bardia (Dan Aykroyd) is searching through the furs, blankets, pillows, and soft luggage for Gilmartin.

"Dick?" he calls. "Dick!"

The Denny's fry cook gets off work at seven and takes Gilmartin to the Redding airport. Gilmartin hops a flight to San Francisco and L.A., grabs a cab to the Portofino Inn checkpoint, and hobbles into the limo before it crosses the line.

"Dick didn't raise his hand to go to the bathroom, so we didn't know he was gone," explains a righteous Behr.

Portofino Inn, Redondo Beach, Calif.

15:20:00, March 4

Aerial shot of rally cars parked in front of hotel. Benihana chef, complete with holstered butcher knife, is loading frozen dinners into Rocky Aoki's Rolls-Royce...

A scheduled nineteen-hour break gives everyone a chance to regroup, drink beer, and sleep. The competitors who live in California go off to have sex. Gene Henderson, a 25-year rally veteran driving a new 4wd Subaru Turbo, together with Su Kemper and Mike van Loo, leads with 28 points. Buffum, Grimshaw, and Boyce are in second with 37. We sit in eleventh place with 893 points. The Audis are being



Benihana baron Rocky Aoki discusses driving assignment with chauffeurs at rally start. Aoki's 1959 Rolls-Royce Silver Wraith went the full distance.



groomed by Vasek Polak for the long trip home. Nicole and I drink beer. Ty is from California.

"We have lot of problem." Rocky Aoki (Mr. T) shakes his head. "We spun out couple of times; went into ditch. But guy who drive Cherokee help us. We have problem with carburetor: we lost cap and luckily we found it.

"One time spin out near Billings. Show must go on. Spun out near Three Forks. Road terrible. I was driving; that's why." He smiles. "I let someone else drive, it's okay! I have chauffeur more than ten years. I never drive a car. This time, I really enjoy it. Driving car! It's maybe my new hobby!"

The Portofino stop gives the ailing Cowpie plenty of time for service. It is the fourth service manager that Mad River Valley has seen. A careful inspection reveals that the Blazer has almost no third gear left; the life expectancy of the transmission is put at 2000 miles. Thank you, says the team, but we have to go now.

Herb (Gene Wilder) and Emily (Gilda Radner) have a new plan. They are really going to bear down in their LSC for the rest of the rally, they tell everyone. They discover the gas-station routine. Herb will pump, Emily will pay. It will be great!

They slide into their next stop and leap from the car. Emily bolts for the cashier, while Herb jams the nozzle home. "This is

working great!" Herb thinks. "We've saved seconds already."

A very large man (Jaws), who has just paid the cashier in advance for gas, moves menacingly toward Herb. His arms are as big as hook cranes, Herb says later; you can't see daylight behind him.

"You son of a bitch!" he shouts at Herb. "You're stealing my gas!"

"No, no, sir. My friend is inside paying."

The man's wife (Lily Tomlin) is across the island in the car. "I've been watching him, Harry!" she shouts. "That is our gas! Get him!" Harry's fingers start to twitch.

Emily emerges, scopes the situation, and dives for the car, smashing into the door-jamb headfirst. She staggers toward the pump for support as Herb, stammering, throws money at the man.

"Martha," says the man. "They're both freaking sick!"

"Get 'em anyway!" she hollers.

We are following the Portofino Deathmobile Cadillac and Phil Hill's LeBaron GTS Turbo into Death Valley. I am thinking of 20 Mule Team Borax. It is a lovely day. What is borax?

Road & Track's John Lamm pokes out of the LeBaron's sunroof and snaps pictures of the Cadillac. A window goes down in the Cadillac, and one of the crew hangs out to take pictures of the LeBaron. As they shoot each other side by side at 45 mph, a ream of yellow paper whooshes from the Caddy and floats off into the desert. It is the route instructions to Louisiana.

"Does anyone have a copy machine in their car?" crackles channel 22.

Why is that red light flashing in the middle of the Nevada desert? Because prostitution is legal here! The three of us, dressed in blue jeans, baseball caps, and Audi Sport jackets, ring the buzzer on the chain-link fence. The madam, wearing a full-length, zip-up velour robe and fuzzy slippers, lets us in. A couple of girls in slinky jersey things are entertaining two fat guys with a stuffed poodle that is wearing a beret. MTV is blaring in the background. The T-shirts cost ten dollars.

Imperial Palace, Las Vegas, Nev.

21:00:00, March 5

The Imperial Palace is good to us, filling a ballroom with chefs and food for the one-hour break. But this glimpse of civilization must have been the last straw for Luigi Morelli. When teammate David Tobler returned to their Mitsubishi Montero in the parking lot, he found no Luigi, no Luigi luggage. Five hours later, Tobler and the Vegas police learn that Morelli is on his way home to Connecticut.

Honk if you were on the road in Arizona the night of March 5. Honk if you felt like a microwaved TV dinner by morning. The

Coming at you, the spacious, elegant Audi 5000S and Audi 5000S Turbo look exactly alike.

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truckers count 38 cops between Kingman and Tucson. Behind every cactus, around every bend, instant X-band keeps both Escort and Passport in full screech. We've been sterilized into submission.

Arizona stops just short of bringing hero Buffum to his knees. He barely clears the Hoover Dam and is reeled in for speeding in the mid-70s. The Arizona Highway Patrol (Jackie Gleason) is not amused when the selfsame offender clocks in at a tick over 70 mph down the road apiece, and J.B. is taken to Kingman in handcuffs.

"At least it's in the right direction," he consoles himself. A simple matter of paying a \$65 bond frees our pal, and the trio is reunited for its severely curtailed assault on the Arizona gulag.

Cowpie doesn't much care about the war raging around him in Arizona. He is parked at a dealership in Phoenix, waiting for it to open. The service department drops the transmission and gives the boys the bad news: it really is a mess, guys, needs a rebuild. Thank you, they say, but we really don't have the time. They top off the ATF, skip the TSD section in Texas, and head for Houma, Louisiana.

Big Bend National Park, Terlingua, Tex. 17:00:00, March 6

A 100-mile error in the official instructions for the Vegas-to-Terlingua leg poses a serious problem. We have been creeping across Arizona all night, so now we must either floor it to make the TSD leg on time or count on the SCCA to throw out the scoring for this leg entirely. We floor it. They throw out the scoring.

The Alamo, San Antonio, Tex. 01:30:00, March 7

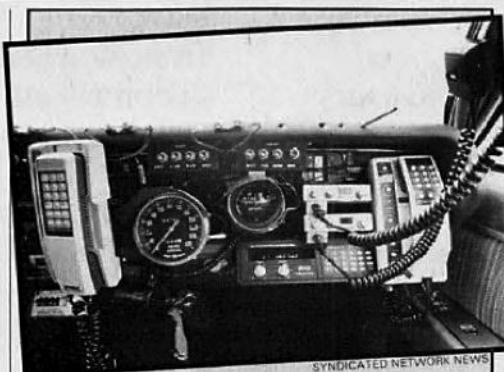
"No way did I ever envision the Alamo as being in downtown San Antonio!" says John Buffum, flabbergasted by the sight of the little mission surrounded by office buildings. "Not that I ever *asked* anyone, but I thought it was still out in the boonies where Fess Parker was murdered!"

Candies and Hughes, Houma, La. 11:30:00, March 7

Last year's world-championship Funny Car team has opened its garage, its toilet, and a huge vat of jambalaya to the rally. The extended family—moms, kids, babies, and neighbors—is here to watch the competition line up around the block, toothbrushes and washcloths in hand.

Cowpie gives the Chevy dealer in Houma a chance to admire his miracle transmission. They all have a good laugh. The boys are on their way again.

Our next adventure is a tour of New Orleans's French Quarter. Not until rush-hour traffic begins to clog the Greater New Orleans Bridge into the city does ace navi-



The station wagon housing this Radio Shack signature-model interior sported a roof covered with antennas. Checkpoint worker (below) in Ohio lunges from the roadside with official timing sticker.



gator Ty inform us that we have to arrive at the corner of Canal and Dauphine exactly on the second.

The Greater New Orleans Bridge has a very narrow sort of "fifth lane" right down the middle that I figure is there for emergencies—and this is an emergency. When we finally get to Canal Street, our crack navigator screams to nearby cabs, "Do you know where Dauphine is!?"

We are seven minutes late. The Ohio TSD section is our last chance.

Nicole and I discuss putting Ty onto a plane in Jacksonville.

Brumos Porsche, Jacksonville, Fla. 01:20:00, March 8

Ty will stay, we decide, and we put the Audi into Brumos's service bay for quick wheel balancing and a once-over, on the house. Across the street, a very shy Brian Redman opens his exoticar showroom to the masses, then hides in the parking lot with son James.

Atlantic BMW, Virginia Beach, Va. 16:00:00, March 8

Herb and Emily roll into the Virginia Beach checkpoint at about two in the morning. They're ten hours late, but they hope that route instructions to the finish line will be taped to the dealership window. The night janitor and his wife have just arrived and are poised with key in the front door as Herb and Emily leap from the LSC.

The janitor freezes. "What do you want?" His eyes are very large.

"We've come for our instructions!" shouts Herb, somewhat punch-drunk from lack of sleep.

"From *where*?" asks the night janitor, beads of sweat popping out on his forehead.

"Portland! Jacksonville! Los Angeles! Detroit!" babbles Herb. Emily dissolves into helpless laughter.

"Alberta," the janitor says to his catatonic wife, never taking his eyes from Herb and Emily, "I'll keep an eye on them, and you go for help."

Meanwhile, somewhere in Florida, Cowpie begins to blow transmission fluid from every crevice. The Blazer's back window is dripping red liquid. Cowpie is losing a quart every 75 miles.

The boys drain the washer reservoir, fill it with ATF, and run the hose directly into the gearbox. When second and third gears begin to fade, they pump the washer button, and the transmission revives. It works as far as Burlington, New Jersey, but no farther. They are finished.

Lock Stock & Barrel, Darien, Conn. 00:50:00, March 9

Every true Cannonball fan knows that the Lock Stock & Barrel was the start of the last flat-out Cannonball, back in 1979. It seems as if everyone on the East Coast who didn't participate this year is waiting here for us to pass through. It's a Friday-night bar crowd, the kind that would holler "Rock 'n' rollllll!" really loud at a Weather Report concert.

Glen Motor Inn, Watkins Glen, N.Y. 06:30:00, March 9

Sitting in the hotel's semi-deserted dining room, watching the sun edge up over the tip of Lake Seneca, I think that the spirits of Watkins Glen must be visiting Phil Hill this morning.

Exit 235, I-90, Kingsville, Ohio 11:00:00, March 9

There is no reason to believe that Ohio will be anything less than open warfare. We are the first to cross the border from Pennsylvania, and the police chopper appears on our starboard side. Dawdling along with the rest of the obeisant herd, we crest a hill, and a trooper (Jackie Gleason) pulls out from the median. He follows us six interminable miles past our intended exit, follows us six miles back, follows us past a woman struggling to change a flat tire by the side of the highway, and follows us into a gas station. Three other patrol cars join him, having followed their own latent road felons into the same station.

The last timed rally leg is about to begin, and the place is swarming with cops. The helicopter hovers ahead. Nothing left to do

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AMC EAGLE

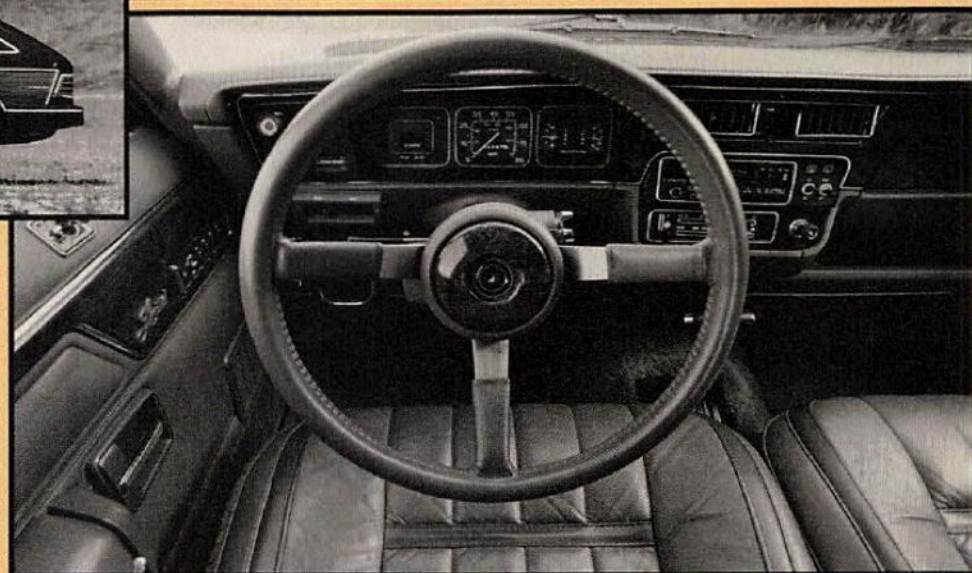


Forest, dined at the region's finest restaurants, and recuperated overnight in the most comfortable lodges we could find. At the end of this 400-mile dusty trail, we arranged a refreshing tour, complete with wine tasting and barbecue, of the Callaway Vineyard & Winery in Temecula. This change of pace wound down everyone's motor and helped us collect our thoughts for the final subjective votes. Ballots and bellies filled, we packed up the following morning for the trip back to L.A.'s version of civilization.

Now that the dust has settled and all the participants' chits are in, the car-by-car part of this tale may be told. We present to you the four-wheel-drive class of 1985.

AMC Eagle A Bird for All Seasons

Car and Driver loved the idea of the Eagle when AMC unveiled its high-riding edition of the original Hornet Sportabout, but a quick perusal of our subjective-vote tally will show you that our affections are waning. The automotive world has matured significantly during the five years that the Eagle has roamed the earth, while AMC's all-wheel-driver has done little more than prove itself to be an old design avoiding its retirement party. Its trucklike driveline steals an unconscionable amount of interi-



or volume, its overworked body creaks like a wooden sailing ship when twisted, and its interior is depressingly deficient in every functional or aesthetic category you could name. Five different bodies once wore the Eagle badge, but a five-door wagon is all that remains today (unless you're a fleet buyer, in which case AMC will build you a bunch of four-door sedans). It seems that American Motors is content to let its proud bird sink slowly in altitude, year by year.

This is unfortunate, because the basic idea behind the Eagle—the full-time, all-weather, any-road wagon—is sound. Its chassis offers a pleasant ride over both good and bad pavement and a surprising sure-footedness on roads that would be impassable to conventional automobiles.

The Eagle is built only with a TorqueFlite automatic transmission, but we found this to be practically no liability at all. The lack of engine braking over steep, loose-surface stretches is a bit annoying, but there is ample compensation in the automatic's smoothing effect on power delivery during tough uphill legs. We found it quite comforting in the hairy trenches to be able

to use both hands for steering and a foot for each of the pedals, leaving all the shifting responsibilities to the TorqueFlite.

The Eagle is simply too big and too low to the ground to compete aggressively against the Japanese machines over horrible roads, it isn't much of an alternative to either Audi on dry pavement, and some of the Japanese boxes will pack more pounds or volume when their rear seats are folded. Nevertheless, the Eagle has registered its name solidly in the four-wheel-drive market. We hope that AMC and Renault don't wait too long to introduce a higher-flying replacement.

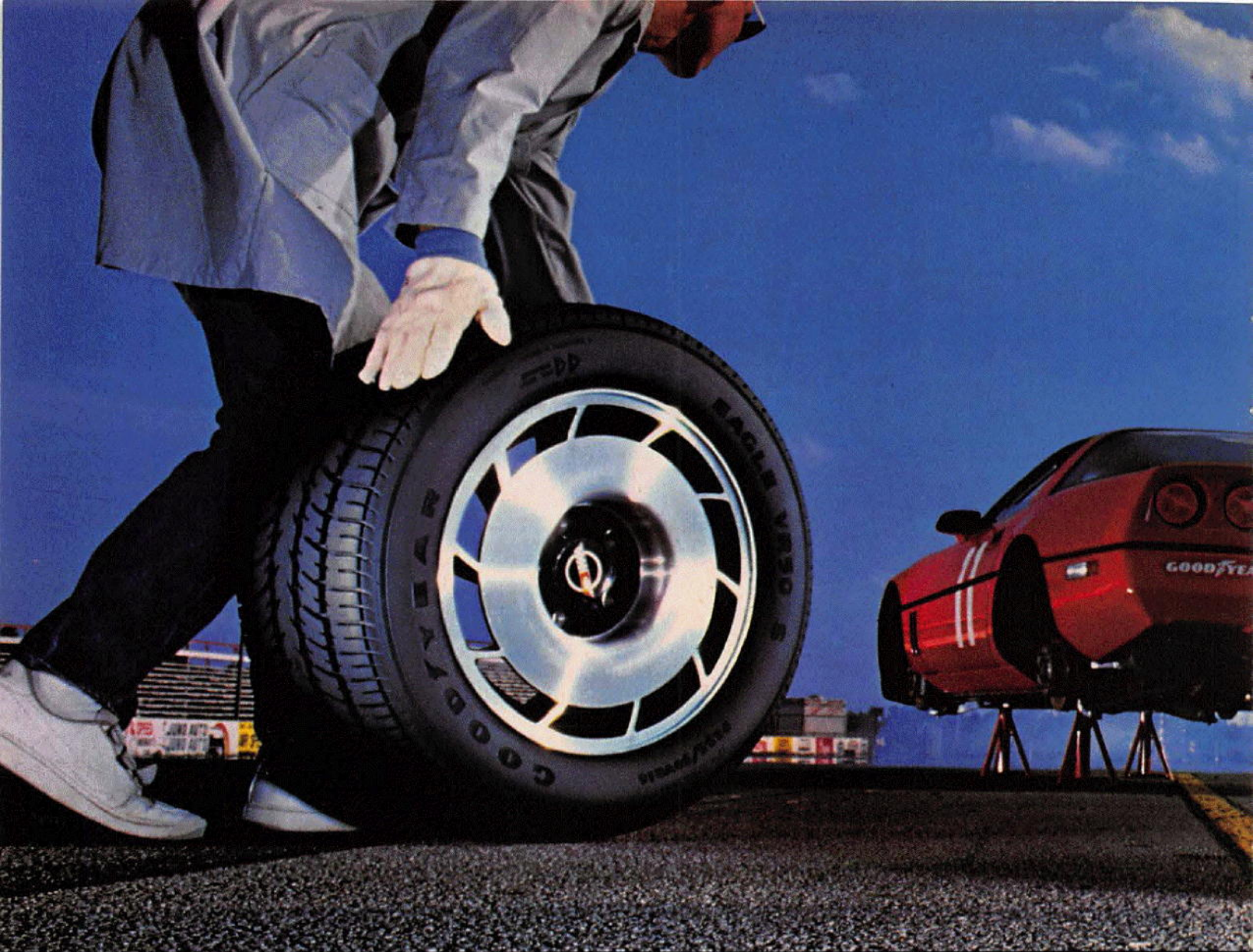
Audi Quattros Will That Be Turbo or Non-Turbo?

We've combined our comments on Audi's Quattro duo because the machines have so much in common, including their basic floorpan, driveline, and suspension. Unfortunately, this sharing is not reflected in the price structure: essentially, two fewer doors, less trunk space, turbocharging and intercooling equipment, and a set of fat wheels and tires *double* the top line on the



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If this sounds like the kind of performance you want from a street tire, we urge you to contact your local Goodyear retailer as quickly as possible. Availability of the VR-S is limited.

We also suggest that you keep an eye on the SCCA racing circuit this year.

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ONE LAP



Is that winner John Buffum behind those Foster Grants? Press thinks so, but navigator Tom Grimshaw (eyes to heaven) knows Buffum is thumbing to the finish; co-driver Boyce covers. Below: Buffum (kneeling at left) makes it to the podium.



as zero hour approaches but ease down the road, blazing the trail for the rest of the competition as the helicopter puts across the Ohio countryside directly above us. Half of the entire Ohio Highway Patrol, as soon as it knows the TSD route, positions itself at crossroads, behind trees, and under rocks along the 46 miles of the stage.

Gene Henderson, in the Subaru Turbo, is determined all the same. He blew New Orleans badly enough to lose his lead to Buffum, and he wants to recapture it on this final TSD run. He comes to a stop behind a car frozen in the middle of a left turn. Impatient, Henderson squeezes around on the right, heading for the next hidden checkpoint. Unfortunately, he must first pass the hidden police (Jackie Gleason), who detain him to the tune of 1283 points. The rally is over for ex-cop Henderson.

Ohio is almost the end for Buffum and crew as well. They are behind the clock, having made the rare mistake of stopping for burgers. In the lead with 63 minutes left to cover the last 60 miles of the 9000, Buffum pushes the envelope, trying to make up time between the cars in the convoy. Finished with escorting our Audi the entire length of the state, the helicopter z-

roes in on Buffum's Audi and hits him on the sneak. The police (Jackie Gleason) insist on taking Buffum to the station for the official ransom ceremony.

Navigator Tom Grimshaw, old salt that he is, never bats an eye. "You can leave a crew member behind, you know," he says to Buffum.

"Right!" hollers Buffum. "Go for it!"

**Renaissance Center, Detroit, Mich.
16:00:00, March 9**

Long shot of Buffum walking backward down the Interstate, thumb out . . .

And so it is that Tom Grimshaw and Walter Boyce cross the finish line in Detroit, sans bad boy John Buffum.

"How was it out there, John?" demand the typically uninformed reporters (Steve Martin, Eddie Murphy, and Bernadette Peters) as they shove microphones and cameras toward Boyce.

"I'm not . . .," he begins.

"Tell 'em all about it, John!" Grimshaw says, poking Boyce with an elbow.

Buffum, Grimshaw, and Boyce win Lap Two with 50 points. In total, they were only 50 seconds late at the 32 checkpoints around the country.

"I'm fortunate to have been a lot of places in the world, but America is still the Stars and Stripes to me," says Buffum that night. "Still my home. So when I get a chance to go from Big Sur and the Pacific Ocean to Kitty Hawk and the Atlantic Ocean, from the Great Lakes to the Rio Grande, and I get to turn the four corners of the U.S., I know I have really seen America."

An Audi salesman from Connecticut, Tom Weaver, driving another of the 5000 Quattros with fellow employee Boz Coffin and *Hartford Courant* reporter Joel Lang, comes home second with 193 points. Walt Jominy, Jim Zetler, and Tom Noonan, total novices from Florida, are third in a two-wheel-drive Blazer, with 272 points. Because the first- and second-place cars ran on B.F. Goodrich tires, the Floridians are awarded the \$5000 contingency prize from Uniroyal, which they promptly donate to their church. Our 1370 points put us in eleventh place.

Emily and Herb and their LSC also finish. They have an exceptionally grand total of 54,445 points, but they finish.

"We are going to run next year," promises Herb. "And with a whole different attitude."

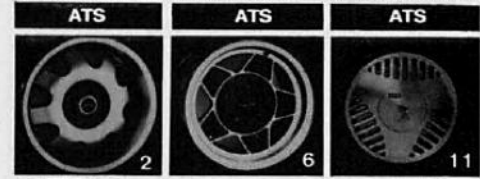
"And with a third driver," adds Emily.

The tally after two years: over 1.3 million miles driven, one dead turkey (Texas), one dead deer (Michigan), and one guardrail-creased fender (Montana).

Dissolve to close-up of Ralph Nader, pounding fist on desk. Roll credits.

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205/70HR14 81	175/50VR13 \$ 89	225/60HR14 128
185/60HR13 59	195/55VR13 116	195/60HR15 108
185/60HR13 68	205/55VR14 139	205/60VR15 128
205/60HR13 79	225/55VR14 182	215/60VR15 139
205/60VR13 86	205/55VR15 184	215/60VR15 150
185/60HR14 89	255/60VR15 215	225/50VR15 195
195/60HR14 77	275/55VR15 215	205/55VR16 203
205/60HR15 95	205/55VR16 187	225/50VR16 214
205/60VR15 99	195/50VR15 110	ALSO AVAILABLE
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185/65HR15 92	225/50VR15 180	
	285/50VR15 234	
FIRESTONE S880	195/50VR16 191	BFG COMP T/A
185/60HR13 \$ 59	225/50VR16 196	195/50VR15 \$132
205/60HR13 75	265/50VR16 245	205/50VR15 168
185/60HR14 64	285/40VR15 230	205/55VR16 183
195/60HR14 69	345/35VR15 265	225/50VR16 202
215/60HR14 75	ALSO AVAILABLE	205/60VR13 103
195/60HR15 73	P3 P8	185/60VR14 112
205/60HR15 75	PIRELLI P77	215/60VR14 116
	B/W	195/60VR15 118
SEM PERIT M501*	P175/70R13 \$ 58	205/60VR15 120
1558R12 \$33	P185/70R13 62	215/60VR15 130
1458R13 32	P205/70R13 66	235/60VR15 141
1558R13 35	P185/70R14 66	255/60VR15 149
1658R13 37	P195/70R14 67	185/70VR13 86
1658R15 42	P205/70R14 75	195/70VR14 95
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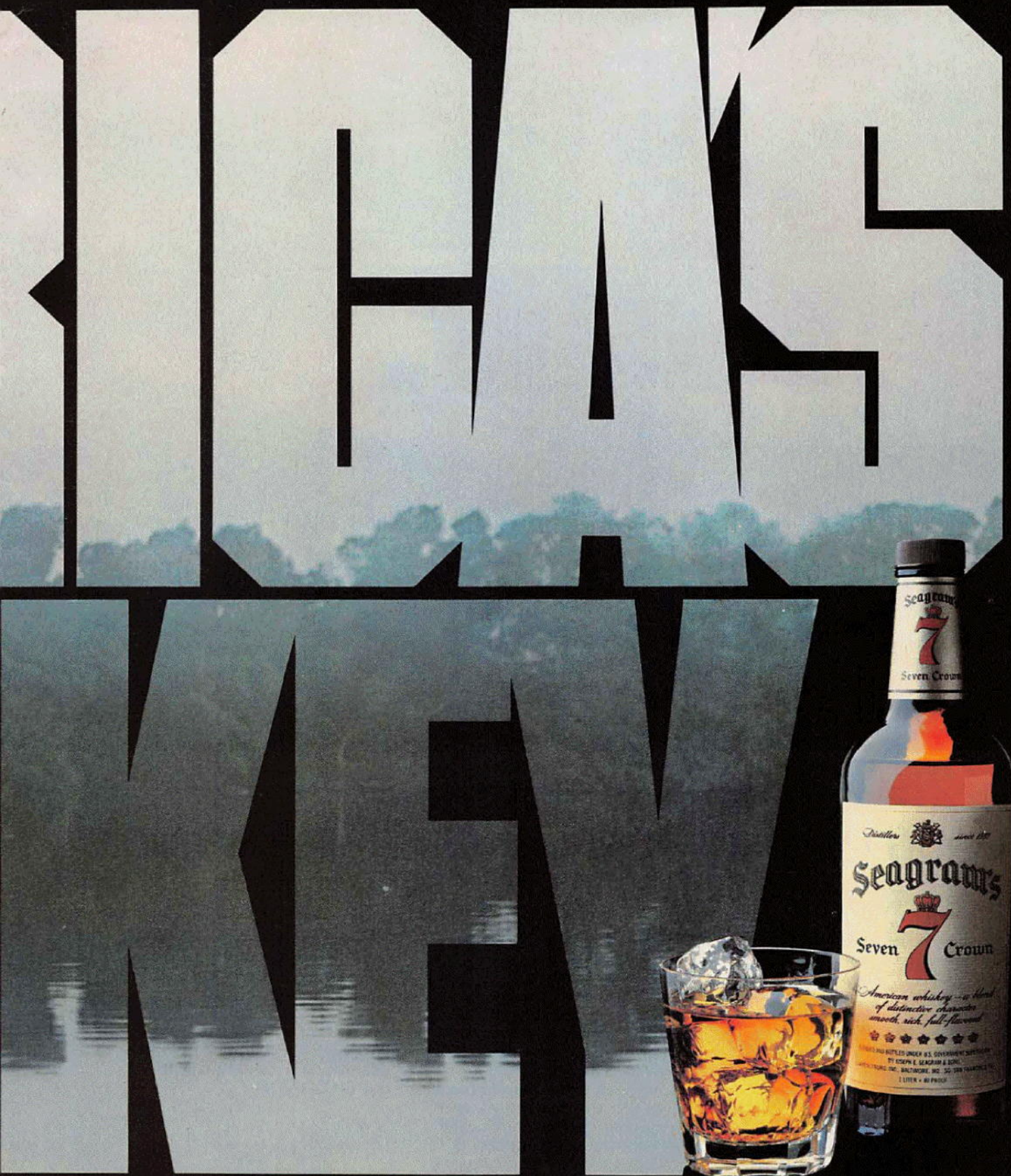
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What's more, those seats are hand-fitted of soft leather—leather fronts, leather backs, even a leather map pocket. Plus they're actually tuned to work in consort with the STI's 4-wheel independent suspension

and unique 8-valve shock absorbers—and insulate whoever is inside the car from whatever is outside.

Up front, there's Peugeot's clean uncluttered instrumentation, and switches to activate its electric windows, its central locking system, its heated front seats.

Overhead, there's nothing but the big blue sky—that is, when you open the expansive electric sunroof. And it, like all the features mentioned here, comes standard on the Peugeot 505 STI.

Which leaves just one more item: the STI's ride. A ride which one pub-

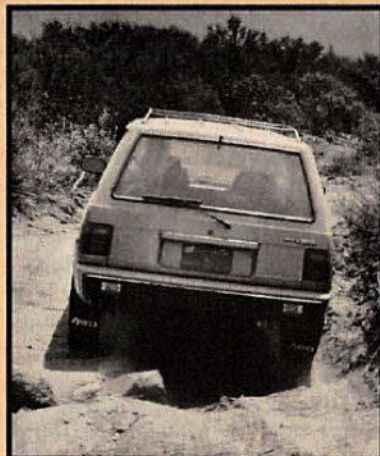
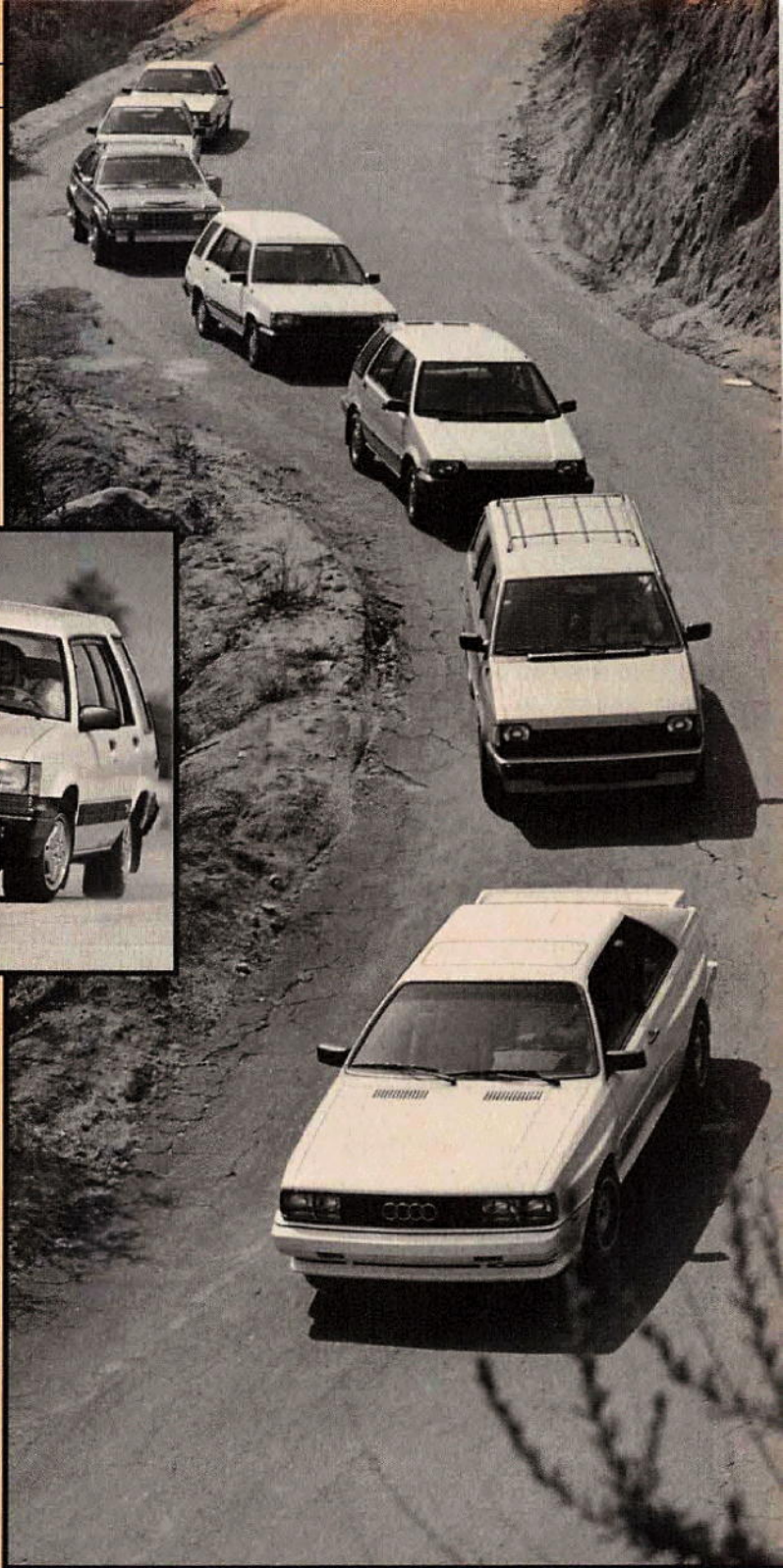
lication termed "sensuously comfortable." So, you see, when the Peugeot 505 STI makes its claim to comfort, it is indeed on solid ground.

The Peugeot 505 STI is available with gas or turbodiesel engines, at prices starting at \$16,630.* For more information in the continental U.S., call 1-800-447-2882.



PEUGEOT

*Based on P.O.E. manufacturer's suggested retail prices. Actual prices may vary by dealer. Destination charges, taxes, dealer preparation, if any, and license fees are extra.



Maximum Traction Action

C/D's intrepid test team takes seven four-wheel-drive automobiles up the mountain and back down again.

• Now that you've mastered turbochargers, intercoolers, and front-wheel drive, have we got a surprise for you! The auto industry is stepping toward another great leap forward, so it's time to come to grips with granny gears, transfer cases, and locking differentials. We're not talking Afrika Korps here, either. No, these are genuine automobiles we're dealing with this month—every four-by-four passenger car currently on the American market. It's true that some of these things look like modern renditions of the covered wagon, but in fact they are all roadgoing automobiles that require absolutely no basic training for civilian operators.

What's most unusual about these cars is the circumstances that brought them to market. No groundswell of customers has ever demanded that machinery of this sort be produced. No federal mandate ordered automakers to get into the four-wheel-drive business. Rather, a couple of builders realized that they could produce cars with special capabilities simply by shuffling around a few powertrain components, so that's exactly what they did. Overnight, a bridge was created between what a car could do and the circumstances for which a truck was necessary. Once that bridge existed, other manufacturers walked across it to see if the all-wheel-drive car amounted

to a significant trend or just another fad.

Backing up a bit, it's worth mentioning that the significant pioneer work in this field was done by Jensen Motors, a defunct British firm that built a few high-performance four-wheel-drive sedans, called CV8s and Interceptors, between 1965 and 1972. In 1976, plucky Subaru ignored Jensen's lack of success and introduced a funny-looking four-by-four station wagon to the American market. Buyers in northern climes loved the Sub's bad-weather benefits, and the movement quickly snowballed. AMC upped the ante with full-time four-wheel drive in the 1980 Eagle, later expanding the line to five models; Audi im-



ported its awesome (in performance and price) Quattro two years later; and Toyota's Tercel 4WD wagon hit these shores in 1983. All these machines had two basic features in common: they were spinoffs of conventional two-wheel-drive floorplans, and they all had front-mounted, fore-and-aft-oriented engines, which greatly facilitated the addition of second drivelines. It took a bit longer for the makers of transverse-engined cars to get into the act, since extra hardware had to be developed (see sidebar), but both Honda and, through Dodge and Plymouth dealers, Mitsubishi joined the four-wheel fold for the 1985 model year.

