

★ 1986 NEW CAR ISSUE ★

CAR AND DRIVER

OCTOBER 1985 • \$2.50

Ford's Terrific Taurus

No bull!



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10#2R

Corvette, 16-valve Celica, Mercedes 380SL

Ford welcomes you to the Age of Aerostar.



Ford Aerostar. Shaped by the wind and today's changing needs.



the vehicle to help cushion the ride.

It's "people friendly."

You sit tall in Aerostar, with a clear view of the road ahead—surrounded by luxury, style and comfort. Rear riders enjoy the open feel of sliding side windows. Plus unusual options like rear stereo controls and head-phone jacks.

Easy to park. Fits your garage.

For all its interior room, Aerostar is the shortest mini-van. You slip into parking spots with ease. Aerostar is sized to go in your garage or through the car wash.

Quality is built in.

Ford took the time to make Aerostar right the first time. Built to Ford's high quality standards, it's already

Ford's totally new Aerostar is strikingly shaped to slice the wind. The unique wedge design gives it aerodynamics unmatched in its class.

Inside the sleek body shell there's uncrowded comfort for seven.* Or the capacity for 140 cu. ft. of cargo.**

Aerostar is fun to drive, easy to maneuver, and park. Its new technology offers features others don't have.

Aerodynamics... the wind works for you.

The wedge-shaped Aerostar slides smoothly through the air. Minimizes wind noise. And actually uses the airflow to press down on the vehicle for improved road holding and handling.

Choice of V-6 power or high-tech Four.

Aerostar has an advanced 2.3L Four standard. Its multi-port electronic fuel injection meters a lean mist of fuel precisely to each cylinder.

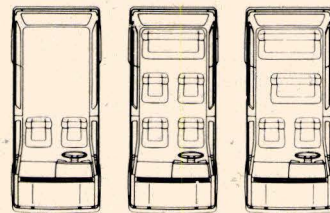
If you want added power and response, choose the

computer-controlled 2.8L V-6—bigger and stronger for extra performance.

Tows almost 2½ tons.

Because of its high strength, optional V-6 power and rear-wheel drive, the versatile Aerostar can be equipped to tow up to 4,900 lbs.* That's nearly 2½ times more than most mini-vans!

Whether you're carrying people or cargo or towing a trailer, the weight is on the rear driving wheels where it needs to be for full traction and control.



Take your seats.

The Aerostar Wagon offers you a selection of matched seats: buckets, Captain's Chairs and bench. There's

Ford Aerostar vs. Chrysler vs. Toyota Mini-vans

	AEROSTAR	CHRYSLER	TOYOTA
Lower air drag	.37 Cd	.42 Cd	.40 Cd.
Standard 4-cyl. engines	2.3L	2.2L	2.0L
V-6 engine option	2.8L V-6	NONE	NONE
Max. opt. towing†	4900 lbs.	2000 lbs.	2000 lbs.
Longer wheelbase	119 in.	112 in.	88 in.
Shorter overall length	174.9 in.	175.9 in.	175.4 in.
Shoulder room (front seat)	60.1 in.	58.4 in.	56.1 in.

room for seven adults.* There's also a path so you can step to the back to reach baggage or children.

Take your seats—out.

Rear seats have quick-release mountings. They slide out to turn Aerostar into a load carrier with over 7 ft. of clear cargo floor.

The easy loader.

The rear liftgate swings up out of your way. You step right up to the flat floor to ease in grocery sacks or slide in heavy objects.

Smooth on the road.

For extra smoothness, Aerostar has a luxury car 119" wheelbase—plus a premium gas-filled shock absorber at each corner of

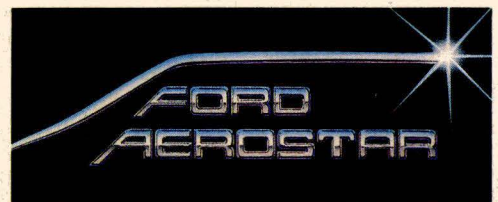
had over a million miles of accelerated proving ground testing. Now it's ready for you.

Lifetime Service Guarantee.

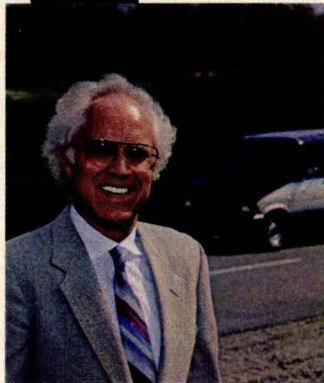
Participating Ford Dealers stand behind their work, in writing, with a free Lifetime Service Guarantee good for as long as you own your car or light truck. Ask to see this guarantee when you visit your participating Ford Dealer.

Buckle up— together we can save lives.

*With optional rear bench seat.
**Based on SAE Standard V-16.
†Reduced by passenger and cargo wt. in towing vehicle.



AEROEN



"Air flow management does more than help Aerostar and Merkur get better mileage, it also contributes to better handling?"

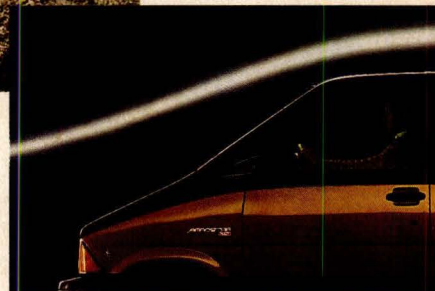
*Larry Socha
Manager,
Exterior and Aerodynamics,
Design Engineering*



*Complete air flow management helps make Aerostar's fuel economy ratings better than those of many 1985 compact sedans.**

Ford Aerostar is one of the newest examples of the commitment to quality at Ford Motor Company; demonstrating leadership in applying aerodynamic principles to automotive design.

A swept back front end, spoilers, flush glass and door handles are all quality refinements that help Aerostar slip through the air with a whisper.




*26 EPA estimated city mileage (van).
23 EPA estimated city mileage (wagon).

Get it together—Buckle up!

GINEERING



Merkur's biplane rear spoilers not only contribute to solid road feel but also help reduce the air turbulence behind the vehicle for greater aerodynamic efficiency.



Merkur uses a small scoop to take only as much air as the engine needs for cooling and let the rest flow over the car smoothly to exert

"down force" on Merkur's biplane rear spoilers. Result: The feel of solid, in-touch-with-the-road, quality.



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

**Quality
is Job 1.**

“TEXACO’S NEW FORMULA HAVOLINE CHALLENGES THE WORLD’S MOST EXPENSIVE MOTOR OILS” —BOB HOPE



Do you have to pay the high price of synthetic motor oils like Mobil 1 or Amoco Ultimate to get the engine protection your car needs?

Check out these facts.

Both the expensive synthetics and Texaco's Havoline Supreme 10W-30 give you the quality protection demanded by these industry yardsticks:

Both exceed carmakers' warranty requirements for virtually all gasoline-powered cars. Both meet or exceed industry standards in helping prevent wear, keeping engines clean, saving gasoline, and protecting against rust.

But only Havoline comes without the high price. And that you can check out wherever Havoline is sold.

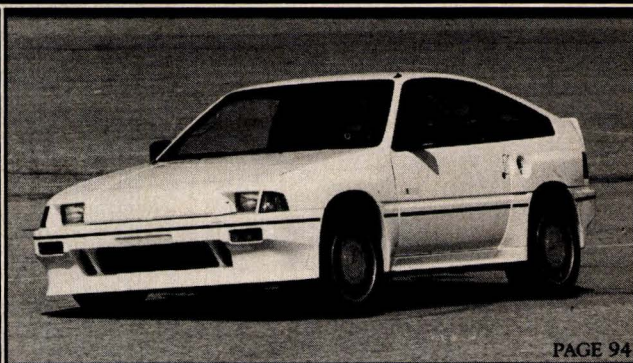
HAVOLINE SUPREME. HIGH QUALITY PROTECTION WITHOUT THE HIGH PRICE.



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Car and Driver, ISSN 0008-6002, is published monthly at 3460 Wilshire Blvd., Los Angeles, California 90010, by CBS Magazines. Second-class postage paid at Los Angeles, California 90052, and at additional mailing offices. Authorized as second-class mail by the Post Office Department, Ottawa, Canada, and for payment of postage in cash. One-year subscription rate for U.S. and Possessions, \$16.98. Postmaster: Send address changes to Car and Driver, P.O. Box 2770, Boulder, Colo. 80302. Copyright © 1985 by CBS Magazines, a Division of CBS Inc. All rights reserved.

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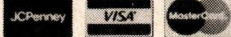


BLACK ALUMINUM REAR - WINDOW AUTO LOUVERS. So sporty while they help your car keep its cool. Protect your upholstery from the sun. Won't impair visibility. Easy to install. Hinge-mounted for easy cleaning. Locks included. Other rear-window styles and sizes available in the Fall and Winter '85 Catalog, page 910.

79-83 280Z 2-seater (wiper model).....	DF 988-2705 A was 119.99	sale 83.99
84-85 300ZX (wiper model).....	DF 980-4949 A was 119.99	sale 83.99
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81-85 Cavalier, J2000, Firenza (hatchbacks).....	DF 972-0582 A was 119.99	sale 83.99

Plus transportation, handling and any applicable sales tax.

Call toll free 1-800-222-4141 • Delivery in 72 hours • Sale ends October 26, 1985

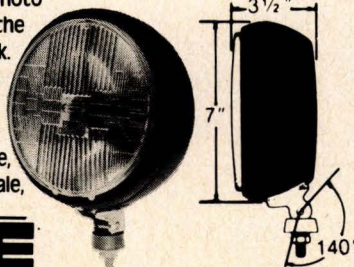


JCPenney Catalog



The single most requested lamp at the 24 Hours of Daytona: The all-new Cibie Oscar+.

The most powerful automotive bulb, prescription photometrics and trimmer lines make the new Oscar+ the ultimate choice for your road car or off road truck. Average pencil beam is 7,500', driving beam is 6,000' and fog beam is 650'. Offered individually or pairs, with covers. Send \$2.00 for our '85 Cibie Catalog - with prices and refundable coupon on light purchase, to: Cibie Division, Valeo Distribution, 34360 Glendale, Livonia, MI 48150.



CIBIE

an activity of

Valeo



It's Unanimous

(Even the competition says ESCORT's the one to beat)

It's easy to see who sets the pace in radar warning. Just read all the detector ads. Most of them claim to be as good as ESCORT. A few say they're better.

At least they agree on one thing. ESCORT is the one they have to measure up to.

A modern classic

ESCORT was a radical piece of electronic engineering in 1978 when it was introduced, the first practical use of superheterodyne technology to warn of police radar. *Car and Driver* magazine said, "...the radar detector concept has finally lived up to its promise."

Since then, our engineers have never stopped refining that technology. ESCORT may look the same on the outside, but it never stops getting better on the inside.

Standard of comparison

Now, when experts refer to the high-water mark in radar protection, they automatically turn to ESCORT. In March of this year, *Car and Driver* published its latest detector test, this one comparing remote-mounted models. ESCORT is designed for dashtop or visor mounting. But the magazine included ESCORT in the test anyway, as the reference against which the performance of the others would be measured. ESCORT scored 412 points in the final rating, compared to 274 for the highest-finishing remote. You might say the comparison showed that there is no comparison.

