

ROAD & TRACK

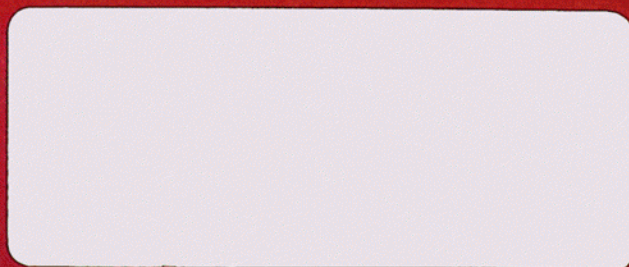
JULY 1991

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ROAD TEST
LEXUS SC 400
Beating Europe at its Own Game?

ALSO TESTED
Nissan Sentra SE-R • Volvo 940 SE • Mazda RX7 Infiniti IV





**BMW MEETS THE
DEMANDS OF THE 90s
WITH ITS SPIRIT INTACT.**



**INTRODUCING
THE RE-DESIGNED,
RE-CALIBRATED,
RE-ENGINEERED,
RE-INVENTED
BMW 3-SERIES.**

In today's volatile economy, even people of means are asking a question that should alarm the world's automobile makers:

"Just what makes this car worth the money?"

The new BMW 325i sedan, however, welcomes such scrutiny. Because not only does it embody

the traditional BMW passion for driving, it offers a whole set of more practical-minded virtues—most notably safety, durability and ease of maintenance.

It represents eight years of intensive thought from every automotive discipline. An effort unlike any in BMW's history.

**THE NEXT BEST THING TO A
CAR THAT MAINTAINS ITSELF.**

At the heart of the 325i is a new 189-hp, 24-valve engine so advanced that it requires little regular maintenance beyond the changing of oil, filters and plugs. Its sophisticated electronics

incorporate a "black box" system that can play back past engine events for the BMW technician, revealing problems that might otherwise be difficult to detect. Or even describe.

**THE 325i IMPACT-ACTIVATED
SAFETY SYSTEM.**

BMW has always held that the greatest safety feature is a car that enhances the driver's ability to avoid accidents in the first place. Thus, BMW's historic excellence in the areas of suspension, steering and advanced antilock brake technology.

But, in the event that you

are unable to avoid a frontal impact, the 325i is also designed to launch an entire sequence of events to help minimize injuries.

Hydraulic bumpers absorb a part of the impact energy. A system of "crush tubes" absorbs yet more. The seat belts tighten their grip. Three sensors trigger the driver's-side airbag. Interior lights are automatically turned on and the doors are unlocked, to assist in escape or rescue.

**A SAFE CAR NEEDN'T BE
A BORING ONE.**

The unique driving character of the original 3-Series is not

only alive in the new 325i sedan, but substantially enhanced.

The rear suspension is so unlike other cars in its class, it's patented. Resulting in improved stability in hard cornering, and a better grip of the road overall.

When it comes to comfort, the 325i is now longer, taller and wider than before. It has firmly supported seats. Left and right temperature controls, to allow for individual preferences. Even a microfiltration system that removes dust, pollen and most odors from the interior air.

Of course, the 325i is also equipped with BMW's four-year/

50,000-mile bumper-to-bumper warranty,* for protection against unexpected expenses, as well as a Roadside Assistance program you can call upon any day of the year, on any road in the U.S.A.**

If you would like to receive literature on the new 3-Series, or be connected directly to your nearest BMW dealer, you need only call 800-334-4BMW.

We also invite you to stop in for a test drive, so you can find out what makes the 325i sedan worth the money from the best vantage point of all: the driver's seat.



THE ULTIMATE DRIVING MACHINE.™

* See your BMW dealer for details on this limited warranty ** Services provided by Cross Country Motor Club, Inc., Boston, MA 02155, except in CA, where services are provided by Cross Country Motor Club of Calif., Inc., Boston, MA

ROAD & TRACK

JULY 1991

VOLUME 42, NUMBER 11



COVER PHOTO BY JOHN LAMM

Cover Story

Class is in session. Lexus has done its homework and endowed the new SC 400 with a master's degree in performance and comfort. Our test of the Japanese luxury/sports coupe that could teach Europe a thing or two begins on page

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PHOTO BY JOHN LAMM

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■ The Alfa Romeo 8C 2900 Le Mans coupe: John Lamm, the photographer, swears it doesn't have a bad angle. And Lamm, the writer, calls it "magic."



PHOTO BY JOE RUSZ

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BRIDGESTONE

HP41 Potenza UTQG: 220AA Radial. 2 steel belts, 2 polyester body plies. High performance M+S design. HR speed rated. Blackwall. \uparrow = VR speed rated. \uparrow = ZR speed rated. \uparrow = SR speed rated.

P175/70R13	\$47	P195/60R14	\$64
P185/70R13	\$53	P195/60R14	67
P185/70R13	57	P205/60R14	70
P185/70R13	59	P215/60R14	76
P205/60R14	65	P225/60R14	79
P185/70R14	55	P195/60R15	68
P195/70R14	58	P205/60R15	71
P195/70R14	62	P215/60R15	76
P205/70R14	67	P225/60R15	84

RCOT S471 UTQG: 240AA Radial. 2 steel belts, 1 or 2 polyester body plies. SuperFiller stiff bead compound. High performance all-season design. HR speed rated. M+S rated. Blackwall.

P175/70R13	\$43	P195/70R14	\$53
P185/70R13	47	P205/70R14	57
P185/70R14	51		

RE71 Potenza UTQG: 140-160AA Unidirectional. Radial. 2 steel belts, 2 polyester body plies. Blackwall.

P205/60R14	\$119	P225/50R15	\$151
P195/60R15	115	P245/50R15	175
P205/60R15	120	P205/55R16	162
P215/60R15	129	P225/50R16	170
P195/50R15	115	P245/45R16	171

Tread design may vary by size.

Turanza UTQG: 160-240AA NEW All-season radial. 2 steel belts, 2 nylon belt edge strips, 1 nylon cap (VR rated sizes), 2 polyester body plies. HR speed rated. Blackwall. \uparrow = VR speed rated.

195/70R14	\$ 78	185/60R14	\$ 82
205/70R14	83	195/60R14	85
195/65R15	90	195/60R15	87
215/70R15	109	205/60R15	91
205/65R15	94	P215/60R15	93
205/65R15	114	P225/60R15	125

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15 X 6	118	16 X 7	140

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Continental

CZ 91 UTQG: 150AA Radial. 2 steel belts, 2 nylon caps, 2 rayon body plies. ZR speed rated. Blackwall.

205/60-15	\$ 82	225/50-16	\$152
215/60-15	85	245/45-16	169
225/50-15	132	235/45-17	154
205/55-16	133	255/40-17	173

CH/CV 51 UTQG: 150AA Radial. 2 steel belts, 2 nylon caps, 1 or 2 rayon body plies. HR speed rated. Blackwall.

175/70R13	\$53	195/60R15	\$ 96
185/70R13	54	185/65R15	63
185/60R13	55	185/65R15	80
205/60R13	71	195/65R15	64
185/70R14	59	205/65R15	76
185/60R14	64	205/65R15	86
185/60R14	81	205/65R15	82
195/70R14	64	215/60R15	108
205/70R14	71	225/60R15	109
195/60R14	73	205/55R16	111
195/60R14	91	195/50R16	107
195/65R14	63	205/50R16	118
195/65R15	84	245/45R16	135
195/60R15	81		

CZ 21 UTQG: 150AA Radial. 2 steel belts, 2 nylon caps, 1 or 2 rayon body plies. ZR speed rated. Blackwall.

215/65-15	\$ 79	225/50-16	\$129
225/60-15	118	225/45-16	141
205/55-16	120	245/45-16	150
225/55-16	131		

CS 21 UTQG: 160-200AA Radial. 2 steel belts, 1 nylon cap (some sizes), 1 or 2 rayon body plies. SR speed rated. Blackwall. RF = reinforced. \uparrow = CS 24 tread design.

145-13	\$25	175/70-13	\$41
155-13	27	185/70-13	41
165-13	32	185/70-14	46
185-14	46	195/70-14	51
185-14RF	51	185/65-15	51

CS 24 UTQG: 320-370AA Radial. 2 steel belts, 2 nylon belt edge strips, 2 polyester body plies. SR speed rated. M+S rated. Whitewall.

P185/60R13	\$33	P205/75R15	\$46
P185/60R13	36	P215/75R15	48
P195/75R14	41	P225/75R15	50
P205/75R14	44	P235/75R15	50

CS 24 UTQG: 320-370AA Radial. 2 steel belts, 2 nylon belt edge strips, 2 polyester body plies. SR speed rated. M+S rated. Whitewall.

185/65R14	\$54	195/60R15	\$66
195/65R14	67	205/60R15	67
185/60R14	62	215/60R15	72
195/60R14	64	195/65R15	71
205/60R14	69	205/65R15	73

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P500 UTQG: 230-270AA Radial. 2 steel belts, 1 or 2 nylon caps, 1 or 2 rayon body plies. HR speed rated. M+S rated. Blackwall.

P175/70R13	\$57	P185/60R14	\$72
P185/70R13	61	P195/60R14	76
P185/70R14	63	P195/60R15	81
P195/70R14	68	P205/60R15	86
P205/70R14	74	P215/60R15	91

P600 UTQG: 180AA Radial. 2 steel belts, 2 nylon caps, 1 nylon body ply. speed rated. Blackwall. \uparrow = VR speed rated. \uparrow = ZR speed rated.

185/60-14	\$ 81	195/60-15	\$ 97
195/65-14	85	205/55-15	124
215/60-15	95	205/60-15	104
195/60-14	98	205/60-15	133
205/60-14	106	225/60-15	156

P6 UTQG: 170-200AA Radial. 2 steel belts, 1 nylon cap, 1 nylon or 2 rayon body plies. HR speed rated. Blackwall. \uparrow = VR speed rated.

175/70-13	\$54	185/65-15	\$79
185/70-13	57	195/60-15	82
195/70-14	63	195/65-15	81
195/65-14	82	195/65-15	95
185/60-14	70	205/65-15	78
195/60-14	77	205/60-15	87

P700Z UTQG: 140AA Radial. 2 steel belts, 2 nylon caps, 2 rayon body plies. ZR speed rated. Blackwall.

195/50-15	\$134	225/50-16	\$184
205/55-16	174	245/45-16	202

P4, P44 UTQG: 180-280AA Radial. 2 steel belts, 1 nylon cap, 1 nylon or 2 rayon body plies. SR speed rated. Blackwall. \uparrow = M+S rated.

145-13	\$32	175/70-13	\$42
155-13	33	185/70-13	46
165-13	36	185/70-14	49
185-14	43	195/70-14	52
165/70-13	38	205/70-14	57

P77 UTQG: 180-210AA Radial. 2 steel belts, 1 nylon cap, 1 nylon body ply. Asymmetric tread design. M+S rated. HR speed rated. Blackwall.

P175/70R13	\$59	P195/70R14	\$66
P185/70R13	63	P205/70R14	73
P205/70R13	64	P205/75R15	74
P185/70R14	61		

DUNLOP
OUTPERFORMS

D40/M2 UTQG: 160AA Radial. 2 steel belts, 1 nylon cap, 2 rayon body plies. VR speed rated. Blackwall. \uparrow = ZR speed rated.

P195/60R15	\$122	P205/50R15	\$142
195/65R15	112	245/50R15	166
P205/60R15	118	235/60R15	124
P205/60R15	123	205/55R16	150
P215/60R15	124	225/50R16	162
P225/60R15	125	245/45R16	176
195/50R15	111	P245/50R16	176
205/55R15	118	P255/50R16	187

D60/M2 UTQG: 190-220AA Radial. 2 steel belts, 2 nylon belt edge strips, 2 polyester body plies. HR speed rated. Blackwall.

185/65R14	\$54	195/60R15	\$66
195/65R14	67	205/60R15	67
185/60R14	62	215/60R15	72
195/60R14	64	195/65R15	71
205/60R14	69	205/65R15	73

G/T Qualifier HR* UTQG: 200AA Radial. 2 steel belts, 2 nylon belts, 2 polyester body plies. All season design. HR rated. Blackwall.

P185/60R14	\$48	P195/60R15	\$51
P195/60R14	50	P205/60R15	52
P205/60R14	54	P215/60R15	57

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XGT V UTQG: 170AA Radial. 2 steel belts, 2 zero degree nylon caps, 2 polyester body plies. VR speed rated. Recessed raised black letters.

P195/60R14	Call	P215/65R15	Call
P205/60R15	Call	P225/55R16	Call
215/60R15	Call	P225/50R16	Call
P225/60R15	Call	P245/50R16	Call
P205/50R15	Call	245/45R16	Call

Shipping included in Continental U.S.

XGT H4 UTQG: 240AA Radial. 2 steel belts, 2 zero degree nylon caps, 2 polyester body plies. HR speed rated. M+S rated. Blackwall.

P185/60R14	Call	P205/60R15	Call
P195/60R14	Call	P215/60R15	Call
215/60R14	Call	P215/65R15	Call
P195/60R15	Call	P225/60R16	Call

Shipping included in Continental U.S.

XGT V4 UTQG: 240AA Radial. 2 steel belts, 2 zero degree nylon caps, 2 polyester body plies. VR speed rated. M+S rated. Blackwall.

P205/60R15	Call	P225/60R16	Call
P225/60R15	Call	P225/50R16	Call

Shipping included in Continental U.S.

MXV UTQG: 170AA Radial. 2 steel belts, 2 rayon body plies. HR speed rated. Blackwall. \uparrow = VR speed rated.

175/70-13	\$72	205/70-14	\$ 97
185/70-13	80	195/65-15	\$109
185/70-14	90	195/65-15	121
185/60-14	90	205/60-15	108
195/70-14	91	205/65-15	115
195/60-14	94	205/65-15	128

Shipping included in Continental U.S.

MXV2 UTQG: 170AA Radial. 2 steel belts, 2 polyamide belts, 2 rayon body plies. HR speed rated. Blackwall. \uparrow = VR speed rated.

185/65-15	\$ 88	205/60-15	\$108
195/65-15	109	205/60-15	119
185/60-14	90	195/65-15	121
195/60-14	94	195/50-15	117
195/60-15	118	205/55-16	135

Shipping included in Continental U.S.

MXV3 UTQG: 170AA Radial. 2 steel belts, 2 rayon body plies. HR speed rated. Blackwall. \uparrow = VR speed rated.

P195/60R14	\$ 94	195/60-15	\$102
P205/65R15	116	205/60-15	\$109

Shipping included in Continental U.S.

MXL UTQG: 280AA Radial. 2 steel belts, 1 or 2 rayon or polyester body plies. SR speed rated. Blackwall.

165/70-13	\$52	185/70-14	\$68
175/70-13	57	195/70-14	72
185/70-13	63	205/70-14	76
175/70-14	63	185/65-15	71

Shipping included in Continental U.S.

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P195/60R14 \$57 P205/60R15 \$61
Continental CZ 91
205/55ZR16 \$133 225/50ZR16 \$152
Dunlop HR*
P185/60R14 \$48 P195/60R14 \$50
Michelin XGT V
P225/60R15 \$123 P225/50R16 \$160
Quantum All-Season
P185/60R13 \$30 P205/75R15 \$37

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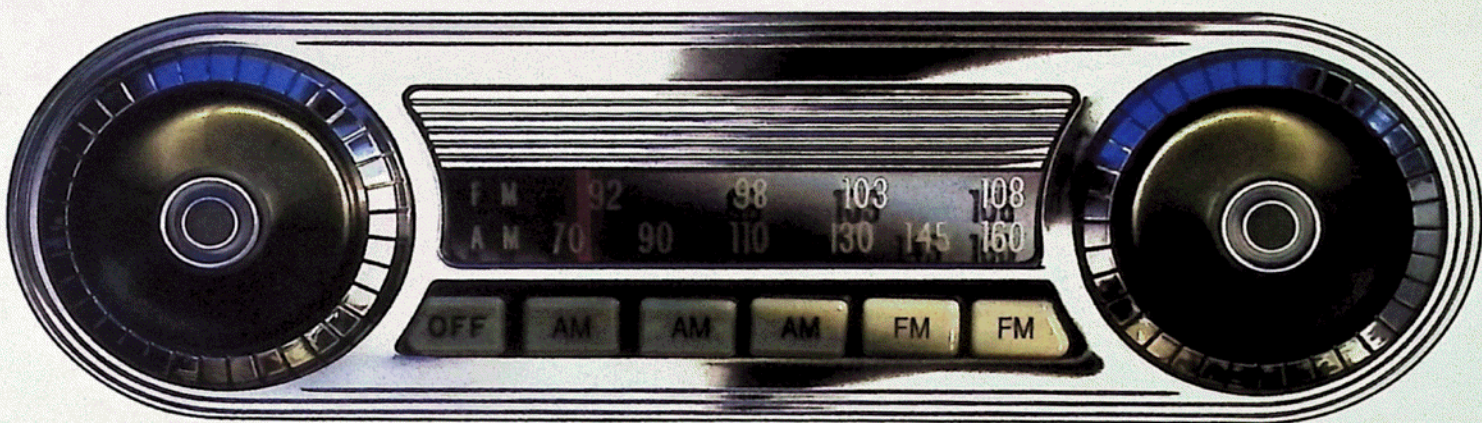
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TELETIRE



“So, Russ and I are bombing down the coast in Ozzie, the land shark, when he says, ‘Hey, check out my

new CD player.’ I look down and all I see is the radio. I’m like, ‘I don’t get it.’ That’s when he pulls out the remote.



So now I’m thinking, ‘Whoa, don’t tell me he’s got a TV in this starship, too.’ Turns out it’s the controller for the CD. He had hooked the whole thing up so the CD system worked right through a frequency on his regular FM radio, with a 6-disc CD changer tucked away in the trunk. Cool!”



Pioneer 6-Disc CD Changers can be added to any car or truck with an FM radio, or by installing a tuner/cassette/CD controller in the dash. And, the 6-disc CD magazine is compatible with the Pioneer 6-Disc CD Changer for home. To receive more information please call 1-800-421-1603.



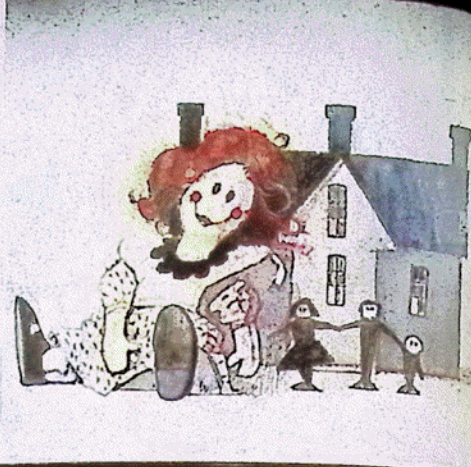
I HAD THIS DREAM I WAS TRAPPED IN DULLVILLE.



I HAD DULL NEIGHBORS.



A DULL HOUSE.



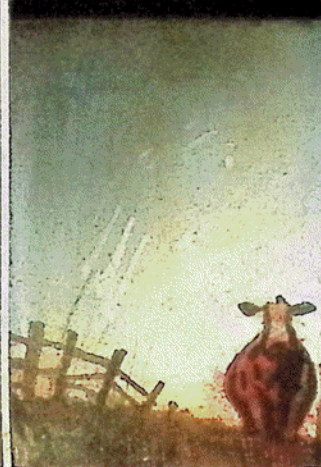
NO, A DULL HOUSE.



I EVEN HAD A DULL DOG.



LIFE...



WAS DULL.



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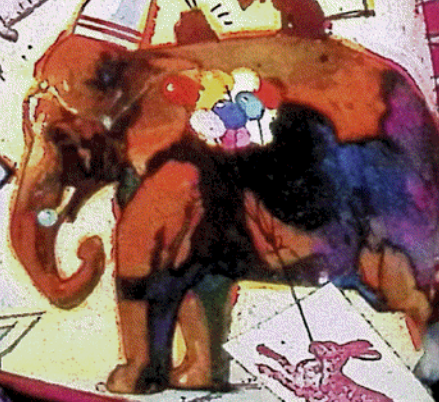
AND I BECAME the KING of FUN

Life... was FUN.



So I took MY NX and LEFT.

-it was SO COLD!

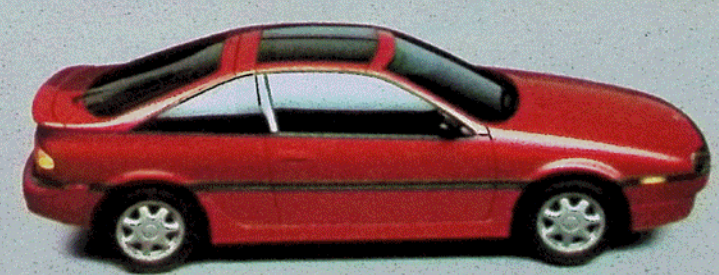


I Zipped Around and the TOWN CAME ALIVE.

BECAUSE there WERE other TOWNS in NEED of HELP.

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BEING BORING



The new Nissan NX2000, 140-hp engine, 0-60 in 7.7 seconds* 31 MPG! Standard driver's side air bag, Viscous limited slip differential, Extra wide tires, Optional T-Bar roof and ABS brakes. Does that sound fun or what?



Call 1-800-NISSAN-6 for more information. Smart people always read the fine print. And they always wear their seat belts. *Source: Motor Trend 3/91. 1991 EPA highway estimates. Use these estimates for comparison.

People & Places

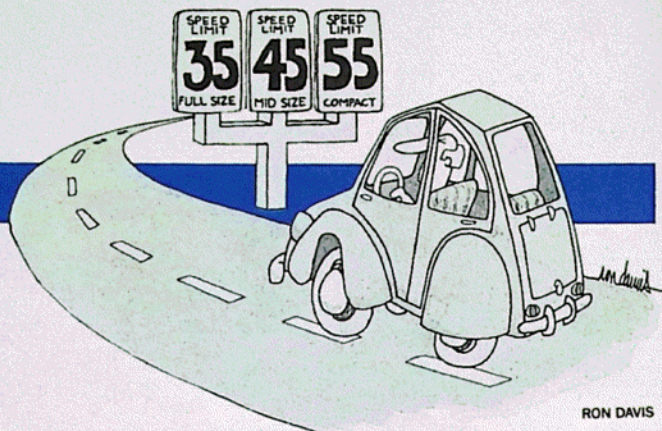
For sale in the classified section of the *Orlando Sentinel*: **GEO TRACTOR** — 11,000 miles. Also for sale in the *Manitoulin Recorder*: 1989 Mercury Stable, "Loaded."

A dog ran out into traffic on an Indiana highway and caused a multi-car accident. As the dog darted in front of speeding automobiles, one driver swerved to avoid hitting the **MUTT** and hit a new car parked in a nearby sales lot. In a chain reaction that followed, five parked new cars were also badly damaged. And the dog? It made a clean getaway.

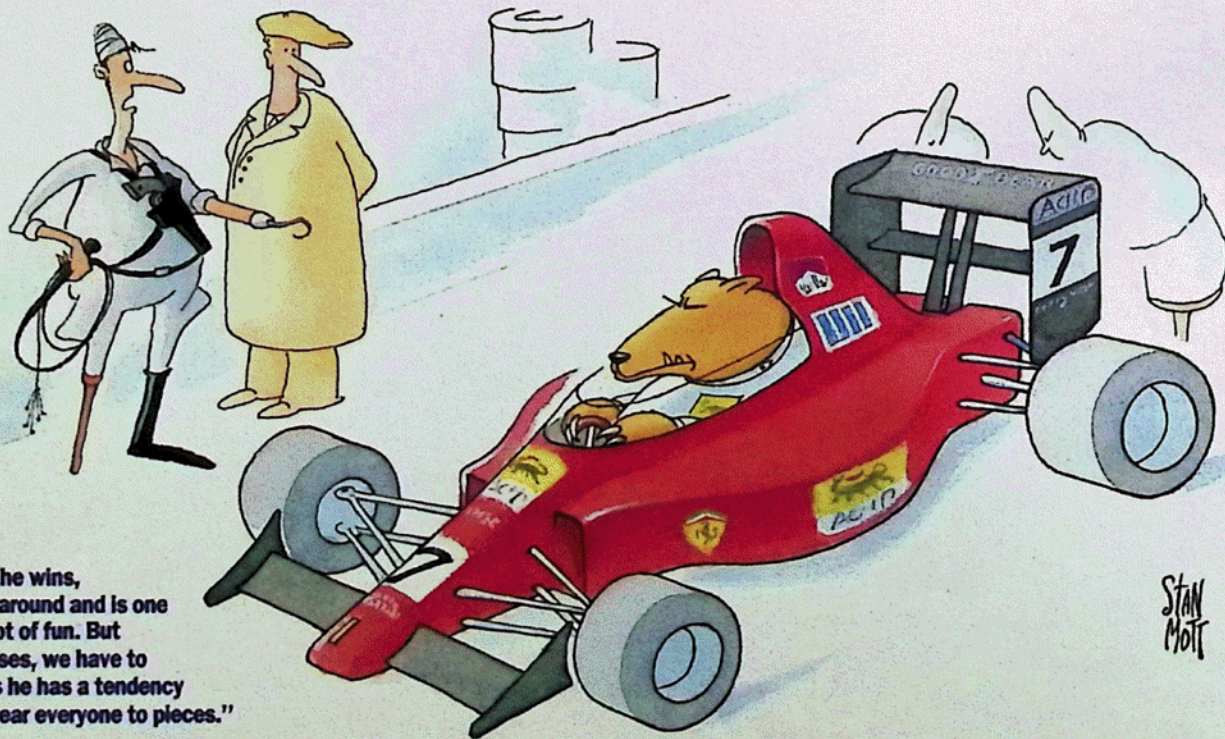
NASCAR legend Smokey Yunick gave Charlotte Motor Speedway President H.A. "Humpty" Wheeler an 11-week-old Great Dane named **CRANKSHAFT**. This puppy, whose father is a 195-pounder named Junkyard, will live in a heated and air-conditioned pen when he's not traveling about the speedway grounds with the operations staff. "Smokey told me he was a 'rear-steer' dog," says Humpty, "because when he runs, he points his tail in the direction he's going to turn." Only Smokey can talk about a dog in stock-car terms.

The frigid **WINTERS** of Minneapolis, Minnesota present a golden opportunity for car thieves. According to police in the area, 24 cars were reported stolen this past season when owners left them running so the engines could warm up. "This always happens in the cold weather," explained the police. "People start the car, leave it running and then some nitwit jumps in and drives away."

Engaged couples these days are coming up with all sorts of creative ways to get married. In Miamisburg, Ohio, 23 twosomes gathered at McDonald's restaurant to exchange **VOWS**... inside their cars. The mayor of Miamisburg read the vows over the drive-through's loudspeaker as the couples passed by one by one. The mayor ended each ceremony by saying, "Congratulations. Please drive through."



RON DAVIS



Stan Mott

■ "When he wins, he dances around and is one heck of a lot of fun. But when he loses, we have to watch it as he has a tendency to rip and tear everyone to pieces."



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By Pregnant Women May Result in Fetal
Injury, Premature Birth, And Low Birth Weight.**

Letters to the Editor

Millen's 300ZX

As an owner of a 1990 Nissan 300ZX Turbo, I found the article on Steve Millen's Super Z mighty interesting (April 1991). Could you provide me with his, or should I say his company's, address?

J.K. Adams
Richmond, Virginia

*Happy to: Steve Millen Sports Cars,
1743 E. Borchard Ave., Santa Ana,
Calif. 92705.*

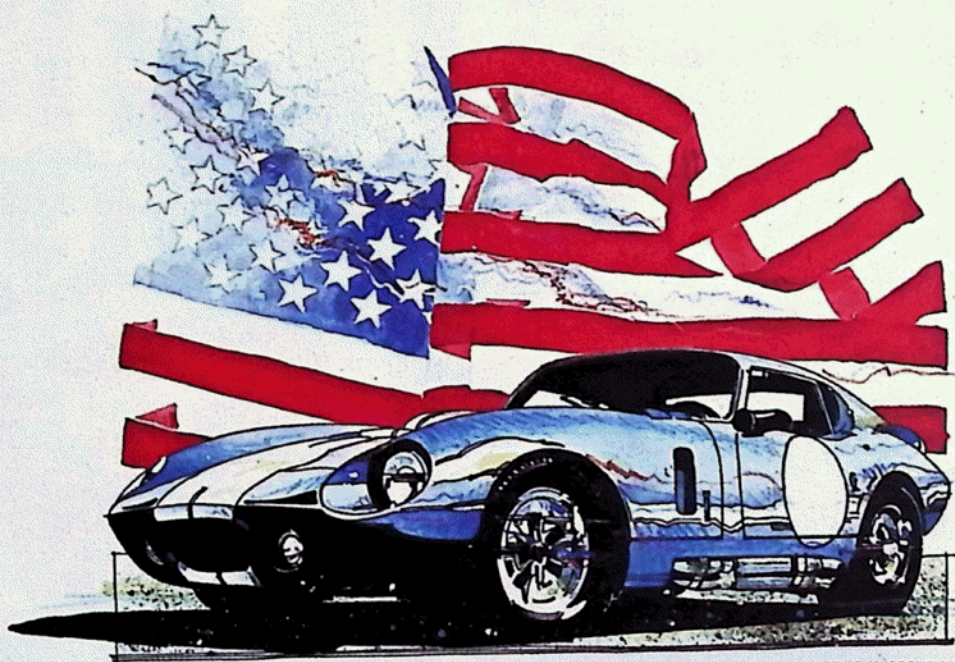
I was wondering if Steve Millen wants to work on my 240SX? Or better yet, I would trade my 240 for his GTZ. Fair enough, right?

Demenic Frenza
St. Leonard, Quebec
Canada

Thanks for showing your readers the so-called "Super Z." This car deepens my belief that the Nissan 300ZX Turbo is the fastest, smoothest and most beautiful car on the market. But why spend an extra \$20,000 to get to 60 mph a half-second faster? And what about those stickers and vents that belong on a 1991 Ford Escort GT? I love the regular Nissan 300ZX Turbo and would save the \$20,000 for a down payment on another Z.

Robert Kirk
Crestline, California

Ugly, ugly, ugly. Steve Millen has really done the carefully sculptured artwork of the Nissan 300ZX a terrible injustice. He has taken the flowing lines of the Z and tacked on the sharp edges of his air dam and a louvered brow between the headlights. Then, as if that was not enough, the fluid lines of the car's side profile were raped by large, obtrusive "vents." And to add insult to injury, the car pictured in



CRAIG AINSOUGH

your article has bright orange wiper blades. C'mon, guys, what happened to taste?

Lee Tompkins
Fort Collins, Colorado

California, here we come

I have subscribed to R&T for more than 30 years and have enjoyed your coverage of the Monterey Historic Automobile Races and associated events for many of those years.

However, it was your words in the January 1991 issue ("The Monterey Weekend") that persuaded me to make my reservations for this August, as a 50th birthday present to myself. Thanks for the extra push and for the hours of enjoyment you bring me every month.

Timothy A. Byrne
Mount Kisco, New York

Are you listening, Ford?

Although I enjoyed your article on the Thunderbird V-8 (April 1991), I do hope Ford switches the T-Bird and Cougar to the Taurus platform soon. The T-Bird and Cougar are the best-looking midsize coupes on the market, but they are heavy and thirsty.

When compared with the SC and XR-7, the SHO clearly comes out on top. It weighs less, is faster and more fuel efficient. It has a higher-quality interior that comfortably seats five occupants. Although the SHO costs more, its price includes several standard convenience features that are optional on the SC. The SHO also adds the safety of an airbag.

The only clear advantage the SC has over the SHO is the availability of an automatic transmission; Ford claims



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Mazda Miata It may have been thirty years ago, or just yesterday. A little two-seater caught your eye, and you've never been quite the same. Memories like this created the Mazda Miata. A product of both dreams and advanced technology, it's the perfect reason to pursue your love of the classic sports car.

Slip into the cockpit and you're greeted by snug, supportive seats and traditional round analog gauges. Twist the key and the 1.6-liter DOHC engine answers with a throaty growl—a note tuned to perfection by testing more than 100 exhaust pitches.

As you snap through the gears with the short-throw shifter, the front-engine/rear-drive layout and four-wheel double-wish-bone suspension combine to deliver razor-sharp handling. There's little doubt that the Miata is a purist's dream.

Yet this is one dream car that's also thoroughly down to earth. It may well be the most trouble-free sports car you'll ever own.

Even the most jaded critics have fallen head over heels. Every major automotive magazine judged Miata to be one of the best cars in the U.S. In fact, *Road & Track* named it "One of the Ten Best Cars In The World."* Kind of makes it hard to resist, doesn't it?

So stop torturing yourself. Look up your Mazda Dealer, and take the Miata for a spin. You might just fall in love with a roadster. For the first time, or all over again.

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to have one in the works. When the modular engine family expands to include multivalve V-6s and transverse-mounted V-8s, the Taurus platform will be even better.

The T-Bird's rear-drive platform should be refined and used exclusively by Lincoln. It would be used as the basis for the Mark VIII, which should be available as a coupe and sedan. A lengthened version would be used as the basis for the next Town Car. The Continental will remain a front-drive luxury sedan with no performance edition because the Mark VIII sedan will carry that torch.

Ford has done an excellent job with such cars as the new Town Car, Crown Victoria/Grand Marquis and Explorer. The most interesting, best-looking quality vehicles on the market come from Dearborn. It looks like that trend will continue.

Thomas Calcagno
Chicago, Illinois

It's becoming increasingly difficult to maintain my status as a Ford *aficionado*. Try as I might, I cannot understand why the Mustang is not available with 4-wheel disc brakes.

And I don't understand why I can't buy an 8-cylinder T-Bird with a manual transmission. I swear that somebody is getting paid handsomely for innovating ways to eliminate the automotive fun factor.

Front-wheel drive? Traction control? Automatic transmission? Who's running this pop stand? I have yet to see a front-wheel-drive car become a true classic, anyway. Simple, fast, traditional and affordable, yet easy to personalize are the qualities I seek in an automobile. And rear-wheel drive is to die for!

Samuel Joseph
Lancaster, California

Happy cat

I read the January 1991 Jaguar XJ6 Owner Survey implying that most XJ6 Jaguar owners were from a different world because they cheerfully accepted many problems, mechanical and otherwise. As a result, I felt this automobile must have something no others have, so after considering Cadillac, Buick, Olds and BMW, I replaced my 1983 Mercedes-Benz 380SEC with a new 1990 Jaguar Sovereign, my first

Jaguar and third British motorcar.

My wife and I love this machine. It handles like a sports car, and the ride is quiet and comfortable. Complimentary remarks made by total strangers are easy to accept. One thing for sure, it is a Jaguar, not a lookalike down-in-the-front-up-in-the-rear car. Oh yes, no problems.

I also like the "Getting to Know You" section in Miscellaneous Ramblings. It's nice to know John Lamm.
Richard S. Webbe
Melbourne, Florida

What's wrong with Iowa?

All of us in the Customer Service Department of Electric Insurance Company enjoyed Peter Bohr's article on insuring the cars you (and my husband, your longtime subscriber) love ("Risky Business," April 1991). We found the article to be witty and interesting. In fact, a customer recently asked one of our seasoned Customer Service Representatives what else he could do to lower his automobile insurance premium, and she replied, "Well, according to *Road & Track*, you could move to Iowa!" He replied that he had, in fact, been to Iowa and would willingly pay the higher premium to live elsewhere.

The article was generally quite accurate. However, it implied that assigned-risk drivers in Massachusetts pay higher premiums. In fact, there is no difference in premiums paid; there are surcharges or credits based upon driving experience, but the premiums are no different.

Bethamy Weinberger
Beverly, Massachusetts

Your pardon, please

Just a short note concerning the Stanguellini Salon in the April issue that Robert Devlin and I coauthored. The photography and layout were superb. There were, however, two small errors in "The Formula Junior League" sidebar.

One was ours. Formula 2 during the latter part of the 2.5-liter formula was limited to 1500 cc, not 2 liters as we said. The other was a simple transposition of letters by your people that changed the BMC engines in Formula Junior to BMW.

Michael T. Lynch
St. Louis, Missouri



U.S.A.

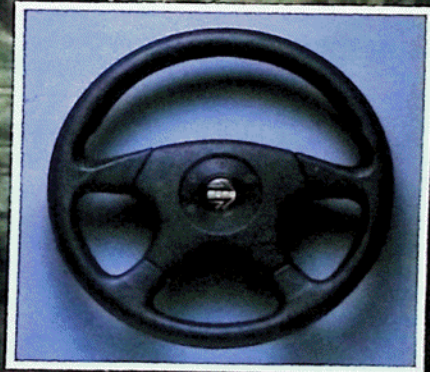
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Engine	V-6	inline-6
Valvetrain	dohc, 4-valve/ cylinder	dohc, 2-valve/ cylinder
Displacement	2977 cc	3781 cc
Compression ratio.....	10.2:1	9.0:1
Bhp	270 @ 7100 rpm	265 @ 5500 rpm
Torque	210 @ 5300 rpm	260 @ 4000 rpm
Curb weight	2985 lb.	2720 lb.
Lb/bhp	11.06	10.26
0-60 mph	5.7 sec.	7.4 sec.
¼ mile	100 mph	94 mph
Top speed	est 168 mph	150 mph
Mpg	est 23	15/21
Brakes	4 discs	4 discs
Total swept area ..	459 sq. in.	461 sq. in.
Turning circle	38.2 ft.	38.4 ft.

Now for the subjective stuff. Have you ever listened to the sound of an XK-E or run a wet chamois over its curves? These are the eighth and ninth deadly sins!

My first recollection of *Road & Track* was reading the ones in the rack

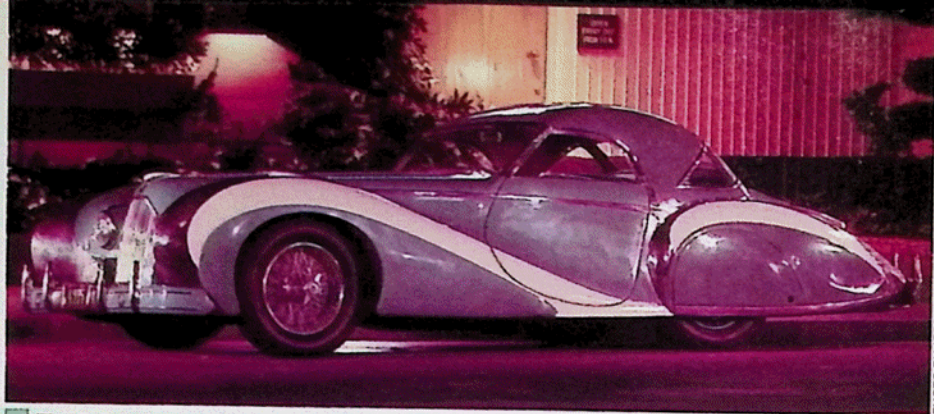


PHOTO BY JERRY CHESBROUGH

■ The Talbot Gran Lago Saoutchik Coupe, cover car for our December 1951 issue.

at the local Rexall. My most vivid recollection is a Salon in the Fifties that featured what I recall being called a Talbot Gran Lago Saoutchik Coupe. I still remember the writer pointing out that the only purpose of the knife-

edge front fenders was to decapitate chickens crossing the road whilst one flew through the French countryside. I would kill for a photo of that car.

Clem Confessore
Ivoryton, Connecticut

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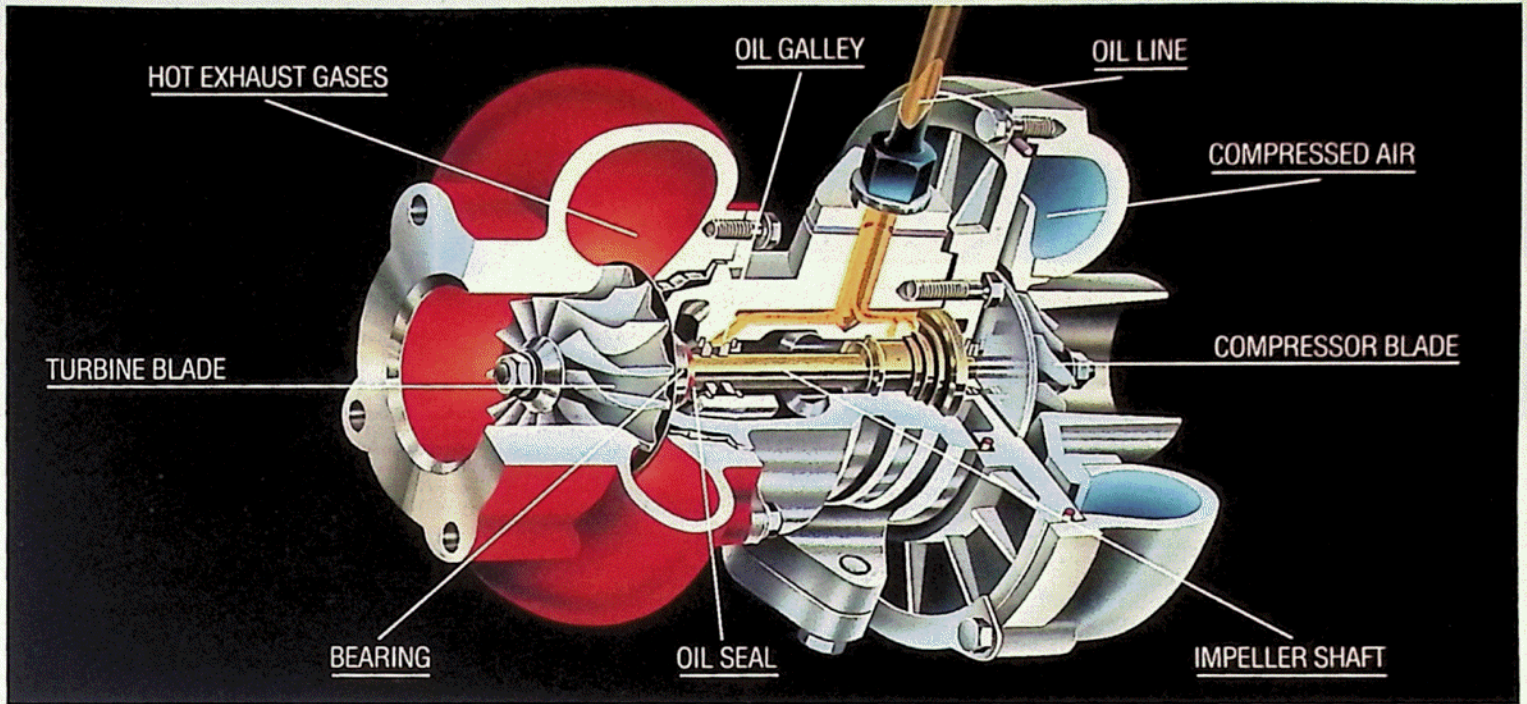


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The 3 enemies of turbochargers.

1. Heat. The devil's own breath—hot exhaust gases emerging from cylinder heads at around 1,600°F—turns the turbine blade that propels the compressor blade along the impeller shaft. (Keep in mind that mild steel melts at 1,300°F) In Indy cars, where intercoolers are prohibited by CART, there's not much to cool the turbocharger except air and oil.

2. Starting friction. Since turbochargers are made to run hot, it's only logical that they can be creaky when cold. This is especially true since impeller shafts always turn—even at idle. So the bearings along shafts

must have immediate and effective lubrication.

3. Deposits. In a turbocharger, deposits typically take the form of "coking"—the residue of frying oil. (Now, keep in mind here that motor oil enters the inferno of a turbo from the engine, where it's already likely to be hotter than boiling water.) Coking can devastate turbo bearings and oil seals, which in turn can spoil your day.

You may conclude from all this that any motor oil used to lubricate a turbocharged engine had better be high-quality stuff.



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New Havoline Formula³ Motor Oil from Texaco adds more life to your car in three ways: 1. Overall heat is reduced by oil functioning as a coolant. 2. Startup is helped by effectively lubricating bearings and other components. 3. Deposits are inhibited.

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Chris Isak—Heart Shaped World (Reprise) 386-144

Deep Purple—Made In Japan (Warner Bros.) 294-652

Engelbert Humperdinck—Love Is The Reason (Crisque) 415-141

Steve Winwood—Refugees Of The Heart (Virgin) 413-005

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The Chick Corea Akoustic Band—Alive (GRP) 416-081

Motorhead—1916 (WTG) 415-950

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Moni Love—Down To Earth (Warner Bros.) 415-596

Traie Spencer—Make The Difference (Capitol) 415-588

Celine Dion—Unison (Epic) 415-430

Diane Schuur—Pure Schuur (GRP) 415-331

E P M D—Business As Usual (Def Jam/Columbia) 415-299

Dwight Yoakam—If There Was A Way (Reprise) 414-243

Debbie Gibson—Anything Is Possible (Atlantic) 414-078

Freddie Jackson—Do Me Again (Capitol) 413-542

Take 6—So Much 2 Say (Reprise) 413-310

King's X—Faith Hope Love (Atlantic/Megalor) 413-039

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Dee-Lite—World Clique (Elektra) 412-742

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Jimmy Buffett—Live Feeding Frenzy (MCA) 412-056

Reba McEntire—Rumor Has It (MCA) 411-538

Toto—Past To Present 1977-1990 (Columbia) 411-371

Randy Travis—Heroes And Friends (Warner Bros.) 413-328

Pretenders—Packed! (Sire/Warner Bros.) 407-221

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Bangles—Greatest Hits (Columbia) 405-977

Heart—Brigade (Capitol) 405-555

New Kids On The Block—Step By Step (Columbia) 405-415

Pretty Woman—Original Soundtrack (EMI) 405-407

Slaughter—Stick It To Ya (Chrysalis) 404-830

Alannah Myles (Atlantic) 404-475

Duran Duran—Decade (Capitol) 401-869

Basia—London Warsaw New York (Epic) 401-752

Dionne Warwick—Greatest Hits (1979-1990) (Arista) 401-679

George Michael—Listen Without Prejudice, Vol. 1 (Columbia) 411-181

Pat Benatar—Best Shots (Chrysalis) 401-646

Grateful Dead—Without A Net (Arista) 410-365/390-369

Barbra Streisand—A Collection: Greatest Hits And More (Columbia) 401-141

Robert Palmer—Addictions, Volume One (Island) 400-937

Best Of Luther Vandross—The Best Of Love (Epic) 400-473/390-476

Eric Clapton—Journeyman (Reprise) 400-457

Jeffrey Osborne—Only Human (Arista) 411-637

Julio Iglesias—Starry Night (Columbia) 411-173

Fleetwood Mac—Greatest Hits (Warner Bros.) 375-782

Linda Ronstadt—Cry Like A Rainstorm, Howl Like The Wind (Elektra) 389-874

Quincy Jones—Back On The Block (Qwest Warner Bros.) 389-577

Aerosmith—Pump (Geffen) 388-009

Elton John—Sleeping With The Past (MCA) 387-993

Mötley Crüe—Dr. Feelgood (Elektra) 387-944

Billy Joel—Storm Front (Columbia) 387-902

Faith No More—The Real Thing (Reprise/Slash) 387-399

Billy Idol—Charmed Life (Chrysalis) 386-789

Don Henley—The End Of The Innocence (Geffen) 383-802

Michael Bolton—Soul Provider (Columbia) 383-083

Tom Petty—Full Moon Fever (MCA) 382-184

Roxette—Look Sharp! (EMI) 381-939

The Cult—Sonic Temple (Sire/Reprise) 381-798

Bonnie Raitt—Nick Of Time (Capitol) 381-087

The Vaughan Brothers—Family Style (Epic/Associated) 411-306

Journey—Greatest Hits (Columbia) 375-279

Dire Straits—Money For Nothing (Warner Bros.) 375-055

Paula Abdul—Forever Your Girl (Virgin) 374-637

Little Feat—Let It Roll (Warner Bros.) 373-720

Nelson—After The Rain (DGC) 411-009

Bruce Springsteen—Tunnel Of Love (Columbia) 360-115

Guns N' Roses—Appetite For Destruction (Geffen) 359-984

George Thorogood & Destroyers—Live! (EMI) 347-880

Wilson Phillips (SBK) 406-793

Aerosmith—Greatest Hits (Columbia) 306-225

Barry Manilow—Greatest Hits (Arista) 288-670

Damn Yankees (Warner Bros.) 405-886

Paul Simon—Negotiations And Love Songs 1971-1986 (Warner Bros.) 400-721

The Allman Brothers Band—Seven Turns (Epic) 407-692

M.C. Hammer—Please Hammer, Don't Hurt 'Em (Capitol) 403-477

Mike Reid—Turning For Home (Columbia) 417-543

Nils Lofgren—Silver Lining (Rykodisc) 417-501

George Jones—Friends In High Places (Epic) 417-451

George Howard—Love And Understanding (GRP) 416-644

The Traveling Wilburys—Vol. 3 (Warner Bros./Wilbury) 413-872

Pebbles—Always (MCA) 412-163

Daryl Hall & John Oates—Change Of Season (Arista) 408-245

En Vogue—Born To Sing (Atlantic) 408-112

Kelth Sweat—I'll Give All My Love To You (Elektra) 407-791

The Allman Brothers Band—Seven Turns (Epic) 407-692

Paul Simon—Negotiations And Love Songs 1971-1986 (Warner Bros.) 400-721

U2—Rattle And Hum (Island) 374-017

Ralph Tresvant (MCA) 415-547

Richard Marx—Repeat Offender (Epic) 367-672

Billy Joel—Greatest Hits Vols. 1 & 2 (Columbia) 336-396/396-390

Foreigner—Records (Atlantic) 318-055

Dan Fogelberg—Greatest Hits (Full Moon/Epic) 317-149

The Rascals' Greatest Hits—Time Peace (Atlantic) 411-322

Lynyrd Skynyrd Band—Gold & Platinum (MCA) 307-447/397-448

Best Of Buffalo Springfield—Retrospective (ATCO) 294-603

America—Greatest Hits (Warner Bros.) 291-385

I, Napoleon (Geffen) 418-186

REO Speedwagon—Greatest Hits (Epic) 367-672

Tangier—T.B.A. (Aico) 416-883

REO Speedwagon—Greatest Hits (Epic) 367-672

Side Glances

BY PETER EGAN

CLASS OF 1966

I SUPPOSE IT'S natural for each generation to look back and believe its own adolescence coincided with some golden age on earth. Most of us, however young or old, can successfully argue that our high school years collided with some bright comet of art, music, politics or cultural tone, or were at least blessed with the general excitement of everything going haywire.