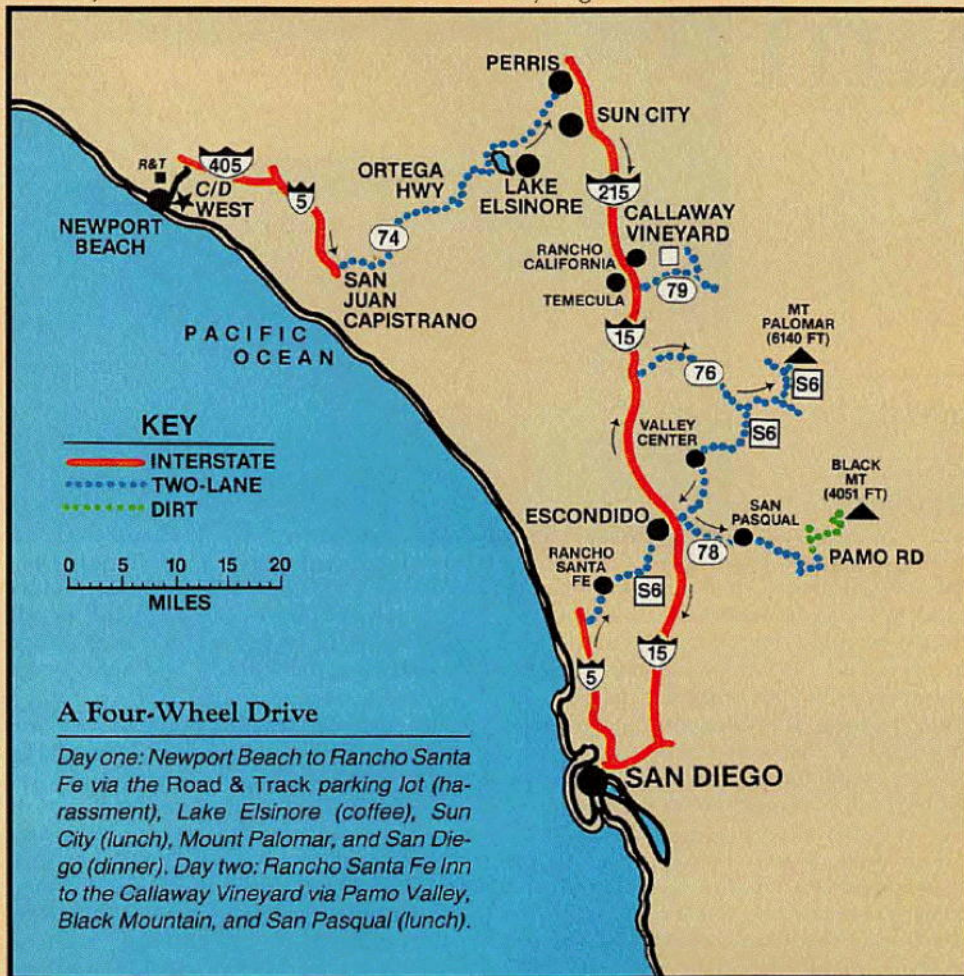
Today there are seven distinct entries:

the AMC Eagle, the Audi 4000S Quattro, the Audi Quattro Turbo, the Colt Vista, the Honda Civic 4WD, the Toyota Tercel 4WD, and a whole passel of Subarus. (An RX 4WD Turbo will defend Subaru's honor in this test.) And more are on the way. Audi has committed its future to this technology and will add a four-wheel-drive 5000 Quattro Turbo to its U.S. line in a few months. VW will follow with the Quantum Synchrono for the 1986 model year, Ford will unveil four-wheel-drive Tempo and Topaz models a bit later, and every other maker is waiting patiently in the wings, ready to hit the market with all-wheel-drive machinery if the buying public selects the option with any degree of enthusiasm.

One seemingly unrelated trend that is bound to force more manufacturers to consider all-wheel drive—with or without an established Sunbelt demand—is the current performance boom. Horsepower levels are swelling faster than the national debt, and many high-performance front-drive cars will soon run headlong into a practical power-to-weight-ratio limit. Like it or not, their makers will simply have to resort to all-wheel drive in order to deliver more power to the ground.

To take an early peek at this high-performance future and to study the high-traction present, we gathered every four-wheel-drive car money can buy and set a course for the mountains. A more eclectic bunch of apples and oranges, sedans and wagons, hot performers and cool utility boxes would be hard to conceive, but what the heck: this is basic research and nice work if you can get it. When the dust clears, we'll tell you our picks and peeves, but don't wait for a supreme victor to emerge from this particular brouhaha. Who's to say if an apple tastes better than an orange?

One point that we'd like to make crystal clear is that this is *not* an off-road test. These cars aren't trucks, and their underbellies are as tender as any other normal-pavement piece's. Virtually all the makers warn that their machines are not intended for off-road abuse, and we structured our test accordingly. Phase one was a run through standard C/D test-track procedures. Phase two amounted to a southeasterly pavement pilgrimage from Csaba Csere's wintertime beach-front bungalow to a point deep within the California countryside (see map). Phase three was an excursion down the worst Forest Service "roads" we could find in the Pamo Valley (soon to be Pamo Lake, once the dam is built). For this last leg we began at a rancher's pasture—with the permission of the owner—then climbed carefully over small rocks, large washouts, and medium-sized streams, but always with something that could be considered a road under our four-wheel-driven feet. During the two-day excursion, we lapped the Road & Track parking lot, climbed Mount Palomar, forged our way deep into the Cleveland National





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FOUR-WHEEL-DRIVE CARS



window sticker. It's clear from our subjective votes that the *C/D* staff loves both of these cars dearly, but that doesn't mean we understand or approve of Audi's pricing strategy. The \$17,450 four-door 4000S Quattro is a reasonable value, but the \$35,000 Quattro Turbo is little more than an extravagance for conspicuous consumers who appreciate a fast ride to the ski slopes, and damn the dollars. We'd like the more powerful ground pounder better if it were within a mere mortal's reach.

John Buffum's rally success notwithstanding, both Audis are more rigorously committed to smooth-pavement travel than any other machine in this test. Ground clearance is in short supply, and there is absolutely no skid-plate protection of the vulnerable chassis components. Graded dirt or gravel roads are no problem, but when the aggregate gets as big as your fist or the road deteriorates, it's time to turn around in search of an alternative route. (In fact, both Audis were left at the side of the trail

when our mountain-climbing expedition entered the most grueling stretches.)

But this is all part of the plan, you see. Audi has no intention whatsoever of building a Baja buggy dressed in car clothes. Instead, the Quattro family is aimed at delivering a higher level of on-pavement performance, no matter what the weather. The driveline is a sophisticated full-time system, and two differential locks help you avoid the embarrassment of getting stuck in these expensive four-by-fours. (The diff locks are simply alternatives to automatic limited-slip devices, and Audi recommends that they be used only at low speeds on low-traction surfaces.)

Several of the Audis' four-wheel-drive advantages are fairly subtle. Obviously,

there's a traction benefit over snow and ice that is particularly useful in climbing grades. In addition, all-wheel drive is the best way to plant the Turbo's prodigious horsepower on the pavement during your most adventurous acrobatic maneuvers. Braking benefits from having all the wheels and the transmission linked together permanently, even though there are three differentials in the system; consider it a crude form of anti-lock wherein no one wheel can lock prematurely. Wet cornering is also aided by the fact that all four tires share the driving responsibility: in comparison with the live axle in a two-wheel-drive car, both axles in a four-wheel-drive machine have more adhesion available for cornering. Because of this, gross throttle movements—from pedal-to-the-metal to abrupt liftoff—have a much smaller destabilizing effect in the middle of a turn.

Notice that we haven't declared that four-wheel drive is the ultimate in dry-road

Vital Statistics

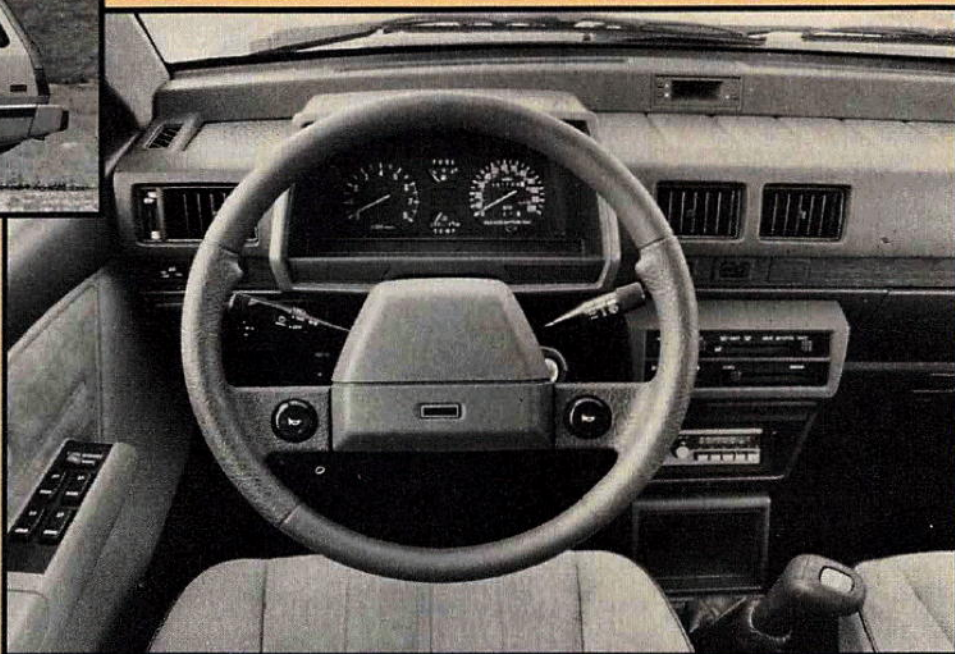
	price, base/as tested	vehicle type	powertrain	SAE net power/torque	curb weight, lb	weight distribution, % F/R
AMC EAGLE	\$11,217/\$16,391	rear/4-wheel-drive, 5-passenger, 5-door wagon	4.2-liter 6-in-line, 3-speed automatic	112 bhp @ 3000 rpm/ 210 lb-ft @ 2000 rpm	3670	56.1/43.9
AUDI 4000S QUATTRO	\$17,450/\$18,660	4-wheel-drive, 5-passenger, 4-door sedan	2.2-liter 5-in-line, 5-speed manual	115 bhp @ 5500 rpm/ 126 lb-ft @ 3000 rpm	2930	56.7/43.3
AUDI QUATTRO TURBO	\$35,000/\$35,335	4-wheel-drive, 5-passenger, 2-door sedan	turbocharged and intercooled 2.1-liter 5-in-line, 5-speed manual	160 bhp @ 5500 rpm/ 170 lb-ft @ 3000 rpm	3100	58.1/41.9
COLT VISTA 4WD	\$9809/\$11,761	front/4-wheel-drive, 7-passenger, 5-door wagon	2.0-liter 4-in-line, 5-speed manual	88 bhp @ 5000 rpm/ 108 lb-ft @ 3500 rpm	2960	56.8/43.2
HONDA CIVIC 4WD	\$8649/\$9768	front/4-wheel-drive, 5-passenger, 5-door wagon	1.5-liter 4-in-line, 6-speed manual	76 bhp @ 6000 rpm/ 84 lb-ft @ 3500 rpm	2390	57.8/42.2
SUBARU RX 4WD TURBO	\$11,031/\$12,269	front/4-wheel-drive, 5-passenger, 4-door sedan	turbocharged 1.8-liter flat 4, 10-speed manual	111 bhp @ 4800 rpm/ 134 lb-ft @ 2800 rpm	2540	57.9/42.1
TOYOTA TERCEL 4WD	\$8778/\$10,750	front/4-wheel-drive, 5-passenger, 5-door wagon	1.6-liter 4-in-line, 6-speed manual	62 bhp @ 4800 rpm/ 76 lb-ft @ 2800 rpm	2420	52.1/47.9

COLT VISTA



handling. These Audis do an admirable job, but every time we drive the big Quattro, we can't help wondering what it would be like with all the power sent through the rear axle alone. Likewise, there are staff members who prefer the handling of the garden-variety front-drive 4000S to the 4000S Quattro's way with a smooth road. Essentially, it comes down to this: all Audis will understeer at the limit of dry adhesion because they all have heavy front weight biases (due to their in-line engines' being located wholly ahead of their front axles). With front-wheel drive, adjusting the throttle is very effective in managing the car's attitude: stepping on the gas increases the understeer, and lifting off generally diminishes it. With the four-wheel-drive Audis, however, this works only to a very modest extent. As we mentioned earlier, the Quattros' resistance to throttle movements is an advantage on wet pavement, but most capable drivers bemoan the fact that playing with the go pedal on dry pavement has almost no influence on limit handling. Audi's rejoinder is that a somewhat different driving style must be adopted to extract the most out of four-wheel-drive cars and that they are indeed superior over all road surfaces. We're not yet convinced, but we're also not finished studying the subject.

Life with the two Quattros in this test did reveal several clear-cut preferences. We loved the never-ending surge of the Turbo, and we also found its lower-powered brother to be a quite satisfying mountain climber. (All of the machinery was fast on



Palomar's seven-percent downgrade.) We preferred the 4000S's cloth seats to the Turbo's wide, leather-covered buckets. And the practical aspects of the four-door, three-box body design—extra luggage space, better rear-seat accommodations, more outward visibility—were appreciated in the cheaper model. In other words, we know which one we'd buy if someone held a gun to our head and ordered, "Buy a four-wheel-drive Audi, or else!"

Colt Vista 4WD Modern-Day Conestoga

Underneath the Colt Vista's covered-wagon guise you'll find the soul of a Mitsubishi Tredia and all the belts and chains necessary to make all four wheels turn with the engine. Unlike the AMC and Audi setups, though, this is a part-time four-wheel-drive system, so don't plan on locking in maximum traction and driving

around the burbs while the sun shines.

This car's most significant contribution to automobiledom is neither its driveline nor its fun-to-drive quotient, but rather its package. Yes, this is another of those elevated-roof, hiked-up-hemline conveyances that look as if they're trying to be weird. The distinction here is that this Mitsubishi-made Plymouth (you can buy the same piece at a Dodge dealer) actually comports itself gracefully. The windows are all sensibly geometric and in reasonable proportion to the rest of the body, the forward power module is sleek and shapely, and the dashboard is a model of functionality. Best of all, there is comfortable seating for seven passengers and a door for nearly everybody who climbs aboard. If you'd prefer cargo to squalling kids, the Colt Vista's seats are easy to crease and fold to clear the deck for a 1200-pound payload.

The logbook we kept on the Colt is full

wheel-base	dimensions, in			ground clearance, in	load capacity, lb	interior vol, cu ft, pass/cargo	suspension		brakes, F/R	tires
	length	width	height				front	rear		
109.3	180.9	72.3	54.6	5.1	1150	91/56	ind, unequal-length control arms, coil springs, anti-roll bar	rigid axle, leaf springs	vented disc/drum	Goodyear Arriva,* P195/75R-14
99.4	176.6	66.4	53.8	5.0	882	86/13	ind, strut, coil springs, anti-roll bar	ind, strut, coil springs, anti-roll bar	vented disc/disc	Firestone S-660, 195/60HR-14
99.4	178.2	67.9	52.0	5.0	882	84/8	ind, strut, coil springs, anti-roll bar	ind, strut, coil springs, anti-roll bar	vented disc/disc	Pirelli P7R, 215/50VR-15
103.5	174.6	64.6	62.4	8.0	1200	89/37	ind, strut, coil springs	ind, semi-trailing arm, torsion bars	vented disc/drum	Yokohama Radial 382,* P185/70R-14
96.5	159.1	63.9	59.5	6.7	850	89/23	ind, strut, torsion bars	rigid axle, 4 trailing links, Panhard rod, coil springs	vented disc/drum	Bridgestone RV-Panroad,* 165SR-13
97.0	172.0	65.4	55.5	7.0	810	88/15	ind, strut, coil springs, anti-roll bar	ind, semi-trailing arm, coil springs, anti-roll bar	vented disc/disc	Bridgestone Potenza RE-86, 185/70HR-13
95.7	169.7	63.6	59.1	7.0	775	90/27	ind, strut, coil springs	rigid axle, 4 trailing links, Panhard rod, coil springs, anti-roll bar	disc/drum	Bridgestone RV All Season,* 175/70SR-13

*mud-and-snow tires

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you'll find in some European sedans costing over \$20,000.

Because it is a Volkswagen, the GLI also has a deep inner beauty. German engineered, German built, it includes a high-performance 1.8-liter 100-hp fuel-injected engine. A close-ratio 5-speed transmission. Four-wheel independent sport suspension. Power-assisted rack-and-pinion steering and 4-wheel disc brakes.

On the test track, the GLI accelerates from 0 to 50 mph in 7.1 seconds. Attains a top speed of 115 mph. Grips the skid pad with a lateral acceleration of 0.85g. And brakes from 60 to 0 mph in just 134 feet.

The new GLI: No dream. No illusion. It's the real thing.

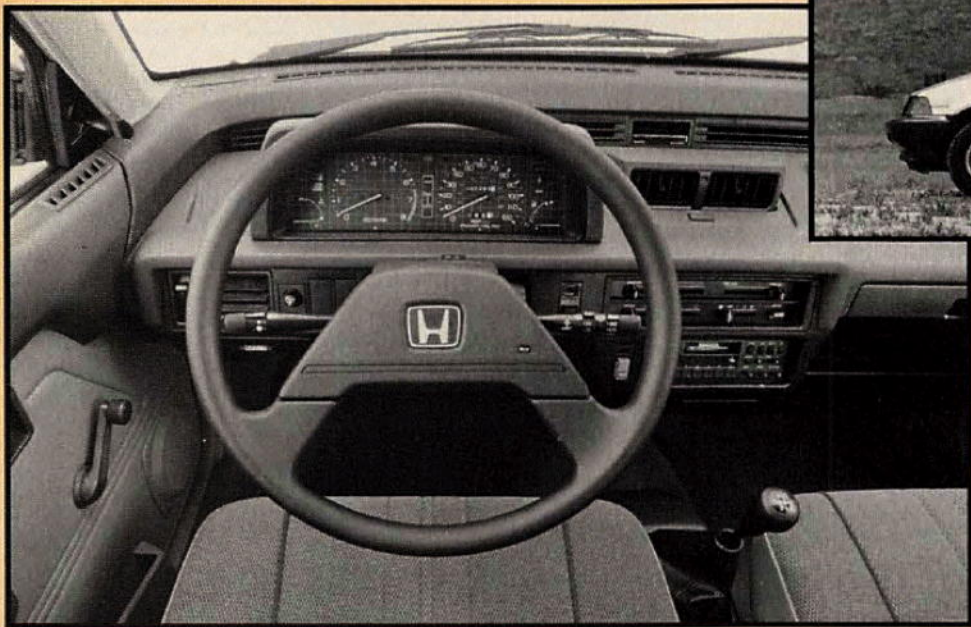
Introducing the new
Jetta GLI. \$9,995.*



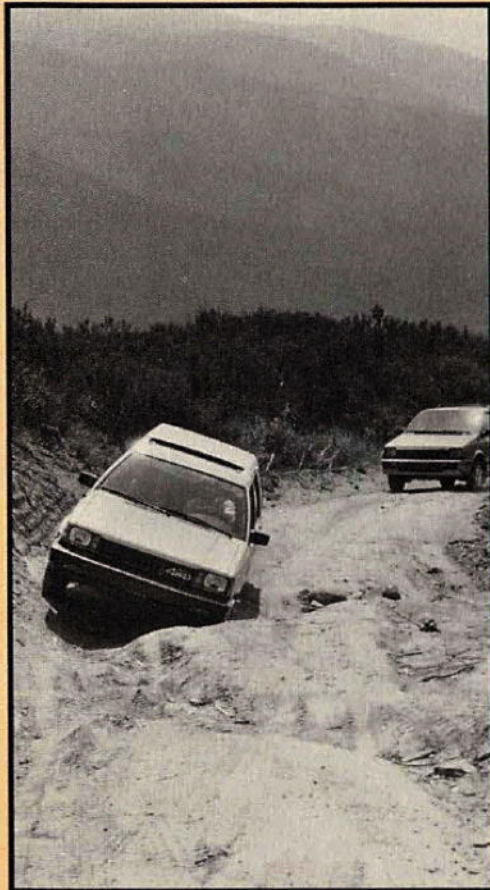
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of high praise for its overall coordination, engine poise, highway ride, and driver's-seat comfort. Prodigious understeer hurts its twisty-pavement handling somewhat, and we were also annoyed by a persistent whine from the rear axle. The chair-high seats are not only great for ordering hamburgers, they also offer the best possible vantage for reconnoitering uncharted paths to your personal backwoods hide-away. Can you imagine how different America might be today if Davy Crockett, Daniel Boone, and Hoss Cartwright had had machines like this?



Honda Civic 4WD They Made It a Bit Less Simple

Say hello to the fifth in Honda's seemingly endless series of variations on the Civic theme. The bodywork is identical to that of the funny-looking but spacious wagon that's been such a hit in the U.S. market for over a year, but new hardware has been added underneath to make this the least expensive four-wheel-drive car now on the American market.

Since Honda could call on no previous experience in this area, it contracted with Steyr-Daimler-Puch of Graz, Austria, to help develop its high-mobility Civic. SDP has built both military and civilian all-wheel-drive machinery over the years, both under its own nameplate and for several prestigious European makers, so Honda obviously went to the right place. Unfortunately, SDP didn't have a great deal of car experience in its repertoire, though, so it's easy to understand why this new Honda has lost much of its inherent Civic magic and taken on a trucklike personality that doesn't feel really in sync until the going gets nasty.

The Civic's mechanical components are

the simplest in this test. A special transaxle offers an extra-low sixth ratio (a.k.a. "granny gear"), a normal output for front-wheel drive, and a new part-time output for the rear axle. The rear suspension uses a crude (by today's standards) live axle supported by coil springs, and anti-roll bars have been dispensed with, presumably because they would interfere with the new driveline hardware.

On the highway, the Civic 4WD feels stiff-legged and reluctant to answer the helm, but off-pavement, its syrupy damping, stiff springs, and ultra-short wheelbase all seem to work together. It's a snap to shift into and out of the super-low gear, and you can bounce from boulder to berm in this tall box with the best of them.

We doubt very much that anyone will ever be able to pry a Civic 4WD off the dealer's lot for the \$8649 base price. The mere thought of maximum traction and a voluminous interior, all wrapped inside miniaturized exterior dimensions, should be enough to start a riot outside every Honda showroom across the land.

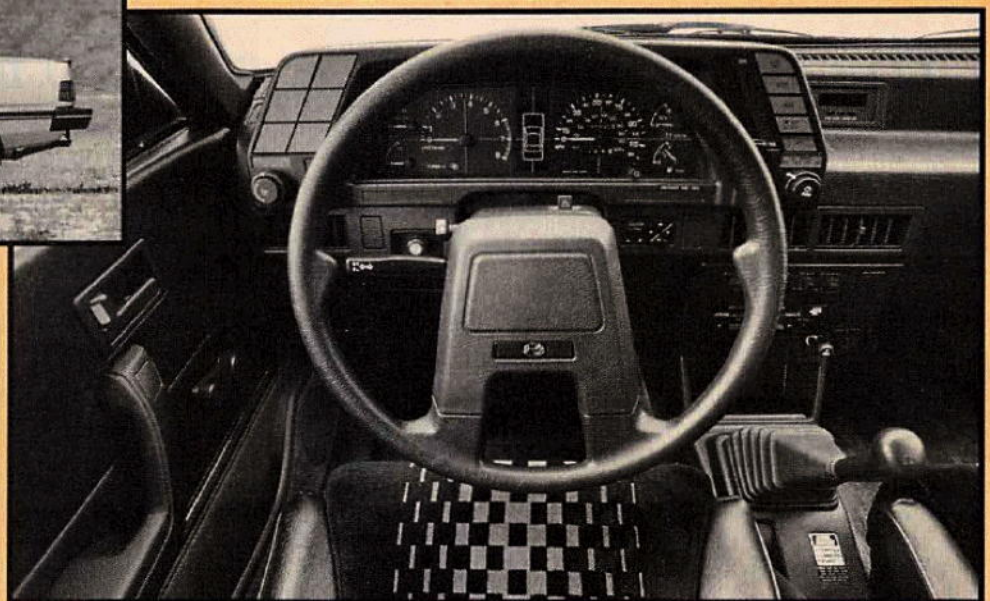
Subaru RX 4WD Turbo Schizophrenic, and Built to Stay That Way

If you see a two-thirds-price alternative to the Audi 4000S Quattro in the Subaru RX Turbo, your heart's in the right place—but we have to talk. Subaru's intentions were good, but its execution missed both the on-pavement and the off-pavement target.

We selected the RX Turbo, a medium-priced model from Subaru's four-door lineup, specifically to avoid the air suspension and video-parlor instrument panel that most of us found so irritating in our original go-around with this car (*C/D*, De-

C/D Test Results	acceleration, sec				top speed, mph	braking, 70-0 mph, ft
	0-60 mph	¼-mile	top gear, 30-50 mph	top gear, 50-70 mph		
AMC EAGLE	15.1	19.7 @ 69 mph	6.6	11.6	86	222
AUDI 4000S QUATTRO	9.2	16.8 @ 80 mph	12.5	12.6	115	191
AUDI QUATTRO TURBO	7.2	15.5 @ 88 mph	13.6	9.8	124	185
COLT VISTA 4WD	16.8	20.1 @ 67 mph	16.7	25.6	84	207
HONDA CIVIC 4WD	13.4	19.0 @ 70 mph	16.4	24.5	90	201
SUBARU RX 4WD TURBO	9.5	17.0 @ 79 mph	13.9	13.1	103	197
TOYOTA TERCEL 4WD	15.0	19.8 @ 68 mph	14.9	21.6	88	199

SUBARU RX TURBO



ember 1984). We still had to take the bad-acid-trip upholstery (Gawd, Michael! It's crawling up the shoulder belts, too!), and we unfortunately lost power steering in the shuffle down the price scale. (And you think this game of testing cars is easy!)

We didn't need the power steering on the freeways, where our attention was drawn to the harsh suspension; it seemed strangely capable of making bad pavement out of good. The taut calibrations felt better on the challenging twists and turns of the Ortega Highway, but we were thwarted by the understeer demons waiting to grab us early in every bend. We also found that too much of the turbo engine's torque is frittered away on unproductive exertions: making unpleasant groaning and graunching sounds, fighting the driver's hands through the unassisted steering, and chirping the inside front wheel while powering out of tight bends.

The RX Turbo fares better off-pavement. It has a surprising 7.0 inches of ground clearance up its sleeve, and the low-profile tires stick better than we imagined they could. The low range in the part-

time four-wheel-drive system is indeed handy, and the rear axle's limited-slip differential can be a timesaver when there's a snowy, icy, or muddy ramp between you and your destination. Our off-pavement complaint list includes three notable items: the four-wheel-drive system's levers feel unusually vague, the front suspension bottoms occasionally, and the unassisted steering is annoyingly slow.

After nine years at the four-wheel-drive game, you'd think Subaru would have closed a bit tighter on Audi's high standards of roadability, but such is not the case. The Japanese have yet to field a full-time system, and this might be the technological step that Subaru will have to take to bring its on- and off-pavement compromise cars up to truly impressive levels of performance.

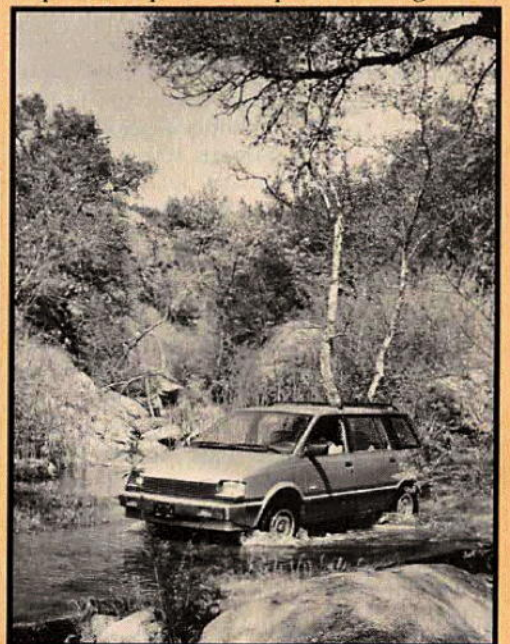
Toyota Tercel 4WD Weird but Winsome

The hatch looks like a bank's cash machine, the roof section is armored-car thick, and there are mud flaps everywhere. Yes, the Tercel wagon is a strange-looking beast of the field, but it has several virtues that have earned it a devoted following here: it's fun to drive, it's as functional as a galva-

nized bucket, and it's as tough as nails.

Toyota was first on the American market with the covered-wagon look, and the public liked it so much that Japan's biggest exporter followed up with a two-wheel-drive wagon to help satisfy the demand. Now that the quotas are off, we're bound to see this new form of automotive architecture smiling back from every street corner.

After a week with this Toyota, we can tell you that the best view is from the inside looking out. The Tercel's seats are firm and fit perfectly, the instrument panel is clean and legible, and the visibility is practical panoramic. The four-by-four Toyota scored well in the fun-to-drive category, not because it has a wealth of horsepower, but because it does what it can do in a very refined fashion. The engine revs smoothly and willingly even though it doesn't pack much punch, the shifting is gearbox perfection, and the ride is as poised as any you'll find in a small car. We found the handling quite acceptable in spite of a vagueness



roadholding, 300-ft skidpad, g	interior sound level, dBA			fuel economy, mpg		
	idle	70-mph cruising	full throttle	EPA city	EPA highway	C/D 400- mile trip
0.66	47	72	75	16	19	15
0.74	55	72	81	18	22	21
0.76	53	72	82	16	22	18
0.63	41	72	79	23	30	20
0.68	47	73	79	26	29	25
0.72	44	72	77	25	30	22
0.69	47	73	80	27	32	25

There's more than one road to four-wheel drive

• All of the four-wheel-drive cars in this test are outgrowths of existing front- or rear-drive models. As a result, the complexity and versatility of their 4wd systems depend heavily on the mechanical nature of the original designs.

The simplest approach to four-wheel drive is the one used on the Toyota Tercel and the Subaru RX. Each car has a longitudinally mounted engine that drives the front wheels through a transaxle. Power flows rearward from the engine to the transmission, then forward to the front axle's differential. (In the Toyota, the transmission and the differential are below the level of the crankshaft, while the Subaru has its transmission in line with the engine and its differential somewhat below.) To add four-wheel drive to this arrangement, a power takeoff is simply provided at the rear end of the transaxle and a conventional driveshaft delivers the power to the rear axle.

This simple approach has one major shortcoming: since there is no center differential, the front and rear axles are forced to rotate at exactly the same speed. This presents a problem in turns, where a car's rear tires swing about a tighter radius than its front tires and should ideally rotate somewhat slower. That's not possible with the Toyota/Subaru approach, and the results are tire scrub and stress on drivetrain components, particularly in tight turns. Consequently, Subaru and Toyota recommend four-wheel-drive operation only on low-traction surfaces.

A more complex variation of the same concept is used on the Honda and Colt wagons. Both cars have transverse drivetrains, so power is drawn from the rear side of the front axle's ring gear and routed through a bevel gearset that changes the transverse drive to a fore-and-aft orientation. A power takeoff then spins a long driveshaft connected to the rear axle in the conventional manner. As with the Toyota/Subaru setup, there is no center differential, so four-wheel-drive use is not recommended on dry pavement.

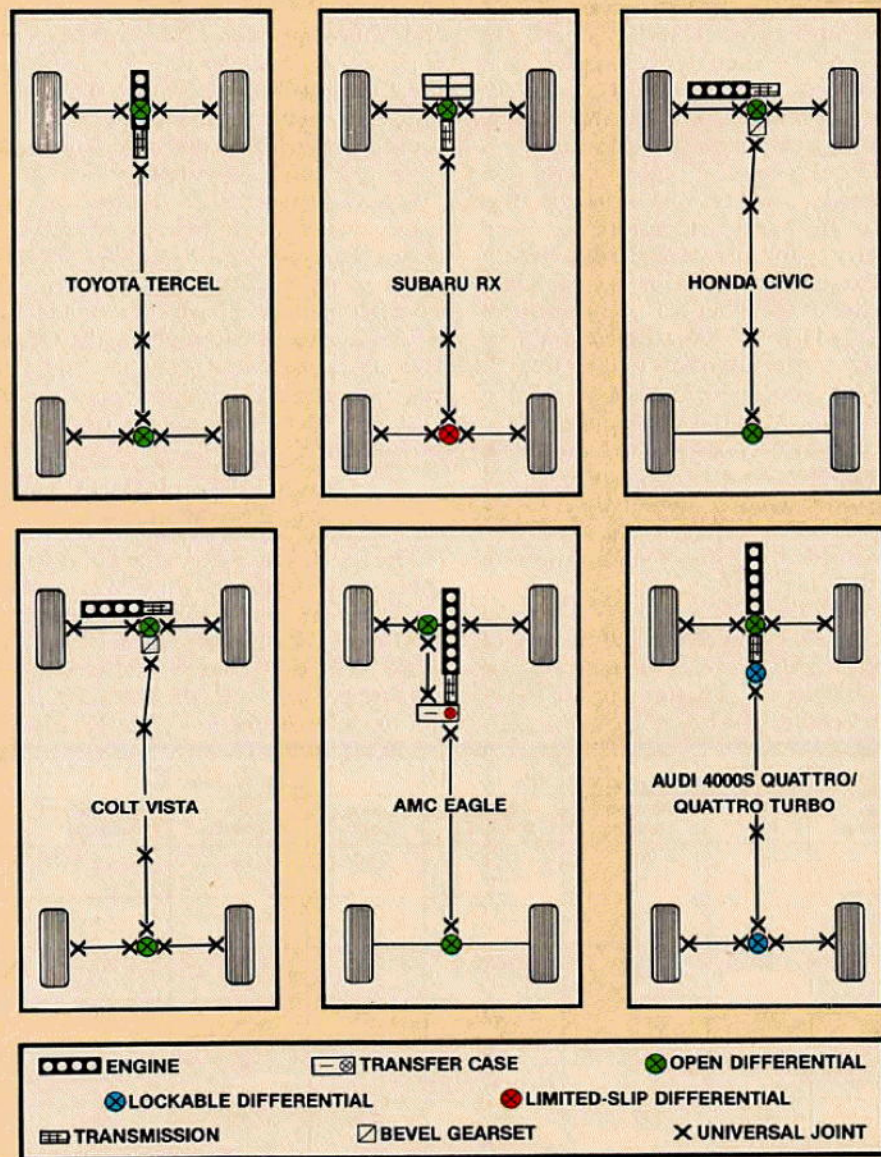
Unlike these "part-time" designs, the AMC Eagle's "full-time" approach permits four-wheel drive on any surface. The Eagle was based originally on a rear-drive car, and its power flows from the engine back through a TorqueFlite automatic transmission located in the conventional position. A transfer case bolted to the transmission splits the power with a Ferguson-type (limited slip) center differential and sends it to both the front and the rear axle. The center differential allows the wheels at both ends of the car to roll at their natural speeds without any bind-

ing; if only one end of the car has traction, the unit's limited-slip design ensures that a fair share of the power flows to the axle with the firmer footing. Because of the frictional losses inherent with four-wheel drive, the Eagle has provision for disengaging the front driveline at the transfer case. Unfortunately, the Eagle's transmission and transfer-case designs are poorly integrated and quite bulky (they were originally designed for truck applications), resulting in major sacrifices of interior room and ground clearance.

In contrast, the full-time layout of the Audi 4000S Quattro and Quattro Turbo is very well integrated. Like the Toyota and the Subaru, each Audi has a forward-mounted north-south engine and a transaxle. Unlike the Japanese models, each has a center differential at the rear of its

transaxle. This device splits the transmission's output and sends it both rearward, via a conventional driveshaft, and forward, via a concentric shaft within the transmission. Instead of a limited-slip center differential, the Audi design uses an open differential that can be locked during adverse conditions by turning a knob in the cockpit.