A gilt-edged reputation

Seven years is a long time in the radar warning business, but there is no shortcut to a good reputation. *Car and Driver* said, "**The ESCORT radar detector is clearly the leader in the field in value, customer service, and performance...**"



These excerpts were taken entirely from advertisements for other radar detectors.

So it's easy to understand why other detectors would try to stand in our limelight. ESCORT has seven years worth of credibility, the one quality that money can't buy in this business.

Check our references

Credibility doesn't come from extravagant claims. It comes from satisfying customers. You probably know someone who owns an ESCORT (nearly a million have been sold). So ask about us.

ESCORT pioneered superheterodyne receiving circuitry. Ask if our radar warnings always come in time.

ESCORT's reporting system combines an alert lamp, a variable-rate beeper that distinguishes between X and K band, and an analog meter, all to give an instant indication of radar strength. Ask if our warning takes the panic out of radar.

ESCORT is sold in one place only, the factory that makes it. This lets you deal directly with experts. Any of our staff of over 60 sales people will be glad to answer any questions you may have, about ESCORT or about radar in general.

We've been solving people's radar problems since 1978. How can we help you?

Try ESCORT at no risk

Take the first 30 days with ESCORT as a test. If you're not completely satisfied return it for a full refund. You can't lose.

ESCORT is also backed with a one year warranty on both parts and labor.

ESCORT \$245 (OH res. add \$13.48 tax)

TOLL FREE . . . 800-543-1608



By mail send to address below. Credit cards, money orders, bank checks, certified checks, wire transfers processed immediately. Personal or company checks require 18 days.

ESCORT®
RADAR WARNING RECEIVER

Cincinnati Microwave
Department 100-003-A10
One Microwave Plaza
Cincinnati, Ohio 45296-0100

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

“Light my Lucky.”

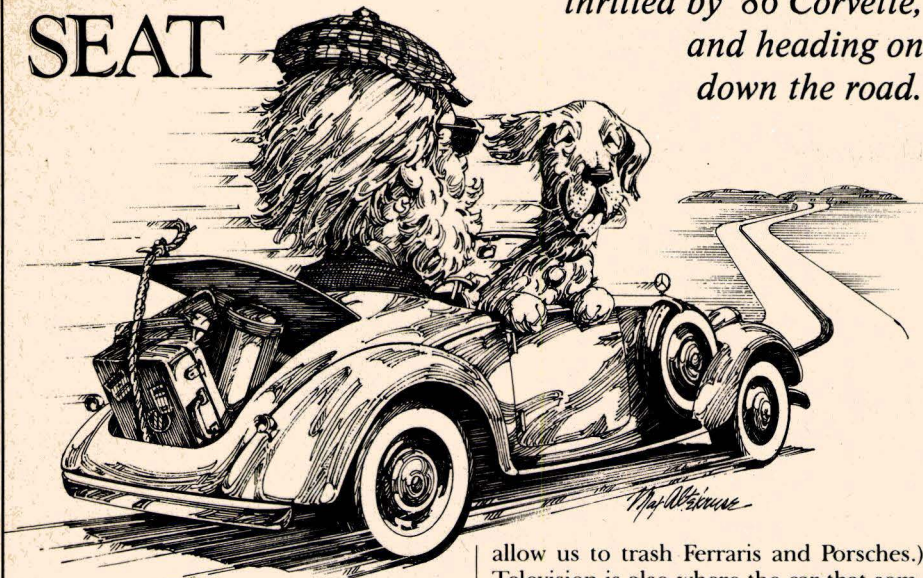
Lights & 100's.



Lights: 8 mg. "tar",
0.7 mg. nicotine; Lights 100's:
9 mg. "tar", 0.8 mg. nicotine,
av. per cigarette by FTC method.

DRIVER'S SEAT

*Bored by "Stingray,"
thrilled by '86 Corvette,
and heading on
down the road.*



• **Cars on television.** By now, you may have seen NBC's attempt to clone "Miami Vice," which was called "Stingray," and was only marginally dumber than "CHiPs" or "The Dukes of Hazzard" in its treatment of cars.

I happen to think that the '65 Sting Ray was one of Western Civilization's high points, and it offended me to see some lounge lizard creeping around Beverly Hills trying to look menacing in a black one with tinted windows and an *automatic* transmission. Lord have mercy!

It has always been my belief that a driver with skill and good sense does not spend a lot of time driving with the tail hung out. Drivers on television, however, cannot seem to drive any other way. The swarthy person in "Stingray" was no exception. He couldn't keep it straight at all, and I wondered that the car's flanks were so jewel-like in their perfect blackness, since he must bounce the old dear off the odd solid object pretty regularly as it slues back and forth in his hands. What bothered me, and ought to bother everyone of taxpaying age in the Republic, was that the story line told us the Sting Ray of the title actually belongs to the White House motor pool. This hamfisted klutz was actually out there slaloming through L.A. traffic in *our* Sting Ray! A letter to the president is called for.

P.J. O'Rourke stoutly maintains that the mere presence of all those good cars on the streets of California is no reason to believe that there is any matching number of car enthusiasts to go with them. Certainly television does little to reassure us on this count. Television is where a guy in a Ferrari 308 has difficulty escaping from six or seven other guys packed into a 1937 Buick limousine. Television is where you always know which car in a chase is going to tumble down the cliff onto the beach. Of course! It's the '65 Plymouth station wagon. (Modern production budgets do not

allow us to trash Ferraris and Porsches.) Television is also where the car that somersaults into the surf invariably catches fire and explodes. I regularly confound small children and elderly ladies by counting off the seconds between final impact and explosion and having the gas tank go up right on cue every time.

It seems to me that TV commercials do a far better job of presenting the automobile than TV dramas. Unfortunately, automobile commercials are as apt to present cars badly as a typical "CHiPs" episode, but the beer and soft-drink people generally have a nice eye for automobiles and how they move. Sometimes cars magically become featured players in films, as in *A Man and a Woman*, with its Mustang, or the assassins' Citroën 11 in *The Conformist*. At the risk of being assaulted by my more sophisticated friends, I must confess that I never miss a chance to see *Chitty Chitty Bang Bang*, nor do I ever fail to get all choked up the first time Chitty takes wing to save Caractacus Potts, et al., from the threatening tide. I will admit it even if you will not: many's the time I've pulled back on a steering wheel and imagined the car rising into the air. Unfortunately, the only time one actually did that with me aboard, the results were ghastly.

Dreams come true. I started writing Corvette ads in the spring of 1960. The last ones I wrote were for the 1963 Sting Ray announcement, just before moving to New York and becoming editor of this magazine. Corvettes have provided me with a lot of thrills over the years, in addition to paying the rent and the food bills from April '60 to November '62. A particular favorite from those years was the 1962 model, which looked almost exactly like the 1961—blending the Sting Ray's tail with a fatter, four-headlamp version of the traditional Corvette front end—but featured the new 327-cubic-inch engine, which could be had in power outputs all the way up to 360 horsepower.

More recently, I fell in love with the idea

of the all-new 1984 Corvette. Don Sherman came back from an impromptu session at the GM proving grounds and reported some interesting scuttlebutt about the car and its capabilities, and I went home for lunch that day and said, "We may have to buy one of these new Corvettes when they finally come out." Well, Chevrolet had a little trouble getting that first year's production right. They rode like light reconnaissance vehicles and shook like aspens in the breeze. I felt personally betrayed. It wasn't until the 1985 model came along that the Corvette and I stopped carrying the torch for each other and reaffirmed our love.

Not long ago I was asked if I'd like to drive an '86 Corvette prototype in Germany. I could pick the roads and recommend a place to stay. Naturally, I accepted faster than you could say "Zora Arkus-Duntov." I said that I'd like to drive the car on and around the two-lanes that link up to make the famous Romantic Road, or *Romantische Strasse*, from Würzburg in Franconia to Füssen in Bavaria. Furthermore, I suggested that the Hotel Eisenhut in Rothenburg ob der Tauber would do just fine as a place in which to spend those hours when I wasn't driving.

The roads were predictably beautiful. I'd driven almost all of the Romantic Road in trips over the years, and it was every bit as good as I remembered. The hotel at Rothenburg was comfortable and charming and we ate like kings. I visited the German Motor Museum at nearby Langenburg, and, among its treasures, came across Porsche design chief Tony Lapine's candy-apple-and-white Chevy-powered sprint car, which had been a pile of parts when Tony showed it to me in the basement of his home a few years ago.

Best of all, it rained for two days solid, and I had every chance to try the Corvette's Bosch ABS II anti-lock braking system. It is clear that the Bosch people let no grass grow under their wheels between ABS I and II. If possible, the system is even more effective than the earlier version. Again and again I let go of the wheel and spiked the brakes at 75 or 80 on rain-swept little country roads, and never experienced a bad moment. The car was virtually flawless on bad roads in bad weather. If it had a glove box and some luggage space, I'd pronounce it perfect. It doesn't seem fair that the Corvette should have become so much younger and more vigorous in the past 25 years, while I have simply gotten older. Ah well.

Happy trails. This is the last time I'll write this column for this magazine. I came back to *Car and Driver* nine years ago to the day. I had planned to stay at this typewriter, writing these notes to you, my friends, until they carried me out. Unfortunately, things don't always work out as we'd like them to. I love all of you as I love this magazine, and I'll miss you—as I'll miss *Car and Driver*. See you somewhere down the road.

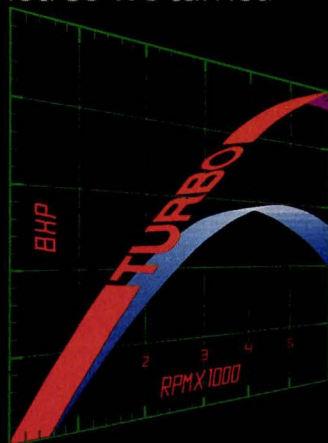
—David E. Davis, Jr.



57 STREET

Chrysler creates the new Laser XT.
The competition is hot. So we turned

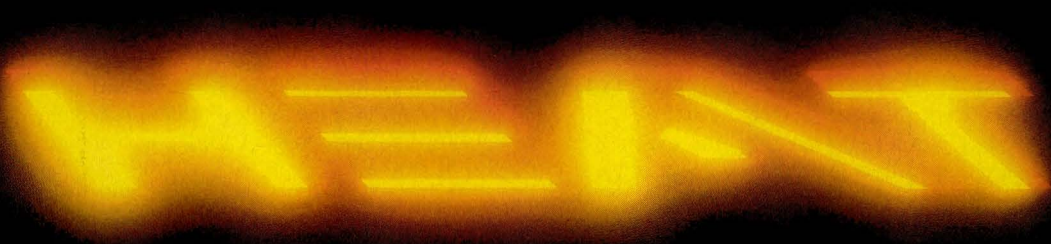
on the heat and made Laser hotter. We gave it a sleek skin and new low ground effects. So air will get out of its way. We made it flash red. So traffic will stop. We gave it a turbocharged heart,



front-wheel drive, Euro handling suspension, 5-speed, 15" alloy wheels and bigger Eagle GT Gatorback radials—all standard.

In 1,800 runs during U.S. Auto Club tests Laser XT dominates the competition.* Laser is first on the slalom course. Has the shortest distance in braking. And with a surge of turbo-power, Laser leaps from 0 to 50 in 5.5 seconds. Faster than Camaro Z28, Trans Am, Toyota Supra, Nissan 300 ZX. Inside Laser's fitted cockpit, the

CHRYSLER LASER

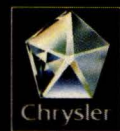


performance continues. Your driver's seat responds with pneumatic thigh and lumbar supports. And you control 6-speaker AM/FM stereo, tilt steering wheel, power mirrors and over 40 other standard features.