Sometimes you can spot a golden age, based on historical evidence, even if you didn't live through it. For instance, people who saw the monster prewar Grand Prix cars race—the Mercedes, Auto Unions, Alfas, etc.—say there hasn't been anything quite like them since, and I believe it. My mother, who grew up in New York City, claimed that the Twenties and Thirties, the years of her youth, were a golden age for the Big Apple, and that, too, sounds plausible. The mid-Fifties, on the other hand, were clearly the golden age of blond *moderne* furniture carved into amoebic shapes that still make us queasy, and so on.

And now, with my 25th high school reunion coming up this summer, I've had occasion to ponder the significance of my own graduation date, 1966. A strange and turbulent time in America, but not without its own redeeming golden age.

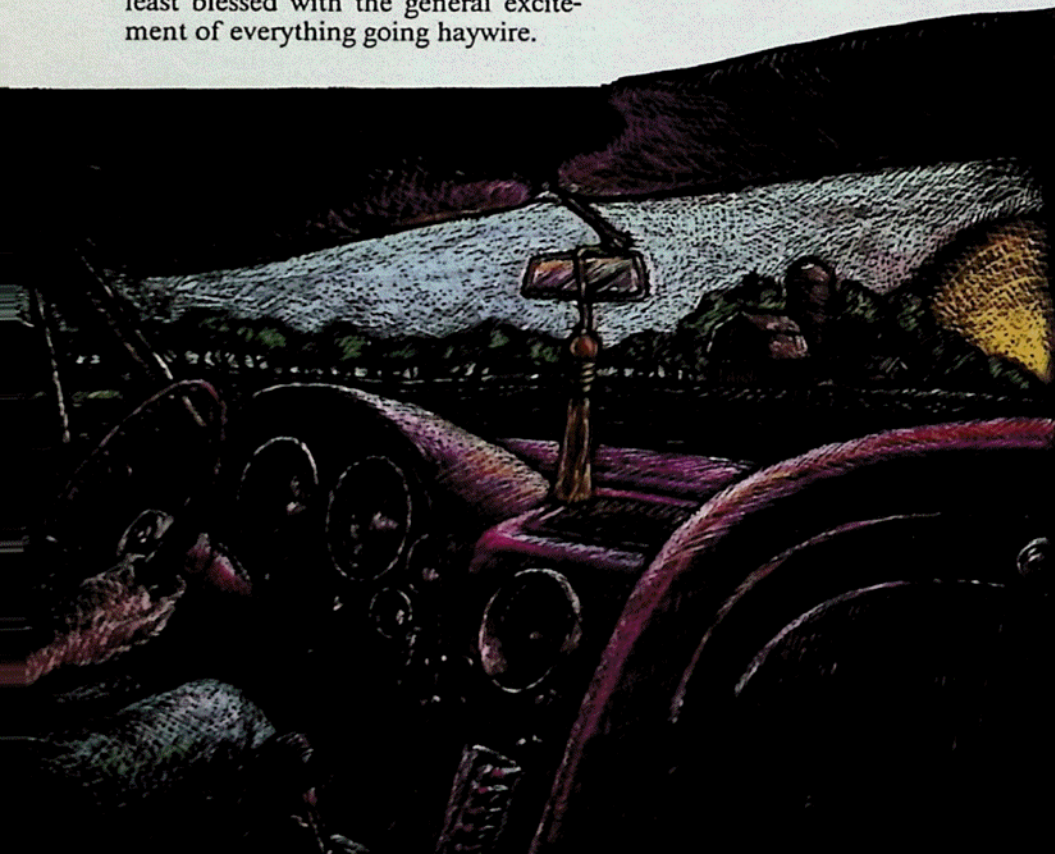
It was, of course, a great time for high school girls wearing cast-iron teased hairdos and Church Lady glasses, but that's not important here. There were a couple of other high points of the era actually worth mentioning: rock 'n' roll and sports cars.

Not only could you buy, brand new off the showroom floor, an astounding number of interesting and relatively affordable sports cars that year, but also you could turn on the car radio and have your cruising music blared forth by a seemingly endless succession of surprisingly good musicians and songwriters.

While a strong case can be made that this small golden age extended a few years on either side of my graduation date, let's look specifically at 1966.

In that particular year, your car radio could be counted on to introduce and play brand-new hit songs by the Animals, Beatles, Byrds, Yardbirds, Turtles, Troggs, Mamas & the Papas, Rolling Stones, Bob Dylan, Simon and Garfunkel, Spencer Davis Group, Beach Boys, Lovin' Spoonful, Young Rascals, James Brown, Four Seasons, Sam the Sham and the Pharaohs, Hollies, Monkees, Stevie Wonder, Donovan, Four Tops, Righteous Brothers, Supremes, Paul Revere and the Raiders, Johnny Rivers, Petula Clark, Percy Sledge, Tommy James and the Shondells, Mitch Ryder and the Detroit Wheels, Otis Redding and, of course, Nancy Sinatra and her tall boots.

And that's just a sampling of the people who had hits that made it into the top five. With a few notable and painful exceptions, there was hardly room for any bad stuff. I remember a number of occasions when I was driving around with my friends and we would hear a new song and actually pull over to the side of the road and stare at the radio. When it was over,



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there would be a short silence and someone would say, "Holy smoke. That's a *great* song! Who is it?" Or words to that effect.

AS THE WORST guitar player in a fairly bad garage band, I was naturally tuned in to the sounds on the radio and came to regard 1966 as a vintage year. I'm now the worst guitar player in a slightly better garage band (with a larger garage), and we're still playing a few songs from that year. My trivia-happy friend, David Robb, points out that 1967 was even better (Doors, Jefferson Airplane, etc.), and I have to admit he's right. But 1966 still wasn't bad; we didn't know we were suffering.

Okay, so if you are willing to admit that any rock 'n' roll is worth listening to, you have to concede that the music was good. But what about the cars?

Ah, the cars. If you had enough money to buy a new sports car—which I didn't, of course—you could stroll into a 1966 showroom and write out a check for any of an amazing variety of offerings, with a range of choice we haven't seen since.

How about a 1966 Jaguar E-Type? Like 1965 and 1967, a vintage year for these cars. An all-synchro gearbox, three SUs, glass-covered headlights, a 4.2-liter engine—all for \$5585. About the same as a 289 Cobra or small-block Corvette. Or you could stretch the finances another \$1400 or so and buy either the new 427 Cobra or the 427 Corvette Sting Ray and have enough horsepower to go sideways anywhere, at any time. Or just stay trapped in the driveway, spinning doughnuts.

For those who wanted to spend a small multiple of the average working American's annual income on a car, there were always Ferraris and Aston Martins, like the 275 GTB or the DB6, for \$13,600 and \$15,495, respectively.

But for me, it was the lower end of the sports-car hierarchy that seemed richest and most varied—and most accessible. MG had just introduced the MGB GT (\$3095), while the classic ragtop tourer could be had for \$2607. It was a good year for both cars, because they had 5-main-bearing engines and remained unadorned with side-lights or headrests, though synchro in 1st gear was not to arrive for another year. Austin-Healey showrooms still featured the classic 6-cylinder 3000

Mk III, for \$3699, and the Sprite, for less than \$2000, with the best engine it would ever have, the A-series 1275.

Triumph could sell you the ruggedly beautiful Michelotti-styled TR-4A, now available with troublesome irs, or a Spitfire Mk II with devious swing axles, while Sunbeam dealers stocked both the standard Alpine and the hot \$3500 Tiger, with Ford 260 V-8 power. Morgan offered a 4/4 with a Ford engine and a Plus 4 with the larger Triumph/Standard engine. The Swedes were shipping us both the Volvo 1800 S and the Saab Sonett II.

"If I could climb into a time machine and return to the past on an automotive shopping spree with a briefcase full of money, 1966 would not make a bad stopping point."

Italy, too, was doing its bit. In addition to the high-end Ferraris, Lamborghini P400 Miuras (\$12,850) and Bizzarrinis (\$10,500), we also had the Alfa Romeo 1600 Duetto at \$4025, as well as the fast, race-bred Giulia Sprint GTA. Fiat had a 1500 Cabriolet, as well as the new, high-revving little 850 Coupe.

Meanwhile, back in England, Lotus was turning out the lovely Elan S2, sublime but not cheap at \$4225, while supplying chassis engineering and engines for the Ford Cortina Lotus twin-cam. You could also still buy a Lotus Super Seven Series II, in either kit form or largely sort of assembled. Minis were really at their best and hottest, with the 1275 Cooper S on the market for \$2625. England also offered handbuilt, limited-production specialty sports cars such as the MG-powered Elva Courier Mk IV 1.8.

Porsche, of course, was taking the world by storm with its new 911s and replacing the 4-cylinder 356 line with the 912s, a functional improvement (i.e., less likely to go off corners with the driver gazing at his own past) if not as lovably bathtub-traditional. If you had to have a 356, you could still buy a used one with a few thousand—or a few hundred—miles on it. At race tracks all over the world, the formida-

ble Carrera 6 was busily adding its bit to the Porsche legend.


On the American scene, Ford was having a great year. In addition to the already mentioned Cobras, we had that other Shelby brainchild, the stripped-down, hairy 350 GT Mustang; and if you couldn't buy one of these, you could always rent a black-and-gold GT 350-H from Hertz. The standard Mustangs, meanwhile, were—many would argue—at their esthetic best in 1966. On the race track, Ford engines cleaned up at Indy, where Graham Hill won in a Lola-Ford, and their GT 40 Mk IIs finished 1-2-3 at Le Mans, led by Messrs. McLaren and Amon.

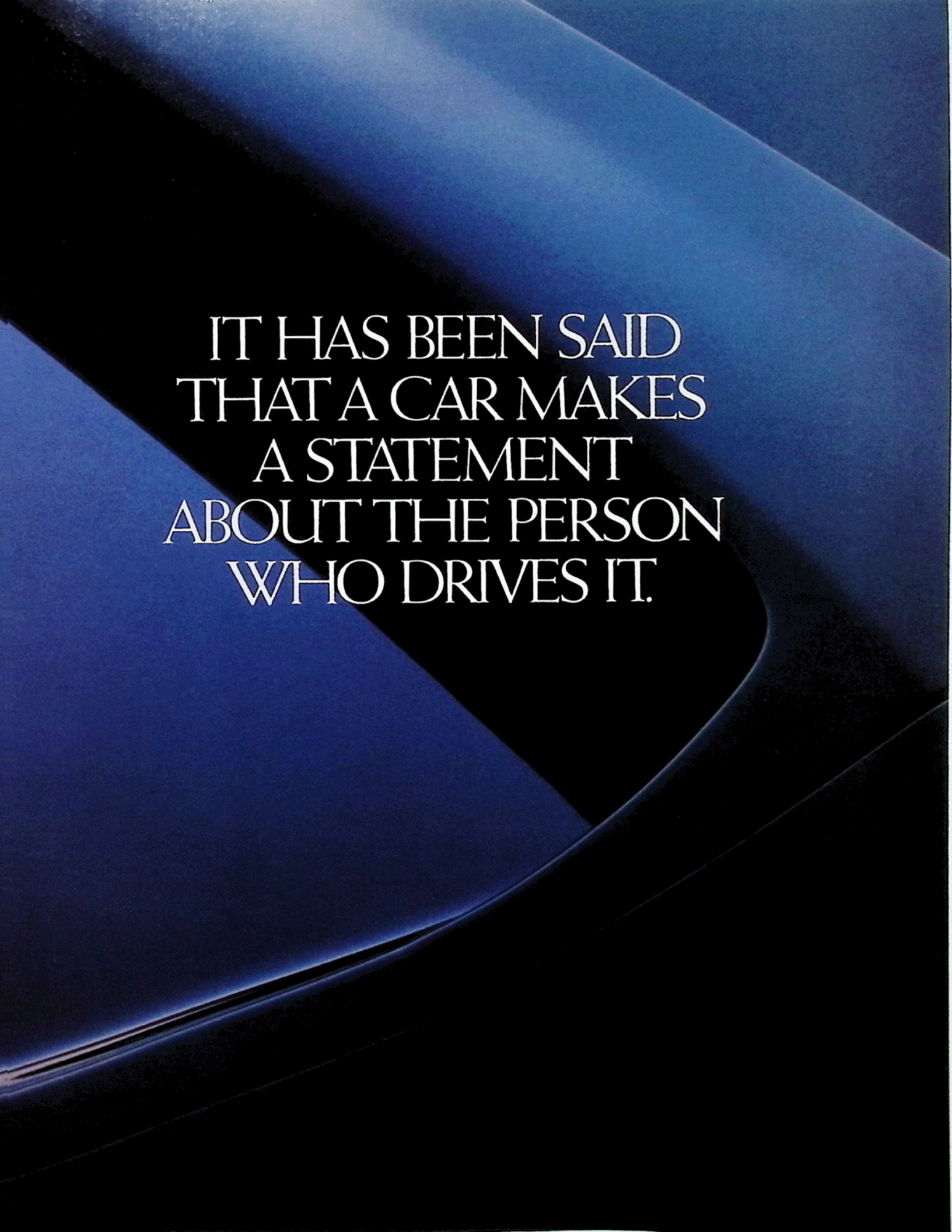
Chevy, meanwhile, was giving back door—and side door—help to a Texan named Jim Hall, whose Chaparral 2C was making race-car designers everywhere scratch their heads and buy new drawing boards.

American musclecars? Where do you start? There were Plymouth and Dodge 426 Hemis, Olds 4-4-2s, Barracuda fastbacks, the 325-bhp Buick Skylark GSS, Pontiac GTOs, 428 Galaxies and so on. Everybody was stuffing a big motor in a light chassis and lighting up the Blue Streaks. It was a time when pistons were still wider than tires. The numbers were dazzling, and the new cars came at you almost faster than you could absorb and classify them. The automotive world was one large celebration; it was on a roll.

ISUPPOSE AS I sat in fifth-hour study hall in my last few weeks of high school, reading *Road & Track* and all the other car magazines, I thought it would go on forever. Cars would just keep getting better and more exciting. Just like the music. We had no way of knowing we were on—or just approaching—some sort of pinnacle.

Even now, if it were decreed that I could never own or race a car not built in 1966, it would work no hardship on me. Likewise, if I could climb into a time machine and return to the past on an automotive shopping spree with a briefcase full of money, 1966 would not make a bad stopping point.

And if our garage band had to play only songs from that year, it would take us a long time to get bored. And even longer to learn the guitar lead from "Eight Miles High." I'm still working on it. 



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ABOUT THE PERSON
WHO DRIVES IT.

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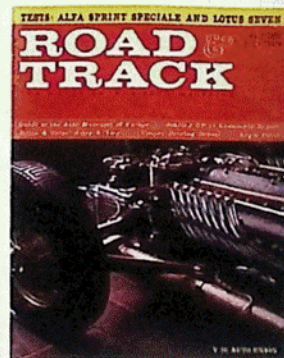
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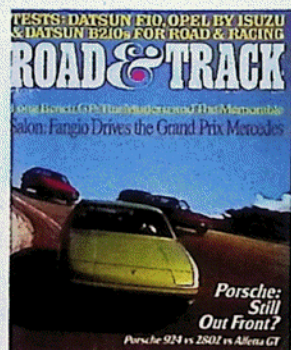
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Years Ago




30

years ago our cover featured an engine, the 1937 Auto-Union V-16, displayed at the Deutsches Museum in Munich and highlighted in our guide to European automotive galleries. Road test cars were the \$5663 Alfa Romeo Sprint Speciale and \$2897 Lotus Seven America. And we said goodbye to the original Ol' Yaller, Max Balchowsky's "mongrel that outran the greyhounds" racer, after its 100-mph end-over-end crash in a Cal Club competition at Riverside.

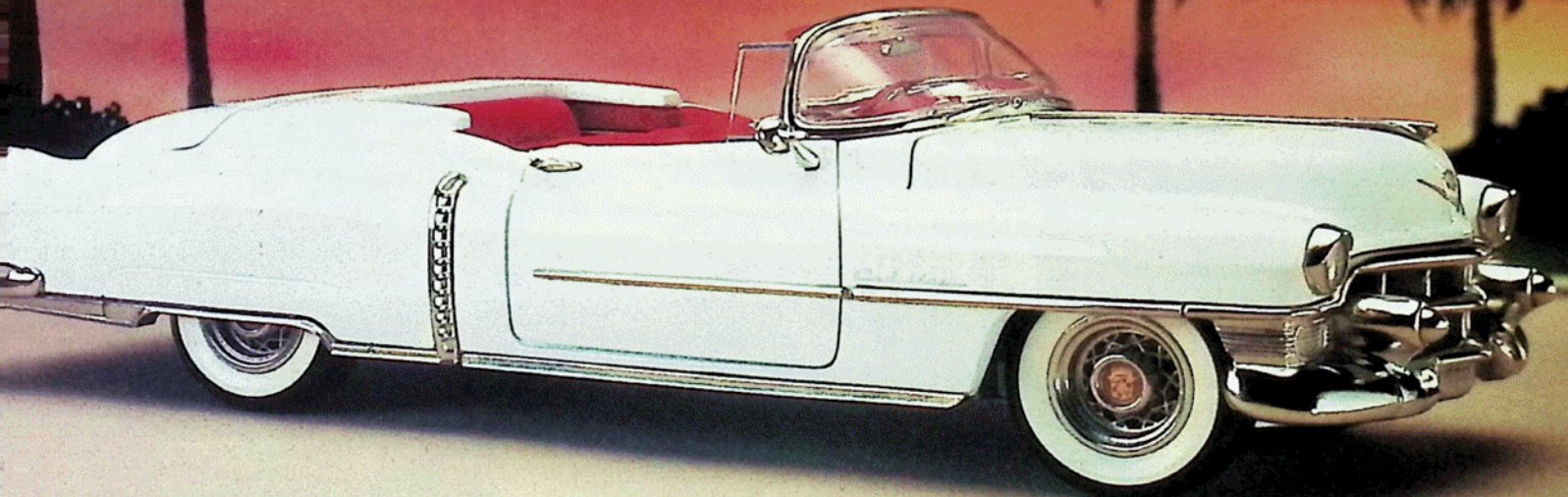


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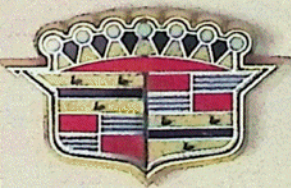
years ago the new Porsche 924 outscored the Datsun 280Z and Alfa Romeo Alfetta GT on our cover in a comparison test of sports cars. We evaluated the Buick Isuzu Opel, Datsun F10 and Cosworth Vega, and track-tested racing and road-going Datsun B210s. Clay Regazzoni won the first U.S. Grand Prix West at Long Beach, and Juan Manuel Fangio, in town for the race, drove an old favorite of his, the Mercedes-Benz W196, for our Salon. 

Cadillac Eldorado

1953: THE LEGEND BEGINS



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Scale 1:24.



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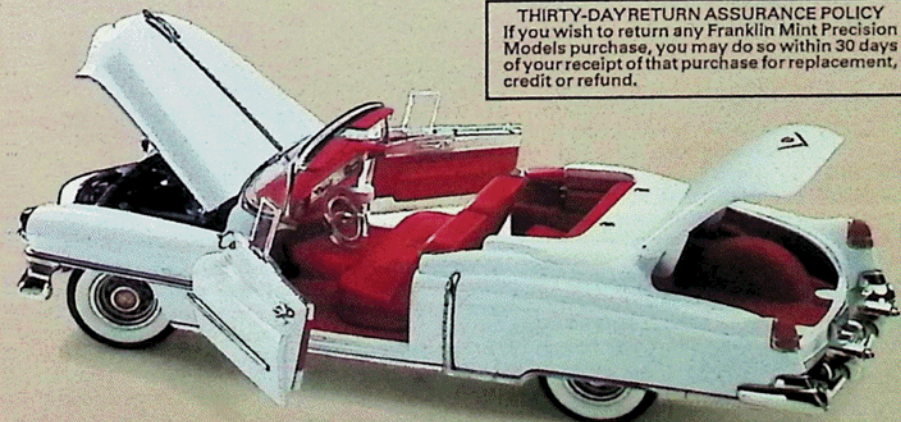
Now the Cadillac Motor Car Division has authorized an official die-cast replica of that first-ever '53 Eldorado. A precision-crafted 1:24

scale model rich with detail, from the wraparound windshield to the 210 hp V-8 engine.

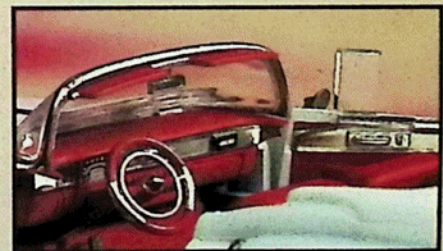
It's "loaded" with accessories. Fog lamps. Balloon whitewall tires. Wire wheels. Doors that open. Wheels that turn. Why, it even has chrome-plated "eyelids" on the headlights.

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Reviews



Competition Driving, by Alain Prost with Pierre-François Rousselot, Hazelton Publishing, distributed in the U.S. by Motorbooks International, P.O. Box 2, Osceola, Wis. 54020, \$19.95, 7½ x 8¼ in., 192 pp.

One assumes that books on race-driving technique are bought by aspiring race drivers, eager to pick up every possible tip that can help their careers. Or perhaps they are bought by the author/driver's most dedicated fans, eager to soak up every detail of his life on the circuit. Here is a book that will satisfy any interest in motor racing, at any level.

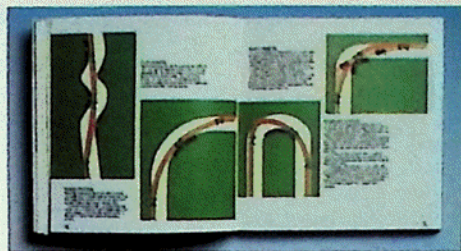
Knowing how to do something well doesn't automatically include the ability to teach it. Although most professional drivers, with the help of a good collaborator, could convey the basic information, there is only one "Professor," as Alain Prost has been called by colleagues as well as journalists long before he started to write this book.

Prost's credentials are stratospheric and hardly need recounting... 44 Grand Prix victories, three times world champion, hundreds of championship points over 11 seasons. There has never been a more brilliant mind controlling the dynamics of a racing car, bringing into focus all the knowledge of engineer, team manager and athlete in the heat of battle. Niki Lauda was superbly analytical, of course, and Juan Manuel Fangio had

an uncanny sensitivity to mechanical and competitive nuance. But Prost's view seems to be from above the car, above those of his competitors, understanding the *race* from start to finish.

What Prost and his most capable collaborator explain in this book is not so much what the driver must do but *what the car must do*. Every significant aspect of vehicle dynamics becomes so clear that a fresh understanding of the driver's task follows naturally. He becomes the final component of a complex system; ideally, he fits as precisely as all the others. To remain in harmony with the car, he must understand the function of all its parts throughout the different stages of the race. Especially when they go wrong.

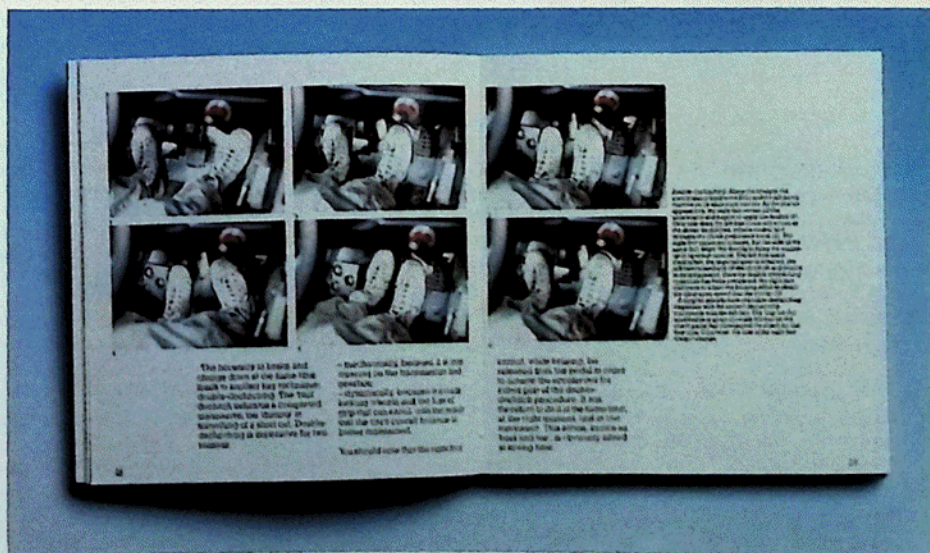
Of course it's not all science, and Prost does not neglect the special brilliance that in some fiercely competitive drivers goes beyond technical mastery; about Keke Rosberg and Gilles Villeneuve he writes, "... they were capable of doing things that I barely know how to do, or at least only in exceptional circumstances." (Regarding the techniques of his current rivals, Prost diplomatically avoids too much analysis.)



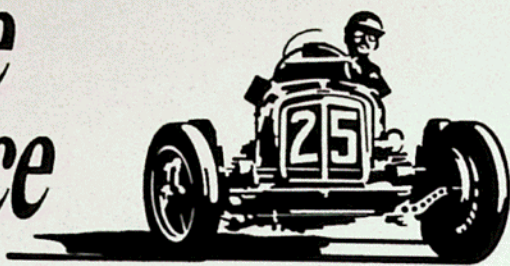
As might be expected, most of the dynamics and resulting techniques apply to Formula 1, although Prost's approach relates to all racing. He gives some attention to other disciplines, even rallying.

Throughout the book the information is broken down into immediately digestible segments, with clear headings: "How Best to Use Your Engine" or "How to Make a Good Start." Sub-headings like "How not to be overtaken" or "Going off the track" identify all the specifics.

This is an attractive all-color book with well-chosen photographs, accurate captions and excellent graphics. The soft cover allows a competitive price, but truly aspiring drivers might do well to have two copies, one for the shelf, the other to devour in its entirety.—Jonathan Thompson



Time & Place



BILL OETINGER

COMPETITION

- July 4 **Pikes Peak Auto Hill Climb** presented by Chevrolet, Pikes Peak, Colorado Springs, Colo.
- July 6 **NASCAR** Pepsi 400, Daytona International Speedway, Daytona Beach, Fla.
- July 6-7 **SCCA** Liquid Tide Trans-Am Tour & **CART** Budweiser Cleveland Grand Prix, Burke Lakefront Airport, Cleveland, Ohio
- July 7 **French Grand Prix**, Circuit de Magny-Cours, Magny-Cours, France
- July 14 **British Grand Prix**, Silverstone Circuit, Silverstone, England
- July 14 **CART** Marlboro Grand Prix at the Meadowlands, Meadowlands Sports Complex, East Rutherford, N.J.
- July 14 **SCCA** Des Moines Grand Prix Liquid Tide Trans-Am Tour, Des Moines, Iowa
- July 19-21 **Chicago Historic Races**, Road America, Elkhart Lake, Wis.
- July 20-21 **IMSA** Camel Grand Prix of Monterey presented by Toyota, Laguna Seca Raceway, Monterey, Calif.
- July 20-21 **Pittsburgh Vintage Grand Prix**, Schenley Park, Pittsburgh, Pa.
- July 21 **CART** Molson Indy Toronto, Exhibition Place, Toronto, Ontario, Canada
- July 21 **NASCAR** Miller Genuine Draft 500, Pocono International Raceway, Long Pond, Pa.
- July 28 **German Grand Prix**, Hockenheimring, Hockenheim, Germany
- July 28 **IMSA** G.I. Joe's Camel Grand Prix, Portland International Raceway, Portland, Ore.
- July 28 **NASCAR** Diehard 500, Alabama International Motor Speedway, Talladega, Ala.
- Aug. 2-4 **Meadow Brook Historic Races**, Oakland County Sportsmen's Club, Waterford Hills Race Track, Clarkston, Mich.
- Aug. 3-4 **IROC** race & **CART** Marlboro 500, Michigan International Speedway, Brooklyn, Mich.
- Aug. 4 **SCCA** Liquid Tide Trans-Am Tour, Road Atlanta, Flowery Branch, Ga.
- Aug. 9-11 **HSR** Atlanta Historic Races, Road Atlanta, Flowery Branch, Ga.
- Aug. 10 **SCCA** Liquid Tide Trans-Am Tour & **IROC** race, Watkins Glen International, Watkins Glen, N.Y.
- Aug. 11 **Hungarian Grand Prix**, Hungaroring, Budapest, Hungary
- Aug. 11 **NASCAR** Budweiser at the Glen, Watkins Glen International, Watkins Glen, N.Y.
- Aug. 16-18 **Monterey Historic Automobile Races**, Laguna Seca Raceway, Monterey, Calif.
- Aug. 18 **NASCAR** Champion Spark Plug 400, Michigan International Speedway, Brooklyn, Mich.
- Aug. 18 **SCCA** Grand Prix de Trois-Rivières Liquid Tide Trans-Am Tour, Trois-Rivières, Quebec, Canada
- Aug. 23-25 **SCCA** Subaru Ojibwe Pro Rally Championship, Bemidji, Minn.
- Aug. 24 **NASCAR** Bud 500, Bristol International Raceway, Bristol, Tenn.
- Aug. 24-25 **SCCA** Liquid Tide Trans-Am Tour & **CART** Texaco/Havoline Grand Prix of Denver, Denver, Colo.

ADDRESSES: Pikes Peak Auto Hill Climb, P.O. Box 6962, Colorado Springs, Colo. 80934; **NASCAR**, P.O. Box 2875, Daytona Beach, Fla. 32115-2875; **SCCA**, P.O. Box 3278, Englewood, Colo. 80112-2105; **CART**, 390 Enterprise Ct., Bloomfield Hills, Mich. 48013; **ACCUS/FIA** (Formula 1 & Le Mans), 1500 Skokie Blvd., Suite 101, Northbrook, Ill. 60062; **Chicago Historic Races**, 825 W. Erie, Chicago, Ill. 60622; **IMSA**, P.O. Box 10709, Tampa, Fla. 33679-0709; **Pittsburgh Vintage race**, William J. Rasp, 5620 Maple Heights Ct., Pittsburgh, Pa. 15232; **Meadow Brook races**, Meadow Brook Hall, Oakland University Campus, Rochester, Mich. 48063; **IROC** (Dodge International Race of Champions), 45 Park Rd., Tinton Falls, N.J. 07724-9716; **HSR** (Historic Sportscar Racing, Ltd.), P.O. Box 550372, Atlanta, Ga. 30355-2874; **Monterey races**, General Racing Ltd., P.O. Box 30628, Santa Barbara, Calif. 93105.

AUTO SHOWS

- Sept. 12-22 **Frankfurt international auto show**, Frankfurt Exhibition Grounds, Frankfurt, Germany
- Oct. 26-Nov. 8 **Tokyo international auto show**, Nippon Convention Center, Tokyo, Japan

ADDRESSES: Frankfurt show, Verband Der Automobilindustrie E.V., Postfach 170503, D-6000 Frankfurt 17, Germany; **Tokyo show**, Japan Motor Industrial Federation, Inc., Otemachi Bldg., 6-1, 1-Chome, Otemachi, Chiyoda-ku, Tokyo 100, Japan.

EVENTS

- July 6 **Rick Cole Newport Beach Collector Car Auction**, Hyatt Newporter Hotel, Newport Beach, Calif.
- July 28 **Beverly Hills Car Show**, Beverly Hills High School, Beverly Hills, Calif.
- Aug. 2-4 **Meadow Brook Hall Concours d'Elegance**, Meadow Brook Hall, Oakland University Campus, Rochester, Mich.
- Aug. 18 **Pebble Beach Concours d'Elegance** (honoring Pierce-Arrow & Rolls-Royce), The Lodge at Pebble Beach, Pebble Beach, Calif.

ADDRESSES: Rick Cole auction, 10701 Riverside Dr., North Hollywood, Calif. 91602; **Beverly Hills show**, 200 S. Robertson Blvd., Beverly Hills, Calif. 90211; **Meadow Brook Hall concours**, Meadow Brook Hall, Oakland University Campus, Rochester, Mich. 48063; **Pebble Beach concours**, P.O. Box 597, Pebble Beach, Calif. 93953.

CLUBS

- July 5-7 **Alfa Romeo Club of Canada** National Convention, Chateau Laurier, Ottawa, Ontario, Canada
- July 8-12 **National Corvette Restorers Society** National Convention, Grand Hotel, Anaheim, Calif.
- July 18-21 **American MGB Association** National Convention, Drake Hotel, Oak Brook, Ill.
- July 18-21 **North American MGA Register** Annual Get Together, Huntsville Marriott, Huntsville, Ala.

- July 24-28 **Austin-Healey Club of America** Conclave, Sheraton Sturbridge Resort, Sturbridge, Mass.
- July 25-27 **AACA** Central Division National Fall Meet, Midland, Mich.
- July 28-Aug. 3 **Porsche Parade**, Sheraton Tara, Danvers, Mass.
- Aug. 2-4 **Saab Club of North America** National Convention, Crystal Mountain Resort, Crystal Mountain, Wash.
- Aug. 5-9 **BMW Car Club of America** Oktoberfest, Sheraton Waterbury, Waterbury, Conn.
- Aug. 8-11 **Alfa Romeo Owners Club** National Convention, Holiday Inn, Montgomery Field, San Diego, Calif.
- Aug. 10 **AACA** Eastern Division National Fall Meet, Butler, Pa.
- Aug. 15-18 **Austin-Healey Sports and Touring Club** Encounter '91, Great Valley Hilton, Malvern, Pa.
- Aug. 15-18 **Camaro Club of Michigan** Annual Camaro Street Nationals, General Motors Technical Center, Warren, Mich.

ADDRESSES: Alfa Romeo Club of Canada, P.O. Box 62, Postal Station Q, Toronto, Ontario, Canada M4T 2L7; **National Corvette Restorers Society**, Wayne Foss, 43 Fox Hill, Irvine, Calif. 92714; **American MGB Association**, P.O. Box 11401, Chicago, Ill. 60611; **North American MGA Register**, Len Bonnay, 538 Alan Ave., Welland, Ontario, Canada L3C 2Y9; **Austin-Healey Club of America**, J.P. Hanlon, 15 Dan Beard Lane, West Redding, Conn. 06896; **AACA** (Antique Automobile Club of America), P.O. Box 417, Hershey, Pa. 17033; **Porsche Parade**, P.O. Box 1435, Boston, Mass. 01945; **Saab Club of North America**, Skip Schott, 2416 London Rd., Unit 900, Duluth, Minn. 55812-2221; **BMW Car Club of America**, Harmon Fischer, 430 Brockenbraugh Ct., Metairie, La. 70005; **Alfa Romeo Owners Club**, Pat Garrett, 2468 Gum Tree Ln., Fallbrook, Calif. 92028; **Austin-Healey Sports and Touring Club**, John Morrison, 24 Mohr St., Quakertown, Pa. 18951; **Camaro Club of Michigan**, 6856 Apache Trail, Westland, Mich. 48185.

Because dates and times are subject to change, last-minute checks with appropriate sanctioning organizations are always advisable.

At Our Company, Titles Really Mean Something.



*Garth Ullom
IMSA LuK Clutch Challenge Champion*

Garth Ullom, 1990 IMSA
LuK Clutch Challenge Champion,
Comp T/A® [R1] street tires.

Boris Said III, 1990 SCCA
Showroom Stock GT Champion,
Comp T/A [R1] street tires.



*Boris Said III
SCCA SSGT National Champion*

Don Adams, 1990 Pikes Peak
Division C Champion, Comp T/A
[ZR] street tires.

In all, drivers using BFGoodrich® Comp T/A® tires won more than 35 national titles last year. Titles that really mean something. To you. Because they were won with street-legal tires making use of street-tire technology. The same technology that goes into every Comp T/A we sell.

So it should come as no surprise

that street-legal BFGoodrich T/A Tires dominated SCCA Pro Solo. Dominated IMSA's LuK Clutch Challenge. Dominated the fastest Showroom Stock class at the SCCA Runoffs. And won every class in which they were entered at the fabled Pikes Peak Hill Climb.

At our company, titles really do mean something.

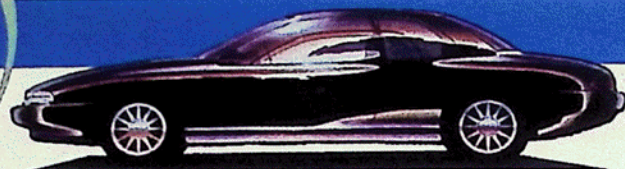
They mean we build the hottest street tires you can buy.



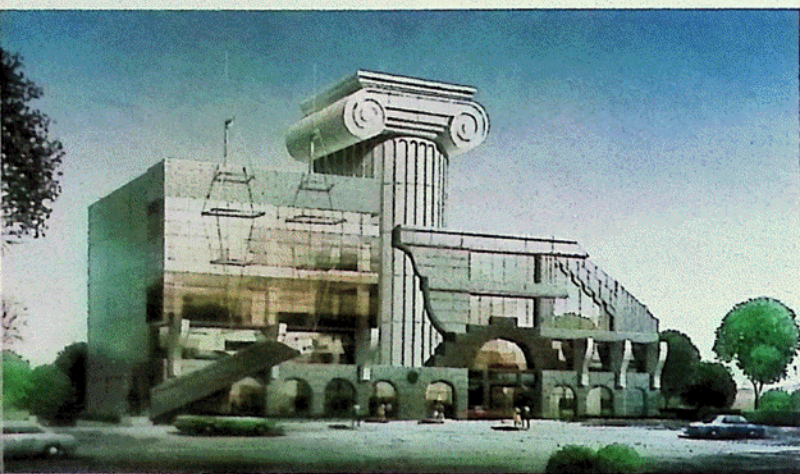
BFGoodrich®
T/A® Tires

Ampersand

EDITED BY RICHARD HOMAN



To create an original design like the coupe shown above, it takes an imaginative environment like Mazda's M2 building (below).



Mazda's niche-house M2

THE MONSTROUS NEW city hall in metropolitan Tokyo won't have to wait long before it is challenged by another architectural oddity, Mazda's new M2 headquarters. Although much smaller in scale, the Mazda building is, nevertheless, as scary as the city hall in its triple characteristics—Dracula's mansion, Trump Tower and Darth Vader's residence rolled into one.

The residents of the house have noble intentions—creating nichemobiles derived from Mazda's volume products. As seen in a couple of sketches, the MX-5 Miata is definitely on their agenda. People are talking about some wild things, like a turbocharged version, a full-bore 2.0-liter twin-cam variant and even one stuffed with that beautiful quad-cam 24-valve aluminum V-6 seen in the MX-3 coupe. Heading the M2 operation is Masakatsu Kato, original fa-



Variations on the Miata theme from the M2 crew: More power and a speedster are ideas currently under consideration.

ther of the Miata, as well as creator of several Mazda concept vehicles. He is assisted by Hirotaka Tachibana, development engineer responsible for the superb dynamics of the second-generation RX-7 and the Miata. It's a good team, and we can hope to see some exciting niche cars from the establishment, its rather curious facade notwithstanding.

—Jack Yamaguchi

A glimmering DB4

ASTON MARTIN'S DREAM of producing a new-generation DB4 remains a glimmer on the horizon, but the launch date has slipped a year to 1996—at the earliest. The project, known as DP1999, still has not been given the go-ahead because of a spending clamp-down by Ford, the 75-percent owner of Aston since 1987. Ford's North American financial woes have resulted in a corporation-wide suspension of spending on all but the most vital projects.

Nor does anyone at Aston know when the project will be approved. But frustrated executives remain determined to proceed with DP1999, a smaller and cheaper model that will be sold in greater numbers than any previous Aston. It will

carry a sticker in Britain of around \$150,000—about 60 percent of the Virage's price.

The car will represent a return to the philosophy of Aston under the ownership of industrialist Sir David Brown. Launched in 1958, the DB4 and its derivatives were compact, light and powerful 6-cylinder coupes. They owed their origins to the highly successful Aston sports-racing cars of the

Fifties, but were far removed from the bigger and heavier DBSs and V-8s that Aston brought out in the late Sixties.

Rod Mansfield, Aston's chief engineer, talks in broad terms of a front-engine, rear-drive car, though 4-wheel drive is a possibility. It will have either a straight-6 or a V-8 and a capacity of at least 3.5 liters.

The DP1999 will appear

New Nissan/Infiniti sedan

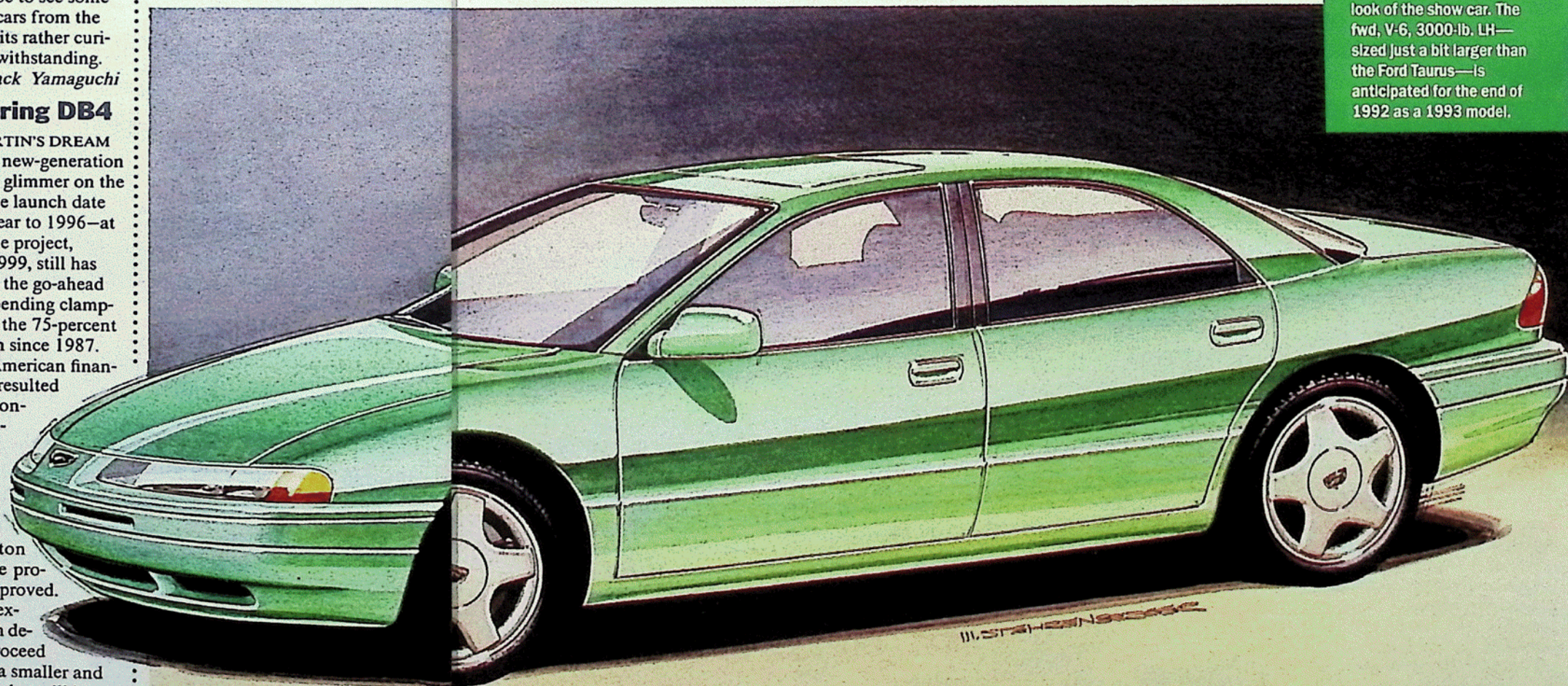
Spotted during cold-weather testing—driven by shivering Nissan engineers—is an unidentified prototype sedan. Whether the car is the next Maxima or perhaps a future Infiniti model is purely a matter of speculation at this point.

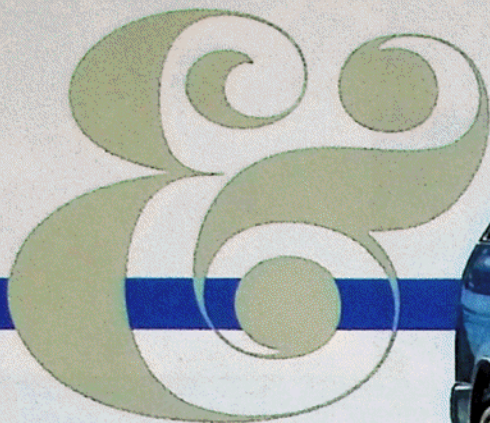
initially as a coupe. It will later have convertible and higher-performance derivatives. "I could well believe there'll be a Lagonda version of DP1999," adds Mansfield. A 4-door La-

gonda would be priced to compete with Rolls-Royce and Bentley at around \$175,000 in Britain. Aston talks of producing the DP1999 at an annual rate

1993 Dodge/Chrysler/Eagle LH

Well, it's not quite the exotic-looking Eagle Optima from the 1990 Detroit auto show (R&T, April 1990), but Chrysler's LH sedan does have the soft lines, wedge shape, steeply raked windshield and cab-forward look of the show car. The fwd, V-6, 3000-lb. LH—sized just a bit larger than the Ford Taurus—is anticipated for the end of 1992 as a 1993 model.





MARK STEHRENBURGER

Here come the Eurovans: 1994

The recent popularity of minivans in the U.S. is beginning to spill over into markets on the far side of the Atlantic as well. Accordingly, a number of European manufacturers including Fiat, Ford, Mercedes-Benz, Peugeot, Renault, Volkswagen and Volvo are coming up with their own versions of the utility box on wheels. VW and Ford of Europe are engaged in a joint effort for a van based on the Passat platform (left). The VW/Ford minivan, slated to compete with the M-B MPV (above), is expected to make its appearance around the mid-Nineties.

DUMPING ON DUMPING

In spite of continual assertions from the domestic auto industry, Secretary of Commerce Robert A. Mosbacher says there is no evidence that Japanese car companies are "dumping" cars here, i.e., selling cars here for less than they do in their home market. So far the Bush administration has rejected a request from Chrysler Chairman Lee Iacocca to place further limits on Japanese imports. The Japanese market share here is about 30 percent. —Ken Zino

BASIC BLACK

For the past 10 years blackwall tires have been growing in popularity, so much so that they now come on roughly 70 percent of the new cars bought in the United States. As recently as 1979, 75 percent of new cars came with whitewalls. Thus the tire industry has come full circle, so to speak, to its origins in the days when both the Ford Model T and its tires came in but one color. —K.Z.

of up to 1200. That might not sound much in Ford terms, but Aston's present capacity is around six cars a week, and it's currently doing less because of the recession. The name DP1999 has nothing to do with the year. It simply refers to Design Project No. 1999. —Richard Feast

New Firebird

PONTIAC WILL RESTYLE its current Firebird and introduce it late in 1992 as a 1993 model, according to inside sources. Underneath, the mechanicals will remain essentially the same—front engine, rear

drive—though the V-8 and V-6 engines will be substantially upgraded to offer more horsepower and improved fuel economy. Little of the dramatically styled concept cars of recent years is evident in the heavily disguised prototypes.

—K.Z.

The Citroën ZX rides a gain

ONE OF CITROËN'S biggest handicaps was that it had no model to compete with such lower middle-class cars as the VW Golf, Opel Kadett, Ford Escort and many others. This market accounts for nearly 30

percent of total car sales in Western Europe. The ZX, which I described two months ago (Amperand, May 1991, page 44) is intended to fill the gap in that price range.

An important feature of the ZX is its trailing-arm-and-torsion-bar rear suspension pivoted from a rigid tubular cross-member that is mounted on the bodyshell through four rubber blocks. These blocks are designed so that, when the wheels are submitted to a cornering force, the entire rear suspension pivots around a vertical axis and makes the rear wheels steer in the same direction as those in front. This amounts to passive 4-wheel steering and has a stabilizing effect by inducing understeer. The rubber also provides an appreciable fore-and-aft compliance to reduce road noise.

As there is always some time lapse between the moment the front wheels are steered and the

1993 Pontiac Firebird.

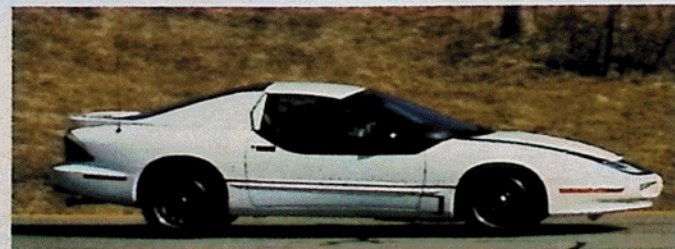


PHOTO BY JIM DUNNE, POPULAR MECHANICS



PHOTO BY THE AUTHOR

Letter from JAPAN

THE MINI IN JAPAN

By Jack Yamaguchi

What is a 32-year-old Mini doing in a country full of super-micro runabouts that can run circles around its chubby body? Sir Alec Issigonis' creations are doing just fine in Japan. Total 1990 Mini sales there match the number in the car's home country, Great Britain. And while the sales number has been on a continuous and linear decline in Britain, it's been on a steady rise in Japan, from 1205 Minis sold in 1982 to last year's record of 13,185.

The Japanese Mini lineup ranges from the cute and basic Mayfair to the ERA turbo, an incredible breed that brings back memories of the Sixties and so much more (less?): You have to press really hard to get the turbo to come in with any noticeable effect, and it's accompanied with so much sound. Even then a Suzuki Works (*Kei*-car) could serenely pass you.

The beautiful leather-bound steering wheel is heavy to turn—power steering? You must be joking—especially when road surfaces are anything but smooth. Slowing down requires much care too, if you want to keep the car heading the right direction.

But I still say these matchboxes-on-wheels are fun. And obviously many Japanese share that sentiment and keep gobbling 'em up as soon as they reach our shores.

rear end reacts, turn-in is not impaired by understeer. The induced rear steering angle allows the use of a stiffer rear and softer front anti-roll bar, which would otherwise produce excessive oversteer. The soft front bar helps the traction of the front wheels when cornering, as most of the roll control is taken care of by the rear bar.