Each of these systems has its advantages and disadvantages, but it should be obvious that the ultimate arrangement is not yet in production. A light, compact, three-differential all-wheel-drive system with appropriate limited-slip mechanisms will probably have to wait until some manufacturer is brave enough to dedicate a new design to four-wheel drive from the start, and bold enough to begin with a clean sheet of paper. —*Csaba Csere*



TOYOTA TERCEL

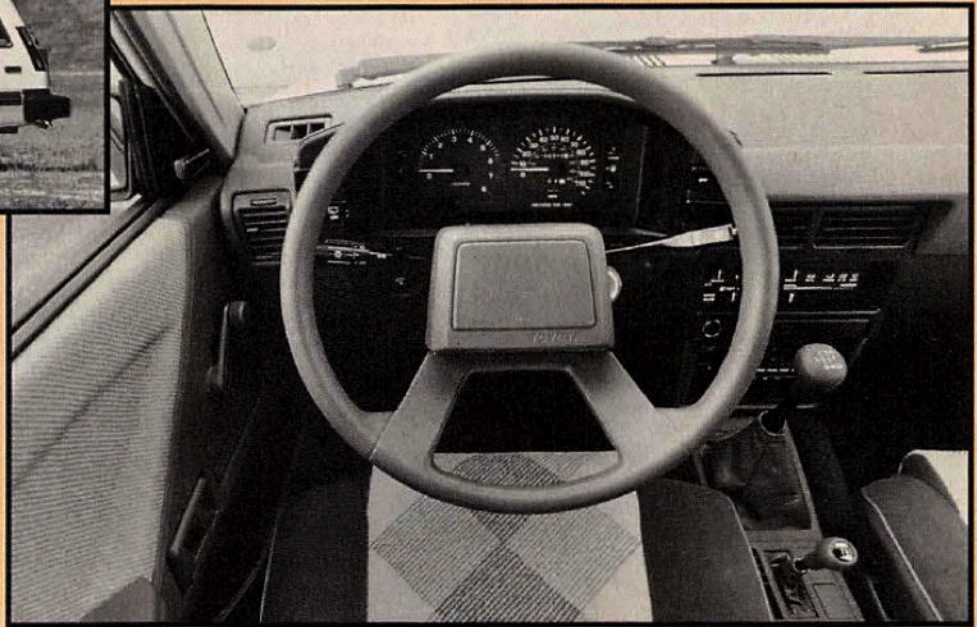


during the turn-in phases of cornering and the relatively low adhesion of the tires.

Off-pavement, the "EL" (extra low) gear helps the anemic engine get the job done, but the shock-absorber damping doesn't feel nearly as effective as the calibrations built into the Honda and the Colt. Ground clearance is adequate, and the minimal overhang is a real confidence builder. The quick power steering takes the strain out of maintaining the pace.

If you like tattered leather jackets and the run-down look in backwoods cabins, this Tercel 4WD could be your kind of hardware: it wastes none of its considerable energy on outward appearances.

You get something extra with each and every one of these machines. Bad weather won't stop the Audi Quattros. The four wagons are go-almost-anywhere haulers. The Subaru RX is a Japanese sedan that's



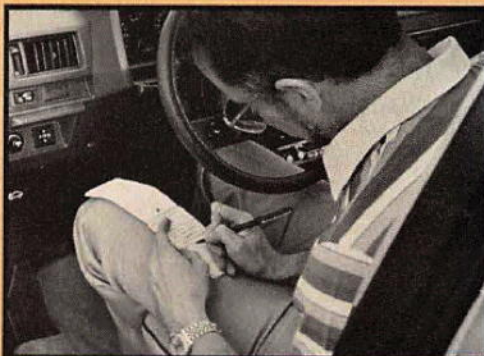
trying hard to be everything for everyone.

Of course, you never get something for nothing. All of these cars weigh more than their two-wheel-driven kin, they cost significantly more, they generally get poorer fuel economy, and some are even slower.

In other words, mobility has its price. So

whether you're interested only in forging ahead an extra hundred yards before getting stuck, or you're simply eager to taste the inevitable future of the automobile, be prepared for at least a little sacrifice when you check the box for four-wheel drive.

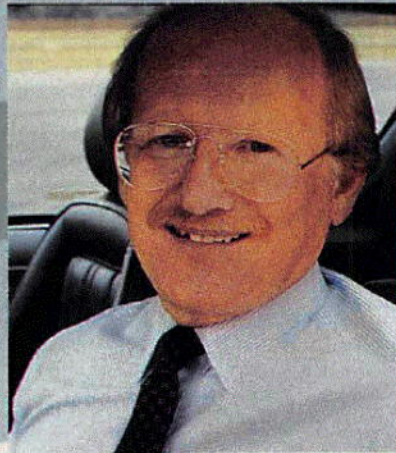
—Don Sherman



Subjective Scores*		ride	comfort	ergo- nomics	utility	design		handling		fun-to- drive
						interior	exterior	on-pavement	off-pavement	
	AMC EAGLE	17	6	5	17	6	9	7	17	5
	AUDI 4000S QUATTRO	22	24	21	14	22	23	22	16	22
	AUDI QUATTRO TURBO	21	19	21	8	22	25	24	17	24
	COLT VISTA 4WD	20	22	20	24	20	17	12	20	11
	HONDA CIVIC 4WD	15	17	20	23	20	16	9	23	9
	SUBARU RX 4WD TURBO	12	17	17	14	10	16	10	18	12
	TOYOTA TERCEL 4WD	18	20	21	24	20	13	15	22	16

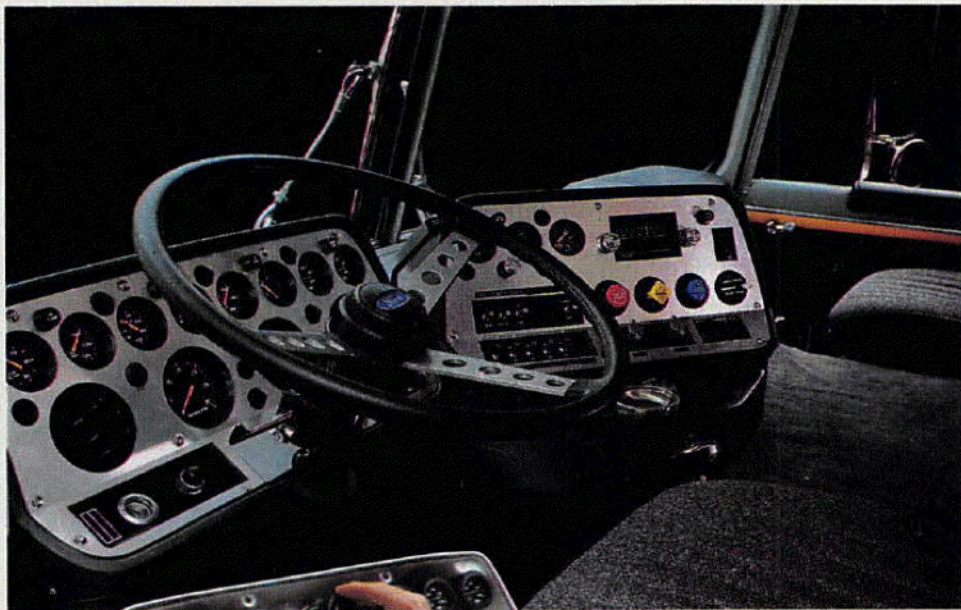
*Total scores awarded by five judges (5 = best, 1 = worst). Maximum possible: 25

ERGONO



“Whether you drive back and forth across the country or just back and forth across town, Ford is making driving comfort a science.”

*Lewis F. Schaffer,
Senior Designer
Package Engineering*



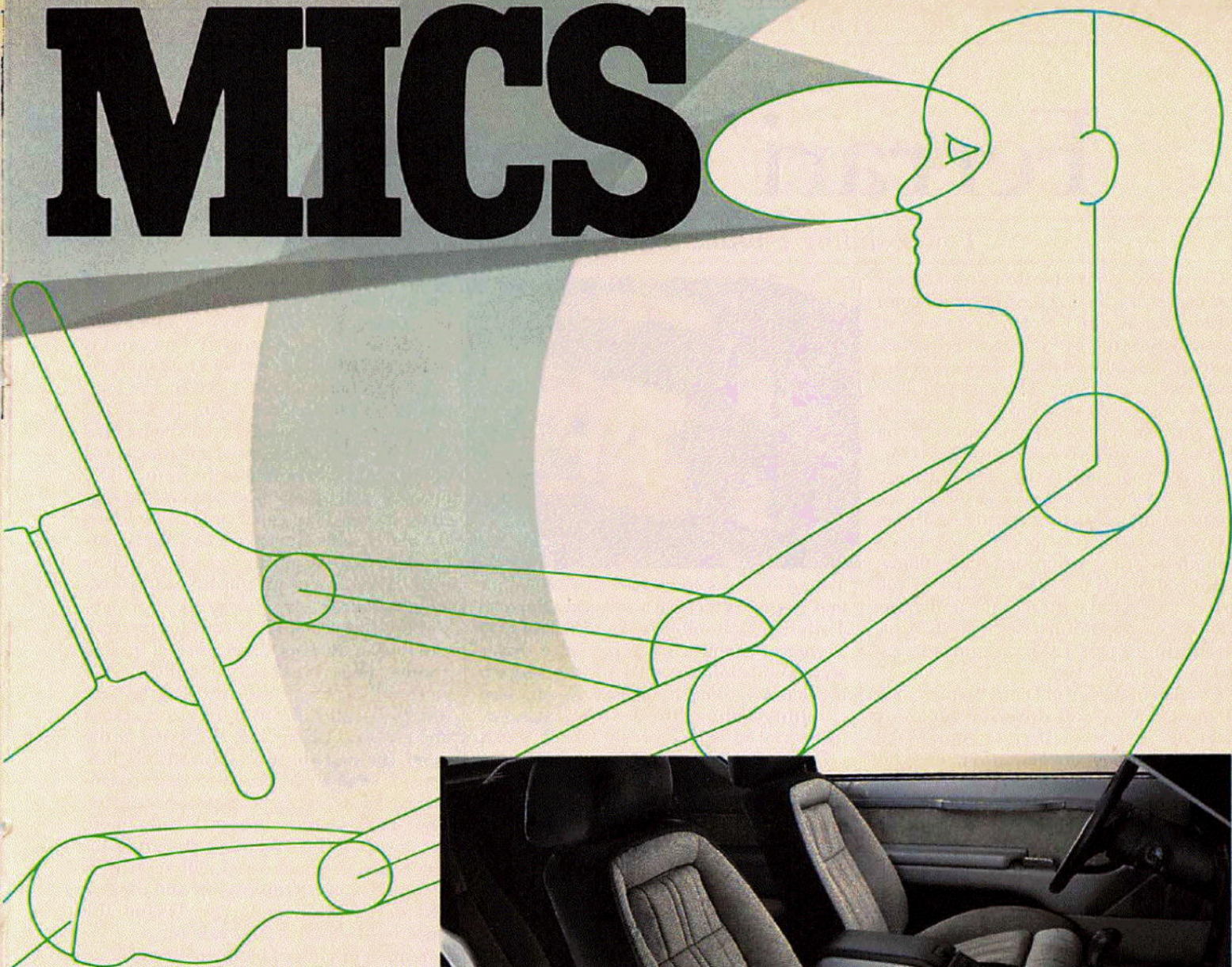
To America's professional drivers, the cab of a heavy truck is their office and—for days at a time—their home. That's why Ford Motor Company ergonomic engineers design these cabs from the driver out.



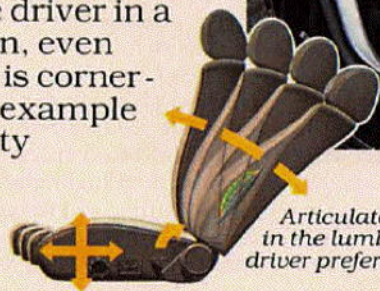
In this CL 9000, Ford clusters 45 gauges and controls within easy to read, easy to reach range. All gauges, switches and bulbs are plug-in type for easy service.

Get it together—Buckle up!

MICS



The seats in the Mercury Cougar XR-7 are designed to be comfortable for more than just your bottom. Moveable seat bolsters and adjustable thigh supports help keep the driver in a stable position, even while the car is cornering. Another example of Ford Quality you can feel.



Articulated seats on the Cougar XR-7 include an air chamber in the lumbar area that may be inflated or deflated according to driver preference by a power actuated pump.



**Quality
is Job 1.**

Ford • Lincoln • Mercury • Merkur
Ford Trucks • Ford Tractors

Ferrari Testarossa

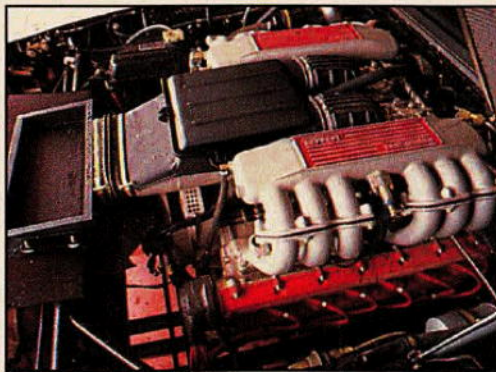
Power-sliding Fiorano with Dario and the boys.

• The red dot on the horizon grows bigger and bigger, a whisking dash of bright color behind a gray curtain of mixed rain and snow. Before the eye can capture the silhouette, the redhead disappears into a dip: sound without picture. The ear can follow the wavering roar along the east-west straight, which is separated from the pit area by a hill and a couple of hedges. One, two angry volleys mark the downshifts into third and then second gear as the car approaches the 90-degree bend. And then the red is back. It scrooches low into a smooth ess, then reappears, frame-filling. Hissing through puddles of water at full speed, the Ferrari darts into the underpass and across the finish line. Fourth gear, throttle wide open, 125 mph, and as steadfast as a cruise missile.

One lap in the life of Dario Benuzzi, one of only four he will drive on this misty morning in March. Dario Benuzzi is a Ferrari test driver, the Fiorano circuit is his home, and the Testarossa is currently his favorite tool. "Dario is quicker than most," says PR man Luca Matteoni, "e il campione di Fiorano!" Today Dario has been out on the track only to warm up the engine and to double-check the steering, the brakes, the clutch, and the gearbox. Before he returns the well-used mule to the pits, we have time to examine a factory-fresh production model that is ready to be shipped to a dealer in California.

Designed by Pininfarina, the Testarossa is the first Ferrari since the 308GT4 to be controversial because of its styling. Although the car does grow on you when you encounter it in the flesh, the long front overhang, the vast array of louvers, slots, and fins, and the oversize side-mirror support take a while to get used to. There is no doubt, though, that the aggressive and purposeful shape of the Testarossa offers several practical virtues over that of the outgoing Berlinetta Boxer. Among them are reduced aerodynamic drag, improved all-around visibility, a bigger trunk, and superior passive safety, as well as better heat and noise insulation. Since the radiators were transplanted from the nose to the fire wall, where they flank the engine, the Testarossa does without the long water pipes that used to turn the cabin of a hard-charging 512BBi into a sauna for two. The front air intake of the new car feeds only the brakes and the air-conditioning condenser.

The cabin of tipo F.110AB500 is surprisingly airy and spacious. Not only is the



Testarossa notably roomier than any other mid-engined Ferrari, it also beats a Porsche Turbo, a Lamborghini Countach, and a De Tomaso Pantera when it comes to driver accommodation. Even those who shop at big-and-tall stores should have no problem climbing behind the leather-rimmed, three-spoked alloy steering wheel, which can be raised or lowered to suit most sizes. Headroom is not exactly abundant, but there is plenty of space for legs, arms, and elbows. The comfortable and yet supportive leather-trimmed power seats are fully adjustable in tilt, rake, and reach.

The leather-bound dashboard of the Testarossa is more pleasant to use and to look at than that of any other current Ferrari. The main instrument binnacle houses the well-calibrated and clearly legible speedometer, tachometer, oil-pressure gauge, and water-temperature readout. These dials are surrounded by fourteen warning lights, which include two "Slow down!" telltales activated by catalyst thermocouples. The wipers, the turn indicators, and the lights are operated with three rather flimsy column-mounted stalks that were undoubtedly supplied by Big Brother Fiat. To the left of the driver's seat are chromed release levers for the hood and the trunk lid. The control pod between the seats accommodates the air-conditioning push buttons, the electric-window switches, the knobs for the fan and air temperature, the side-mirror joy stick, and the hazard flashers. The Testarossa is the first Ferrari fitted with separate power-operated air-distribution controls that enable the driver and the passenger to choose individual settings.

On the negative side, although there is nothing wrong with placing the finger-tip buttons for the front and rear fog lamps and the heated backlight in an overhead console, the designers did not do anyone a favor by burying the oil-temperature

gauge, the digital clock, the odometer, and the trip meter in the dark and narrow center console. The radio, on the other hand, sits above the three main air vents and is rather cleverly disguised by a fold-up flap.

La macchina bella is 176.6 inches long and 77.8 inches wide. Despite the fact that most of its body panels are made of light alloy, the Testarossa weighs a substantial 3650 pounds, according to the factory. The two-seater Berlinetta body sits on a tubular space frame. The rear section of the chassis, which holds the powertrain, can be easily detached for maintenance or repair work. The suspension consists of unequal-length control arms, telescopic shock absorbers and coil springs (two in the front and four in the back), and anti-roll bars all around. There is a choice of Michelin TRX or Goodyear Eagle VR tires. Our test car was shod with 225/50VR-16 gatorbacks at one end and larger 255/50VR-16s at the other. Behind the cast-alloy wheels lurk massive ventilated brake discs that are embraced by powerful four-piston calipers. The steering is unassisted rack-and-pinion; the outsize five-speed transaxle, which incorporates a limited-slip differential, is mounted beneath the engine; and the two fuel tanks, positioned right behind the seats, hold a total of 27.7 gallons.

With its bright-red block, matte-silver intake manifolds, red-on-silver resonance chambers, and brassy fuel-injection pipes, the Testarossa engine looks like a modern-art sculpture. From a piston displacement of 4942cc, this eye-catching powerplant delivers 370 bhp at 6300 rpm and 348 pounds-feet at 4500 rpm. The catalyst-equipped U.S. edition loses only 10 bhp and 7 pounds-feet to the Euro-spec version. With four valves per cylinder and four overhead camshafts, the horizontally opposed twelve-cylinder is in principle identical to the 3.0-liter Formula 1 unit that won four World Constructors' Championships. Engineering highlights include a seven-main-bearing crankshaft, aluminum pistons and cylinder liners, a centralized spark-plug location, and exhaust valves cast of exceptionally heat-resistant Nimonic alloy.

While the computerized Microplex electronic ignition system is supplied by the notorious Magneti Marelli, the Ferrari engineers have relied on Bosch's KE-Jetronic fuel injection. The comprehensive and complex lubrication system of the Testarossa engine, which is 44 pounds lighter than the 512BBi unit, consists of a



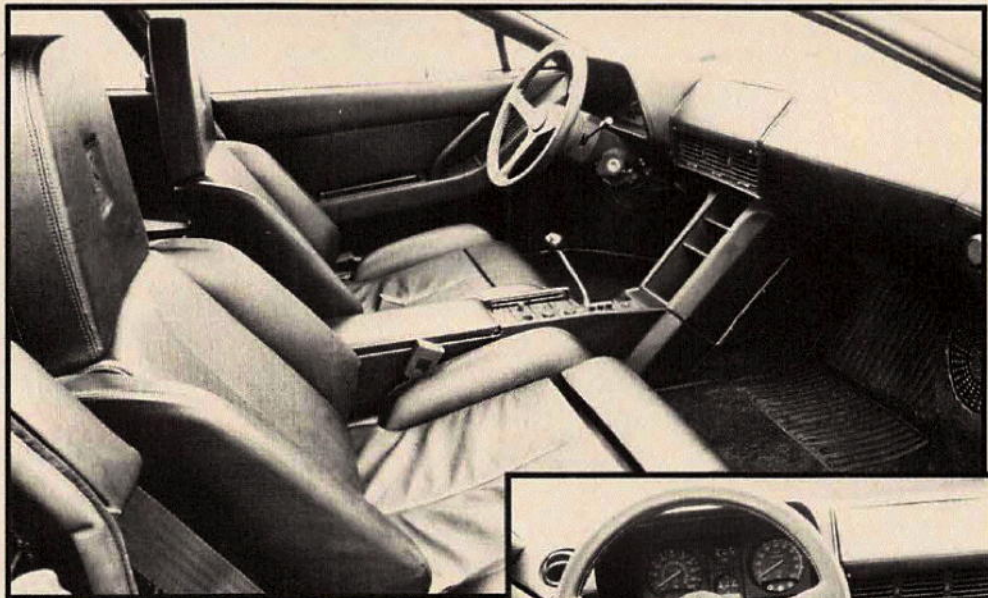
3.4-gallon dry-sump reservoir, a pressure pump, and two scavenge pumps. Not surprisingly, the 370-bhp newcomer is both quicker and more economical than its 323-bhp predecessor. According to Ferrari, the Testarossa will accelerate from 0 to 60 mph in 5.5 seconds and reach a maximum speed of 178; the old car did the sprint in 6.4 seconds and topped 170 mph. Still wet from the printing press, the EPA figures also show a clear advantage for the new supercar, rating it at 11 mpg city and 19 mpg in highway tests.

Enough theory. Let's go back to the cavallo rosso, which is now parked and pawing the ground. Dario gets out and puts on his anorak, and we climb in. Seat back all the way, steering wheel up, wipers and headlights on, belt pulled tight, mirrors set. The engine springs to life instantly, and idle speed is rock stable at 1000 rpm. While the right foot communicates with the throttle to learn the weight and travel of the accelerator pedal, the rest of the system is already under the influence of the concerto for twelve cylinders, 48 valves, and four overhead camshafts. At 3000 rpm, the pounding hum turns into an anxious, hungry roar. The left foot goes down, first gear drops in with solid precision—and we're off!

It is still raining cats and dogs, and the 1.86-mile track is dotted with inch-deep patches of water. At the end of the long straight waits a second-gear hairpin; it demands first gear in the wet. After a tricky, slow ess-bend, it's up into third for a long left-hander. Down in second, and right onto the bridge, we approach a blind right-hander that is banked toward the apex. Third gear takes us down to another hairpin. A combination of very fast left- and right-hand bends leads the way to the far end of the track, where it is best to brake early for the final second-gear turn before we come back to the bridge and the pits.

Even under these adverse conditions, the Testarossa is not a difficult car to get used to. The visibility is fine, the heating-and-ventilation system keeps all the windows clear, the driving position is first-class, and the pedals, the gear lever, and the stalks are exactly where you expect them to be. Everything fits, everything functions. Slowly, very slowly, we make friends. The clutch seems rather heavy to a foot that spends most of its time under a desk, and yet the pedal action is nicely weighted and progressive. The brakes are heavy, too. They do offer fast and fade-free deceleration as long as the pedal pressure is high enough, but since the Testarossa is not available with an anti-lock system, there is—especially in the wet—a certain danger of locking the front wheels prematurely.

The gearbox is well spaced, sufficiently light, and as precise as a Swiss chronometer. First is good for 51 mph at the 6800-rpm redline, second for 79 mph, third for



104, fourth for 136, and fifth for 178 mph. The long, thin lever with the golf-ball shift knob is guided by a chrome-plated gate that accompanies shifts with a reassuring *click-clonk*. Regrettably, this otherwise superb transmission is not quite fast enough for serious nine-tenths driving, when downshift traction loss can lead to an irritating instability under braking.

One of the Testarossa's strong points is its superbly balanced steering. A shade too heavy around town, it provides tremendous feel at speed, where it is fast, progressive, and well damped. Thanks to its sharp handling qualities, the latest mid-engined Ferrari is actually much more maneuverable than its size and weight suggest. Unfortunately, the factory offered us only a brief drive on the open road, but we found enough worn and uneven patches on the Pista di Fiorano to assess the car's ride comfort. Although the damper settings are decidedly taut, the ride is never twitchy, rough, or nervous. The suspension can't iron out grooves, ridges, and potholes, but it greatly suppresses their effect on the car's handling and roadholding.

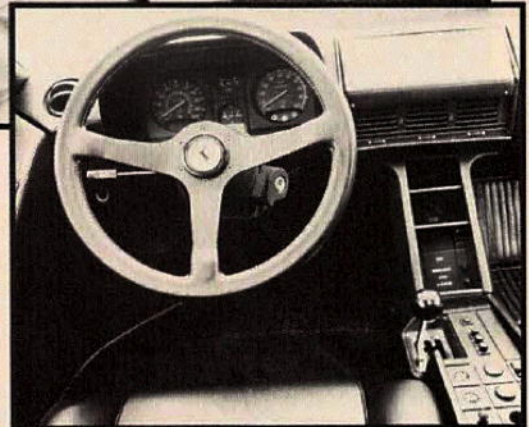
Since this Ferrari can accelerate so much faster, corner so much quicker, and brake so much later than 99.9 percent of all other road users, it takes time and skill to explore its limits. The Testarossa teaches the driver a new, much faster rhythm, and it offers, and at the same time calls for, maximum smoothness and precision. Of course you

Vehicle type: mid-engine, rear-wheel-drive, 2-passenger, 2-door coupe

Base price (Italy): \$87,000

Engine type: flat 12, aluminum block and heads, Bosch K-Jetronic fuel injection

Displacement	302 cu in. 4942cc
Power	370 bhp @ 6300 rpm
Transmission	5-speed
Wheelbase	100.4 in
Length	176.6 in
Width	77.8 in
Height	44.5 in
Curb weight	3650 lb
Manufacturer's performance ratings:	
Zero to 60 mph	5.5 sec
Standing ¼-mile	13.6 sec @ 108 mph
Top speed	178 mph



can overstep the mark and run her into the ditch, front wheels locked up. Of course you can provoke a spin by choosing an absurd throttle opening in the middle of a second-gear bend. But it's seldom the car that makes the mistake . . .

In the beginning, understeer is the name of the game. It doesn't take long, however, to find that the line will tighten as soon as more power opens the door to the *loong* neutral-handling phase. Excellent flexibility at medium revs and the commendably quick throttle response make sure that there is always ample power at hand. Use it, and the car will answer with a distinct front-to-rear weight transfer. This is the last warning. Back off, and you will need a dab of opposite lock to avoid disaster. Press on, and be prepared to enter the world of oversteer. Explore it, and detect how the Testarossa can be controlled with steering *and* throttle. This is not an easy exercise in the dry, when it takes frightening cornering speeds to reach the limit, but in the wet it isn't too hard—unless you encounter a bunch of Italians jumping up and down and making funny gestures.

There are quite a few sports cars that offer bigger trunks, better directional stability, and prettier side mirrors. For overall competence and nearly perfect balance, though, the Ferrari Testarossa is hard to beat. Its \$87,000 price tag may seem like a lot, but remember that there is no need to pay before delivery. You've still got a few weeks or so to persuade your bank manager.

—Georg Kacher

THE MATCHBOX ON THE RIGHT IS THE ONE THAT DETECTS RADAR.



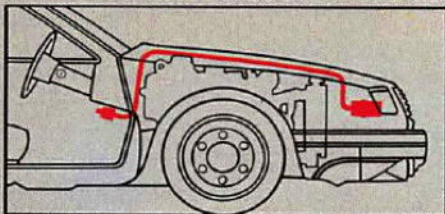
Actual size photo.

INTRODUCING THE FOX MATCHBOX REMOTE.

Now you can get a remote superhet radar detector the size of a matchbox, a remote as sensitive as any superhet anywhere.

THE FIRST NAME IN REMOTE PROTECTION IS FIRST AGAIN.

Fox invented the first remote radar detector because drivers



Fox Radar Detectors are legal in all states except Connecticut and Virginia.

needed protection from more than radar.

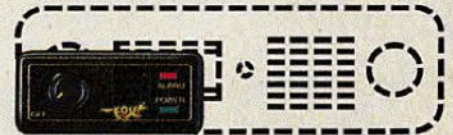
They needed protection from theft and harassment, too.

So we developed remote radar technology, mounting the receiver up front under the hood and out of sight. Since the "eyes" of the detector were up front, the remote control unit didn't have to be exposed on the dash or visor. Instead, the driver could put the remote control where it too was out of sight, to all but him. Fox remote radar detectors have given over a quarter million drivers the double protection they need. And now we can offer you still greater pro-

tection with the smallest remote radar detector made today. The Fox Matchbox Remote.

IT TOOK THE BIGGEST NAME IN REMOTES TO MAKE A REMOTE CONTROL THIS SMALL.

It took Fox's advanced technology to make a remote this small. A remote so flexible, you can mount it from its top, bottom or back. A remote so light,



The Matchbox Remote vs. the leading radar detector. Fox takes about 30% as much space.

a piece of velcro can hold it anywhere. A remote with a quick disconnect feature, so you can easily unplug it and put it in your glove compartment or even your pocket.

Yet the Fox Matchbox Remote has all the features you've come to expect from a Fox remote. There's a green power light to tell you that all is working well, a volume control to regulate the

Geiger-counter type alert signal, and an accompanying red alarm light that advises you of the presence of radar.

THE MATCHBOX IS SUPER, TOO.

It offers true superheterodyne protection—state of the art protection in a shockproof and weatherproof receiver that can be mounted in just 4 inches of space under the hood, behind the grille. The Matchbox Remote's receiver comes preset for both city and highway driving, ready to pick up all radar, even when it's weak and deflected, around corners or over hills.

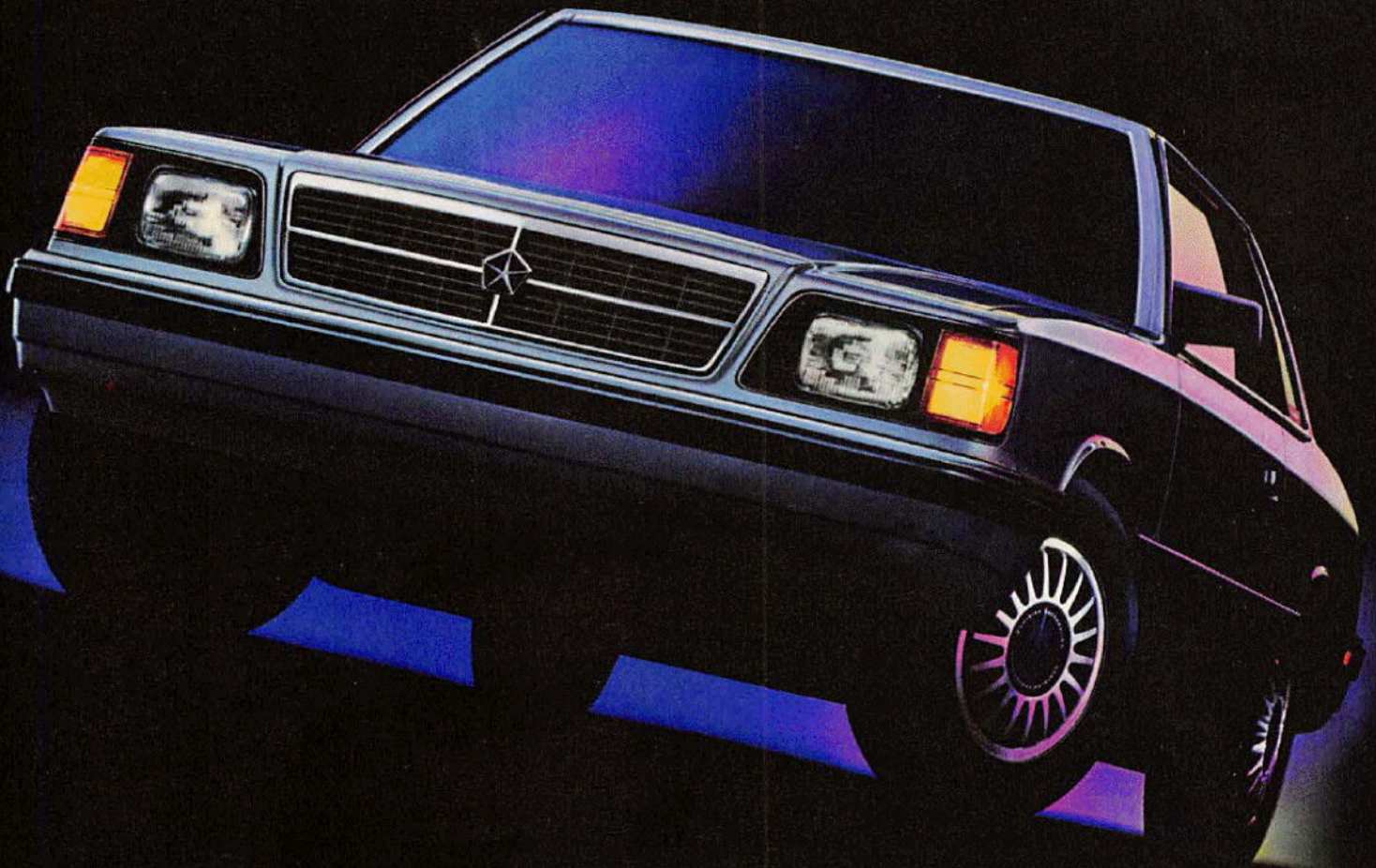
TO FIND A MATCHBOX TOLL FREE.

As small as the Matchbox Remote is, it's easy to find. At your nearby Fox dealer. For the dealer nearest you, call toll free 1-800-543-7892. In Ohio, 1-800-621-2513. In Canada 1-800-663-0295.

While you're there, look over our new line of 40-channel CBs. With their black, high-tech look and front-mount mike, they're a perfect match for your

Matchbox Remote.
FOX MARKETING, INC.





They were revolutionaries from the beginning—created to be the best six passenger cars you could buy. And

for 1985, they still are. Aries 2-door, 4-door, and wagon offer the lowest prices, highest standard mileage rating, longest warranty, and best overall value.* All the great qualities that have helped Aries develop a tradition of solid resale.

But while the practicality under the sheetmetal has remained intact, *in the sheetmetal*, a lot has changed. And



the changes are simply beautiful. Aries now adds a sophisticated new look to

a proven tradition of over 15 billion front-wheel-drive miles.

Aries LE gives you over 40 standard features. Some 73 improvements and innovations—both standard

and optional. And, with offerings like the Premium Equipment Discount Package, savings of \$225 when

you order an AM/FM radio, rear window defroster, power

steering, automatic speed control, tilt steering wheel, and other popular options.**

Ask any of over

450,000 American families who've owned Aries what they think. Then ask your Dodge dealer about buying or leasing* a new Aries. It's traditional K-car value in a beautiful new style that makes Aries 2-door, 4-door, and wagon true revolutionaries again for 1985.

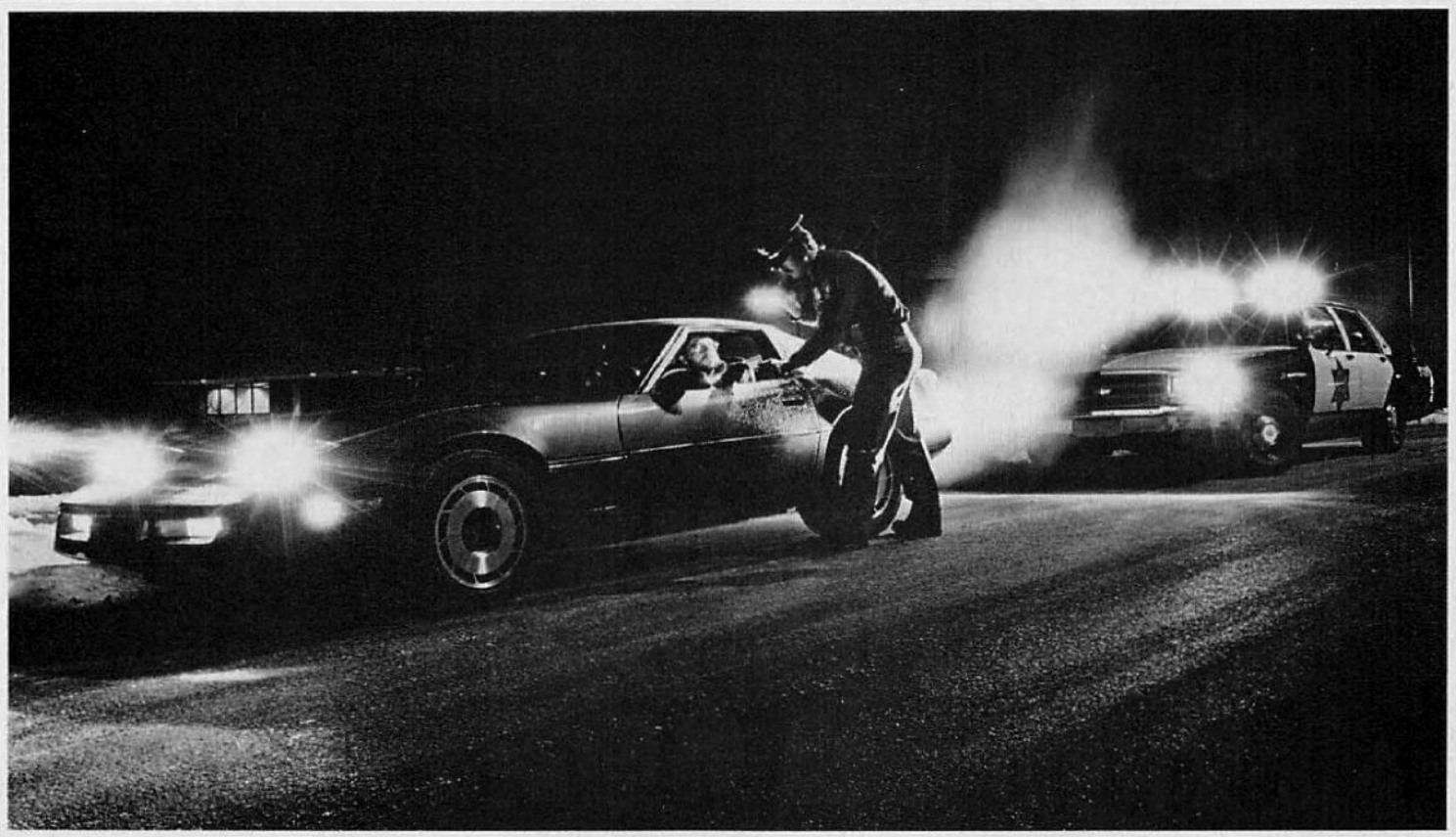
REVOLUTIONARIES.