Want even more? Equip your Laser XT with T-Top, rear lift-gate louvers and premium leathers.



Chrysler believes: To be first, a sports car must last. So Laser's engine, its 5-speed and even its turbo are backed by a 5-year or 50,000-mile Protection Plan.** Not even Porsche gives you that.



Division of
Chrysler Corporation

**"THE COMPETITION IS GOOD.
WE HAD TO BE BETTER."**

LETTERS

*Of toads in heat,
angry lawyers,
and degenerate twits.*

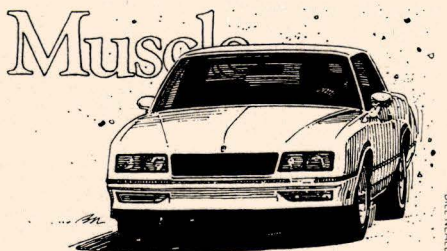
MUSCLE MAIL

Bless your hearts for your July issue, featuring the Buick Regal Grand National, the Monte Carlo SS, and the lackluster Oldsmobile 442. I don't think I could tolerate another "yuckie" econobox or four-cylinder face-off.

Okay, so the Buick won the race. The Monte Carlo SS would have done much better if it hadn't been equipped with the mindless four-speed automatic. My 1984 SS has a three-speed Turbo 350 transmission and has no trouble turning a 15.4-second quarter-mile.

Thank you for breaking up the monthly import zit reports.

Mark J. King
Tullos, Louisiana



I wish you guys would get your story straight. You say the Monte Carlo SS "does what it looks like it ought to do" and then turn right around and say it "doesn't make a lot of sense." This car is definitely a performer, yet it has a back seat that can hold two people over three feet tall and a trunk that holds more than one bag of groceries. Plus, driving on the highway won't leave your insides on the floor mats. Maybe you just don't know how to use this car. Yours runs beer to the beach; mine runs circles around Z28s. For a couple grand less, I guess I can put up with a car that doesn't make a lot of sense.

Frontis Newell
Rio Hondo, Texas

I was very interested in "Modern Muscle," being a "muscle car" driver from way back, and having just purchased a 1985 Monte Carlo SS. However, I almost gave up on you after the fifth line: "These cars are for taking large numbers of girls and great quantities of beer to the beach." The great quantities of beer I can handle, but I am not into taking large quantities of girls to the beach, being a "girl" myself.

It was later pointed out to me by a co-worker, however, that by saying that these cars are for taking large numbers of girls to the beach, what you were *really* saying was

that these cars "haul ass," which I can *definitely* attest to.

To that end, I will play a Beach Boys tape and pop a cold one in your honor.

Sandy Field
Merritt Island, Florida

The real plus is that all three cars are updated versions of proven automobiles, probably the most successful GM has ever produced. Unlike the Firebird and the Camaro, which develop severe rattles right off the assembly line, and whose cheap interiors and flimsy plastic dashboards look as if purchased at K mart, these three offer much sturdier and more appealing interiors. Pontiac should join this team and come out with a muscle version of the Grand Prix instead of offering white-lettered tires and alloy wheels on its underpowered Grand Am and Fiero.

Hats off to the real men at GM who produced these modern-day GTOs, and shame on the ballet dancers who offer flashy Firebirds with four- or six-cylinder plastic engines. Whoever called the Chevy Camaro the car of the year should come out of the closet.

Jim Corr
Lake Forest, Illinois

How in your right mind could you let Davis pick the Monte Carlo SS over the Buick Grand National? The Buick is faster in all aspects of your test, it tied in roadholding, and it won in interior sound. The Buick's brakes are also better. If you didn't like its instrument panel, I can see why: you jokers didn't get the sport instruments.

R. Matli
Okmulgee, Oklahoma

Get a real job—something you are more qualified for than comparing cars. How can any intelligent group of enthusiasts compare those three GM mid-sized performing cars and not include the '85 turbo Thunderbird? It's got enough power to keep it in the low sixteens through the quarter, a top end over 120, real seats that grip the cheeks of your ass, a suspension that pulls lateral gs with the best of them, and . . . oh, my God, Magnum . . . a five-speed manual transmission!

Next time, apply your intelligence to a job not requiring any. Try a seat in the Senate or something.

Tony "T-Bird" Carden
Wakarusa, Indiana

Damn. Those are the three ugliest cars ever produced in the history of the automobile.

Thomas W. Campion
Royal Oak, Michigan

Just wanted to drop a short note to let you know that the July 1985 cover shot was very impressive. I have lived close to Ange-

lo's and have seen it appear on a few different magazine covers, but you guys blew away the other magazines by far. Your magazine just smokes the rest.

Scott Liles
Sparks, Nevada

We admit we used to smoke Motor Trend, but we don't do dope anymore—Ed.

FOUR PLAY

I find it amusing that in your July test of four-wheel-drives, you prefer the styling of the Colt Vista and Honda wagons to that of the Toyota Tercel. The Honda reminds me of a pudgy five-year-old kid with a black eye. The Vista looks like a huge horny toad in heat. The Toyota, on the other hand, is refreshingly off-beat and original, with a certain artistic charm that would have delighted da Vinci.

But then I suppose that if you guys didn't already know what it was, you'd describe the Mona Lisa as the smiling picture of a homely lady, and award it thirteen points out of a possible 25 for color composition.

R.A. Miller
Denver, Colorado

I feel I must defend the Subaru RX Turbo you recently compared (unfavorably) with Audi's Quattro and Quattro Turbo. On the practical side, the trunk of the Subaru is bigger and more useful than an Audi's. (Have you seen the 4000S Quattro's trunk? *Can you?*) My mileage is far superior. And I have a much easier time justifying a Subaru to my boss, my credit union, and my wife.

In fact, if you look at *all* the numbers, the Subaru came in a close third behind the Audis. And for my money, reliability is one factor you can't chart in a sidebar. See you at 50,000 miles!

Randall Royer
Evanston, Wyoming

I traded my 4000 Quattro for a Quattro Turbo because the Turbo makes me feel good. The 4000 made me feel plain. Certainly the 4000 Q is wonderful; so wonderful, in fact, that I probably won't go back to two-wheel drive. However, its mundane character didn't make my juices flow.

The Turbo, in contrast, is a sensual masterpiece. It addresses itself to exotic needs, and if it has idiosyncrasies, it should be remembered that this is true of most beautiful and entertaining creatures. As to the price, that is the cost of exclusivity.

Richard E. Leib
Elkhart, Indiana

"Maximum Traction Action," whilst proving to be both interesting and well presented, misrepresents one important fact: Jensen Motors, Ltd., the pioneers of full-time 4wd in passenger-carrying vehicles, is not, as you report, "defunct." It is true that our

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Road & Track, April 1985

Dash Model 834S



THE FACTS ON RADAR DETECTION

“If a remote-dash mount design fits your needs, this is clearly the one to buy.”

Car & Driver, March 1985

Remote Model 837

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DASH/VISOR MODEL

Of the ten competitors evaluated, **Road & Track** confirmed that “Micro Eye was at the top of the heap, number one in sensitivity to X Band radar . . .” All in all, it “proved remarkably sensitive in the real-world tests. It placed 1st in the hill cresting test . . . and it also has the most effective filter against such (signal emission) leakage from other units.” Quite simply, the MICRO EYE®'s computer integrated technology enables it to monitor incoming signals and virtually eliminate

those which are not police-originated. The test concludes, “BEL is to be commended for building a unit that offers both superior sensitivity to police radar and effective screening of pollution from other detectors.” What more need be said.

REMOTE MODEL

Car & Driver recently conducted a test of their own on remote-mounted radar detectors. In this category, as well, the MICRO EYE® came out on top. It ranked “first overall in sensitivity and also did admirably well in our selectivity test (False Alarms from Other Radar Detectors”) and torture test.” The MICRO EYE® remote model is hidden from view. Only you know it's there. And “its compact size and flat cables minimize installation hassles.” Everything is simplified. There are no control knobs that have to be adjusted. Just set it to city or highway driving and you're on your way. According to **Car & Driver**, “If a remote-mount design fits your needs, this is clearly the one to buy.”

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LETTERS

company name is now Jensen Cars, Ltd., but we are far from "defunct." In fact, last year we launched a new Series Four version of the Interceptor—surely a car which needs little introduction to connoisseurs of fine automobiles.

Ian A. Orford, Managing Director
Jensen Cars, Ltd.

West Bromwich, England

Our apologies. We understand that Jensen has actually delivered two new Series Four cars already, so it is obviously not defunct. Invisible maybe, but not defunct—Ed.

DRIVE TODAY'S TOYOTA

The Chevy Nova has just what I expect from GM when it comes to innovation in small cars: nothing. A car this innovative should be called the Toylet.

The simple fact is, GM makes money, not cars.

Joe Mertens
Alexandria, Louisiana

I have been a fan of Chevrolet's for 26 years, but I am very disappointed. After reading your article on the Nova, I feel Chevy should face-lift the bow tie. It should be all white with a red circle in the middle. I buy Oldsmobiles now.

Allen G. Kinn
Franklin, Wisconsin

Well, they're here, the Toy-olets. Why would anyone want to buy one of these things made by the bunglers at GM when you can walk right down the street and get one from the master craftsmen at Toyota? And when things go awry, guess which company is going to make things right? The General's marketing people are doing it again. Buyer, beware!

Claude Leake
Mobile, Alabama

GOOD COP, BAD COP

Rich Ceppos's "Black-and-White Pictures" was exceptional. His perception of Deputy Giffin's responsibilities should be received well by the community. I appreciate his taking the time to ride with Deputy Giffin and get a good overview of what is going on within our county's roadways.

Ronald J. Schebil, Sheriff
Washtenaw County Sheriff's Dept.
Ann Arbor, Michigan

Ceppos has written the best-ever profile of the mentality of a speed cop. I hope that traffic-court judges everywhere will take the time to reflect on the true roles of speed cops versus the speed cops' perceptions of their roles.

I assume that Washtenaw County, Michigan, has the same speed-law structure as the rest of the country. That is, posted speeds are set by the state legislatures, the county or city governments, or, in the case of the 55, by the Congress. Still, Officer

Giffin arbitrarily sets the limits at 15 mph over the posted speeds. Arbitrary enforcement is as illegal in Michigan as it is in the rest of the country, but Giffin puts his judgment above that of the elected officials who set the speed limits and imposes his own arbitrary opinions on the local drivers. He argues that he "gives speeders a discount" when he writes them for lower speeds because he wants to "cut them some slack" and "they can always get it reduced in court." The fact is that he knows that his methods would not stand the test of the courts, so he writes the kinds of tickets that people rarely contest. He somehow justifies his "going for the record" and writing many tickets by claiming that he is making the roads of the county safer. He invents his own set of probable-cause rules and stops anyone who strikes his fancy. The fact that he is interfering with the rights of citizens and ignoring legal due-process restrictions never enters his mind.

While there are many honest, fair speed cops, it is unfortunate that there are too many jerks like Giffin on the loose. They are a menace. The only defense against these guys is to go to court and contest every traffic ticket. Make the judges and the elected officials know that we must have relief from all the Giffins of the highways.