In practice, this works extremely well. Not only is the traction out of slow corners exceptionally good, but so is the car's general handling. Turn-in is very good, and the ZX is the first Citroën in a long time that doesn't understeer too much for my liking. Handling is crisp, especially in

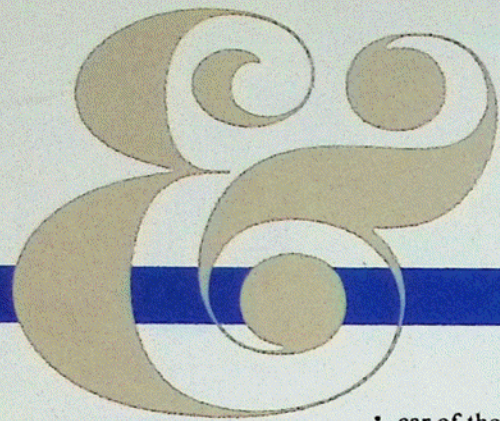
the 1.9-liter Volcane model, which runs on 14-in. wheels and 55-series tires. I would not hesitate to say that the Citroën ZX achieves the best ride/handling compromise in its class.—*Paul Frère*

Ford Festiva GT-A

AUTORAMA, MAZDA'S marketing arm for imports in Japan, has added an interesting variation to the Ford Festiva econobox theme: the GT-A, with a totally unfitting rounded nosepiece designed by Scala in Germany. The nose is white while the rest of the car is red, which purports to deliver the image of a typical European-racing touring



Here's a sports car you'll want to take turns driving.



WHAT RECESSION?

Mercedes-Benz of North America commenced an average 1-percent price increase on 190, 300 and SL models, effective with cars delivered to dealers after this past April Fools' Day. The weakening of the dollar versus the Deutsche Mark was blamed. The 500SL roadster now lists for \$92,700, a 2.8-percent jump, but the previously optional ASR (German abbreviation for "drive-slip regulation") or acceleration-slip-control equipment is now standard. "Bottom of the line" 190E sedans start at \$28,350.—K.Z.

car of the Sixties. Mechanically, the GT-A is powered by a twincam 16-valve version of Mazda's 1290-cc inline-4, pumping out 88 bhp at 7000 rpm. It's a delightful engine, willing to rev and emitting a raucous sound. It comes with a close-ratio 5-speed gearbox. The rest of the car is pretty much Festiva, though its suspension has been firmed up a trifle. The Festiva GT-A has shed some nonessential weight, like electric window lifts and door locks, and has gained a steering wheel and shift knob courtesy of Momo of Italy.—J.Y.



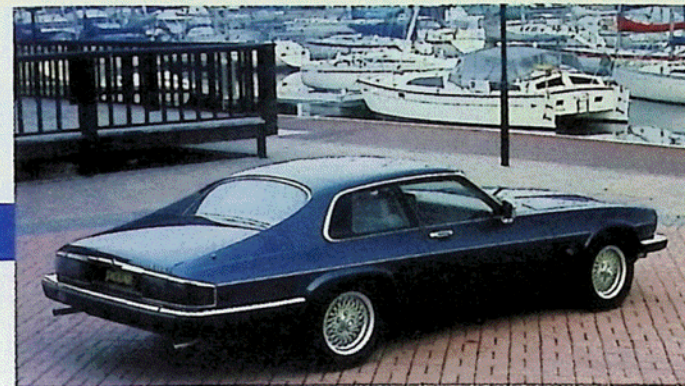
Mazda turned to the German and Italian aftermarket to capture the retro-look of European racing from the Sixties for the Ford Festiva GT-A.

Weather beater

BY 1995 FORD will have "replaced or redesigned virtually every product in [its] U.S. dealerships. In addition, it will have replaced, redesigned or improved all of its powertrains in North America and Eu-

rope," according to its 1990 annual report.

Because Ford is traded on the Tokyo stock exchange, the annual report must also be printed in Japanese. Humorous translation problems have arisen over the years. Kanji, the portion of the Japanese



The XJ-S: Frameless side windows improve the driver's outward vision. The roof and trunkline have also been reshaped.

writing system based on ancient Chinese ideographs, lacks symbols for technical terms. One year "climate control" came back in a draft as an option for "controlling the weather." Could be a big seller in the farm belt or drought-stricken California.—K.Z.

A new face for the XJ-S

JAGUAR HAS GIVEN its 16-year-old XJ-S coupe a \$90 million facelift. The revised cars, introduced earlier this year in Europe, are just now

hitting the United States.

The car features subtle bodywork changes, a redesigned interior, improved equipment and adoption of the 223-bhp 4.0-liter inline-6 in place of the 3.6-liter. The V-12 models get similar treatment.

The United States will initially receive only V-12 coupes, though Jaguar hopes to introduce the 6-cylinder eventually. Half of all XJ-S sales last year were in the United States—4715 cars. Two-thirds of those were convertibles.—Richard Feast

German? Japanese? American? Probe

MORE THAN 2000 Ford Probe GT models have been ordered in Germany since its public introduction there last January, capturing more than 13 percent of the German small-specialty-car segment. Annual sales are projected to be about 7000, far exceeding Ford's original estimates. The German press has favorably reviewed the car's handling and Japanese-built 2.2-liter turbocharged engine. The Probe GT is also exported to the Netherlands, Switzerland, Puerto Rico and Japan.—K.Z.

EAST IS EDEN

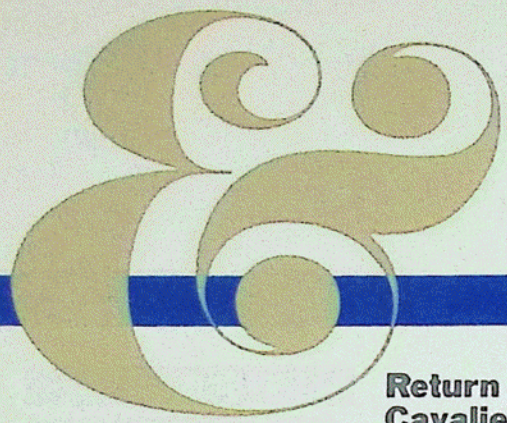
German manufacturers have been very quick in seizing the opportunity to extend their manufacturing possibilities (as well as sales) in Eastern Germany. A Volkswagen Polo 4-cylinder engine replaces the old 2-stroke twin in the Trabant, which is soon to be dropped altogether in favor of the Polo that has been assembled next to the Trabant for months.

Meanwhile, Opel has acquired and modernized the old AWE (Wartburg) factory in Eisenach, where Opel Vectras are now built. This, incidentally, is the factory where BMW cars were made before World War II.—P.F.



The Nissan 240SX with Super HICAS™ Steering.

After the first turn, you'll understand why we used the same 4-wheel steering system found on



R&D?

Toyota has options to buy a large tract of land west of Detroit, Michigan. The company will only say thus far that the potential acquisition is for a research and development facility. Toyota already has a small technical facility in Ann Arbor, Michigan.

Speculation has it that Toyota has much bigger plans for the site but is delaying the announcement for political considerations. Both the current recession in Detroit and the resurgence of American patriotic feelings after the Gulf War make the timing less than ideal to announce another, yet another, Japanese expansion. —K.Z.

Return of the Cavalier ragtop

CHEVROLET HAS REINTRO-duced the Cavalier RS Convertible to fill the gap in its line created when the Beretta convertible failed to make it into production because of ongoing fit problems. The



PHOTO BY KEN ZINO

■ **Out Beretta, in Cavalier: Chevrolet's Cavalier RS Convertible.**

Cavalier has a power-operated top that's available in white or black. The soft vinyl boot that covers the folded top matches the Cavalier's interior color. Standard equipment includes a 3.1-liter, fuel-injected V-6 engine and a 5-speed manual transmission, power-assisted steering and an AM/FM stereo

radio. A 3-speed automatic is an optional and less desirable choice as it lacks the extra ratios enthusiast drivers treasure. Other accouterments are more sporting: The Z51 performance package is also standard and includes P195/70R-14 tires, higher spring rates, a rear anti-roll bar, a quicker-than-stock 14:1 steering ratio and a gauge package that includes a tachometer and trip odometer. Optional equipment includes air conditioning (standard in California), a CD player, intermittent wipers, cruise control, a tilt steering wheel, rear decklid rack and trunk tie-downs. The tab for the Cavalier RS Convertible starts at \$15,214. —K.Z.

■ The new Fiat 500.



Knowing a little Italian

EVERYONE'S BEEN REFERRING to it as the Micro, but it's going to be *Cinquecento* after all. Not a name that trips easily off the tongue—except when pronounced "500."

Yes, Fiat has revived the 500 name made famous on its 1957–1972 microcar for the cutesy new model that goes on sale across Europe next year. January will see the launch in Poland, where Fiat has sunk nearly \$1 billion into the FSM

DRIVING IMPRESSIONS

BUICK PARK AVENUE ULTRA SUPERCHARGED

Buick is building a limited run of supercharged 3.8-liter V-6 engines for use in 1991 Park Avenue Ultra models to test buyer acceptance. About 150 of the forced-induction models will be available late this summer for less than \$30,000.

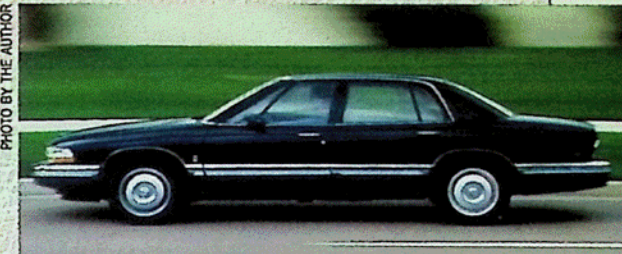
An Eaton-supplied blower increases horsepower to 205 at 4400 rpm and torque to 260 lb.-ft. at 2600 rpm. This "boost" is designed to alleviate concerns about the lack of midrange power with the pushrod V-6 and to offer something to face the new modular-V-8-powered 1992 Mercury Grand Marquis/Ford Crown Victoria now on sale.

The supercharger unit itself is a compact Roots type displacing about 1.0-liter. It fits neatly into the "V" of the V-6 engine and is directly linked to the intake manifold. Those who remember the intricate exhaust-system plumbing required by Buick's old turbocharger applications will marvel at the simplicity.

Brief but sufficiently aggressive test drives of two prototypes show that more power is just what the doctor ordered at the once-lethargic GM division. In keeping with both the image and the reality of Buick's conservative sedan customers, this supercharger application is extremely mild, with boost kept to 8 psi.

Throttle response, already adequate off the line in the naturally aspirated 170-hhp Park Avenue and LeSabre models, is now enhanced in the 30-mph to 65-

PHOTO BY THE AUTHOR



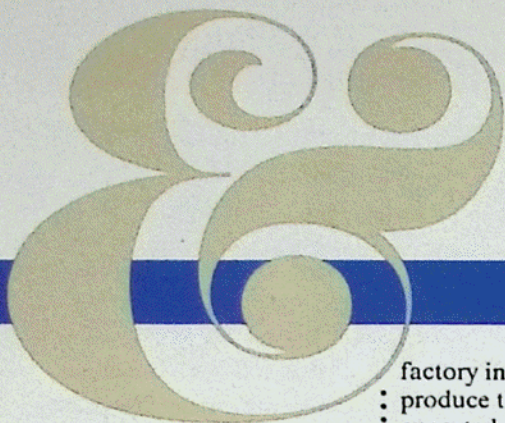
mph range. The supercharged engine keeps pulling up to about 4000 rpm, where it levels off.

Mark automotive time by keeping your right foot in it, and the electronically controlled transaxle shifts at 5300 rpm. Upshifts, and downshifts for that matter, are crisp and precise throughout all four forward speeds.

The 0-to-60-mph time should be about 9 seconds, according to Buick. Better yet, fuel economy, at a projected 18 mpg on the EPA city cycle, is the same as the naturally aspirated model. The highway penalty is 2 mpg, with 25 mpg projected per gallon of premium unleaded fuel.

The chassis is improved too. For 1992, larger 16-in. Goodyear GA tires are substituted for the 15-in. GT+4 rubber previously used. Gone are the jingle and jangle from coarse road surfaces and small tar strips. Directional control, steering response and cornering ability are still quite good. Overall performance, we suspect, is beyond the limits that a Buick customer expects to explore on the road. —Ken Zino

our Turbo Z. Right away you'll notice how the 240SX® responds to your every move. And you will move. Because under the hood lurks a new 16-valve 155-horsepower engine. The fact is,



MERCURY MINIVAN

Lincoln-Mercury will enter the growing minivan market next year with an all-new entry named Villager that is the result of a joint venture with Nissan. "Villager will be an upscale people mover," says Ross H. Roberts, general manager of the division. "Compact passenger vans have experienced the most rapid growth of any of the car or truck market segments in recent years."

Nissan is responsible for the Villager's powertrain and major parts of the design. Ford will assemble the vehicle at its truck plant in Avon Lake, Ohio. —K.Z.

factory in Bielsko Biala to produce the 500. It will be exported to Western Europe in March.

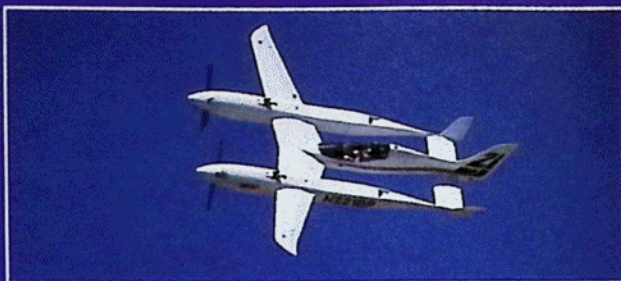
The 500 is tiny. Its length is just under 127 in., which is 6.5 in. shorter than the Lancia Y10 and 7 in. shorter than the Fiat Panda. Fiat describes it as a 4-seater, ahem.

There will be a choice of two engines: a 700-cc 2-cylinder developing 31 bhp and a 900-cc 4-cylinder good for 41 bhp. —R.F.

Child safety

CHRYSLER WILL OFFER what it calls the first "integrated" child-safety seat in its 1992 Town and Country, Dodge Caravan and Plymouth

PHOTO BY JOE RUSZ



Pond Racer: GTP-racing technology takes to the skies

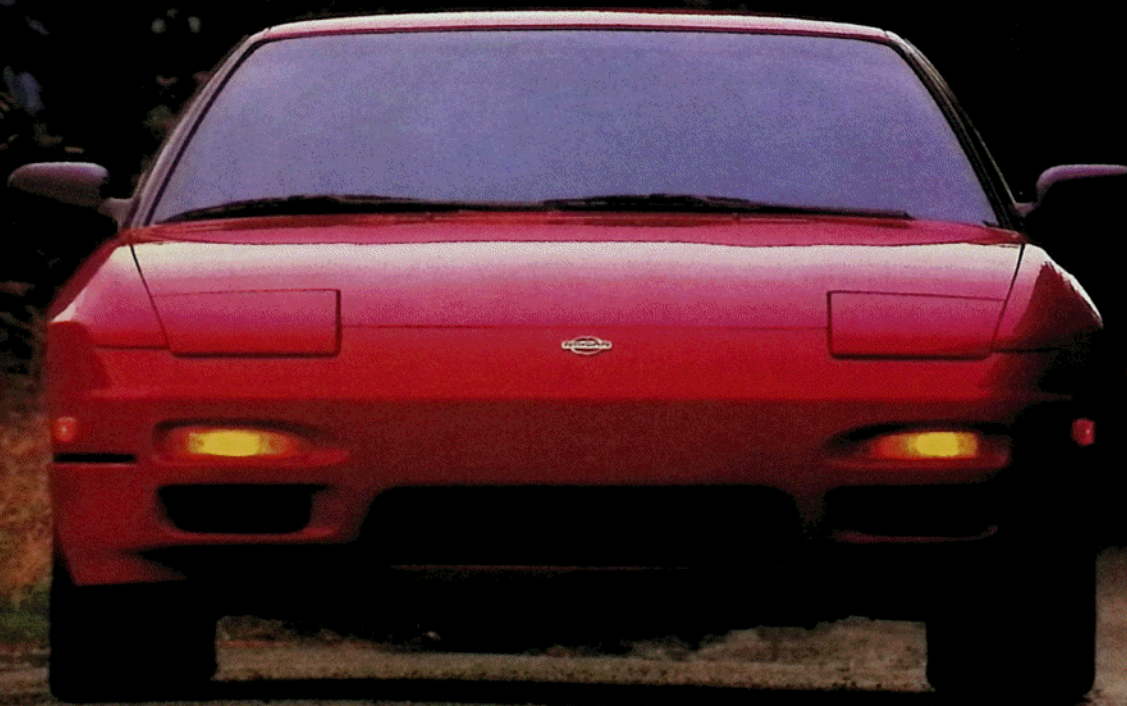
Aeronautical wizard Burt Rutan designed it. Ex-Navy fighter pilot Bob Pond paid the bills. But ground-bound Electramotive developed the two turbocharged, 800-1000-bhp V-6 Nissan-based engines that power this tiny all-composite air racer whose mission is to break the 528-mph speed record for propeller-driven aircraft.

Voyager minivans. The seat will be offered as optional equipment and is suitable for retrofitting in 1991 models.

In each minivan so fitted, two child seats are integrated into what looks like a regular minivan bench seat. With an action akin to pulling down a center-mounted armrest, the child seat and its separate safety-belt system are uncovered.

The seat meets all require-

ments of FMVSS 213 (Federal Motor Vehicle Safety Standard) and NHTSA's (National Highway Traffic Safety Administration) standards cover-



you won't feel like stopping. Unless, of course, someone else wants a turn.



Call 1-800-NISSAN-6 for more information. Smart people always read the fine print. And they always wear their seat belts.

Built for the Human Race.™

ing child-safety seats. It's designed for children weighing between 20 and 40 lb. For children heavier than that, one of the two integrated seats can be put into its "booster mode" for use with the minivan's standard 3-point rear safety belts. When not in use, the child seats fold back into the bench seat for conveying adult-size passengers.—K.Z.

Upmarket Audi 100s

FROM INGOLSTADT COMES news that the Audi 200, introduced some 15 years ago as an upmarket version of the Audi 100, is to be dropped completely. It will be replaced by better-equipped and higher-powered versions of the Audi 100. Although 4-valve heads will probably be developed for the new 2.8-liter narrow-angle V-6 sooner or later, the next step toward a power increase in the Audi 100 line will be taken by giving it the turbocharged, 20-valve, 5-cylinder engine, which currently powers the S2 Coupe, with the horsepower boosted from 220 to 230.—P.F.

■ Three new Audi wagons—100, 80 and V8 are expected in the next 12 months. The V8 wagon (right) will have the new 4.2-liter V-8.

GREEN CARS, GREEN DAYS, GREENBACKS GREEN

By Ken Zino

Letter from DETROIT

Public relations personnel, always a resourceful if not exactly trend-setting group, have come late to the discovery that there is a significant "greening" of America in the air. People are justifiably concerned with environmental quality as evidenced by the comprehensive overhauling of the Clean Air Act last year. And as surely as a glorious dawn follows the darkest of nights, all manner of corporate spokespeople are rushing to capitalize on the emerging awareness that natural resources need to be protected.

Consider the following release headlines: "Plastic Panel Recycling" or how about "First Green Refrigerant"—contradicted by another company's "First Ozone Friendly Air Conditioning System"; then there's "Batteries to Help Protect the Environment" or "How to Maintain Your Car and Environmental Conscience."

Well, you get the idea. A new one arrives every other day. Then there is an emerging class of position papers and booklets titled something like "Chromemobile Intergalactic Heavy Industries and the Environment." Noble and sincere attempts, no doubt, to prove that corporations are at least aware that people are worried about the consequences of our industrial society. Never mind that some of these same companies devote substantial piles of greenbacks to lobbying against environmental groups and the Clean Air Act.

Abuse comes from both sides. Environmental groups can be just as silly, opportunistic and downright shrill. Some special interest groups are, among other things, now promoting high fuel economy legislation under the dubious proposition that it will alleviate global warming or—even less likely given the historical record—diminish Middle East tensions.

Spare us, please. We all realize we have much clean-up work to do. Maybe the car companies should develop emerald-colored commuter cars that run on environmental impact statements and press kits of advocacy groups. That would help solve one pollution problem.

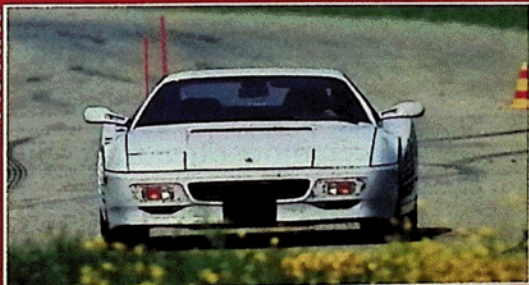


PHOTO BY HANS G. LEHMANN/HIDDEN IMAGE

New Ferrari Testarossa

■ Ferrari's quintessential Prancing Horse, the Testarossa, is expected to receive a minor facelift and power boost (up to 420 bhp from 380) sometime in the next two years. We are told to anticipate a 0-to-60-mph sprint of 5.0 seconds and a top speed of around 186 mph. An all-wheel-drive version is still said to be several years away.

PHOTO BY STUDIO BE



LATE BREAKING

PHOTOS BY RICHARD M. BARON

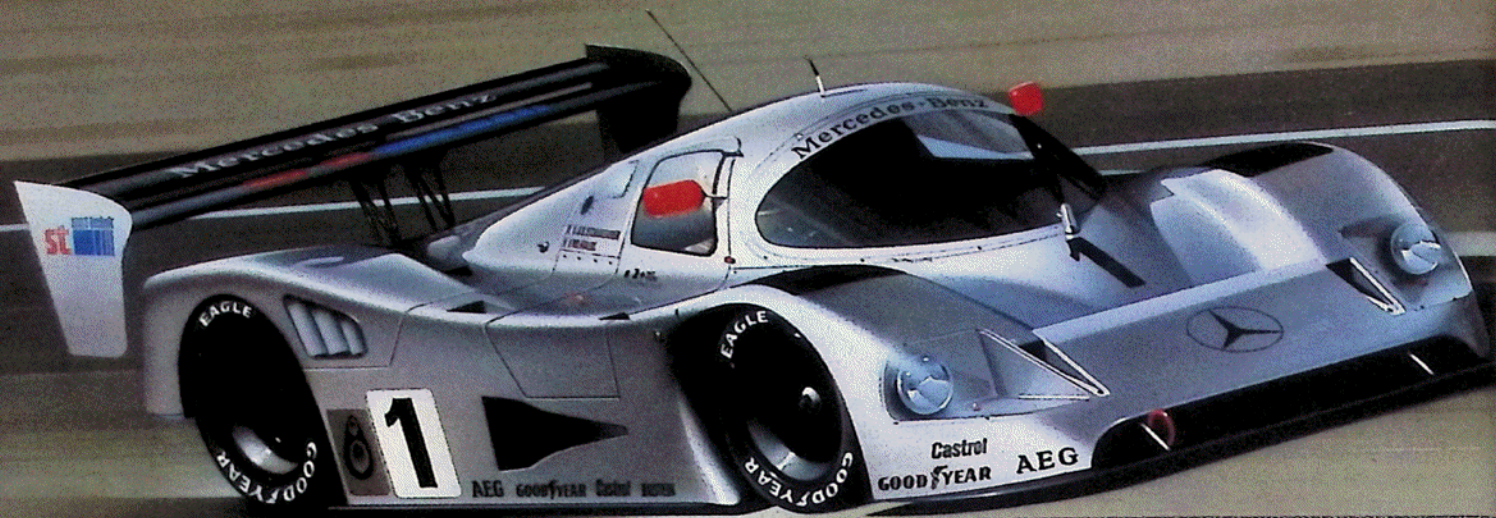


■ Two versions of the next Isuzu Trooper—in 2- and 4-door dress—were spotted during testing. The soft-edged Troopers were flanked by a Ford Explorer and V-6 Toyota 4Runner, indicating the likelihood that Isuzu's own 3.2-liter V-6 will provide motive power.

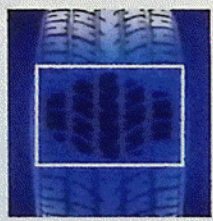
■ An all-wheel-drive version of the Alfa Romeo 164 will be introduced in the U.S. late next year along with the 240-bhp 24-valve 3.0-liter V-6 engine from Alfa's Proteo show car introduced at the Geneva auto show.

■ Audi's plans to reassert itself in the U.S. market include replacing all current models by April 1992, dropping the Coupe Quattro and offering a 6-speed manual transmission in the new 90 sedan.

■ Honda is striking terror into the hearts of other manufacturers with reports that it has developed a 1.5-liter engine good for 47 mpg in city driving and that the next-generation Civic will get 65 mpg on the highway.



GOODYEAR EAGLES HELP IMPROVE THE FINISH OF SOME OF THE WORLD'S GREATEST CARS.



The most important part of a Goodyear Eagle, or of any tire: the contact patch.

Mercedes-Benz. Ferrari. Jaguar. Corvette. They all have one thing in common:

Their choice of tires for their ultimate performance cars.

And that choice is Goodyear. Unanimously and overwhelmingly.

Because, at the outer limits of tire technology, the limits found on the major racetracks of the world, no other tire company comes close to the success of Goodyear.

And the fact is that cars equipped with Goodyear racing Eagles win more major races in more major series than any other make of tires.

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Are racing tires and performance tires related? Is there a technology transfer?

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And given their records, that's probably true. But consider this:


Goodyear Eagle street performance radials are chosen by more car manufacturers for their top-of-the-line performance cars than any other make of performance tire.

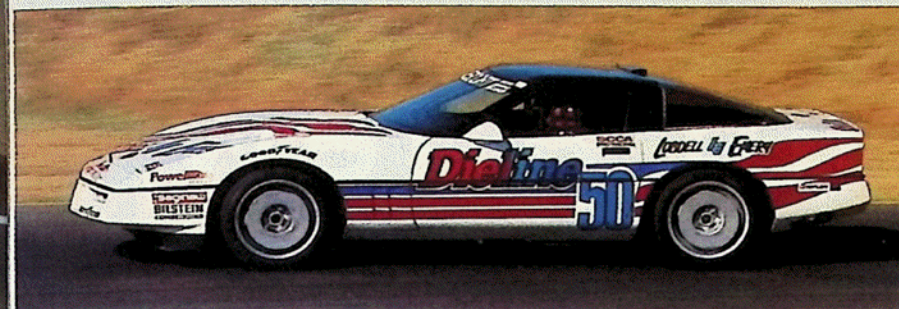
And this overwhelming preference for Goodyear street Eagles didn't happen by accident.

It is the result of extensive comparisons to discover just whose tire will perform the best—under a multitude of conditions.

And the answer, more often than not, is Goodyear Eagle radials.

A coincidence? Not likely.

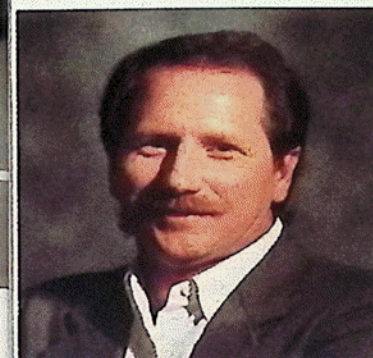
 Goodyear wins the most important tests of all.



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No one has won more Formula One Grands Prix than Ferrari and Goodyear. Over 100 for Ferrari. Over 250 for Goodyear.



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The technology that goes into winning the world's leading racing series also goes into the Goodyear Eagle street radials.



Dodge Stealth



Jaguar XJ-S



Corvette ZR-1

More than fifty of the world's leading performance cars come on Goodyear Eagle street radials. No other performance tire equals the Eagles' success.



GOODYEAR

THE BEST TIRES IN THE WORLD HAVE GOODYEAR WRITTEN ALL OVER THEM.

To all but a few,
it is still a very
foreign car. 



P E U G E O T
Beyond the obviousSM

1991 Peugeot 405 models are intelligently priced between \$15,490 and \$21,990. MSRP. Excludes tax, title, options, registration and destination charges. In Canada call 1-416-566-1900.

Europeans have long appreciated the remarkable engineering and world-class styling of a Peugeot.

Yet, here in America, a Peugeot 405 is a rare pleasure. Perhaps because a full appreciation of one requires the kind of thorough scrutiny few car buyers exercise.

The 405's patented 8-valve shock absorbers, for example, are far from obvious, yet they contribute to the renowned Peugeot road feel that is immediately apparent. Two densities of foam are a subtle but effective way to eliminate seat springs and the road vibrations they transmit. And less obvious still is the sophisticated composite barrier beneath the roof that absorbs road noise.

But you'll quickly understand the value of every aspect of the Peugeot 405 with closer scrutiny. For the dealer nearest you call 1-800-447-4700.

Miscellaneous Ramblings

BY THOS L. BRYANT

IT SHOULD COME as no surprise to anyone that, as the Editor of a magazine like *Road & Track*, I love cars. All kinds of cars, from swift, little sports cars to the rarest of exotic cars, and everything in between. One of the best things about being in this business is having the opportunity to drive some 100 new and exciting cars each year. Sure, some of them are more exciting than others, but there is usually something to like about each one of them. And I have to confess that I also love trucks. Perhaps this is because I started out in this profession on the staff of a magazine we used to have around here called *Pickup, Van & 4WD* (PV4).

I spent more than two years driving and testing all the trucks you can imagine, enjoying off-pavement driving from Baja California to Wyoming, even dabbling in some off-road racing. This month I've been driving two very different 4-wheel-drive vehicles: the newest iteration of the Range Rover, the County SE, and the Oldsmobile Bravada. Both are filled with luxury features and look the part of sports-utility vehicles capable of tackling the demands of off-pavement motoring.

The Range Rover is something of an old favorite, having been around since 1970, although it didn't make its appearance in the U.S. market until 1987. I've driven Range Rovers around the rugged terrain of Yorkshire, as well as through the more civilized areas of southern England. And on this side of the Atlantic, I've spent time driving Range Rovers through the western part of America.

Range Rovers are wonderful utility vehicles. Powered by a thoroughly de-

veloped version of what started life as a 3.5-liter V-8 built by Buick, the Range Rover is not startlingly quick. There is ample power (178 bhp) available, however, for high-speed highway cruising and sufficient torque (220 lb.-ft.) for that slogging pace called for when picking your way across a boulder-filled stream or field.

somewhat uncomfortable about using the vehicle to its fullest potential.

I recall when I started out testing trucks for PV4 magazine, the late James T. Crow, who was the publisher and off-road expert, convinced me that on the skidpad any vehicle would spin out before it would topple over. More than once I had to bring that



Unusually long suspension travel (8.0 in.) is the element that has always given the Range Rover an incredibly high level of ride comfort, no matter what the surface. New for this year are retuned suspension and the addition of anti-roll bars to provide more lateral stability. And, while they do their designed job, you might not notice their effect much in normal, pavement driving. The Range Rover has considerable body roll, as it always has, which makes the novice driver

memory to mind during particularly, uh, stimulating tests. With enough experience, however, you learn that a 4wd like the Range Rover will keep its wheels firmly planted on the ground despite the bodywork's best attempts to convince you otherwise.

And the value of body roll is that it helps isolate driver and passenger from all that rough stuff going on below. You can set off across a freshly plowed field at a rapid pace and discover that while the suspension is

■ Oldsmobile diversifies into the sports-utility market with the Bravada; the Range Rover, despite being nearly as old as the hills, climbs them with little apparent effort. Both represent posh, downright luxurious ways to do a bit of wilderness exploration.



PHOTO BY RICHARD M. BARON

working mightily to keep everything in equilibrium, you are being transported in first-class fashion in the luxurious interior.

Some of the features that make the Range Rover attractive as a status symbol as well as a useful sports-utility vehicle are the leather interior, plush carpeting, wood trim and an extra-tall greenhouse that provides what seems like a railroad car Vista-Dome view of the world around you. But all of the luxury and status—not to mention on- and off-road performance—of the Range Rover comes at a rather dear price: \$47,300 for the County SE with the new CD-equipped sound system.

Oldsmobile has only recently joined the sports-utility-vehicle market with the introduction this year of the Bravada. It is based on the Chevy S-10 Blazer platform, but from that point the Oldsmobile goes off to chart new territory as a luxury-oriented all-wheel-drive traveler.

The powerplant is the 4.3-liter Vortec V-6 with fuel injection, and behind that is a 4-speed automatic transmission. The Bravada boasts full-time all-wheel drive via what is called SmartTrak, a system that delivers torque to each wheel all the time, combined with anti-lock brakes and a bevy of features often optional on other cars and trucks: air conditioning, cruise control, remote door locks, power-assisted steering, electric window lifts, an AM/FM stereo/tape player sound system and a lot of other luxury touches to the interior. The price? Our test model has a sticker of \$23,795 plus \$650 for the custom leather interior trim.

The Bravada is, like the Range Rover, aimed at the luxury-utility buyer. The ride is remarkably comfortable on the pavement, making the Olds feel not unlike a passenger car unless you encounter undulating or ripply pavement. Off the beaten track, the Bravada doesn't exhibit the same degree of body roll found with the Range Rover, but it also doesn't do as good a job soaking up the rough stuff. The front suspension of the Bravada is independent and uses torsion bars for springing, but at the rear there is a solid axle on leaf springs and it has its limits when traveling up and down and soaking up bumps.

The Bravada has ample power for all driving conditions (160 bhp), on and off the pavement, and plenty of torque (230 lb.-ft.) for the slow going. The seats are comfortable for the two in front and, in fact, are more ample than those of the Range Rover, which look like they should be top-class. However, the bottom cushions in the British vehicle are on the short side, providing very little thigh support. Also, the Oldsmobile gives you more leg room. Rear-seat passengers also get more room in the Bravada than in the Range Rover, along with a bit more head room.

The sports-utility vehicle has clearly captured the hearts of a lot of enthusiast drivers in recent years, being one of the fastest growing markets in the automotive arena. After spending time in two of the most luxurious models available, I can easily understand why. Unlike us old Jeepers, today's 4wd buyers are able to enjoy the advantages of sure-footed traction and ample comfort.

Dinkel moves on

WITH A MIX of sadness and excitement, we are saying goodbye to John Dinkel, one of the most experienced and respected automotive journalists in the industry. John, who had been Editor-in-Chief of *Road & Track* for the past three years after some 10 years as Editor, has taken a position as director of Product Communications with Hill, Holliday, Connors, Cosmopolos, Inc., an advertising agency that represents, among others, the Infiniti Division of Nissan.

John and I go back a long way, as he was the Engineering Editor at R&T



■ John Dinkel.

when I moved over from the PV4 magazine staff in 1974. Among my assignments at that time was to work with John as his helper in performing the road tests. We spent a lot of time together at various test tracks, and I recall such memorable events as testing the first-ever Bricklin at Seattle (and washing it in a light snowstorm for photos), a tire test in the brutal heat of summer at Mira Loma proving ground near Riverside, and miles and miles of comparison test trips.

John innovated many test procedures that are now standard practice at

PHOTO BY BRIAN BLADES



PHOTO BY DON ROBERTS

■ Not the Yellow Brick Road, nowhere near Kansas, but certainly the stuff of fantasies.

R&T and led the magazine as Editor through many of our finest years.

We all wish John the very best in his new role on the "other side" of the business, and we will miss him.

Vintage fun

WE ARE ALL very excited to be a part of this year's Chicago Historic Races at Road America, Elkhart Lake, Wisconsin on July 19-21. This year's theme for the popular vintage sports-car racing event is "Looking for Gianni Doe," according to the founder and president, Joe Marchetti. "Last year's spectator becomes this year's tourer and then next year's student in the driver's school," Marchetti announced. The point is to encourage more and more people to get involved with the Chicago Historic Races by giving a fan the opportunity to don a race suit, go through the driver's school and then get into the action on the Road America track.

One of the aspects of the Chicago Historic that sets it apart from other vintage racing events is the very personal flavor the weekend enjoys, thanks to the personal dynamics of Marchetti, proprietor of Chicago's Como Inn. More than a race weekend, the Elkhart Lake spectacular combines Marchetti's enthusiasms for food, wine, entertainment, camaraderie and fun with the opportunity to see some of the finest older sports and racing cars on this gorgeous track.

All of us at *Road & Track* are looking forward to sharing in the excitement at Road America with Joe Marchetti and his thousands of friends in late July.

Road adventure

I'M IN A bit of a quandary about mentioning this, but reader Don Roberts of Sheridan, Wyoming sent us a photo that just may encompass every

car enthusiast's dream—coming upon a sign by the side of the pavement that reads, "Winding Road Next 77 Miles." All of us around the R&T offices looked at the photo and immediately began fantasizing about which car we would most like to be driving when we hit that stretch of highway.

The problem is in identifying it. Surely those enthusiasts who live in the area are zealously guarding its secret so it won't become clogged with traffic. But it's far enough removed from major population centers that we have to share it: Highway 12, running west through Idaho. Reader Roberts says he took the photo west of Lolo Pass and Missoula, Montana. He writes, in asking us to publish it, that the road is perfectly smooth and the corners are of constant radii. So there it is. Have fun. 🚗



July Milestones:

■ Alberto Ascari wins his first Grand Prix driving a Ferrari 375 at the German GP at Nürburgring, 1951.

■ Described as the ultimate expression of the American supercar, the Hurst-Olds 4-4-2 with a 455-cu.-in. 390-bhp V-8 goes on sale, 1968.

■ Wade Morton drives an Auburn 8-88 roadster to victory at Rockingham Speedway and achieves the marque's first racing victory (averaging 89.9 mph), Salem, New Hampshire, 1927.

—Otis D. Meyer
R&T Librarian

FRANK & TROISE

A loud rapping sound coming from the engine compartment? Bring the car back in, Mrs. Belcamp! It may be Bert. We can't find him.

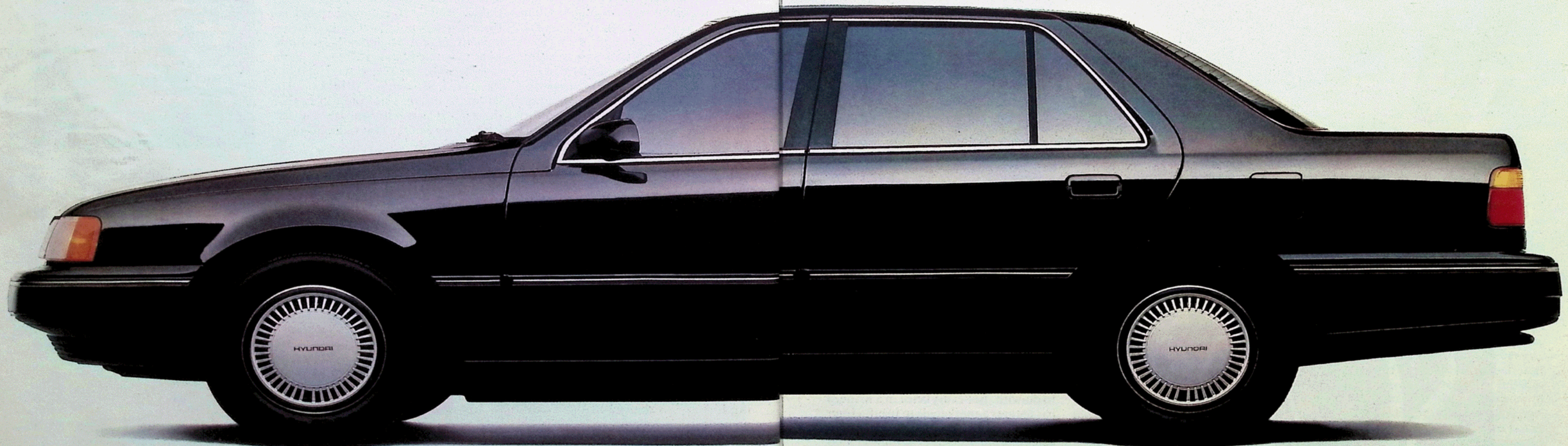


It flies in the face
of convention.
And we do mean
flies.

The Sonata GLS V6.

Conventional wisdom tells us all we need to know about most midsize sedans. You can get five adults into them, but scarce any performance out of them. Especially when it comes to the essentials like straight-line acceleration, overall handling and braking. Enter the Sonata GLS V6 from Hyundai. With a fresher, smarter set of standards. Like the largest V6 engine of any import in its class. A refined 3.0-liter, overhead cam power plant with multi-port electronic fuel-injection. Plus an electronically controlled 4-speed automatic transmission with overdrive. And fade-resistant, ventilated, power front disc brakes. The result is a sedan so responsive, zero to sixty, it will outrun a Ford Taurus L, Lexus ES250 or even a BMW 735i. And so well-balanced, seventy to zero, it will stop quicker, too.* Sonata's road manners are equally impressive. Thanks to independent front suspension, front and rear stabilizer bars and a host of other technical refinements. Yet inside, Sonata surrounds you with more passenger room than any car in its class. More than Accord, Camry or Stanza. And indulges you with its many persuasive

powers: Power steering and brakes. Power windows and door locks. Dual power rearview mirrors. Plus a power antenna. You'll even find air conditioning, cruise control and a high-output AM/FM stereo cassette with 6 speakers. All standard. Sonata also boasts a pair of owner protection programs: A 36-month/36,000-mile bumper-to-bumper limited warranty with no deductible. Plus a year's free membership in Hyundai's special 24-hour roadside assistance program.† The Sonata GLS V6 from Hyundai. Welcome to life in the smart lane. **HYUNDAI**



Hyundai. Yes, Hyundai.

*CAR and DRIVER, "ROAD TEST DIGEST," 8/90. †SEE DEALER FOR DETAILS. DO BUCKLE UP. DON'T DRINK AND DRIVE. © 1990 HYUNDAI FOR A FREE BROCHURE AND THE DEALER NEAREST YOU, CALL 1-800-826-CARS.



LEXUS SC 400

Lexus creates the target



GAUNTLETS EVERYWHERE. Market segments and specialty niches being chased like courtesans in the courtyard by more cars than the buying public knows what to do with. But every once in a while, a car creates a market all to itself, either by dumb luck or—more likely—careful calculation.

The V-8-engine, rear-drive Lexus SC 400 coupe, based discriminately on the LS 400 sedan, is just such an office holder, currently the sole proprietor of its market segment, with the Legend Coupe just to the south of it and the

BMW 850i priced far, far to the north.

Lexus' flagship makes the transition from luxury sedan to sports coupe with a minimal amount of fuss, but a host of important changes.

The styling story of the SC 400 belongs in the annals of design eccentricity. Instead of trying to carve a coupe out of the LS 400, Lexus decided that the 2-door needed an entirely new look, separate from the sedan. And because the SC 400's hook had to be baited to catch the North American market, Toyota's Southern California design center, Caltly, landed the styling task.

Founded in 1973, Caltly has been

slowly gaining momentum ever since, most recently taking bows for the new Toyota Celica and Previa minivan. For the SC 400, studio director Dave Hackett turned to Caltly's Dennis Campbell and Erwin Lui, essentially giving the two a clean sheet of paper (or sheet metal, as the case may be).

What Campbell and Lui chose instead were buckets of plaster, which they used to fill balloons, manipulating the plaster as it dried. Photos of the sculpted balloons were then projected at angles to elongate them, and clay models were fashioned from these designs. The clays evolved into full-size

mockups of the SC 400.

This offbeat design technique brings out two elements of the SC 400 that are interesting to consider. First, the car was worked up from three-dimensional techniques—from concept to full-size model—never once showing up on a drawing board. And, second, if you purchase one of the 20,000 SC 400s Lexus hopes to sell per year, you must content yourself with knowing that the look of your car is the result of Caltly's romping with balloons and plaster.

The resulting coupe—long hoodline, round nose, short rear deck, sleek window and roof lines—retains a fluid

PHOTOS BY JOHN LAMM

look offset nicely by crisp character lines. From a bird's-eye view, the SC 400's nose is nearly a perfect semicircle, which incorporates the flush exposed headlights beautifully. A delicate crease along the side of the coupe draws the eye rearward, where an optional deck spoiler punctuates the sportiness of the SC 400's look and gives it a 0.31 coefficient of drag (versus 0.29 for the sedan).

TO FURTHER COMPARE the coupe with the 4-door gene pool from which it is derived: The 191.1-in. SC 400 is 5.6 in. shorter overall than the LS 400, with 4.9 in. less wheelbase. It is also not as tall, not as wide and—here's where the fun starts—almost a second and a half quicker to 60 mph.

One of the main reasons for the new coupe's quickness is that the fuel-injected 32-valve dohc 4.0-liter V-8 engine created for the LS 400 sedan crosses over to the 2-door SC 400 in

high order. The engine is virtually unchanged except for some minor electronic controls installed to sweep away a few mechanical cobwebs.

And the V-8's 250 bhp and 260 lb.-ft. of torque never felt so good as when they're being wrung through the coupe's electronically controlled automatic transmission. While this automatic is fundamentally the same smooth 4-speed that we praised in the LS 400's 4-door big brother (see our February 1990 road test), the 1st-gear and final-drive ratios have been lowered to bring out the more sporting side of the engine's personality.

The engine's assertive exhaust note is best heard outside the car because the sound insulation from inside the cabin is so good. One outside observer likened the note to that of a Cosworth V-8.

But inside the cockpit is where you need to be to appreciate the Lexus V-8's character. The full-throttle Furies begin down low in 1st gear and gallop evenly and effortlessly all the way

to 6000 rpm, just 500 rpm short of the redline. At that point, one gear lets go of the chase and the next one picks it up in a satin-smooth shift.

Kickdowns are brisk and purposeful. Passing slower cars isn't just an ability with the SC 400, it's an avocation.

When whipped from a standing start, the Lexus coupe is up to 60 mph in a very sporting 6.9 seconds and crosses the quarter-mile wire in 15.2 sec. Now that kind of acceleration is on the sunny side of respectable.

If you prefer to clutch and carry the transmission up through its gears, you'll be disappointed to hear that the 4-speed automatic is the only transmission fitted to the SC 400. As if to allay the enthusiast's fears, however, the upcoming SC 300 version of the coupe—powered by an all-new 24-valve twin-cam 3.0-liter inline-6—will come with a 5-speed manual gearbox as well as an automatic.

Our test car came with the optional TRAC traction control system that electronically governs engine torque

and applies the right and/or left rear brake when needed. If your driving preferences run along the lines of enjoying a bit of wheelspin now and again, the traction control can be defeated with just the touch of a button.

WHILE THE SC 400 appears significantly more excited about getting up to speed than its sedan sibling, the LS 400 could teach its upstart little brother a thing or two about slowing down. Without a doubt, the SC has the proper braking credentials—vacuum-assist, vented discs all around, 2-piston front calipers, highly effective ABS—but the LS still has a 19-ft. advantage from 60 mph and a 26-ft. margin from 80. This in spite of the coupe's lower weight (3640 lb. vs. 3865) and slightly bigger brakes. Meanwhile, the brakes are easy to modulate with good pedal feel, and brake dive is well controlled by the SC's suspension.

Ah, yes, the suspension. Obviously tired of being knocked around for being soft on the issue of ride versus handling, this time out the Toyota/Lexus engineers made sure that they kept the suspension in the oven long enough to make it crisp. The LS 400's independent double-wishbone suspension is reworked and stiffened in recognition of the sporting nature of the beast. The SC 400 suspension makes good use of aluminum for the A-arms to reduce unsprung weight. Aluminum is also used in a front suspension member, which is mounted directly to the body for added rigidity. Huskier anti-roll bars have been added at both ends.

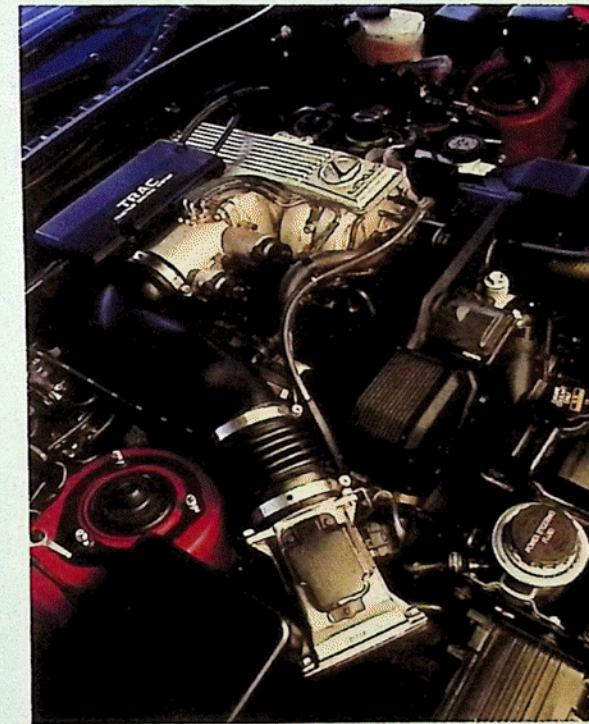
Lexus' coupe gets a lot of work out of the specially developed Goodyear Eagle GS-D tires as well. The V-rated 225/55R-16 93Vs combine with 16-in., 10-spoke alloy wheels to fill out the SC 400's fenderwells.

The coupe's power, overall firmness and absence of body roll, coupled with its speed-sensing power-assist rack-and-pinion steering—wonderfully quick, but sometimes heavy in transitions—qualified it for the favorite winding roads of all who drove it.

Working with a 54/46-percent front/rear weight distribution, Lexus has set the car up for controlled understeer at its limits, while still allowing the tail to sneak out on occasion. "Steady," "balanced," "terrific" and "fun" were the words that came most quickly to mind after a stint in the SC. Not a bad beginning lexicon for a luxury-sports coupe.

But the coupe's athletic achievements account for just one side of the

■ At the heart of the SC 400 is the same 250-bhp 4.0-liter 4-cam V-8 that can be found in the LS 400 sedan. In the coupe, it's mounted 3 in. farther back in the chassis for more even weight distribution, and is fitted with a throatier-sounding exhaust.



SC 400 equation. Lexus understands that P not only stands for performance and passion, but for pleasure as well. Therefore, while the coupe's ride is not marshmallow and duck-down soft, neither is it dumpcart-on-cobblestones rough. What the SC 400 brings to mind is a German sports sedan: It doesn't allow slight road irregularities to intrude, but it doesn't hesitate to communicate the conditions of road surfaces to the driver, either. The Lexus coupe's overall ride/handling mix is about as red-carpet as it can get and still keep an enthusiast interested.

The luxurious red-carpet treatment continues at the doors of the SC 400; in fact, the doors are part of the treatment. To allow more room for graceful en-

trances and exits, Lexus engineers came up with a 4-link door hinge that not only pivots the doors out and away from the car, but also moves the door forward of the hinges and tilts it outward at the top. For those passengers confronted with the never-lyrical prospect of climbing into the rear seats, a passenger-side walk-in feature automatically moves the front seat forward when the seatback is released. When the seatback is returned to its upright position, the seat moves backward to a midpoint on its rails. Long-legged rear-seat passengers and people who store breakable Christmas presents in the back seat, beware: Nothing stops the front seat from returning to this midpoint, so don't store the crystal stemware in the footwell.

From its sporting exterior and mechanicals, the SC 400 puts on its luxury face once inside. The interior is doused in leather (in gray, spruce or ivory), trimmed in maple and elegantly understated. The seats coddle the driver and passengers, carrying them in sumptuous comfort. Head and leg room are plentiful in front—even with the optional moonroof—and adequate in back.