AN AMERICAN REVOLUTION

DIVISION OF CHRYSLER CORPORATION

*1985 6-passenger model comparisons: lowest base and comparably equipped sticker prices; highest standard mileage—26 EPA city est. mpg, use to compare, actual mpg will vary with options, driving habits and conditions, and vehicle's condition, CA est. lower; longest warranty—5 years/50,000 miles, whichever comes first. Limited warranty on powertrain and outer body rust-through, excludes leases, deductible applies. Ask for details. **Aries LE savings based on sticker prices of package items if purchased separately. Ask for details. BUCKLE UP FOR SAFETY.



Black-and-White Pictures

You're cute on radar, but you're even better in person.

• Speeders drop like flies when Dep. Mark Giffin hits the road. Giffin writes more tickets than any other cop in Michigan's Washtenaw County—and he's about to issue another one right now. He snaps the cruiser's tail around on the soft shoulder like a Hollywood stunt man and flips on the lights. Faster than you can say "speeding bullet," another perpetrator bites the dust. Welcome to the wild, wonderful world of traffic-law enforcement.

We've all starred in this movie at one time or another, so we pretty much understand the game. Ah, but life is never quite what it appears to be. We all know what it's like to be on the receiving end of the long arm of the law. But you should see it from the cop's side of the windshield.

As a matter of fact, that's just what we did—in the name of higher education, of course. And after the better part of a week on patrol with Deputy Giffin, one discovery about us civilians outshines all the rest: we're cute on radar, but we're even more amusing in person.

Our host for the week is the Washtenaw County Sheriff's Department, which occupies a special place in our editorial heart. That's because the entire facility, complete with 244-bed jail, county garages, and administrative nerve center, is located just across the street from us on Hogback

BY RICH CEPPOS

Road. There are so many patrol cars coming and going on our block, we get free radar-detector performance checks every time we roll out of our driveway.

Call it good community relations or plain old chutzpah, but it's a credit to Sheriff Ron Schebil that we're now buckled into a black-and-white 1982 Chevrolet Malibu with his ace ticket writer. It's late Friday afternoon, and we're on the first of four rides we'll be taking.

Deputy Giffin has one of those faces that make it impossible to guess a person's age. The hair is thinning a bit on top, but it's curly wild. He almost looks mischievous, as if he'd make a good drinking buddy. His is definitely not the face you see scowling out at you in a nightmare as you're handed a citation for doing a hundred fifty in a school zone.

Below the neck, though, Giffin is pure, undiluted cop: stocky, with thick forearms and a barrel chest that's emphasized by the close-fitting bulletproof vest he wears on duty. He's 28, married, the father of two. He has an eye for cars, too; he owns a 1979 Trans Am ("It's never seen winter") and an Omni with alloy wheels. Hmmm.

Giffin is part of the sheriff's secondary-road patrol. By agreement with the state

police, he pretty much stays off the highways. A few of the larger townships like Ann Arbor and Ypsilanti handle their own traffic enforcement. But there's still plenty of room to roam within the county's 720 square miles of real estate.

In fact, a guy could get lonely out there. "Hey, that's why I write so many tickets," quips Giffin.

And now, a word from our sponsor, the first in a series of installments confirming that Art Linkletter was right: people *are* funny, and that doesn't really change when they've got four wheels under them.

A Likely Story

Giffin lassos a ratty ten-year-old Cutlass for 70 in a 55 zone. Indiana plates.

Mr. Oldsmobile is calm until Giffin informs him that the police computer says his license is suspended. "No way man. The computer is wrong. Got to be wrong. And I was going 55—really."

"Sir, is this your home address?"
"Yeah, I only work up here."
"You work up here, but you live in Indianapolis?"

"Yeah, I commute."
"You commute three hours each way to work every day?"
"Yeah."

This guy's credibility is sinking faster than the Titanic.



BRIDGESTONE

ONLY SERIOUS DRIVERS NEED APPLY.

Only one kind of driver should be reading this ad. One who's serious about performance.

Because Bridgestone's Potenza is one serious performance radial.

Bridgestone's Potenza V- and H-rated radials are born from the same serious high-speed technology we've put into action on the racetracks of the world.

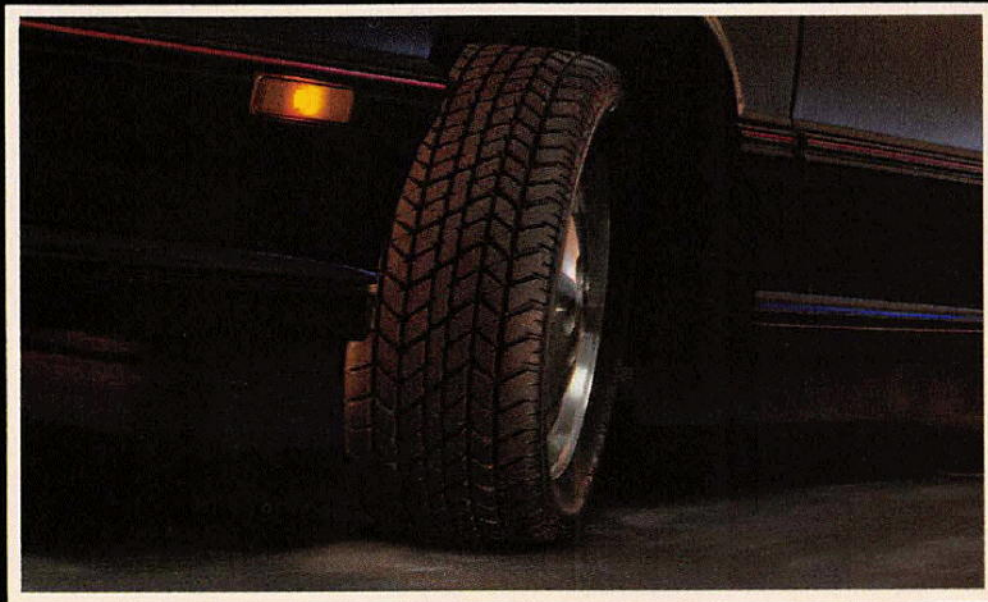
A straight-groove, water-channeling tread pattern and racing-like compound give Potenza a firm hold on the road, wet or dry. And a unique wire-reinforced, hard-rubber insert around the rim keeps the sidewall flexible, for even contact pressure during hard cornering and braking.

It adds up to serious performance. That's why you'll find our tires under some of the top performers on the road—and on the track—today.

Maybe it's time *you* got serious about your driving. If you already are, maybe it's time you got Bridgestone's Potenzas: RE91 in 50/55 series, 147V in 60/70 series and the 137V for 60 series.

See your Bridgestone retailer.

BRIDGESTONE



"Well, sir, since you're from out of state, you'll have to post bond. Twenty dollars for each offense."

"Oh, man, come on! I haven't got enough money. I'm getting married tomorrow."

If this is a story, the guy should think about becoming a novelist. He's got great ideas and a fine sense of plot.

The last tug at the heartstrings is enough to loosen Giffin up. "Okay," he says. "I'll keep your license as bond for that offense. The ticket will serve as your license. You give me twenty for the speeding violation."

The offender thinks this deal is okay and is soon on his way—maybe even to the waiting arms of his bride. Only the Shadow knows.

On Giffin's four-to-midnight shift the sheriff's department fields only three cars for road patrol. (There are only six officers in the Traffic Services unit.) In fact, if you add up all the cruisers for all the departments in the county that are loose at this hour—this includes all phases of police work—the total comes to about 35. This is not what you'd call a police state.

We're just cruising along now, and Giffin is running his radar full blast. As we chat, red digits appear and fade on the screen, and the unit whistles eerily in the background. The pitch rises and falls like the horn of a passing train as each car goes by. This is the Doppler effect in action, the basic principle of radar.

"I work this shift so I can take care of my kids," says Giffin. "My wife works days. We just didn't want anybody else bringing them up."

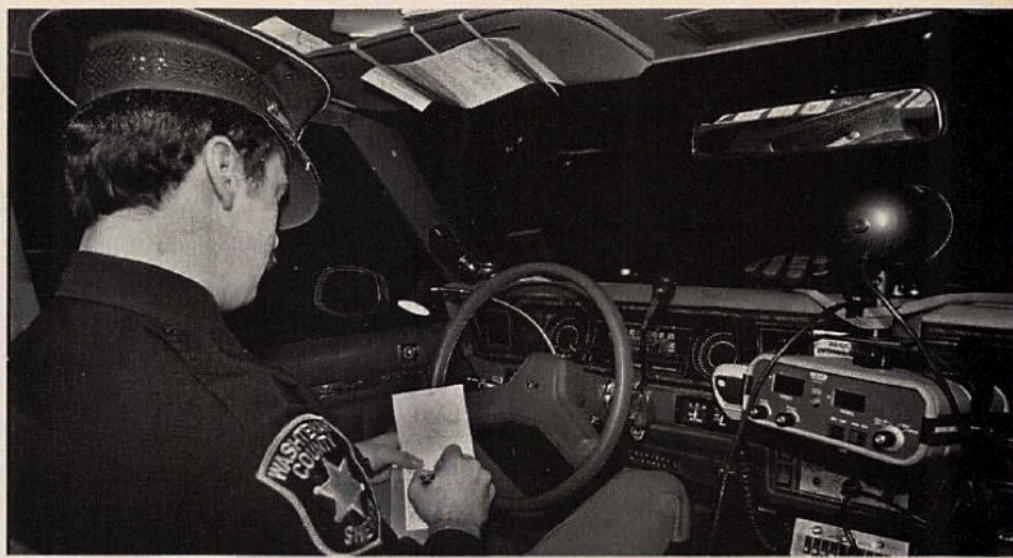
Giffin stops in the middle of the next sentence. "There's one," he says. He wheels the cruiser around, hits the opposite shoulder, and gooses the throttle to complete a neat pirouette. Nice move.

On the stop, Giffin launches into his standard spiel. "Sir, your license and registration, please. Do you know why I stopped you tonight? I stopped you for speeding, sir. Do you know the speed limit on this road? Do you know how fast you were traveling? Well, I got you on radar at 53 miles per hour." All the while he's firm but courteous. And no self-righteous lectures.

When Giffin returns to the patrol car, he calls in the license number, and the dispatchers back at the station punch it up on a computer. This will tell Giffin whether the license is valid. A second computer back at headquarters can check if there are any warrants for the driver's arrest.

He's writing furiously. "I write down everything they say on the back of my copy of the ticket. Some of these people will admit they're speeding to you, then try to deny it in court. This way it's all here."

When he hands back a ticket, it's almost always for less than the radar reading. This is perfectly legal; there's even a space on the ticket to note how large the discount is. "You've got to sell your tickets," says Giffin. "tell the people how you're giving



Deputy Giffin records his version of the stop for possible testimony in a courtroom dispute.

them a break and saving them a couple of points. If you don't cut them some slack, they'll almost always be able to get it reduced in court. I'd rather be the good guy."

We spend the next few hours like that, driving around with the radar blaring. The county's most prodigious ticket purveyor isn't the least bit tricky, either. He spends little time hiding. He doesn't have to. People just keep blundering into radar range.

Mom to the Rescue

It's another routine speeding stop, a late-Seventies Olds Ninety Eight with a faded deck lid. The driver is eighteen, and his teen-age bride is holding a newborn in a child-restraint seat on her lap. The driver's mom is in the back.

When Giffin spots the child, he gets angry. "Don't you know that the law requires that child seat to be securely fastened?"

Blank stares from the front seat. They fumble with the belts. Obviously, they've never done this before. "Get outta there," barks Giffin. "I'll show you how to do it." In a second, the seat is in properly.

By now it's all too much for Mom. She's not going to stand by and see her son railroaded. "Officer, how fast did you say he was going?"

"Fifty-two in a 35 zone, ma'am."

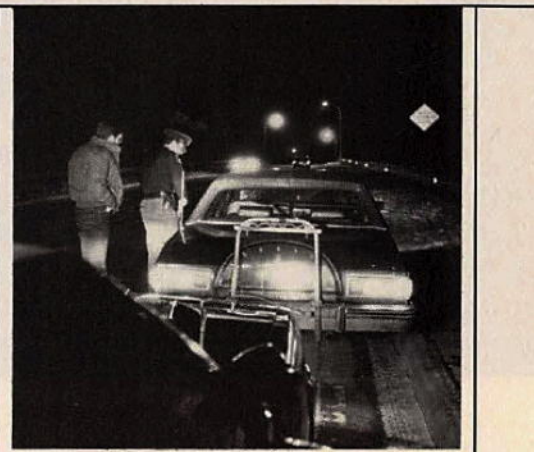
"Well, he couldn't have been. I was in the back, and I was watching."

Giffin rolls his eyes and counters, "Maybe your speedometer's off or something. You got oversize tires on this thing? That'd throw it off."

While he writes, Mom gets out and stares at the tires as if they were from outer space. Then sonny boy kneels down and starts pressing on them, as if he were trying to squeeze them down to size. (They already are the right size.)

Giffin hands over two citations: one for speeding and one for the loose infant, and Mom shoos her son into the back seat. Purgatory couldn't be worse than having your mother drive.

Exactly how does Giffin decide whom to stop for speeding? "Unless they're going



fifteen over the limit or more, I won't stop them. Hey, I drive ten over all the time, so why should I stop someone for doing what I do? Some cops write people for less, but if you're doing that, all the ones going fifteen or twenty over get away. Besides, what I really want are the drunks."

Giffin has been trying to sniff one out all evening long. His unit is gung-ho for nailing drunk drivers. One Friday night each month they "swoop"—patrol a particularly bad area en masse—lying in wait for drunk drivers. Giffin alone has arrested more than 700 drunks in his seven-year career.

Giffin is a cagey operator. His method is to sneak up behind suspect cars and scrutinize the driving. Weaving around in your lane, touching the white line a few times, or going well below the speed limit are all reason enough for a stop. By 10:30, Giffin has pulled over an 80-year-old man and a middle-aged businessman and administered his hand-held Breathalyzer test. Both had been drinking but were well under the limit. Mostly, they were just lousy drivers.

Meow

"What's this?" asks Giffin as he pulls the cruiser up behind a slow-moving, frost-covered Firebird. It's just been started, he points out, "and they're going 35 in a 45. It's after eleven. This is when they start coming out." On go the lights.



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The driver, a bookish young woman who is as sober as a streetlamp, pulls back a blanket to reveal a small cage on the passenger's seat. "I'm sorry. I was just settling my cat. I'm taking her to get her stitches out."

At this hour?

"Oh, sure. It's an all-night vet."

The shift is nearly over now, and we're not far from the station. Then it happens. Giffin glances into his mirror and notices the only other car on the street—a beat-up International Scout—make an illegal left turn. We catch up at the next light.

"See, he's stopped way beyond the stop line," says Giffin excitedly. "Did you notice he did the same thing back there at that other intersection?" Giffin is pumped.

The Scout is on Hogback Road now, going right by the police station, weaving badly. On the gentle curve just past the C/D offices, it strays way into the opposite lane. That's it.

It's a kid in his early twenties, and he's blitzed. Giffin gets him out and puts him through a few basic sobriety tests. Can he walk heel to toe ten steps up and six back? Not even close. Can he balance on one leg while swinging the other? Not too bad there. "Thish is really interesting," slurs the kid. "I've never done thish before." He's a riot.

Next Giffin administers the nystagmus visual test. All you have to do is follow the end of a pen as it's moved back and forth a foot in front of your face—without moving your head. When you're drunk, your eyes don't track smoothly; they ratchet. From that alone, a well-trained officer like Giffin can predict your blood-alcohol level with impressive accuracy. "Huh, thish is really interesting, Officer." The kid's too far gone to be upset, apparently.

Throughout this encounter, Giffin is

cool and courteous. Now he administers the portable Breathalyzer test, which is not admissible in court. "This is just an indication," he tells the kid.

The digits flash a blood-alcohol level of 0.19—nearly twice the legal limit. Giffin's face hardens. "This is the kind that kills," he says.

Though the kid is perfectly docile, Giffin gently handcuffs him from behind. This maneuver, by the way, is infinitely more difficult in person than it looks on "Miami Vice." "You can never tell with drunks," Giffin confides. "They can turn on you in a second. I've even had women try to pick a fight with me."

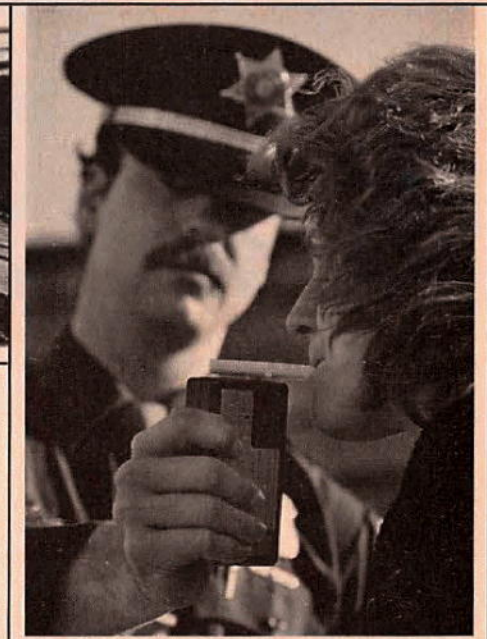
Once in the car, Giffin reads the kid his rights. "Do you understand what I've just told you?" he asks.

"Nope," replies the kid. Giffin tries again, but it's no use. "Do I have the right to a phone call?" the kid asks, a little hysterical now. Giffin calms him down, and in a minute we're at the jail.

The Washtenaw County detention facility has the same sterile cinder-block construction as your high-school gym. There are no bars on the cells in the holding area, just stout sliding doors. "This place is . . . oh, wow," says the kid as he's led over to the closet-sized room housing the official Breathalyzer machine.

The official court-approved machine is obviously old, the size of a file cabinet. Giffin suddenly sounds like a chemistry prof as he talks us through the procedure.

"The system works on the principle of chemical analysis. These small ampules are filled with a substance containing potassium dichromate. Inside the machine are light sources and photo cells. What it does is compare the color of a reference ampule with the one the drinker's breath is passed through. His breath changes the color of



Sniffing out drunk drivers: Giffin administers nystagmus and Breathalyzer tests to suspect.

the fluid in the ampule, which in turn indicates the blood-alcohol level."

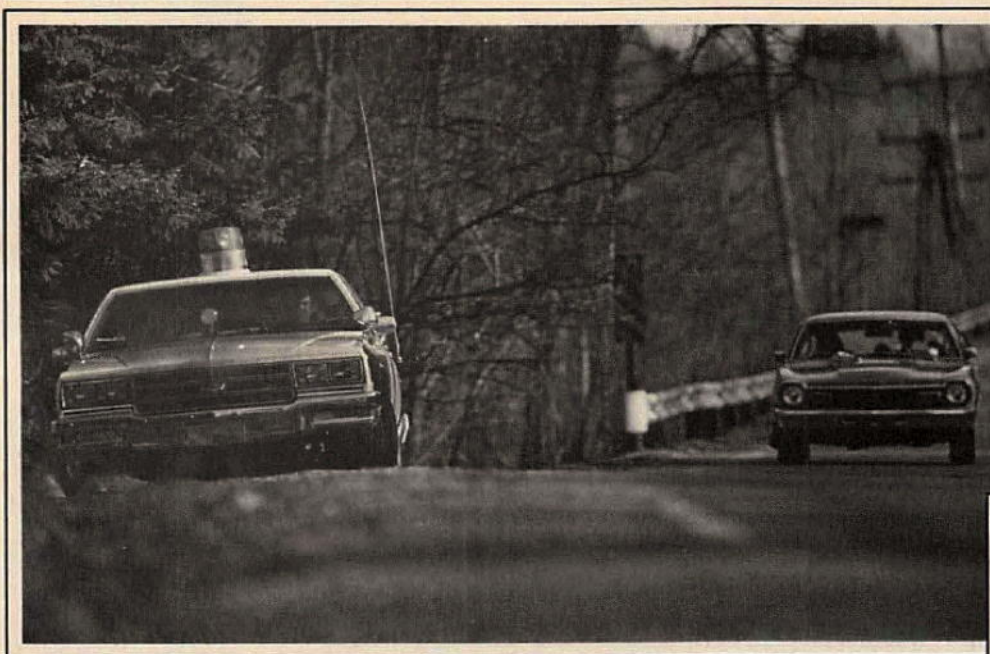
On the official applause meter, the kid rings up a 0.17. He's almost in tears, but he gets it together enough to call his brother.

By the time all the paperwork is done, it's after one in the morning. Giffin's kids will have him up by 8:30 at the latest.

Giffin is nothing if not thorough. Before we go out for the second ride, he checks the calibration of his K-55 moving radar. It's done with tuning forks that bring up 35 mph, 50 mph, and 80 mph on the screen. This check is done before every shift.

He also keeps a strict log of his daily activities. He even keeps a record of how well his nystagmus tests correlate with the Breathalyzer. (He's never been off by more than 0.03.) He'd be a tough guy to beat in court, and that's just how he likes it.

Early this evening, not much is cooking, so Giffin shows us how a good radar operator can confirm a car's speed if there's traffic around. "If you're not sure you've got the right target, you watch what happens when it goes by. If the speed doesn't change, you've got another car behind it. That's why the new guidelines state that we can't have lock buttons. You need to see the speed history of the car."



Giffin feels like talking. "This is one of the best jobs in the department. I get to go where I want to and do what I want to. I even get to take the car home. They just want you to be productive."

That vague directive means they want to see tickets, right? "Well, yeah," answers Giffin, "but there's no quota system or anything." Not that Giffin has ever needed quotas. "Once, when I was a rookie," he crows, "I wrote 32 tickets in one shift. I didn't even break for lunch. I was going for the record!"

In addition to hunting speeders and drunks, Traffic Services is responsible for accident investigation and cleanup—including fatalities—roadside assistance, directing traffic when necessary, and, of course, courtroom appearances. Unless it's a dire emergency, the secondary-road patrol leaves the regular police work to others. "Just when you think you're about to fall asleep on this job, something happens, and three hours go by just like that."

Cheech and Chong Go Hunting

An old Concord wagon is off on the shoulder. Two young guys with Sixties-vintage hair and beards, dressed in full-camouflage hunting suits, are staring helplessly at its left-rear tire. It's shredded like cabbage.

"We're goin' huntin', but we got this flat, and we can't get the tire off," says one. "The wrench don't fit," says the other. It's 10:00 p.m. and blustery, but these two don't seem to have winter parkas. In fact, their rusty hulk looks empty—no tools, no cooler, no tent, and no sleeping gear. What do they plan to do, bag a couple of six-point bucks from the car?

Well, this hapless duo won't be doing that for a while, either. Giffin tries their lug wrench, but it doesn't fit the nuts on the lone alloy wheel with the dead doughnut.

"Uh, my dad lives near here," says one, "and he's sure to have a socket that'll fit. Can you get me to a phone?"

As he folds himself into the back seat of the cruiser, you've got to wonder if Giffin is doing the right thing. If these two get into the woods, they may never find their way back.

Play Misty for Me

This one's a Ford Econoline window van, off on the shoulder, steaming. The driver, a middle-aged man who works for Ford, says no thanks to the offer of a lift. "I'm going to try to start it again," he says. Judging by the puddle of water underneath the front end, his engine will stir-fry itself in seconds.

Giffin convinces him to let us take a peek. As the hood goes up, another mushroom cloud escapes. It looks as if a sludge bomb went off in there. Besides that, there's no air cleaner, no oil cap, and no power-steering reservoir cap. "My kid's been at it," explains the guy.

"Sir, you're really making a mistake," warns Giffin. It takes five minutes to convince him it's a no-win deal. Finally, he climbs into the cruiser.

Lordy, It's a Gusher

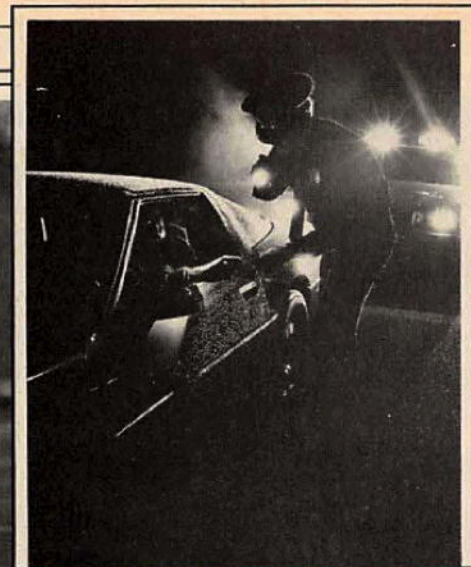
Cruising along a service drive that parallels I-94, Giffin's radar suddenly jumps to 84 mph as a lone Rabbit whistles by on the Interstate. Giffin normally doesn't work the highway, but this fish is too big to let go.

As luck would have it, we're within spitting distance of an entrance ramp. A couple of miles later, Giffin is striding toward the Rabbit. It's ancient, and oil smoke is curling up around the front end.

"Looka this," Giffin growls at the young driver as he runs his finger along the slimy front fender. "This is oil. You're lucky we stopped you. You would have blown this little thing up!"

"Omigod" is the only thing the driver can say. Giffin is so ticked at this guy's blatant speeding that he writes him for "the full boat." No discount. It's the only time he does that all week.

Giffin takes us past a junkyard. A half-dozen horrific wrecks are out front. "This is where most of our fatalities go," he says. The cars are gruesomely twisted, a few so



badly it's nearly impossible to tell what they are. A couple of roofs are peeled back like sardine-can lids. These things look significantly worse than the wrecks most of us are used to seeing. About the only comforting thought to be derived from this mess is that to kill yourself behind the wheel, you've really got to go some.

During a lull in the action, Giffin begins filling out his log. He's not far along when a call comes over the radio. "It's a P.I.—personal-injury accident. We have to get to those as fast as possible," he says as he hits the lights and the siren.

This one is about ten miles away, and we're in a big hurry. Giffin slices under a Cougar going left at the first intersection. It would be a nice pass in an SCCA race. But he's too hot as we come up to the right-angle turn onto the highway entrance ramp. Giffin locks the fronts trying to get us slowed down. It's plowing, plowing, but he gathers it up just in time.

On the highway the civilians freeze when we come roaring up on their rear bumpers. Giffin works the spotlight furiously, trying to get them into the right lane. It's like a Showroom Stock endurance race when you've just caught the backmarkers. "Can't pass them on the right," grunts Giffin. "It's against the law. If we get into an accident, it's my fault."

We hit the I-94 cloverleaf flying. The snows on the rear start to lose their bite, and we're going tail out. Then all of the paraphernalia Giffin has tucked into the visors and the interior roof moldings let go. It's raining maps, business cards, pens, and pamphlets. Giffin corrects the slide and

keeps the hammer down. He's never heard of understeer or oversteer, but he sure can do them.

The fun isn't over yet. When we hit a clear spot in the traffic, Giffin flips on the moving radar. "Ha! Those snobs throw my speedometer way off. It says we're doing 90. But looka this." The radar pegs us at 104 mph—and that's all she wrote.

The accident scene is lit up like a carnival. The local fire department and another deputy have things under control. A kid has run a stop sign in his mom's Cougar, and a guy in a Cavalier has center-punched him at about 45 mph.

Giffin takes everyone's statement, then writes the kid a ticket. In ten minutes it's as if nothing had ever happened. Catastrophe erased, just like that.

The Cavalier driver, who was wearing his seatbelt, has only a minor neck injury—probably whiplash—so Giffin goes to the hospital to talk with him. That and the paperwork eat up a good hour and a half. A while later he calls it a night.

Days three and four are relatively uneventful. The big news is that Giffin has scored a new patrol car, a brand-new Chevy Impala. He's also got the county's first instant-on radar unit. Uh-oh.

Our third night out is given over almost entirely to photography, so it's a good time to try to pin the deputy down on a few things. First off, how can he stand being the bearer of bad news day in and day out? And wouldn't he really have to believe that speed kills in order to do his job with a pure heart?

Giffin doesn't get terribly philosophical. "No, I don't think that speed *alone* necessarily kills. Tickets are just behavior modification. That's what we're doing. It's just the part I play in things. Someone has to enforce the laws.

"People say, 'Hell, you ought to be catching muggers and rapists.' But we're not out there for the revenue. An awful lot of people got killed last year on this county's roads." For the record, the number was 59, more than half of them in accidents involving drunks.

Some would say Giffin is a hard case. A lot of the folks he cites just don't seem to be driving dangerously. But Giffin always has a good reason—at least in his own mind—for stopping them. In one case it's because the road is dark and damp. At another spot there are many hidden driveways. Call it rationalization, if you like. But he sure believes what he's doing is for the common good.

What's the point, though, in giving a ticket to someone who's just been in an accident? Isn't he distraught enough? "Well," Giffin answers, "if someone's in an accident and he's at fault, he's done something wrong. And I write him a ticket.

"Hey, look, it's this way. Everybody gets tickets. It's just a fact of life."



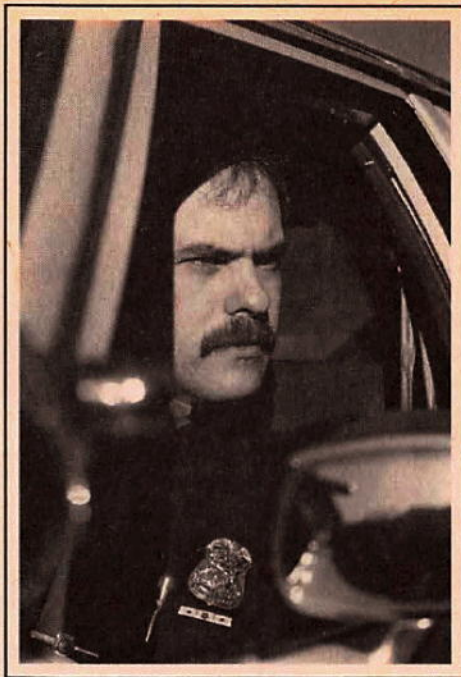
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CHARCOAL MELLOWED DROP BY DROP



And what, besides an act of God, would it take to get out of a ticket issued by Giffin? Basically, it's impossible. "Well, you'd have to be a doctor on the way to a hospital. But I'd have the dispatcher call there and check to see if you came in. If you didn't show, I'd write you."

Or you'd have to be a cop. Later that night we stop a fellow officer for doing 69 in a 55 zone. The off-duty cop hands over his police ID card with his license, embarrassed that he's been caught. Giffin lets him off. "Professional courtesy," he explains. "But not if he were drunk. *Nobody* gets off when they're driving drunk."

Our last patrol is in the daytime, so Giffin can show me what highway work is like. Nestled down in the median behind a bridge abutment, this detail is more boring than washing dishes. Cops-and-speeders is indeed loaded with suspense, but only if you're the speeder.

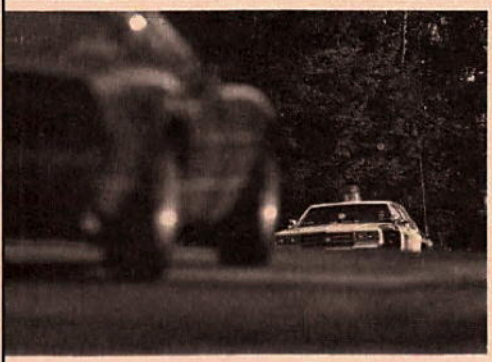
On the other hand, the last day does provide an opportunity to shore up some observations about us roadgoing scollfaws. If the people who design psychological tests spent a couple of days riding along with a police officer stopping speeders, they might put a problem like this on one of their exams:

You're late for work. Traffic is light, the weather is good, and you're on familiar roads. You're speeding, fifteen over. You get stopped, and the officer asks, "Do you know how fast you were going?" What's your answer?

In real life, almost everyone takes a deep breath when the question is asked. You can see the wheels turning: "Do I dare admit to my speed? Maybe the cop doesn't know for sure and he's bluffing. But I can't deny it either, because I'll insult his intelligence, and then he'll really throw the book at me." What do you do?

Since most folks are honest, law-abiding citizens who don't really believe they were doing anything wrong, they're faced with a

BLACK-AND-WHITE



conundrum. So they calculate a speed that doesn't make them look too bad but still acknowledges their guilt—all the while hoping for leniency.

Then they report their speed to the officer as if it were a question.

"Um, forty?"

"Thirty-five?"

"Seventy?"

They might just as well come out and say, "Hey, would you believe 59? No? How about 62?"

Someday someone is going to come along, look the policeman right in the eye, and proclaim, "Yessir, I was going exactly 73 in a 55 zone." The cop just might not know what to do.

So what great truths, if any, have we uncovered after four days in the saddle? Well, on the constabulary's side of the fence, it's clear that there's plenty of room for interpretation of our speed laws. Just how stringently they're enforced depends very much on who's doing the enforcing. There are tough cops, and there are easy cops, and every kind in between. You run your speed, and you take your chances.

Certainly, not all officers on traffic duty are ogres just itching to "teach people a thing or two." Some play it by the book without taking their work too seriously. Some are there because they believe they're doing the right thing and helping to save lives. At least Mark Giffin does. That doesn't make it any easier when you're getting a ticket; it's just the way it is.

As for where we civilians stand in the game of cops-and-drivers, one short case history sums it up:

A Fine Point That Is

Not everyone on the road is trying to fly under enemy radar. Take Mrs. B., a friendly middle-aged woman who buzzed her Bronco through the traps at 71 in a 55 zone.

"Oh, my, I'm sorry, Officer," she says. "I just wasn't paying attention. You know, this is terrible. I haven't gotten a ticket in twenty years."

As far back as the computer can remember, which is five years, she's telling the truth. Giffin gives her the standard discount, down to 65 in a 55, and elaborately explains how this will lower her fine and mean fewer points on her license.

Mrs. B. takes it all in, then pipes up, "Points? What are points?"



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Renault 80-82 630CSI, 633CSI 80 82

77-79 320i 70 71

77-81 530i, 528i 75 75

82-84 528e, 533i 530 71

77-79 320i 71 54

80-83 320i 518 71

84-85 318i 558 70

Capri 73-78 Capri II 73 45

Chevrolet/Pontiac 70-81 Camaro, Firebird 596 47

82-84 Camaro, Firebird 572 85

63-82 Corvette 45 45

Datsun 79-83 280ZX 456 52

74-78 260Z, 280Z 439 52

73-73 240Z, 260Z 444 52

Fiat 73-83 X1/9 80 80

67-80 124 Coupe, Spyder 54 54

Ford 78-81 Fiesta incl. S models 75 71

Jaguar (4 shocks required at rear) 61-74 XKE 6-cylinder 61 52

71-74 XKE V-12 52 75

69-84 KJ types 44 54

Mazda 81-83 RX7 444 52

79-82 626 52 32

Mercedes-Benz 80-83 300SE/SEL/SEC/SL, 400SE/SEL 52 34

77-82 230, 240D, 280E/CE, 3000/CO/SD 52 34

all with 123 body 52 34

71-79 350SL, 450SL/SLC 32 34

Porsche (call for prices if Konig is o.e.) 78-81 911, 912 78 53

69-71 911 73 56

75-74 911 73 65

75-84 911 78 55

All 914/4, 914/6 74 74

68-78 924 including Turbo 71 90

82-84 944 61 50

75-83 RS (Le Car) 41 40

Saab 68-78 99 except Turbo 42 39

79-81 900 73 44

75-84 99, 990 except Turbo 42 42

79-84 900 Turbo 44 44

Toyota 82-84 Celica GTS, Supra 444 52 39

82-84 Celica except GTS and Supra 438 52 32

Volkswagen 75-78 Scirocco, Jetta 75-84 Scirocco, Jetta 646 55 52

German Rabbit** 646 58 52

79-84 U.S. Rabbit** 646 58 52

75-80 Super Beetle 71 40

Volvo 72-75 140, 160 series 38 39

75-84 240, 260 series 69 45

*Suspension kits come complete with 4 shocks, 4 springs, front and rear anti-sway bars. Kit prices include an extra 10% off discounted component prices.