Michael Clark
Vista, California

Ceppos did us all a service with his story on Deputy Giffin, who lets fellow cops go on their way as a "professional courtesy." I hope some poor victim of Deputy Giffin's new Chevy patrol car and instant-on radar uses Ceppos's story as evidence to justify a not-guilty plea, by reason of selective prosecution.

Michael R. Betler
Hurlock, Maryland

"Black-and-White Pictures" was the answer to my prayers! I finally found a way to drive as fast as I want without having to worry about tickets and points on my license. All I have to do is become a cop.

William T. Walker
Somerville, Massachusetts

It must be very reassuring to drivers in Washtenaw County to know that Deputy Giffin feels probable cause for a DWI check is met by a frost-covered vehicle going 35 mph in a 45 zone after eleven p.m. Certainly such a prolific ticket writer and "cagey operator" as Giffin must have better things to do than make stops like that.

John W. Ballew, Jr.
Scottsbluff, Nebraska

Before becoming a plainclothes investigator, I too worked the streets for many years. I was glad to see an article that showed the other side of the story. It also showed that we are not all out there to

catch people going 1 mph over the limit.

I was as generous as Deputy Giffin when the situation called for it. There was *no* forgiveness for a drunk, no matter what the situation. There were times that I lowered the charge from 95 mph to 80, for the sake of public relations.

Thomas J. Huser
French Lick, Indiana

We know a guy who got stopped in your town and got off with just a mild tongue-lashing—Ed.

Now that you've given equal time to the "other side"—and it was damn decent of you to do so—maybe we won't have to read any more inane letters from Officer Bob Speed.

Floyd R. Turbo
Wastegate, Illinois

LAP LIP

Just saw Lindamood's One Lap of America article, and all I can say is, "Thanks a lot, Jean (Jackie Bisset)." It was clever doing the piece up as a pseudo movie script and casting actors and actresses in the "roles" of the participants. But even as walk-ons with no lines, we—Rick Kopec (Robert Redford) and Pete DeSilva (Wally Cox)—deserved actors like everyone else.

Rick Kopec
West Redding, Connecticut

Great One Lap coverage... except that Lindamood could have specified a couple of actors to portray us—Pete DeSilva (Robert Redford) and Rick Kopec (Gabby Hayes)—even though our parts in her script were admittedly small. Other than that, terrific article.

Pete DeSilva
Great Barrington, Massachusetts

Biblical Job had his boils, Reagan the Congress, a rectum hemorrhoids, and I have your magazine. Most recently, I was driven nuts by your "Lap Two" story. I spent \$24,500 for a 1980 Audi 5000T, \$26,500 for a 1982 5000T, \$31,700 for a 1984 5000T, and since signed an order for the \$38,000 5000T Quattro, not yet delivered or explanation given. So how did you get four 5000 Quattros in *March*? And why didn't I hear about the circling of America before the fact?

Further, I bought a three-year subscription to your magazine four years ago and never received one issue. I paid for a membership in the International Audi Club and received two photocopied newsletters. I wrote a letter to *R&T* seeking to purchase something from an aftermarket supplier for my '82; it was never acknowledged.

It must be my breath, or Dangerfield's got a twin. Anyway, I've just run over your July issue and left it for the crows.

R.F. Drane
Prince George, British Columbia
P.S. The crows all died!



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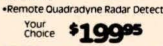
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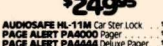
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LETTERS

What is this tasteless joke anyway? Cops as entrants? Limos with color TV and refrigerators? Legal speeds, TSD, rally points, and—oh, God—corporate sponsors?

Look, we all know Yates has the worst traffic record on the planet and would be put away in San Quentin if he were caught in a real Cannonball, but this chickenshit event got just what it deserved: massive police surveillance as a result of going public. Please do not invoke the memory of the old Cannonball on the same printed page as this dimwit circus event.

The "dead turkey" you mention is One Lap itself. Jonathan L. Mayhew, D.C. Placerville, California

Hey, Cowpie: Drive today's Chevy! Live today's Chevy! Fix today's Chevy! David Steidinger Wauconda, Illinois

DED ON ED

You should make reprints of Davis's column on driver education and send them to every member of the Congress as well as every school system in the country. It should be required reading! I'm due for a refresher course at Bondurant's myself. I sent my ex-wife there, and my next wife is about to go. Bondurant made a pass at the former and will surely do the same with the latter, but I figure that it's just part of the tuition.

Robert Duncan Studio City, California

Being from Germany, I am thankful for having obtained my driver education in a country where the government expects people to be sufficiently trained to operate cars. With practical giveaways of drivers' licenses in this country, one does not need to wonder why the double-nickel has not yet been repealed. I feel much safer at 120 on the autobahn than I do at 55 on America's roads.

Kilian Rieg Knoxville, Iowa

Ceppos alluded to this shortcoming when he said that Giffin has "never heard of understeer or oversteer." Unless an officer takes it upon himself, or his department has the foresight to take advantage of a course like that offered by the National Academy of Professional Driving, he probably never will hear of understeer, oversteer, or any of the other fine points of driving.

We, like you, have no delusions about being racing drivers; but if we expect officers to be able to respond to calls from the public as quickly and safely as possible, then we should teach them how to drive without needlessly risking their lives or those of other motorists.

Sgt. R. Wheatley Department of Police Park Forest, Illinois

I can appreciate Davis's concern for his stepdaughter's safety, and in that same light, don't you think it would make the roads safer for her if you also sent me to high-performance driving school? I realize this would be improving the total driving population by a rather small percentage, but every little bit helps, right?

Don Kaap Bolingbrook, Illinois

OUT OF THE BLUE

Regarding Yates's column on the thirteen days that shook auto racing 30 years ago, it should be remembered that on May 26, 1955, two-time world champion Alberto Ascari was killed in a mysterious testing accident in a Ferrari three-liter sports car that he was to drive with Eugenio Castellotti in the Supercortemaggiore 1000km race at Monza. Ascari had not planned on driving that day and surprised friends by taking the wheel without his famous blue helmet and silk shirt. Ascari was perhaps the most superstitious of all racers and never raced without wearing his trademarks.

Paul Zimmermann Woodridge, Illinois

READING AND SPEEDING

Bedard's column should be mandatory reading (not while driving) for all licensed drivers, under the strict enforcement of a sumo wrestler with a cattle prod. I could recount dozens of horror stories I've seen in just one and a half years of driving, but I'm sure you don't have that much space.

Paul Bowers Toronto, Ontario

As a pilot who can sit in front of a computer terminal and practice situations that would get me in trouble in instrument conditions or plane overloading, I am simply amazed that we don't do anything more than learn parallel parking in order to obtain a driver's license. If drivers were required to go through the type of training that a pilot has to go through simply to get a pilot's license, I dare say our highway death rate would be much less.

W. Joseph Harrison, D.O. Liberal, Kansas

Tell Mr. Bedard to watch out for speed-reading traps; police in my area now have those new field Scholastic Aptitude Tests. If you score better than 55 words a minute, they take away your subscription to C/D.

Ed Tympki Hicksville, New York

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There are all kinds of ways to make money. Good golly, Molly — if anyone knows that, I do! For the past 20+ years I've concentrated on finding, investigating, creating and specifically singling out only the very finest legal and ethical methods for carving out a mass of wealth in a hurry. But believe me, in all those years never have I experienced anything remotely as exciting as this one!

Recently, I came across a fairly new way to make big bucks, but after a thorough study I discarded it because it required too much investment of time, money and personal effort. But my study did serve as inspiration to develop yet another fantastic and unusual wallet-fattener — **something that until now has never been done** — yet fully complies with the tough set of standards I'm noted for demanding of any potential wealth-producing concept:

- Must be able to be started with **minimum investment**
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Well, this one goes way beyond my usual rigorous test. Get this: This extra-ordinary money-maker® allows you to:

- Start at once — **within 30 seconds** of studying my report
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Naturally, you're wondering what all this is — but I'm not going to tell you here. No, it's going to cost you ten

For the past two decades Du Vall has captured the imagination of men and women the world over by providing solid, unique direction for their quest for financial freedom. His firm is headquartered in Michigan with international marketing offices in Hong Kong (known as DAX International, John W. Lane, President). In addition to producing some three dozen publications on money-making/self-improvement themes, DuVall is also the creator of the popular Derek Dax adventure/mystery/romance series and the author of the political intrigue novel, "The Big Dream" (published by Lyle Stuart, Inc., New York). Unlike most, he has never had to resort to outlandish money-back guarantees to attract only the finest DAX-DOERS worldwide and no such policy is expressed or implied.

His writings have been used in numerous style and content workshops and accredited courses at such institutions as California State University, UCLA, Fordham, University of Illinois and Worcester Polytechnic Institute.

smackers to find out. But I will tell you what it *isn't* so you'll not be off on some wild goose chase:

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- ★ No chain letter, pyramid or multi-level scam
- ★ No mail order, envelope stuffing or drop-shipping
- ★ No writing or self-publishing how-to stuff
- ★ No loan brokerage scheme
- ★ No stocks, commodities, real estate, etc.
- ★ No gambling, betting or wagering
- ★ No arts, crafts or special skills
- ★ No party-plan, door-to-door or phone selling
- ★ No catalogs, mailing lists, postage, etc.
- ★ No equipment to buy or rent
- ★ No bothering friends, relatives, etc.
- ★ Not anything you have ever seen advertised anywhere

WHO CAN DO IT

Anyone with even a smidgen of ambition.

WHAT IS REQUIRED

Other than my step-by-step detailed report ... nothing. I have thought long and hard about it; A person virtually without a shirt on their back or a pot to plant petunias in could do it. You will of course, have to put my plan into motion — but that's both fun and easy and totally accomplished from the comfort of your own home. (By the way, no one will be coming to your home, either.)

Finally, let me make this clear: Once you have my report, **that is all you need to get going!** I have nothing else to sell you for this deal. Your purchase of this extraordinary report is NOT a "foot in the door" to get you to buy some extra or expensive "course" or whatever ... this is all you need from me!

WANT PROOF?

We have over 10,000 "tasty testimonials" from housewives, doctors, lawyers, layed-off factory workers—all sorts of good people. These excerpts sum up their feelings:

"Thanks a million times . . . you have proved 100% accurate in what you said in your advertisement. Doing this work is so easy! I sometimes work while in bed. Should you come up with another ingenious thing, please let me know.

Mohidin Mohammed, Sweden

"We are so impressed . . . have our 13 and 16 year olds involved . . . thanks for giving our family new hope."

MacClear Family, Indiana

" . . . man in economically depressed area left \$35,000 secure job to put this method to work . . . made \$120,000. First man I've ever met who really made money on idea purchased through mail."

David Roman, Editor, ROMAN REPORTS, Ohio

WHAT TO DO NOW

You've got two choices:

1. Put this ad aside, wait 90 days or so and perhaps lose your chance at \$100,000.



Nifty Bonus!

A few months back in our DAX MONEY-MAKER® CONFIDENTIAL NEWSLETTER, we reported on another business that can easily net \$1,000 a week for life. It's a bit more involved and does require getting out and about, but our readers were so delighted with it that I'm including it as an extra **free bonus** when you order our new special DAX report, "\$100,000 in 90 Days."