The driver's seat is the central command post for an electronic utopia: lock the doors, close the windows, adjust the seat and store its position in the system's memory for instant recall, move the sideview mirrors and the steering column, heat the seats (optional) and control the temperature of your environment—each at the touch of a button or the turn of a dial.

The instrument panel—sometimes difficult to read while wearing sunglasses—and airbag-equipped steering-wheel hub are holdovers from the sedan.

AND WHAT WOULD the good life be without a little music, eh? Beginning with the System 10 setup offered in the latest Celica, Toyota and Lexus have launched an all-out audio assault to install premium sound systems.

Accordingly, all SC 400s start with a 7-speaker, 5-amplifier, 170-watt AM/FM cassette system. From there, all manner of audio choices emanate, and you can upgrade to a 210-watt system with a 10-in. subwoofer and trunk-mounted 12-disc CD auto-changer setup. And then there is a third layout, so powerful that it's almost a weapon: the reinforced Nakamichi premium audio system with 280 watts of power. (For reference, the average home stereo has between 100 and 200 watts.)

So now as Europe turns pricey, America fights to regain its footing and other Japanese carmakers concentrate on other slices in the pie, the Lexus SC 400 sports coupe is throwing down a significant challenge in the medium-priced, luxury-sports coupe niche. And doing so with a great deal of personality.

And for the time being, Lexus has this section of the market sewn up. Not only because of exclusivity—the SC 400 is the sole resident of its niche—but also because of ingenuity: It is very hard to imagine a finer \$40,000 luxury/sports coupe coming from anywhere. 



Interior shows strong Lexus family resemblance; plastics, leather and wood are of excellent quality. Console's two large knobs, for temperature control and radio volume, are especially convenient.



LEXUS SC 400

PRICE

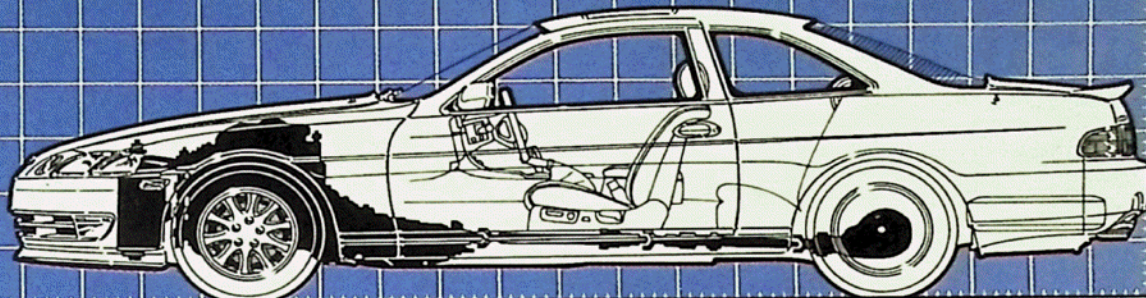
List price, all POE..... **\$37,500**
Price as tested **est \$39,200**

Price as tested includes std equip. (air cond, ABS, AM/FM stereo/cassette, leather int, cruise control, power seats with memory, central locking, elect. window lifts & adj mirrors), Traction control (est \$700), sound-system upgrade with CD (est \$700), heated seats (est \$300).

IMPORTER

Lexus Division of Toyota Motor Sales U.S.A. Inc.
19001 S. Western Ave.
Torrance, Calif. 90509

0-60 mph **6.9 sec**
0-1/4 mi **15.2 sec**
Top speed **est 150 mph**
Skidpad **0.86g**
Slalom **60.6 mph**
Brake rating **very good**



SCALE: 10 in. (254 mm) DIVISIONS
DRAWING BY BILL DOBSON

ENGINE

Type aluminum head & block, **V-8**
Valvetrain dohc 4-valve/cyl
Displacement 242 cu in./3969 cc
Bore x stroke 3.44 x 3.25 in./
87.5 x 82.5 mm
Compression ratio 10.0:1
Horsepower
(SAE) **250 bhp @ 5600 rpm**
Bhp/liter 63.0
Torque **260 lb-ft @ 4400 rpm**
Maximum engine speed 6500 rpm
Fuel injection Toyota elect. port
Fuel req prem unleaded,
91 pump oct

CHASSIS & BODY

Layout **front engine/rear drive**
Body/frame unit steel
Brakes
Front **11.7-in. vented discs**
Rear **12.1-in. vented discs**
Assist type vacuum, ABS
Total swept area 485 sq in.
Swept area/ton 266 sq in.
Wheels cast alloy, **16 x 7JJ**
Tires Goodyear Eagle GS-D,
225/55R-16 93V
Steering **rack & pinion,**
variable power assist
Overall ratio 17.3:1
Turns, lock to lock 3.1
Turning circle 36.1 ft
Suspension
Front **upper & lower A-arms,**
coil springs, tube shocks,
anti-roll bar
Rear **upper A-arms, dual**
lower lateral links, lower
semi-trailing links, coil
springs, tube shocks,
anti-roll bar

DRIVETRAIN

Transmission **4-sp automatic**
Gear Ratio Overall ratio (Rpm) Mph
1st 2.80:1 10.99:1 (6000) 42
2nd 1.53:1 6.00:1 (6000) 77
3rd 1.00:1 3.92:1 (6000) 119
4th 0.71:1 2.76:1 est (5625) 150
Final drive ratio 3.92:1
Engine rpm @ 60 mph in 4th 2250

GENERAL DATA

Curb weight **3640 lb**
Test weight 3790 lb
Weight dist (with
driver), f/r, % 54/46
Wheelbase 105.9 in.
Track, f/r 59.9 in./60.0 in.
Length **191.1 in.**
Width **70.5 in.**
Height **52.6 in.**
Ground clearance 5.5 in.
Trunk space 13.5 cu ft

MAINTENANCE

Oil/filter change na
Tuneup na
Basic warranty 48 mo/50,000 mi

ACCOMMODATIONS

Seating capacity **5**
Head room, f/r 38.5 in./35.0 in.
Seat width, f/r 2 x 20.5 in./52.0 in.
Front-seat leg room 43.0 in.
Rear-seat knee room 21.5 in.
Seatback adjustment 70 deg
Seat travel 9.5 in.

INTERIOR NOISE

Idle in neutral na
Maximum in 1st gear 69 dBA
Constant 50 mph 63 dBA
70 mph 68 dBA

INSTRUMENTATION

160-mph speedometer, 8000-rpm
tach, coolant temp, fuel level

ACCELERATION

Time to speed Seconds
0-30 mph 2.6
0-40 mph 3.8
0-50 mph 5.3
0-60 mph 6.9
0-70 mph 8.9
0-80 mph 11.5
Time to distance
0-100 ft 3.2
0-500 ft 8.4
0-1320 ft (1/4 mi): 15.2 @ 94.5 mph

BRAKING

Minimum stopping distance
From 60 mph 152 ft
From 80 mph 264 ft
Control excellent
Pedal effort for 0.5g stop 18 lb
Fade, effort after six 0.5g stops from
60 mph 28 lb
Brake feel very good
Overall brake rating very good

HANDLING

Lateral accel (200-ft skidpad) .. 0.86g
Balance moderate understeer
Speed thru 700-ft slalom .. 60.6 mph
Balance moderate understeer
Lateral seat support average

FUEL ECONOMY

Normal driving est 20.0 mpg
EPA city/highway 18/23 mpg
Cruise range 390 miles
Fuel capacity 20.6 gal.

Subjective ratings consist of excellent, very good, good, average, poor; na means information is not available.

Test Notes . . .

- Compared with the LS 400 sedan, the SC 400's body rolls considerably less in hard cornering. Also, the steering requires greater effort. These two factors give the SC a sportier feel.
- The SC 400 stops in respectably short distances with a firm pedal and quick-pulsing ABS. Despite its sizable front and rear vented brakes, however, some fade was detected.
- Under full acceleration, the new Lexus coupe is fast and silky-smooth. Its powerful V-8 pulls steadily to quick, 6000-rpm shifts, which are accompanied by a muted but racy V-8 rumble.

NISSAN SENTRA SE-R



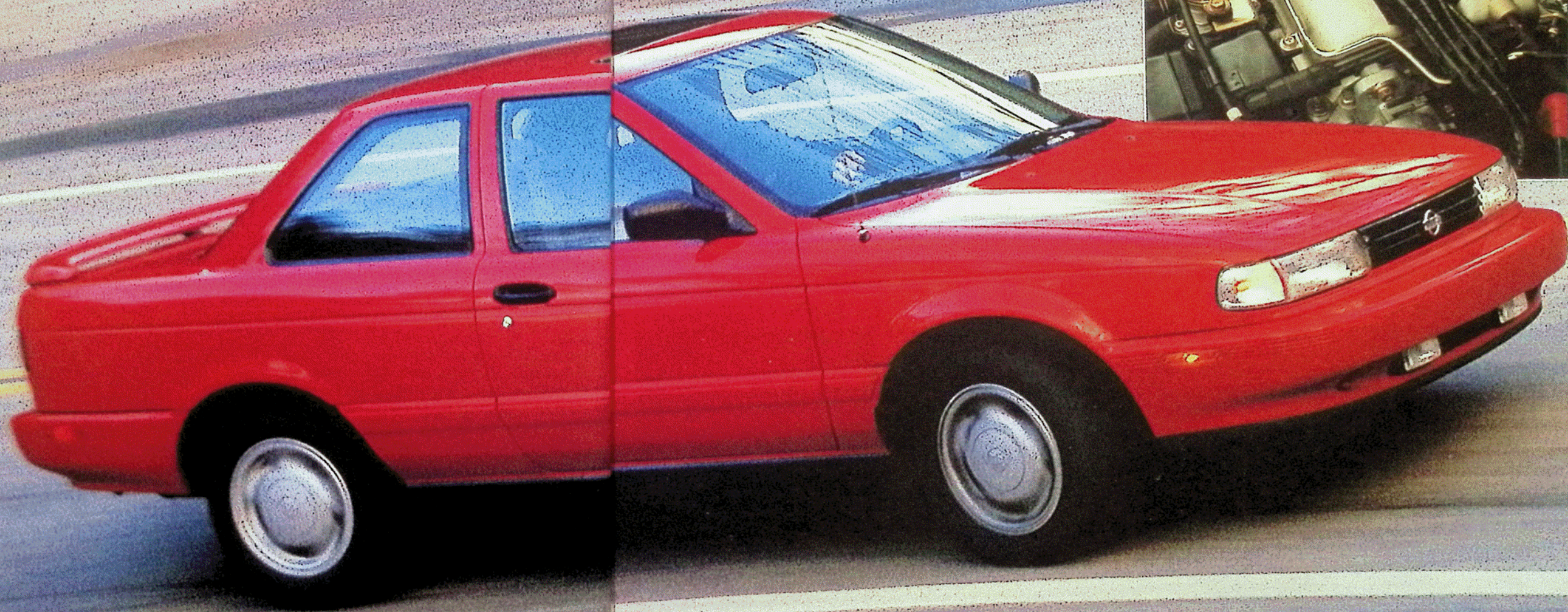
Pâté performance at chopped-liver prices

AS TV COMMERCIALS go, Nissan's is a zinger. It shows a Sentra SE-R beating the *Le-dersosen* off a BMW 318is in a dramatic drag race as the announcer invites "the real sports sedan" to "please show up." Pretty convincing stuff, but remember, this is an ad for you-know-who. Also, bear in mind that, brisk acceleration notwithstanding, a BMW is still a BMW. It's Bavarian, with a quality, feel and appeal that's uniquely German. And (in spite of what the ad implies), it's still a real sports sedan. But the Nissan offers superior performance and many of the same sports-sedan qualities—at half the price of a Bimmer. Good news for those of us with pâté tastes and chopped chicken-liver budgets.

Replacing the original square-hipped Sentra introduced in 1986, the 1991 version shares the same 95.7-in. wheelbase and some mechanicals with its predecessor. But its rounded bodywork identifies it as a member of the new school of Nissan design that's evident throughout the company line.

By now, most of us know that just as big cars get smaller (downsizing), small cars get bigger (mini-luxury). The new Sentra's no exception, being slightly longer, wider and taller than its ancestor. The new car's fluid lines are similar to those of other cars in the class, for example, the Honda Civic and Mazda 323, two sedans that also share similar dimensions. At 170.3 in.

PHOTOS BY JOE RUSZ



Owners of Maximas or Infiniti G20s should feel at home in the SE-R's thoughtfully sculpted and laid-out interior. An ergonomic re-think resulted in the radio's high-in-the-dash location—amen. But the lint-nabbing gray seat material (wrapped around superlative body-cradling bolsters) appears to be a cost-cutting measure.



and into clear marketing seas.

Well-placed controls that are always in easy reach, a great ventilation system and a grippy 4-spoke steering wheel are features of every Sentra.

The SE-R sports such extras as well-bolstered front bucket seats, a 9000-rpm tachometer and 150-mph speedometer (a bit optimistic, but one can dream)—plus an optional AM/FM stereo with a cassette and CD player (so appealing, ours was stolen).

A glance under the floorpan reveals strut-type suspension at each corner. Although the design is common to all Sentras, the SE-R's springs, shocks and front and rear anti-roll bars are tuned with the enthusiast driver in mind. They're stiffer and favor handling over ride. So the going is on the firm side. But certainly not harsh and not nearly as jarring as some domestic hot rods.

According to Nissan, ride and comfort were paramount in the design of the new Sentra chassis, so its coil springs are offset to benefit both. Additionally, a front subframe provides a more rigid and isolated mount for the suspension, and the 10-mm-wider front tread improves stability.

All Sentras have front disc brakes. But the SE-R's vented discs are bigger

overall, the Sentra is about as long as its Japanese competition. And identical in length to the BMW 3-Series.

Five models built mostly in Smyrna, Tennessee make up the Sentra line. We'll save the E for the fleet buyers, the XE, SE and GXE for the non-enthusiasts and cut to the chase, the SE-R. Although its bodyshell and basic underpinnings are standard Sentra fare, the SE-R is distinguished by its special body-color trim, suspension bits, engine and interior touches.

On the outside, aerodynamic aids that include a front air dam and rear deck spoiler are a carryover from the normal Sentra. However, alloy wheels bearing P185/60R-14 Dunlop SP Sport radials, unique to the SE-R, follow through on the sports-sedan theme.

Inside, a sweeping dash with large analog gauges is styled along the lines of the Stanza and Maxima. It's another example of Nissan in the Nineties, a fresh, bold approach that has helped the carmaker sail out of the doldrums

The Datsun 510, a tough act to follow

Think. What Japanese sedan from 20 years ago is still commonly seen on the road today? Around our area, it has to be the Datsun 510 of 1968-1973. These boxy 510s are everywhere, their presence a rolling tribute to an enduring, unrecognized—dare we say classic?—design.

Typically the 510s we see fit into two groups: those that have been lowered and sport rubber-skirted air dams and aftermarket wheels, and those that have been left box-stock, wearing original paint and perhaps even a fresh set of Montgomery Ward bias-ply tires (original-width 5.60-13s, of course). From auto shop aces to fastidious senior citizens, 510s are cherished.

With good reason. Datsun's

reliable rear-drive 510—powered by a 96-hp sohc inline-4—was, in essence, a poor man's BMW. The main difference from, say, a Toyota Corolla of similar vintage was that the Datsun had independent rear suspension. The rear coil-spring arrangement

featured semi-trailing arms attached to a rubber-isolated subframe, which also carried the front part of the differential.

Although this rear suspension allowed a modest amount of camber change associated with wheel travel, it nevertheless

represented a vast handling improvement over a straight or swing axle. With minor improvements, oftentimes starting with a switch to larger wheels and tires, 510s could be made to handle pretty well.

Their design and overall degree of simplicity made 510s attractive to the worlds of road racing and rallying. Who can forget the No. 46 BRE Datsun of John Morton? Also, from 1973-1977, Datsun 510s won 10 SCCA National Pro Rallies. And a pair of Datsun 510s even finished 1-2 at the grueling East African Safari Rally of 1970. To this day Datsun 510s are still making their mark at rallies and road races.

If the Sentra SE-R has half the impact of the Datsun 510—on road, rally stage or track—Nissan has another winner on its hands.

—Andrew Bornhop



PHOTO BY CAM WARREN

Datsun 510s were common in SCCA Pro rallies of the early Seventies. Here we see John and Janie Rodgers in the Mojave 24 Hours Rally in 1975. In 1974, they won the event.

NISSAN SENTRA SE-R

PRICE

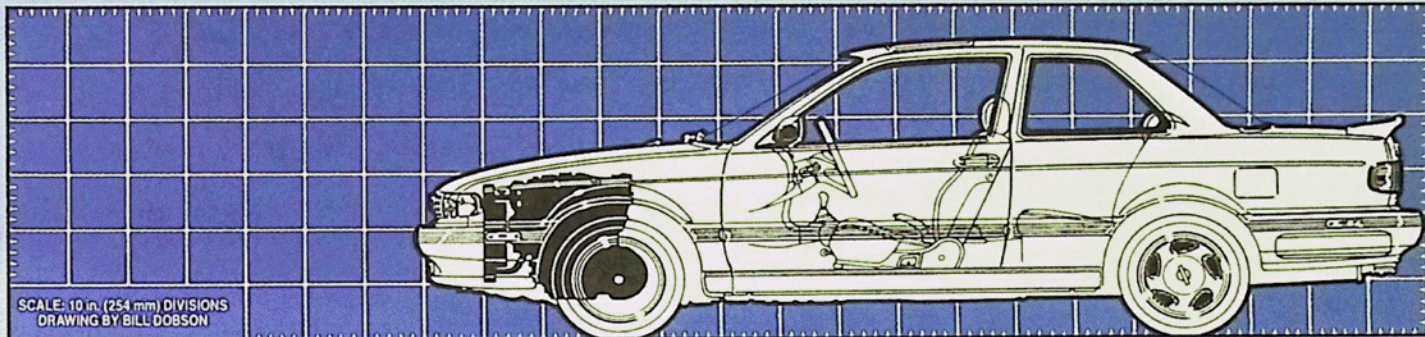
List price, all POE \$11,370
 Price as tested **est \$14,290**
 Price as tested includes std equip. (AM/FM stereo/
 cassette, elect. adj mirrors), air cond (\$850), power sun-
 roof (\$800), ABS (\$700), CD player (est \$450), Calif.
 emissions (\$70), leather steering wheel (\$50).

IMPORTER

Nissan Motor Corp.
 P.O. Box 191,
 Gardena, Calif. 90247

0-60 mph 8.1 sec
 0-1/4 mi 16.2 sec
 Top speed est 125 mph
 Skidpad 0.82g
 Slalom 60.2 mph
 Brake rating very good

DRAWING BY BILL DOBSON



SCALE: 10 in. (254 mm) DIVISIONS
 DRAWING BY BILL DOBSON

ENGINE

Type aluminum head & block,
inline-4
 Valvetrain dohc 4-valve/cyl
 Displacement 122 cu in./1998 cc
 Bore x stroke 3.39 x 3.39 in./
 86.0 x 86.0 mm
 Compression ratio 9.5:1
 Horsepower
 (SAE) **140 bhp @ 6400 rpm**
 Bhp/liter 70.1
 Torque **132 lb-ft @ 4800 rpm**
 Maximum engine speed 7500 rpm
 Fuel injection Nissan elect. port
 Fuel req unleaded, 87 pump oct

CHASSIS & BODY

Layout **front engine/front drive**
 Body/frame unit steel
 Brakes
 Front **9.8-in. vented discs**
 Rear **9.1 discs**
 Assist type vacuum, ABS
 Total swept area 281 sq in.
 Swept area/ton 216 sq in.
 Wheels cast alloy, **14 x 5 1/2 JJ**
 Tires Dunlop SP Sport D87M,
P185/60R-14 82H
 Steering **rack & pinion**, pwr asst
 Overall ratio 15.2:1
 Turns, lock to lock 2.7
 Turning circle 34.1 ft
 Suspension
 Front .. **MacPherson struts**, lower
 A-arms, coil springs,
 tube shocks, anti-roll bar
 Rear **struts**, trailing links,
 dual lower lateral links, coil springs,
 tube shocks, anti-roll bar

DRIVETRAIN

Transmission **5-sp manual**

Gear	Ratio	Overall ratio	(Rpm) Mph
1st	3.06:1	12.79:1	(7500) 38
2nd	1.83:1	7.63:1	(7500) 63
3rd	1.29:1	5.37:1	(7500) 90
4th	0.98:1	4.07:1	(7500) 119
5th	0.76:1	3.16:1	est (6150) 125

 Final drive ratio 4.18:1
 Engine rpm @ 60 mph in 5th 2950

GENERAL DATA

Curb weight **2600 lb**
 Test weight 2755 lb
 Weight dist (with
 driver), f/r, % 63/37
 Wheelbase 95.7 in.
 Track, f/r 56.9 in./56.3 in.
 Length **170.3 in.**
 Width **65.6 in.**
 Height **53.9 in.**
 Ground clearance 6.0 in.
 Trunk space 16.0 cu ft

MAINTENANCE

Oil/filter change: 3750 mi/3750 mi
 Tuneup 30,000 mi
 Basic warranty 36 mo/36,000 mi

ACCOMMODATIONS

Seating capacity **5**
 Head room, f/r 37.5 in./34.5 in.
 Seat width, f/r ... 2 x 21.0 in./51.0 in.
 Front-seat leg room 42.5 in.
 Rear-seat knee room 22.5 in.
 Seatback adjustment 85 deg
 Seat travel 8.5 in.

INTERIOR NOISE

Idle in neutral 50 dBA
 Maximum in 1st gear 74 dBA
 Constant 50 mph 66 dBA
 70 mph 71 dBA

INSTRUMENTATION

150-mph speedometer, 9000-rpm
 tach, coolant temp, fuel level

ACCELERATION

Time to speed	Seconds
0-30 mph	2.7
0-40 mph	4.4
0-50 mph	5.9
0-60 mph	8.1
0-70 mph	10.8
0-80 mph	13.6
0-90 mph	17.6

Time to distance

0-100 ft	3.3
0-500 ft	8.7
0-1320 ft (1/4 mi)	16.2 @ 87.0 mph

BRAKING

Minimum stopping distance
 From 60 mph 155 ft
 From 80 mph 273 ft
 Control excellent
 Pedal effort for 0.5g stop 13 lb
 Fade, effort after six 0.5g stops from
 60 mph 17 lb
 Brake feel very good
 Overall brake rating very good

HANDLING

Lateral accel (200-ft skidpad) .. 0.82g
 Balance mild understeer
 Speed thru 700-ft slalom .. 60.2 mph
 Balance mild understeer
 Lateral seat support very good

FUEL ECONOMY

Normal driving 26.0 mpg
 EPA city/highway 24/32 mpg
 Cruise range 320 miles
 Fuel capacity 13.2 gal.

Subjective ratings consist of excel-
 lent, very good, good, average, poor.

Test Notes . . .

- Around the skid-
 pad the SE-R is sur-
 prisingly tossable
 for a front-wheel-
 drive car. And
 through the slalom
 its handling even
 demands a degree
 of respect—make
 no mistake, this is a
 driver's car.
- Unlike the NX
 2000 tested in our
 February 1991 is-
 sue, the SE-R's op-
 tional ABS pulses
 quickly, resulting in
 smooth and control-
 lable simulated
 emergency stops.
- The SE-R's quick
 acceleration times
 speak for them-
 selves—impressive
 indeed for a car in
 this class. Subject-
 ively, the 2.0-liter
 Sentra engine is
 best described as
 torquey, but willing to
 rev if need be.

and are used in concert with rear discs that replace the lesser models' drum brakes. ABS is a \$700 option that makes braking at the limit a sure thing, even under less than ideal conditions.

Budget and luxury Sentras get a boost in performance from Nissan's new 1.6-liter inline-4. With four valves per cylinder instead of three, this 110-bhp twincam powerplant delivers a 22-percent increase in horsepower over the previous 1.6-liter. But the basic four is no match for the SE-R's SR20DE engine, an all-new 2.0-liter that also powers the baby Infiniti G20 and the NX 2000 coupe.

Like a paper box with a cover, the low-pressure die-cast aluminum block of the SR20DE engine is a closed deck design. It's extremely rigid (quiet, too), reinforced by a girder-like, steel bearing beam and cast aluminum upper and stamped aluminum lower oil pan. The 8-counterweight steel crankshaft is held in place by five main bearing caps.

With its outer-pivot Y-shaped rocker arms, the narrow-angle 16-valve aluminum cylinder head has been designed to deliver good low- and medium-speed torque without sacrificing power output at high rpm. Its dual overhead camshafts are driven by a single-stage roller chain rather than a rub-

ber belt, which would be more likely to break. Electronic port fuel injection is triggered by Nissan's ECCS engine-management system, which controls other engine parameters. There's an electronic knock sensor, of course, and the whole glorious package translates to 140 bhp, just what the Sentra needs to beat those Bimmers.

AND BEAT 'EM it does. Two seconds quicker from 0 to 60 mph and nearly a second quicker in the quarter mile, the SE-R racks up some impressive numbers—specifically, 8.1 and 16.2 sec. An extremely low 4.18:1 final drive ratio and viscous limited-slip differential team up to deliver performance that should embarrass not only the baby Bimmer, but also the Honda CRX Si and Volkswagen GTI 16V, two cars that mixed it up with the Nissan NX 2000 in our February 1991 shootout. So the Sentra's not as sporty as the 2000. But it has the same engine, a roomy back seat and a trunk. And it costs about \$2000 less.

On the other hand, the SE-R doesn't beat the NX 2000, GTI and CRX (the Bimmer too) in the handling and braking numbers game. Although the differences are minuscule


(a 10th of a g, a couple of miles per hour, a few feet), they're enough to keep the Sentra from claiming the bragging rights to slalom, skidpad and braking performance.

Perhaps stickier tires might help. And get rid of what our Road Test Editor describes as an "edgy" feeling. As it is, our intrepid tester experienced mild understeer guiding the SE-R through the cones. And found that the Sentra preferred smooth input as opposed to abrupt tosses.

But numbers are only part of the overall picture, and we found that away from the world of 10/10ths—on the road under day-to-day driving conditions—the Sentra SE-R shines. And excites. "This car can really be pushed through the twisty sections," enthused one driver who found typical front-wheel-drive understeer only when going into a turn too hard. Playing throttle against steering and brakes, the experienced driver discovers that the SE-R can be positioned precisely and easily. Although the firm ride suggests that the car is stiffly sprung, long-distance travel proved to be ache-free and perfectly acceptable in the context of a sports sedan.

On the road and in town, everyone applauded the sparkling performance of the SE-R's energetic twincam, which doesn't mind being lazy. Lots of torque and a minimum of mechanical fuss make it easy to forget this 2.0-liter's liveliness. Until you tip into the throttle. Then those 140 horses go from canter to full gallop as the tach needle heads for its 7500-rpm redline. And that's the stuff real sports sedans are made of.

Real sports sedans feel sporty in other ways—in their agility and sense of composure. Once again, the Sentra SE-R delivers, eliciting praise from all who drive it. Comments such as "Don't know how I'd change it" and "One of the most enjoyable new cars on the market" say a lot about Nissan's budget sports sedan.

Of course, many cars elicit the same feelings from enthusiast drivers. But chances are the others cost far more than the SE-R, a bargain even when such desirable options as air conditioning, ABS, sunroof and leather for the steering wheel tack an extra \$2400 onto the Sentra's \$11,370 base price. That's quite reasonable for pâté—or a real sports sedan. 



■ Tiny rectangular foglights at the front, a trunk lip spoiler at the rear and, of course, the SE-R badge are tip-offs of this otherwise innocuous Sentra's serious intentions.



SURGEON GENERAL'S WARNING: Cigarette
Smoke Contains Carbon Monoxide.

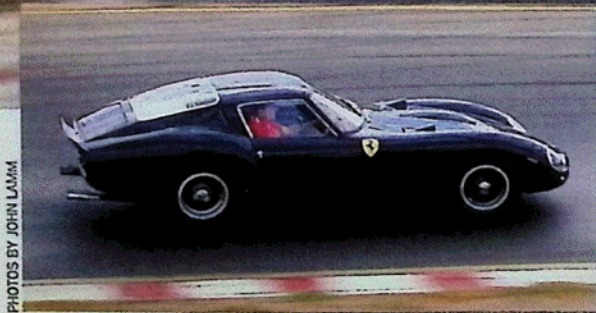
117 mg. "tar", 1.1 mg. nicotine av. per cigarette by FTC method.

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KING SIZE
Winston



INNES & HIS ROSEBUD LADY

IT'S FUNNY HOW every once in a while a casual acquaintanceship can turn into something far-reaching and exciting. Such was my meeting with Colin Bach during the Grand Prix at Monte Carlo in 1990. Colin, a dyed-in-the-wool Ferrari enthusiast, seemed to be everywhere, and we kept bumping into each other.

A while later I had a phone call from Colin, and it turned out he knew

Reunion with a long-lost friend

BY INNES IRELAND

the Swiss-based owner of the 250 GTO Ferrari I had driven for Tom O'Connor's Rosebud Racing Team back in 1962 and 1963. This was the Forgotten One—the well-known 250 GTO that had languished in a field for 14 years, the one that was unaccounted for, written off in Ferrari minds, irretrievable.

To all, that is, except Engelbert (Bert) Stieger. He'd just finished restoring the car to its former glory and was taking it to Laguna Seca for the Pebble Beach concours.

Bert wanted me to do some running-in miles with the car at Sears Point. I would be the first to drive it as I had been the last to drive it in anger so many years before. When my air

ticket arrived in the mail, I knew I hadn't been dreaming . . .

And so it was that as Colin drove me north to Sears Point, I felt the kind of excited anticipation one might expect in going to meet a long-lost old friend.

My first reaction on walking into the garage was one of surprise, for I had expected to see my old charger—chassis No. 3589 GT—clad in paintwork of light metallic blue, the colors of Rosebud Racing of Victoria, Texas. Instead she was in midnight-blue livery with a white band around the radiator intake. And suddenly, my mind went back to the days before Rosebud Racing, to the very first time I ever set eyes on this lovely lady.

It was early on a spring morning in 1962 at the Ferrari factory at Maranello, Italy, and she was dark blue with a white mouth then. The colors were those of Equipe Endeavour, a team owned by Tommy Sopwith whose father's yacht *Endeavour* so nearly won America's Cup in 1934. He owned a half share in No. 3589, with Ronnie Hoare, the Ferrari Concessionaire in the U.K., owning the other half.

But at that time she was not the center of my attention; I had eyes only for the pale green GTO standing next to her, chassis No. 3505 GT, for she had been bought by UDT-Laystall, the team for whom I was driving that year.

After bidding farewell to Enzo Ferrari—I had been walking on air just meeting the great man—and being briefed on what did what in the cockpit, I threw my bag in the passenger seat of the green GTO, climbed in and fired up the engine. The gateman waved us onto the Modena road, and we were off on our 800-mile run to the Channel coast.

Ronnie had his own route defined by eating houses of quality, so dutifully I tailed the dark blue car as we sped northwest. Skirting Milan, then on toward the mountains, the Simplon Pass and Switzerland, I reveled in the wondrous sound not only of my own engine and exhausts but also of the blue car that was never more than a few yards in front.

It was as if the two cars were tied together, for our styles of driving were identical, both Ronnie and I using 5000 rpm in the gears so that we shifted at the same moment. When coming to a corner or braking behind traffic before overtaking, we heard again the

exhausts' music as we blipped the engines for the downshift. Changes down through the box from 5th to 2nd then back up again were particularly musical. When one overtook a slower vehicle—and they were all slower—so did the other, passing in a howl of glorious sound that condensed the exhilaration of this magical drive.

I first drove 3589 after a brief stop when Ronnie suggested changing cars. He probably wanted to be sure mine didn't go any better than his! We changed mounts a time or two after that, winding along the Rhône Valley, then across France to the coast; we fairly bubbled with enthusiasm over our gin and tonics before dinner when we arrived at our hotel that evening.

Next morning the cars were loaded on Silver City's cross-channel air ferry to Southampton. From there it was a short drive to the Goodwood circuit; we were in good time to practice for the International Easter Monday meeting. Hard sparkplugs and fresh tires were fitted to both cars; and soon Michael Parkes was practicing in 3589 and I in 3505.

The GTOs were entered in a combined sports and GT race where my teammate Stirling Moss was entered with the UDT-Laystall Lotus 19 sports car and expected to win. Before that, Stirling and I drove our Lotus 24 Grand Prix cars in the 100-mile event, and it was in this race that Stirling had the terrible accident that almost cost him his life and ended his brilliant driving career. As reserve driver I was put in the Lotus 19 for the sports and GT event, and the Ferrari was withdrawn.

I managed to win the race at an average of 95 mph, but the encouraging thing was that with Mike Parkes at the helm, 3589 came in 2nd overall and, of course, won the GT category, his average being 91 mph. It augured well for the future of the GTOs.

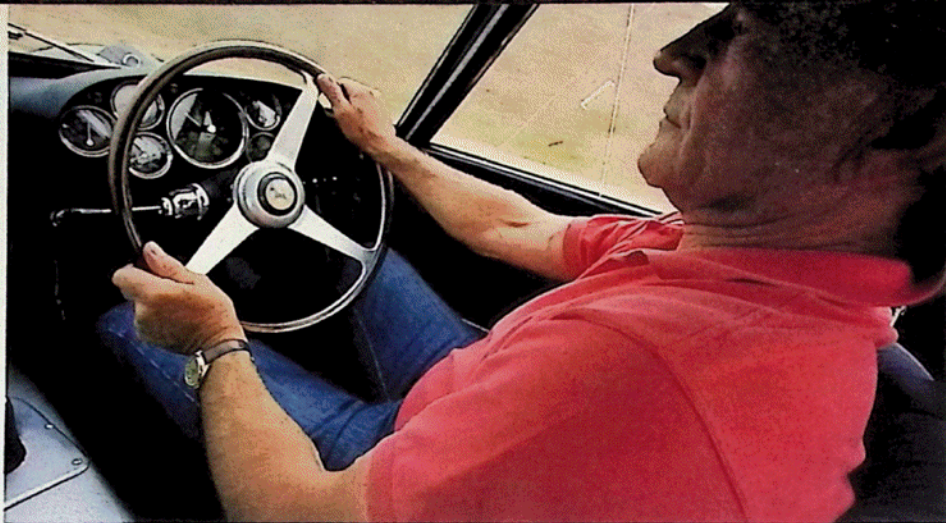
Mike gave 3589 its winning history. According to Jess Pourret's *The Ferrari Legend, The Competition 250 GT Berlinetta*, he scored 1st in the Scalextric GP at Silverstone, the Daily Express Trophy at the same circuit, 1st in GT and 2nd overall at Snetterton in the Scott Brown Memorial Trophy, a 1st at Mallory Park and another in the Daily Mirror Trophy 3-Hour Race at Snetterton. In the Tourist Trophy race at Goodwood, Mike took 3rd place behind Graham Hill who was driving

John Coombs's new 3729 GT, which was right on my tail as I took the checkered flag in 3505. I had to show those boys the way home!

(Just to show that history books aren't always right, Jess has both Parkes and me winning the Peco Trophy at Brands Hatch.)

IN OCTOBER, 3589 was sold to Tom O'Connor, repainted in his light blue metallic colors and sent to Nassau for the annual Speed Week along with Tom's Lotus 19. In the Tourist Trophy GT race, I could do no better than finish 3rd with 3589 behind Roger Penske in John Mecom's ex-NART 3987 and Lorenzo Bandini in the ex-works 3223, the very first GTO built, now owned by NART. I did better with the Lotus 19 in the main race, the Governor's Cup held in the pouring rain—I won that.

In the 3-Hour Intercontinental at Daytona in 1963, I was going along nicely approaching the first left-



hand on the infield section when a rear brake disc broke up, chewed through the spokes until the wheel collapsed, and I flew off the road half sideways, demolishing an advertising board along the way.

We hoped for better things at Sebring for the 12-Hour race; Tom had asked Richie Ginther to be my co-driver. Unfortunately, we lost a lot of time in the pits with a burst water hose but managed to finish 6th overall and 3rd in the GT class.

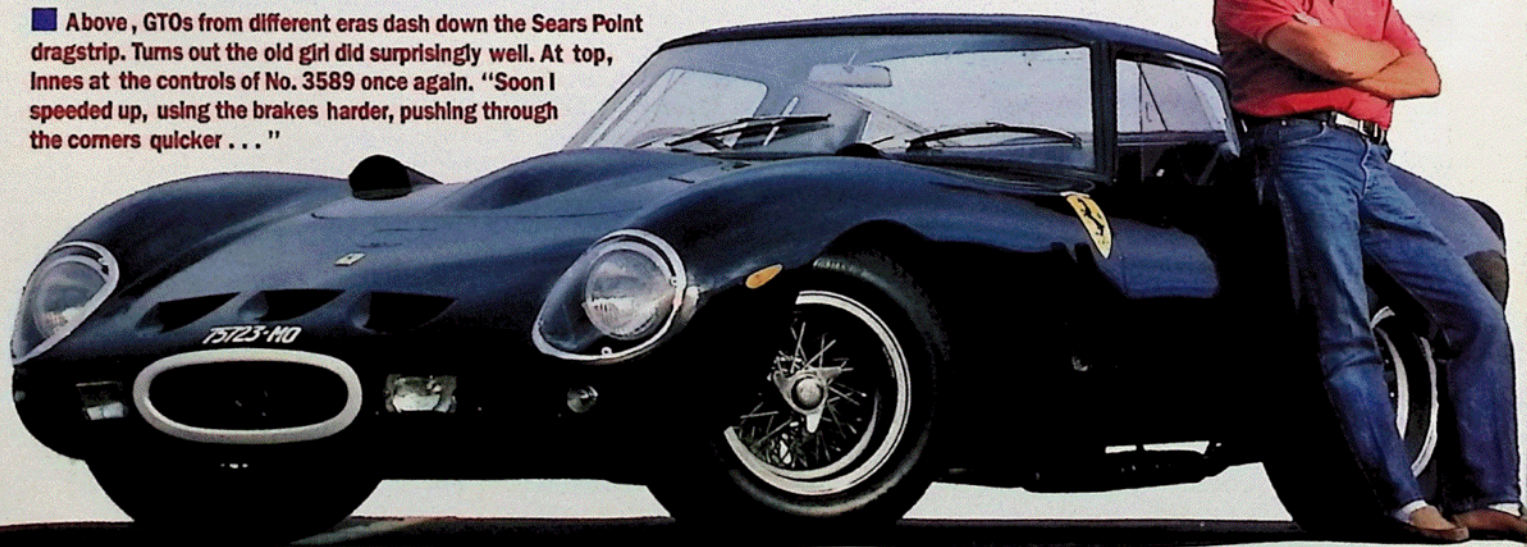
When not racing we had lots of fun with the car at an inactive Air Force base near Tom's home where we took her for an airing, Tom proving he was no slouch behind the wheel himself. Later in the year the cylinder heads went back to the factory to have the latest valve guide modifications carried out, and 3589 was again race-prepared.

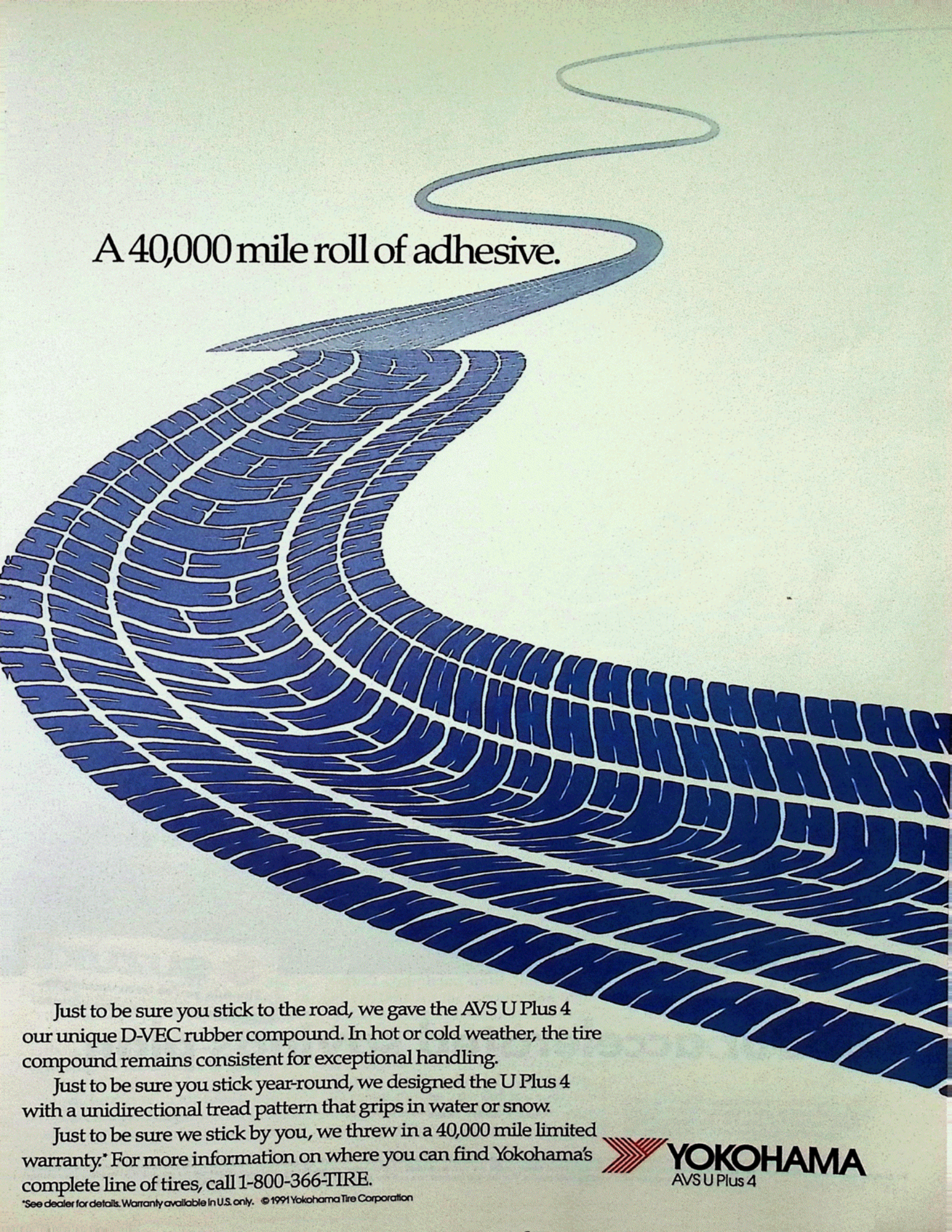
As things turned out, Sebring was the last race she ever did, for in 1964 Tom decided to give up motor racing and donated all his cars to the local high school, 3589 in immaculate condition at this time. She was driven in parades and shows, then finally sold in 1972. An offer in a sealed envelope secured her for Joe Korton of Cleveland, Ohio. He later told me his bid was \$6500.

I heard nothing of the car until I was invited as guest of honor by the



Above, GTOs from different eras dash down the Sears Point dragstrip. Turns out the old girl did surprisingly well. At top, Innes at the controls of No. 3589 once again. "Soon I speeded up, using the brakes harder, pushing through the corners quicker..."





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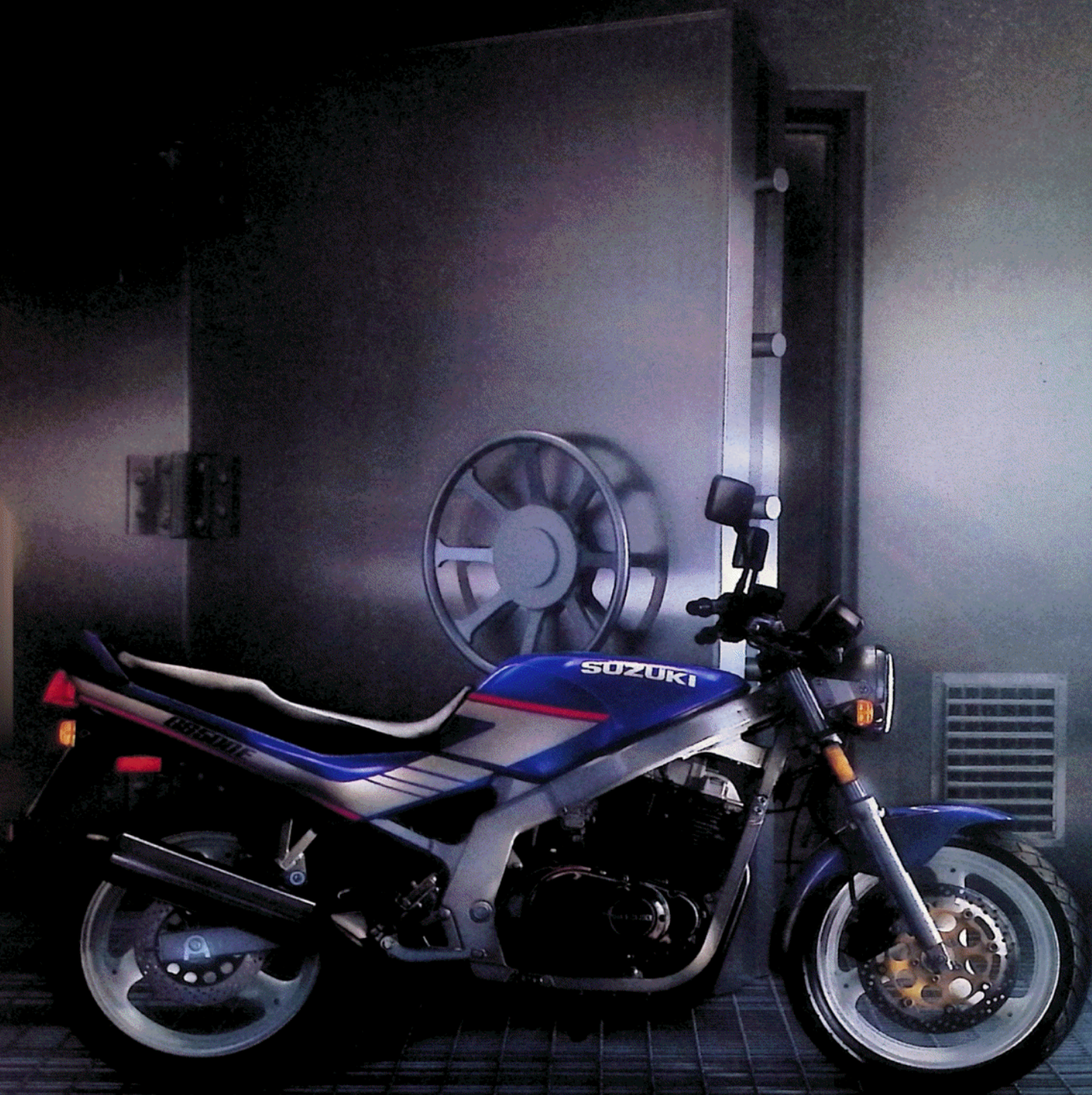
Just to be sure you stick year-round, we designed the U Plus 4 with a unidirectional tread pattern that grips in water or snow.

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*See dealer for details. Warranty available in U.S. only. © 1991 Yokohama Tire Corporation



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GS500E. For the name of your nearest Suzuki motorcycle and ATV dealer, call 1-800-255-2550. Please ride with care. At Suzuki, we want every ride you take to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Ride smart and never under the influence of alcohol or other drugs. Know your equipment before you use it by reading your owner's manual. We also recommend you take a riding skills course. For the one nearest you, call the Motorcycle Safety Foundation at 1-800-447-4700.

French Ferrari Owners Club to its 20th Anniversary of the GTO meeting in 1982. I was horrified to hear that she had been sitting in a field for years; I was unable to understand how anyone could possibly allow such a thing to happen.

Finally I turned up on Joe Korton's doorstep, and, sure enough, there was a 250 GTO sitting on a trailer in a field of long grass. Although painted a dull red—by hand, it looked like—she still carried the scrutineers' stamp on the inside of the screen from Nassau 1962 so I knew she was 3589 all right.

There is nothing sadder than a car sitting on flat tires, but these were Dunlop racing tires, the ones on which I had last raced her. But that wasn't the half of it. The side windows were out, she was full of old leaves and rubbish, chassis tubes were rusted through, and the various fittings, including the trumpets for the Weber carburetors, were missing. The missing bits, I was assured, were in a box in the house. Covered in the muck of ages, she was truly a heartbreaking sight.

Nothing would persuade Mr. Korton to sell me the car, saying he was going to put her in order one day. But in expressing my horror at her condition, at least I persuaded him to put her in a shed under cover (which he did), and I extracted a promise that if ever he decided to sell, he would give me first option (which he did not).

FRANK GALLOGLEY was the chap who kept the telephonic pressure on Korton, his efforts finally rewarded in the mid-Eighties. I spent a pleasant couple of days with him later, by which time he had removed the engine, gearbox and running gear and was about to remove the body from the chassis. The body was in bare aluminum, the only sign of damage being at the right rear fender where I had gone through that boarding at Daytona. When the oil was drained from the gearbox, it was clear as honey, Frank said, and the water in the cooling system was as clear and green as the day it was put in by Jock Ross, our chief mechanic at Rosebud Racing, so many years before.

But it appeared Frank didn't get much further with his restoration.

Bert Stieger bought the car in 1987, and soon afterward various crates ar-

rived in Switzerland. Parts of the car had been in Wisconsin, others in upstate New York, so it was only after much checking that he knew he had purchased a whole car.

At the where-do-we-go-from-here stage, visits were made to the factory at Maranello and talks were held with Ronnie Hoare's Maranello Concessionaires, both proving most helpful. I like to claim a little credit for this as I had once talked to Enzo Ferrari about the car after first seeing it in Cleveland. He said that should I ever acquire it, I must send it directly to the factory and it would be put right for me.

Finally the task of restoring 3589 was put in the hands of Fritz Leirer at his Sport Garage in Stein, Switzerland with instructions to retain originality of parts wherever possible. Corrosion, not wear and tear, was the main enemy, and every single part of the car was stripped and meticulously examined before the rebuild began. New parts, such as ball races, were used only if evidence of corrosion was found. Specialist units, like the six twin-choke Weber carburetors, were sent to the makers.

Any parts that could be used have been kept as part of the original machine, even to odd parts of the bodywork, which were quite thin and cut away. The replacement panels involved the nose and floor sections, but Bert assures me most of the bodywork is original. Naturally, the wiring was renewed as were all the ancillary electrical fittings, although the original lights have been retained. Paint to the original 1962 specification was obtained—but the craftsmen didn't quite get the white mouth right; the band is too narrow (it will be corrected). To me, the car will always be the light metallic blue of Tom O'Connor's colors, but it is right and proper that it is now as it was when it left the factory.