**Kit has preassembled shocks/springs.



Michelin XZX

Steel belted radial tubeless blackwall.

155SR12	\$39	185SR14	\$62
165SR13	41	185SR14r	65
165SR13	44	155SR15	45
175SR14	55	165SR15	49

r-reinforced (load range D)

Michelin XVS

Steel belted radial tubeless blackwall.

175HR14	\$77	195/70HR14	\$90
185HR14	86	205/70HR14	94
185HR15	89	175/70HR15	77
185/70HR13	69		

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prices ea. KIT F R

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72-84 Alfaletta 50 44

Audi 84-85 5000 (new body) 63 45

80-83 5000 Turbo 63 41

79-84 4000 52 46

Bmw 66-76 1600, 2000, 2002 \$509 75 45

72-76 2500, 2800, 3.0S 74 73

69-74 2800CS, 3.0CS 74 44

77-79 630CSI, 633CSI 75 75

80-82 633CSI 70 71

77-81 530i, 528i 75 75

82-84 528e, 533i 530 71

77-79 320i 71 54

80-83 320i 518 71

84-85 318i 558 70

Capri 73-78 Capri II 73 45

Chevrolet/Pontiac 70-81 Camaro, Firebird 596 47

82-84 Camaro, Firebird 572 85

63-82 Corvette 45 45

Datsun 79-83 280ZX 456 52

74-78 260Z, 280Z 439 52

73-73 240Z, 260Z 444 52

Fiat 73-83 X1/9 80 80

67-80 124 Coupe, Spyder 54 54

Ford 78-81 Fiesta incl. S models 75 71

Jaguar (4 shocks required at rear) 61-74 XKE 6-cylinder 61 52

71-74 XKE V-12 52 75

69-84 KJ types 44 54

Mazda 81-83 RX7 444 52

79-82 626 52 32

Mercedes-Benz 80-83 300SE/SEL/SEC/SL, 400SE/SEL 52 34

77-82 230, 240D, 280E/CE, 3000/CO/SD 52 34

all with 123 body 52 34

71-79 350SL, 450SL/SLC 32 34

Porsche (call for prices if Konig is o.e.) 78-81 911, 912 78 53

69-71 911 73 56

75-74 911 73 65

75-84 911 78 55

All 914/4, 914/6 74 74

68-78 924 including Turbo 71 90

82-84 944 61 50

75-83 RS (Le Car) 41 40

Saab 68-78 99 except Turbo 42 39

79-81 900 73 44

75-84 99, 990 except Turbo 42 42

79-84 900 Turbo 44 44

Toyota 82-84 Celica GTS, Supra 444 52 39

82-84 Celica except GTS and Supra 438 52 32

Volkswagen 75-78 Scirocco, Jetta 75-84 Scirocco, Jetta 646 55 52

German Rabbit** 646 58 52

79-84 U.S. Rabbit** 646 58 52

75-80 Super Beetle 71 40

Volvo 72-75 140, 160 series 38 39

75-84 240, 260 series 69 45

*Suspension kits come complete with 4 shocks, 4 springs, front and rear anti-sway bars. Kit prices include an extra 10% off discounted component prices.

**Kit has preassembled shocks/springs.

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Yokohama A008 Japan
Steel belted radial tubeless blackwall.
175/70HR13 \$78 225/60HR14 \$123
185/70HR13 83 195/60HR15 111
185/70HR14 87 205/60HR16 131
195/70HR14 94 215/60HR15 141
205/70HR14 102 205/55VR16 132
205/60HR13 103 195/50VR15 194
185/60HR14 94 205/50VR15 157
195/60HR14 105 225/50VR15 177
205/60HR14 116 225/50VR16 186



Kleber C-1
Steel belted radial tubeless blackwall.
155SR12 \$33 165SR14 \$43
145SR13 33 175SR14 49
155SR13 35 185SR14 51
165SR13 38 185SR14r 61
r-reinforced (load range D)



Goodyear (Eur.) NCT
Steel belted radial tubeless blackwall.
185/60HR13 \$87 205/60HR15 \$104
205/60HR13 87 225/50VR16 168
185/60HR14 73 195/50VR15 99
195/60HR14 79 205/50VR15 155
205/60HR14 90 225/50VR16 180
195/60HR15 87



Kleber V12GTS
Steel belted radial tubeless blackwall.
175/70HR13 \$50 195/70HR14 \$70
185/70HR13 55 205/70HR14 78
195/70HR13 65 185/70HR15 75
185/70HR14 58



Vredestein Sprint ST & ST70 70-series photo
Steel belted radial tubeless blackwall.
155SR12 \$31 175/70SR12 \$37
145SR13 31 175/70SR13 37
155SR13 33 175/70SR13 39
155SR13 35 185/70SR13 43
175SR13 39 195/70SR13 46
165SR14 38 185/70SR14 46
175SR14 43 195/70SR14 50
185SR14 45 205/70SR14 52
155SR15 38 185/70SR15 48
165SR15 40 205/70SR15 58
185SR15 47



Kleber V12 & V15
Steel belted radial tubeless blackwall.
155SR12 \$32 185SR14 \$59
145SR13 32 155SR15 40
155SR13 34 165SR15 44
165SR13 38 165/70SR13* 35
175SR13 42 175/70SR13* 40
185SR14 42 185/70SR13* 44
175SR14 47 175/70SR14* 45
185SR14 50 185/70SR14* 48
r-reinforced (load range D) *V15 design



Pirelli P3
Steel belted radial tubeless blackwall.
155SR12 \$31 165SR15 \$40
145SR13 28 165/70SR13 36
155SR13 33 175/70SR13 41
165SR13 38 185/70SR13 48
175SR13 40 175/70SR14 82
165SR14 40 185/70SR14 48
175SR14 42 195/70SR14 52
185SR14 44 185/70SR15 51
155SR15 37



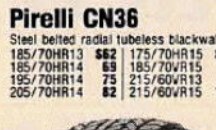
Pirelli P5
Steel belted radial tubeless blackwall.
185/70HR14 \$74 205/70VR15 \$121
195/70HR14 82 215/70VR15 124
205/70HR14 88



Continental TS771
Steel belted radial tubeless blackwall.
155SR13 \$35 155SR15 \$41
145SR13 33 165SR15 41
155SR13 37 175/70SR13 43
165SR13 40 175/70SR13w 57
165SR14 43 185/70SR13 47
175SR14 50 175/70SR14* 52
185SR14 55 185/70SR14 52
185SR14r 58 195/70SR14 63
r-reinforced (load range D) w-whitewall
*TS71 design



Uniroyal-Europe Rallye 340 70-series photo
Steel belted radial tubeless blackwall.
175/70HR13 \$59 185/60HR13 \$82
185/70HR13 63 205/60HR13 81
175/70HR14 63 185/60HR14 70
185/70HR14 72 195/60HR14 74
195/70HR14 78 195/60HR15 84
205/70HR14 85 205/60HR15 95



Pirelli CN36
Steel belted radial tubeless blackwall.
185/70HR13 \$62 175/70HR15 \$66
185/70HR14 68 185/70HR15 94
195/70HR14 75 215/60HR13 84
205/70HR14 82 215/60VR15 106



Pirelli P77
Steel belted radial tubeless whitewall.
P185/75HR14 \$65 P205/70HR13 \$64
P195/75HR14 70 P185/70HR14b 66
P195/75HR15b 60 P195/70HR14b 63
P205/75HR15 76 P195/70HR14 65
P215/75HR15 85 P205/70HR14b 73
P175/70HR13b 58 P205/70HR14 72
P185/70HR13b 62 P225/70HR15b 93
P205/70HR13b 66 P225/70HR15 89
b-blackwall



Semperit Hi-Speed
Steel belted radial tubeless blackwall.
175/70HR13 \$50 185/60VR13 \$65
185/70HR13 55 205/60HR13 76
185/70HR14 62 205/60HR13 83
195/70HR14 67 185/60HR14 67
195/70HR14* 87 195/60HR14 75
205/70HR14 76 205/60HR15 93
205/60HR13 58 205/60VR15 95
*limited supply Phoenix 3011 at \$75



Continental CH51
Steel belted radial tubeless blackwall.
175/70HR13 \$59 195/70HR14 \$63
185/70HR13 66 205/70HR14 90
185/70HR14 72 185/65HR15 79



Pirelli P6
Steel belted radial tubeless blackwall.
185/70VR15 \$104 225/60HR14 \$101
185/65HR14 87 225/60VR14 109
185/60HR13 82 195/60HR15 84
205/60HR13 83 205/60HR15 95
185/60HR14 68 205/60VR15 108
195/60HR14 74 215/60VR15 141
205/60HR14 94 235/60VR15 172
205/60VR14 102 235/55VR15 150



Pirelli P8
Steel belted radial tubeless blackwall.
185/65SR15 \$84 185/65TR15 \$78

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cover caps, and wheel nuts or bolts. When purchased with tires, prices include meticulous mounting and computerized dynamic balancing.



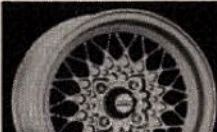
Fulda Y-2000
Steel belted radial tubeless blackwall.
205/60VR13 \$100 205/50VR15 \$148
185/70HR15 210 205/50VR15 166
205/55VR14 137 285/50VR15 234
225/55VR14 148 225/50VR16 189
275/55VR15 218 265/50VR16 223
225/55VR16 170 285/40VR15 218
185/50VR15 100 345/35VR15 255



BF Goodrich Comp T/A USA
Textile belted radial tubeless blackwall.
185/70VR13 \$79 205/60VR15 \$111
185/70VR14 89 215/60VR15 123
205/70VR14 95 205/55VR16 176
205/60VR13 78 195/50VR15 83
185/60HR14 72 205/50VR15 132
195/60HR14 78 225/50VR15 138
205/60HR14 84 225/50VR16 151
205/60HR15 95

Make for	Size/Photo ea.*	Silver
Audi		
Fox, 4000	6Jx13 D	102
4000, Coupe	6Jx14 D	87
4000 Quattro	6Jx15 D	92
BMW		
320i	6Jx13 C	177
320i	6Jx15 C	148
320i	7Jx15 C	187
318i	6Jx13 C	107
318i, 325e	6Jx14 D	119
318i, 325e	6Jx15 D	130
318i, 325e	7Jx15 D	157
5, 6 and 7 series	7Jx15 C	178
5, 6 and 7 series	7Jx16 C	196
5, 6 and 7 series	8Jx16 C	203
Mercedes Benz (**except 190)		
190 models	6Jx14 D	120
190 models	7Jx15 D	154
All** with 6-6 1/2" oe	6Jx14 C	121
All** with 6 1/2" oe	7Jx15 C	171
All** with 6 1/2" oe	7Jx16 C	182
Porsche		
911SC, Turbo, 944	7Jx15 C	186
911SC, Turbo, 944	8Jx15 C	189
911SC, Turbo, 944	7Jx16 C	200
911SC, Turbo, 944	8Jx16 C	197
Volkswagen		
Golf, Rbt., Scir., Jetta	6Jx13 D	92
Golf, Rbt., Scir., Jetta	6Jx14 D	107
Golf, Rbt., Scir., Jetta	6Jx15 D	119
Golf, Rbt., Scir., Jetta	6Jx15 D	119

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Uniroyal-Europe Rallye 280 70-series photo
Steel belted radial tubeless blackwall.
145SR10 \$27 165SR14 \$53
155SR12 33 155SR15 38
145SR13 31 165SR15 42
155SR13 35 165/70SR13 37
165SR13 38 175/70SR13 42
175SR13 41 185/70SR13 46
165SR14 41 185/70SR14 49
175SR14 47 175/70SR14* 52
*Uniroyal-Europe Rallye 180 in this size.

Englebert Max 1
Steel belted radial tubeless blackwall.
155SR12 \$32 165SR15 \$42
145SR13 30 165/70SR13 40
155SR13 33 175/70SR13 47
165SR13 36 185/70SR13 43
165SR14 40 185/70SR14 47
175SR14 43 195/70SR14 54
185SR14 46 205/70HR14* 70
*this size identical to Rallye 180

Firestone S-211
Steel belted radial tubeless blackwall.
175/70SR13 \$38 185/70SR14 \$47

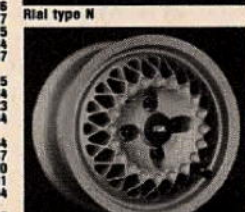
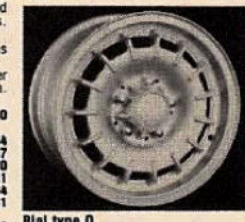
Firestone S-660
Steel belted radial tubeless blackwall.
185/60HR14 \$62 205/60HR15 \$72
195/60HR14 66

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and wheel nuts or bolts. If purchased with tires, you get free mounting, valves and computerized dynamic balancing.

Make for	Size/Type	Silver ea.
Alfa Romeo		
Alfetta	6Jx14 N*	\$80
Audi		
Fox	5Jx13 N*	64
Fox, 4000	5 1/2 Jx13 N*	67
Fox, 4000	6Jx13 N*	70
4000, Coupe	6Jx14 N*	81
4000, Coupe	6Jx15 N*	104
5000 except Turbo	6Jx14 N*	81
BMW		
320i	6Jx13 N*	72
320i	6Jx15 N*	110
320i	7Jx15 N*	119
318i, 325e	6Jx14 N*	81
318i, 325e	6Jx15 N*	104
5, 6 and 7 series	7Jx15 N*	111
5, 6 and 7 series	7Jx14 N*	85
5, 6 and 7 series	7Jx15 N*	115
Ford		
Fiesta	6Jx13 N*	70
Honda		
Prelude, new Civic	5Jx13 N*	64
Accord 82-85	5 1/2 Jx13 N*	67
Accord 82-85	6Jx13 N*	70
Accord 82-85	6Jx14 N*	81
Accord 82-85	6Jx15 N*	104
Mercedes Benz (**except 190)		
All** with 5 1/2" oe	6Jx14 D	76
All** with 6" oe	6Jx14 N	77
All** with 6 1/2" oe	6Jx14 D	115
All** with 6 1/2" oe	7Jx15 N	117
All** with 6 1/2" oe	7Jx16 N	124
190 models	6Jx14 N*	87
Porsche		
911SC, Turbo, 944	7Jx15 N*	115
911SC, Turbo, 944	8Jx15 N*	124
911SC, Turbo, 944	7Jx16 N*	123
911SC, Turbo, 944	8Jx16 N*	134
Volkswagen		
Golf, Rbt., Dasher	5Jx13 N*	64
Golf, Rbt., Scir., Jetta	5 1/2 Jx13 N*	67
Golf, Rbt., Scir., Jetta	6Jx13 N*	70
Golf, Rbt., Scir., Jetta	6Jx14 N*	81
Golf, Rbt., Scir., Jetta	6Jx15 N*	104
Volvo		
240, 260 series	7Jx15 N	115



Rial type N for front wheel drive

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1935 White Motor Coach

What it takes to turn heads in Newport Beach.

• Newport Beach is a strange place. All the symptoms of Southern California are cranked right up to the redline. The scent of money hangs in the air, the worship of the human body approaches idolatry, and the pursuit of trendiness is a full-time passion. It's not a bad place, just a little removed from the concerns of everyday America. Think of it as one large USC fraternity.

The eccentricities of the locals are reflected in their automobiles. Nearly every car is some kind of sexy, low-slung European hot rod. You never saw so many shearling seat covers, flat-black spoilers, and fat tires. Anyone in something as mundane as a Mercedes-Benz 240D is dismissed as yet another dentist from down the freeway in Mission Viejo.

What we're saying here is that Newport Beach is a difficult place in which to express one's automotive individuality. So, all things considered, you can't blame Alan Rypinski's reaction the first time he saw this 1935 White Motor Coach pass by. Rypinski, chairman of the board and CEO

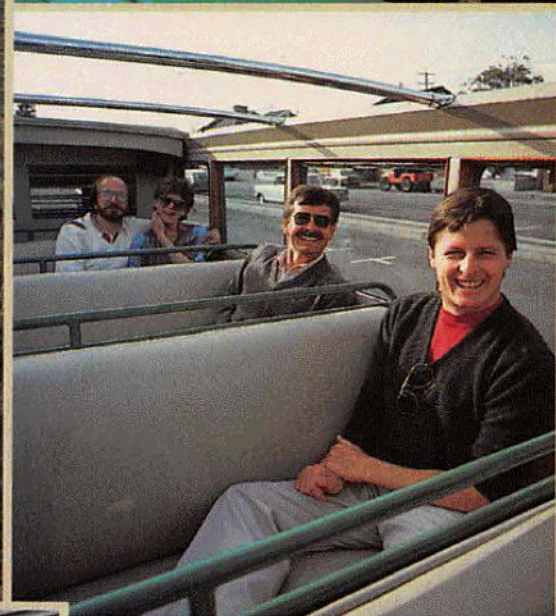
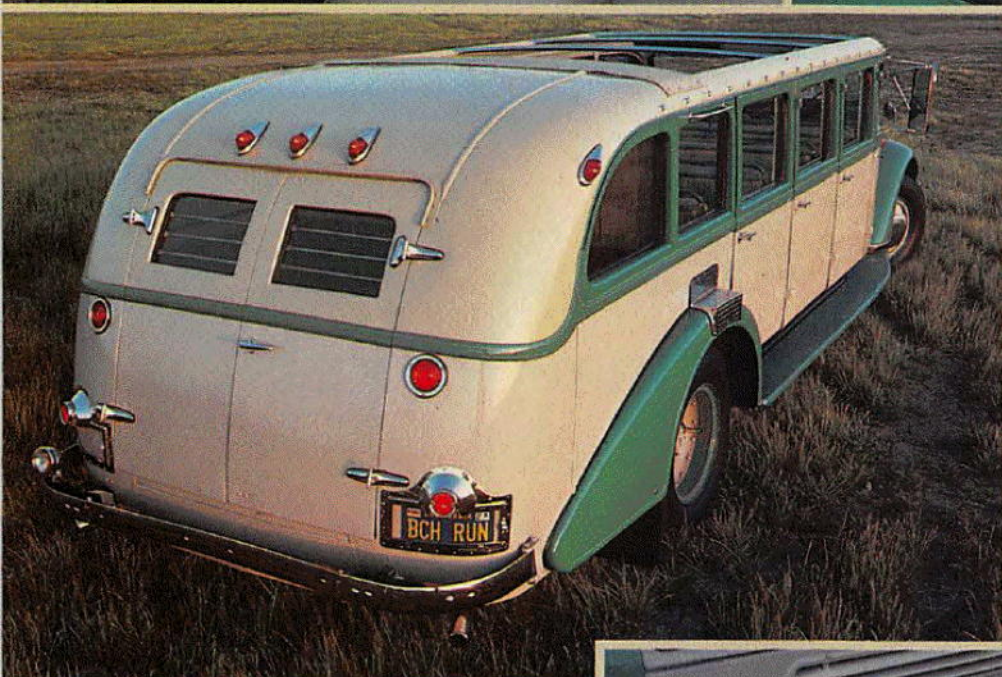
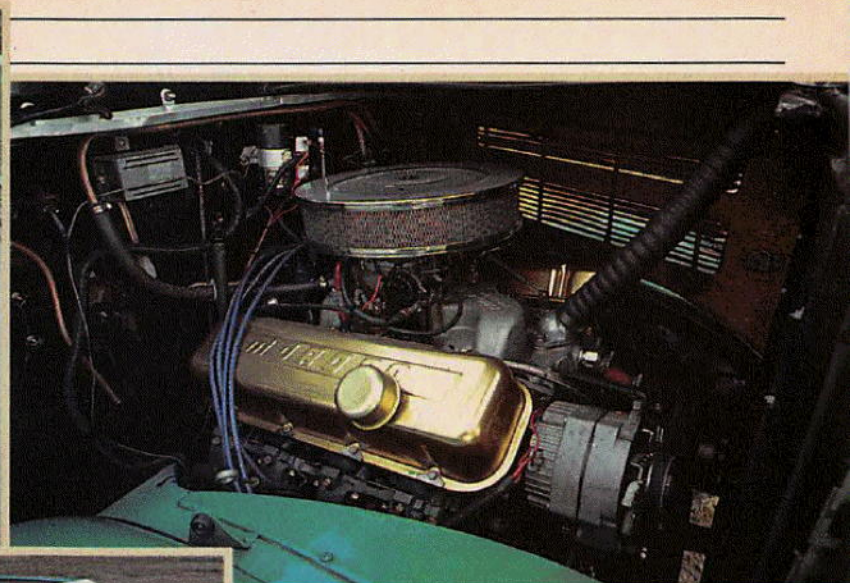
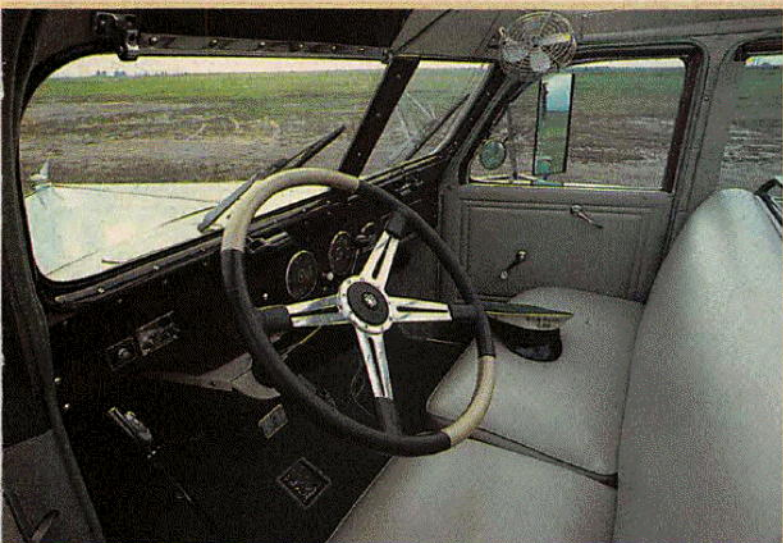
of Armor All Products, was minding his own business when it happened. As he tells it, "About three years ago, I was getting out of my car in front of my store one day, and I saw it go by. I jumped back into my car and chased the guy down. And I said to the guy, 'You are in my bus.'"

No doubt the driver looked back at the side of the bus, which clearly indicated ownership by the Bank of Newport, and wondered whether Rypinski would prove to be violent as well as deranged. A few minutes later Rypinski barged into the office of bank president Ron Rogers. "I went into Rogers's office, and I said, 'That bus down there in the parking lot belongs to me, and now I just got to figure out what the price is.' And Rogers said, nah, he didn't want to sell. And I said, 'No, you don't understand, that bus is mine.' And an hour and a half later I walked out with the title."

And who can blame him? Everybody loves a bus. There's a lot to love about this bus, too. It's a 1935 White Motor Coach, Type 202, modified for use as a tour bus. It

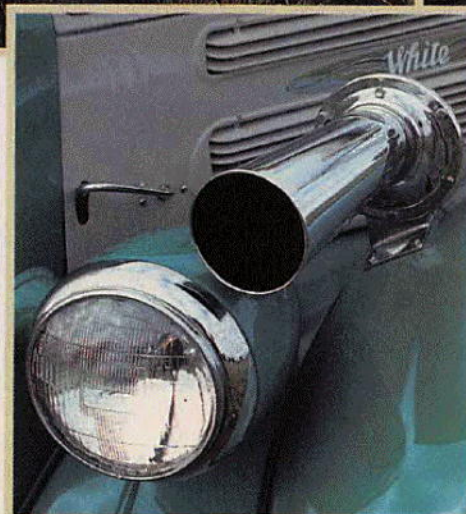
was designed to haul twenty people and their luggage over the rugged roads of Yellowstone Park. That facility opened to tourists in 1915 and only ten years later boasted the second-largest bus fleet in America. The White's glass windows kept the dust out, and the retractable canvas sunroof afforded an unobstructed view whenever a vista beckoned.

Rypinski had a different kind of touring in mind. He figured the bus would be ideal for hauling his friends down the hill from his spread in Rancho Santa Fe to the Del Mar racetrack. We suspect, however, that the bus is simply another reflection of Rypinski's automotive wackiness. What else can you say about a guy who has owned as many as 65 cars at one time? And as Rypinski admits, his tastes are eclectic at best. "I see a car and just fall in love with the design of it, and I've got to own it. I'm not like people who are into Porsches or like that. I've got whimsical cars, I've got cars that are just dear to me. They're all mixed up, from the Thirties to the Eighties."



It shows. Rypinski owns a Ford Model A truck with a Model T race car lashed to the bed. He owns a '53 Caddy with a Continental conversion, as well as a 1976 bicentennial Cadillac. He's got a couple of Aston Martins. Some Porsches, including a custom 928 convertible. He got tired of all his Bentleys and sold them off. He doesn't own any Ferraris anymore, either.

Rypinski has tried to share his enthusiasm with his neighbors. A few years ago he opened the Grand Garage, a store full of collectible cars and other neat stuff that Newport's car guys might fall in love with, like fine-quality furniture, artwork with automotive themes, the world's best gas cans, and even concours Cushman motor-scooters. Rypinski also hoped to market Grand Garage signature cars based on three hot rods he still owns: a Mercedes-Benz 6.9 with a 300-hp engine, fat tires, black leather seats with white piping, and a \$7000 sound system; a Chevy Suburban almost as wild as David E.'s; and a turbocharged Honda Civic convertible. Unfortunately, Newport Beach didn't quite understand the concept behind the Grand Garage, so Rypinski closed the store in March



1983. He still buys and sells cars, though.

The task of outfitting the White bus for the road fell to Owen Ward, formerly the manager of Rypinski's current 38-car collection. Although many of the White buses ultimately became transportation for farm labor, this particular example had been well preserved. The massive wooden body frame was solid, and the steel panels that covered it were rust-free. Even the twelve tiny ashtrays in the seatbacks were still in

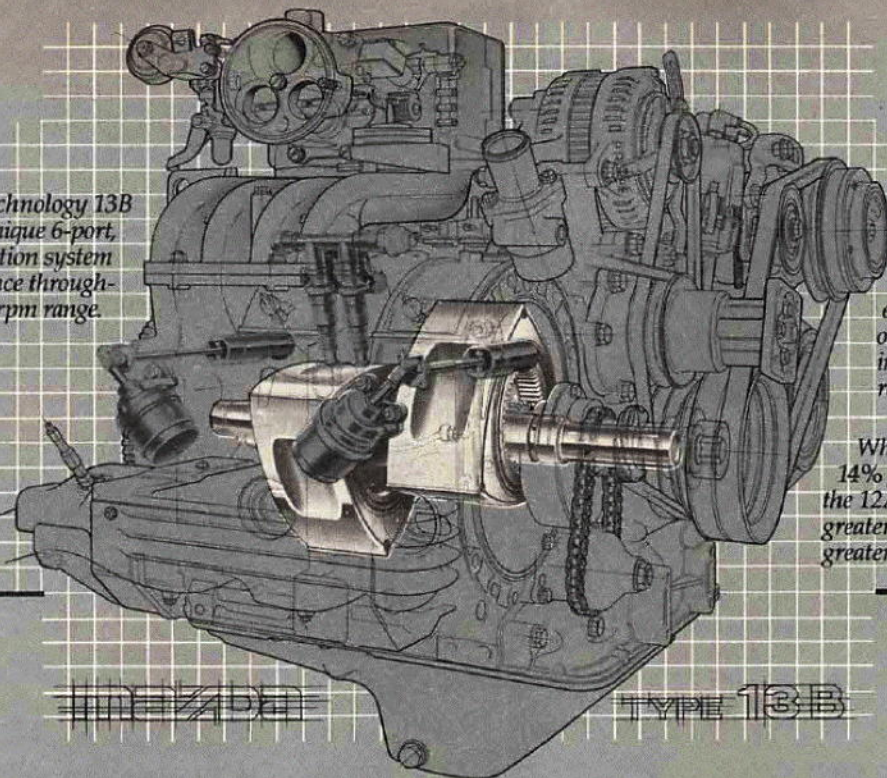
place. The objective was a simple spiff-up rather than a full restoration. Thanks to Ward's contacts among the Newport Beach auto mafia and the eighteen-hour days put in by his three associates, the bodywork was done in three weeks.

Unfortunately, the bus still wasn't fit for road duty in the Eighties. Even with the Spicer rear axle locked in overdrive, the White's 6.50:1 final-drive ratio and 2800-rpm redline restricted its top speed to a heart-pounding 38 mph. Two more months of work was required to fit a 427 Chevy V-8 and a Turbo Hydra-matic motorhome transmission.

When we presented ourselves for a combination test drive and tour of Newport Beach, there was no question that this bus was a period piece, no matter what lay under the hood. The curious combination of the front and rear ends makes it look as though it's backing up from the Twenties and into the Forties. (The White's designer, Count Alexis de Sakhoffsky, is said to have been inspired by the 1933 SAE convention, at which streamlining was the principal subject.) A tilt wheel permits easy access to the driver's seat; the wheel itself was custom-built for Rypinski in France.

Mazda's advanced technology 13B rotary engine uses a unique 6-port, 3-stage variable fuel induction system to achieve peak performance throughout its entire rpm range.

For smoothness of operation, the rotary is unmatched.



A computerized electronic fuel-injection system adjusts in milliseconds to the precise needs of the engine, thus maintaining optimum flow rates for maximum efficiency and sharp response.

While the 13B rotary has about 14% greater displacement than the 12A rotary, it produces 34% greater horsepower and 24% greater torque.

The Mazda RX-7 GSL-SE.

On paper, it's a higher performance sports car. On a wild west highway, it proves it.

**BOBCAT PASS
ELEV. 9,820 FT.**

There's a lot of country out here. Indian country. Cowboy country. Wild west country. High deserts stretch from sunrise to sunset. Tall mountains climb to an ocean of blue sky and are covered here and there by giant, soft blankets of shadow from clouds just passin' through. Lots of big country here, in northern New Mexico.

It's a country like you won't find anywhere else, and it won't be easy on a sports car. It's always taken somebody, or something, more than just a cut above average to lay claim on the secrets of these mountains, this big country.

So here's the one for chasing those secrets—Mazda RX-7 GSL-SE.



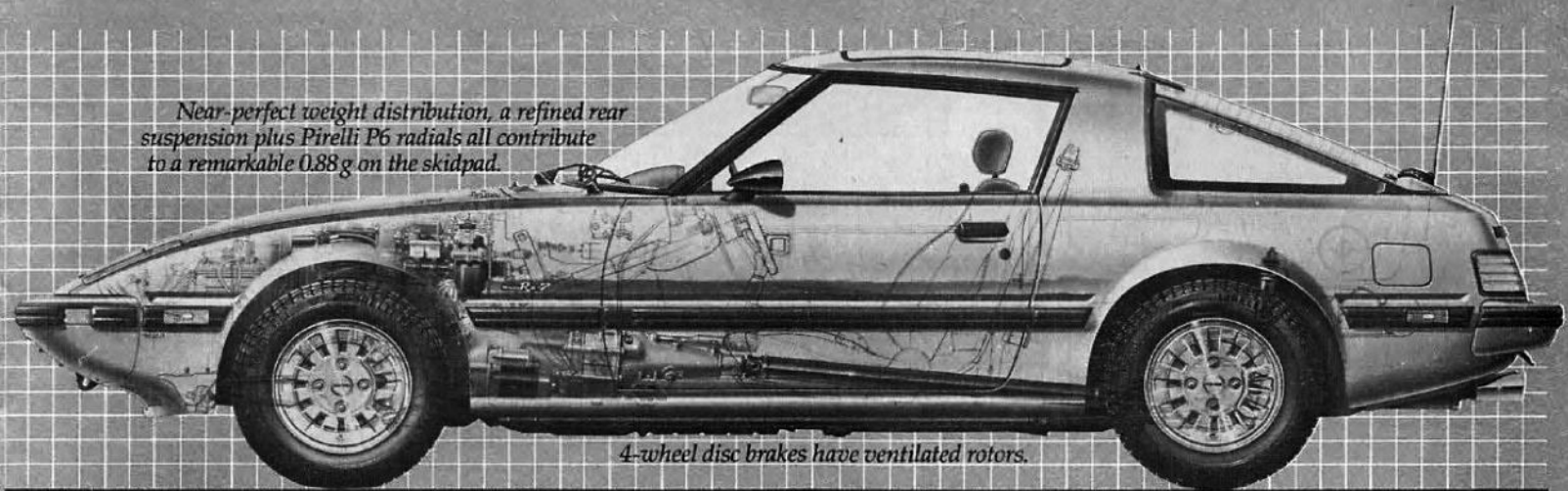
The RX-7 needs little explanation, but the GSL-SE is a different matter. If the country around here is like nothing else, so is the GSL-SE, the most special RX-7 yet.

Scaling mountains takes muscle. The GSL-SE has the biggest of Mazda's rotary engines, the 13B. It's the street ver-

sion of the powerplant that won the GTO category at the Daytona 24-hour endurance race in 1982 and 1983. For the GSL-SE, it features an innovative new six-port layout, fed by a sophisticated electronic fuel-injection system. At low speeds, the mixture of fuel and air flows through smaller ports,

thus maintaining optimum flow rates for maximum efficiency and sharp response. As engine speed increases, additional ports admit more mixture, increasing the total breathing area for exceptional upper-end performance. And upstream of the engine proper, the fuel-injection utilizes tuned intake

Near-perfect weight distribution, a refined rear suspension plus Pirelli P6 radials all contribute to a remarkable 0.88 g on the skidpad.



4-wheel disc brakes have ventilated rotors.

tubes and a unique surge tank that impart dynamic pressure to the intake charge and further enhance both power and efficiency.

The result of all this advanced technology is loads of punch throughout the engine speed range, 34 percent more power than the 12A engine in the standard RX-7 and no appreciable drop in fuel economy.

The result is, in a word, pretty amazing.

Underneath is a chassis to match. Detail refinements to the rear suspension, in the loca-

PERFORMANCE CAPABILITIES

Acceleration

0-50 mph 5.6 sec.
Standing ¼ mile... 16.1 sec./85 mph

Braking

30-0 mph..... 41 feet
60-0 mph..... 135 feet

STANDARD FEATURES

Pirelli P6 VR-rated radial tires • 14-inch alloy wheels • 4-wheel ventilated disc brakes • Close-ratio 5-speed • Limited slip differential • Performance-tuned suspension • Air conditioning • AM/FM ETR stereo radio w/9-band EQ • Raisable/removable steel sunroof • Cruise control • Power windows • Power antenna and more.

For the serious drive. In northern New Mexico, the desert floor starts at 7000 feet, moun-

tain passes flirt with two miles high. Switchbacks climb those peaks like a chain of evil-tempered rattlesnakes. Just like always, the timid can pass through but better be careful. But if a car's got the power to climb those mountains, the chassis to tame those rattlers, then it can chase the frontier in this wild west country.

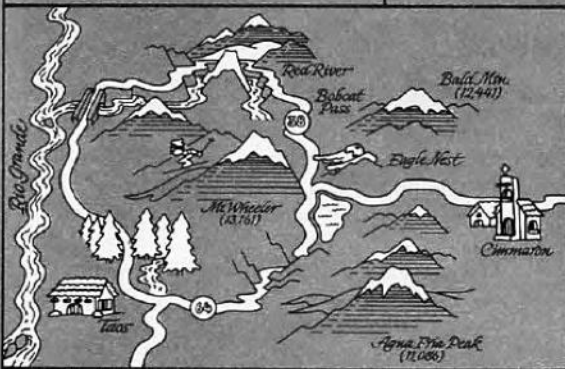
Take Highway 64 south out of Taos, crest the Palo Flechado Pass at 9107 feet, it says, then corkscrew a descent that jumbles down the mountains with all the order of a runaway rock slide. Go north to Eagle Nest, then Highway 38 to all 9820 feet of Bobcat Pass, and another spiraling drop into Red River. In the old days, they would chain a tree to the back of a wagon and drag it through the dusty trail to slow their descent.



On the Pro Rally circuit, Rod Millen's special 4-wheel drive Mazda RX-7 is always in contention. It's powered by a race-prepared version of the engine that powers the RX-7 GSL-SE.

strong grip on the crooked necks of all those switchbacks and just manhandle them into behaving.