2. Do the only sensible thing. Send me the ten bucks and get started on wearing in that path to the bank.

P.S. One more thing (say, this Du Vall is a windy so and so, isn't he!). There are lots of people right now in bad financial straits. I hope you're not one of them, but if you are, having read this ad you now have absolutely no excuse for being broke, because as the saying goes, "This is it!" This could truly be the once-and-for-all solution to any money miseries you have. I guess you'll have to take my word for it until you receive these fabulous reports — but if it eases your mind any, over 1,000,000 men and women worldwide have been, over the years **repeat buyers** of my books, courses, reports, cassette tape programs and newsletters. There must be a reason . . .

— Dean F. V. Du Vall

Du Vall Press Financial Publications
920 W. Grand River, Williamston, Michigan 48895

For same day DAX processing 14-ND312 mail to: WILLIAMSTON, MI 48895

Dean — this sounds like just what I'm looking for — a chance to make mega-bucks without any investment or having to leave the house. The same day you receive my order rush me your new DAX Special Report, "\$100,000 in 90 Days" plus the Free Bonus Report, "\$1,000 A Week for Life." Enclosed is ten dollars.

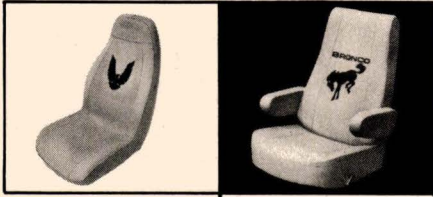


For Personal Success

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Optional: Add \$2 for individual handling/first class postage. ©1983

Seat Savers from Our Exclusive Collection



From **\$59.95** pair

All Molded Seats \$69.95
Captain's Chairs \$84.00
Full Sets \$140.00



In 12 colors • 1986 Models Available • Custom tailored of 100% cotton & cotton blend fabric, to each seat design • Machine washable • With or without logo

AVAILABLE FOR: ALFA ROMEO • AMC Jeep, Full Set 1985, AUDI Coupe, 4000, 5000 Recaro • BMW 318i, 320i, 325e 5, 6, 7 Series, Sport Seat • BUICK All bucket seats 1985 incl. • CHEVROLET All Camaro, Z28, Berlinetta, S10, S15, Blazer, (Fr & Rr) Corvette, Monte Carlo SS • DATSUN All Z Cars, 280ZX, 300ZX, 200SX, 210, 310, King Cab, Maxima incl 1985 Sentra, Stanza, Pulsar • DODGE Colt, Charger, Omni, 024 • FIAT Spyder, Strada, Brava, X19 • FORD Capri, Bronco, Bronco II, (Fr & Rr) Mustang GT, SVO, Thunderbird Escort • HONDA All Models • ISUZU Impulse, Pick Up • JAGUAR XJ6, XJS • MAZDA Most all models incl 1985 • MERCEDES • MERCURY Cougar, Lynx, Topaz • MITSUBISHI Starion, Tredia, Cordia, Galant, Mirage, Mighty Max, Precise Montero • MG • OLDSMOBILE All bucket seats • PEUGEOT 505 • PLYMOUTH Cuda, Champ, Arrow • PONTIAC Firebird, Transam, Formula, Fiero, Anniversary • PORSCHE 356, 911, 914, 924, 944, Carrera 85 • SAAB 900 • RECARO SEATS • TOYOTA Corolla, Celica, Supra, Cressida, Pick Up, 4 x 4, 4 Runner, Air pump seats, Camry Sport Seats, Land Cruiser, Tercel, Vanagon (Also Full Sets) MR2 All models included • TRIUMPH • VOLVO All (Fr & Rr) • VOLKSWAGEN All Beetle (Fr & Rr), Rabbit (Fr & Rr), Scirocco, Dasher, Transporter, Recaro, GTI, GLL, Wolfsburg, Cabriolet • AND MANY OTHER MODELS

Complete line of Plush Car Mats and Car Masks for the above makes.

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True Guard™ CAR COVERS

From **\$29.95**



SAME DAY SHIPMENT FOR MOST ORDERS

All our car covers are made of breathable water repellent machine washable material. • All have windbreaker sewn in elastic. Tote bag included. • Taffeta Covers: Tan, Black, Navy, Red Cable & Lock Assembly available at \$6.50 • Large selection of custom covers in stock.

	TAFFETA	POLY/COTTON	FLANNEL	WATERPROOF
S 160"	29.95	55.00	74.00	56.00
M 170"	34.95	60.00	80.00	60.00
MM 180"	34.95	70.00	86.00	64.00
L 190"	39.95	74.00	90.00	68.00
LL 210"	39.95	76.00	98.00	72.00
XL 225"	39.95	84.00	112.00	78.00



CREDIT CARD ORDERS ONLY
1-800-323-3003
CA 415 594-9431

Interwagen Corp. Showroom and Sales
853 Industrial Way, San Carlos, CA 94070



ORDER DESK (Pacific Time): 8 a.m. - 6 p.m.

LETTERS

Three cheers for Bedard, and to hell with the 55-mph speed limit.

I work at Opryland, U.S.A., on the Grizzly River Rampage, one of its rides. A man came through the other day who looked like Patrick Bedard, and I told him so. He said he'd never heard of him before. What is the world coming to?

Dexter Woods
Lebanon, Tennessee

THE TRUTH: HERTZ

I read with interest your July "Road-sound." I was concerned, however, that the slant of the article made AM broadcasters seem to be the villain as far as the "poor quality" of AM signals. For example, you cited the frequency response of AM as three kilohertz. It would be much more accurate to state that receiver manufacturers reduce AM to that limited bandwidth in the name of economy of design. AM is theoretically capable of a 15-kHz bandwidth (the same as FM) but is limited in the real world to about 10 kHz. Until recently, AM stations were required to pass audio proofs of performance that mandated relatively flat frequency response to 7.5 kHz.

AM broadcasters are broadcasting relatively "hi-fi" signals. It's the receivers that "purée" the signals. While the FM receiving sections of most radios are state of the art, the AM sections are probably using 50-year-old technology that costs the manufacturers about two dollars—and half of that is the AM/FM selector switch.

Douglas C. Raab
KIXS-FM/KIIZ-AM
Killeen, Texas

OVERINFLATION DEPT.

Your June story "Ari, Walter, and Mr. Bib" was vintage Griffin—great writing. In the interest of accuracy, however, I would like to point out that it was somewhat of an exaggeration to say that "Pierre Dupasquier took Michelin's F1 clients to numerous world titles." If you add Formula 1 drivers' and constructors' championships since 1950, by tire make, you get the following results: Goodyear, 25; Dunlop, 17; Firestone, 6; and Michelin, 5. In that context, I think that Michelin's five world titles could hardly be considered "numerous."

Dave Hederich

The Goodyear Tire & Rubber Company
Akron, Ohio

Perhaps we should have said "numerous world titles in relation to the number of years Michelin competed." Michelin entered Formula 1 in the middle of the 1977 season and withdrew after the 1984 season. In those eight good years (sorry), it won three drivers' championships and two constructors' titles—Ed.

INJURY AND INSULT

This letter was prompted by the letter from the young Escort thief (July). Having been victimized by him in the past, I've im-

plemented my own form of justice. In addition to my visor-mounted detector (which I now take with me), I also have a modified detector prominently displayed on my dashboard. The modifications include removing all those messy electronic gizmos and replacing them with a section of pipe filled with black powder and an ignitor from a model rocket. The ignitor is wired to the on/off switch. Now when our young law student (or one of his customers) goes to try out his new toy, we've got a new definition for "one-armed bandit."

Name and address withheld

On December 7, 1984, I attended a company Christmas party at a fancy hotel. It was the first party at my new job, and I wanted to make a good impression. My date was well suited for the occasion, and the night went great! It was the morning after that changed my life.

I received a call at 9:00 a.m. from the front desk, telling me that the driver's-side window of my new Fiero had been broken. I returned to my car only to find that my Escort was long gone and my window smashed as reported. It was 40 degrees and raining, and my car was drenched. I sealed the window with plastic, but it didn't last long. I fought wind and rain for most of my 30-mile venture home.

Now let's talk insurance. Naturally, the radar detector was not covered, but they would not cover the window, either, as it was broken because of the merchandise I left conveniently in the car. The total loss came to \$425.

Three days later, I was in the hospital with pneumonia. I was absent from work for a total of two weeks, and I was informed that my absence created a large problem. They were not impressed about the reason for my absence, and later let me go. This has created a permanent zit on my credit record. Needless to say, I don't own a Fiero anymore; I'm left only with memories. Only Visa likes me now. Yuk it up, folks! I'd be laughing too if it hadn't happened to me.

All this because of an amoral, degenerate twit who claims to be a college student. You probably got \$100 for my Escort; just look what I had to pay for it. As for my date, she sent me flowers at the hospital with a note saying, "Nothing personal, but I would like to get involved with someone with a better future. Get well soon."

Good luck hunting for a job, mo-fo! I hope I get a chance to interview you someday! May a toll-booth attendant slice your tires and slam the gate on your hood! Or your plane crash in Ethiopia!!

James Becker
East Dundee, Illinois

Your response to the Escort thief, that he or she will "make a fine lawyer," is no different from similar bigoted, xenophobic

Recently, we introduced our new KR seats. As an extension of our Recaro line, these seats deliver the same quality, comfort, performance and orthopedic benefits as our world famous models C, Orthopedic, LS and N. And priced as low as \$395,* even the most cost conscious enthusiasts now find the Recaro quality affordable.



N \$495*



KR \$395*

To make all our seats the best designs possible, we draw heavily upon the resources of the world's leading, acknowledged orthopedic specialists and our own 78 years of design excellence and manufacturing expertise.

The results — three new models that share not only the features and benefits of our more expensive seats, but their German built components and old-world craftsmanship as well.

BEAUTY IS MORE THAN SKIN DEEP

Examine our new KRX. Review this ad's major photograph. What you'll find is that it's really a "plain" model C.

Both begin with Recaro's unique, stamped steel sandwich frame (A). In fact, every seat Recaro builds begins with the stamped steel, double wall sandwich construction shell, for this is the only configuration to date that's proven to impart to the seat unique strength and torsional rigidity. This, in turn, gives the seat unequalled ability to absorb and disperse impact forces. Recaro products alone have demonstrated 60g crash test survivability, a measure that exceeds international standards by 300%.

OUR BACKREST TILTS, OUR SIDE BOLSTERS SWIVEL, SO YOU DON'T HAVE TO

The KRX and model C share more than a framework. Examine the backrest. The upper shoulder portion of each is independently adjustable (B), the entire backrest system is infinitely reclinable (C). Your back gets a perfect partner, one that delivers



Model C

C/KRX Common Frame and Foam Model KRX

Within Each Recaro Seat You'll Find The Same Commitment to Excellence.

orthopedically correct support in both the lower lumbar and often ignored upper shoulder areas.



LS \$505*



KRS \$405*

Mounted upon the backrest, the KRX and model C feature laterally adjustable side bolsters (D) which provide a wide range of seat width regulation. As found on all Recaro's, these specially developed backrest and seat bottom bolsters (E) perform not one, but three significant functions:

They keep the driver in the ideal driving position. Straight up. So he can use the steering

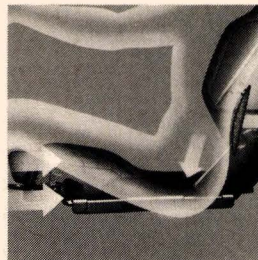
wheel for control and not support.