Work commenced in October 1988 and, with visits from factory personnel to give advice where required, wasn't completed until June 1990, just in time for the reborn 3589 to be shipped to San Francisco. It took more than 2500 hours of painstaking craftsmanship to complete the restoration. Although it joins 29 other Ferraris in Bert's "Turning Wheel" collection, he refers to it as "part of my soul."

It wouldn't have been right to start the engine for just a short time that

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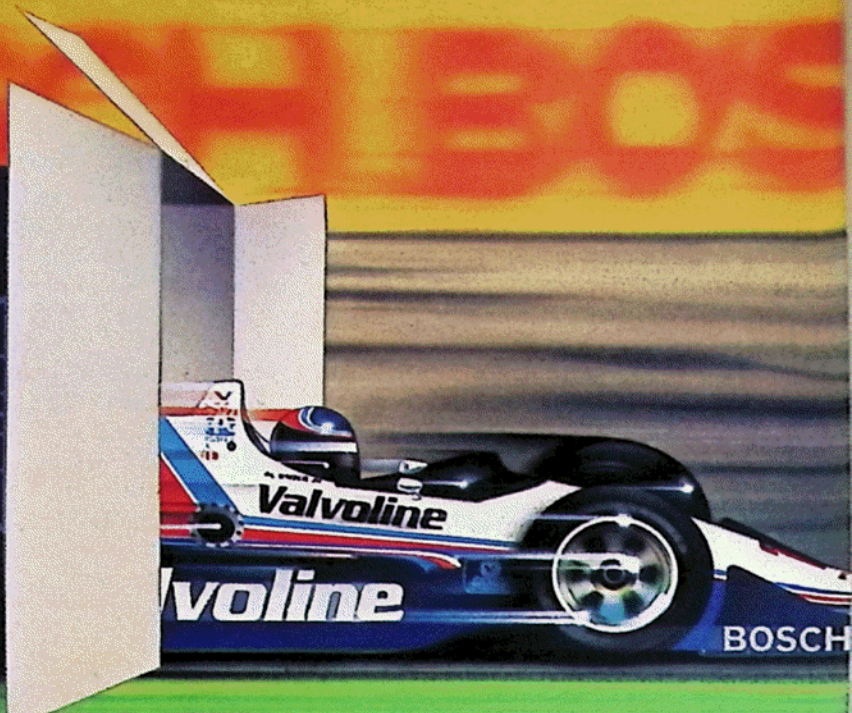
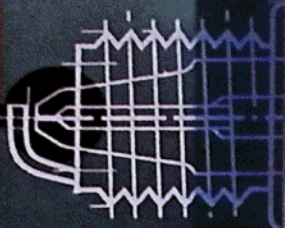


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BOSCH Spark Plug



This is where Al Unser Jr. got his start.



BOSCH
The Ultimate Spark Plug

afternoon at Sears Point, so I contented myself just sitting in the old girl and looking at things, touching them and keeping the excitement of hearing the engine run for the morrow. There was a little knob on the skimpy dash panel I remembered as having been roughed up a bit, and there it was, still roughed up a bit. The black dials of the instruments were still faded to a slight brownish shade from exposure, just as I had remembered them on that visit to the field; they will forever serve as a reminder that she survived those 14 long, lost and sad, sad years.

Looking over the hood, I could see the additional air scoops Jock Ross had formed on top of the wings to direct air onto my legs; they weren't pretty sticking up as they did, but they were functional. The inside of the cockpit was as stark and businesslike as I remembered it, but it still exuded a sense of mechanical superiority.

The hood itself wasn't right, for it was a plain panel without any louvers. Most GTOs were like that but not 3589. She had louvers, uncharacteristically made of steel and set into the aluminum panel, and certainly they were

there when Tom O'Connor owned her. I cannot remember if they were there when we left the factory back in April 1962, but I have a photograph of her with Parkes driving shortly thereafter and she had the louvers then. I mentioned this to Bert, who still has the louvered hood, and if it is established that 3589 left the factory with it, the plain panel will be replaced.

BREENE KERR, A keen motoring enthusiast with a video communications company, had heard what we were up to from Colin Bach and wanted to make a video of the proceedings for home release, the video to be called *GTO Story*. This meant an early start, Colin picking me up at 7:30 a.m., and by the time we reached Sears Point, 3589 was already by the track, her paint and chrome glistening in the early morning sun. Out in the open, she was as pretty as a picture. As I approached her, I thought of the amount of water that had flowed under the bridge—and her—since last she sat on a racing circuit. She was probably thinking,

“Here we go again!”

Without donning helmet or overalls, I slipped into the tight-fitting bucket seat, reached for the familiar key, turned it and pressed inward. With the characteristic whine of the starter motor, all 12 cylinders came to life and I let her run at a steady 2000 rpm until she settled down. The large shiny knob of the tall gear lever came easily to hand; I slipped it into 1st and eased the clutch gently. I drove slowly those first few laps, savoring every moment of letting the oils warm through, getting to know again the gauges and what they recorded, and remembering the twists and turns of the circuit.

Those quiet laps assured me the restoration work had been carried out to a high standard, for everything functioned correctly. Soon I speeded up, using the brakes harder, pushing through the corners quicker although not revving the engine too highly. It was not until much later in the day that I ran to 7000 rpm, 800 less than my gear-change point when racing in the Sixties.

There are some fun corners at Sears

Point, two of them climbing to the right and blind until cresting past their apexes. Here the GTO showed her good manners, the tail moving out to the left just a little under hard acceleration in 3rd gear as we went over the crest, balanced by little more than straightening the front wheels. In the two hairpins she understeered a little going in, and as I applied power, the back end would break away gently and predictably. But being in 2nd gear, the power had more effect and required rather more opposite lock to maintain balance and a smooth line.

Later in the day we were joined by two other GTOs. Tom Price, whom I first met at the 25th Anniversary of the GTO in France, brought his 3943 GT, the ex-P. Noblet car often co-driven by Jean Guichet, so I enjoyed seeing—and hearing—Price do a few quick laps. Almost identical in color to 3589 was George Dyer's 4219 GT, a car short in history but long in single ownership, George having bought it in 1965.

Another visitor was Stan Peterson, who races vintage Formula 1 cars with such verve, who told me he had driven 3589 at Laguna Seca in 1963. Certain-

ly that is what is recorded in Jess Pourret's book. I told him that was impossible as I knew every move the car ever made. Stan recalled the car he drove was painted white, and I know for sure 3589 was never white.

To correct the history books, it is almost certain the car he drove was Dyer's 4219, for it was white before George bought it and before he painted it midnight blue. By an extraordinary coincidence, here were both cars in question, both now in the same colored livery.

Also there was a latter-day GTO, the 1985 288 GTO of Scott McLennan. Breene Kerr wanted Scott and me to do a standing start on the drag strip for his video—the old 250 GTO against its young sister. I felt I hadn't a hope against the power of the 288.

In all we did four runs, and in the first I won all the way to the hairpin at the far end of the circuit. I thought Scott must have become lost—difficult to do in a straight line—but he'd been having trouble with wheelspin. I was ahead at the quarter mile on the second run but lost out by a length at the half; on run three I lost out at the quarter but

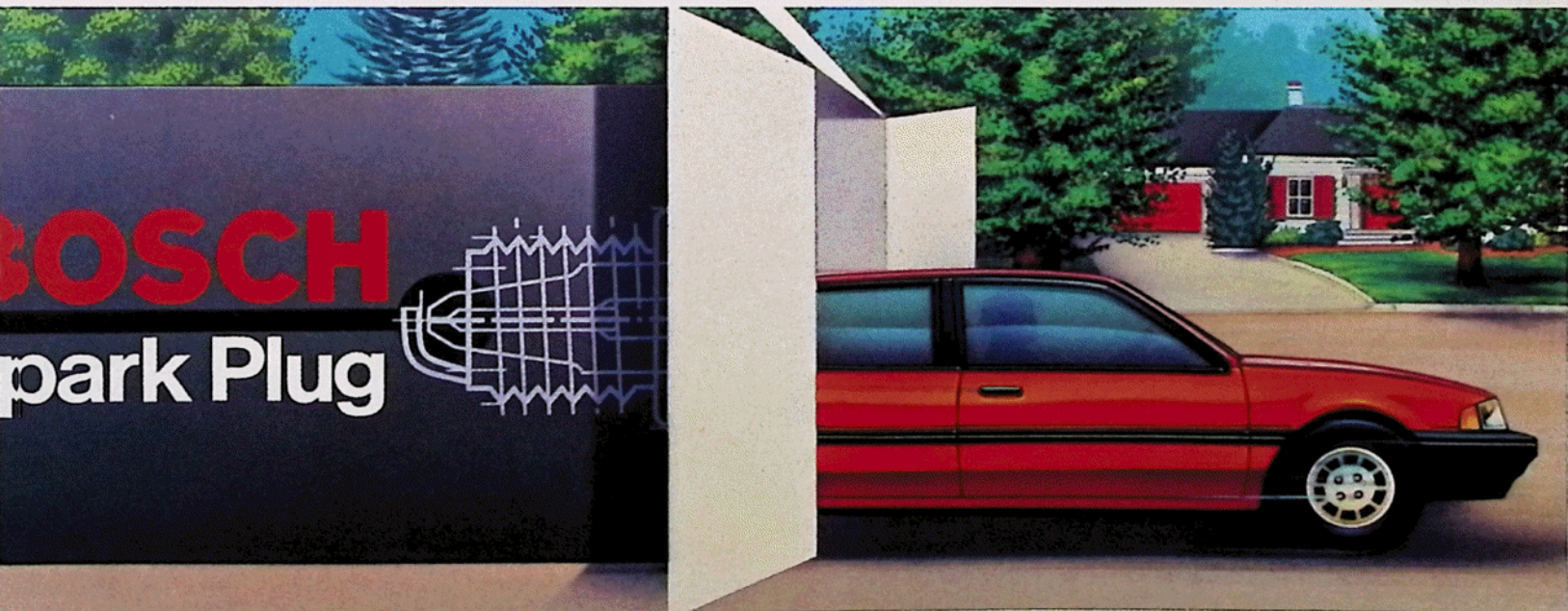
made up for it by being dead equal at the quarter on the last run.

For those who were watching, particularly Bert and Colin, the triumph of the old GTO over the new was a surprise they thoroughly enjoyed. To be fair to Scott, he probably hadn't done as many racing starts as I had. He might even have waited for Breene to drop the flag.

DRIVING THE OLD lady back to the garage, I marveled that she had been brought back to her former glory so beautifully; I marveled, too, that in being brought back to life after those terrible days of darkness, her step could still have such a spring in it that the sensual pleasure of driving her was as striking as it ever was.

I left for England before the affairs at Pebble Beach began but was delighted to hear that *Road & Track* had presented her with the magazine's magnificent trophy sculpted by Zurini. It was awarded to the car the R&T staff would most like to have driven away.

And, at that time, I hadn't even told them how sensational she was. 🏆



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IMSA Camel GTP Manufacturers
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Championships. First Place, 27 of
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"Every race, we burn at least 75
gallons of fuel. And an unspecified
amount of midnight oil."

—Clayton Cunningham, team manager



Built for the Human Race.



VOLVO 940 SE

Think of a 940 Turbo, but with the works

TO CLARIFY THINGS, Volvo's 940 arrives at American ports in three designations, each sporting an angular body that resembles the 740's, only with a higher rear deck and a less vertical rear window.

The least expensive of these rear-drive 4-door 940s, the \$27,885 GLE, carries a normally aspirated twin-cam 2.3-liter 4-cylinder under its hood. This 16-valve engine has counter-rotating balance shafts and develops 153 bhp at 5700 rpm and 150 lb.-ft. of torque at 4450 rpm.

Next, we have the \$29,295 Turbo, powered by the B-230FT, a turbo-

charged and intercooled 2.3-liter inline-4 without balance shafts. The cast-iron block is capped by a single-camshaft 8-valve cross-flow aluminum head. Horsepower and torque are respectable at 162 bhp at 4000 rpm and 195 lb.-ft. at 3450 rpm. Although the Turbo shares the GLE's suspension, MacPherson-strut front and a well-controlled live-axle rear, its spring rates, bushings and anti-roll bars have been tuned to please those who wish to consider their 940 a nimble sports sedan.

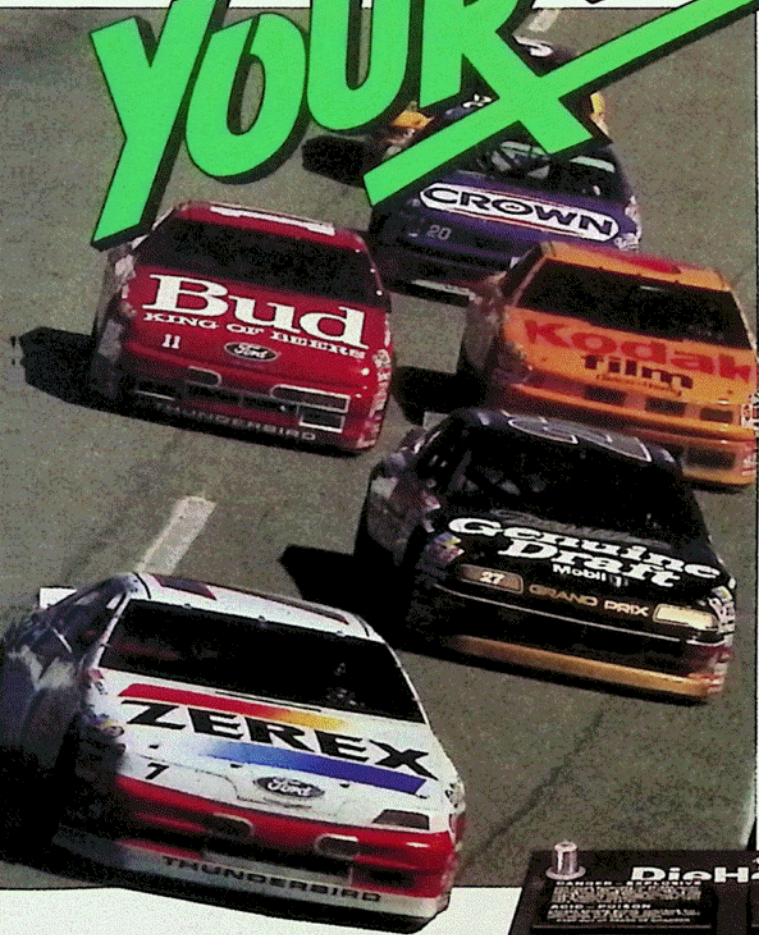
And now to our test car, the \$32,950 flagship SE. A luxury cruiser, yes, because it possesses just about ev-

ery imaginable amenity as standard equipment. A slow and cumbersome land yacht, no, because the SE shares the Turbo's potent power. This Generation 3 engine, which made its debut in 1990 in the 7-series, incorporates a redesigned exhaust manifold and turbocharger with a smaller turbine to quicken the onset of boost and thereby increase horsepower and torque over the previous Volvo 2.3 turbo.

A fine powerplant it is. Boost arrives quickly via an intercooler mounted in front of the radiator. You won't find neck-snapping acceleration in the SE, but at 9.2 seconds to 60 mph, it's still quick enough to say

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9 out of 10 NASCAR winners since 1977
10 years more NASCAR winners have relied on DieHard than any other battery. It's got the power they can **DEPEND** on—with a track record that can't be beat!



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SEARS

Take away its 160-hp V6 engine, variable induction dual-plenum intake system, sequential multi-point electronic fuel injection, .32 drag coefficient, 4-wheel power disc brakes, power-assisted rack and pinion steering, sport-tuned suspension, parallel lower links, coil springs, front and rear stabilizer bars and aluminum alloy wheels and it's just like any other car with 4 doors.

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Model shown: Maxima SE. Call 1-800-NISSAN-6 for more information.
Smart people always read the fine print. And they always wear their seat belts.



■ Simple controls and leather dominate the SE's spacious but mildly narrow-feeling cabin, which has instruments that are easily seen through the airbag-equipped steering wheel. The 960, with a 200-hp dohc inline-6, appears sometime next year.

goodbye to a good many sporty cars of all ilks. Smooth takeoffs are easy—all 940s come equipped exclusively with automatic transmissions—and maximum boost comes into play from about 2500 rpm on. Volvo's claim that peak boost arrives at 1800 rpm seems a little optimistic in our experience with the car.

In midrange response, the 940 delivers. When overtaking cars on two-lane roads, the SE responds to throttle inputs with quick, firm downshifts and brisk linear acceleration that can easily plunge the speedometer needle deeply into illegal territory. The 4-speed automatic, an Aisan-Warner unit, also has a pushbutton feature that locks out the overdrive top gear. This keeps the 940 from hunting between 3rd and 4th gears on those seemingly mild but load-causing inclines.

BUT IS THE SE just a well-equipped Turbo? No. Beneath that high trunk (the rear deck actually is at ribcage-level on a six-footer) lies the SE's significant difference: an independent multilink rear suspension. This coil-spring arrangement has the differential mounted to a subframe, which is rubber-mounted to the Volvo's solid unibody. Trailing arms, upper wishbones, lower links and twin track rods complete this independent setup, which weighs approximately 75 lb. more than the live-axle arrangement of its 940 brethren.

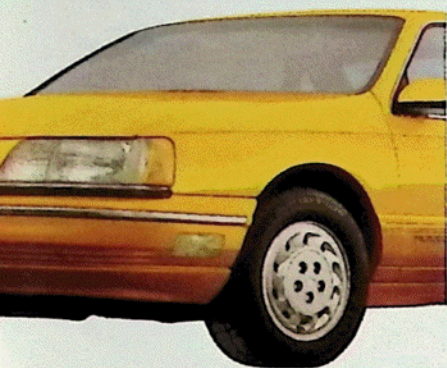
This multilink suspension favors ride in the ride/handling compromise, soaking up with aplomb all but the worst roads. In fact, it's downright difficult to unsettle the SE and its solid-feeling structure. Near the car's cornering limit, however, that overall softness becomes evident as the SE keels over toward the outside of the turn. However, this body roll, exaggerated somewhat by front seats that don't offer much lateral support, is predictable.

Steering effort feels appropriate, and despite what feels like an overall slow ratio, understeer can be easily induced with some excessive steering input. Compared with the last Volvo we tested, a 740 GLE shod with 185/50-15 tires (March 1989), our 195/65-15-equipped but 300-lb. heavier SE manages to generate the same amount of lateral grip, at 0.78g. But through the



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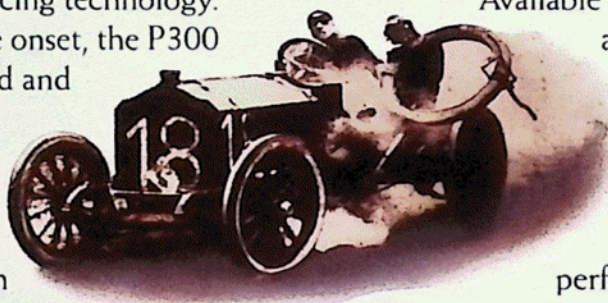
performance tires, and is the only 60,000 mile tire in America with construction features taken directly from Pirelli racing technology.

From the onset, the P300 was conceived and designed as a touring tire.

This is a new classification which combines the better handling of a traditional performance

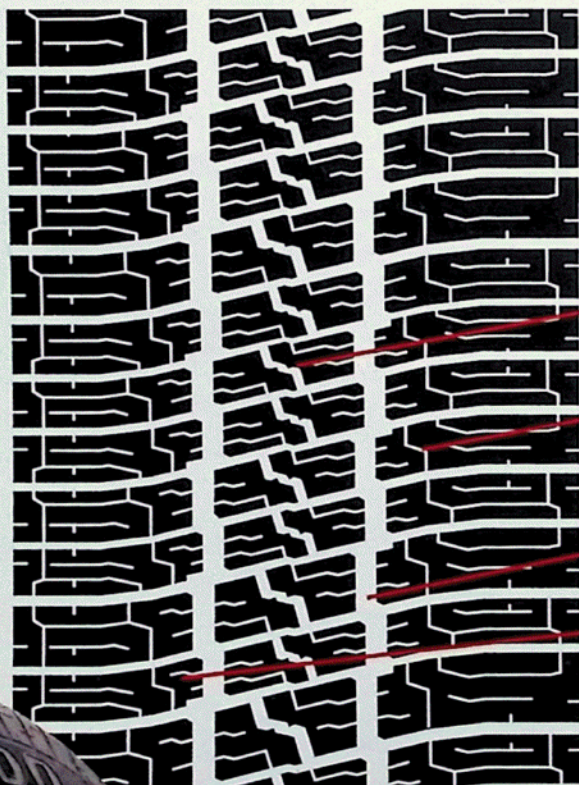
tire with the comfortable ride and low noise characteristics of the most popular all-season tires.

Available in sizes to fit virtually all of the most popular domestic and import models, the P300 means that now Pirelli all-season, touring performance is available for more cars than ever before. At a price that is surprisingly affordable.



Pirelli has long been recognized as an international leader in advanced tire technology and design for the world's most exotic high performance cars.

Now with the introduction of the all-season P300, Pirelli focuses specifically on the challenging roads and conditions American car owners encounter year-round. Developed, and for the first time produced in the U.S., the P300 incorporates many of the same technological advancements present in Pirelli's ultra-high



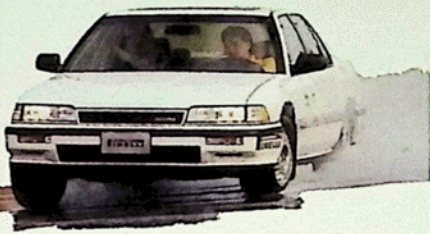
- Double steel belt/zero degree nylon cap construction in all T-speed rated 75/70 series sizes is identical to that found in Pirelli's 217 mph PZero and P700-Z ultra high performance tires.
- High-resistance nylon permits belt and bead areas to remain stiff, ensuring traction and responsiveness on all surfaces.
- Unique three rib tread design with offset center block configuration delivers reliable acceleration and braking in winter slush and snow.
- Extensive use of siping further enhances all-season traction by making the block more flexible and better able to grip the highway; also contributes to a smoother, quieter ride.
- Wide-angled tread grooves are computer designed to assure maximum water drainage.
- Unusually large tread blocks deliver excellent cornering and stability while resisting tread abrasion.
- The P300 carries an impressive 60,000 mile limited treadwear warranty.



Original equipment on the world's finest.



P500. THE ALL-SEASON RADIAL DESIGNED TO OUTPERFORM ALL OTHERS.



A unique asymmetrical tread pattern gives this tire its perfect balance between wet and dry performance. Inspired by Pirelli's ultra-high performance design technology, it resists aquaplaning,

ensuring the fastest possible expulsion of water from any point in the tire's footprint while delivering superior handling in all weather conditions.

In documented tests, the P500 clearly outperforms the current best-selling, high-performance all-season tire on the market. With sizes to fit the most popular domestic and imported cars on the road today, the P500

is truly the ultimate for those drivers who demand uncompromised year-round performance.



ALL-SEASON PERFORMANCE

P600. THE UNPRECEDENTED STANDARD FOR HIGH PERFORMANCE.

Here's the tire that takes the conflicting demands of performance, comfort and long tread life and delivers on all of them.

The advanced diagonal tread pattern was designed by Pirelli engineers using three-dimensional computer modeling of the P600's performance under stress to optimize handling, resistance to aquaplaning and quietness.

While they were at it, they developed a "turbo" drainage effect



that significantly improves wet handling. So it's no wonder the P600 is original equipment on Mercedes, BMW, Jaguar, Alfa Romeo, Audi, Saab and Volkswagen.



HIGH PERFORMANCE

P700-Z. THE BEST ALL-AROUND ULTRA HIGH PERFORMANCE TIRE IN THE WORLD.

Pirelli technology, material and construction advancements are optimized in the P700-Z, rated for



sustained speeds in excess of 150 mph and originally designed to meet the challenges of the German Autobahn. The benefits on America's highways are tenacious cornering, precise steering and maximum braking—the embodiment of ultra high performance. Which is why it is original

equipment on the BMW 850i, M3 and M5, Audi Quattro Coupe and Porsche 911, 944 and 928S.

Of course, if what you really want is a street legal Formula One tire, there is the quintessential Pirelli, the PZero. Original equipment for the likes of the Ferrari F40 and Lamborghini Diablo.

ULTRA-HIGH PERFORMANCE



PIRELLI. NO MATTER WHAT YOU DRIVE.

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ALFA ROMEO Graduate GTV-6 Milano Spider Veloce Quadrifoglio 164	DAIHATSU Charade Charade CLS Charade CLX Charade SE Charade SX	INFINITI M30 Q45	MINI Cordia Eclipse Galant Mirage Precis Sigma Starion Tredia	PORSCHE 911 924 928 930 944	VOLKSWAGON Cabriolet Corrado Fox Fox Wagon Golf GTI Jetta Passat Quantum GL Quantum GL Wagon Rabbit Scirocco
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AUDI 80 90 100 200 4000 5000 Quattro	EAGLE Eagle Wagon Medallion Premier Summit Talon	JEEP Cherokee Comanche Premier Summit Wagoneer	OLDSMOBILE Calais Custom Cruiser Cutlass Delta 88 Firenza Omega Toronado 88 Brougham 88 Royale 98 Regency		
BMW 3 Series 5 Series 6 Series 7 Series 8 Series	FERRARI 308 328 348 Mondial Testarossa F40	LAMBORGHINI Countach Diablo Jalpa			
BUICK Century Electra Estate Wagon Le Sabre Park Avenue Regal Riviera Skyhawk Skylark	FORD Aerostar Crown Victoria Escort EXP Fairmont Granada LTD Mustang Probe Taurus Tempo Thunderbird	LEXUS ES250 LS400			
CADILLAC Brougham DeVille Eldorado Fleetwood Seville	HONDA Accord Civic Civic Wagon CRX-DX Prelude	LINCOLN Continental Mark VI Mark VII Town Car			
CHEVROLET Beretta Camaro Caprice Cavalier Celebrity Chevette Citation Corsica Geo Geo Prism Geo Tracker Lumina Lumina APV Monte Carlo Nova Spectrum	LOTUS Esprit	MAZDA 323 626 929 GLC Miata MPV MX6 Protege DX RX7	PEUGEOT 405 505	STERLING 825 827	Plymouth Acclaim Caravelle Champ Colt Colt Vista Wagon Gran Fury Horizon Laser Reliant Shadow Sundance Turismo
CHRYSLER Conquest Cordoba	MERCEDES 190 300 380 420 500 560	PLYMOUTH Acclaim Caravelle Champ Colt Colt Vista Wagon Gran Fury Horizon Laser Reliant Shadow Sundance Turismo	PONTIAC 1000 2000 Sunbird 6000 Bonneville Fiero Firebird Grand Am Grand Prix J2000 LeMans Parisienne Phoenix	SUBARU 3 Dr Coupe 4 Dr Sedan Brat DL Wagon Hatchback DL Hatchback GL Justy Legacy Legacy Wagon & Touring Wagon Loyale Loyale Station Wagon XT XT-DL	VOLVO 240 740 760



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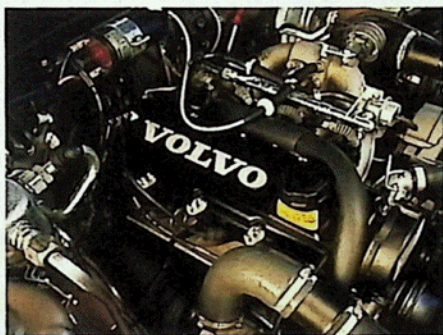
PIRELLI

Original equipment on the world's finest.

slalom, the SE is 1.8 mph slower. The result of increased cushiness?

Perhaps, but please don't think of the SE as a poor-handling automobile; it's not. Think of it as a luxury car that's been blessed with good handling, and you won't be disappointed.

Step inside the car and you'll be welcomed by the wafting aroma of leather, which covers all the SE's seating surfaces. Esthetically, the SE's conservative but elegant interior and two-tone dash remind us of modern Danish furniture. The instrument panel has analog dials clearly laid out



on a black background. A clock and a combined tachometer/boost gauge flank a center-mounted speedometer. Simple rotary switches control the headlights, fan speed, temperature and direction of the forced air. Interestingly, the air conditioning automatically functions unless an "A/C OFF" switch has been pushed.

And yet there are bothers. The seatbelts, for one, frequently have to be finessed out of their retractors; many times they get hung up somewhere in the unscrolling process. And the front seats are mounted too high in the narrow-feeling 940 cabin. Making matters worse is the electrically operated height adjustment; the base of the seat seems to seesaw rather than actually move up and down. →

Test Notes . . .

■ The 940 SE's accurate steering invites occasional fast cornering. The result is stable handling hampered only by considerable body roll.

■ Relatively light curb weight, sophisticated ABS and good tires add up to impressive minimum stopping distances. In normal driving, the 940's brake pedal also has good feel.

VOLVO 940 SE

0-60 mph 9.2 sec
0-¼ mi 17.0 sec
Top speed est 124 mph
Skidpad 0.78g
Slalom 58.8 mph
Brake rating very good

PRICE

List price, all POE **\$32,950** Price as tested **\$32,950**

Price as tested includes std equip. (air cond, AM/FM stereo/cassette, ABS, cruise control, central locking; elect. adj windows, sunroof, heated mirrors & heated leather seats).



ENGINE

Type turbo sohc **inline-4**
Displacement 141 cu in./2316 cc
Bore x stroke 3.78 x 3.15 in./
96.0 x 80.2 mm
Compression ratio 8.7:1
Horsepower (SAE): **162 bhp @ 4000 rpm**
Torque **195 lb-ft @ 3450 rpm**
Maximum engine speed 6000 rpm
Fuel injection Bosch LH elect. port
Fuel, req/opt 87/91 pump oct

GENERAL DATA

Curb weight **3390 lb**
Test weight 3540 lb
Weight dist, f/r, % 53/47
Wheelbase 109.1 in.
Track, f/r 57.9 in./59.8 in.
Length **191.7 in.**
Width **69.3 in.**
Height **55.5 in.**
Trunk space 20.5 cu ft

DRIVETRAIN

Transmission **4-sp automatic**

Gear	Ratio	Overall ratio	(Rpm) Mph
1st	2.45:1	9.14:1	(5700) 40
2nd	1.45:1	5.41:1	(5700) 70
3rd	1.00:1	3.73:1	(5700) 102
4th	0.69:1	2.57:1	est (4800) 124

Final drive ratio 3.73:1
Engine rpm @ 60 mph in 4th 2400

CHASSIS & BODY

Layout **front engine/rear drive**
Body/frame unit steel
Brakes, f/r **11.0-in. vented discs/**
11.1-in. discs; vacuum assist, ABS
Wheels cast alloy, **15 x 6**
Tires Michelin MXV2,
195/65R-15 91H
Steering **rack & pinion**, power assist
Turns, lock to lock 3.5
Suspension, f/r: **MacPherson struts, lower**
A-arms, coil springs, tube shocks, anti-roll
bar/**trailing arms, upper & lower lateral**
links, toe links, coil springs, tube shocks,
anti-roll bar

ACCELERATION

Time to speed Seconds
0-30 mph 3.1
0-60 mph 9.2
0-80 mph 16.8
Time to distance
0-100 ft 3.5
0-500 ft 9.1
0-1320 ft (¼ mi) 17.0 @ 81.0 mph

BRAKING

Minimum stopping distance
From 60 mph 149 ft
From 80 mph 257 ft
Control excellent
Pedal effort for 0.5g stop 18 lb
Fade, effort after six 0.5g stops from
60 mph 22 lb
Brake feel very good
Overall brake rating very good

FUEL ECONOMY

Normal driving 20.0 mpg
EPA city/highway 18/22 mpg
Fuel capacity 21.0 gal.

INTERIOR NOISE

Idle in neutral na
Constant 70 mph 72 dBA

HANDLING

Lateral accel (200-ft skidpad) 0.78g
Balance moderate understeer
Speed thru 700-ft slalom 58.8 mph
Balance moderate understeer


Subjective ratings consist of excellent, very good, good, average, poor; na means information is not available.

How to separate the men from the boys.

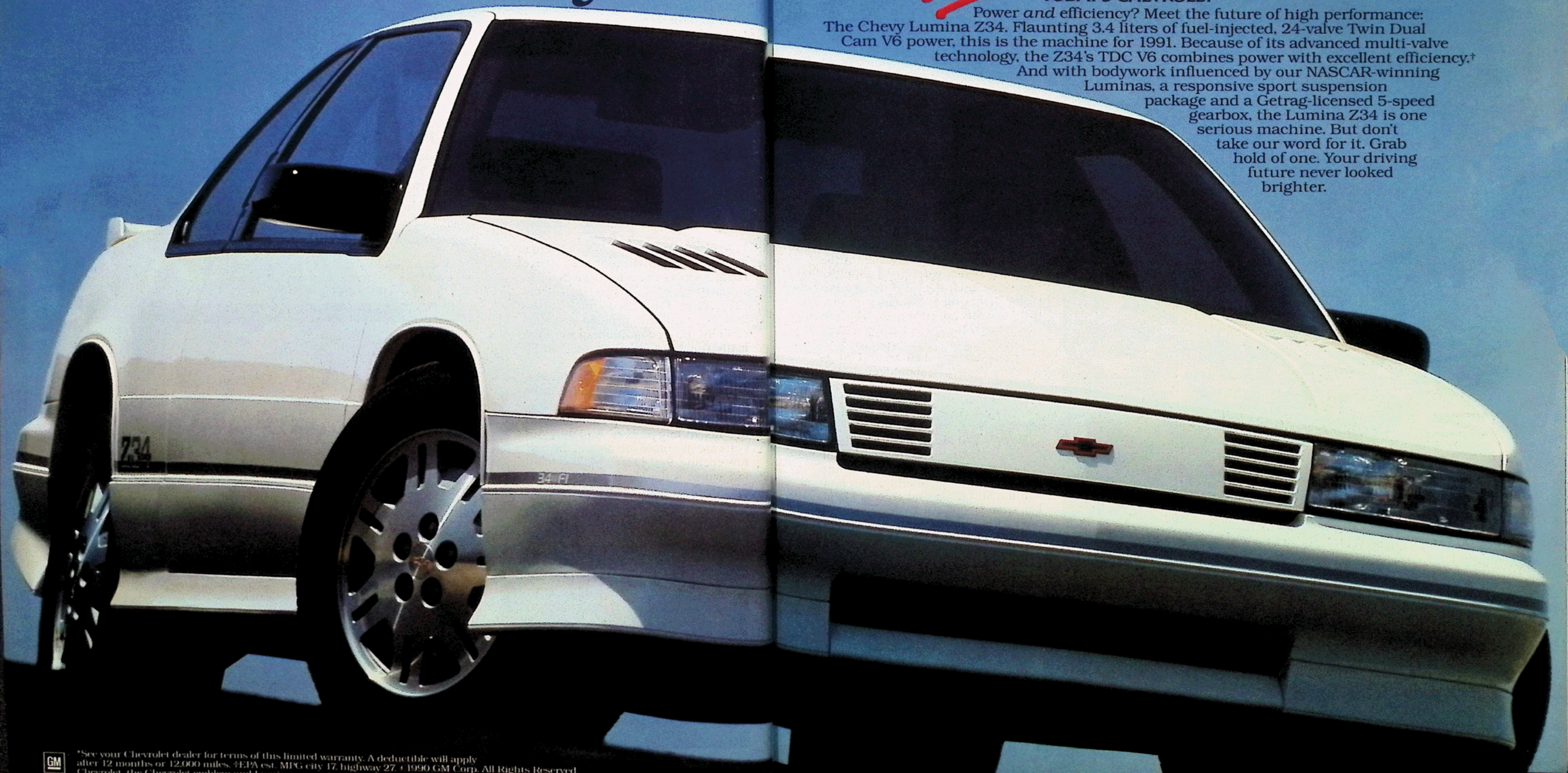
The new Lumina Z34 ■ Distinctive aero bodywork. ■ New Twin Dual Cam V6 power. ■ Slick-shifting 5-speed gearbox. ■ Aggressive sport suspension. ■ 4-wheel disc brakes. ■ P225/60R-16 Goodyear Eagle GT+4's. ■ 3-year/50,000-mile Bumper to Bumper Plus Warranty.*

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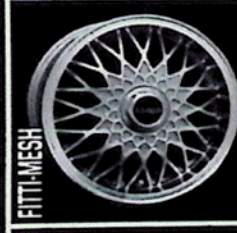
MONOLITHIC



FITTISTAR



FITTI-TWIST



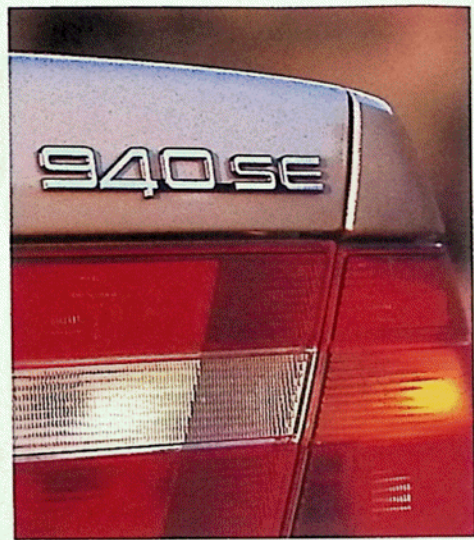
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Kudos to Volvo, however, for accommodating tall rear-seat passengers. The felt headliner, aft of the electrically operated sunroof, juts up just enough to give tall folk that extra inch of head room that can make a trip more comfortable. And refinements, such as individual reading lights for the rear passengers, are a nice touch too.



This year, passengers seated in the middle rear seat will have a shoulder harness seatbelt. Leave it to Volvo to be the first in the U.S. market to supply this safety advancement. The belt extends over the center occupant's left shoulder and into a reel mounted on the trunk's parcel shelf area. (Unfortunately, this center shoulder belt isn't available on any of the 940 Wagons.) The 940's safety is also enhanced by 4-wheel disc brakes with ABS and a driver's-side airbag.

Volvo's 940 SE, with its high level of luxury and sophisticated balance of ride and handling, clearly fits at the top of Volvo's U.S. offerings. But how will the SE fare in that crowded market segment encompassing cars that pamper yet don't exceed \$40,000? From Japan, there's the Acura Legend and Mitsubishi Diamante, among others. From Germany, Audi's upcoming V-6-powered 100. And on the domestic side, Cadillac's Seville fits the bill.

The 940, a logical and characteristically evolutionary step forward for Volvo, will indeed have a tough time against these thoroughly new competitors. But Volvo has something most definitely in its favor: its deserved reputation and long heritage as a safe, sturdy automobile.



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down moved it slowly to gain another
6 mph on the level — 149 mph!...It
might have been faster still had I
bothered to turn off the air condition-
ing, but why be uncomfortable in
any sense in a car this good?"

Robert Cumberford
Automobile Magazine

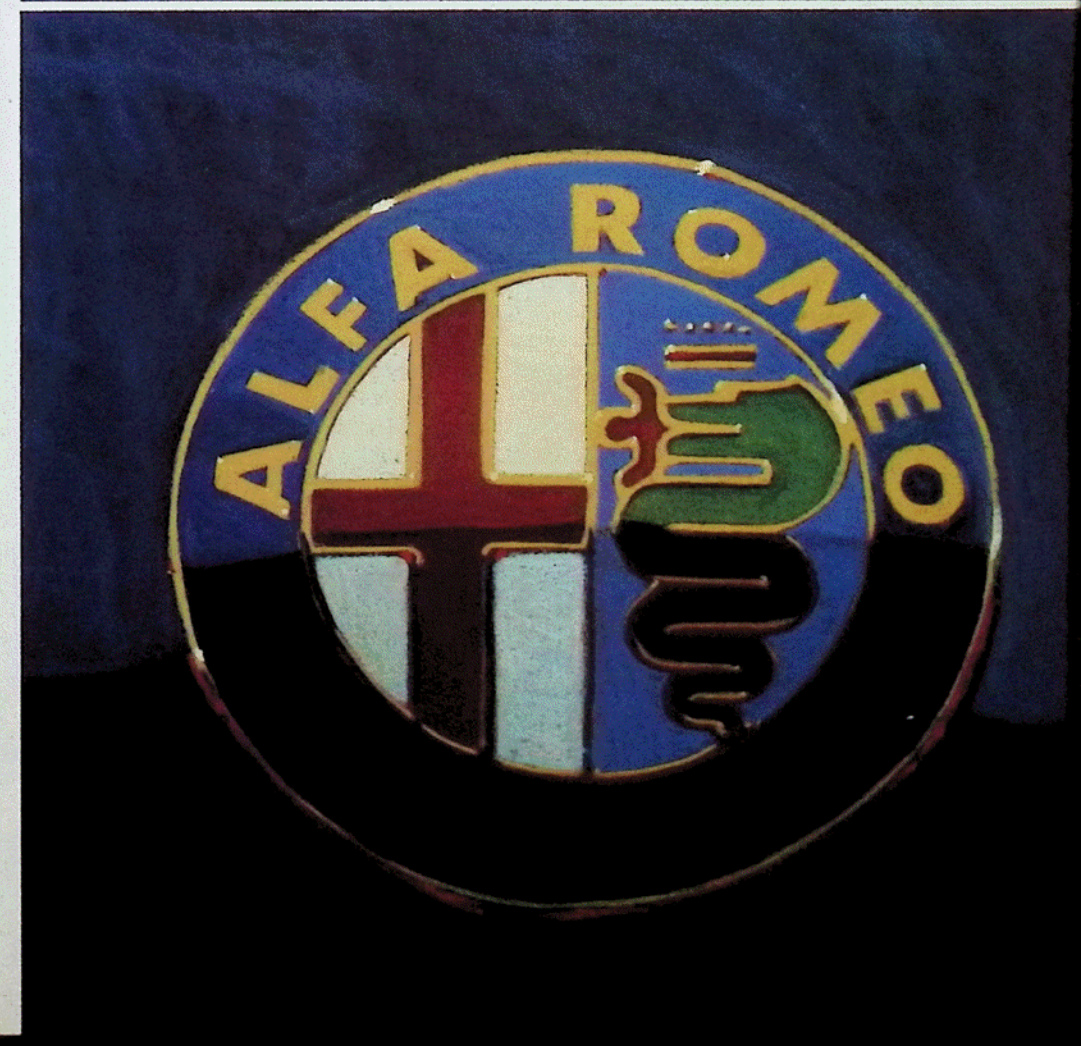
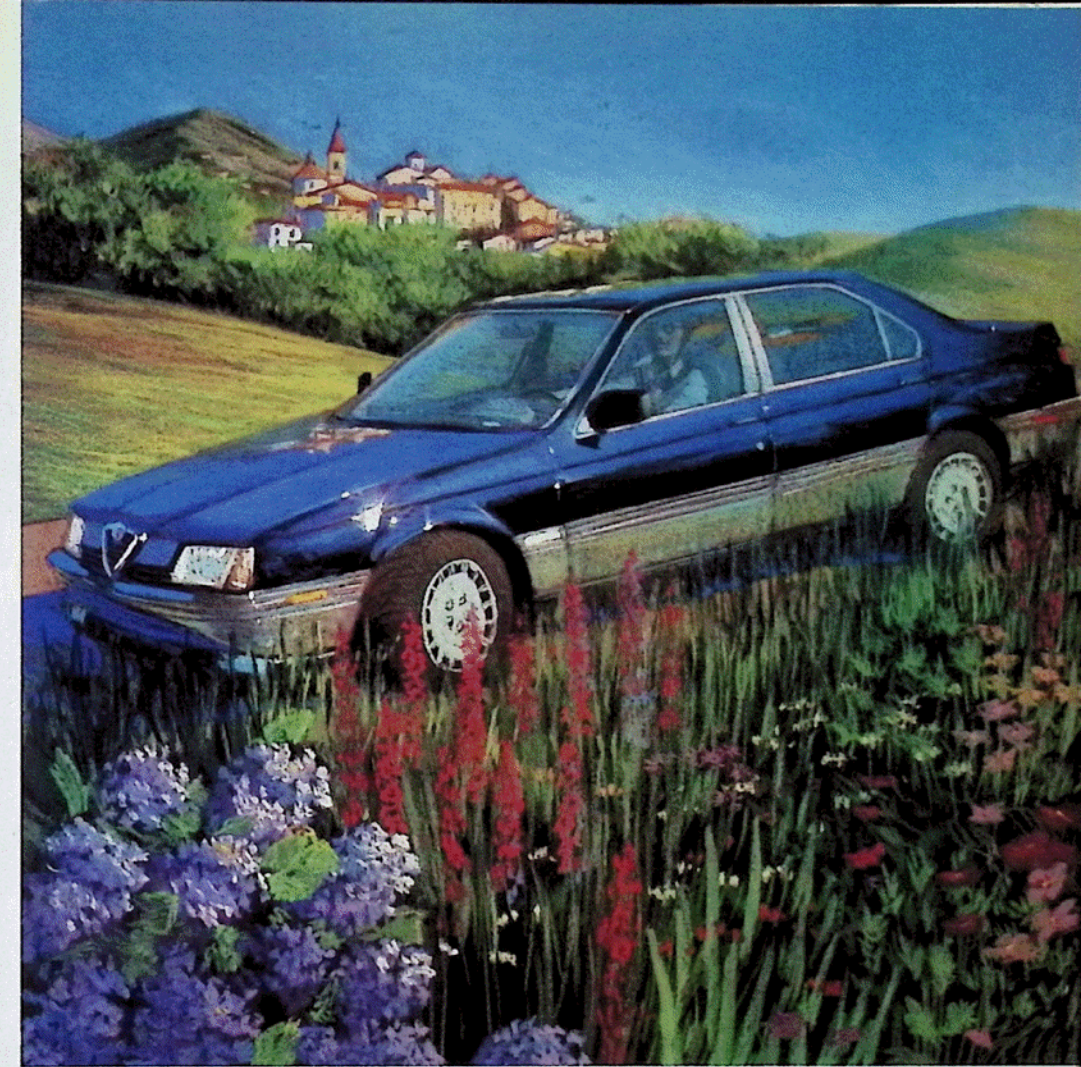
Artist: Joel Spector

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MERCEDES' NEW S-CLASS

Decidedly bigger and better than ever

BY THOS L. BRYANT

CRUISING ALONG THE Côte d'Azur on the French *auto-route* in the all-new Mercedes-Benz 400SEL, I was struck by what a marvelous road car this is. Mercedes was showing off its new S-class lineup to the world's automotive press following the car's heralded debut at Geneva in March. It has been 11 years since Mercedes unveiled its last flagship line of cars, rather longer than most carmakers would prefer.

Other thoughts going through my mind while experiencing the new S-class for the first time included questions about how the relevance of an even larger sedan will be perceived in the environmentally conscious world of the Nineties and what sort of reception will confront these cars in the showrooms across America, considering their price range: from roughly \$66,000 for the 300 models up to

some \$125,000 for the 600SEL with the V-12 engine. (The U.S. lineup comprises the 300SE, 300SD, 400SE, 500SEL and 600SEL.)

Mercedes' response to the first query is that these are pioneer cars of "environmentally compatible technology" with respect to recyclability of materials, fuel efficiency and minimal emissions.

Regarding price resistance, Dr. Wolfgang Peter, chief of passenger-car development, told me that Mercedes-Benz doesn't expect any. "I think those people who have become accustomed to driving an S-class will continue to want one and will recognize the many, many improvements to the new car."

Time alone will tell, of course, but there is no doubt in my mind that the 1992 S-class models are markedly better than their predecessors. The styling is clearly derivative of the 300E, with

a smaller grille that is canted more rearward than on the previous big Mercedes. The gently rounded lines are in keeping with current automotive design practice, and the sides of the car are smoothly sculpted with moderate fender flares. The bumpers are better integrated into the bodywork, and the old car's waist-high character line is gone.

At the rear, the trunklid opening is canted, as with the 300E, skirting the edge of the taillights and carrying down to the bumper, providing easier loading. Side windows are flush with the body and the greenhouse is taller.

The dimensions of the new Mercedes make clear that the manufacturer has decided bigger is better. The SE version (on the 300 and 400 models in the U.S.) is 1.6 in. longer than before, while the SEL versions (500 and 600SEL in this market) have a 3.9-in.-longer wheelbase, all of which is



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found in the passenger compartment. Increases in overall length for the SE and SEL are 3.7 and 2.1 in., respectively. Interior width grows by 5.5 in., while exterior width increases by only 2.6 in. Overall height is up 2.3 in.

Powertrain changes are fundamental to the new S-class models, with five distinct engine choices for the American buyer. First is the 6-cylinder 3.5-liter turbodiesel with 150 bhp at 4100 rpm and 228 lb.-ft. of torque at 2000. This engine is currently slated for the U.S. market only and is available in 49 states (not in California). The base gasoline model is the 300SE, which boasts a new 3.2-liter inline-6 with 228 bhp at 5800 rpm and 229 lb.-ft. of torque at 4100. The base transmission is a 5-speed manual, though it's not available in the U.S.; our cars get 4- or 5-speed automatics.

The 400SE is fitted with the 4.2-liter V-8, rated at 282 bhp at 5700 rpm, while torque is 302 lb.-ft. at 3900. The 500SEL engine is the 5.0-liter V-8 found in the 500SL, with 322 bhp at 5700 rpm and 354 lb.-ft. of torque at 3900. Both V-8 models are fitted with the 4-speed automatic transmission.

The big news, in more ways than one, is the 600SEL with Mercedes' all-new 6.0-liter V-12. Using the same valvetrain design as that in the other gasoline engines, along with the same LH-Jetronic fuel injection, the V-12 pumps out 402 bhp at 5200 rpm and 428 lb.-ft. of torque at 3800.

Mercedes says there is no advantage to be gained by fitting the V-12 with anything but the 4-speed automatic transmission, as there is more than 370 lb.-ft. of torque available as low as 1600 rpm. The V-12 is superbly

smooth, from initial throttle tip-in to the redline, and does a remarkable job of moving the 4830-lb. 600SEL in a most spirited manner: 0-60 mph comes up in just under 6.0 seconds, according to Mercedes.

THE S-CLASS MODELS also feature three suspension systems: standard, standard with rear self-leveling and optional ADS (adaptive damping system) and hydropneumatic springing with the ADS, but this last is not available on U.S.-bound cars.

The suspension design is based on double front wishbones pivoting off a subframe fitted beneath the engine compartment. At the rear, Mercedes has extended the use of the multilink suspension design it first unveiled on the original 190E and later fitted on the 300E, but with some refinements.