If it's tall, big country for high driving adventure you're after, exploring the frontier of what a sports car is all about, the mountains of northern New Mexico will hold the same lure for you they did for Kit Carson. The forest in these mountains was named after him, but with the GSL-SE version of Mazda's RX-7, you'll own no small part of it for yourself.



tain passes flirt with two miles high. Switchbacks climb those peaks like a chain of evil-tempered rattlesnakes. Just like always, the timid can pass through but better be careful. But if a car's got the power to climb those mountains, the chassis to tame those rattlers, then it can chase the frontier in this wild west country.

tion of rear axle control links, increase the handling limits. The disc brakes have ventilated rotors at all four wheels for maximum cooling. And the alloy wheels are mounted with P205/60VR14 Pirelli-P6 radials.

This is a serious car, folks.

Take Highway 64 south out of Taos, crest the Palo Flechado Pass at

uphill side goes flat, then latch those ventilated brakes to the pavement and never mind dragging a big tree along behind.

And as for those angry rattlesnakes, the Pirelli P6 tires take a

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To find out even more about this and all the other Mazda RX-7s, send your name, address, city, state and zip code to the following address and mention that you'd like the RX-7 catalog.

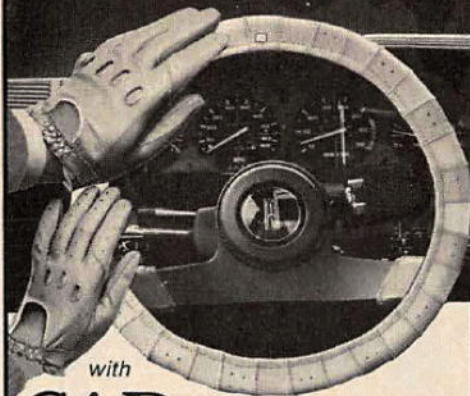
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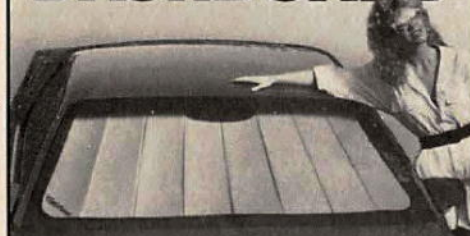
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WHITE



The White horn button was found in England. A Genie shifter, the sort usually seen in hot-rod roadsters, contributes to the period look. The big gas and brake pedals look as though they belong to a giant chromed piano. There's an overhead fan to cool the driver, and a hand-cranked siren will scare off any Yellowstone bears that cross your path.

During our man Csere's turn at the wheel, he reported that the vehicle felt, well, remarkably like a bus. Good visibility, he noted. Excellent straight-line stability. A little anticipation was required for maneuvers, just as you'd expect from a 9500-pound vehicle. When Csere embarked on



his customary top-speed run, however, he encountered a massive front-end shimmy over rough surfaces due to the combination of a rigid front axle, friction shock absorbers, and tall, skinny tires. The bus felt as if it were trying to break the sound barrier. As a result, Csere left top-speed testing to someone more foolhardy.

Fortunately, Sherman was along. When he took his turn under the honorary bus operator's cap, he admitted that he felt a little like Ralph Kramden, but he drove more like Neal Cassady, that classic Fifties hipster who in the Sixties turned up at the wheel of

Vehicle type: front-engine, rear-wheel-drive, 20-passenger, 4-door Yellowstone tour bus

Net worth: \$70,000

Engine type: V-8, iron block and heads, 1x4-bbl carburetor
Displacement 427 cu in, 6993cc
Power (SAE net) 290 bhp @ 4100 rpm
Transmission 3-speed automatic
Wheelbase 189.0 in
Length 300.0 in
Curb weight 9500 lb
Typical fuel economy 6 mpg



the bus that belonged to Ken Kesey and his Merry Pranksters. Sherman didn't try to finesse the clumsy gas pedal; he just stomped on it. A potentially fatal top-speed test was under way when Sherman suddenly decided to pull up at local bus stops and try to pick up a few girls. (Apparently, he is still imprinted with memories of cruise night in Grinnell, Iowa.) And indeed the bus aroused a powerful response among the locals. Kids shouted, older women in designer jogging suits smiled, surfers gave us the Hawaiian high sign, and girls in Volkswagen Cabriolets maneuvered closer for a better look. Sherman even managed to coax two young women on board to pose for photos. Later he wanted to buzz the nearby offices of *Road & Track*, but we managed to restrain him.

There are a lot of things about Newport Beach that are strange, all right. When a Ferrari 308 becomes the moral equivalent of a Lacoste shirt, you have to figure the locals are pretty jaded about automobiles, no matter how many trick cars are on the street. That's why Alan Rypinski and his White Motor Coach are refreshing. A lot of people in Newport like to own neat cars; Alan Rypinski likes to *drive* neat cars. He might have turned this bus into a museum piece. Instead he put it back on the street, where it belongs.

"Some people just go crazy when I'm driving my cars," Rypinski says. "But I think *they're* the screwy ones. If you don't want to drive it, you shouldn't own it."

—Michael Jordan

New KONI low-pressure gas shock absorbers INTRODUCING THE MOST ADVANCED PERFORMANCE GAS SHOCK IN THE WORLD

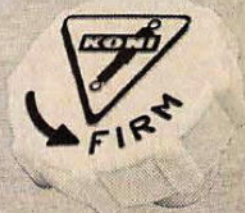
A KONI breakthrough has resulted in the highest performance shock absorber ever made. New KONI low-pressure gas shocks will give your car a whole new level of performance never before possible. And, you'll get that performance without any sacrifice in ride comfort. KONI technology has produced the ultimate shock combining exceptional damping with outstanding ride.

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It's a more complicated and costly way to build a shock, but that's what makes KONI the world's finest shocks. And, like every KONI, our new low-pressure gas shocks are guaranteed for life against defects, even against wearing out.



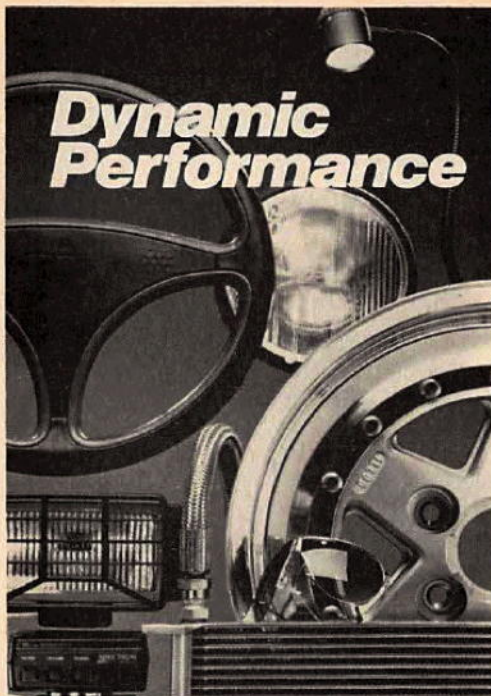
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For MacPherson strut suspensions, KONI wizardry is even more dramatic. You can adjust KONI struts by simply turning this special knob supplied with each set of shocks. The adjustment is made right on top of the shock tower; you don't even have to bend down or get your hands dirty. KONI low-pressure gas shocks, the most advanced performance shocks in the world. Available for selected performance cars.

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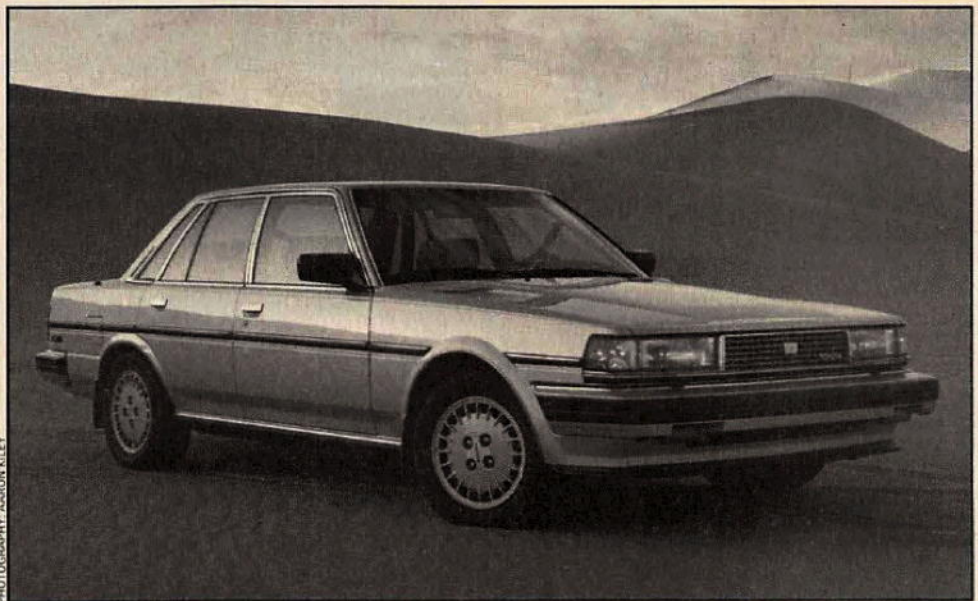
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PHOTOGRAPHY: AARON KLEY

Toyota Cressida

Even with TEMS, it's still a would-be screamer.

• Inside every Cressida there is a BMW screaming to get out. Right? We mean, there just *has* to be. Look at the specs: fuel-injected twin-cam powerplant, independent suspension and vented disc brakes all around, 60-series tires mounted on cast-alloy wheels, pleasingly plump leather wheel connected to rack-and-pinion steering, and, on the five-speed model, computer-controlled suspension damping. The veritable stuff of Euro-sports dreams, right? Besides, Toyota is telling us so. When the product planners revamped their four-door Cressida last fall, they felt the time was ripe to offer a sports sedan. A car that would compete—and this comes from company spokespersons—directly with the likes of the Audi 5000S and the BMW 5-series. Cressida PR literature is full of terms like “high tech” and “maximum handling performance” and, yes, “sports sedan.”

Well, in April we conducted a road test of the automatic-transmission version of the Cressida, trying to see if we really had the legendary “poor man’s Bimmer” here. We concluded, Sorry, but Toyota had missed that particular marque.

Why is BMW always cited as the archetype of desire in sports sedans? Fair question. The Eurosedan mystique has somehow survived here in spite of a string of BMWs softened for the U.S. market. Still, the fundamental idea is clear: the difference between a sports sedan and the ordinary tin box lies basically in whether the driver has a better time than the passengers. Whether you get into the car to go somewhere—or to go.

Oh, the Cressida is a decent-enough car. It's reasonably handsome in that busy Japa-

nese sort of way, even elegant, and it comes quite well appointed. At curbside and at gas stations we observed a definite appeal. It has plenty of legroom all around, it's solidly made, it rides well, it accelerates sweetly. All in all, it's a quiet, smooth, pleasant, comfortable sedan.

As much can be said of a lot of sedans. In our previous test, we held out hope that additional experience with the five-speed model, with its Toyota Electronic Modulated Suspension, would rescue the sports-sedan claims. Unfortunately, such is not the case.

As a sports sedan, subjectively speaking, the manual car is just slightly better than the automatic. Objective test results show even less improvement. This Cressida stuck better on the skidpad by a scant hundredth of a g. Braking was seven feet worse. Acceleration with the manual box was distinctly better, however. That is one lovely, long-legged engine.

TEMS comes standard on all five-speeders. A console push button selects between two modes, “normal” and “sport.” Sen-

Vehicle type: front-engine, rear-wheel-drive, 5-passenger, 4-door sedan

Price as tested: \$17,520 (base price: \$15,690)
Engine type: 6-in-line, iron block and aluminum head, Nippondenso L-Jetronic fuel injection

Displacement	168 cu in, 2759cc
Power (SAE net)	156 bhp @ 5200 rpm
Transmission	5-speed
Wheelbase	104.5 in
Length	187.8 in
Curb weight	3240 lb
Zero to 60 mph	9.0 sec
Zero to 100 mph	30.8 sec
Standing ¼-mile	16.8 sec @ 82 mph
Top speed	118 mph
Braking, 70-0 mph	197 ft
Roadholding, 300-ft-dia skidpad	0.77 g
EPA fuel economy, city driving	20 mpg
C/D observed fuel economy	23 mpg

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We keep raisin

First, Honda created the Accord 4-Door Sedan. Elegantly styled. Superbly engineered.

It quickly became the number one selling small car in America* and set the standard by which other automobiles in its class would be judged. But no other car could be an Accord. No other that is until Honda introduced the

luxurious Accord LX 4-Door Sedan.

To the proven styling and engineering of the Accord 4-Door, Honda added even more standard features. Like power windows and door locks. A four-speaker AM/FM electronic tuning stereo with autoreverse cassette. Michelin radials. And air conditioning.

 © 1985 American Honda Motor Co., Inc.



g the standard.

Ahhh, but then there were three. Because soon Honda designed another very special Accord 4-Door Sedan replete with leather seats, a power Moonroof, fuel injection, dual power mirrors, alloy wheels, all standard. And so was created the Honda Accord SE-i.

The Accord 4-Door Sedan. The Accord

LX4-Door. The Accord SE-i. At Honda, after we set the standards, we keep raising them.

*Based on 1984 calendar year *Ward's Automotive Reports* and EPA Interior Volume Index for subcompacts.

HONDA

The Accord 4-Door Sedans



FOR BAD

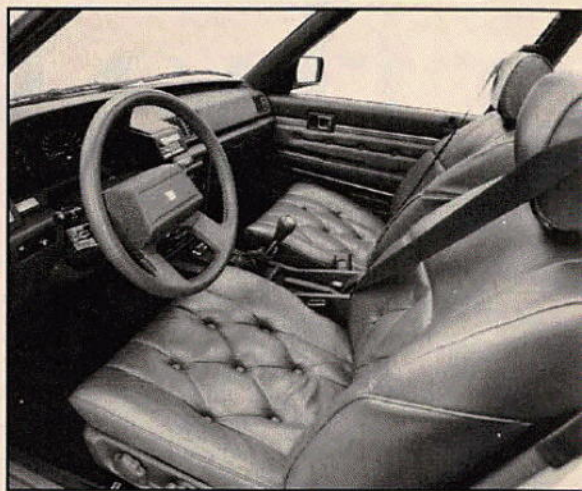


FOR WORSE



Ask grandpa. These two ageless warriors have been saving the lives of car-finishes for generations. Use the Polishing Compound to restore moderately beat-up surfaces, and the Rubbing Compound when things look hopeless. Like the pro's say, "When something keeps doing the job, you stay with it." Original DuPont Formula No. 7. © Borden Inc 1985

BORDEN



CRESSIDA

sors for vehicle speed, throttle position, steering, and brake actuation feed a computer, which runs servo motors that vary the shock valving.

In "normal," the system shuttles automatically between three settings, from soft to moderately hard. In "sport," the damping varies between two more settings. On the face of the tach a pair of green lights indicate when any but the softest normal setting has been selected by the computer. These illuminate in approximate response to wheel and pedal movements.

Note that "approximate." There seems to be no way to predict with certainty which green lights will come on when you do something with the controls. All this happens with no direct driver involvement beyond the two-way mode button. As with the designs from rival manufacturers, it is useful to be able to "tune" the car to various surfaces and driving tempos, and five degrees of firmness are a gratifying number, but the TEMS operation is so apparently capricious that it contributes little to the driver's feeling of command.

Nor, sad to say, do even the stiffest settings significantly improve the Cressida's inherently blunder-footed handling. This sedan's chassis suffers a wallow intolerance of midcorner throttle adjustments. And its power-assisted steering is so lifeless that the driver's hands have only the vaguest idea what's happening at the footprints. The seat, perfectly okay on straight roads, is useless for hard cornering. In short, one derives no satisfaction from this car beyond the everyday sedanish ones. This is simply *not* a sports sedan.

Inside every Cressida there is a BMW screaming to get out. You feel it. You feel for it. But there's nothing you can do. Try to set this hapless speed bird free, and it flutters broken-winged to earth.

We might not be so critical if the Cressida advertising and sales literature didn't hit so hard on the performance theme. It's the marketing mavens who've written the check their car can't cash. We still say it takes more than a bunch of high-tech parts to make a sophisticated sports machine.

—Pete Lyons

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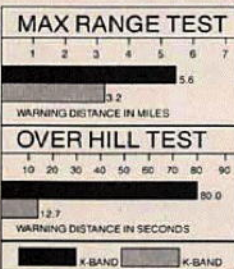
And, while the actual cases are difficult to total, many, many millions more motorists were ticketed for exceeding the differing speed limits posted on local roads and streets — from 55 mph right on down to 25 mph.

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Spectrum Spots Trouble — Before It Spots You

When Spectrum set out to design a radar spotter for American drivers, they wanted one that would help the salesman with too many calls to make, the golfer who left the house late, the family on vacation or the working woman with a thousand things on her mind.

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© Motor Trend, Aug. 1983

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Callaway VW GTI Turbo

Bullet of the byways.



• Our almost unbounded affection for the Volkswagen GTI has been tempered only by our concern for its ultimate lack of poke. We looked forward to the day when the man who has turbocharged a thousand Volkswagen four-cylinders would pump more ponies into the company's latest GTI. When Reeves Callaway applies the ringed tails to his whizzers, the rings are generally symmetrical and the tails are usually tight. Callaway focuses on cars built in or inspired by Germany. They dovetail with his idea of the finer things in life. His turbo conversions are not free of flaws (an impossibility), but among performance privateers, this Connecticut Yankee is known for putting some of today's most astute turbo packages into the hands of people who feel, as he does, that the pedal on the right is for pouncing. Callaway leaped at today's GTI the moment VW released a pre-production model into his care. The result is your basic bullet of the byways.

The red-coated bullet we've been reloading at the Mobil station and firing at will for the past week is clad in a BBS trim package. The smoothly finished air dam, fender flares, and side skirts propel the GTI from "barn" toward "bullet," and BBS claims that the pieces slick down the GTI's aero ballistics by ten percent in the wind tunnel, despite the increased frontal area and the fat 205/50VR-15 Goodyear Eagle VR50s (a.k.a. "gatorbacks"), which are mounted on BBS's famous alloy wheels. Our coast-down testing shows that the Callaway GTI is indeed slightly better than the stock machine in aerodynamic drag but slightly poorer in rolling resistance. At higher speeds, the Callaway car's advantage should increase somewhat.

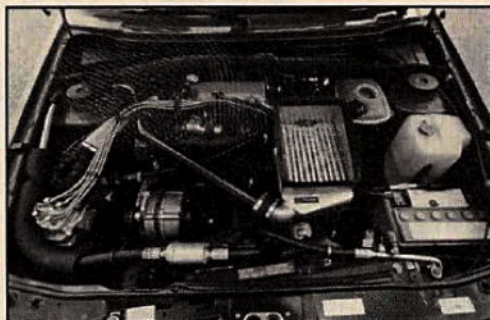
Speaking of high speeds, the turbo pushes the GTI's terminal velocity from 114 mph to 122. At that point, VW's rev limiter is itching to put a lid on fifth gear, though our test car's tachometer still read



short of the indicated redline. Whatever the effect of the body pieces, stability is first-rate.

The Callaway's headlong ballistics begin with muzzle velocity through a Nissan 300ZX Turbo hood scoop. Fresh air feeds an air box sandwiched between the hood and an air-to-air intercooler. In the past, Callaway's intercooler was buried below the battery; now it perches above the "Callaway" cam cover, and the resulting short runs of plumbing do a better job of cooling and delivering the denser air to the cylinders. VW has increased the GTI's fuel-delivery capacity by switching from Bosch K- to KE-Jetronic fuel injection, so Callaway eliminates its own proprietary Microfueler, relying on a one-time manipulation of the new electronic control box to feed an increment of extra fuel. A copper cylinder-head spacer reduces compression from 10.0 to 7.8:1, taking away some low-speed response but allowing the 10-psi boost that pumps the delightful 1.8-liter four to an estimated 150 hp.

Estimated or not, the power produces a 7.2-second 0-to-60 sprint amid a quarter-mile burst of 15.5 seconds at 88 mph. And it's easy, whooping up in a hurry with no sign of detonation (on unleaded premium pump fuel) and with only a brief hiccup if the throttle is quickly lifted. Fuel economy under a light foot is reasonable, but we



managed only 18 mpg overall. Temptation is a spiteful thing.

Although no official emissions testing has yet been done, Callaway claims that the retention of the stock emissions system allows the engine to remain at least 49-state legal. However, our test car's reluctance to start caused extended cranking and necessitated pedal babying, which might foul a full, by-the-bag emissions test. Company rep Scot Keller places the blame on an uncommon glitch in the brain of this prototype GTI.

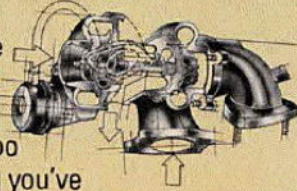
Unlike many cars fitted with wide wheels and tires, the BBS-and-Goodyear-equipped GTI tracks true. Only when cornered hard over seams that mimic your general direction of travel does the car dance nervously. Despite the availability of a BBS suspension package, Callaway feels that the stock components provide the best compromise between day-to-day driving and ultimate adhesion. The fat-tired, stock-suspended version we sampled matched the stock GTI's 0.83-g skidpad performance but did not better it. Even on its original-equipment 185/60HR-14 Goodyear Eagle GTs, the everyday GTI sends shock waves through the top ranks of high-limit handling and world-class tracking. Two points: first, VW has done a fine job on the stock suspension; second, if the sweet limits of the stock car make you happy, you *could* save a bundle by leaving off the big booties and the extra body pieces. (If you *really* want to save money, a base VW Golf with Callaway's less expensive Stage I turbo can roll out the door for under \$10,000.)

For about \$9000, base price, the everyday GTI provides splendiferously heady behavior, and, except for its powertrain, it is dressed to kill. It's got dandy sport seats, suitably boffo trim, and the right heads-up dapper attitude. For an additional \$4000 (which includes a heavy-duty clutch), Reeves Callaway's Stage II whizzer shows nothing but its ringed tail to row upon row of otherwise potent preen-and-strutters. Many and varied are the pompous asses who will be booted aside by the Callaway Turbo GTI, shot in the butt by the bullet of the byways.

—Larry Griffin

If you're ready to be blown away, lift the hood.

The engine lurking inside Toyota's all-new SR5 Turbo is like nothing you've ever seen or heard before.



Designed from scratch, its turbo-toothed 24-liter 4 cylinders bristle with 135 hp and 173 ft. lbs. of Electronically Fuel-Injected torque. Its 4-speed electronically-controlled automatic transmission harnesses every horse to pursue and put all would-be competitors where they belong—in your rear view mirror instead of in your way.

The SR5 Turbo is the most powerful small truck you can buy. Period.

And because it's a Toyota, you can expect the same rugged dependability found in every Toyota truck.

There are civilized reasons to put one of these growlers under the authority of your right foot, too. For handling there's Soft-Ride rear suspension to give you a ride that's smooth, while its wide 205/70SR14 steel-belted radials dig deep.

Toyota's Turbo Truck also boasts full, rich carpeting, extra space behind the reclining bucket seats, more leg room

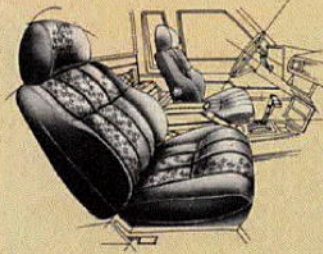
135hp

in front than in any small truck and options that fly you in

style. Like an AM/FM/MPX sound

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† Calendar year 1984, Ward's Automotive Reports

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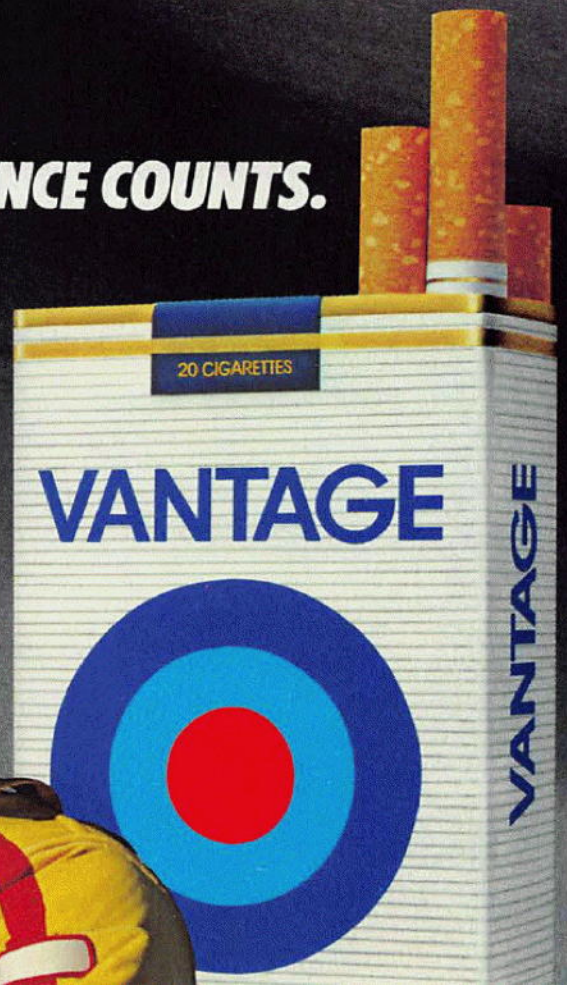
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- Middle layer outprotects all the rest with exclusive weather-tight sealing system. Special concentrated waxes are activated into a weatherproof coating by application.

Outcleans

- Bottom layer outcleans the world's leading car wax easily and quickly. Works with other two layers to safely clean road grime, tar, and oxidation like no other car wax.



Look for new Triple Wax[®] and activate its triple power today!

Save \$2.00 with our introductory rebate offer.

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CALLAWAY GTI



Vehicle type: front-engine, front-wheel-drive, 5-passenger, 3-door sedan

Price as tested: \$17,557

Options on test car: base Volkswagen GTI, \$8990; Callaway Stage II turbo kit, \$4000; BBS body kit, \$960; BBS wheels, \$940; Goodyear Eagle VR50 tires, \$782; air conditioning, \$695; AM/FM-stereo radio/cassette, \$495; leather-covered steering wheel, \$125; installation, freight, and dealer prep, \$570.

Standard accessories: rear defroster and wiper

Sound system: Volkswagen AM/FM-stereo radio/cassette, 4 speakers

ENGINE

Type turbocharged and intercooled 4-in-line, iron block and aluminum head
 Bore x stroke 3.19 x 3.40 in, 81.0 x 86.4mm
 Displacement 109 cu in, 1781cc
 Compression ratio 7.8:1
 Fuel system Bosch KE-Jetronic fuel injection
 Emissions controls 3-way catalytic converter, feedback fuel-air-ratio control

Turbocharger IHI RHB5
 Waste gate integral
 Maximum boost pressure 10.0 psi
 Valve gear belt-driven single overhead cam, hydraulic lifters
 Power (C/D estimate) 150 bhp @ 5500 rpm
 Torque (C/D estimate) 160 lb-ft @ 3500 rpm
 Redline 6750 rpm

DRIVETRAIN

Transmission 5-speed
 Final-drive ratio 3.67:1

Gear	Ratio	Mph/1000 rpm	Max. test speed
I	3.45	5.2	31 mph (6000 rpm)
II	2.12	8.5	51 mph (6000 rpm)
III	1.44	12.6	75 mph (6000 rpm)
IV	1.13	16.0	96 mph (6000 rpm)
V	0.89	20.3	122 mph (6000 rpm)

DIMENSIONS AND CAPACITIES

Wheelbase 97.3 in
 Track, F/R 56.3/56.0 in
 Length 158.0 in



Width 66.1 in
 Height 54.2 in
 Curb weight 2323 lb
 Weight distribution, F/R 62.8/37.2%
 Fuel capacity 14.5 gal

CHASSIS/BODY

Type unit construction
 Body material welded steel stampings, urethane-plastic trim

INTERIOR

SAE volume, front seat 46 cu ft
 rear seat 41 cu ft
 trunk space 18 cu ft

Front seats bucket
 Seat adjustments fore and aft, seatback angle

SUSPENSION

F: ind, strut located by a control arm, coil springs, anti-roll bar
 R: ind, trailing arm integral with a transverse member and an anti-roll bar, coil springs

STEERING

Type rack-and-pinion
 Turns lock-to-lock 3.7
 Turning circle curb-to-curb 34.4 ft

BRAKES

F: 9.4 x 0.8-in vented disc
 R: 9.4 x 0.4-in disc

WHEELS AND TIRES

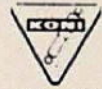
Wheel size 7.0 x 15 in
 Wheel type cast aluminum
 Tires Goodyear Eagle VR50, P205/50VR-15

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BMW 320	268.00	Corvette 84-85	161.00
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Corvette 84-85	204.00	Jaguar XKE 6 (6 shocks)	274.00
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Bilstein BTS suspension kits	CALL	Koni suspension kits	CALL



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CAR AND DRIVER TEST RESULTS

ACCELERATION

Zero to 30 mph	Seconds
Zero to 30 mph	2.4
40 mph	3.7
50 mph	5.2
60 mph	7.2
70 mph	9.4
80 mph	12.6
90 mph	16.5
100 mph	24.4
Top-gear passing time, 30-50 mph	11.5
50-70 mph	7.7
Standing 1/4-mile	15.5 sec @ 88 mph
Top speed	122 mph

BRAKING

70-0 mph @ impending lockup	193 ft
Modulation	poor fair good excellent
Fade	none moderate heavy

Front-rear balance poor fair good

HANDLING

Roadholding, 300-ft-dia skidpad 0.83 g
 Understeer minimal moderate excessive

COAST-DOWN MEASUREMENTS

Road horsepower @ 30 mph	5.5 hp
50 mph	14.5 hp
70 mph	30.5 hp

FUEL ECONOMY

C/D observed 18 mpg

INTERIOR SOUND LEVEL

Idle	60 dBA
Full-throttle acceleration	81 dBA
70-mph cruising	76 dBA
70-mph coasting	75 dBA



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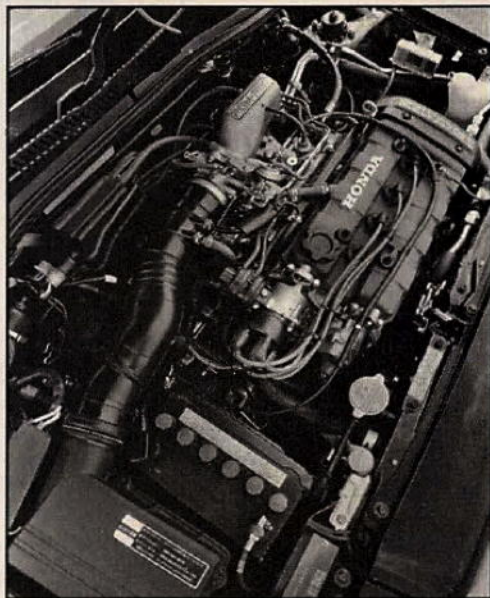
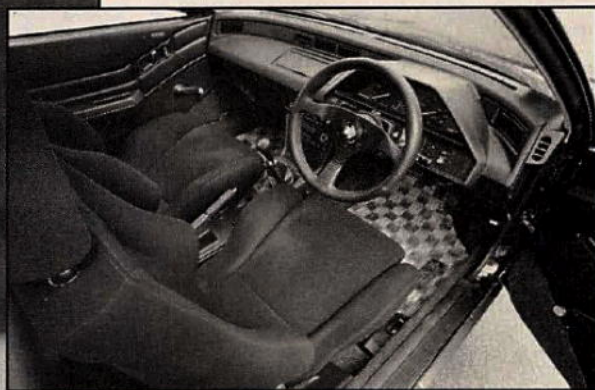
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PHOTOGRAPHY: DICK KELLEY



Jackson Racing Honda CRX Si

Hot tot, but here not.

• Near as we can reckon, the Ballade Sports CRX Si is Honda's first big mistake. Until now, Honda has made all the right moves. In a few short years it has fought its way up to second place in imported-car sales, right behind Toyota—despite the restraints of recent times. Its lineup is indisputably one of the world's best. And now it goes and hits us with the Ballade Si.

The Ballade Sports Si is your basic CRX muscled up with a new 1.6-liter, double-overhead-cam, fuel-injected, sixteen-valve four-cylinder engine that zings out 135 hp (JIS)—about 115 U.S. horses—which is to say, plenty.

This car's problem is that it's good—so good, in fact, that it deserves to be sold here. But no dice, says Honda. It's keeping its hot tot of a car at home and saving the engine for the first model in its upcoming Acura line, a larger coupe called Integra. Twin-cam CRXs are for now made only in right-hand-drive form and sold only to a few lucky Japanese.

This, of course, is only a minor hurdle if you're interested in your very own twin-cam CRX. All you need do is tap into a gray-market importer, which is just what we did to score a test drive. Our connection was Jackson Racing (15601 Producer Lane, Huntington Beach, California 92649; 714-895-5493), which also gave us an opportunity to do some experimenting.

Jackson Racing, you see, is also a Honda aftermarket specialist. Proprietor Oscar

Jackson's shop offers everything for Hondas from hot cams to cool headlight covers, and the mail-order catalog is growing daily. Since the Ballade's engine and right-hand-drive configuration are the only major differences between it and U.S.-spec CRXs, we were able to conduct a before-and-after test of Jackson Racing's CRX suspension kit. The results should give you a good idea of the net worth of these pieces when applied to the U.S. CRX.

First, a few words about the engine: It's a sweetheart. The double-overhead-cam four is Honda's first true automotive twin-cam, four-valve-per-cylinder powerplant. If you like Honda's bike engines, you'll love this bit of racing technology adapted to four wheels.

For one thing, this engine doesn't know how to be finicky. Around town, there's plenty of torque for low-rpm pulling, and there are no sags in the throttle response—even below 2000 rpm. As a matter of fact, it drives just about like the spunky 1.5-liter single-cam engine in the U.S. CRX Si.

When you cut the horses loose, the Ballade CRX bolts. It charges to 60 mph in a mere 7.2 seconds—about two full seconds faster than the U.S. Si. Quarter-miles zip by in 15.6 seconds at 88 mph—which puts this car in the same league with Z28s and SVO Mustangs. And because it croons all the way to its 7000-rpm redline, pressing it hard never makes you wince.

The Jackson Racing suspension, we're pleased to report, seems like the perfect complement to the rocket power under the hood. Oscar Jackson professes to like cars that ride well, and his chassis work on the CRX bears this out.

For \$380 you get eleven-percent-stiffer rear coil springs, a supplementary 0.88-inch front anti-roll bar (the stock one is retained as well), and a 0.63-inch rear anti-roll bar. The stock shock absorbers and the front torsion bars are left in place, though the car is lowered by about an inch. (Jackson does recommend a set of Konis, for \$275, because he believes that Honda's standard-issue shocks tend to give up the ghost at 20,000 miles or less.)

Jackson's choice of footwear for the CRX

Vehicle type: front-engine, front-wheel-drive, 2+2-passenger, 3-door coupe

Modifications price: \$1953 (base price, Japan: \$5750)

Engine type: 4-in-line, aluminum block and head, Honda electronic fuel injection

Displacement	97 cu in. 1590cc
Power (C/D estimate)	115 bhp @ 6500 rpm
Transmission	5-speed
Wheelbase	86.6 in
Length	144.7 in
Curb weight	2030 lb
Zero to 60 mph	7.2 sec
Zero to 100 mph	24.8 sec
Standing ¼-mile	15.6 sec @ 88 mph
Top speed	118 mph
Braking, 70-0 mph	163 ft
Roadholding, 300-ft-dia skidpad	0.91 g
Maneuverability, 800-ft slalom	66.0 mph
Fuel economy, Japanese city cycle	35 mpg
C/D observed fuel economy	31 mpg

is a departure from current thinking. You'd expect to find the wheel wells stuffed with racy low-profile rubber, but the bagels at each corner are the same 175/70R-13 size as the stock tires. "A lot of people like fifteen-inch wheels and tires for looks," says Jackson, "but we've found that those tires don't get up to proper operating temperature on a light car like the CRX." Jackson's choice is a set of Yokohama's hot A001-R radials, which were developed expressly for Showroom Stock racing, and he notes proudly that these \$69 specials are about half the cost of the big meats. They're mounted on a set of Momo Antares 6.0-by-13-inch alloy wheels, which go for about a hundred bucks each.

As you can see from our test results, this setup really gets the numbers. Since the Ballade Si's standard tires are 185/60HR-14s, the most telling comparisons are between the Jackson-equipped CRX and a stock U.S. Si. Compared with the U.S. car, roadholding jumps from 0.76 g to an astounding 0.91 g, better than any production-line Porsche or Corvette we've ever tested. The Jackson car's 66-mph slalom clocking also spots it near the top of the heap, and its 70-to-0-mph braking distance of 163 feet is one of the shortest we've ever recorded. (These tests were conducted on shaved tires, so the results are probably a bit better than they would be on full-tread-depth rubber. We don't recommend shaving tires for street use, because it dramatically reduces wet-weather grip.)