They maintain the body's lateral alignment. This, in combination with our unique lumbar support of the backrest, maintains correct orthopedic posture in all dimensions.

They work as part of the Recaro Anti-Submarining Safety System.

ANTI-SUBMARINING. IT'S NO ACCIDENT

Unique to every Recaro seat is our Anti-Submarining Safety System. Carefully designed components, including the sandwich frame, seat suspension, progressive side bolsters and molded body contours, that prevent the foam from "submarining" beneath the safety belts.



Anti-Submarining Control

In creating this complex safety system, Recaro alone builds separate structural and padding subassemblies, then unites them to spawn the finished piece. This is but one of the many construction processes that guarantee the exact precision and quality of every Recaro component. It's more expensive, but many times more protective.

PROOF. FROM A TO V.

Consider, as proof of Recaro's superiority, that the manufacturers of the world's finest automobiles have examined the Recaro products and chosen to become customers of our Automotive Seating Products Division.

AFTER ALL, THERE IS A DIFFERENCE.

So why does the new KRX cost \$525,* while the model C \$1,135*? The answer is options. Model C comes outfitted with an electric backrest recline, seat heating, electropneumatic lumbar adjustment, adjustable thigh support (F) adjustable seat bottom width (G) and a wide array of fabrics and colors. KRX comes equipped with a manual backrest recline, our patented positionable

lumbar inserts, and our high-wear fabric in our three most popular colors. With either seat, you get the same, business-like orthopedic support for which Recaro alone is renowned. After all, there is a difference.



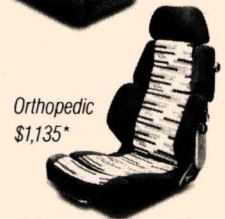
C \$1,135*



KRX-T 635*



KRX \$525*



Orthopedic \$1,135*

UNDRESS ANY RECARO SEAT. WE'RE PROUD OF WHAT YOU'LL SEE.

Now that we've compared our new KRX and famous model C, you should review our models KR and N, or for more spirited driving, our KRS and LS. You'll find that the impeccable German engineering and manufacturing that made our model C famous builds the same fundamental excellence into every one of our seats.

For further examination and direct ordering information on the complete Recaro line, priced from \$395* to \$1,475,* call 800-821-7700, ext. 511 and ask for our free brochure.

*Suggested retail prices, head-restraints shown available at extra cost.

RECARO®

Keiper Recaro, Inc.
Automotive Seating Products Division
5701 W. Dickman Road
Battle Creek, Michigan 49015

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LETTERS

notions that women are inferior, blacks are lazy, and the Polish are stupid. Next time you find your puckering sphincter fricasseeing in a legal stew, try contacting some scrupulously honest magazine editor to ladle your critical ass out.

Lloyd David Yavener, Esq.
Washington, D.C.

I resent and take exception to your smart-ass comment about lawyers. As a lawyer with 33 years' experience, I tell you that in my experience lawyers are honest people. I think my profession deserves a retraction and an apology.

John P. O'Neill
Birmingham, Michigan

What it really needs is a sense of humor—Ed.

CHEVY POWER

I just wanted you to know that I'm pretty tired of the way everyone makes fun of Chevettes, especially in your Letters column. And I'm tired of the way you so-called sports-car enthusiasts cut me off all the time, just because I'm driving that lowly General Motors econobox. So I'm getting *revenge*. With a few modifications, I've installed a Napier Saber H-24 engine that I cannibalized from a World War II Hawker Typhoon. Also, I've armor-plated the hood and the front quarter-panels. You nerds driving fiberglass cars had better watch out.

By the way, just so all right-thinking motorists will know to get out of my way, I drive a yellow '79 with a University of B.C. sticker in the rear window.

The Killer Chevette
Terrorizing the Highways
There's a University of Boring Chevettes?—Ed.

MEN-OF-FEW-WORDS DEPT.

If you guys don't do a road test of the '85 Thunderbird Turbo Coupe, I'll shoot my Tempo. It won't be a pretty sight.

Kenneth L. Kyle
San Diego, California

Short letter, longer name.

Gregory John Hazarabedian
Moraga, California

Will the Ferrari Testarossa's brother ship, the Testosterona, be available in black next year?

Mara Karpel

Fern Park, Florida

Can't you read? This is the Men-of-Few-Words Dept.—Ed.

SIBLING RIVALRY

Why is it that the cars tested by *Road & Track* have much slower 0-to-60 times than the same tested by you?

Tilden Smith

Westminster, California

Sometimes a floor mat or a console snags one of the buttons on their spats—Ed.



Continental Contact TS730

Hydrophilic tread winter tire
Steel belted radial tubeless blackwall.

145SR13	\$38	175/70SR13	\$46
155SR13	39	185/70SR13	51
165SR13	43	175/70R13	42
175SR14	52	185/70R14	56
185SR14	56	195/70SR14	63
185SR14r	67	205/70SR14	71
165SR15	49	185/70HR15	78
185SR15	78	185/65HR15*	82

r-reinforced (load range D)
*these sizes cannot be studded
Full pattern studding available-\$10 ea.



Pirelli Winter 190

Hydrophilic tread winter tire
Steel belted radial tubeless blackwall.

185/70HR15	\$76	185/60HR14	\$84
185/65HR15*	89	195/60HR14	97
195/65HR15	77	205/55HR16	155
205/65HR15	84	225/50HR16	166

* Full pattern studding available in this size only-\$10 ea.

Winter Tires and Wheels

If you're planning to use winter tires this season, we strongly recommend using them on all four wheels.

Why four winter tires? Your front tires do the steering and, with forward weight shift on braking, typically contribute lots more to stopping your car than do your rear tires.

On cars with front wheel drive, you need extra rear grip on slippery surfaces to maintain sufficient traction in braking and cornering.

And by using the same tires all-around, your car retains its relative handling balance.

You can avoid the hassle of costly winter and spring tire changeovers by purchasing an extra set of wheels this season. Also,



Kléber M&S

Hydrophilic tread winter tire
Steel belted radial tubeless blackwall.

155SR12	\$35	165R15	\$46
145R13	32	165/70R13	37
155R13	37	175/70R13	42
165R13	41	185/70R13	47
165R14	45	185/70R14	51
175R14	49	195/70HR14*	61
185R14	54	205/70HR14*	65

* these sizes cannot be studded
Full pattern studding available-\$10 ea.



Vredestein Snow +

Hydrophilic tread winter tire
Steel belted radial tubeless blackwall.

155SR12	\$34	165/70SR13	\$43
145SR13	34	175/70SR13	37
155SR13	36	185/70SR13	46
165SR13	38	175/70HR14*	52
175SR13	43	185/70SR14	48
165SR14	41	195/70SR14	53
175SR14	46	205/70SR14	58
185SR14	47	185/70HR15	52
155SR15	38	185/65HR15*	77
165SR15	41		

* these sizes cannot be studded
Full pattern studding available-\$10 ea.



Continental Super Contact TS740

Hydrophilic tread winter tire
Steel belted radial tubeless blackwall.

155SR12	\$40	175/70SR14	\$59
145SR13	38	185/70SR14	64
155SR13	42	195/70SR14	69
165SR13	47	205/70SR14	73
175SR14	59	185/65HR15	93
185SR14	62	195/65HR15	107
185SR14r	69	205/65HR15	100
165/70SR13	47	185/60HR14	91
175/70SR13	52	195/60HR14	102
185/70SR13	58		

r-reinforced (load range D)

consider replacing your skinny space-saving spare with a full-size tire and wheel.



Michelin MX & MXL

Steel belted radial tubeless blackwall.

155SR12	\$40	155SR15	\$46
135SR13	32	165/70SR13	45
145SR13	37	175/70SR13	40
155SR13	42	185/70SR13	53
165SR13	45	175/70SR14	53
155SR14	46	185/70TR14	50
165SR14	48	185/70TR14	51
175SR14	57	185/65TR15	59

MX 80-series MXL 70-series (photo)



Michelin XZX

Steel belted radial tubeless blackwall.

155SR12	\$40	185SR14	\$63
155SR13	42	185SR14r	86
145SR13	45	155SR15	50
175SR14	57	165SR15	50

r-reinforced (load range D)



BOGE Turbo TS Shock Absorbers

prices ea. F R

Audi	79-83 4000	\$42	\$27
	77-79 5000	43	32
	6/79-82 5000 except Turbo	43	31
BMW	66-76 1600, 2000, 2002	30	29
	75-81 530i, 528i	39	40
	77-82 320i	30	27
Capri	73-78 Capri, Capri II	42	28
Datsun	70-78 240Z, 260Z, 280Z	28	28
	79-82 280ZX	28	29
	68-76 510, 610 sedans	24	21
	74-77 710 sedan, coupe	24	21
Fiat	75-80 131 Mirafiori	48	32
	66-80 124 sedan, coupe	24	32
	69-78 128 sedan, wagon, 3P	45	45
Porsche	(only with Boge shocks o.e.)		
	69-71 911	46	46
	68-74 914/4, 914/6	46	41
Volkswagen	74-79 Dasher sedan	27	26
	75-78 Scirocco,		
	79-83 Scirocco,		
	German Rabbit		
	79-83 Scirocco, Jetta	27	28
	German Rabbit	27	28
	71-78 Super Beetle	27	23
	69-77 Beetle, Ghia	23	23
Volvo	67-75 140, 160 series	28	28
	75-83 240, 260 series	33	27

BILSTEIN Gas Pressure Shock Absorbers

prices ea. F R

Alfa Romeo	70-81 Camaro, Firebird	\$52	\$52
	All Spyder Veloce	52	52
	72-84 Ailletta	52	52
Audi	79-83 4000 except Quattro	82	74
	77-79 5000	89	67
	6/79-84 5000	89	74
BMW	65-76 1600, 2000, 2002	82	52
	68-76 2500, 2800, 3.0S	89	82
	68-76 2800CS, 3.0CS	87	82
	83-84 833CSI	97	74
	76-81 630CSI, 633CSI	87	82
	82-84 528e, 533i	97	74
	80-83 320i	89	82
	84-85 318i	97	82
Capri	73-78 Capri II	74	52
Chevrolet/Pontiac	70-81 Camaro, Firebird	666	48
	82-84 Camaro, Firebird	647	91
	63-82 Corvette	48	45
Datsun	79-83 280ZX	519	55
	74-78 260Z, 280Z	485	54
	70-73 240Z, 260Z	506	55
Ford	73-81 X1/9	89	84
	67-80 124 Coupe, Spyder	57	57
Ford	75-81 Fiesta incl. S models	79	74
	Jaguar (4 shocks required at rear)	65	55
	61-74 XKE 6-cylinder	54	79
	71-74 XKE V-12	54	79
	69-84 JX types	46	57
Mazda	81-83 RX7	503	55
	79-82 626	55	54
Mercedes Benz	80-83 300SE/SEL	149	67
	80-83 300SE/SEL/SEC/SL	59	67
	500SE/SEL	59	59
	77-82 300, 240D, 280E/CE,	89	89
	3000/CD/SD	89	89
	all with 123 body	55	36
	71-79 350SL, 450SL/SLC	34	36
Nissan	Call for price if Konii is o.e.		
	69-71 912	72	59
	69-71 911	72	59
	72-74 911	72	59
	75-84 911	72	59
	AR14/4, 914/6	79	79
	76-82 924 including Turbo	79	53
	82-84 944	65	53
Renault	76-83 RS (except Turbo)	43	42
	68-78 99 (except Car)	34	34
	79-81 99 Turbo	43	46
	79-84 99, 900 except Turbo	44	44
	79-80 501 Turbo	46	46
Toyota	82-84 Celica GTS, Supra	505	55
	82-84 Celica except GTS	44	52
	82-84 Supra	496	55
Volkswagen	75-84 Scirocco, Jetta	719	62
	German Rabbit**	719	62
	75-84 Rabbit GTI, Jetta	74	74
	82-84 Quantum	82	74
	80-84 Vanagon	44	52
Volvo	75-84 240, 260 series	89	59

**Kit has preassembled shocks/springs. Phone for fitments not listed here.



Michelin MXV

Steel belted radial tubeless blackwall.