Basic suspension tuning is geared toward providing a comfortable ride via relatively soft spring settings and

comparatively tight damping. The result is a smooth, comfortable ride but with secure handling characteristics on demand. In my time on some secondary roads in the foothills above the Côte d'Azur, as well as in crossing the mountains up to Grenoble and on toward Switzerland, I can attest to how well the suspension engineers have done their job. Compared with the previous S-class models, the new car displays an agility that is remarkable for a large 4-door sedan, while the ride is considerably more supple.

The 600SEL, the flagship of the fleet, is a truly marvelous competitor of any luxury sedan you care to name. On tight, twisty roads, the increased weight of the V-12 produces a bit of a nose-heavy handling feel. But few owners will ever attempt to push the 600 as hard as we did. Under decidedly more normal conditions, it is a superb road car, quiet and smooth.

The only criticism that came to mind was an unexpectedly high level of wind noise around the front windows, which seemed to result from turbulence caused by the outside mirrors.

S-class features include a completely new braking system for the V-8s and V-12, with more effort being applied by the rear brakes. Mercedes does this through a double ABS system whose microprocessor controls two different modes, changing from one to the other in milliseconds.

Mercedes is boasting that the S-class is the first car series in the world to offer an activated charcoal filter with the automatic climate control. The filtering system reduces the intrusion of dust, pollen, spores and other particles.

Since returning from driving the new S-class in Europe, I've spent a week driving the predecessor 560SEL. The new models, coming to U.S. late this fall, are a clear advance. The current car is an excellent sedan, to be sure, but the new models have the advantage of feeling more nimble and easier to drive aggressively. Once you take the wheel, the upcoming large Mercedes sedans feel considerably smaller than they look. Even on narrow roads, their agility is delightful. At the same time, interior space is more abundant, and the level of luxury is better than ever.

In the battle for supremacy in the ultimate-luxury sedan market, Mercedes-Benz has seriously upped the ante. ☐

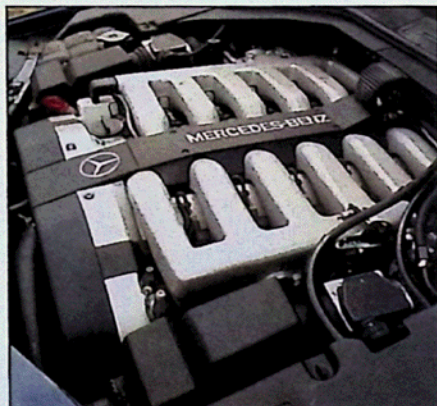
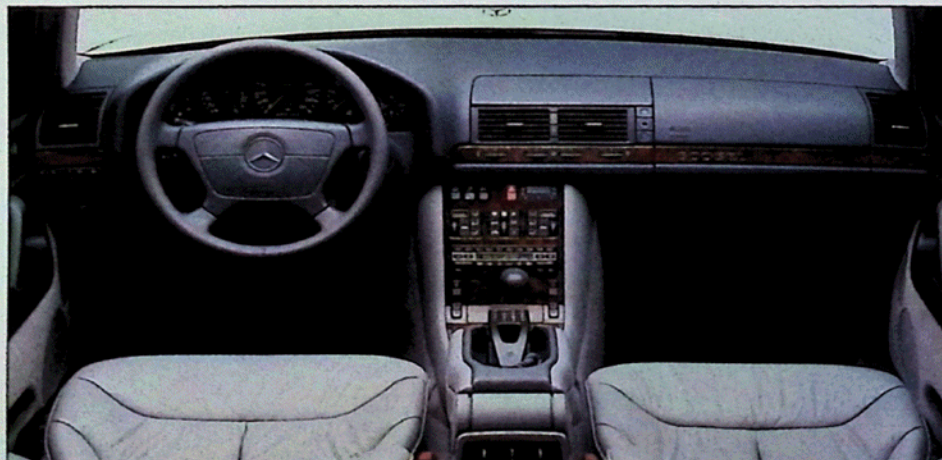
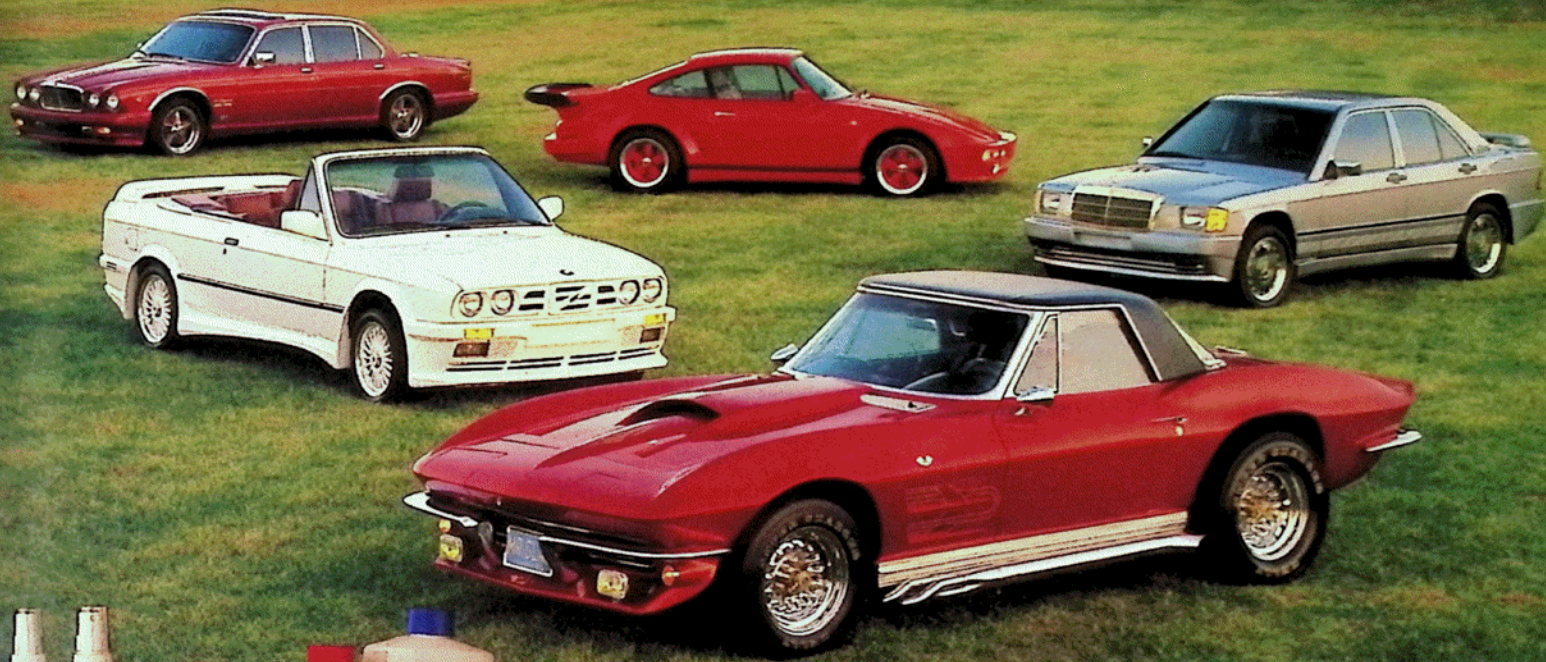


PHOTO BY RON SESSIONS

Mercedes expects 15 percent of new S-class buyers will opt for the 402-bhp V-12.



The cockpit is preassembled and installed by robots on the assembly line. Layout is excellent.



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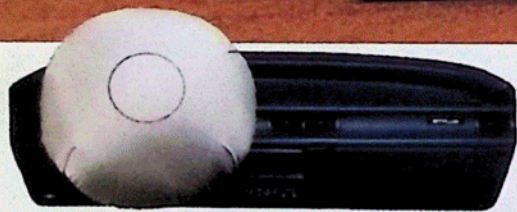
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MAZDA RX-7 INFINI IV

A preview of the new RX-7, now playing in the current platform

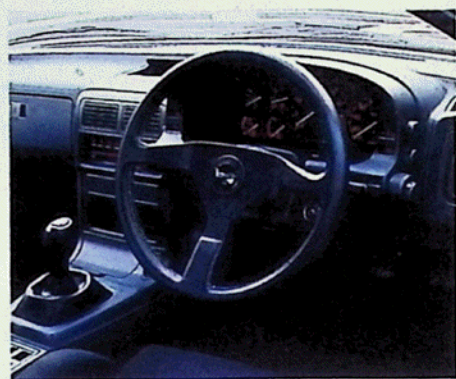
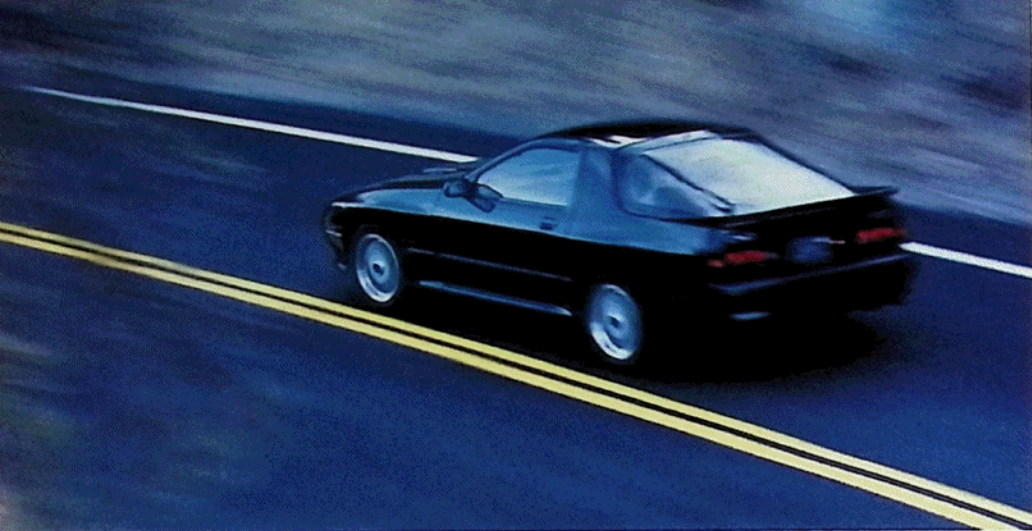
H EY, YOU'RE SITTING on the wrong side!" It's a common reaction from Californians when they see this right-hand-drive Mazda RX-7 Infini IV at a stoplight. It's more than a little odd to be a hand-shake's distance from the driver in an adjacent lane; it's unsettling to grapple with lane position when your body is in the "passenger" seat—one of us likened the feel to riding a motorcycle with a sidecar for the first time, always worried about what that dang appendage is going to hit. And we all taught our left arms new tricks in muscle memory trying to shift with something resembling finesse.

But we digress. Mazda's intent in lending us this Japanese-market-only Infini (pronounced on'-fin-ee) goes far beyond novelty. It represents the ultimate production RX-7, and it is a sample of what the next-generation RX-7 (due out in 1992) will be like in handling and ride.

Details on the new RX-7 remain sketchy, but we know it'll be slightly shorter, wider and lighter than the present car. Power will come from the evergreen 13B 2-rotor Wankel, in sequential twin-turbocharged form only, with "substantially more" power than the present Turbo's 200 bhp. Within the framework of the current platform, the Infini paves the way

for a leaner, more elemental driver's RX-7, a return to the basic mechanical directness of the RX-7s that first reached U.S. shores in 1979.

Following the race driver's adage, "To go faster, add lightness," Mazda's engineers, headed by Takaharu Kobayakawa, have created an RX-7 that weighs about 265 lb. less than a U.S.-spec RX-7 Turbo. First to go were the stock seats, replaced by lighter, deep buckets, with flared upper seatbacks. Their snug-fitting nature makes the already cozy RX-7 cockpit seem more intimate, as do molded rectangular pads on the driver's-side door panel and center console, to brace one's legs while cornering. The passenger is not



■ Turbocharged 13B rotary makes 215 bhp JIS, up slightly from stock through a lower-restriction exhaust system, but the Infini's top speed is limited to only 112 mph. The interior looks suited for twice that speed, with high-bolstered racing-type seats and a 3-spoke Momo wheel whose stitching and leather cover feel just so.



ignored when it comes to g-loads either; a "dead pedal" bar running the width of the footwell is provided.

A Momo 3-spoke steering wheel frames the huge center-mounted tach, which is flanked by a 180-km/h speedometer and a cluster of gauges for fuel level, coolant temperature, oil pressure and boost level. Other touches include an emergency flare that clips into a holder under the glovebox, and a perforated suedelike material that covers the seats and inset portions of the door panels.

PAMPERED THE INFINITI driver is not, because such amenities as air conditioning, sound system, central locking, a sunroof, cruise control, rear-window wiper and the luggage-area partition are tossed out for the greater good of lighter weight and consequent more nimble handling. Also toward this end, the Infini gets a suspension makeover, with its front MacPherson-strut/rear modified-trailing-arm setup firmed and toned with stiffer springs, thicker anti-roll bars and significantly harder bushings. Specially tuned Pirelli P Zero tires, in the standard Turbo size of 205/55ZR-16, are mounted on forged BBS wheels, each responsible for a slight weight savings over the stock wheels.

Under the hood, there's that same little beer keg of an engine, the 1308-cc twin-rotor Wankel, set well back in its compartment to help achieve 49/51 weight distribution. Buried beneath the air-to-air intercooler, induction plumbing and other clutter is a twin-

scroll turbo, a device whose internal ducting lets each rotor's exhaust pulse have a separate, unfettered shot at the impeller to lessen turbo lag and make for more tractable turbo power. On the exhaust side, a lower-restriction system helps to bump up power to 215 bhp JIS, and torque by 10 lb.-ft. to 206. But the eye-grabber is the bright red strut-tower brace that reiterates the Infini's dedication to precise suspension geometry.

This engine and chassis work together with an ease that's surely not accidental. Where the stock RX-7 Turbo takes a noticeable understeering set when pushed to its limits, the Infini seems as neutral as Switzerland; we suspect the firmer bushings in the rear suspension's floating-hub arrangement hold to a bare minimum its understeer-producing toe-in during lateral acceleration.

The Pirelli P Zeros, with a tread compound sticky enough to fling gravel into the wheel wells at parking-lot speeds, have enormous grip (we saw 0.91g on the skidpad) and approach their limits in a predictable manner. The tail of the U.S.-spec RX-7 Turbo can be wrestled out by heavy throttle application in 2nd or 3rd gear; with the Infini it's more of a waltz than a wrestling match—each tire contributes more equally to the task of scurrying down the road, and all that's required to change the car's aim (provided there's enough side loading) is a caress of the throttle.

Though there is no sound system per se, the Infini generates lots of interesting noises anyway. With the rotary's eagerness to rev, the tach's warning buzzer is heard often. And there's the shrill song of the turbo—more apparent because of skimpier body sound-deadening—that rises in pitch faster than the whine of the en-



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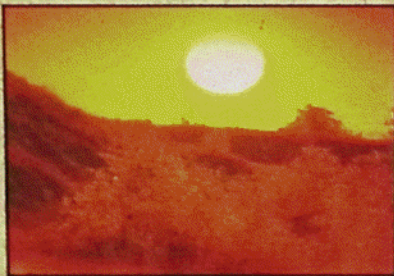
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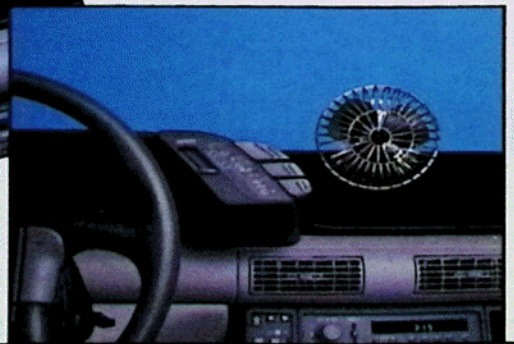
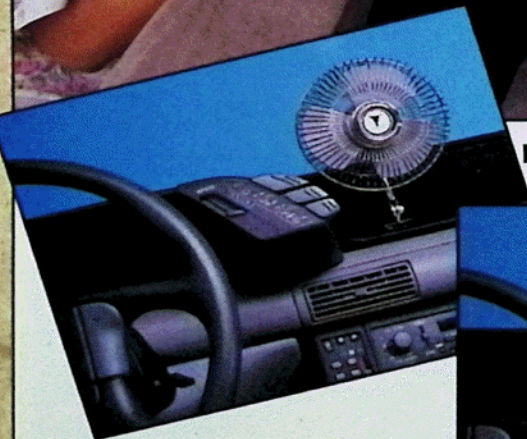
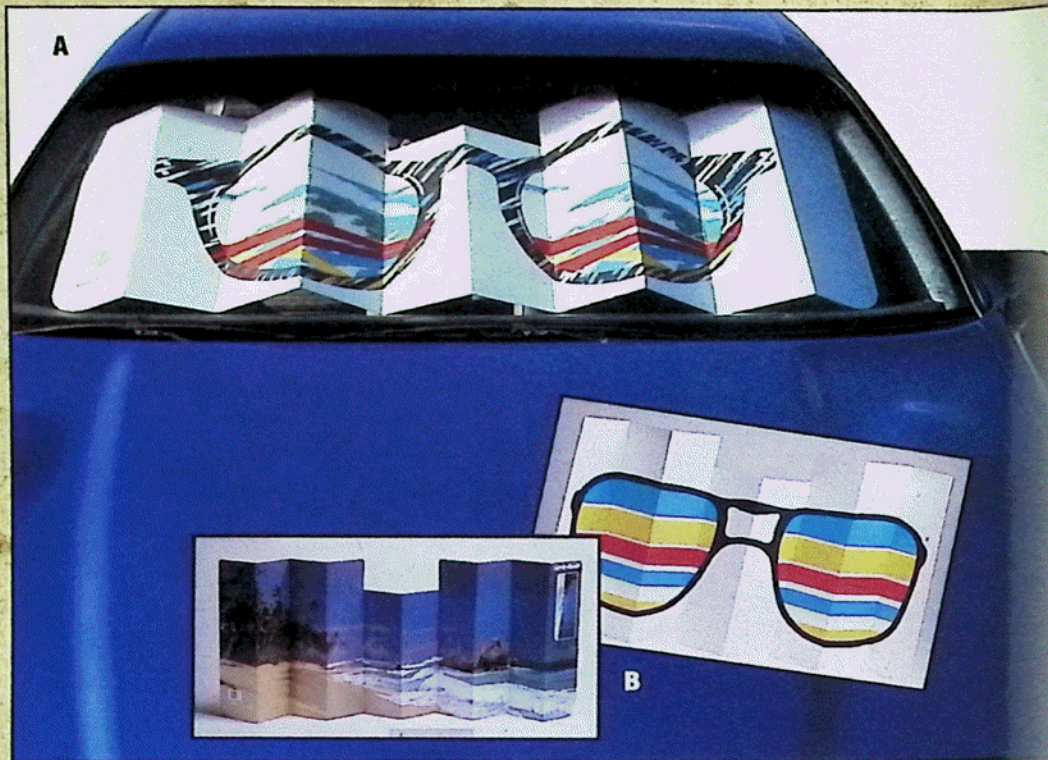
A Folding Sunshade. Folding auto sunglasses shade, protects dash, seat and steering wheel from damaging sun rays. **1.47**

B Jumbo Folding Sunshade. Oversize to fit pick-ups or vans. Assorted colors to choose from **2.01**
Poster Sunshade 1.85

C Auto Roller Shade. Deluxe Glare Guard auto window shade. Fits all cars, vans and trucks. Retractable roller action. Installs quickly without tools. **2.22**

D 6" - 12-Volt Car Fan. Handy for car, RV or van. 12-volt system **11.97**

E Auto Mini-Fan. 4" fan with oscillating feature. Chrome-plated bottom w/suction cup. Assorted colors to choose from. **5.22**




**On sale June 23-July 6, 1991,
at most U.S.A. Kmart stores.**

gine. The starch-stiff sidewalls of the Pirellis drum and thump over poor road surfaces, turning the interior into a personal resonation chamber.

BUT SUCH MINOR cacophony is forgiven when the rewards are considered. The rack-and-pinion steering uses an engine-speed-sensitive assist that feels more natural than the Turbo's, with more feedback at lower speeds. The brake system, while retaining vented discs all around (10.9 in. front, 10.8 in. rear), makes do without ABS but receives Infini-specific front pads and other minor alterations that reduce brake pedal stroke by 3/8 in. and give the brake pedal appreciable (and appreciated) firmness. Stopping distances were somewhat shorter than those of the last RX-7 Turbo we tested (August 1988): 8 ft. less from 60 mph, and 14 ft. less from 80.

Surprisingly, what with less weight and slightly more power, acceleration times were not as quick as expected—7.0 seconds to 60 mph and 14.9 sec. through the standing quarter mile. A bit of wheel tramp off the line, a possible consequence of the sticky-compound Pirellis, could have slowed the Infini down a few tenths.

But that shouldn't be a bother. Think of the Infini as a rare treat for the Japanese market and a limited-production test bed pointing the way to a leaner, meaner production RX-7 that will roll into U.S. showrooms in 1992. Through the years, we've seen sports cars grow larger, softer and heavier, which makes Mazda's reversal of the trend even more exciting. Let's hope that this Japanese-market Infini's chassis is truly representative of the new generation's, and that Mazda's stylists have created a shape worthy of the mechanicals. 

Test Notes . . .

Both slalom and skidpad testing showcased the Infini's firm springing and resistance to body roll. Its steering is quick—a nice feature because the Infini's tail can step out abruptly.

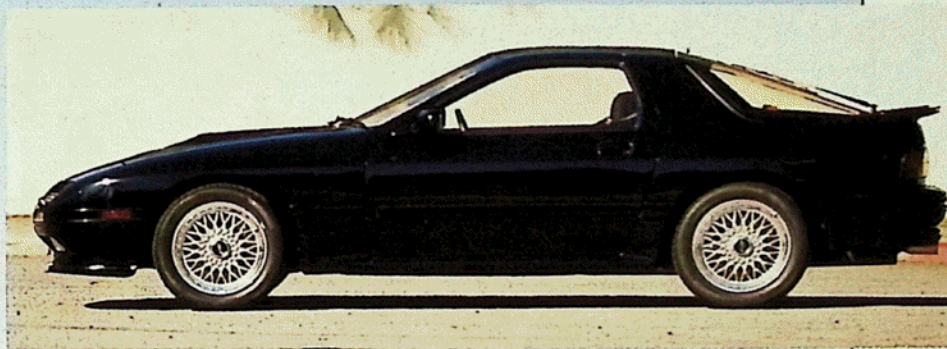
Acceleration and slalom times were probably hindered a mite by our unfamiliarity with the Infini's right hand driving position. With practice, both would surely improve.

MAZDA RX-7 INFINI IV

0-60 mph 7.0 sec
0-¼ mi 14.9 sec
Top speed est 112 mph
Skidpad 0.91g
Slalom 60.7 mph
Brake rating very good

PRICE

List price, Japan est **\$21,000** Price as tested est **\$21,000**
Price as tested includes std equip. (BBS wheels, sport seats, Momo steering wheel, elect. adj windows & mirrors).



ENGINE

Type turbo, **2-rotor Wankel**
Displacement 79.8 cu in./1308 cc
Bore width x chamber major axis:
3.15 x 9.45 in./80.0 x 240.0 mm
Compression ratio 9.0:1
Horsepower (JIS): **215 bhp @ 6500 rpm**
Torque **206 lb-ft @ 3500 rpm**
Maximum engine speed 7000 rpm
Fuel injection Mazda elect. port
Fuel unleaded, 87 pump oct

GENERAL DATA

Curb weight **2770 lb**
Test weight 2925 lb
Weight dist, f/r, % 49/51
Wheelbase 95.7 in.
Track, f/r 57.1 in./56.7 in.
Length **169.9 in.**
Width **66.5 in.**
Height **49.8 in.**
Trunk space 19.0 cu ft

DRIVETRAIN

Transmission **5-sp manual**
Gear Ratio Overall ratio (Rpm) Mph
1st 3.48:1 14.98:1 (7000) 32
2nd 2.02:1 8.66:1 (7000) 56
3rd 1.39:1 5.98:1 (7000) 81
4th 1.00:1 4.30:1 (6950) 112
5th 0.72:1 3.09:1 est (5000) 112
Final drive ratio 4.30:1
Engine rpm @ 60 mph in 5th 2675

CHASSIS & BODY

Layout **front engine/rear drive**
Body/frame unit steel
Brakes, f/r **10.9-in. vented discs/10.8-in. vented discs**; vacuum assist
Wheels forged alloy, **16 x 7J**
Tires Pirelli P Zero, **205/55ZR-16**
Steering **rack & pinion**, power assist
Turns, lock to lock 2.7
Suspension, f/r: **MacPherson struts, lower A-arms**, coil springs, tube shocks, anti-roll bar/**trailing arms, lower lateral links, semi-trailing links**, floating hubs, coil springs, tube shocks, anti-roll bar

ACCELERATION

Time to speed Seconds
0-30 mph 2.2
0-60 mph 7.0
0-80 mph 10.8
Time to distance
0-100 ft 3.1
0-500 ft 8.2
0-1320 ft (¼ mi) 14.9 @ 94.0 mph

BRAKING

Minimum stopping distance
From 60 mph 141 ft
From 80 mph 242 ft
Control very good
Pedal effort for 0.5g stop 16 lb
Fade, effort after six 0.5g stops from 60 mph 16 lb
Brake feel excellent
Overall brake rating very good

FUEL ECONOMY

Normal driving 14.5 mpg
EPA city/highway na
Fuel capacity 18.5 gal.

INTERIOR NOISE

Idle in neutral 53 dBA
Constant 70 mph 75 dBA

HANDLING

Lateral accel (200-ft skidpad) 0.91g
Balance mild understeer
Speed thru 700-ft slalom 60.7 mph
Balance neutral

Subjective ratings consist of excellent, very good, good, average, poor; na means information is not available.

Salon:

ALFA ROMEO 8C 2900 LE MANS COUPE

More proof that function
needn't compromise form

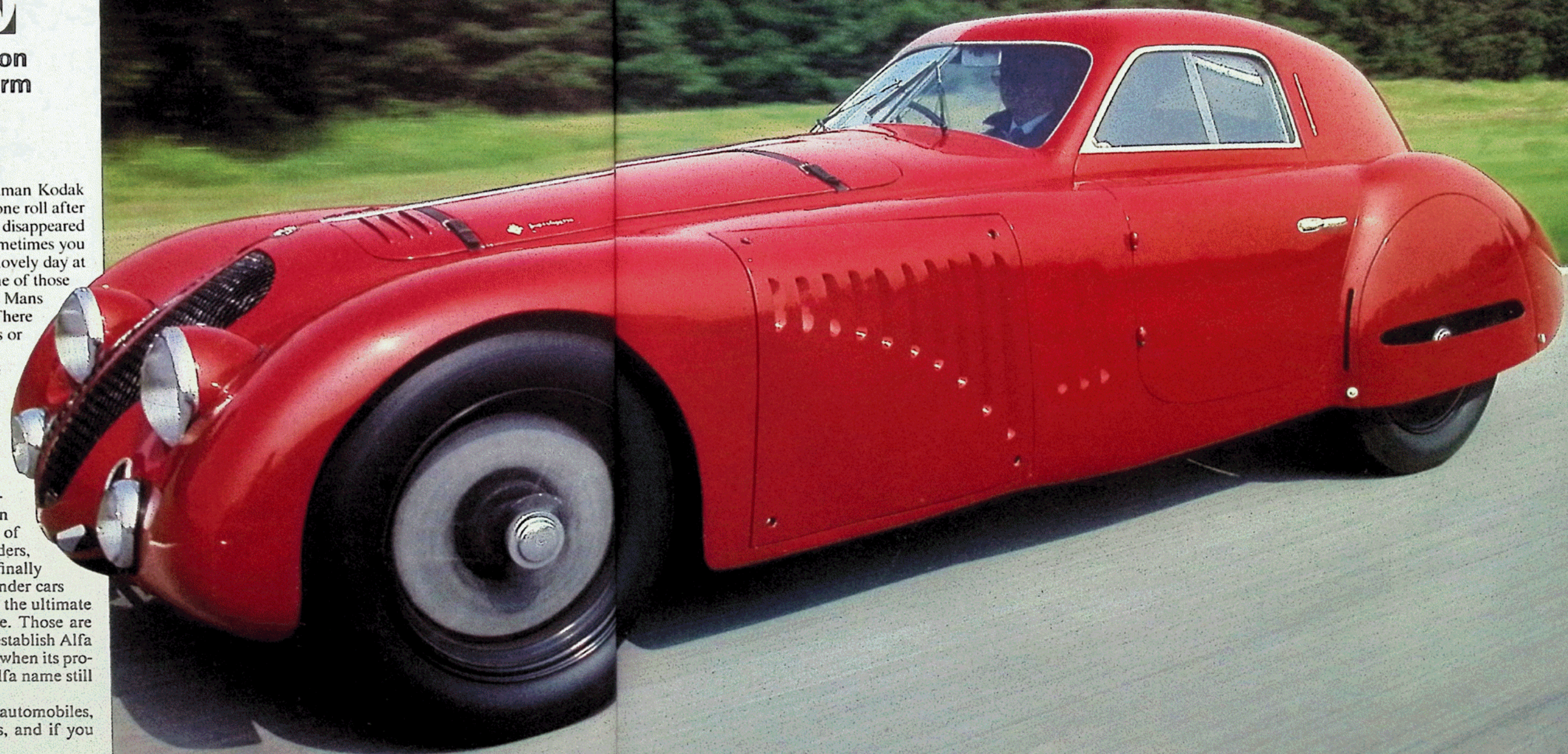
BY JOHN LAMM
PHOTOS BY THE AUTHOR

MY NIKON WAS OUT OF CONTROL. Eastman Kodak stock was rising by the minute as one roll after another of exposed Kodachrome disappeared back into my camera bag. But sometimes you just can't help yourself, and that lovely day at Alfa Romeo's test track in Balocco, Italy was one of those times. They'd brought out the 1938 8C 2900 Le Mans coupe for us to photograph and I was a goner. There is no bad angle on the car. High, low, long lens or short, the Nikon was smokin'.

We have a rule here at R&T that once a type of car has been featured in a Salon, it shouldn't be done again for years. That rule doesn't apply to Alfa's 8C 2900s. (See Phil Hill's Salon of the 1937 Touring Spider, R&T, May 1989.)

The heritage of the big Alfas explains much about why the "2.9s" are so loved. Vittorio Jano, who is just this side of sainthood in Italian automotive circles, designed the line of Alfas that progressed from 6C 1500 (6 cylinders, 1500 cc) to 6C 1750, 8C 2300, 8C 2600 and finally 8C 2900. Along the way, he created such wonder cars as the 8C 2300/2600 Monza (to many minds the ultimate vintage car) and the P3 Grand Prix machine. Those are only the highlights, but they were enough to establish Alfa Romeo's reputation for decades, so that even when its production cars were of marginal interest, the Alfa name still warmed many hearts.

Incidentally, as is fitting for such special automobiles, there's even a special book about 8C 2900s, and if you

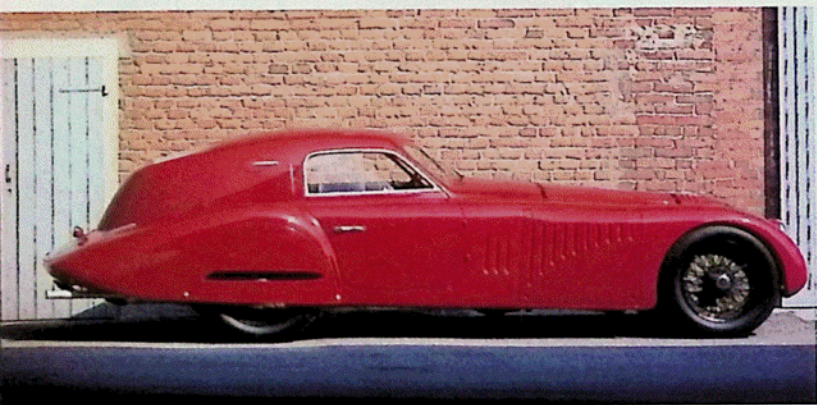


have a serious automotive library, it needs a copy of Simon Moore's *The Immortal 2.9* (Parkside Publications, 999 Third Ave., Suite 3210, Seattle, Wash. 98104). Simon not only describes all the cars in detail, but has filled the book with excellent photos and, most important, a genuine enthusiasm for the cars.

Fewer than 40 8C 2900s were made, and any one of them could be featured in a Salon, but five were even more special. Four of the group are quite well known, as they made up the 1938 Mille Miglia team. These are the beautiful open Touring-bodied machines that finished 1-2 that year in the famous Brescia-Rome-Brescia run in which Clemente Bion-

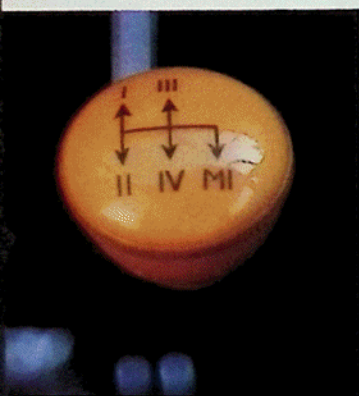
detti beat Carlo Pintacuda by less than 2 minutes over the 12-hour enduro. One of these cars also won the 24-hour race at Spa that year, while the Pintacuda entry became one of Phil Hill's early race cars. Known nowadays as much for their beauty as their race record, the 8C 2900 MMs look as natural in a concours as on a race circuit.

The fifth of those chassis—No. 412033—was set aside to be built as a coupe for Le Mans. Again Touring was the source of the body, which is one of the most exciting you'll find from any pre-World War II automobile. There's something about the long-hood, short-cabin proportions that gives the Alfa a combination of aggressiveness and style. Your eyes move quickly to the details, to the many louvers and the way the wire wheels fill the wheel arches, though the car raced at Le Mans without the rear-wheel covers. The roofline of the little cockpit is rather like that on several small Fiat Aerodinamica coupes seen each year on the historic Mille Miglia, but the shape works even better on a car of the 2.9's size. Incidentally, those large panels behind the front wheels are removable so the mechanics didn't have to skin their knuckles to service the engine.

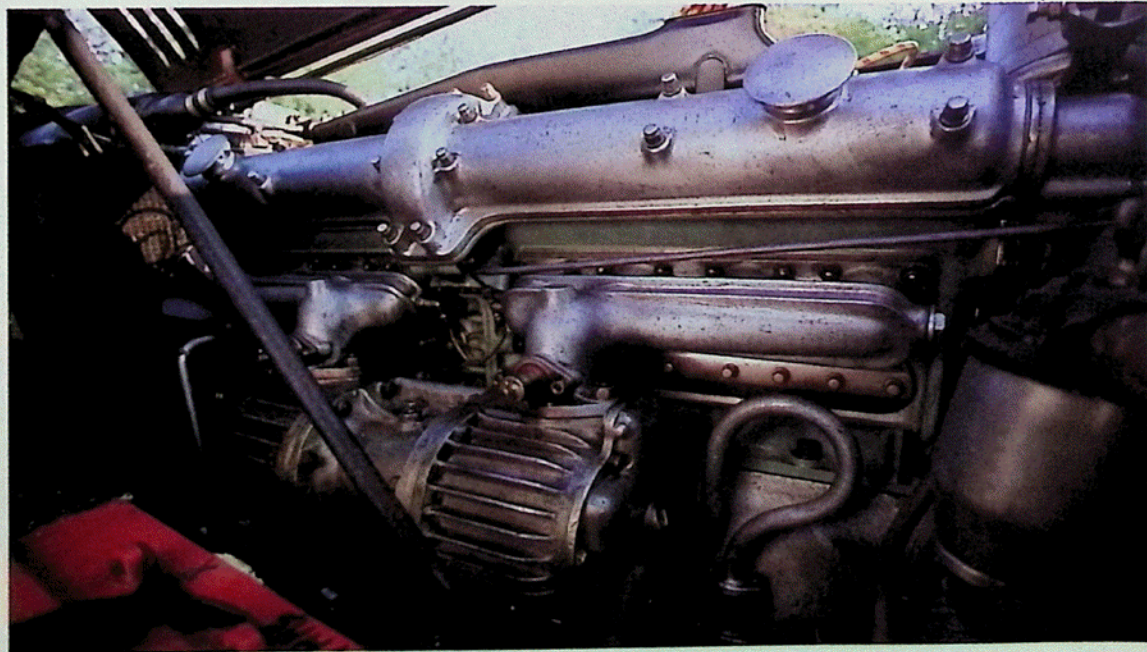


The cockpit, is tight, with little room and simple leather-covered seats that have a divider between them, presumably to hold the driver in place on right-hand turns. The pair of large dashboard gauges is typical of 2.9s: The one on the right displays speed and the temperature and pressure of the oil. On the left is the tachometer with a small clock at the bottom and—unusual for 2.9s—a needle that indicates fuel pressure rather than fuel level.

Technically, the Le Mans car was the same as the Mille Miglia cars with detail changes to allow for the different natures of the two events. At a time when independent suspensions were new to many automakers, Alfa had them at both ends of the 2900s. For the front, there are upper and lower trailing arms in a design not unlike that on early Volkswagen Beetles and Porsches. Both the coil spring and damping device are contained in a single unit. At the back



■ Twin finned superchargers grace the side of the Alfa's straight-8 block. Bulge in the camshaft cover is a tip-off that cam drive is taken off the center of the crank.



are a swing arm and trailing arm on each side, damped by a combination of hydraulic and friction shocks on each wheel and sprung by transverse leaves. Steering is by worm and sector, while the hydraulic brakes have steel liners in aluminum drums. The Le Mans car was fitted with brake cooling scoops front and rear.

The stunning engine is another film burner, a straight-8 divided into a pair of fours by a train of gears that drives the camshafts and blowers. The crankcase is cast magnesium and split horizontally in the middle. Atop this is the cylinder block and head, which is one piece—*testa fissa*, (“fixed head” in Italian)—with steel cylinder liners. The heads have two valves per cylinder and the typical Alfa Romeo hemispherical combustion chambers, fed by a Weber carburetor and a supercharger for each set of four cylinders. It’s said the race cars had a compression ratio of 6.5:1, though it wasn’t unusual for race teams to lower the compression when racing at Le Mans on the required fuel. Like the rest of the engine, the crankshaft is a pair of fours joined at the center geartrain and spinning in a total of 10 main bearings. With a displacement of 2904 cc, the straight-8 in racing trim had a claimed 220–225 horsepower at 5400 rpm. Multiplate clutches were used in the racing 2.9s, turning a crankshaft-speed driveshaft that leads to a 4-speed transaxle.

This was Alfa’s main entry at Le Mans in 1938, considered unusual as it was a coupe. Also unusual was the lead the car managed to take. Raymond Sommer and Clemente Biondetti left the Delahayes and Darracqs in the dust—11 laps back by midmorning on Sunday—and Sommer set fastest lap of the event at 96.18 mph. Unfortunately, Alfa Corse’s Mille Miglia luck deserted it; first a tire blew while the 2.9 was on the Mulsanne Straight, then either a valve or the transmission failed.

And that was it for 412033. One of the most beautiful of all Alfas was retired. Sold to a gentleman in Rome, it languished in Livorno where it was found in the late Sixties by Count Giovanni Lurani and Corrado Cupellini. After some exterior refurbishing, the car was sold to Colin

Crabbe, the well-known English collector and dealer whose name has appeared in these pages in conjunction with such cars as the 12-cylinder Auto Union Grand Prix car. The Le Mans 2.9 went next to Lord Doune in Scotland, and then to a pair of highly regarded English enthusiasts, Mike Sparken and his wife, Carol Spagg.

What appealed to us,” Sparken recalls, “is that it’s a very special car, it is a one-off body that’s unbelievable for the period, and that the car was untouched. I’ve never seen a car so original inside . . . outside it’s obviously been painted a few times . . . but inside, the car was untouched. We rebuilt the engine and checked it mechanically, but did nothing to the inside, so the feeling was of a car in nice original condition. I think there’s no price for that. You can buy a new interior, but so what?”

As Sparken points out, that same feeling extends to driving the Alfa: “The car behaves much more like an early postwar car than a prewar. The steering is so light and precise, and the general feeling is like that of a Ferrari. Furthermore, the engine, which has a minimum of 220 horsepower, has a lot of torque, though the ratio that’s in it is too low for what the car could do. At Le Mans it obviously had a much higher one. So the general impression is that of a postwar berlinetta. In fact, I’ve driven early postwar Ferrari Berlinettas and the Alfa is a sight better. The gearbox is magic, though it is on all 2.9s . . . it’s just the way they were built.”

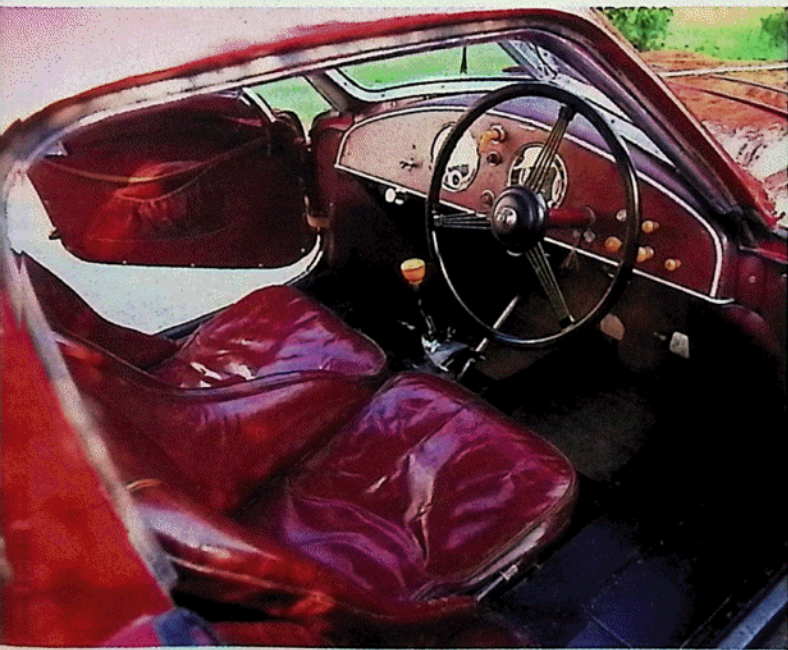
Magic, yes, but then Sparken and Spagg traded the Le Mans Alfa. Before you wonder how they could part with such an automobile, listen to what they got in exchange. It wasn’t money. Alfa Romeo felt it had to display the coupe in the company’s excellent museum. What could it offer for the 2.9? The only Alfa that could possibly rank above the Le Mans machine, of course, a 158/159 Alfetta Grand Prix car. So what if it was a car that had been slightly cannibalized when Alfa prepped the 158/159s it used for display and exhibits? The chassis was complete and ready to be put in running order. (If you visit Milan, you can see the car in the factory museum, but be sure to make prior arrangements by writing to Alfa Romeo’s U.S. Public Relations Department, P.O. Box 598026, Orlando, Fla. 32859.)

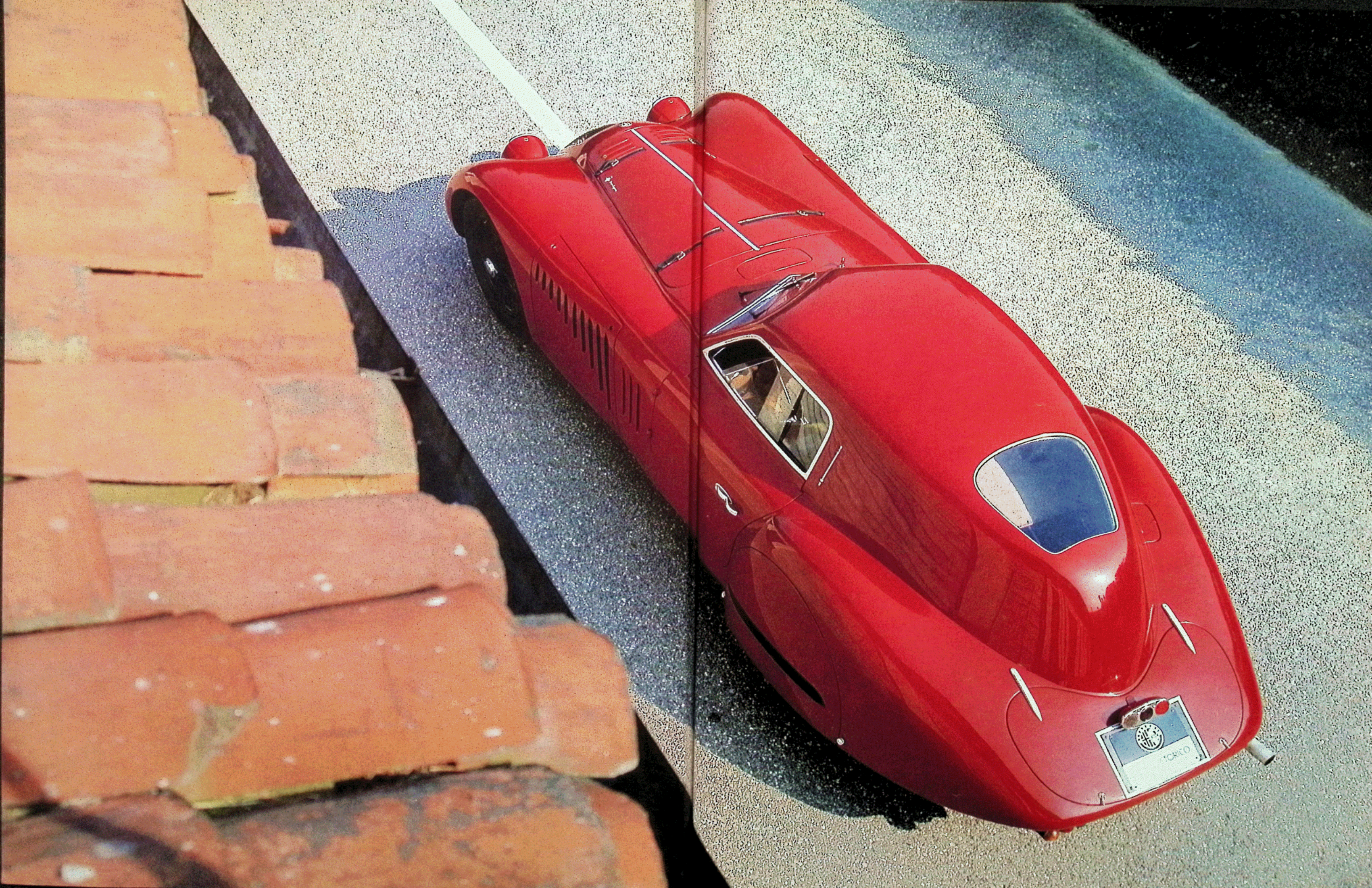
Was it difficult to part with the coupe?

“Yes and no,” Sparken answers. “The dream of a lifetime had been to own an Alfetta . . . an impossible dream, which suddenly realized itself. It wasn’t too hard. Carol and I would end up with an Alfetta or we’d keep the coupe, and either way we’d be happy.”

Oftentimes when we do Salons at R&T, we also get a chance to drive the car. In this case, just a ride at Balocco was enough. As you might suspect from the photos, the interior is cramped. And as a race car, it’s noisy. But the sounds were wonderful: gear whines from blower and gearbox, and the bellow of the engine.

Sparken explains the car’s appeal: “It’s pretty noisy, having a racing engine, and you’re inside with the transmission and all that. Because it’s a coupe, you hear it more and you really feel in total communion with the machine . . . and it’s very thrilling because it’s so fast, accelerates so much and handles so well. I can’t think of another prewar car that would bring that sort of feeling.”





Long-Term Update



PHOTO BY DOUGLAS KOTT

Ford Explorer XLT

WITH 10,775 MILES on the odometer, our Explorer has developed its first significant problem. The automatic front hubs refuse to engage 4-wheel drive at normal highway speed; a full stop or walking speed is required. Once engaged, however, 4wd works fine, but hitting the 4wd button while on the fly causes a loud ratcheting whine from the hubs.

Before we had a chance to complain, Ford called and told us the problem had been discovered, along with a solution: thinner oil in the hubs and an adjustment to the clutch in the transfer case and increased tolerance in hub components. The problem is covered under the \$50 deductible drivetrain warranty.

We also received a recall notice that the rear bumper brackets should be reinforced if a bumper-mounted hitch ball is used. Our XLT has the heavy-duty frame-mounted hitch, so no work is required.

What else? In cold weather, warm airflow in the footwell tends to miss

your feet, so feet stay cool while the rest of you warms up.

Otherwise, no other problems have been encountered, and the XLT continues to give solid, rattle-free, trouble-free service with a high level of comfort and quietness. The only scheduled or required maintenance has been a first and only oil change, at 7500 miles, and the engine has consumed no oil between changes.

SPECIFICS

Total miles	10,775
Miles since last report	4548
Average mpg to date	16.2
Best mpg since last report (avg of 3)	17.5
Worst mpg since last report (avg of 3)	13.1
Repair costs to date	0
Maintenance costs to date	\$18
List price	\$21,519

Volkswagen Corrado

OUR LONG-TERM Corrado made a couple of lengthy journeys since the last update (R&T, May 1991), trips that are normally reserved for larger coupes or sedans in our test-car fleet. But the VW proved itself to be a fine open-road tourer.

Despite its small size, the Corrado comfortably transported four people and a full load of luggage from our Newport Beach office across the Mojave Desert to Las Vegas. The rear-seat passengers were surprised at the leg room and seating position. Then, at 20,042 miles, our canary-yellow coupe dashed up the Pacific coast to San Francisco; each excursion lasted approximately seven hours.

The Corrado's G-Lader-charged engine performed admirably, though lacking in bottom-end power, and the easy-to-use trip computer proved useful.

In February—10 months after we first received the Corrado—we had to replace the wipers at a cost of \$15. ☹

SPECIFICS

Total miles	21,052
Miles since last report	4447
Average mpg to date	24.4
Best mpg since last report (avg of 3)	29.3
Worst mpg since last report (avg of 3)	19.9
Repair costs to date	\$302
Maintenance costs to date	\$179
List price	\$19,525



PHOTO BY PETER EGAN

SOME ARE BORN GREAT.
SOME ACHIEVE GREATNESS.
AND SOME HAVE GREATNESS
THRUST UPON THEM.

ONE CAR MANAGES ALL THREE.



THE MITSUBISHI 3000GT.
MOTOR TREND IMPORT
CAR OF THE YEAR.