What's more, the Jackson Racing suspension isn't the sort of test-track wonder that's a handful on the street. This is one setup that works well in the real world. To be sure, the Jackson-equipped Ballade doesn't glide over glassy roads as well as a stock CRX, but no apologies need be made for its ride.

Besides, the improvements far outweigh the slight sacrifice in ride comfort. The Jackson setup provides much sharper steering, and the off-ramp cornering attitude is much flatter and more stable. The prodigious grip lets you hammer the throttle in the turns without fear of the wheelspin or front-end antics that can plague high-powered front-wheel-drive cars. In short, the Jackson Racing suspension is wonderful, and well worth the money. No serious CRX jockey should be caught without it.

Now, if you'd like to buy a Ballade Sports CRX Si to bolt a Jackson suspension onto, the news gets bad fast. Jackson can deliver an EPA-certified Ballade all right, but it will run you a whopping \$14,900. That's a big jump from the \$7999 price of the U.S.-spec Si, and anyone who takes this plunge will have to learn how to drive all over again from the right seat.

So the ball is back in Honda's court. Let's hope they know what to do with it. We'd love a reason to forgive and forget.

—Rich Ceppos

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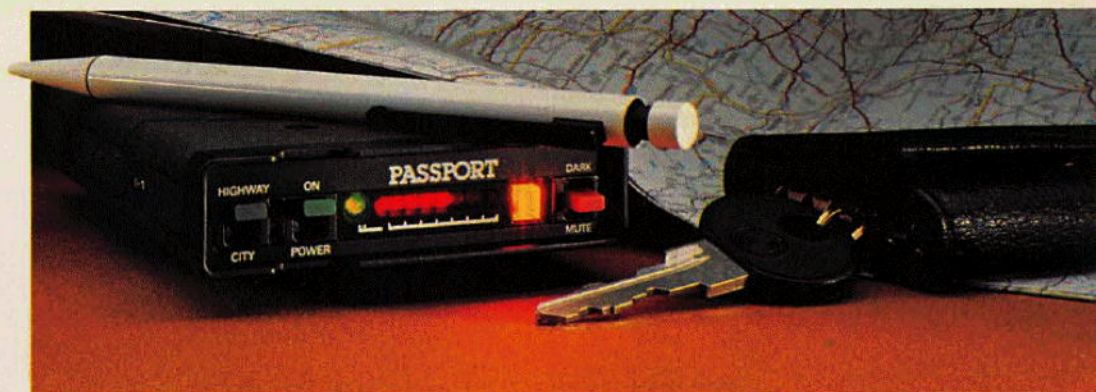
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ROAD TEST REVIEW

Quarter-mile acceleration: Elapsed time from zero through a quarter-mile distance. Car is loaded with driver, full tank of fuel, and 30 pounds of test instrumentation. With manual-transmission cars, some wheelspin is used at the starting line, but all shifts are lift-throttle. Automatic upshifts are done manually.

Top speed: Maximum average speed in two-way runs.
Braking, 70-0: Minimum obtainable stopping distance from 70 mph without sliding any tire. Since distance measurement begins with actuation of a brake-pedal-mounted contact switch, the car's brake-system-response characteristics are included in the stopping-distance results.

EPA estimated fuel economy: Each test car is driven on a chassis dynamometer, which matches both the inertia loadings (the car's weight) and the absorption loadings (aerodynamic and rolling resistance) that the engine would see on the highway. The test car follows a precise speed-versus-time trace after a cold start. The cycle runs for 7.5 miles at an average speed of 20 mph. Fuel consumption is calculated from a chemical analysis of the exhaust emissions.

Interior sound level at 70 mph: Noise level measured with a sound-level meter. The microphone is located at the driver's right ear, and results are averaged from two-way tests to cancel wind effects.

MODEL/MONTH TESTED	PRICE AS TESTED, \$	0-60/ 1/4-MILE, sec	TOP SPEED, mph	BRAKING, 70-0 MPH, feet	EPA ESTIMATED FUEL ECONOMY, mpg	INTERIOR SOUND LEVEL @ 70 mph, dBA
Alfa Romeo GTV6 2.5 (5/85)	18,400	8.2/16.1	130	198	19	75
AMC Eagle (7/85)	16,391	15.1/19.7	86	222	16	72
Audi Coupe GT (5/85)	16,125	9.0/16.6	115	209	19	70
Audi Quattro Turbo (7/85)	35,335	7.2/15.5	124	185	16	72
Audi 4000S (5/85)	15,335	10.3/17.4	109	172	24	72
Audi 4000S Quattro (7/85)	18,660	9.2/16.8	115	191	18	72
BMW 325e (6/85)	22,290	9.2/16.6	114	203	21	68
BMW 635CSi (2/85)	41,705	8.2/16.0	132	189	16	72
Buick Electra T Type (5/84)	16,879	11.4/18.0	108	208	21	68
Buick Regal Grand National (7/85)	16,289	7.5/15.7	121	198	17	68
Cadillac Cimarron V-6 (3/85)	15,119	9.8/17.2	110	201	20	71
Cadillac Fleetwood (9/84)	22,948	11.7/18.2	105	232	19	68
Chevrolet Astro CL (2/85)	12,375	11.9/18.6	98	213	17	71
Chevrolet Camaro Berlinetta (5/85)	13,741	10.0/17.0	116	242	18	68
Chevrolet Cavalier Z24 (3/85)	10,591*	9.5/16.9	114	189	19	71
Chevrolet Corvette (12/84)	27,023	5.7/14.1	150	185	16	76
Chevrolet IROC Camaro Z28 (10/84)	13,208	7.0/15.2	140	204	16	75
Chevrolet Monte Carlo SS (7/85)	14,430	7.8/15.9	117	204	17	68
Chevrolet Nova CL (7/85)	8900*	12.4/18.7	93	202	30	72
Chevrolet Spectrum (2/85)	8537	14.0/19.4	89	194	33	74
Chevrolet Sprint (6/84)	6266	13.0/18.9	85	213	53	74
Chrysler Laser XE (5/85)	14,399	8.1/16.0	117	206	19	70
Chrysler LeBaron GTS Turbo (6/85)	13,733	8.3/16.2	115	202	19	68
Citroën 2CV6 Charleston (6/85)	6088	29.5/23.4	75	207	35	80
Colt Vista 4WD (7/85)	11,761	16.8/20.1	84	207	23	72
Conquest (4/85)	14,611	8.1/16.1	123	185	19	73
Dodge Omni GLH Turbo (5/85)	9706	7.5/15.8	119	201	19	74
Dodge Shelby Charger (12/84)	10,455	7.8/15.9	124	202	19	72
Ford Aerostar XLT (2/85)	14,600*	14.6/19.8	—	253	20	73
Ford Mustang GT (1/85)	11,391	6.4/14.9	135	206	16	74
Ford Mustang SVO (5/85)	15,000*	6.8/15.1	129	197	19	71
Honda Civic 4WD (7/85)	9768	13.4/19.0	90	201	26	73
Honda CRX 1.5Si (4/85)	8799	9.1/16.4	112	209	32	75
Isuzu Impulse Turbo (5/85)	13,000*	8.3/16.1	127	189	20	69
Merkur XR4Ti (5/85)	17,105	7.9/16.1	123	208	19	70
Mitsubishi Galant (10/84)	12,899	12.1/18.4	101	206	21	71
Mitsubishi Mirage Turbo (11/84)	9131	9.2/16.8	105	191	24	72
Mitsubishi Starion ESI (5/85)	15,279	8.0/16.1	126	184	19	73
Nissan Maxima SE (3/85)	13,619	8.4/16.5	117	173	19	69
Nissan 300ZX 2+2 (5/85)	20,799	9.2/16.8	124	188	19	70
Oldsmobile Cutlass Supreme (11/84)	12,221	10.6/17.7	109	234	20	72
Oldsmobile 442 (7/85)	14,366	9.1/16.6	113	204	17	68
Peugeot 505 Turbo (9/84)	18,825	9.8/17.1	115	195	20	73
Pontiac Fiero GT (11/84)	13,481	8.2/16.0	125	199	22	72
Pontiac Firebird Trans Am (4/85)	17,398	7.6/15.6	135	207	15	72
Pontiac 6000STE (1/85)	15,129	10.6/17.7	112	227	19	68
Porsche 928S (5/85)	50,000	5.7/14.0	154	175	16	74
Saab 900 Turbo (12/84)	21,395	8.5/16.5	128	217	19	71
Subaru RX 4WD Turbo (7/85)	12,269	9.5/17.0	103	197	25	72
Subaru XT 4WD Turbo (6/85)	14,523	10.3/17.4	110	208	25	69
Toyota Corolla GT-S (9/84)	9538	9.5/16.9	113	185	29	74
Toyota Cressida (7/85)	17,250	9.0/16.8	118	197	20	70
Toyota MR2 (2/85)	12,529	8.3/16.3	116	187	26	78
Toyota Supra (5/85)	17,843	8.4/16.1	125	209	20	73
Toyota Tercel 4WD (7/85)	10,750	15.0/19.8	88	199	27	73
TVR 280i (12/84)	29,862	9.7/17.5	120	206	17	80
Volkswagen Golf (12/84)	8755	10.6/17.7	101	209	27	73
Volkswagen GTI (3/85)	10,410	10.1/17.1	114	182	26	74
Volkswagen Jetta (12/84)	10,255	11.8/18.2	100	210	27	71
Volkswagen Jetta GLI (6/85)	12,695	10.9/17.5	108	183	26	73
Volvo 740 Turbo (4/85)	19,845	7.9/15.9	120	190	19	70
Volvo 740 Turbo Wagon (5/85)	21,635	8.0/15.9	124	194	20	72

*estimated

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"Best" can mean a number of things. When *C/D's* distinguished panel of judges meets to consider your submissions, we'll be looking for a wide range of qualities—technical artistry, exciting action, humor, truth, beauty, you name it. We're imposing only two basic restrictions: Since this is becoming an annual event, only photos taken within the past year are eligible. And we want photographs by amateurs only. Professional automotive photographers need not apply.

Here's what you do:

Select what you judge to be your best automotive photographs. They can feature production cars, race cars, or even no cars at all—so long as they have some connection to the world of cars and drivers. To each photo you submit, attach a piece of paper giving the following information:

1. Your name, address, and phone number.
2. A brief description of the subject of the photo.
3. As much technical information as possible—camera type, lens, film, exposure, special effects, and so on.

We're interested in both color and black-and-white photos. If you submit color, slides are preferable to prints, but either is acceptable. If you send slides, we advise you to send good-quality duplicates. Because of the volume of submissions we expect to receive, we will not be able to return any of your photographs.

You may submit up to five photos. Send them to:

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All entries must be postmarked by August 15. The winners will not be announced until the January issue.

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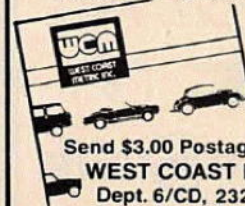
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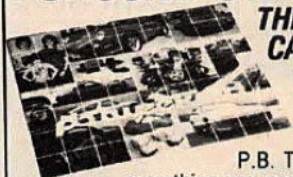
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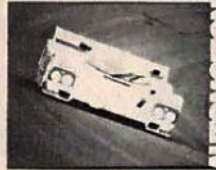
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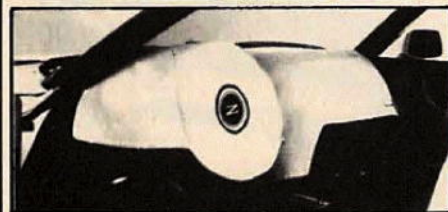


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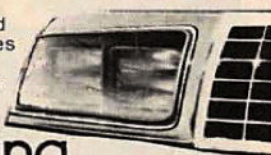
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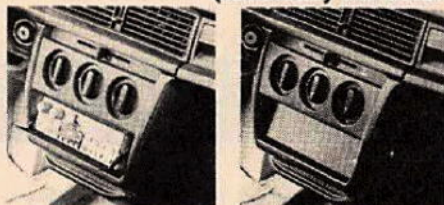


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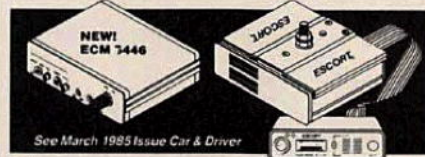
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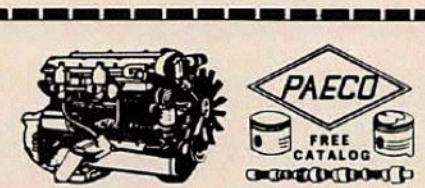
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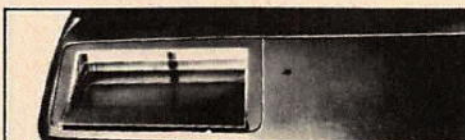
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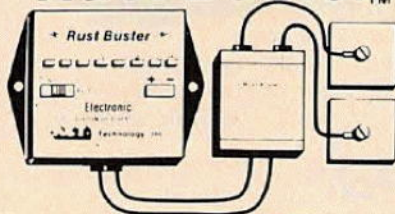


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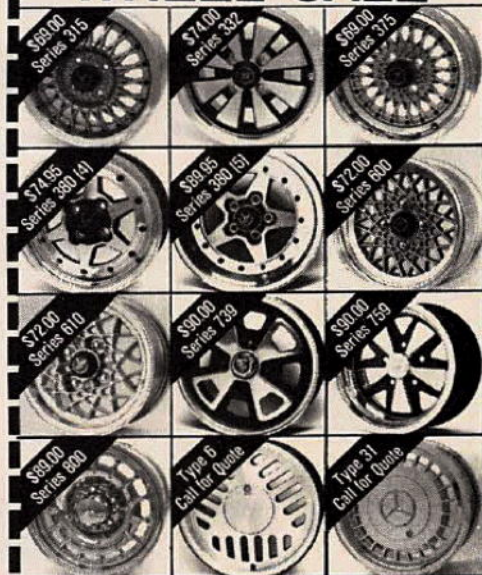
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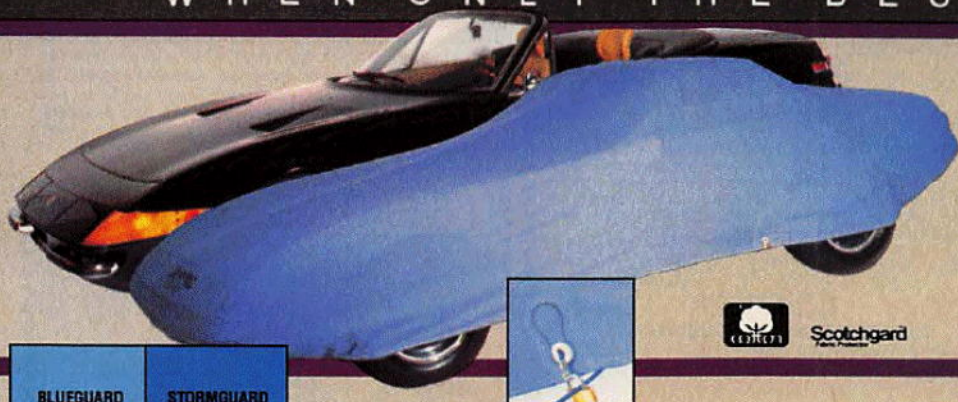
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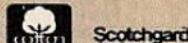
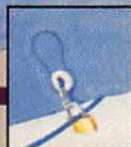
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Off-Road with King Kermit and the Hemet Headcase

Uh, air-traffic control (BzZZRT!), uh, we'd like to, uh, report a low-flying, twelve-foot-tall bullfrog... looks like a Chevrolet.

• You don't see many '55 Chevys in off-road racing. In fact, you only see one. There's no problem picking it out: it's about twelve feet tall and as green as a frog.

The fans call it "King Kermit." Luckily, colorblind fans need look only as far as the winner's circle when the trophy is being handed out for Class 6B (Stock Production Sedans, Big-Bore—a most misleading name for the full-house race cars therein). King Kermit and driver Larry A. Schwacofer have won sixteen races in a row.

The King belongs to Schwacofer (say "Schwock-uh-fer"), who lives with his wife, Rosemarie (nicknamed Roney), and two daughters, in Hemet, California. Mention Hemet to roadies who have been there and you'll get dubious shakes of the head. The town hunkers like a sand crab, toasting in the simmering sun between two Southern

BY LARRY GRIFFIN

California mountain ranges. Urban sprawl and comfort-through-central-cooling are knocking off the rough edges, but the landscape is still serious about its desert heritage. Eight months of the year, Hemet will bake your brains out.

Larry A. Schwacofer is a rugged, snugly gathered, mustachioed Westerner. But Larry A. Schwacofer has been baking in Hemet much longer than Betty Crocker would ever recommend. Whatever damage the midday sun has done to the contents of his noggin (witness the idea of off-roading a '55 Chevy), his years of sniffing fumes in his paint store were probably what blew the lid off altogether, leading him to sell the store and paint the car green.

Still, you can't say it was a bad move: if

the fans loved the car in orange, now they want to rub right up against it. King Kermit makes thunder and daylight after dark, and the crowds jump up and down in delight. They love the way it beats many of the mighty big-time entries from Classes 4 and 8, and they wonder what Lasor (for "Larry A. Schwacofer Off-Road") Racing could do if it had major sponsorship. For the moment, the support list is long but could be thicker: B.F. Goodrich, KC HiLITES, Rough Country, the Airport Inn in Las Vegas, Collins Solar boss Doug Collins (who helps with entry fees and occasionally goes out as co-driver), and Schwacofer's employer, Hemet Truck Supply, which knew when it hired him that he'd often be disappearing to Godforsaken locations scattered across the wilderness of the Southwest.

We find the green machine in Hemet,

KING KERMIT

behind Evans Tires, a Firestone outlet run by co-driver Sid Spradling. This "brand X" connection is an embarrassment for Larry and Sid, whose off-road "racing" knobbies are stock street radials supplied by B.F. Goodrich.

Even more embarrassing is the fact that the bearings in the car's power-steering box were inadvertently bumped during a rebuild, so it's being rebuilt again, which may snooker our plans for a drive.

Schwacofer prowls around his green machine, explaining its inner workings as he steps over the arms and legs of mechanics whose heads have been swallowed by King Kermit. It's clear Schwacofer is a driver, not a mechanic: even after years at the wheel of his creation, he's sometimes vague about his car's components. Okay. Somebody's got to drive, somebody's got to wrench, and nobody can do both at once. Besides, when you're winning every event in sight, your priorities are obviously well ordered.

Horsepower is a high priority. "Well, it's a 350 Chevy," says Larry of the small-block V-8. "It's bored out to about 372 cubes. As far as cam, I'm not sure—we've just changed it. It's a roller type with solid lifters. We run a four-barrel Holley carburetor. And we've got about 410 honest horsepower. It comes on strong at about 4000 rpm. It wants to run between four and seven, and that's hard for me to get used to. The old motor would start comin' on around 2500. D.J.—Darrell Jacques [pronounced "Jakes"]—normally does the prep. I hate to leave anybody out. A guy named Leon Patton came up with which cam to run and what combination to use for more horsepower without spendin' ten grand for a new motor.

"I'm havin' trouble because of the higher power band; this is an old Olds rear end, and the gears are tough to find. I'm runnin' a 4.10:1 final-drive gear and 33-inch-tall tires. If I could get about a 4.56 gear, it

would be great. The taller setup I've got now would be great for Baja and courses where you can get some higher speeds up, but for rough, choppy courses, I'd like to drop the ratio just a little bit. You'll get a chance to feel that when you drive it."

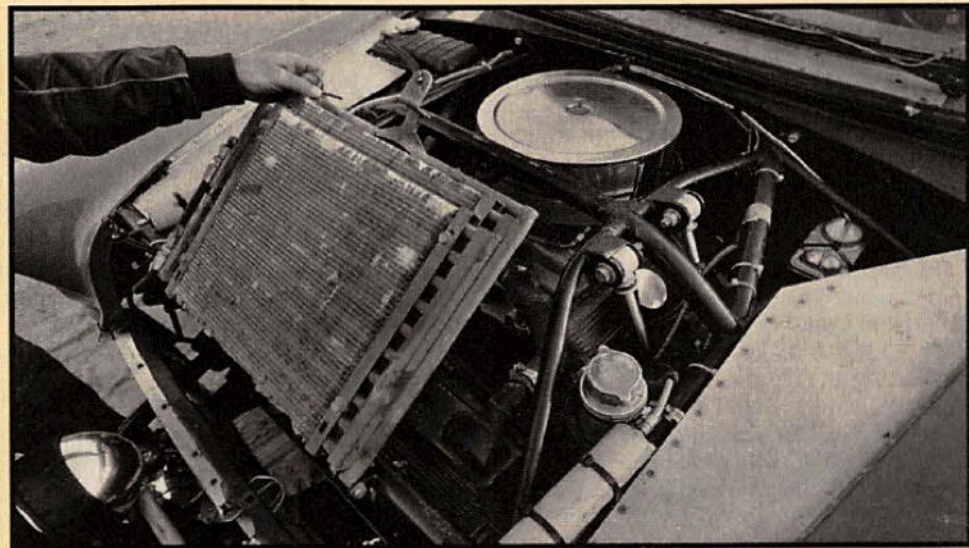
The mechanics' stomachs are grumbling loudly, matching their commentary on the steering box, as we disappear to Larry's favorite haunt for Mexican food. Off-road racers prepare to bash across the deserts and over the mountains by packing in solid wallops of Mexican food. The rule apparently goes, "If you pack sufficient enchiladas and tacos tight enough and then tamp them down well enough with rice, refried beans, and a few well-chilled Dos Equis, none of it can shake loose."

Schwacofer sets the stage for driving with a few driving stories.

"One thing you can really get in trouble with," he says, "is by followin' somebody else's taillights after dark. I tell myself, don't do that, and, sure enough, the guy is lost! Baja, I love it because to me it's the most 'fun' racing, but it's a place where guys get lost because down there you've got a big enough area that you don't run loops. When you run loops, the ruts get deep enough that you know where to go even after dark. I've been lost before, and it's a spooky feeling. The first race I ever did was really spooky. We were goin' down the Baja peninsula and had to turn left to go east to cross over to the gulf side. We were near the Pacific coast when I turned left, but almost immediately I hit the ocean! Whoa! We'd gone out on a little finger of land, and we were facin' a little inlet! That drove us nuts!

"In the late '60s, early '70s, I used to go out and pre-run with Rod Hall and Jim Fricker. I'd help during the races by pit-and chase-crewing, so I got kind of interested in the racing. Years ago, I used to go out with my dad to the desert in an old pickup truck. When I started pre-running, I

Left: This is us having fun at wheel of Lasor Racing's mighty, slithering '55 Chevy, winner of sixteen races in a row. Below: Hinged oil cooler sees to needs of 410-hp small-block V-8.



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As most enthusiasts know—and as many in the general public are learning—showroom stock race cars are quite close to ordinary cars in dealer showrooms. According to the Sports Car Club of America (SCCA), few modifications are permitted other than the installation of racing safety equipment.

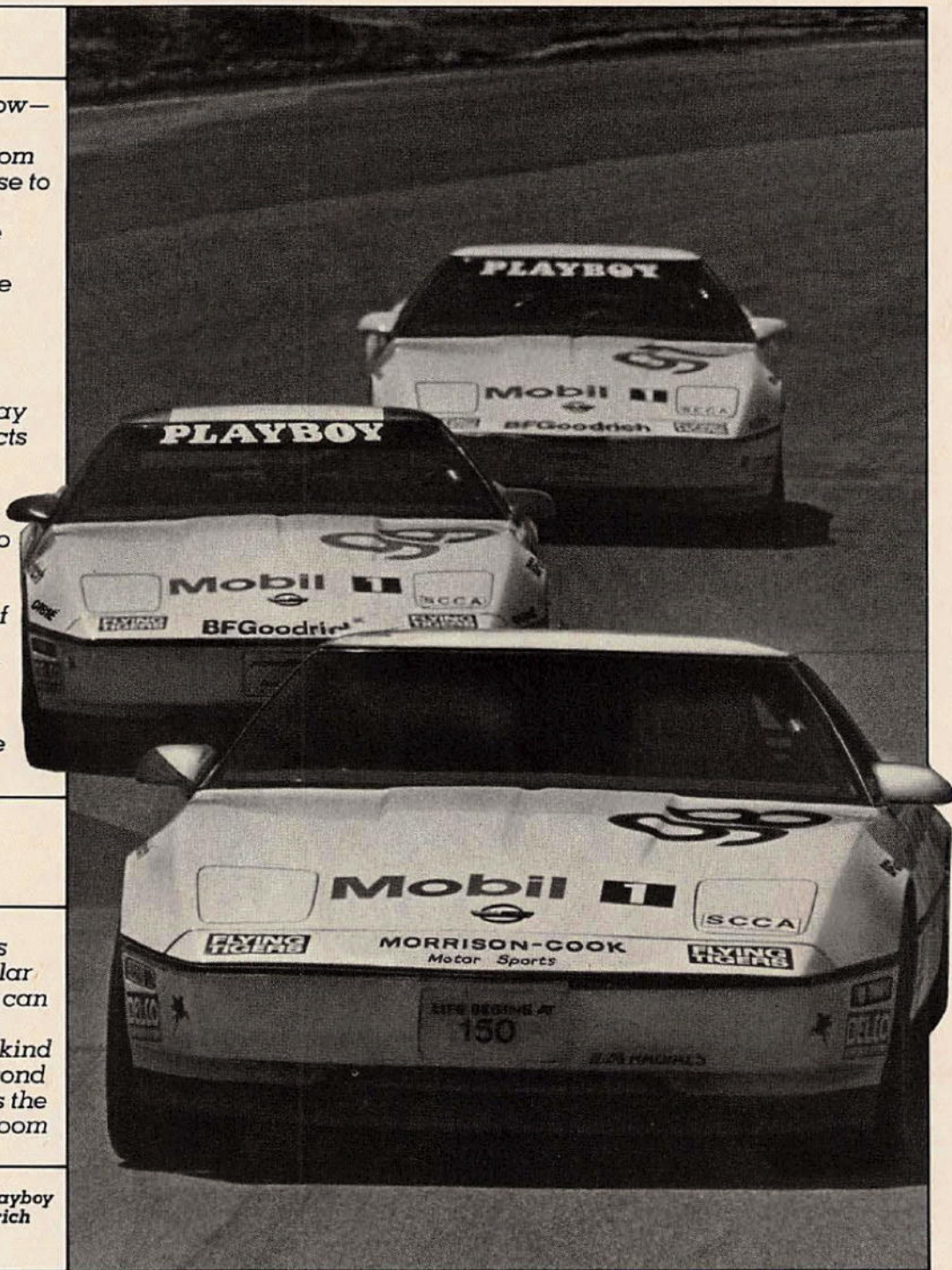
Likewise, the tires of showroom stock race cars may be regular production products available to the public at tire retailers. Special compound tires can be used, but it is not the practice of BFGoodrich to do so. The only modification to T/A[®] Radials is the standard racing procedure of shaving them to about 1/2 normal tread depth for dry race tracks.

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The first three cars at the Riverside Playboy Endurance Cup finished on BFGoodrich Comp T/A Radials.



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stock among auto and tire manufacturers. It gives these companies a natural medium in which to promote their products and their names, and to demonstrate the merits of those products.

Of added interest to racing teams and enthusiasts, showroom stock racing tends to emphasize driver ability rather than mechanical ingenuity in making special-purpose racing modifications.

Don Knowles and Bobby Carradine of the Morrison/Cook racing team, while second and third places were taken by two other cars of the same team.

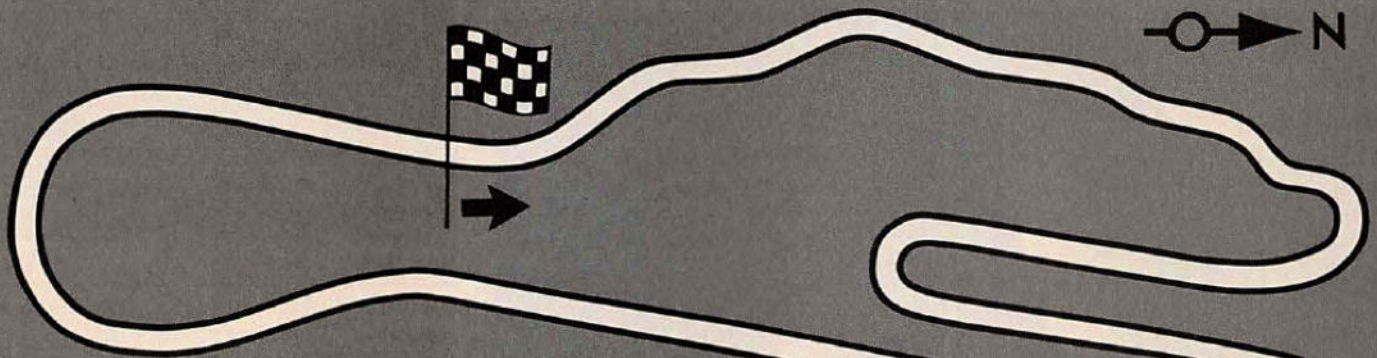
Of special interest is the fact that throughout the grueling 6 hours of this race, only a single tire was changed on the three leading cars—which proved to be unnecessary because the problem was mechanical.

And, of Comp T/A tire performance, competitor Jim

THE REAL WINNER: YOU.

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While winning is important, more important are the ongoing lessons BFGoodrich learns from



RIVERSIDE INTERNATIONAL RACEWAY.

ROUND 1 AT RIVERSIDE.

The first race on the 1985 SCCA Playboy United States Endurance Cup Series for showroom stock cars took place on the long 3.3-mile Grand Prix course at California's Riverside International Raceway.

While no fewer than 6 tire companies competed in this race, the standout winner was a familiar street radial proven in racing and available at your BFGoodrich retailer: the Comp T/A® flagship of the T/A Radial line of high-performance tires. In SSGT—fastest of the Playboy Cup classes—1985 Corvettes on Comp T/A P255/50VR16 Radials finished an impressive first, second, and third. First in SSGT and overall winners were drivers

Cook had this to say: "In theory this was supposed to be an endurance race, but in practice it was a long sprint race. Despite some of our competition running on tires with special compounds, the Comp T/A tires with normal street compounds were tops."

Comp T/A tires are no stranger to showroom stock victory circles. Last year, they rolled to first place in the SCCA Endurance Cup Series on an SSGT Porsche 944.

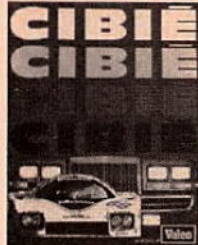
racing. For some fifteen years now, you have seen the same T/A Radials you can buy win on many different kinds of racing and rally cars and trucks in many parts of the world. We hope you will see this happen even more in the future. We are working for it. We are learning from it. In the meantime, with showroom stock competition growing more heated, you can be sure to see some very good racing.



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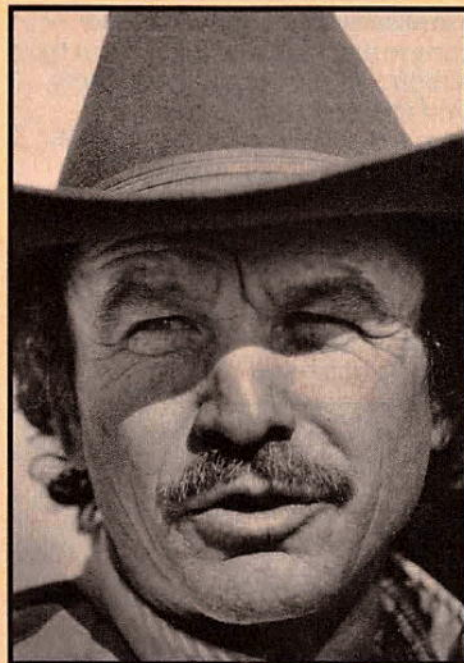
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KING KERMIT



Larry Schwofer, a man out to make his mark.

bought a '75 Ford half-ton pickup and put some dual shocks on it, and when we pre-ran the next race, we kept track of our pre-run time just for the heck of it, and we ran it quicker than the guy who won the race. Of course, we didn't know how many problems he might have had, but we thought, well, heck, let's go to the Baja 1000 and just see if we can finish."

Schwcofer and a buddy stuffed a roll cage in the pickup, mounted spare tires, and stuck in a couple of extra gas tanks.

"We could carry 110 gallons of gas," he says. "We had to because our wives were drivin' my paint-store van with drums of gas tied in it and five-gallon milk cartons to pour the gas with. We didn't have dump cans. We pre-ran the truck two weeks before the race, drove it home, and put some air bags in the springs. Then we drove it back down, teched it, ran the race, and won our class. We drove the truck home, and I drove it to work the next Monday." Schwcofer laughs. "I was still makin' payments to the bank on that thing!"

"Guys around the valley was talkin' about how lucky we'd been. Well, a lot of guys broke down, but we also knew we'd earned it, because we dug that thing out of silt beds five different times. I mean, we buried it clear to the frame! It took us nine hours to do one 150-mile stretch. At one point, the guy with me says, 'I think we better turn around.' We'd already dug out four times, and I said, 'I ain't goin' back through that stuff!' We come out the other side and won it. And I was hooked.