175R14	\$70	185/60HR13	\$70
185/70HR13	73	205/60HR13	82
170/70R14	45	185/60R14	75
185/70HR14	84	195/60HR14	84
195/70HR14	91	195/60HR15	95
205/70HR14	99	205/60HR15	106

Michelin XGT USA

Textile belted radial tubeless blackwall.

P205/60VR13	119	P235/60VR15	171
P205/60VR14	127	P205/55VR16	203
P215/60VR14	133	P225/50VR16	215
P215/60VR15	144		

Michelin TRX

Steel belted radial tubeless blackwall.

180/65HR390	\$88	200/60VR390	124
190/65HR390	96	225/50VR390	132
200/60HR390	96		



Michelin XVS

Steel belted radial tubeless blackwall.

175HR14	\$70	185/70HR14	\$82
185HR14	88	205/70HR14	79
185HR15	93	175/70HR15	79
185/70HR13	71		

Michelin XWX

Steel belted radial tubeless blackwall.

195/70VR14	\$120	185/70VR15	\$117
205/70VR14	127	205/70VR15	137
215/70VR14	142	215/70VR15	142

Our prices include shipping charges!

KONI Adjustable Shocks & Suspension Kits

prices ea. KIT* F R

Alfa Romeo	74-84 GTV, Spyder Veloce	\$46	\$46
	72-84 Ailletta	48	44
	84-85 5000 (new body)	67	48
	80-83 5000 Turbo	67	43
	79-84 5000 Coupe	55	48
BMW	66-76 1600, 2000, 2002	\$579	79
	72-76 2500, 2800, 3.0S	78	77
	69-74 2800CS, 3.0CS	78	77
	77-79 330CSi, 633CSi	79	79
	80-82 633CSi	74	74
	82-84 528e, 533i	605	75
	80-83 320i	589	74
	84-85 318i	632	73
Capri	73-78 Capri II	77	48

Mercedes Benz

prices ea. KIT* F R

Alfa Romeo	74-84 GTV, Spyder Veloce	\$46	\$46
	72-84 Ailletta	48	44
	84-85 5000 (new body)	67	48
	80-83 5000 Turbo	67	43
	79-84 5000 Coupe	55	48
BMW	66-76 1600, 2000, 2002	\$579	79
	72-76 2500, 2800, 3.0S	78	77
	69-74 2800CS, 3.0CS	78	77
	77-79 330CSi, 633CSi	79	7

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Yokohama A008

Steel belted radial tubeless blackwall. Japan
 175/70HR13 \$73 | 225/60HR14 \$118
 185/70HR13 78 | 195/60HR14 105
 185/70HR14 82 | 205/60HR15 125
 195/70HR14 89 | 215/60HR15 136
 205/70HR14 97 | 205/55VR16 170
 205/60HR13 97 | 195/50VR15 120
 185/60HR14 89 | 205/50VR15 143
 195/60HR14 100 | 225/50VR15 180
 205/60HR14 111 | 225/50VR16 184



Goodyear (Eur.) NCT

Steel belted radial tubeless blackwall.
 185/60HR13 \$68 | 205/60HR15 \$107
 205/60HR13 89 | 205/55VR16 169
 185/60HR14 75 | 195/50VR15 102
 195/60HR14 81 | 205/50VR15 162
 205/60HR13 91 | 225/50VR16 181
 195/60HR15 90



Vredestein Sprint ST & ST70

Steel belted radial tubeless blackwall. 70-series photo
 155SR12 \$31 | 175/70SR12 \$37
 145SR13 37 | 165/70SR13 37
 155SR13 36 | 175/70SR13 40
 165SR13 36 | 185/70SR13 43
 175SR13 40 | 195/70SR13 46
 165SR14 39 | 185/70SR14 47
 175SR14 43 | 195/70SR14 50
 185SR14 45 | 205/70SR14 53
 155SR15 39 | 185/70SR15 48
 165SR15 47 | 205/70SR15 59
 185SR15 47



Continental TS771

Steel belted radial tubeless blackwall.
 155SR12 \$35 | 165SR15 \$43
 145SR13 32 | 175/70SR13 43
 165SR13 40 | 175/70SR13w 47
 165SR14 42 | 185/70SR14 46
 175SR14 49 | 175/70TR14* 51
 185SR14 54 | 185/70SR14 51
 185SR14 58 | 195/70SR14 66
 r-reinforced (load range D) w-white-wall
 *TS781 design

Semperit Hi-Speed

Steel belted radial tubeless blackwall.
 175/70HR13 \$49 | 185/60VR13 \$64
 185/70HR13 54 | 205/60HR13 74
 185/70HR14 60 | 205/60HR13 81
 195/70HR14 67 | 185/60HR14 60
 195/70HR14 94 | 195/60HR14 73
 205/70HR14 73 | 205/60HR15 93
 205/70HR14 91 | 205/60HR15 93
 185/60HR13 56

BBS Light Alloy Wheels

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Make for	Size/Photo	ea.*
Audi		
Fox, 4000	6Jx14 D	\$95
4000, Coupe	6Jx14 D	110
4000, Coupe	6Jx15 D	200
4000 Quattro, 5000	6Jx15 D	127
BMW		
320i	6Jx13 C	101
320i	6Jx13 C	151
320i	7Jx15 C	163
318i	6Jx14 D	110
318i, 325e	6Jx14 D	122
318i, 325e	6Jx15 D	136
318i, 325e	7Jx15 D	163
5, 6 and 7 series	7Jx14 C	138
5, 6 and 7 series	7Jx15 C	182
5, 6 and 7 series	7Jx15 D	204
5, 6 and 7 series	8Jx16 C	212
Mercedes Benz (**except 190)		
190 models	6Jx14 D	125
190 models	7Jx15 D	160
All** with 6-6 1/2" oe	6Jx14 C	126
All** with 6 1/2" oe	7Jx15 C	182
All** with 6 1/2" oe	7Jx16 C	204
Porsche		
911SC, Turbo, 944	7Jx15 C	189
911SC, Turbo, 944	8Jx15 C	197
911SC, Turbo, 944	7Jx16 C	208
911SC, Turbo, 944	8Jx16 C	215
Volkswagen		
Golf, Rbt., Scir., Jetta	6Jx13 D	95
Golf, Rbt., Scir., Jetta	6Jx14 D	110
Golf, Rbt., Scir., Jetta	6Jx15 D	123

*gold center/silver painted rim-add \$5; gold center/painted rim-add \$10.



Kleber C-1

Steel belted radial tubeless blackwall. r-reinforced (load range D)
 155SR12 \$33 | 165SR14 \$43
 145SR13 33 | 175SR14 46
 155SR13 35 | 185SR14 51
 165SR13 44 | 185SR14r 60



Kleber V12GT5

Steel belted radial tubeless blackwall.
 175/70HR13 \$50 | 195/70HR14 \$70
 185/70HR13 55 | 205/70HR14 78
 195/70HR13 65 | 185/70HR14 74
 185/70HR14 59



Kleber V12 & V15

Steel belted radial tubeless blackwall. r-reinforced (load range D) *V15 design
 155SR12 \$32 | 185SR14r \$59
 145SR13 33 | 155SR15 40
 155SR13 34 | 165SR15 44
 165SR13 34 | 165/70SR13* 35
 175SR13 42 | 175/70SR13* 40
 165SR14 42 | 185/70SR13* 44
 175SR14 47 | 175/70SR14* 45
 185SR14 51 | 185/70SR14 47



Uniroyal-Europe Rallye 340

Steel belted radial tubeless blackwall. 70-series photo
 175/70HR13 \$59 | 205/65HR15 \$89
 165SR13 54 | 185/60HR13 64
 175/70HR14 65 | 205/60HR13 83
 185/70HR14 73 | 185/60HR14 72
 195/70HR14 80 | 195/60HR14 76
 205/70HR14 87 | 185/60HR14 81
 185/65HR15 73 | 205/60HR15 97
 195/65HR15 79

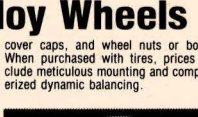


Continental CH51

Steel belted radial tubeless blackwall.
 175/70HR13 \$58 | 195/70HR14 \$83
 185/70HR13 65 | 205/70HR14 89
 185/70HR14 71 | 185/65HR15 82

Continental CS21

Steel belted radial tubeless blackwall.
 155SR13 \$36 | 165/70SR13 \$39
 165SR13 40 | 175/70SR13 42
 165SR14 42 | 185/70SR13 46
 175SR14 49 | 185/70SR14 51



BBS photo C



BBS photo D

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Car make/year/model _____

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Pirelli P3

Steel belted radial tubeless blackwall.
 155SR12 \$31 | 165SR15 41
 145SR13 28 | 165/70SR13 36
 155SR13 33 | 175/70SR13 40
 165SR13 36 | 185/70SR13 44
 175SR13 39 | 175/70SR14 42
 165SR14 40 | 185/70SR14 47
 175SR14 42 | 195/70SR14 51
 185SR14 44 | 195/70SR14 51
 155SR15 36

Pirelli CN36

Steel belted radial tubeless blackwall.
 185/70HR13 \$82 | 175/70HR15 \$66
 185/70HR14 89 | 185/70VR15 94
 195/70HR14 75 | 215/60VR15 94
 205/70HR14 82 | 215/60VR15 106



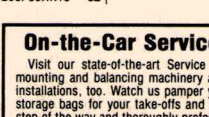
Pirelli P6

Steel belted radial tubeless blackwall.
 185/70VR15 \$103 | 205/60VR14 \$102
 185/65HR14 73 | 225/60HR14 101
 185/60HR13 89 | 225/60VR14 109
 205/60HR13 87 | 195/60HR15 92
 185/60HR14 75 | 205/60HR15 99
 195/60HR14 82 | 205/60HR15 113
 205/60HR14 98 | 215/60VR15 128



Pirelli P7

Steel belted radial tubeless blackwall.
 205/60VR13 \$110 | 225/50VR15 \$172
 205/55VR14 130 | 235/50VR15 221
 225/55VR14 141 | 225/50VR16 186
 205/55VR16 176 | 265/50VR16 212
 195/50VR15 110 | 285/40VR15 211
 205/50VR15 152 | 345/35VR15 242



Pirelli P8

Steel belted radial tubeless blackwall.
 185/65SR15 \$59 | 185/65TR15 \$60



Pirelli P5

Steel belted radial tubeless blackwall.
 185/70HR14 \$76 | 205/70VR15 \$115
 195/70HR14 91 | 215/70VR15 119
 205/70HR14 92