With its all-wheel drive, four-wheel steering, and 300 horsepower, the Mitsubishi 3000GT unquestionably was born great. Generating immediate press and showroom enthusiasm, it quickly achieved greatness. And now, winning Motor Trend's Import Car of the Year Award, greatness has been thrust upon it. Yet this is hardly the first time that Motor Trend has honored Mitsubishi.

A Mitsubishi Galant was Motor Trend's Top Buy in Import Sport Sedans for 1990 (Galant GS) and 1991 (Galant VR-4). And Motor Trend Import Car of the Year in 1989.

The Mitsubishi Eclipse Turbo was Motor Trend's Top Buy in Import Sport Coupes for 1990. And again for 1991.

The Mitsubishi Montero was Motor Trend's Top Buy in Sport Utility vehicles in 1989. And all this is the recognition of just one publication.

Now the Diamante, Mitsubishi's all-new luxury performance sedan, has been voted Japan's Car of the Year.

Will it garner more awards on its arrival in America May 15th? The answer is patently obvious, if history is any indication.

For the Mitsubishi Motors dealer nearest you call 1-800-447-4700.

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30° Grande Prêmio do Brasil

SWEET VICTORY

Senna finally wins at home

BY INNES IRELAND

AT INTERLAGOS, HIS home circuit in São Paulo, Ayrton Senna achieved his long-held ambition to win the Brazilian Grand Prix: Seven times he'd tried and failed.

To him it was the most important win of his remarkable career.

But it was a close-run thing, too close for comfort.

The new Williams-Renaults may have been way off the pace in Phoenix, but in Brazil they were a major threat. Riccardo Patrese and Nigel Mansell were gridded 2nd and 3rd, bested only by Senna's 54th career pole. And in the Sunday morning warmup, Mansell set the quickest time.

The overcast before the start was gloomy, rain threatening as the cars took their places on the grid.

In the race, Senna came around with a slight lead ending the 1st lap, but it soon became obvious he wasn't going to walk away from Mansell's Williams-Renault. Equally obvious was that Patrese, in 3rd place, could not keep up, the balance of his car not to his liking. Jean Alesi was hanging on behind, followed by Gerhard Berger, Nelson Piquet, Alain Prost and Stefano Modena in the first of the Tyrrell-Hondas.

Senna was having to drive harder than he wished, and even so, with Mansell being more cautious on full tanks, the gap never reached 3 seconds. Then Mansell began to close, lapping consistently faster than Senna who, then able to set the pace, eased back about a second per lap, Mansell having to do the same once he was on the McLaren's tail. Mansell could not challenge to take the lead because he had a 5-, not a 6-speed gearbox (of which more anon), and although he was climbing all over the McLaren

into corners, from the moment Senna with his 6-speed box—to say nothing of the enormous low-down punch from the Honda V-12—floored the throttle, he rapidly opened a gap on the Williams.

Mansell suddenly lost 5 sec. on lap 25 and came into the pits next time around for tires. The wheel change itself was completed in 7.5 sec. but the car sat motionless for an agonizing further 7.5 sec. while Mansell struggled to



engage 1st gear, dropping to 5th place by the time he regained the track.

Senna came in next time around but was on his way again in 7 sec. and still well in the lead although he missed a gearchange on the way out. Could this have been the start of his troubles?

With others stopping for tires, Mansell was soon back to 2nd place, whittling away at Senna's lead until it was below 3 sec. Mansell then began to lose time with what proved to be a



Senna breaks from the crowd en route to his 28th Grand Prix victory, surpassing Jackie Stewart's total of 27. The win is Senna's first in Brazil.



PHOTO BY SUTTON PHOTOGRAPHIC

■ Mansell, in the Williams FW14-Renault, kept Senna in his sights until a spin ended his day late in the race.

puncture. After a slow 10-sec. pitstop, he was still 2nd, but 34 sec. down. Encouraged by learning Senna's lap times were slowing, Mansell pressed on in typical fashion giving his all, the gap less than 20 sec. with 11 laps still to run, when suddenly he spun to a halt. He started off again, then, very fed up, pulled onto the grass and climbed out. A splendid, fighting drive but one that came to naught.

Patrese was now lying 2nd and, although well down, was knocking large lumps out of Senna's lead. It was obvious the McLaren had a problem, and by listening to the Honda engine around the slow corners, one could tell the gearbox was stuck in a high ratio.

Senna's gearchange mechanism had been playing up almost since Mansell's second pitstop, losing 4th altogether, then 5th intermittently; 3rd was difficult to find and 6th selected when not wanted.

It says much for Senna's mechanical sympathy that he was able to adapt his driving to cope with his problems by changing his line in places. In those last laps when stuck in 6th, his lap times were remarkably quick; his slow-

est was just 8 sec. down on his fastest of the race.

But he was saved by the rain, which had threatened for some time. Down it came as he approached the start line for his last lap, and slithering about on his slick tires, Ayrton was able to maintain the 3-sec. lead over Patrese. Berger came next followed by Prost, Piquet and Alesi, all close together, a mere 23.641 sec. covering these first six.

IT WAS AN emotional victory, the locals overjoyed, Senna overcome after his car ground to a halt before it reached the pits. Finally he was taken from his car to the podium obviously in great discomfort from having his seatbelts done up too tightly. While he struggled with his car in those last 15 laps, taxing the last ounce of his fitness, the anxiety of losing his home race yet again weighed heavily on his reserves of strength. It all showed in his bearing for he could hardly lift the trophy above his head before the wildly cheering fans.

Later, when the relief of his victory had finally sunk in, Senna said God

had given him this race. And if it was God who commanded that rain to fall, then I think Senna was right.

God given or not, it was to my mind the best drive of his career.

It is high time somebody came up with a machine to challenge McLaren-Honda on equal terms, not just to pick up a win when the red-and-white cars are out of luck. The new Williams FW14-Renault demonstrated in Brazil that it is unquestionably more competitive than the FW13 of last season and has the potential to give the McLaren MP4/6 a good run for its money. The all-new RS3 Renault engine is a great improvement over the RS2, but of the four starts the FW14 has made so far, there have been three retirements because of gearbox malfunctions. Even in Brazil, Patrese struggled with his gearchange mechanism and was lucky to finish 2nd.

The transverse gearbox is semiautomatic, the change mechanism computer-controlled and hydraulically operated. During a visit to the factory in the calm after the Brazilian race, I was able to talk to Adrian Newey, the designer who has recently joined Wil-

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| 245/45ZR16 | \$182 |
| 225/50ZR16 | \$172 |
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| 205/SOR15-85V | \$119 |
| 225/SOR15-90V | \$129 |
| 195/SOR16-83V | \$125 |
| 205/SOR16-86V | \$144 |
| 205/S5SR16-88V | \$133 |
| 225/SOR16-92V | \$150 |
| P245/SOR16-96V | \$160 |
| P255/SOR16-99V | \$164 |
- *Non A/S Tread - Riken Radial 50, #GR-501



RIKEN VTX-60/70 RADIALS

- * "V" Speed Rated
 - 200/A/A-UTQG Rated-60 Series
 - 180/A/A-UTQG Rated-70 Series
- | | |
|----------------|-------|
| 185/60R14-82V | \$ 77 |
| 195/60R14-85V | \$ 82 |
| 225/60R14-94V | \$ 97 |
| 195/60R15-87V | \$ 90 |
| 205/60R15-90V | \$ 92 |
| 215/60R15-93V | \$ 95 |
| 215/70R15-97V | \$ 98 |
| P225/60R15-95V | \$101 |
| P235/60R16-94V | \$111 |
| P225/60R16-97V | \$113 |



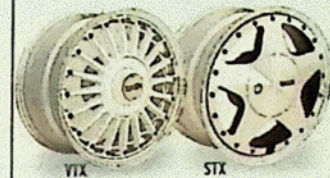
RIKEN STX 60/65/70 RADIALS

- * "H" Speed Rated
 - 230/A/A-UTQG Rated-60/65 Series
 - 300/A/A-UTQG Rated-70 Series
 - All-Season Tread
- | | |
|------------------|-------|
| 60 Series | |
| 205/60R13-85H | \$ 80 |
| 185/60R14-82H | \$ 70 |
| 195/60R14-85H | \$ 75 |
| 205/60R14-87H | \$ 84 |
| 215/60R14-89H | \$ 87 |
| P225/60R14-94H | \$ 89 |
| 195/60R15-86H | \$ 80 |
| 195/60R15-89H | \$ 83 |
| 205/60R15-90H | \$ 85 |
| 215/60R15-90H | \$ 88 |
| P225/60R15-95H | \$ 96 |
| P235/60R15-102H | \$102 |
| P255/60R15-107H | \$116 |
| P275/60R15-107H | \$116 |
| 65 Series | |
| 195/65R14-89H | \$ 77 |
| 185/65R15-87H | \$ 81 |
| 195/65R15-91H | \$ 84 |
| 205/65R15-93V | \$ 92 |
| P215/65R15-95H | \$ 88 |
| 70 Series | |
| 175/70R13-82H | \$ 60 |
| 185/70R13-85H | \$ 63 |
| 185/70R14-87H | \$ 68 |
| 195/70R14-90H | \$ 72 |
| 205/70R14-93H | \$ 79 |
| P205/70HR15 | \$ 82 |



RIKEN MR-1 60/65 RADIALS

- * "H" Speed Rated
 - 220/A/A-UTQG Rated • All-Season Tread
- | | |
|----------------|-------|
| 185/60R13-80H | \$ 57 |
| 205/60R13-85H | \$ 64 |
| 185/60R14-82H | \$ 60 |
| 195/60R14-85H | \$ 63 |
| 205/60R14-87H | \$ 68 |
| 215/60R14-89H | \$ 70 |
| P235/60R14-94H | \$ 72 |
| P235/60R14-97H | \$ 74 |
| 195/60R15-86H | \$ 67 |
| 205/60R15-89H | \$ 69 |
| 215/60R15-90H | \$ 71 |
| P225/60R15-95H | \$ 73 |
| 185/65R14-85H | \$ 60 |
| 195/65R14-87H | \$ 64 |
| 205/65R14-89H | \$ 67 |
| 195/65R15-90H | \$ 70 |
| 205/65R15-93H | \$ 73 |
| 205/65R15-93V | \$ 77 |
| P215/65R15-95H | \$ 74 |

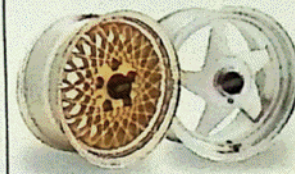


RIKEN VTX WHEELS

- Two-Piece Modular Aluminum
 - Black, Gold, Machined-Silver or White Finishes with Black Bolts/Clear-Coated
- | | |
|---------|-------|
| 5.5x13" | \$128 |
| 6x14" | \$142 |
| 6x15" | \$150 |
| 7x15" | \$159 |
| 7x16" | \$181 |
| 8x16" | \$196 |
| 9.5x16" | \$226 |

RIKEN STX WHEELS

- Two-Piece Modular Aluminum
 - Machined-Black Finish with Black Bolts/Clear-Coated
- | | |
|---------|-------|
| 5.5x13" | \$133 |
| 6x14" | \$145 |
| 6x15" | \$154 |
| 7x15" | \$165 |
| 7x16" | \$186 |
| 8x16" | \$200 |
| 9.5x16" | \$226 |



Riken Custom Riken Rebel

RIKEN CUSTOM AND CUSTOM RTX/RTW WHEELS

- Two-Piece Modular Aluminum
 - Black, Gold, Machined-Black, Silver or White Finishes/Clear-Coated
- | | |
|---------|-------|
| 5.5x13" | \$112 |
| 6x14" | \$122 |
| 6.5x14" | \$124 |
| 6x15" | \$130 |
| 7x15" | \$135 |
| 7x16" | \$151 |
| 8x16" | \$163 |
| 9.5x16" | \$195 |

RIKEN REBEL WHEELS

- Two-Piece Modular Aluminum
 - Polished/Clear-Coated
- | | |
|---------|-------|
| 6x15" | \$172 |
| 7x15" | \$177 |
| 8x15" | \$187 |
| 10x15" | \$227 |
| 7x16" | \$187 |
| 8x16" | \$199 |
| 9.5x16" | \$225 |
| 7x17" | \$275 |
| 8x17" | \$296 |
| 9.5x17" | \$336 |



Riken Star Blazer

Riken Star

RIKEN STAR-BLAZER WHEELS

- One-Piece Aluminum
 - Left and Right Direction Rotation
 - Chrome, Machined-Black Finishes
- | | |
|------------------------------------|-------|
| Chrome-Plated* | |
| 6x14" | \$255 |
| 6x15" | \$257 |
| 7x15" | \$262 |
| 7x16" | \$268 |
| Machined-Black/Clear-Coated | |
| 6x14" | \$120 |
| 6x15" | \$122 |
| 7x15" | \$128 |
| 8.5x15" | \$132 |
| 7x16" | \$133 |

RIKEN-STAR WHEELS

- One-Piece Aluminum
 - Chrome, Machined-Black Finishes
- | | |
|------------------------------------|-------|
| Chrome-Plated* | |
| 6x13" | \$244 |
| 6x14" | \$247 |
| 6x15" | \$249 |
| 7x15" | \$254 |
| 7x16" | \$259 |
| Machined-Black/Clear-Coated | |
| 6x13" | \$113 |
| 6x14" | \$117 |
| 6x15" | \$119 |
| 7x15" | \$124 |
| 7x16" | \$129 |
- *2-year warranty

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liams from Leyton House. He told me the problem is with the "hardware" not the "software."

One of the drawbacks to a hydraulic gearchange system is that it has no sensitivity. Whereas a mechanical gearchange allows a driver to sense or "feel" a problem and take steps to overcome it, or at least be gentle with the mechanism, a hydraulic system

cannot. The hydraulic system (in the case of the Williams, operating at around 1500 psi) will just ram the gearchange through regardless of any balking that might be taking place. Similarly, if a clutch is beginning to drag a little on disengaging, a driver will automatically compensate by depressing the pedal further or slowing down his gearchange rate. Again, the

hydraulic system shows no such mechanical sympathy.

In Mansell's case both his retirements have been caused by breakages in the gearbox. In Brazil his mechanism rammed through a downchange from 5th to 1st gear, which caused the spin, so one can imagine the punishment to which the internals of the box were subjected.

I mentioned earlier that Mansell had a 5-speed gearbox in Brazil. This was due to problems encountered in practice, and it was decided to space out the ratios so that 5th was effectively 6th; with only five gears to worry about there was less chance of a malfunction.

In Phoenix, Patrese's spin was also caused by a wrong gear being hydraulically selected although he could have continued had he not been rammed by Roberto Moreno.

In Brazil Patrese's late-race laps when he was catching Senna hand over fist were agony, particularly after the rain started. Already in trouble with his gearbox selector, he had been told to do whatever was necessary to try and finish. His instincts told him to go for it in the wet, but his sense of team discipline said "no."

I had a call from Patrick Head, chief designer at Williams, on his return from testing at Imola shortly after the Brazilian race. The problem with the change mechanism has been with tolerances and clearances. Prior to the test, much work was done in the area of dimension control, tightening up clearances to minimize any "sloppiness." It seems to have had the desired effect, for the team put in enough laps to work on the chassis setup. In fact, Patrese's Williams was quickest in the Imola testing, even quicker than Senna's McLaren.

There is much to look forward to at San Marino because the Williams team has made—it is hoped—another substantial step forward. Benetton will be there with its new John Barnard-designed B191, which I saw for the first time recently. Significantly it has a nose and front wing section similar to the Tyrrell, and uses the latest Series V Ford engine revving to 13,500 rpm. Footwork-Porsche will also be there with its new V-12-powered car.

Don't rule out Ferrari either; on home ground the team usually manages to pull a rabbit out of the hat. ☐

Brazilian Grand Prix

São Paulo—March 24, 1991

Driver	Car	Laps	Qualifying
1 Ayrton Senna	#1 McLaren MP4/6-Honda (G)	71	(1) 1:16.392
2 Riccardo Patrese	#6 Williams FW14-Renault (G)	71	(2) 1:16.775
3 Gerhard Berger	#2 McLaren MP4/6-Honda (G)	71	(4) 1:17.471
4 Alain Prost	#27 Ferrari 642 (G)	71	(6) 1:17.739
5 Nelson Piquet	#20 Benetton B190B-Ford (P)	71	(7) 1:18.577
6 Jean Alesi	#28 Ferrari 642 (G)	71	(5) 1:17.601
7 Roberto Moreno	#19 Benetton B190B-Ford (P)	70	(14) 1:19.360
8 Gianni Morbidelli	#24 Minardi M191-Ferrari (G)	69	(21) 1:20.502
9 Mika Hakkinen	#11 Lotus T.102B-Judd (G)	68	(22) 1:20.611
10 Thierry Boutsen	#25 Ligier JS35-Lamborghini (G)	68	(18) 1:19.868
11 Emanuele Pirro	#21 Dallara BMS191-Judd (P)	68	(12) 1:19.305
12 Martin Brundle	#7 Brabham BT59Y-Yamaha (P)	67	(26) 1:21.280
13 Bertrand Gachot*	#32 Jordan 191-Ford (G)	63	(10) 1:18.882
DNF Nigel Mansell	#5 Williams FW14-Renault (G)		(3) 1:16.843
DNF Erik Comas	#26 Ligier JS35-Lamborghini (G)		(23) 1:21.168
DNF Pierluigi Martini	#23 Minardi M191-Ferrari (G)		(20) 1:20.175
DNF Mark Blundell	#8 Brabham BT59Y-Yamaha (P)		(25) 1:21.230
DNF Eric Bernard	#29 Larrousse/Lola 91-Ford DFR (G)		(11) 1:19.291
DNF J.J. Lehto	#22 Dallara BMS191-Judd (P)		(19) 1:19.954
DNF Andrea de Cesaris	#33 Jordan 191-Ford (G)		(13) 1:19.339
DNF Stefano Modena	#4 Tyrrell 020-Honda (P)		(9) 1:18.847
DNF Ivan Capelli	#16 Leyton House CG911-Ilmor (G)		(15) 1:19.517
DNF Satoru Nakajima	#3 Tyrrell 020-Honda (P)		(16) 1:19.546
DNF Mauricio Gugelmin	#15 Leyton House CG911-Ilmor (G)		(8) 1:18.664
DNF Aguri Suzuki	#30 Larrousse/Lola 91-Ford DFR (G)		(17) 1:19.832
DNF Gabriele Tarquini	#17 AGS JH25-Ford DFR (G)		(24) 1:21.219
DNQ Alex Caffi	#10 Footwork A11C-Porsche (G)		1:22.190
DNQ Stefan Johansson	#18 AGS JH25-Ford DFR (G)		1:22.432
DNQ Michele Alboreto	#9 Footwork A11C-Porsche (G)		1:22.739
DNQ Julian Bailey	#12 Lotus T.102B-Judd (G)		1:23.590
DNP Eric van de Poele	#35 Modena 291-Lamborghini (G)		1:21.919
DNP Nicola Larini	#34 Modena 291-Lamborghini (G)		1:22.944
DNP Pedro Chaves	#31 Coloni C4-Ford (G)		1:23.231
DNP Olivier Grouillard	#14 Fondmetal 1 ME-Ford DFR (G)		1:23.951

*Classified, not running at finish.

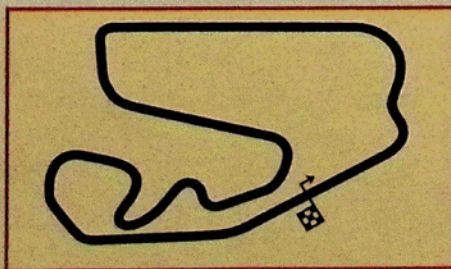
Retirements: Mansell, gearbox, 59 laps completed; Comas, oil cooler, 50; Martini, spin, 47; Blundell, clutch, 34; Bernard, clutch, 33; Lehto, alternator, 22; De Cesaris, spin, 20; Modena, transmission, 19; Capelli, engine, 16; Nakajima, spin, 12; Gugelmin, injury, 9; Suzuki, fuel pump, 0; Tarquini, spin, 0.

Distance: 71 laps of 2.687-mile circuit—190.777 miles.

Average speed: 116.266 mph. (Record, 117.595 mph, Prost, Ferrari 641, 1990.)

Fastest lap: Mansell, 1:20.436, 120.279 mph. (Record, 1:19.899, 121.068 mph, Berger, McLaren MP4/5B-Honda, 1990.)

Championship points: Senna 20, Prost 9, Patrese, Piquet 6, Berger 4, Modena 3, Nakajima 2, Alesi, Suzuki 1.



IT WAS A strange scene, replete with the symbolism of a television movie. On the tarmac at Los Angeles International Airport rested the cars of the Formula 1 and Indy-car championships. So similar. And yet so different. The F1 equipment had been flown in from Europe and would soon be airfreighted to Phoenix for the first Grand Prix of the season. Nearby, the Indy cars were being loaded onto a pair of 747s. They would soon be bound for CART's first race outside North America. Here at LAX, the two series were as close as they had ever been. Politically, they stood about as far apart as they could ever be. In violation of FIA rules, American Indy cars were being exported overseas. Not to Europe or Japan, but to Surfers Paradise, a beach resort on Australia's beautiful Gold Coast.

Located 75 km south of Brisbane, Surfers Paradise has, well, surfers, though its center of gravity is tourism. Among Australians it has a reputation for commercialism and glitz, yet the Gold Coast seems quaint by American standards. The skyline is controlled by concrete and glass-tower condos and the occasional international ritz hotel, true enough, but they're offset by modest bungalow apartments and fleabag stucco hotels. The Big Rooster Drive-Thru Restaurant stands within hailing distance of the ultra-swank Yamegen Japanese Restaurant. The funk conflicts with the flash, but always interestingly. It gives the place an openness and, with that, a sense of adventure.

The 2.7-mile course at Surfers ran along the beach, formed from the resort's Esplanade and Pacific Highway thoroughfares. The track was narrow, comprising two long straightaways slowed by chicanes and featuring hard 90-degree left-hand turns.

By Friday, the pits and garages were crowded. All around were CART officials, Goodyear technicians, Gold Coast staffers and VIPs who had snagged pit passes and were dressed as smartly as if invited to picnic with the Prince. Yes, the Indy scene was here, functioning as smoothly as if the cars had been in Long Beach or Portland. No doubt about it, the race was on.

The new Lola T91/00s were refinements of last season's highly successful T90/00s. The Penske-Chevy 91s, on the other hand, were a fresh design

Gold Coast Indy Car Grand Prix

MAKING WAVES

CART opens its season of surprises in Surfers Paradise, Australia

BY LEE THOMPSON



PHOTO BY LINDA McQUEENEY

CART's season opener in March showed Aussies that road racing can feature lots of passing.

Sports cars were born in Europe. Not on the roads of Kansas or the streets of Osaka. Europe is where the Corrado was born too.


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The joys of Fahrvergnügen in a Corrado are known only to a few. Which is a mighty good thing or else you'd have a lot of your friends begging to borrow your car.

FAHRVERGNÜGEN.  IT'S WHAT MAKES A CAR A VOLKSWAGEN.



from the hand of Nigel Bennett, featuring all-carbon-fiber monocoques and transverse gearboxes. Finally—and perhaps most interestingly—was the TrueSport's "Made in America" 91C chassis, designed (ironically enough) by New Zealander Don Haliday and powered by a Judd V-8 originally from England. However, it was built at the TrueSport facility in Ohio and represented the first American chassis project since Dan Gurney's Eagle of 1986. In looks, the Lolas, Penskes and TrueSport were all needle-nosed, possessing the same sinister beauty as fighter aircraft.

From the start of practice, Michael and Mario Andretti looked impressive; but in the qualifying round, Eddie Cheever drove with exuberance, bouncing his Lola/Chevy off the shoulder curbing and taking the provisional pole. In final qualifying Eddie managed to turn the fastest lap twice, but toward the end of the session Michael Andretti came through to snatch the pole. So the field was set: Cheever, an impressive 2nd; Little Al Unser, silky-smooth through the corners and 3rd; followed by Bobby Rahal, Mario Andretti, Emerson Fittipaldi, Rick Mears, Arie Luyendyk, John Andretti and the rest of the field.

Afterward, up on the podium in the press room, Michael explained his success with a mysticism. "The track," he said, "all of a sudden came 'round to me.'" Throughout, he kept the details of his pole position under his gimme hat. There were hints in this that Michael was practicing, get-

ting his mind right (and so his personality set) for the transition to F1 next year. After all, he had already tested the McLaren-Honda, and Ayrton Sena might prove to be a different sort of teammate from father Mario. Michael seemed to be working on playing his cards a little closer to his chest.

On a different level of talent completely, Zsa Zsa Gabor was the Grand Prix's hostess. Sporting a diamond the size of a taillight, she delivered herself in dependable Hollywood style. At the Grand Prix Ball, the emcee suggested that Ms. Gabor might be old enough to be his mother. Such impertinence was insufferable, and Ms. Gabor swept from the ball in high dudgeon. Next day, newspapers debated Zsa Zsa's conduct beneath headlines worthy of nuclear war or the landing of alien spacecraft. With a little carnival now in the air, the show finally came around to the race.

USING HIS POLE position, Michael powered from the start and took a commanding line leading into the chicane. After a fake to the inside, then to the outside, Cheever suddenly found that Unser had made an actual move and that he (Cheever) was 3rd. Before the 1st lap was over, Little Al had slipped past Michael, his Lola gunning off the final turn and bombing past the pits in the lead. Unser pulled several lengths on Andretti. With each new lap he increased the lead until Rahal,

Mario Andretti,

Fittipaldi, Mears, Luyendyk and the rest were forced to start measuring their race in terms of fuel consumption and strategic pace.

Through the middle distance, Unser and Michael Andretti showcased their talent, winding through the laps at less than a second off their qualifying times. Unser appeared unbeatable; but then his tires seemed to be losing grip more and more. With opportunity, Michael closed in menacingly, and the showcase turned into a fight. Little Al was still fast through the corners, and after a dramatic duel, Andretti forced himself into the lead.

Unser continued in hot pursuit. He refused to pull the switch and start driving strategically. As a counter, Andretti played the back markers extremely close. In a darting move, Michael put a lap on a slower car (driven by his brother Jeff!) and went sailing through the last chicane along the Esplanade straightaway. The maneuver was smooth enough to leave Unser with the impression that he could slip through as well. Little Al swung out, but discovered that the back marker had already funneled into the chicane. Unser got on the brakes, but the tires broke loose. The car spun around, bounded over the shoulder curbing and skittered through gravel to stop dead with its nose sticking over the track. Suddenly, Cheever came powering into the chicane. "I never saw what happened," Eddie explained later. "When I got there, there was just no place to go."

His Lola hopped the curb and went

■ Michael Andretti in the Chevrolet-powered Lola T91/00 grabbed the pole from Eddie Cheever with less than 5 minutes left in qualifying. But in the race, Michael's 1st-lap lead was swiped by Al Unser Jr., who qualified 3rd. Eventually, Michael caught and passed Little Al, then suffered an off-course excursion when his brakes went further south than Tasmania.

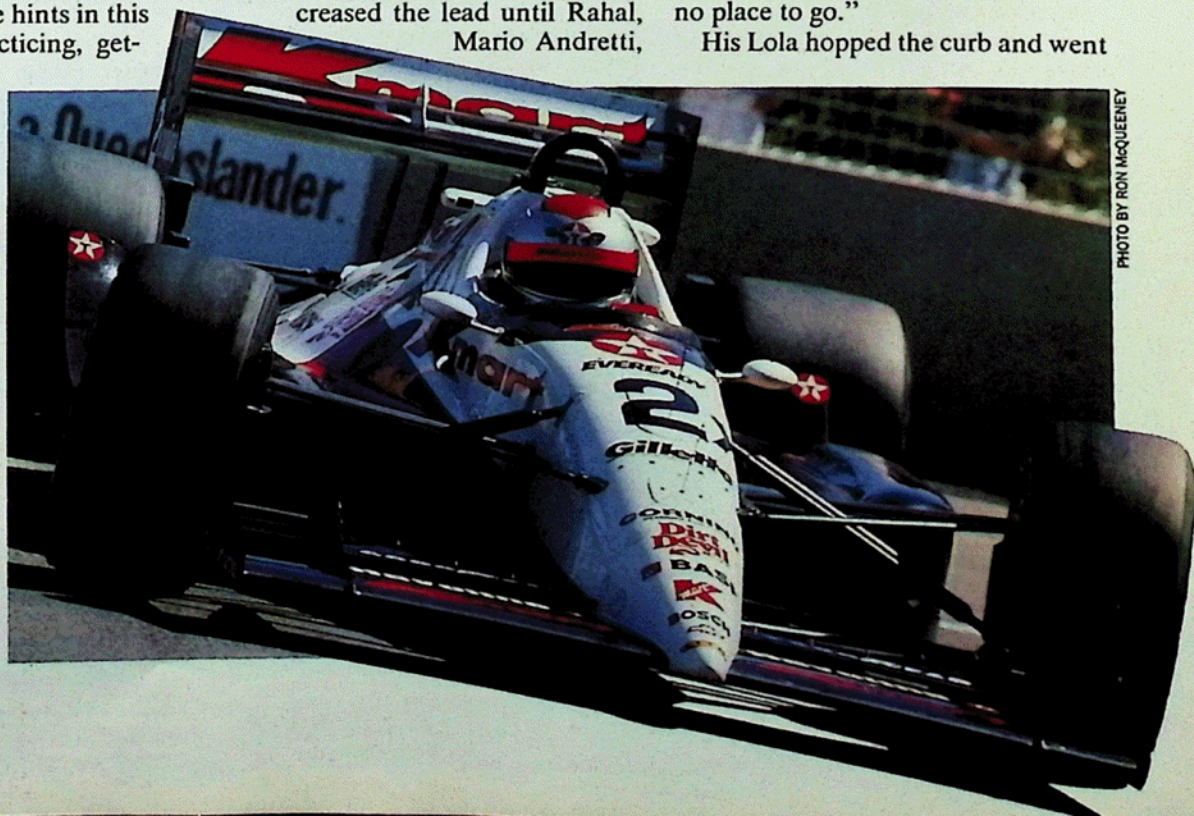


PHOTO BY RON McQUEENEY

plowing through the gravel bed (dubbed "kitty litter" by the teams) and smashed into the rear of Unser's car. Yet the collision didn't clear Unser from the track. Mario Andretti appeared. Swerving, he lost grip and swept over Unser's front end, its side exploding into fragments.

Steam and tire smoke obscured the chicane, and through the opening in the fencing, track crews waved yellow warning flags. Easing off, another car appeared and steered carefully around the debris. It was Mears, in Marlboro white-and-red; followed by Danny Sullivan and . . . let's see, a bright yellow car. Now this should have been Mears, but this year, it was well . . . Actually, identifying drivers had become easy, for there was a new rule of thumb; whenever in doubt, it was an Andretti. I was in doubt; therefore, it was an Andretti. And sure enough, it was John Andretti, driving for Jim Hall of Chaparral fame.

It took more than 20 minutes to clean the track, so extensive had been the disaster. After this much yellow, drivers were no longer seriously concerned about fuel.

But no sooner did the track go green than Michael started shifting down more and more in advance of the corners, his brakes going fast. Mears passed comfortably into the lead as Andretti slipped back to 4th before his brakes disappeared entirely and his Lola went stuffing straight into a tire wall—an ignominious end to what had been a stirring performance.

For the third year in a row Mears looked as though he would win the championship's opening round. His victory would give Indy-cars' most

exotic venue a familiar look at the end. But the race had one more scene to explore.

Just 3 laps from the end, while maintaining a comfortable lead over John Andretti, Mears came up on Dean Hall and Randy Lewis engaged in a back-marker dice for 11th place. Mears slipped ahead of Lewis entering the corner, but as all three turned west, they were confused by the sun now low on the horizon. Within a sudden mix of shadow and glow, they lost fine distinctions of line and speed. At first, Mears tried to cue off Hall, but Hall's car was running far too slowly. Suddenly, Rick realized he had no alternative but the runoff. An instant later, Lewis got on the brakes to avoid the Penske and swerved into Hall. The rear of Lewis' car was kicked up, then came smashing down onto the pavement. Mears managed to get the Penske into reverse and back onto the track where he barreled hell for leather for the finish, but not before he handed John Andretti his very first win, and Bobby Rahal a windfall 2nd.

So it ended. Maybe not like a novel (literature is still safe from the situation of auto racing); but like a paper-


ALPHABET SOUP

In this oh-so-political arena of racing, the principal players are CART, Championship Auto Racing Teams, the U.S.A.-based Indy-car folk; FIA, the Federation Internationale de l'Automobile, the international umbrella organization governing, in its words, the "world of motorcars"; and FISA, the Federation Internationale du Sport Automobile, which oversees automobile competition for the FIA.

back in the action rack at the airport. At the Los Angeles airport, Indy cars had crossed paths with their Formula 1 counterparts. In Australia, CART had crossed swords with FISA. Nevertheless, the Gold Coast race made a point: Rules drawn up by FISA would not be accepted as the absolute law in all motorsports.

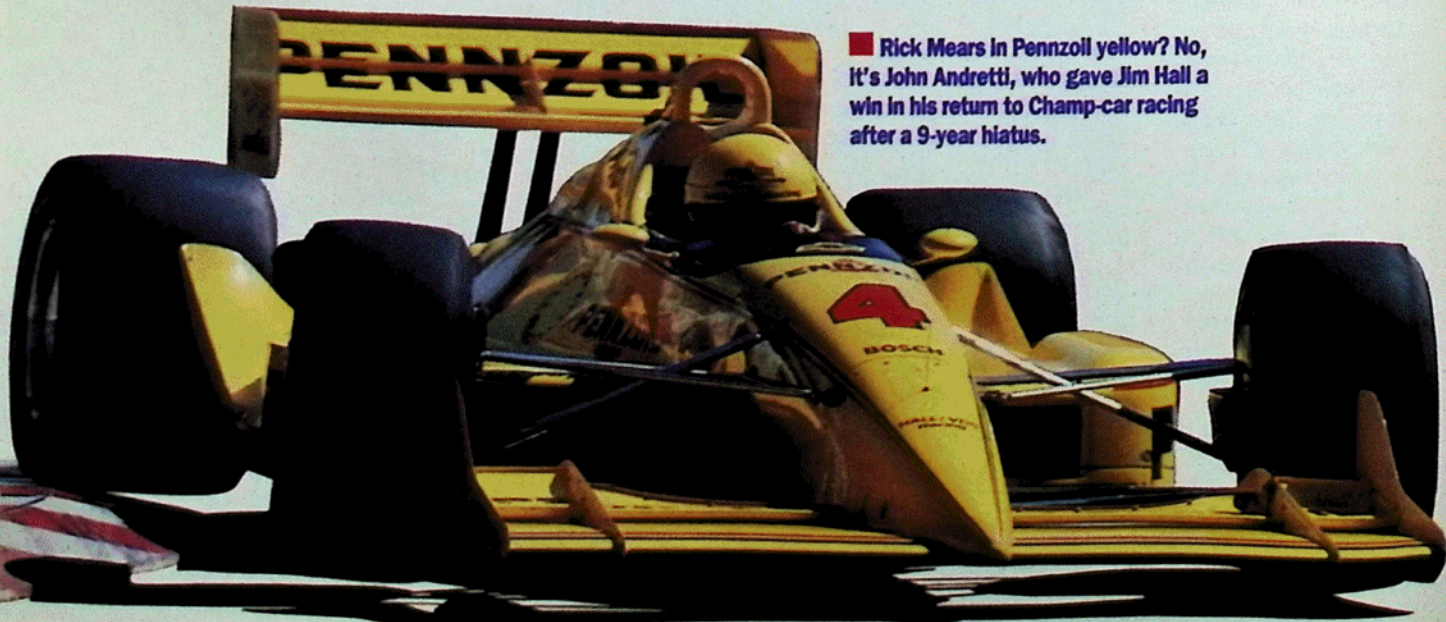
More than 70,000 spectators attended the Gold Coast Indy race that Sunday. They came for a race American in origin and increasingly international in flavor; but they seemed also to come for an event whose character was completely of their own making. All of which points to what should be obvious: As pat and sentimental as it may sound, ultimate sovereignty resides not in sanctioning and licensing authorities (necessary as these organizations are for the cohesion of the sport), but in those people who have become fascinated in both the auto racing itself and in the larger celebration that the auto racing so often creates.

In short, final authority resides with fans. It's their interest (measured by attendance) that will bring ultimate pressure to bear on the politics of the sport. In the end, that pressure should bring FISA around to what many fans already recognize: Indy car and Formula 1 are not entities destined to prey on each other, but remain independent (and distinctly different) because of the expanding enthusiasm for auto racing worldwide.

Yes, Surfers had been an exciting race—toward the end, maybe a little too exciting. The Indy cars had performed Down Under in a race whose mood managed to be distinctly Australian as well. 

■ Rick Mears in Pennzoil yellow? No, it's John Andretti, who gave Jim Hall a win in his return to Champ-car racing after a 9-year hiatus.

PHOTO BY LINDA McQUEENEY





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Jim Clark, Scot, 1960

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Alexander

Motor Racing Photographs
Santa Barbara Museum of Art
30 August - 19 October 1986

Three years later he would become World Champion, but on that day at Spa-Francorchamps in June, 1960, young Jim Clark almost quit racing. In this, only his second Grand Prix, he had finished 5th; but the significance of his creditable performance was overshadowed by the enormity of the death of two other drivers, including his Lotus teammate, Alan Stacey.

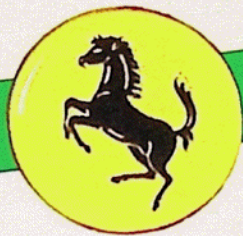
Perhaps it is this tragedy we see mirrored in the young Scot's eyes. Perhaps it is the burning ambition that would drive Clark to become a two-time Formula 1 champion and to win the Indianapolis 500. In this dramatic photograph, we see within an introverted 24-year-old, standing at the threshold of a life that would bring triumph and tragedy — immortalized on film by renowned motor racing photographer, Jesse Alexander, who documented the excitement of that unforgettable era.

An outstanding example of the photographic talents of the man who has been described as the Ansel Adams of motor racing photographers, this 20 x 26-inch lithograph, printed on the highest quality 100-pound cover stock, is offered exclusively to readers of ROAD & TRACK.

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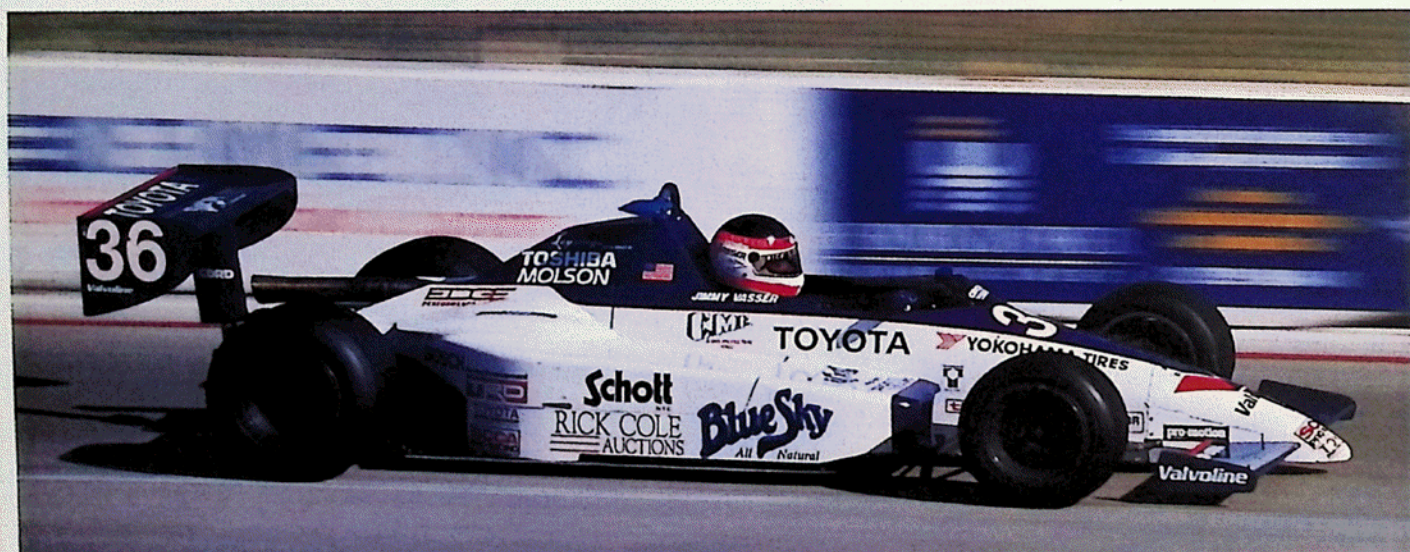


PHOTO BY RICH CHENET

■ Pro Atlantic formula for success: Swift DB4, Toyota twincam, Jim Vasser, winners of round 1 at Long Beach.

Those fantastic Toyota Atlantics

ASK THE MAN who owns one, or rather, who drives one. He'll waste no time telling you that for its size, sophistication and performance, there is simply no single-seat (North American) racing car that compares to a Formula Atlantic. No lesser personae than CART champions Al Unser Jr. and Bobby Rahal, plus Champ-car superstars Danny Sullivan and Michael Andretti, honed their racing skills in professional Formula Atlantic—along with three-time IMSA GTP champ Geoff Brabham and Formula 1 World Driving Champions James Hunt and Keke Rosberg. And, of course, the late Gilles Villeneuve, the much-loved French Canadian whose sensational driving style will never be forgotten.

Atlantics are not new to North America. Professional Formula Atlantic has been around since 1974 and has gone from boom to bust and back to boom. The last (and one hopes, final) turn for the better happened in 1989 when Toyota signed on as sponsor of this steppingstone series (R&T, July 1989).

While adding its name to the championship, the manufacturer brought money, promotion and technical help that enabled Atlantic to quickly regain speed and eclipse all other North American support series in participant popularity. For proof of this, one need look no further than the 1991 Toyota Atlantic Champion-

ship season opener, held in conjunction with the Toyota Grand Prix of Long Beach. A record 40 cars took the green flag at the start of a 38-lap sprint that was won by San Francisco's Jim Vasser.

Like 33 of his fellow competitors, Vasser drove a Swift DB4, while the remaining entrants drove Reynard 90- and 91Hs and a single Ralt RT 4. But all 40 cars used the same powerplant, Toyota's 1600-cc, double-overhead camshaft, 16-valve inline-4, spec engine of the series. Adapted for Atlantic by TRD (Toyota Racing Development), the MR2/Corolla GT-S twincam known as the 4A-GE develops about 235–240 bhp.

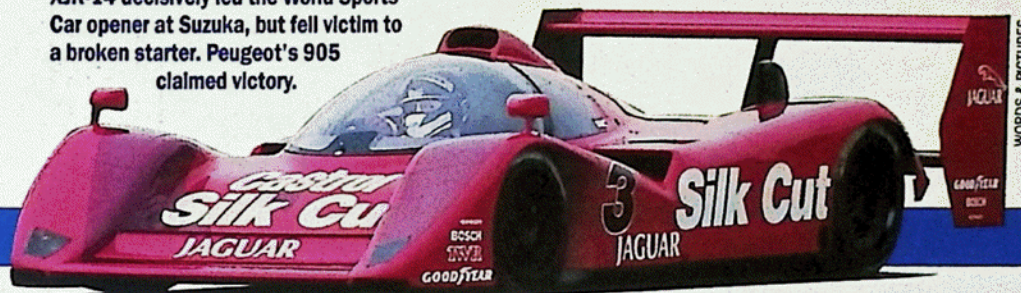
Nothing new here. Because rules are strict, engines and cars have changed little since 1989. True, the venerable Cosworth BDD has been phased out (because Toyota



PHOTO BY RICH CHENET

■ Four Indy-car wins in a row make Al Unser Jr. the king of the Toyota Grand Prix of Long Beach.

■ Derek Warwick and Jaguar's new XJR-14 decisively led the World Sports Car opener at Suzuka, but fell victim to a broken starter. Peugeot's 905 claimed victory.



wants it that way). And, yes, car builders and individual teams continue to make running changes mostly to improve aerodynamics and reduce drag. For example, on some cars, the size of the front wings has been reduced by about 30 percent. On others, the stock, double-element rear wings have been replaced by a single-element design. On the Reynard, factory changes include smaller front wings and a smaller Formula 3 rear wing that replaces last year's Atlantic wing—with a gain of 250–300 rpm in straightaway performance and no loss of downforce.

Underneath, at least one car has been retrofitted with modified ground-effect tunnels whose single, large ducts have been partitioned off by a splitter down the middle—a la Formula 1 cars. This is said to discourage turbulence (and thus improve downforce), claims Joe Stimola, crew chief of Joe Sposato's Swift DB4.

However, on the whole, basic Atlantic design remains the same. In a nutshell, the 1175-lb. (minimum weight with driver) single-seaters still have tubs that are a mixture of materials: carbon-fiber or S-glass top sections and aluminum honeycomb bottoms on Swifts; carbon fiber, Kevlar and a tiny amount of aluminum honeycomb on Reynards. Although carbon fiber is replacing aluminum in wings, at this time there are no all-carbon-fiber cars in the works as is the case in CART, F1 and some European series. Something that may change

is the method of fuel delivery. Since their introduction in 1989, the Toyota twincams have used dual sidedraft carburetors (typically, Weber 48 IDAs) to keep costs down. But critics say carburetion is penny-wise, pound-foolish, because carbs are difficult to tune for both performance and reliability. They explain that in leaning out the mixture for performance, one risks piston meltdown.

And engine rebuilds are far more expensive than electronic fuel injection. Dyno tests using Bosch Motronic have produced favorable results. Although top-end horsepower is about the same, the Motronic-equipped engine is more responsive with better low-end and midrange. What's more, the Motronic black box controls not only fuel mixture, but also ignition timing and advance so it's possible to tailor the spark curve for optimum performance.

Although Motronic costs about twice as much as carburetors,

the proposal for a universal changeover in 1992 has met with positive response from most teams. "These motors will benefit tremendously from fuel injection," says Paul Cava, Toyota Atlantic Championship managing director, who adds that "It's time." Until then, many competitors are converting to programmed electronic ignition (half a Motronic, one wag called it) to improve driveability and performance.

With cars costing more than \$60,000 and engines commanding \$17,000 to \$21,000, pro Formula Atlantic is not for everyone. In fact, a season of racing with a top team in either the East or West Coast Toyota Atlantic Championship costs about \$400,000. But generous purses—courtesy of Toyota, Yokohama, TRD and, in Canada, Players—help defray some of the expenses of a series that has become a popular choice among upwardly mobile racers—like Al Jr., Bobby, Michael and Danny.

CART CHARTS A WORLD COURSE

Championship Auto Racing Teams President William Stokkan insists that the Indy-car contingent is not out to beat Formula 1 at its own game, road racing. But CART would certainly like the world to experience oval-track racing—in Japan, Europe and South America, if all goes as planned.

FORD'S FUTURE FORMULA 1 V-12

Will Ford finally drop the curtain on its Formula 1 V-8? Yes, say informed sources who suggest that a Cosworth-built V-12 could be running by autumn. Although the HB Series V powerplant used exclusively by Benetton is a far cry from the Cosworth DFV, it's still an eight struggling to survive in a 10- and 12-cylinder world.

OR IS IT TOYOTA'S?

If Ford doesn't pony up, Cosworth's new F1 V-12 could belong to Toyota, say sources in Europe. In America, a Toyota executive months ago suggested that the company has its sights set on Grand Prix racing.

THE FURTHER YOU GO, THE BEHINDER YOU GET

Sure, they're on different sides, but what do the Formula 1 guys really think of CART? Quipped a Brit mechanic at the U.S. GP at Phoenix: "Indy-car design used to be a year behind F1. Now it's three years."

TELEMETRY BLUES

Rick Mears, on pit telemetry, which tells trackside engineers throttle position, among other things: "You find out you can't fib anymore . . . but Emerson [Fittipaldi] thinks the little black box lies."



■ Robbie Gordon's banged-up but durable new Roush IMSA GTD Mustang, with square-tube frame, rear transaxle, lots of Kevlar and carbon fiber and 650 turbocharged horsepower, finished 2nd to Steve Millen's Nissan at Long Beach.

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185/60HR-14	\$81	195/65VR-15	109
195/60HR-14	85	205/60HR-15	91
195/65HR-14	88	205/60VR-15	111
195/65VR-14	107	205/65HR-15	93
195/70HR-14	76	205/65VR-15	114
205/70HR-14	82	215/60HR-15	98
215/70HR-14	85	215/65HR-15	99
185/65HR-15	84	215/70VR-15	109
195/60HR-15	86	225/60VR-15	126
195/65HR-15	89	225/60VR-16	134



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The ultra high-performance tire for the most demanding of automobiles and drivers.

205/60VR-13	\$117	245/50ZR-15	197
195/60HR-14	102	205/55ZR-16	179
195/60VR-14	125	225/50ZR-16	189
205/60HR-14	102	245/45ZR-16	202
205/60VR-14	133	245/50ZR-16	208
195/50ZR-15	130	255/50ZR-16	212
195/60VR-15	130	215/50ZR-17	199
195/65VR-15	139	235/45ZR-17	206
205/50ZR-15	155	245/40ZR-17	211
205/60VR-15	135	255/40ZR-17	220
215/60VR-15	145	255/45ZR-17	211
225/50ZR-15	171	275/40ZR-17	273
225/60VR-15	151	315/35ZR-17	330
235/60VR-15	155	335/35ZR-17	331

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175/70HR-13	\$47	195/60HR-15	70
185/70HR-13	53	195/65HR-15	71
205/60HR-13*	66	205/60HR-15	71
185/60HR-14	64	215/60HR-15	77
185/70HR-14	57	215/65HR-15	76
195/60HR-14	69	225/60HR-15*	86
195/70HR-14	60	225/70HR-15*	83
205/70HR-14	64	235/60HR-15*	87
215/60HR-14*	77	235/70HR-15*	87
215/70HR-14*	77	255/60HR-15*	90
225/60HR-14*	57	275/60HR-15*	96
235/60HR-14*	83		
185/65HR-15	74		

* White Letter

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TIRE TEST 90

DUNLOP WINS THE ULTIMATE CHALLENGE

D40 M2

When *Performance Car*, one of Europe's leading automotive magazines, put tires to the test, the Dunlop D40 M2 beat the best. Seven world class tires went through fourteen rigorous tests in the ultimate performance challenge. When the results were in, the winner was Dunlop. When it comes to world-class tires, Dunlop outperforms.