"We went to the Parker, Arizona, race, the first race of '76, and came in third after havin' five flats (which weren't BFGs). We went to the Baja 500 and took second. We were off and runnin', but eventually the truck got old, and I didn't want to race just having to hope everybody broke. The paint



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407
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P175/70HR13	\$49
P185/70HR13	\$52
P195/70HR13	\$55
P185/70HR14	\$56
P195/70HR14	\$58
P205/70HR14	\$62

Potenza 137V
Blackwall:

185/60HR14	\$ 85
195/60HR14	\$ 90
225/60HR14	\$ 98
195/60HR15	\$ 92
205/60HR15	\$ 95
215/60HR15	\$100

YOKOHAMA

A008

175/70HR13	\$ 64
185/70HR13	\$ 67
185/70HR14	\$ 71
195/70HR14	\$ 77
205/70HR14	\$ 84
205/70HR13	\$ 85
185/60HR14	\$ 78
195/60HR14	\$ 88
205/60HR14	\$ 98
225/60HR14	\$103
195/60HR15	\$ 93
205/60HR15	\$112
215/60VR15	\$121
195/50VR15	\$122
205/50VR15	\$145
225/50VR15	\$163
205/55VR16	\$178
225/50VR16	\$182

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IRELLI

P7

175/50VR13	\$ 95
185/55VR13	\$ 78
195/55VR13	\$ 91
205/60VR13	\$107
205/55VR14	\$131
225/55VR14	\$143
195/50VR15	\$107
205/50VR15	\$148
205/55VR15	\$135
215/55VR15	\$149
225/50VR15	\$172
285/40VR15	\$211
285/50VR15	\$218
345/35VR15	\$244
195/50VR16	\$175
205/55VR16	\$181
225/50VR16	\$190
265/50VR16	\$233

P6

185/60HR13	\$ 86
205/60HR13	\$ 82
225/60HR14	\$120
185/60HR14	\$ 72
195/60HR14	\$ 78
205/60VR14	\$ 96
175/70HR14	\$ 65
185/65HR15	\$ 76
195/60HR15	\$ 91
205/60HR15	\$ 96
205/60VR15	\$110
215/60VR15	\$129

P5

185/70HR13	\$ 63
185/70HR14	\$ 72
195/70HR14	\$ 88
205/70HR14	\$ 91
205/70VR15	\$118
215/70VR15	\$123

P8

185/65SR13	\$ 52
185/65SR14	\$ 59
165/65SR14	\$ 57
185/65SR15	\$ 58

P77

*P175/70HR13	\$50
*P185/70HR13	\$54
*P185/70HR14	\$56
*P195/70HR14	\$57
*P205/70HR14	\$68
*P225/70HR15	\$84
P195/70HR14	\$60
P195/75HR14	\$65
P205/70HR14	\$67
P205/75HR15	\$70
P215/75HR15	\$82
P225/70HR15	\$85

DUNLOP

D3

225/60HR14	\$82
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D4

215/60VR15	\$128
205/55VR16	\$130
225/50VR16	\$145

Continental

CH41

185/60HR14	\$81
195/60HR14	\$84

CH51

175/70HR13	\$61
185/70HR13	\$67
185/70HR14	\$74
195/70HR14	\$86
205/70HR14	\$92

BFGoodrich

RADIAL 60H-70H

205/60HR13	\$ 72
195/60HR14	\$ 77
215/60HR14	\$ 80
235/60HR14	\$ 87
205/60HR15	\$ 79
235/60HR15	\$ 89
255/60HR15	\$ 97
175/70HR13	\$ 63
185/70HR13	\$ 65
185/70HR14	\$ 68
195/70HR14	\$ 70
205/70HR14	\$ 75
225/70HR15	\$ 88

Comp T/A

185/60VR13	\$ 92
185/70VR13	\$ 72
195/70VR14	\$ 78
205/70VR14	\$ 83
185/70VR15	\$ 82
205/70VR15	\$ 93
205/60VR13	\$ 89
185/60VR14	\$ 92
195/60VR14	\$ 98
215/60VR14	\$103
195/60VR15	\$ 97
205/60VR15	\$109
215/60VR15	\$116
235/60VR15	\$124
255/60VR15	\$131
195/50VR15	\$106
205/50VR15	\$137
225/50VR15	\$153
P245/50VR15	\$187
P265/50VR15	\$180
205/55VR16	\$161
225/50VR16	\$171
245/45VR16	\$174
P255/50VR16	\$182

MICHELIN

XZX-MX

155SR12	\$35
145SR13	\$35
155SR13	\$36
P155/80R13	\$38
165SR13	\$41
P165/80R13	\$41
175SR14	\$47
185SR14	\$53
185SR14 Rein.	\$66
165SR15	\$51

MXL

165/70SR13	\$40
175/70SR13	\$44
P175/70R13	\$43
185/70SR13	\$48
185/70SR14	\$54
205/70SR14	\$75
185/65SR15	\$68

XWX

195/70VR14	\$114
205/70VR14	\$115
215/70VR14	\$139
185/70VR15	\$118
195/70VR15	\$130
205/70VR15	\$138
215/70VR15	\$162
225/70VR15	\$189

XVS

185/70HR13	\$68
185/70HR14	\$72
195/70HR14	\$76
205/70HR14	\$82

MXV

185/60HR14	\$76
153/60HR14	\$86
195/60HR15	\$93
205/60HR15	\$99
205/70HR14	\$85

TRX

P165/70R365	\$ 70
P185/65HR365	\$ 79
190/65HR390	\$ 86
200/60VR390	\$130
220/55R390	\$ 90
220/55VR390	\$140
240/55VR390	\$175
240/55VR415	\$205

XGT

P205/60VR13	\$116
*P205/60VR14	Call
P215/60VR14	\$130
*P245/60VR14	Call
*P205/60VR15	Call
P215/60VR15	\$140
*P225/60VR15	Call
P235/60VR15	\$168
*P245/60VR15	Call
*P255/60VR15	Call
*P205/50VR15	Call
*P225/50VR15	Call
*P205/55VR16	Call
*P225/50VR16	Call

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Speed 216/226

155SR12	\$33
145SR13	\$33
155SR13	\$34
165SR13	\$39
165SR14	\$44
175SR14	\$45
185SR14	\$48
165SR15	\$45
165/70SR13	\$40
175/70SR13	\$41
185/70SR13	\$45
185/70SR14	\$48
195/70SR14	\$58
175/70SR15	\$50

GOODYEAR

NCT

185/60HR13	\$ 64
205/60HR13	\$ 77
185/60HR14	\$ 67
195/60HR14	\$ 68
205/60HR14	\$ 82
195/50VR15	\$ 88
195/60HR15	\$ 93
205/60HR15	\$ 90
235/60HR15	\$132
205/60VR15	\$110
205/55VR16	\$140
225/50VR16	\$150

Eagle GT

P195/60R14	\$ 85
P205/60R14	\$100
P195/70R14	\$ 88
P205/70R14	\$ 90
P195/50VR15	\$110
P215/60R14	\$ 96
P215/60R15	\$108
P215/65R15	\$ 98
P245/60R15	\$109
P255/60R15	\$112

Eagle HR/VR Blackwall

P175/70HR13	\$ 85
P185/70HR14	\$ 95
P205/70HR14	\$104
P195/50VR15	\$108
P215/60HR15	\$110
P235/60HR15	\$128

Eagle VR50

P255/50VR16	\$194
P245/50VR16	\$192
P225/50VR16	\$170
P205/55VR16	\$160
P205/50VR15	\$150
P225/50VR15	\$165
P245/50VR15	\$182
P225/60VR15	\$136

around. The fronts are Corvette units. The rears, Larry believes, are Pontiac parts, though the rotors bear Corvette numbers. Schwacofer casts an eye at progress under the hood and says, "The steering box was specially made so we could have quick-ratio power steering and yet have the box mounted in the stock location."

The power steering is a necessity, Larry admits. "You know, I lose about fifteen pounds every race. Dehydration. That first race I ran, the 1000? I put my pants on afterward, and they fell clear down to my knees! Before every race, I think I really have to take a leak, you know, from nerves. I've heard guys talk about they pee in their pants? I've never had to stop during a race. It just sweats right out of me. When you lose power steering, it sure does! The close-ratio unit is fine and dandy when it's workin', but you lose it, and it takes some real leverage to turn that wheel. Once, in one of the trucks, we'd come from seventeenth to second by the time we got to the summit, and it wasn't three seconds later the steering went out. It should have taken twenty minutes to go from top to bottom, but it was all rocks and switchbacks, and that truck weighed 4500 pounds, and it took us two and a half hours. You'd hit a rock, and you couldn't tangle with the steering-wheel spokes 'cause they'd just spin and rip your thumbs out.

"We run Mastercraft seats and padded racing harnesses. Usually we carry two

spare tires. If you have a flat and you've used your spare, you tend to go a lot slower unless you have another one. The only instrument I've got on my side is the tach. The other gauges the co-driver is able to see, and we've got a backup warning light for each system—amps, temperature, and oil pressure. That's plenty. We also have an intercom in our helmets, and we carry a tool set, a hydraulic jack, a tow strap, a shovel, jumper cables, flares, a tank of drinking water, sometimes a little survival kit of food, and a fifteen-channel FM radio. In Baja, I've talked as far as 80 or 90 miles

from the summit to Mexicali."

Normally folded flat for high speeds, the KC HiLiTES 150-watt pencil beams mounted on the roof can be swiveled up and aimed from inside for "a good look at the top of a hill before you get there," says Larry. "And then I run wider 100-wattaters on top of the push bar in front, and below that, splayed-out fog beams for corners and for fog and heavy dust to cut reflection from the haze."

All the parts and pieces are joined in toe-bone-fastened-to-the-foot-bone fashion, eventually leading to a boxed frame that is

Despite height, King Kermit slides so much, it never feels tall, always feels coordinated.





RADAR DETECTORS



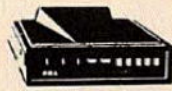
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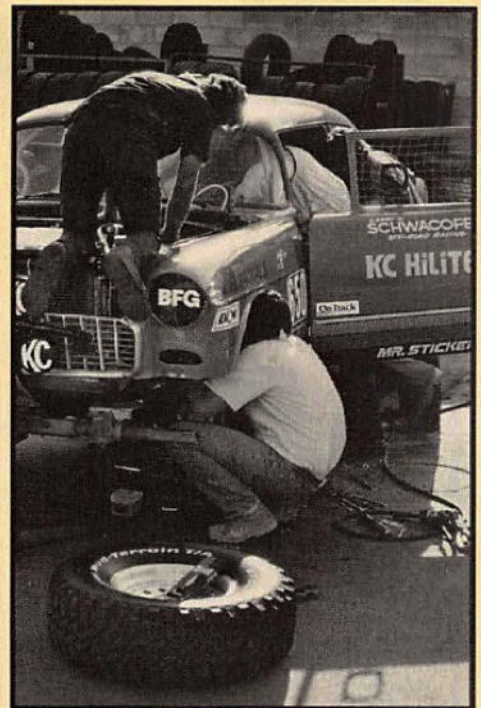
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KING KERMIT



Steering box needed one repair for C/D drive, equaling number of BFG flats last season.

... tied into a full, chassis-beefing roll cage.

"Every place there's a bracket bolted to the frame, there's a piece of chrome-moly tubing that's been put clear through the frame and heliarced on both ends so that when you bolt it down, it's solid. If you run a plain bolt through a box frame, it vibrates and loosens. Everything was put together with grade-8 bolts. I think I paid \$747 just for grade-8s!"

So how much would it take to duplicate this overgrown jumping frog?

"Do I have to be honest?" Larry hoots. "My wife might read this! I'll cut this part out. . . . Not counting the original cost of



the car, I'd say you're talkin' about \$45,000. But for a Class 8, you're talkin' \$75,000. You look and say, what's the big difference? Well, their rear ends are \$3500 versus \$800 for ours. And there's a lot of special machine work that doesn't meet the eye. How many shocks we got? Fourteen! Even for us, it adds up real fast. That steering box would probably be \$800 now. The little reservoir can on it? Seventy-five! I'll make one next time! All told, it's a lot more than \$45,000 because of trial and error. For what I've spent, I could probably build one super-trick Class 8 car.

"But it's been fun. All of a sudden you fly around a bend at night and see a campfire and hear a whole bunch of people cheerin'. It feeds the old ego, and what I really get a kick out of is comin' in to the finish and seein' my pit crew grinnin' from ear to ear. If I've won, *ahhh!* Feel good! The bruises are still there, you just don't feel 'em."

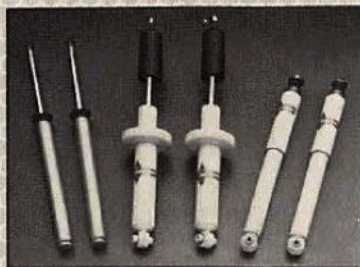
The bruises begin where the rubber meets the crud, but considering what his wins owe to his tires, Schwacofer is sky-high on Goodriches. "I can't say enough about 'em. I've been running BFGs for two years now. In eleven races last year, we only had one flat. That ain't too shabby. Some of these guys have two or three flats on long laps. I used to run the old bias-ply tires, and when I first got on BFGs, it was a little spooky 'cause of the narrow rims floating laterally inside these widespread radials. Boy, that's a son of a gun when you're goin' fast. These are seven-inch rims. The ideal rim for street driving would probably be ten inches, but we need sidewall protection from rocks hitting the rims. I had to play with the pressures to figure out a comfortable setting. I usually run 30 to 32 pounds. But for faster courses, I'll run around 28 psi cold. The radials have given us two or three inches more effective suspension travel because of their give, yet the sidewalls are so damn tough, we bounce off rocks.

"The all-terrain version has a lot more tread lugs than the mudder, so it's great as an all-rounder. But if a guy's running off-road most of the time, you can't beat that mud tire. BFG also has a tire called, I believe, the T/A Sport Truck. Its tread pattern is real tight. I tried 'em at the Riverside Off-Road World Championships, and when you were trying not to slide down off

TMC

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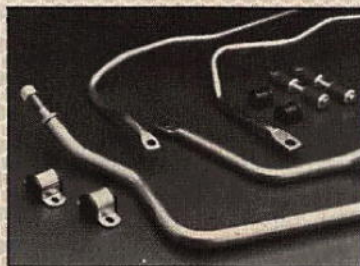
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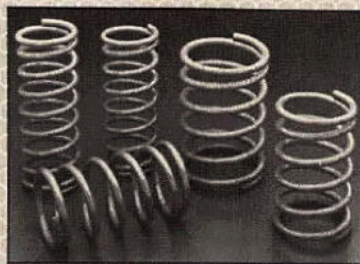
Group C 149.95 set/4 BMW 320i, Datsun 240Z, 260Z, 280Z, 280ZX, Maxima (81-82), Porsche 914, VW Rabbit-Scirocco-Jetta (75-84).



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Group B 59.95 pair Mazda RX-3, Capri (71-77), Toyota Corolla (75-79).

Group C 74.95 pair Camaro (70-81), Mustang (65-69)



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INSTRUCTION

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MISCELLANEOUS

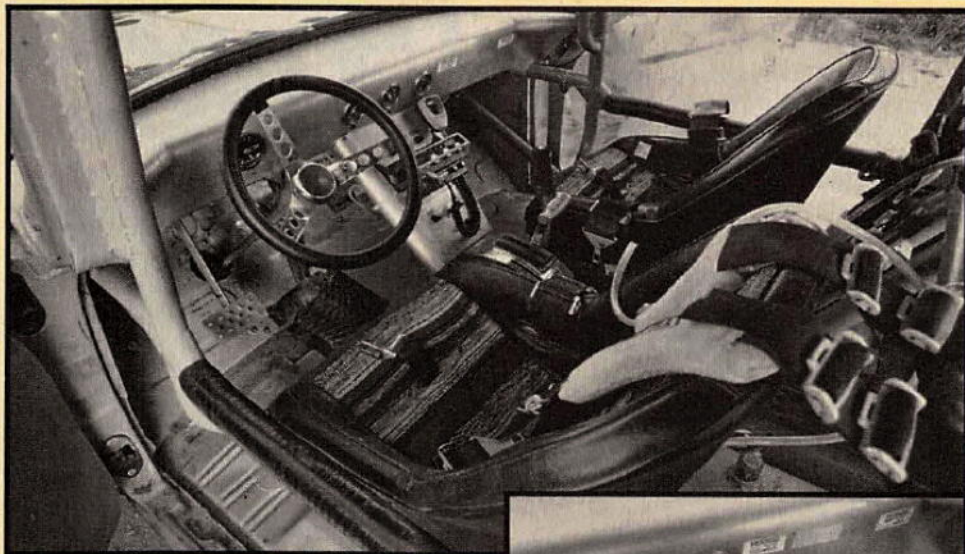
ORIENTAL BEAUTY SEEKS ROMANCE! warm, loving, sincere, lonely. Thousands local, U.S.A., worldwide. All ages. FREE PHOTO ALBUM! (send \$1.00 shipping/handling). Pacific, Suite 18-B, 8033 Sunset, Hollywood, CA 90046.

BEAUTIFUL, DECENT, UNSPOILED English speaking Filipinas want correspondence, friendship, marriage. Free details: PALS, Blanca, Colorado 81123.

ORIENTAL SINGLES seeking cultural exchange, friendship, sharing, marriage. Write: CHERRY BLOSSOMS, Box 1021P, Honokaa, Hawaii 96727.

Class Adv. Cont'd. on pg. 142

KING KERMIT



Harnesses are well padded, and grab handle helps keep masochistic co-driver on the job.

the side hills at 90 and 100 mph, boy, those things were trick. But in sharp corners they didn't have enough sidewall bite because they're square-shouldered."

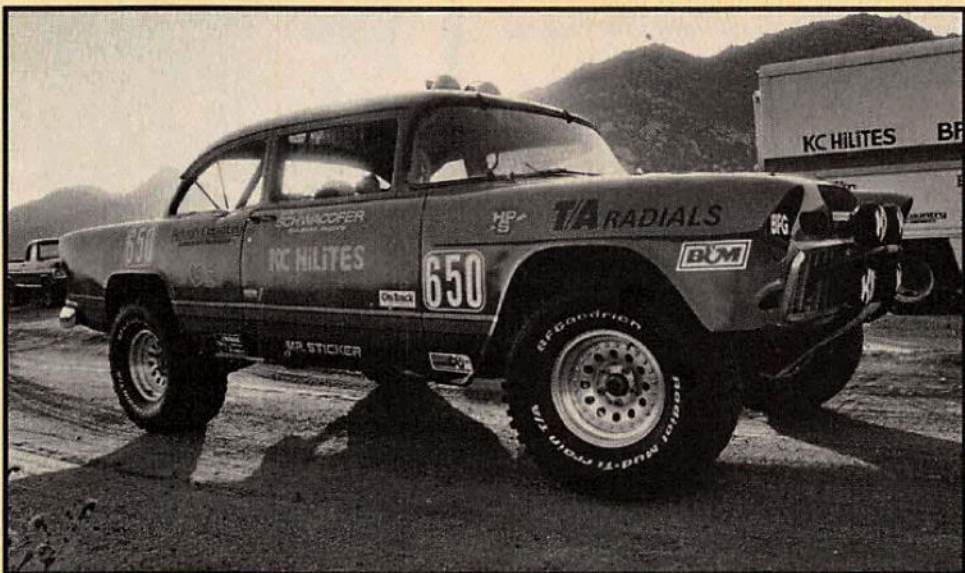
The tread patterns remind Schwacofer of a Baja story: "I don't know it at the time, but I'm followin' a guy who's in his first race. It's real tight and winding out of Ojos Negros and up into the forest, but I get up through his dust, so he should pull over, but he just won't. It's too dangerous, too tight, to really tap him, because I'd put him into a tree and take myself out, too. But the road widens as you go through a little stream, and instead of goin' down in the creek bed, I bounce off a little embankment. That launches us while he goes down and across, and we fly right over the top of him, and my left-rear tire hits on the right side of his hood. I'm lookin' in the mirror when we land on the far bank, and I can see the guy's eyeballs down there! I don't say anything, and my co-driver doesn't say anything, and we go on about



four or five miles down the road, then he says, 'Uh... do you know what we did back there?' And I says, 'Yeah,' and he says, 'We jumped over that son of a bitch!'

"I says, 'Nobody'll ever believe it,' and he says, 'Nope.' But after the race, here comes this guy hollerin' 'There it is, there it is!'

Inside wild, green 30-year-old skin live up-to-date parts, heart of gold, and will to win.



Malm's CAR WAX OUTSHINES anything

... and we mean anything,
or UPS® will pick it up* for a full refund!

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We have the *ultimate* confidence in our quality formulas, and make this extraordinary guarantee. Use Malm's on your entire car. If you don't see an amazing improvement over whatever you're settling for now, simply notify us within 30 days. At our expense, UPS, the people that delivered Malm's, will return and pick it up! We'll send a full refund, and you've tried the best car-shining product free of charge.

RADIANT AS CRYSTAL

Most waxes can give only a temporary and "half-baked" shine. They'll never approach the crystalline brilliance of Malm's. Rain even heightens its glisten.

THE "POLY" HOAX

Malm's isn't a "poly" product, although it can be used after one has been applied. "Poly" instructions warn you about getting it on windshields, plastic, and rubber parts. Besides making repainting very difficult, most "polys" are mixed with harmful abrasives.

THE ABRASION TRAP

Some owner's manuals suggest a good automotive, non-abrasive wax: great advice if you plan on waxing your car once, leaving it garaged and never driving it again. All cars, even new ones, load up with tiny scratches and dirt even careful washing can't remove. Only the finest polishing agent can. But VIRTUALLY EVERY NATIONALLY ADVERTISED WAX CONTAINS STRONG ABRASIVES. Where does this leave the informed consumer?

THE GUARANTEED SOLUTION: THE MALM'S SYSTEM

Malm's is a two part, finish enhancing system for the very best in car care. First, Malm's Ultra-Fine Polishing Cleaner avoids the abrasives trap, yet it cleans and shines the paint. Second, Malm's Carnauba Wax protects that clean surface and maximizes its rich tones.

DE*:

THE GENTLE GIANT IN MALM'S POLISH

Malm's Ultra-Fine Polishing Cleaner contains Diatomaceous Earth (DE*), minute, almost microbial, algae cells that have fossilized into the finest, talcum-like polishing agent. The difference between DE* and a coarse abrasive is like the difference between flour and gravel.

The microscopic DE* in Malm's Ultra-Fine Polishing Cleaner will greatly reduce or completely

• IMPORTED LIQUID CARNAUBA!

• FORMULATED FOR CUSTOM FINISHES!

• REMOVES THOSE TINY SCRATCHES... EVEN ON BLACK!

• ELIMINATES POWDERY RESIDUE!

• EXCELLENT WATER BEADS!

Malm's
NOT SOLD IN STORES!



eliminate stains, dirt, imperfections and those thousands of haze-like scratches... even on black!

The finer the polish, the higher the gloss! Malm's Ultra-Fine Polishing Cleaner cleans the surface of your paint and smooths it to the maximum gloss attainable. You'll see and feel the difference.

FROM POLISH TO WAX

Malm's Ultra-Fine Polishing Cleaner leaves a smooth, dirt-free, reflective surface. It prepares the paint for the ultimate finish, Malm's Carnauba Wax.

* ONLY CONTINENTAL 48 STATES
Other areas must mail package for full refund.

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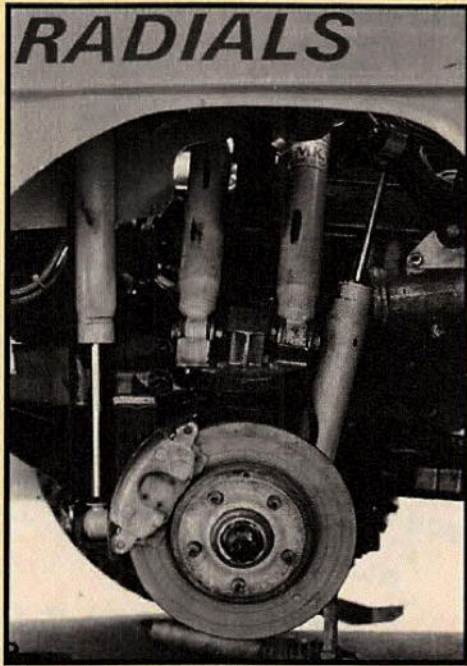
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KING KERMIT



Corvette discs, Rough Country shocks up front.

and pointin' at us. We went over and looked at his truck, and you could see the tire mark right across the hood!

"Things like that happen so fast, you don't plan it, and you've got to be there to believe it. That's the shame of the sport: you've got maybe ten or fifteen guys helping you, but there's only two out there in this phase of it, the driver and co-driver. I try to switch off and give Barry Williams and Doug Collins and the other guys a ride once in a while, but Sid Spradling and I are such a team that he knows how to keep me from getting too hyper at the wheel."

Schwacofer's crew has just buttoned up the steering box, so shotgun Sid now gets to keep the *Car and Driver* guy from getting hyper at the wheel.

We trailer the Chevy into the foothills, unload it, and take to the whoop-de-dos with Larry A. Schwacofer. He feels out the steering, the suspension, the brakes, and the throttle, using this as a brief pre-run for next weekend's Mojave 250 (which he will win). Schwacofer starts easy, then ripens the pace, but the sun is dipping fast, so he cheerily clambers from behind the wheel to make room for the unknown quantity from the magazine. A considerably less cheery Sid Spradling latches himself to the co-driver's seat, and we rumble off in King Kermit. Right away, this feels good.

Kermie is, indeed, the true and rightful king. Everything about the big '55 works

Vehicle type: front-engine, rear-wheel-drive, 2-passenger, 2-door sedan
Price: \$45,000 (estimated)
Engine type: V-8, iron block and heads, 1x4-bbl Holley carburetor, 700 cfm

Displacement	372 cu in, 6097cc
Power (SAE net)	410 bhp @ 6000 rpm
Transmission	B&M Turbo 400 3-speed automatic
Wheelbase	115.0 in
Length	192.0 in
Curb weight	4300 lb
Top speed (estimated)	125 mph
Fuel economy, Baja 1000	5 mpg

Racing around the Corner

- JUNE**
- 15 24 Hours of Le Mans, Le Mans, France
 - 16 Canadian Grand Prix, Montreal, Quebec
 - 16 CART/PPG Stroh's GI Joe's 200, Portland International Raceway, Portland, Ore.
 - 16 SCCA Bendix Brake Trans-Am Championship, Portland International Raceway, Portland, Ore.
 - 16 NHRA Budweiser Springnationals, Columbus, Ohio
 - 16 NASCAR Miller High Life 400, Michigan International Speedway, Brooklyn, Mich.
 - 16 IMSA Renault Cup West, Laguna Seca Raceway, Monterey, Calif.
 - 22 SCCA Bendix Brake Trans-Am Championship, Detroit, Mich.
 - 23 Detroit Grand Prix, Detroit, Mich.
 - 24-4 Great American Race, Hollywood, Calif., to New York, N.Y.
 - 27 FIA New Zealand World Rally, Auckland, New Zealand
 - 28 NHRA Grandnational-Molson, Montreal, Quebec
 - 28 SCCA Quaker State Oil Sixth Annual Longest Day of Nelson, Nelson Ledges Road Course, Garrettsville, Ohio
 - 30 CART/PPG U.S. Grand Prix at the Meadowslands, Meadowslands Sports Complex, East Rutherford, N.J.
- JULY**
- 4 NASCAR Pepsi Firecracker 400, Daytona International Speedway, Daytona Beach, Fla.
 - 4 IMSA Firestone Firehawk Endurance Cup, Lime Rock Park, Lime Rock, Conn.
 - 4-7 SCCA Olympus International PRO Rally, Tumwater, Wash.
 - 6-7 SCCA Playboy United States Endurance Cup, Saint Louis International Raceway, Saint Louis, Mo.
 - 7 French Grand Prix, Paul Ricard, France
 - 7 CART/PPG Budweiser Cleveland Grand Prix, Burke Lakefront Airport, Cleveland, Ohio
 - 7 SCCA Bendix Brake Trans-Am, Summit Point Raceway, Summit Point, W.Va.
 - 7 IMSA Camel GT/GTO/GTU, Champion Spark Plug Challenge, and Renault Cup East, Watkins Glen Circuit, Watkins Glen, N.Y.
 - 11 NHRA Budweiser Summernationals, Englishtown, N.J.
 - 13 63rd Predator Pikes Peak Auto Hill Climb, Colorado Springs, Colo.
 - 13 NASCAR Pepsi 420, Nashville, Tenn.
 - 14 SCCA Bendix Brake Trans-Am Championship, Mid-Ohio Sports Car Course, Lexington, Ohio
 - 14 IMSA Camel GT/GTO/GTU, Champion Spark Plug Challenge, Kelly American Challenge, and Renault Cup East, Michigan International Speedway, Brooklyn, Mich.
 - 21 British Grand Prix, Silverstone, England
 - 21 CART/PPG Michigan 500, Michigan International Speedway, Brooklyn, Mich.
 - 21 SCCA Bendix Brake Trans-Am Championship, Brainerd International Raceway, Brainerd, Minn.
 - 21 NASCAR Like Cola 500, Pocono International Raceway, Long Pond, Pa.
 - 21 IMSA Firestone Firehawk Endurance Cup, Sears Point International Raceway, Sonoma, Calif.
 - 25 NHRA Mile-High Nationals, Denver, Colo.
 - 27 FIA Argentine World Rally, Buenos Aires, Argentina
 - 27 International Race of Champions, Talladega, Ala.
 - 28 IMSA Kelly American Challenge, Circuit Automobile de Granby, Granby, Quebec
 - 28 NASCAR Talladega 500, Talladega, Ala.
 - 28 IMSA Camel GT/GTO/GTU, Champion Spark Plug Challenge, and Renault Cup West, Portland International Raceway, Portland, Ore.



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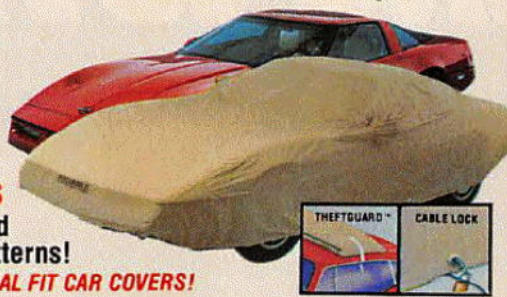
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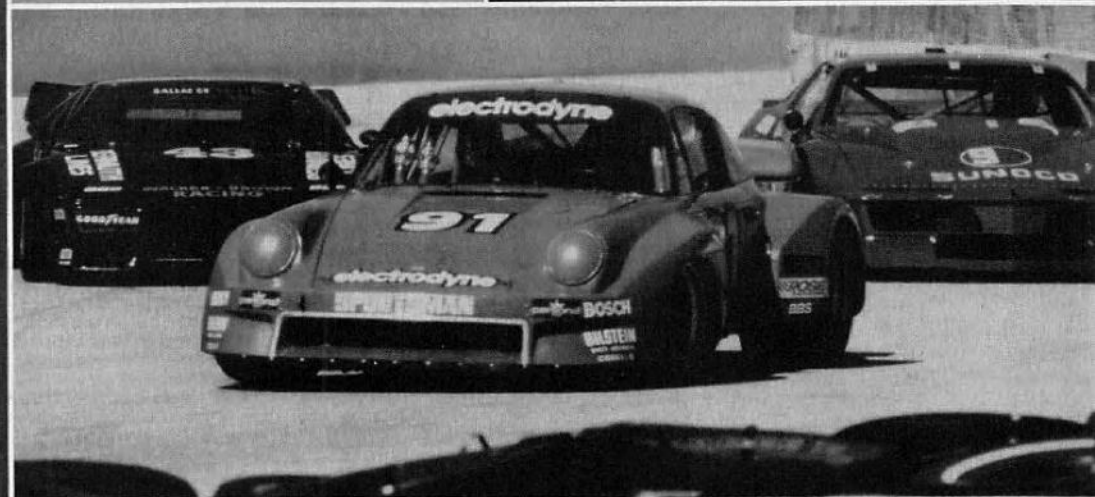
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KING KERMIT



well. With 410 horsepower ready chop-chop, it feels as if it weighs half of its 4000 pounds. Gone is the sit-on-top-of-the-house feeling of Fifties Chevrolets. The car does tower over all, but it feels well tied to the landscape, and the landscape is so broad, you could just as well be in a formula car, albeit a formula car with yards of travel in its springs and cushions of bubble gum in its shocks. We've been restricted to the easy stretch of Schwacofer's unofficial test site by a worry-wart government employee, and this section is an absolute piece of cake at the brisk but less-than-calamitous pace that keeps shotgun Sid from jumping ship. The B&M torque converter dishes out the horsepower effectively, allowing you to slap-lever the gears smoothly up and down. You break the car loose to set it up for sideways shenanigans, waltzing it into attitudes other than four-square.

The final-drive's locked differential makes Kermit bull straight ahead when you dip heavily into the throttle, no matter where the front wheels are pointed, so you can't use the power to boot the tail around. Instead, you rely on a feint one way to freak the car sideways, then you give it a wheel toss in the other direction. When it's straight again, gas it! (Oh, sweet sound!) This may seem crude, but the controls are so well coordinated that Kermie feels much more in the midst of a minuet than a boogaloo.

We go whooping and whaling up and down the approved section of road, plowing it into a silt bed, which pulls up the covers in a choking dust cloud that settles over every pore and clogs every lung. It's more than enough to choke you up, but when people talk about the glory of off-road racing, this is not that part.

What they have in mind is an enormous frog-green 1955 Chevrolet, flying ten feet off the ground and clearing the traffic pattern out of Mexicali, *piloto supremo* and Hemet headcase Larry A. Schwacofer at the controls, looking to make his mark, even if it's on somebody's hood.

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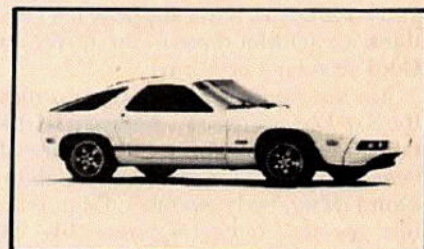
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PATRICK BEDARD

*Oh, about 30 paragraphs
per gallon on trips,
less around town.*

• Once I saw a guy driving and brushing his teeth at the same time. But only once. This was in Ann Arbor, Michigan, home of the University of Michigan, an institution that likes to think of itself as the centroid of a very advanced civilization, so you expect to see odd behavior in that town. I was stopped at a light. It was seven o'clock in the morning. A van approached on the cross street and made a left turn across my bow. The driver's mouth was oozing foam. He was steering with his left hand while his right pumped away on the brush handle. Look, Ma, no cavities.

Another time I saw a woman penciling her eyebrows while she was driving. This was on the Long Island Expressway. She had her lips pursed tightly, the way you do when you're concentrating, and she was freehanding a come-hither arch and monitoring its progress in the mirror. This kind of artwork goes on all the time in bedrooms and bathrooms, and I suppose it's naïve to think it's seldom done in the driver's seat. But I've seen it only once.

Just last Sunday, early in the morning on the San Diego Freeway, I eased past a Mustang moving along pretty well in one of the center lanes. The driver was a California-blond thing, early twenties, I'd guess, and her jaw was ratcheting away like Mario Cuomo's whenever he finds an open microphone. I thought she was talking to herself. But then I saw she had a book propped against the steering wheel. She was reading aloud, maybe learning her lines for a play or something, I don't know. But she wasn't focused on her driving. That was obvious.

Reading at the wheel is something that's

going around lately. On I-65 in Indiana, I saw a Ford with U.S.-government license plates moving at exactly the double-nickel. As I inched alongside, I could see a book resting on the steering-wheel spokes, spread open like a gospel on a pulpit.

I'm not the only one to observe this trend, either. A recent issue of *New York* magazine carried the following account under the title "A Really Bad Read":

I was stopped at a traffic light on West Street in lower Manhattan one morning several weeks ago. The light turned green. I hesitated while I hooked on my seat belt. Just as I stepped on the gas, I got smacked from behind by a large truck. I jumped out of my car. The truck driver slowly climbed out of his cab.

"What happened?" I asked.

"I didn't see you," he answered, which was hard to believe, since my car is a bright-orange Volvo.

"What do you mean you didn't see me?" I said.

"I was reading," he said. "It happens."

My car suffered \$1,200 in damages. His truck was fine. Janet Pines

As a guy who earns his daily bread in the word business, I'd like to think that, finally, the market is coming to me. I didn't have any California real estate to sell at the dawn of this decade, when that was the path to prosperity. I don't have any cocaine to sell now that the big money is being made there. But, boy, do I have words: a rich and largely untapped vein of pronouns, adverbs, gerunds. You name it, I've got it, by the bag or by the box. A rush toward reading could ring my cash register like the January white sale at Macy's.

But why delude myself? We aren't seeing any sudden passion for literature. Drivers are reading in cars because they're bored to desperation. They know what the deal is. They know that driving American style takes only half a brain, so that's how much they're giving to the job. With the other half they're reading, filing nails, dictating letters, learning foreign languages, and planning corporate takeovers.

At least they're filling the time with useful endeavors. But that's soon to change. Sony—the miracle maker that brought us tiny tape players to hang from our belts—is now making tiny televisions to prop up on our dashboards. It's going to happen, just as surely as God made "Little House on the Prairie." People are going to be driving and watching the tube.

Maybe it won't matter. I don't think many drivers are paying attention now. Why should they? You can steer around at the double-nickel with your brain on pilot light. So, when it comes to allocating your attention, why pay more?

But the 55 isn't the problem. It's only a

symptom, a clue to what's wrong with the American philosophy of driving. I'd like to blame the judges, or the cops, or the lawmakers, or NHTSA, but I think it's the average American who is responsible. He puts up with a system intent on reducing the task of driving to the lowest common denominator of human ability. In America, driving has come to be regarded as a "privilege" available to all: show us you can park, give us five bucks, and you can have a license. That parallel parking is dreaded as the make-or-break part of the driving test tells you all you need to know about America's expectations of its drivers.

Funny thing about humans: if you ask nothing of them, that's what they give you. Sit in on traffic court sometime. What the judges expect of all those brought before them is no creativity. Don't go fast. Don't cross any lines. Don't use the capability of your car. Don't think. And the police are patrolling to make sure you don't. The signs and the lines are not advisories—you can't take note and make judgments accordingly—but orders. Don't think, under penalty of law.

Not, mind you, that the problem is simply a matter of the law. Our road system has become amazingly good, the best I've seen anywhere in the world. The hazards to motorists have been systematically eliminated, replaced with miles of guardrails and gentle grades. No challenge there.

And the behavior of our new cars in the past fifteen years has become amazingly refined. The cheapest Japanese econobox now has superb handling and brilliant brakes. No challenge there, either.

These advances are confirmed by the highway death rate. Back in 1925, there were 18.2 fatalities per one hundred million miles driven. By 1973, that number had fallen to 4.12. When it dropped to 3.53 in 1974, coincident with the new speed limit, the safety savants thought they had witnessed a miracle. No other country on the planet had less risk for its drivers. However, in the years since, the rate has fallen even further, to 2.55 last year. Think of it. In every hundred million miles—that's 4016 times around the earth—driven by total amateurs who've barely scraped by a parallel-parking test, fewer than three people die. It is remarkable.

And I suspect it is also why Americans are reading at the wheel. Take the reciprocal of the death rate (statisticians are always doing neat stuff like this) and you get the boredom rate, which keeps going up. Every year there is less bottom-line reason to pay attention. The American motorist isn't suicidal. He wouldn't be steering and flipping pages at the same time if he thought it was risky. He's doing it because he can't see any reason not to.

We all have our own ways of deciding the right thing, I guess. First priority is staying awake. I have my own way, and if there aren't going to be reading tickets, there shouldn't be speeding tickets, either. ●

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