D40 M2	
195/55VR-14	\$108
195/50ZR-15	108
195/60VR-15	119
195/65VR-15	111
205/50ZR-15	138
205/55ZR-15	115
205/60VR-15	120
205/65VR-15	104
215/60ZR-15	121
225/50ZR-15	154
225/60ZR-15	116
235/60VR-15	121
245/50ZR-15	162
205/55ZR-16	135
225/50ZR-16	158
225/55ZR-16	175
225/60VR-16	131
245/45ZR-16	173
245/50ZR-16	167
245/55ZR-16	186
255/50ZR-16	173
215/45ZR-17	180
235/45ZR-17	185
245/40ZR-17	193
255/40ZR-17	194
275/40ZR-17	190
315/35ZR-17	233
245/40ZR-18	377
275/35ZR-18	394



#1 D40 M2 on BBS RS



#3 D60 M2 on BBS RD



#5 D80 V4 on BBS RG



#7 GT Qualifier on BBS RZ

D80 V4

The D80V4 is Dunlop's all new high performance, all-season tire. With a V-speed rating it is able to provide excellent handling at high speed with an extremely comfortable ride. The Mud and Snow rating of this tire attest to the fact that it provides excellent traction on wet surfaces as well as in the snow. This tire is an excellent candidate for Original Equipment replacement on the Lexus LS 400 and Infiniti Q45.

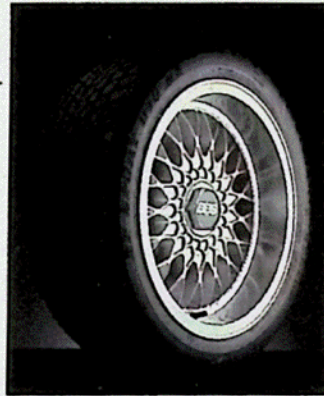
D80 V4	
195/60VR-15	\$120
195/65VR-15	120
205/60VR-15	123
205/65VR-15	125
215/60VR-15	125
215/65VR-15	128
225/60VR-15	129

D60 M2

D60 M2	
185/60HR-14	\$56
185/65HR-14	67
195/60HR-14	59
195/65HR-14	69
205/60HR-14	73
195/60HR-15	70
195/65HR-15	76
205/60HR-15	68
205/65HR-15	69
215/60HR-15	77

HR4 G/T Qualifier

HR4 G/T Qualifier	
175/70HR-13	\$46
185/70HR-13	49
185/60HR-14	46
185/70HR-14	52
195/60HR-14	48
195/70HR-14	55
205/60HR-14	58
205/70HR-14	58
195/60HR-15	54
205/60HR-15	56
215/60HR-15	59
215/65HR-15	65



#2 D40 M2 on BBS RZ



#4 D60 M2 on BBS RM



#6 D80 V4 on BBS RS



#8 GT Qualifier on BBS RD

RS 15,16,17"

3 pc.
 Photo #1 & 6
 Fits: Acura, Audi, BMW, Corvette, Ferrari, Honda, Isuzu, Jaguar, Lexus, Mazda, Mercedes, Mustang, Nissan, Porsche, Saab, Toyota, Volvo, VW and more.
 Finish: Silver, gold, platinum center with polished outer rim.
 Sample Package: 16x7 wheel w/ 225/50ZR-16 D40 M2 \$2,996

RZ 14,15,16,17"

Photo #2 & 7
 Fits: Acura, BMW, Honda, Jaguar, Mazda, Mercedes, Nissan, Probe, T-Bird, Toyota, Volvo, VW.
 Finish: Gold, silver or black center with polished lip.
 Sample Package: 15x7 wheel w/ 205/65HR-15 D60 M2 \$1,588

RD 14,15"

Photo #3 & 8
 Fits: Acura, BMW(3), Chrysler (fwd), Ford, GM, Honda, Mazda, Nissan, Saab, Toyota, Volvo, VW.
 Finish: Polished face with anthracite accents.
 Sample Package: 15x7 wheel w/ 205/60HR-15 D60 M2 \$1,176

RM 15"

2 pc.
 Photo #4
 Fits: BMW(3), VW.
 Finish: Silver center with polished lip.
 Sample Package: 15x7 wheel w/ 205/55ZR-15 D40 M2 \$1,420

RG 15,16"

Photo #5
 Fits: BMW, Infiniti, Lexus, Mercedes, Porsche and VW.
 Finish: Platinum or silver with polished lip.
 Features: Forged one piece wheel, greatest strength with least weight.
 Sample Package: 15x7 wheel w/ 215/65VR-15 D80 V4 \$2,332

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TRELLI

Table with columns for tire models (P500, P700Z, P3 / P4 / P44) and their corresponding prices.

DUNLOP

Table with columns for tire models (D40 M2, D80 V4, HR4 All Season, D60 M2) and their corresponding prices.

Continental

Table with columns for tire models (CH CV / CZ51, CZ 91, CompT/A, CompT/A VR & ZR) and their corresponding prices.

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Table with columns for tire models (A323, AX320, AX321, AX322, AX323, AX340, A341, A342, A343, A344, Y360, Y370, Y372, Y376, Y380, Y382, Y383, Y384, Y387, Y388, Y389, Y390, Y392, Y393, Y394, Y395, Y396, Y397, Y398, Y399) and their corresponding prices.

Original Equipment BRIDGESTONE

Table with columns for tire models (108V, RE-92, S405, RE98, S406, S407, S408, S409, S410, S411, S412, S413, S414, S415, S416, S417, S418, S419, S420, S421, S422, S423, S424, S425, S426, S427, S428, S429, S430, S431, S432, S433, S434, S435, S436, S437, S438, S439, S440, S441, S442, S443, S444, S445, S446, S447, S448, S449, S450, S451, S452, S453, S454, S455, S456, S457, S458, S459, S460, S461, S462, S463, S464, S465, S466, S467, S468, S469, S470, S471, S472, S473, S474, S475, S476, S477, S478, S479, S480, S481, S482, S483, S484, S485, S486, S487, S488, S489, S490, S491, S492, S493, S494, S495, S496, S497, S498, S499, S500) and their corresponding prices.

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<p>74 FITSTAR-15,16,17" 3 pc. Fits: BMW, Camaro, Corvette, Jaguar, Bi-Turbo, RX-7, Mercedes, Mustang, T-Bird, 300ZX/Turbo, Porsche, Subaru, VW. Finish: Polished face w/ black accents & clearcoated, white center. Sample Package: 15x7 wheel w/ 225-50ZR-16 Bridg RE71 \$2,440</p>	<p>1 BBS RS 15,16,17" 3 pc. Fits: Acura, Audi, BMW, Corvette, Ferrari, Honda, Isuzu, Jaguar, Lexus, NSX/Mazda, Mercedes, Mustang, Nissan, Porsche, Saab, Toyota, Volvo, VW. Finish: Silver, gold, platinum center with polished outer rim. Sample Package: 15x7 wheel w/ 225-50ZR-16 Pirelli P700Z \$3,090</p>	<p>6 MSW TYPE 20 14,15,16" Fits: Acura, Alfa, Audi, BMW, Chrysler, Eagle, Ford, GM(5-100), Honda, Jaguar, Mazda, Mercedes, Nissan, Nissan, Toyota, Volvo, VW. Finish: Polished face and lip/ Silver accent. Sample Package: 15x6.5 wheel w/ 195-60HR-15 Yoko AS09 \$348</p>	<p>40 RONAL R-15 15" Fits: Audi, BMW, Mustang, Thunderbird, Honda, Mazda, RX-7(79-85), VW and many more. Finish: Polished face or custom paint. Sample Package: 15x7 wheel w/ 205-50VR-15 Yoko AS09 \$1,244</p>	<p>42 CENTRA T-11 14, 15" Fits: BMW 3, Honda, 929, Mercedes, MR2, Toyota PU, VW. Finish: Silver or black w/ polished lip, or chrome. Sample Package: 15x7 wheel w/ 195-50VR-15 Yoko AS09 \$1,160</p>	<p>60 BORBET T-A 15,16,17 &18" Fits: Audi, BMW, Ford, GM, Jaguar, Mercedes, Nissan, Alfa Porsche, Saab, Toyota, Volvo, VW. Finish: Silver or anthracite center with polished lip. Sample Package: 17x7.5 wheel w/ 215-45ZR-17 Yoko AVS INT \$1600</p>	
<p>77 INDY-15" Fits: Acura, Audi, BMW, Honda, Infiniti, Mazda, Nissan, Toyota, VW and more. Finish: Silver center with polished lip. Sample Package: 15x7 wheel w/ 205-50VR-15 Goodyear Euro \$1,212</p>	<p>4 BBS RD 14,15" Fits: Acura, BMW(3), Chrysler(lwd), Ford, GM, Honda, Mercedes, and VW. Finish: Polished face w/ anthracite accents. CALL FOR PRICES</p>	<p>8 MSW TYPE 21 14,15" Fits: BMW, Corvette, Mercedes, GM, Ford, Honda, Mazda, Mitsubishi, Nissan, Toyota, Volvo, VW. Finish: Silver or gold. Sample Package: 14x6 wheel w/ 185-60HR-14 Yoko AS09 \$836</p>	<p>36 RONAL R-9 15,16" Fits: Audi, BMW(5,6,7), Eagle, Ford, GM, Jaguar, Jeep, Mazda, Mercedes, Mitsubishi, Nissan, Porsche, Toyota, Vanagon. Finish: Silver, black, white or custom paint. Sample Package: 16x8 wheel w/ 245-50VR-16 Eagle VR50 \$1,572</p>	<p>44 CENTRA T-31 14,15,16" Fits: Mercedes Finish: Polished face w/ gold star. Chrome finish available. Sample Package: 15x7 wheel w/ 215-60VR-15 Yoko AVS A+4\$1,192 16x7 wheel w/ 225-52ZR-16 Pirelli P600 \$1,412</p>	<p>61 BORBET T-B 14,15,16,17" Fits: Audi, BMW, Honda, Mercedes, Porsche, Saab, Toyota, Volvo, VW, Alfa. Finish: Gold, black, white, red with polished lip. Sample Package: 15x6 wheel w/ 205-50VR-15 Yoko AS09 \$320</p>	<p>28 ENKEI 92 13, 14, 15, 16" Fits: Many front & rear drive cars (domestic & import) Finish: Gold, black on silver center with polished lip. Sample Package: 15x7 wheel w/ 225-60VR-15 Mich XGTV4 \$1156</p>
<p>78 FITTI-500 15" Fits: Acura, Audi, BMW(3), Mustang, Honda, Infiniti Q45, Maxima, VW. Finish: Polished face w/ clearcoat Sample Package: 15x7 wheel w/ 225-60HR-15 Pirelli P500 \$1,104</p>	<p>2 BBS RG 15,16" Fits: BMW, Infiniti, Lexus, Acura, Mercedes and VW. Finish: Platinum or silver w/ polished lip. Features: Forged one piece wheel, greatest strength with least weight. CALL FOR PRICES</p>	<p>7 MSW TYPE 24 17" 3pc Fits: BMW, Corvette, Mercedes, Nissan, Porsche and Toyota. Finish: Black or silver center with polished lip. Sample Package: 17x8.5 wheel w/ 235-45ZR-17 Yoko AVS Int \$2,976</p>	<p>38 RONAL R-8 13,14,15" Fits: Audi, BMW(3), Honda, Toyota, VW. Finish: Silver, antique silver, or custom paint.(center cap optional) Sample Package: 14x6 wheel w/ 185-60HR-14 Yoko AVS U+4 \$748 15x7 wheel w/ 195-50VR-15 Yoko AS09 \$1,000</p>	<p>45 CENTRA T-10 14,15,16" Fits: Audi, BMW, Honda, Mazda, Mercedes and VW. Finish: Machined face with black accents. Sample Package: 14x6 wheel w/ 185-60HR-14 Pirelli P500 \$772</p>	<p>62 BORBET REPLICA 15" Fits: All Mercedes (except 86-SL) Finish: Silver paint with clearcoat. Sample Package: 15x7 wheel w/ 205-60HR-15 Dunlop D60M2 \$332</p>	<p>30 ENKEI 79 13,14,15" Fits: Many front & new generation rear drive cars (domestic & import) Finish: Polished face with black accents. Sample Package: 15x7 wheel w/ 225-60VR-15 Goodyear Gatorback \$1,052</p>
<p>73 FITTI-MONO-14,15,16" Fits: Acura, Audi, BMW, Chrysler(lwd), Ford, Honda, Infiniti, Isuzu, Lexus, Mazda, Nissan, Mercedes, Toyota, VW. Finish: Polished face w/ clearcoat. Sample Package: 15x7 wheel w/ 205-50ZR-15 Bridg RE71 \$1,268</p>	<p>3 BBS RZ 14,15,16" Fits: Acura, BMW, Honda, Jaguar, Mazda, Mercedes, Nissan, Probe, T-Bird, Toyota, Volvo, VW. Finish: Gold, silver or black with polished lip. Sample Package: 15x7 wheel w/ 205-55VR-15 Pirelli P600 \$1,452</p>	<p>11 MSW TYPE 2N 14" Fits: Acura, BMW, Honda, Mazda, Toyota, VW and more. Finish: Black or gold accents with diamond cut face and lip. Sample Package: 14x6 wheel w/ 185-60HR-14 Yoko AS09 \$748</p>	<p>37 RONAL R16 14" Fits: Acura, BMW, Honda, Mazda, Nissan, Toyota, VW, Infiniti. Finish: Silver or gold accents with diamond cut face and lip. Sample Package: 14x6 wheel w/ 185-60HR-14 Pirelli P6 \$736</p>	<p>94 CONTRA V 16,17" Fits: BMW, Infiniti, Mercedes, Nissan, Toyota. Finish: Chrome plated with gold assembly bolts. Sample Package: 16x7.5 wheel w/ 225-50ZR-16 BFG Comp T/A \$2,040</p>	<p>33 ENKEI 83 13,14,15" Fits: Most front and new generation rear drive cars. Finish: Black or white. Sample Package: 15x6.5 wheel w/ 195-50VR-15 AS09 \$320</p>	<p>31 ENKEI 82 13,14,15,16" Fits: Many front & new generation rear drive cars (domestic & import) Finish: Polished face with black or white accents. Sample Package: 14x6 w/ 185-60HR-14 Dunlop D60M2 \$756</p>
<p>72 FITTI-TWIST-15" Fits: BMW(3),Mazda, Nissan, Toyota, VW and more. Finish: Polished face w/ clearcoat. Sample Package: 15x7 wheel w/ 205-50ZR-15 Bridg RE71 \$1,268</p>	<p>5 BBS RM 15" 2PC. Fits: Mercedes Finish: Silver center with polished lip. Sample Package: 15x7 wheel w/ 205-55HR-15 Pirelli P600 \$1,420</p>	<p>14 MSW TYPE 19 13, 14" Fits: Acura, BMW(3), Honda, Hyundai, Mazda, Mitsubishi, Nissan, Toyota, VW. Finish: Polished face and silver accent. Sample Package: 14x6 wheel w/ 185-60HR-14 Pirelli P600 \$300</p>	<p>41 RONAL LS 15,16" Fits: Acura, Audi, BMW, Ford, GM(lwd), Honda, Infiniti, Lexus, Mazda, Mercedes, Maxima, Supra, Camry, VW and more. Finish: Polished face w/ silver accent or custom paint. Sample Package: 15x7.5 wheel w/ 225-52ZR-16 Pirelli P600 \$1,448</p>	<p>80 ELITE STAR 14,15,16" Fits: Many cars and light trucks. Finish: Polished face with black accents or chrome plated. Sample Package: 15x7 wheel w/ 225-60VR-15 Yoko AS09 \$364</p>	<p>97 BRABUS 17,18" Fits: NEW Mercedes SL (129) Finish: Silver center with polished lip. Sample Package: 18x8.5 wheel w/ 245-40ZR-18 Dunlop D40M2 \$3,720</p>	<p>32 ENKEI 84 13,14,15" Fits: Most front & new generation rear drive cars (domestic & import) Finish: White. Sample Package: 14x6 wheel w/ 185-60HR-14 Pirelli P600 \$320 13x5.5 wheel w/ 175/70HR-13 Yoko Y352 \$664</p>
<p>76 FITTI-MESH 15" Fits: BMW, Infiniti, Lexus, Nissan, VW. Finish: Polished face w/ gold, silver or white accents. Sample Package: 15x7 wheel w/ 205-65VR-15 Goodyear GA \$1,036</p>	<p>20 AMG 15,16,17" Fits: Mercedes Finish: Silver w/ polished lip or chrome. Sample Package: 16x7.5 wheel w/ 225-45ZR-16 Pirelli P700Z \$2,516 17x8 wheel w/ 215-45ZR-17 Yoko AVS Int. \$2,632</p>	<p>9 MSW TYPE 5 14,15" Fits: Audi, BMW(3), Chrysler, Mustang, Ford(lwd), GM(lwd), Honda, Mercedes 190, VW. Finish: Polished face w/ black accents. Sample Package: 14x6 wheel w/ 185-60HR-14 Yoko U+4 \$664</p>	<p>26 RW HIGH TECH 16, 17" Fits: BMW, Ford, Corvette, Mercedes. Finish: Black, gold, silver or white center with polished lip. Sample Package: 17x9.5 wheel 235/45ZR-17 Bridg RE71 \$1,760</p>	<p>99 PE HYPERSPOKE 15, 16" Fits: Acura, BMW, Honda, Nissan, Toyota, and VW. Finish: Bright machined finish with clearcoat. Sample Package: 15x6.5 wheel w/ 205-55HR-15 Pirelli P600 \$1,500</p>	<p>22 WRD RT 14,15,16" Fits: Acura, Audi, BMW, Chrysler, Ford, GM(lwd), Honda, Mazda, Mercedes, Mitsubishi, Nissan, Porsche, Toyota, VW. Finish: Silver, gold, black or white. Sample Package: 15x6 wheel w/ 195-50VR-15 CompT/A \$1,132</p>	<p>71 ENKEI 88 13,14,15" Fits: Most front drive cars. Finish: Gold, silver, or white spokes w/ polished lip. Sample Package: 15x6 wheel w/ 215-65HR-15 Yoko AVS \$803</p>
<p>19 HRE 505 15,16" Fits: Acura, Alfa, Audi, BMW, Ford, GM, Jaguar, Mazda, Mercedes, Massarra, Nissan, Porsche, Saab, Toyota, Volvo, VW. Finish: Polished face w/ gold, black or silver accent. Sample Package: 15x7 wheel w/ 225-50VR-15 Comp T/A CALL</p>	<p>98 RUF 17" Fits: 911, 930, 944, 951 and 964. Finish: Silver center w/ polished lip. Sample Package: 17x8 & 17x9 wheels w/ 235-45ZR-17 & 253-40ZR-17 Yoko AVS Int. \$3,612</p>	<p>23 ETOILE 16,17" 3pc. Fits: Acura, Alfa, BMW, Chevrolet, Ferrari, Ford, Lamborghini, Mazda, Mercedes, 3000GT, 300ZX, Porsche, Toyota and more. Finish: Polished face w/ gold accent. Sample Package: 17x9.5 wheel w/ 275-40ZR-17 Dunlop D40M2\$3,192</p>	<p>27 RW RAFALE 17" Fits: BMW, Camaro, Corvette, Ford, Mustang. Finish: Gold, black, white, red with polished lip. Sample Package: 17x9.5 wheel w/ 275-40ZR-17 XGT+ CALL</p>	<p>95 LORINSER RS90 17" Fits: Mercedes 124, 129 Finish: Machined face and lip with silver accents. Sample Package: 17x8 wheel w/ 215-45ZR-17 Yoko AVS Int. \$2,598</p>	<p>21 WRD GS 14,15,16" Fits: Acura, Audi, BMW, Chrysler, Ford, GM, Honda, Hyundai, Mazda, Mitsubishi, Nissan, Saab, Sterling, Toyota, VW. Finish: Silver, black or white w/ polished face. Sample Package: 14x6 wheel w/ 185-60HR-14 Yoko AS09 \$976</p>	<p>70 PRIME 293" Fits: Most front & many rear drive cars. Finish: Polished face with black, white or gold accents. Sample Package: 15x6 wheel with 195-60HR-15 Pirelli P6 \$763</p>

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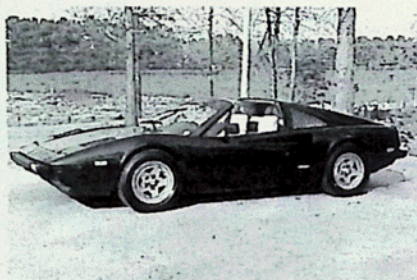
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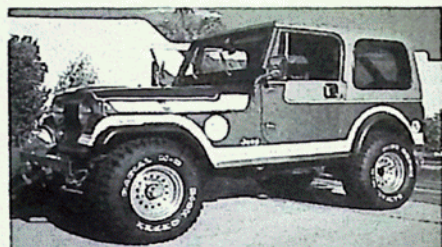
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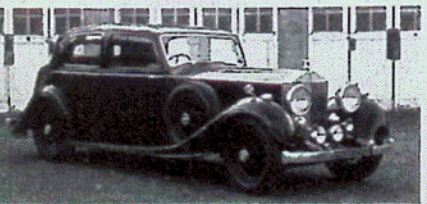
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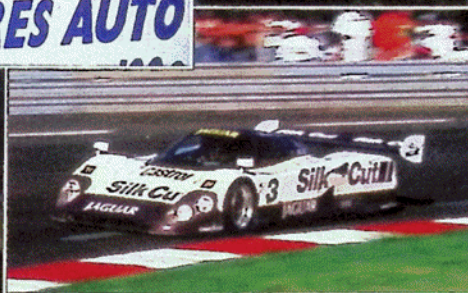


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NASCAR

Banquet Foods 300 from Sears Point
JUNE 9 / SATURDAY
3 PM

Champion Spark Plug 500 from Pocono
JUNE 16 / SUNDAY
Noon

Pepsi 400 from Daytona
JULY 6 / SATURDAY
11 AM

CART

Budweiser G.I. Joe's 200 from Portland, Oregon
JUNE 23 / SUNDAY
4 PM

Budweiser Cleveland Grand Prix
JULY 7 / SUNDAY
4 PM

IMSA

Camel Continental VIII from Watkins Glen
JUNE 30 / SUNDAY
1 PM

FORMULA ONE

Grand Prix of Mexico
JUNE 16 / SUNDAY
Midnight

Grand Prix of France
JULY 7 / SUNDAY
8 AM

DRAG RACING

IHRA: Cajun Nationals
JUNE 15 / SATURDAY
8 PM

IHRA: Spring Nationals
JUNE 22 / SATURDAY
3 PM

NHRA: Oldsmobile Spring Nationals
JUNE 29 / SATURDAY
8 PM

USAC MIDGETS

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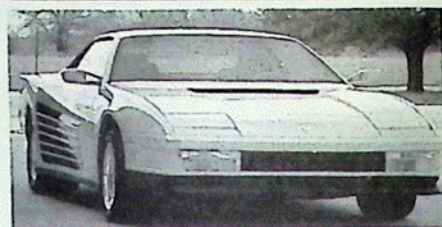
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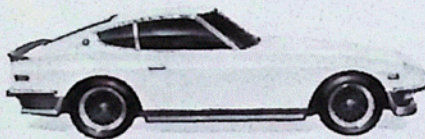
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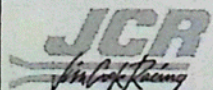
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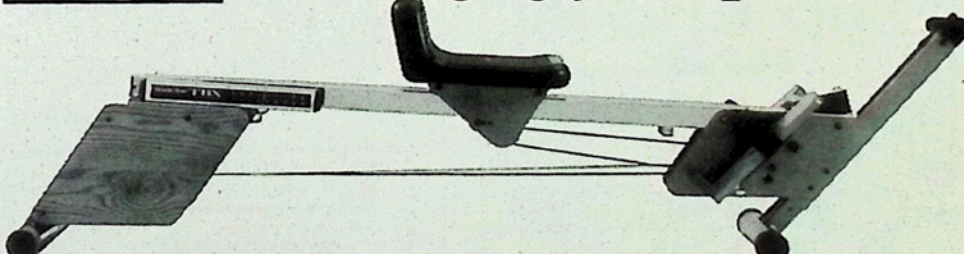
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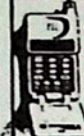
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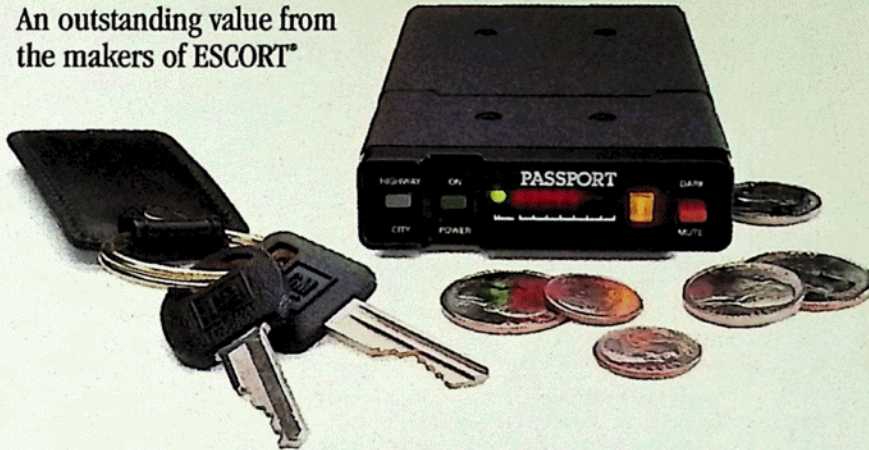
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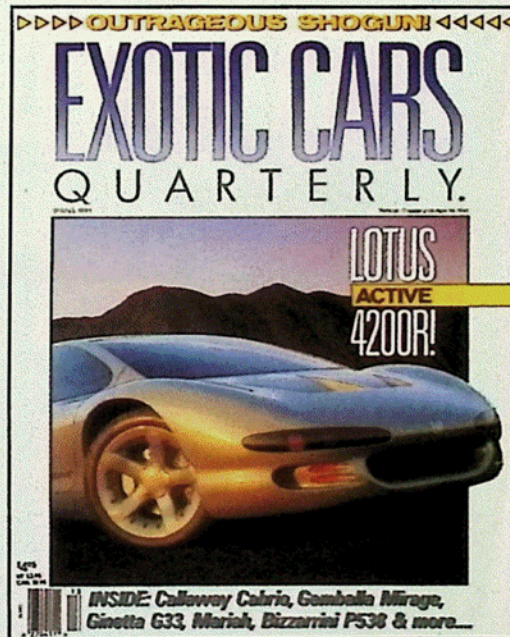
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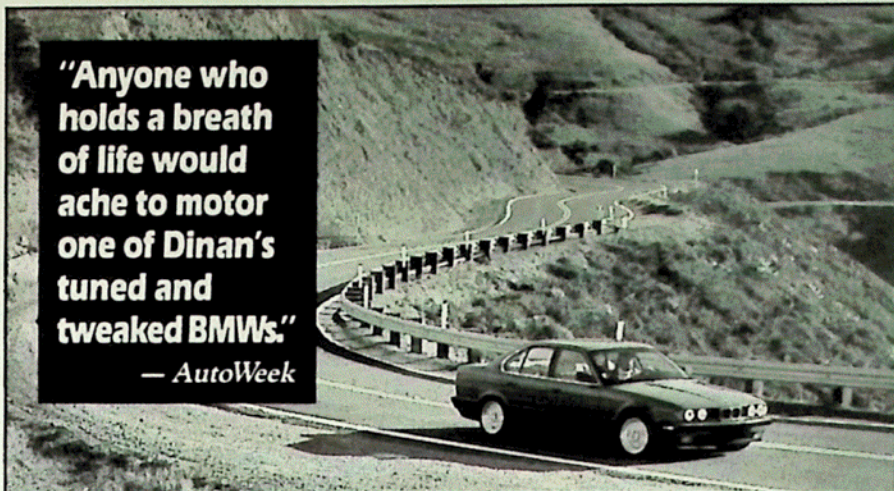
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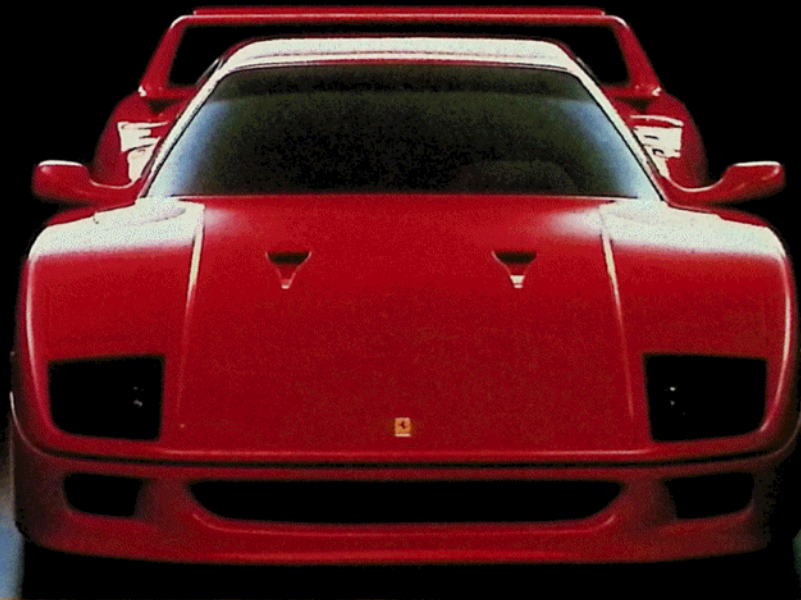
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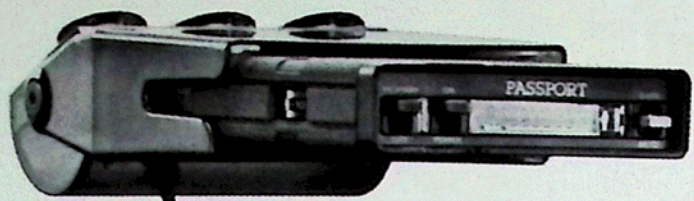
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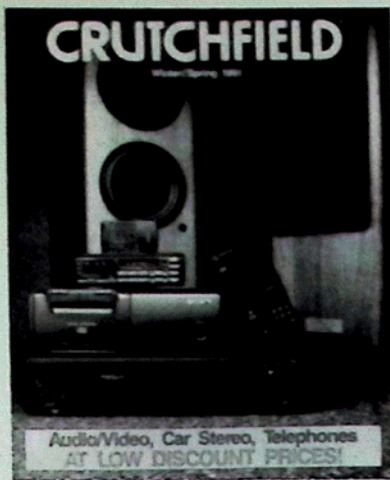
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Tech Notes

BY DENNIS SIMANAITIS

Hot stuff, Deutsche style

A COLD-START is the worst time for emissions control, even to the complication of possibly requiring electrically heated catalysts. But German researchers have come up with a rather more elegant approach. According to the industry newsletter *Motor News Break*, VW and Schatz Thermo Engineering have devised what they call a Heat Battery, which stores heat efficiently and releases it during cold-start.

The Heat Battery consists of a vacuum bottle with metallic fins, filled with a salt compound. During normal operation, engine coolant flows over the fins and melts the salt, this phase change storing a lot of heat, some 60 kilowatts' worth, for a day or more. When the engine is restarted, the cold coolant causes the salt to solidify again, releasing the heat almost immediately.

Expect to see the Heat Battery in production within a few years.

I hear you knocking

FOR A LONG time, engineers have known the source of detonation, knock or, in its mildest form, ping. It's abnormal combustion occurring too soon, too rapidly and in the wrong place in the combustion chamber.

But, recently, researchers at the University of Southern California have gone a step further. They've identified the mechanism of knock, the chemical processes that give rise to these potentially damaging combustion events.

According to USC professor Sidney W. Benson, hydrogen peroxide is formed during normal combustion of air and fuel. As it heats up, though, this hydrogen peroxide breaks down into a hydroxyl group, a combination of hy-

drogen and oxygen, and these react with gasoline to cause the rapid, uncontrolled burning we know as knock.

Of course, back before its environmental problems were fully appreciated, lead was a perfectly fine antiknock additive. Benson and his colleagues determined the underlying mechanism of this as well, in that lead compounds inhibit the formation of hydrogen peroxide in the first place.

Their goal now is to find an effective inhibitor that isn't as toxic.

The lunacy of it all

MARK TWAIN ONCE called the United States Congress our great national lunatic asylum. With this in mind, let's consider recent congressional discussions of CAFE, Corporate Average Fuel Economy.

Instituted in the late Seventies, CAFE regulations set minimal mpg levels for automakers' sales-weighted fleet averages. And, as logic would dictate, each automaker meets the same standard, with the same penalty for noncompliance. True, there are complications of credits, shortfalls, import/domestic splits and the like, quite enough to cross a legal scholar's eyes. But, in essence, what began as a challenging 18.0 mpg back in 1978 has moved in stages to today's 27.5 mpg.

What's more, these standards have accomplished a great deal in forcing technology (and the marketplace) toward cars of increased fuel efficiency, regardless of size, type or intended use. Thus, I believe CAFE has been generally a Good Thing.

Current fleet averages vary all over the board, some automakers in the low 20s, others meeting the magic 27.5 through previously earned credits, still others well into the 30s. And this is where things get illogical, for one

CAFE proposal being discussed would require each automaker to improve its own particular CAFE figure by 20 percent between now and 1996 and 40 percent by 2001.

Now I don't mind forcing technology; indeed, it's a most effective way of achieving a goal. But consider the implications of such a maker-by-maker CAFE game: Suppose carmaker A has a current CAFE of 23.0 mpg, while carmaker B has one of 31.0. (These figures, by the way, aren't unrealistic.) For 1996, carmaker A's target would be 27.6 mpg, whereas carmaker B's works out to 37.2 mpg. Thus, A could earn credits for achieving a mere 28 mpg, yet B would face stiff fines if it improves its average to 36.

And it becomes even more outlandish by 2001. Company B, fuel-conscious all along, gets fined for anything less than 43.4 mpg. Yet profligate company A gets 10 years to reach 32.2 mpg—only 1.2 mpg more than company A's current number.

Buddy, can you spare a light (engine)?

A CENTRALIZED SOURCE of illumination may soon replace something like 80 separate lamps in tomorrow's automobile. This "light engine" concept would use a single arc-discharge unit (see Tech Notes, May 1990) and fiber-optic lines to distribute the light throughout the car. Among its advantages are the elimination of bulb filaments, reduced size and weight, and lighting sources cool enough to permit tough polycarbonate lenses.

General Electric is one of the companies at the forefront of this new technology. Ford has featured the light-engine idea in its current show cars; GM expects it to enter limited production by 1994 or 1995.

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20W-50: Is It The Right Oil?

Q. A friend of mine recently had a new 2.8 litre V-6 short block engine installed in his Chevy S-10 Blazer. His mechanic recommended and installed 20W-50 motor oil in his new engine. I strongly urged my friend not to use any oil with that heavy a viscosity in his new engine.

I also warned my friend that considerable damage or short engine life could arise from using a heavy viscosity oil in his vehicle. Who's right? Thank you.

W.H., East Lansing, MI

A. If you placed a bet with your friend, congratulations. He owes you. General Motors recommends 5W-30 for winter and 10W-30 for summer.

It's true that prior to 1980, 20W-50 motor oils were generally recommended for temperatures above 40°F. But engines have changed dramatically. So have manufacturers' recommendations.

And today, General Motors, Ford, Chrysler, and most imports do not recommend 20W-50 for any new car or light truck. If your friend continues to use 20W-50 in cold Michigan weather, he's headed for a shorter engine life, and even costly repairs. That's because 20W-50 can't flow fast enough to adequately protect the engine. Next winter, it's vital he use the right weight of oil.

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Technical Correspondence

Airbag concerns

I recall repeated warnings that the noise of airbag deployment can cause permanent hearing damage. Please comment on this.

Richard Barkosky
Thompson, Manitoba
Canada

Once an airbag deploys, is the car still driveable?

Ronald T. Anderson
Newport Beach, California

To address the second of these related queries first, be aware that it's a serious crash indeed that would invoke airbag deployment; thus a car's driveability may well be moot.

By design, airbag deployment leaves the steering wheel hub in shambles. If it's the passenger side, other panels will be parted and displaced by the airbag's instantaneous inflation. On the other hand, airbags are designed to deflate in a fraction of a second; thus their incursion of the passenger compartment is limited.

So, to the extent that the rest of its systems are still functioning, the car is driveable. Remember, though, airbags deploy only once; thus the car is left with reduced protection. See *Technical Correspondence*, February 1991 and April 1990, for related discussions on these points.

With regard to the noise of airbag deployment, it has been likened to shotgun fire, and certainly sportsmen recognize the importance of ear protectors. Of course there's a vast difference between a day's sport shooting and a single exposure in a car crash.

In any accident serious enough to probe system effectiveness, any restraint carries inherent risk. Properly worn seatbelts, for example, can leave chest bruises; improperly worn ones can cause severe internal injuries. The violent chemical reaction giving instantaneous

inflation of an airbag has been known to cause minor burns. But the risk of serious injury is many times greater for an unrestrained occupant.

Another airbag concern is the out-of-position occupant, a standing child, say, whose location with respect to the airbag may be less than optimal and who might be injured by the force of deployment. (Why anyone would allow a child to stand in a car is quite another matter.) Yet another airbag question concerns ocular injury, because an airbag inflates in literally less than the blink of an eye.

Designers note that these problems can be mitigated by modifying the path of the expanding airbag. Other modifications of deployment can lessen any burn exposure.

Airbags have evolved into effective supplemental restraints in initial impacts of frontal or near-frontal type. But they are not a replacement for properly worn seatbelts.

Our closing comment is firsthand, for one of our staff had an accident in which an airbag deployed. Though he doesn't remember either sound vividly, he suggests that the noise of the crash itself was probably a lot more compelling at the time. Of course he was wearing his seatbelt as well, and, no doubt, the combination saved him from serious injury.

The shocking truth

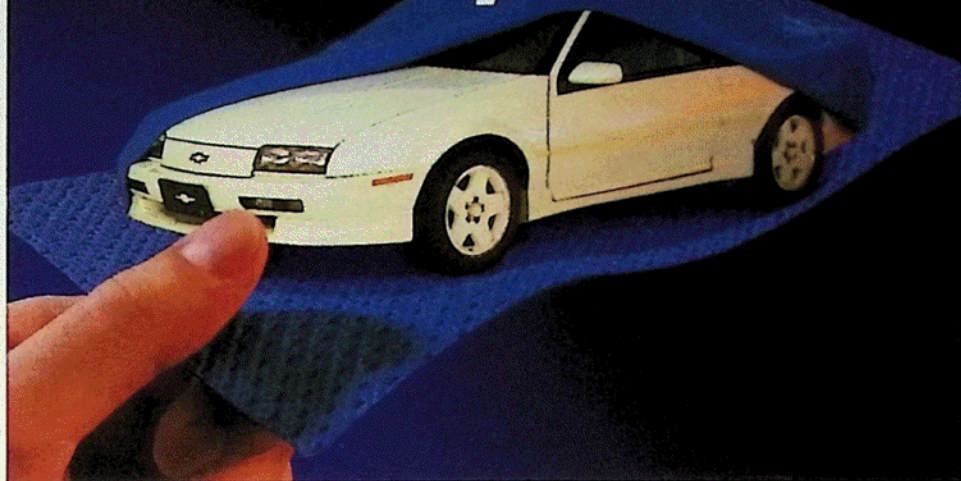
I just purchased a 1987 Nissan Maxima SE, which has three-way adjustable shocks (Soft, Normal and Firm modes). The local foreign-car shop informed me that replacement of these shocks would ultimately be a very expensive proposition, with replacement shocks running upwards of \$400 apiece. I have not actually checked the price, but if it's true, does any manufacturer make a replacement shock that is nonadjustable and, therefore, less expensive? I do not care about the

adjustability and would be happy with a simple firm shock absorber.

Christopher C. Leighton
Freeport, Maine

Two local Nissan dealers have confirmed the high cost of original-equipment adjustable shocks. The front sealed struts ranged from \$440 to \$485 apiece. The rear suspension uses replaceable shock cartridges, which cost a modest \$53 to \$64 each. A call to Kirk Rooney at Tokico America (3555 W. Lomita Blvd., Ste. E, Torrance, Calif. 90505; [213] 534-4934) revealed that it is possible to convert your Maxima to nonadjustable, sport-tuned shocks for

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tires, he advised crossing the tires left to right as well as front to back, changing each tire's direction of rotation. This would have not been an option with the original-equipment Gatorbacks.

According to the dealer, the practice of rotating radial tires front to back only (so they always spin in the same direction) was an attempt to combat belt separation problems experienced with early radials and is no longer recommended. In addition, he said maintaining the same direction of rotation results in uneven front-to-back wear on the tread blocks, causing the tires to become noisier with age.

Can you confirm the current industry rotation practice for high-performance tires without unidirectional tread patterns?

Phil Treide
Uxbridge, Massachusetts

Your dealer is correct. We talked with Malcolm Bowman, manager of high-performance tire development at Uniroyal Goodrich, who says that it's indeed accepted practice to rotate your non-unidirectional performance tires side to side as well as front to back or, stated another way, in an "X" pattern. Advances in rubber compounds, belt

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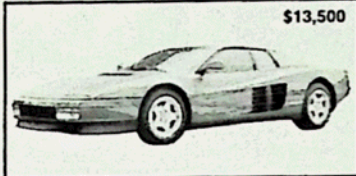
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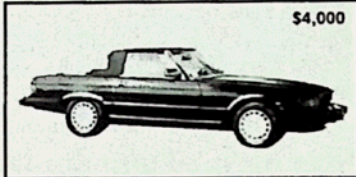
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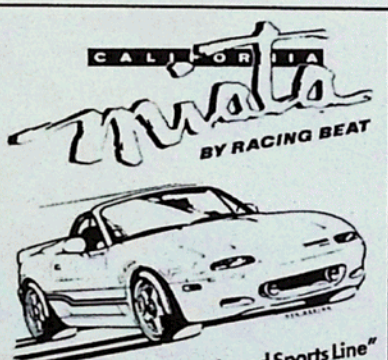
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Dust busters

My Porsche 944 gets a lot of brake dust on the front wheels. I have been told that this brake dust "problem" is inherent with the ATE/Textar pads used by Porsche. But Porsche uses "the best," so I'm better off living



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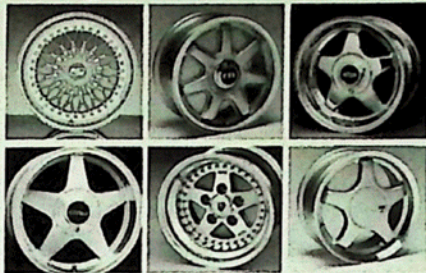
with dusty wheels.

Elsewhere I've heard that brake dust can be kept to a minimum by going to Repco Metal Master pads, but I'll get brake squeal and higher pedal effort. I was also told that metallic pads will leave a reddish oxide coating on my wheels. And what about dust shields? I understand that even with vented shields my rotors would be exposed to excessive heat. What would you recommend?

Doug Shade
Severna Park, Maryland

As a general rule, composition of factory brake pads tends to be on the soft side in the interest of low pedal effort, low noise and long rotor life, which can result in a lot of unsightly dust. An aftermarket semi-metallic pad typically will last longer under the same conditions and produce significantly less dust—at the expense of slightly accelerated rotor wear and increased pedal effort. One of our staffers has personal experience with Repco Metal Masters, and he found that there wasn't a noticeable increase in brake squeal and that the small amount of brake dust deposited on the wheels didn't have any sort of reddish tint.

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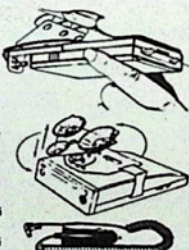


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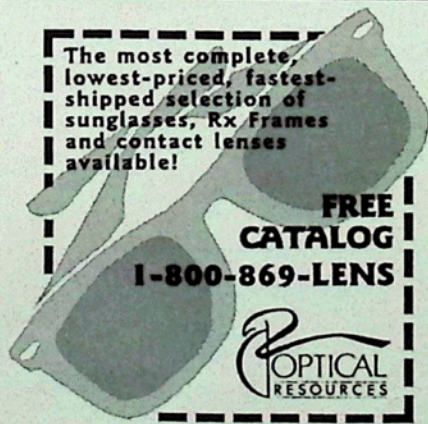
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As for brake dust shields, when these stamped metal accessories first appeared on the market in the mid to late Seventies, we tested a pair on the front brakes of a Mercedes-Benz 450SL. After 6 stops from 60 mph at a constant 0.5g deceleration rate (our normal test procedure), we noticed no brake fade. A short time later, a contributing editor installed a set of shields on his BMW 530i, drove it for 15,000 miles and noticed no sign of reduced braking effectiveness. Because the 944 has a healthy margin of brake-fade resistance, we see no reason that the shields couldn't be used if the car is driven in something less than a competition environment.

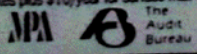
There's a caveat, however. Installation of the shields on some vehicles requires removing material from the brake calipers for clearance. While "dressing" the caliper casting to remove rough edges wouldn't do any harm, grinding away a significant amount could dangerously weaken the caliper and is not recommended. If caliper interference prevents the use of shields, we would switch to an aftermarket semi-metallic pad and use a little more leg, or stick with the stock pads and use a little more arm (to wipe off the wheels between washes).

Mercedes-Benz shifts, revisited

Among others, reader Paul Touchette offers advice to owners of the Mercedes-Benz 190E 2.6 with the automatic transmission:

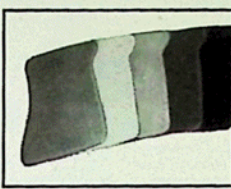
I noted with some frustration the question (Technical Correspondence, March 1991) about getting a Mercedes-Benz 190E 2.6 to start off in 1st gear. I can't believe that I'm the only Mercedes owner who has learned to get a pre-1991 car to start out this way. All you do is put the shifter in the 2 detent while stopped or (preferably) while slowing to a stop. The car starts in 1st gear and will hold it till somewhere near redline (I haven't pushed it hard enough to know where the 1-2 shift occurs automatically). To shift manually to 2nd, move the lever to 3 and back to 2 quickly. To shift to 3rd, move the lever to 3 and leave it there. This shifting approach allows you to accelerate briskly but at a speed you've selected, not the speed necessitated by depressing the throttle to the floor to get a downshift. The upshifts, by the way, are smoother and gentler than when using the throttle alone.

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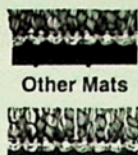
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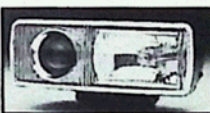
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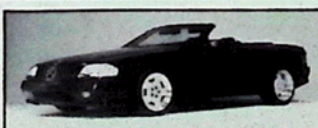
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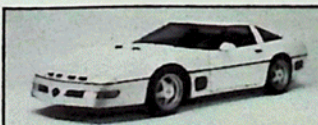
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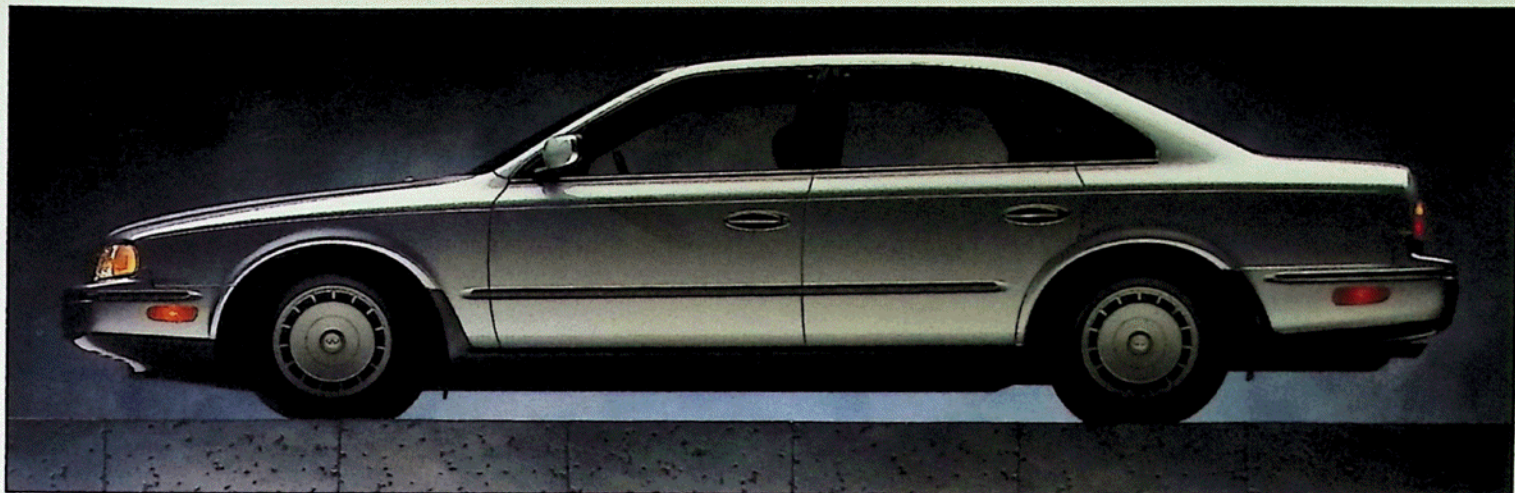
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What's the old saying about sheep's clothing?



The exterior of the Infiniti Q45™ was never designed to be an obvious expression of what lay underneath. There's plenty of that on the road already. So its looks purposely reveal little hint of the 4.5 liter, V8 engine breathing inside.

Realize, of course, this engine breathes very differently at rest than it does at speed. With immense power reserves, it not only accelerates quickly from a standing start, it accelerates quickly even at high speeds. And all thanks to an advanced engine technology breakthrough known as a variable valve timing control system.

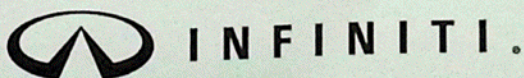


Q45	0-60	//////////	6.7*
	Top Speed	//////////	150
	Horsepower	//////////	278

Most of the time, of course, the Q45 is perfectly content performing the typical, day to day tasks a luxury car is called upon to do.

Still, there may be an open stretch, a freeway on-ramp, a long, banked curve on a canyon, in other words, an excuse—to let a barely perceptible growl escape from under the hood it's wearing.

To arrange a guest drive in the car selected one of *Road & Track's* ten best in the world, the Q45 with Full-Active Suspension™ system, call 1-800-826-6500.



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Profile in Quality #33: Innovation

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Ford people
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Our goal is to build
the highest quality
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"Today we're
designing cars that
are great looking
and fit the
environment."

Craig Metros, Designer
Ford Employee for 5 years.

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