Pirelli P77

Steel belted radial tubeless.
 P185/75HR14w 63 | P205/70HR13w 62
 P195/75HR14w 68 | P185/70HR14w 66
 P205/75HR15w 79 | P185/70HR14w 67
 P205/75HR15w 74 | P185/70HR14w 63
 P215/75HR15w 84 | P205/70HR14w 75
 P175/70HR13b 58 | P205/70HR14w 71
 P185/70HR13b 62 | P225/70HR15b 93
 P205/70HR13b 66 | P225/70HR15w 87
 b-blackwall w-white-wall



Pirelli P6

Steel belted radial tubeless blackwall.
 185/70VR15 \$103 | 205/60VR14 \$102
 185/65HR14 73 | 225/60HR14 101
 185/60HR13 89 | 225/60VR14 109
 205/60HR13 87 | 195/60HR15 92
 185/60HR14 75 | 205/60HR15 99
 195/60HR14 82 | 205/60HR15 113
 205/60HR14 98 | 215/60VR15 128

Pirelli P8

Steel belted radial tubeless blackwall.
 185/65SR15 \$59 | 185/65TR15 \$60



BF Goodrich Comp T/A

Textile belted radial tubeless blackwall. USA
 185/70VR13 \$79 | 205/60VR15 \$104
 195/70VR14 89 | 215/60VR15 123
 205/60VR13 74 | 205/55VR16 172
 205/60VR13 81 | 185/70VR15 86
 185/60HR14 70 | 205/50VR15 129
 195/60HR14 76 | 225/50VR15 134
 205/60HR14 82 | 225/50VR16 147
 205/60HR15 82

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Rial Light Alloy Wheels

Made in West Germany, each Rial wheel is designed with the proper offset and dimensions for a specific vehicle. They're precisely cast and machined to insure trouble-free uniformity, x-rayed for strength and tested for air tightness.

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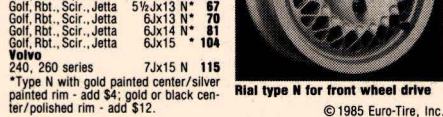
Rial wheel prices include cover caps

Make for	Size/Type	Silver ea.
Audi		
Audi	6Jx14 N* \$80	
Fox	5Jx13 N* \$6	
Fox, 4000	5 1/2 Jx13 N* \$7	
Fox, 4000	6Jx13 N* \$7	
4000, Coupe	6Jx14 N* \$1	
4000, Coupe	6Jx15 N* \$10	
5000 except Turbo	6Jx14 N* \$1	
BMW		
320i	6Jx13 N* \$7	
320i	6Jx15 N* \$110	
320i	7Jx15 N* \$115	
318i, 325e	6Jx14 N* \$1	
318i, 325e	6Jx15 N* \$104	
318i, 325e	7Jx15 N* \$111	
5, 6 and 7 series	7Jx14 N* \$6	
5, 6 and 7 series	7Jx15 N* \$115	
Ford		
Fiesta	6Jx13 N* \$7	
Honda		
Prelude, new Civic	5Jx13 N* \$6	
Accord B2-85	5 1/2 Jx13 N* \$7	
Accord B2-85	6Jx13 N* \$7	
Accord B2-85	6Jx14 N* \$1	
Accord B2-85	6Jx15 N* \$1	
Mercedes Benz (**except 190)		
All** with 5 1/2-6" oe	6Jx14 D	76
All** with 6 1/2" oe	6 1/2 Jx14 D	77
All** with 6 1/2" oe	7Jx15 N	81
All** with 6 1/2" oe	7Jx16 N	124
190 models	6Jx14 D	87
Porsche		
911SC, Turbo, 944	7Jx15 N	115
911SC, Turbo, 944	8Jx15 N	124
911SC, Turbo, 944	7Jx16 N	123
911SC, Turbo, 944	8Jx16 N	134
Volkswagen		
Golf, Rbt., Dasher	5Jx13 N* \$6	
Golf, Rbt., Scir., Jetta	5 1/2 Jx13 N* \$7	
Golf, Rbt., Scir., Jetta	6Jx13 N* \$7	
Golf, Rbt., Scir., Jetta	6Jx14 N* \$1	
Golf, Rbt., Scir., Jetta	6Jx15 N* \$104	
Volvo		
240, 260 series	7Jx15 N	115

Rial type O

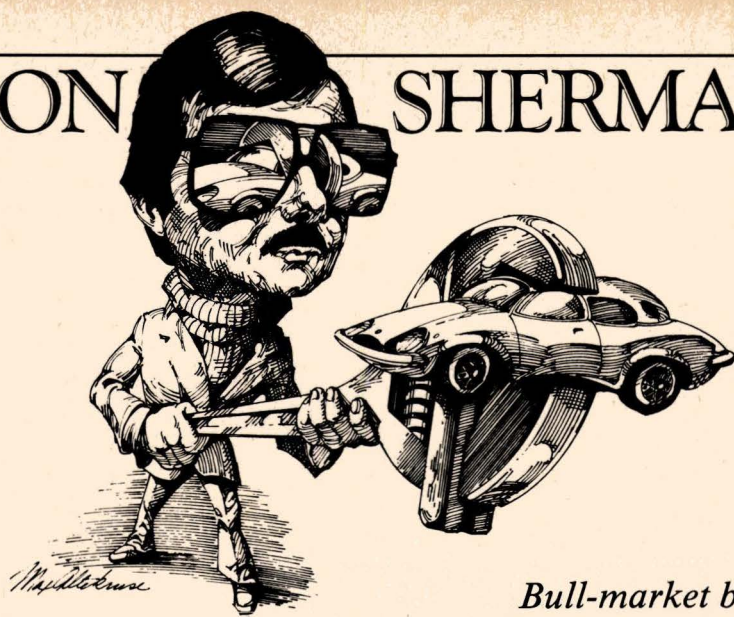


Rial type N



*Type N with gold painted center/silver painted rim - add \$4; gold or black center/painted rim - add \$12.

DON SHERMAN



Bull-market banter.

• Let me be the first to announce that we are now enjoying the golden age of the automobile. Car consumers have it made today, and we might as well admit it. In the past five years, a number of important targets have been pasted on the wall as a result of the holocaust that hit the auto industry near the turn of the decade (energy crunch II, economic recession, and a dramatic rise in global-scale competition), and, to everyone's benefit, car companies have diligently taken their best shots at the bulls'-eyes.

Some of their scores are impressive. First, fuel economy, except for the government's nagging CAFE law, is now a dead issue. Thanks to the engineering that has been invested in the name of miles per gallon, some car lines are twice as efficient as they were in the Seventies. Quality was the second major undertaking. Although we're not yet driving perfect cars, the TV ads do have some legitimate progress to crow about. The third thing we've accomplished in this decade is a sharp focus on aerodynamics. The blocky-versus-jelly-bean debate is still in its first round, but evidence is starting to mount that slippery cars are better cars. Furthermore, public tastes are shifting in favor of the wind-swept look. At this point the question isn't whether we're going to have a full fleet of sleek machines, but how soon?

Once these issues had been raised, a handful of clear thinkers in the industry realized that the next major automotive breakthrough was fun. Overnight, the car radio became a dashboard-mounted concert stage, seats became more comfortable and more supportive, and a few engineers developed genuine concern for five-speed shift quality. Car nuts know fun when they find it: horsepower is the top priority, though handling has recently risen in importance. Nevertheless, a surprising number of manufacturers have shrewdly demonstrated that it isn't essential to build a Corvette to play the fun-car game. The VW GTI, the Colt Turbo, and the Toyota MR2 aren't remarkable in any one exer-

cise, yet they are fantastically entertaining in daily life, thanks to their brilliant blending of basic attributes. For those who can't be happy without a V-8, the American market has everything from a hairy-chested, \$10,000 Mustang to an *haute couture*, \$150,000 Aston Martin Lagonda.

This is not to say that we're satiated by the cornucopia of enjoyable autos on the market. To the contrary, we buy more cars per family than any other nation on earth, and we trade them in long before they're worn out. We shop eagerly for the best brands we can afford, in spite of persistent reminders that, when they happen to be imported, we're in effect exporting jobs and wrecking the nation's balance of payments. We still prefer a car to a home, a wardrobe, or a job title for broadcasting our station in life. All in all, we're simply an incorrigible, car-hungry nation.

Both domestic and foreign manufacturers have noticed. They've also observed that the Reagan administration is soft on regulation, that interest rates are falling, that the dollar is as strong as . . . a dollar, and that the baby boomers are buying with a vengeance. If it has wheels, somebody in America is eager to own it.

The demand side of the U.S. market equation is running so strongly at the moment that car builders from the far corners of the earth are laying plans to join the ranks on the supply side. The last two Japanese brands that haven't already set up shop in America—Daihatsu and Suzuki—are both plotting strategies for a 1987 entry. (Suzuki already supplies the Sprint to West Coast Chevy dealers.) One notch farther west, there is a Korean car-building industry waiting not so patiently to invade our market. The Korean carmaker Hyundai, having knocked Canada on its ear with the inexpensive Pony (*C/D*, March), is eager to move on America with an upscale front-driver called Pony Excel. Next in line is the Daewoo Motor Company, which has already signed contracts to supply an Opel-designed subcompact to Pontiac dealers for the 1987 model year.

The new players from the Far East will meet stiff price competition from an unlikely competitor located on the wrong side of the Iron Curtain. Zavodi Crvena Zastava, a state-owned enterprise in Yugoslavia, is threatening to unleash its Yugo subcompact here sometime this fall with a sub-\$4000 price tag. It remains to be seen whether America will warm up to a crude Commie car, but the Yugo will be an interesting trial balloon for all the world's basic-transportation builders.

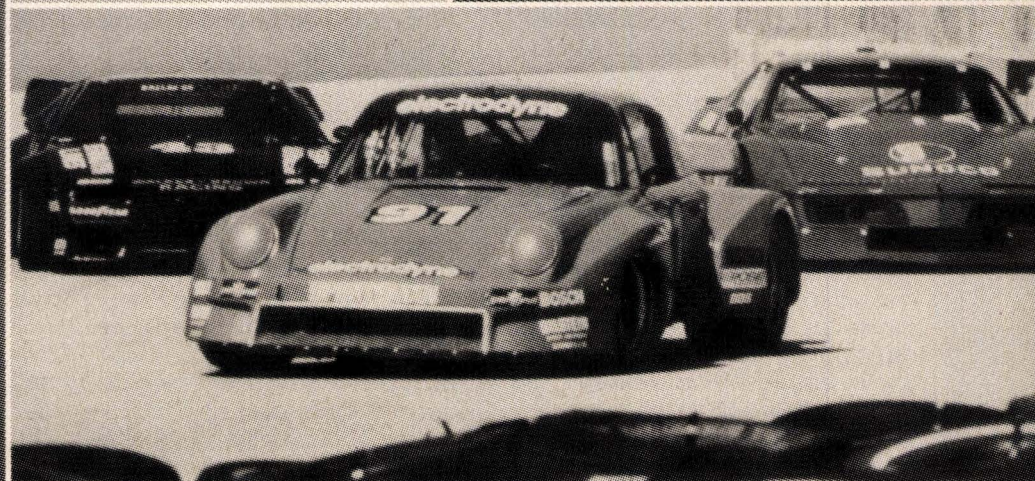
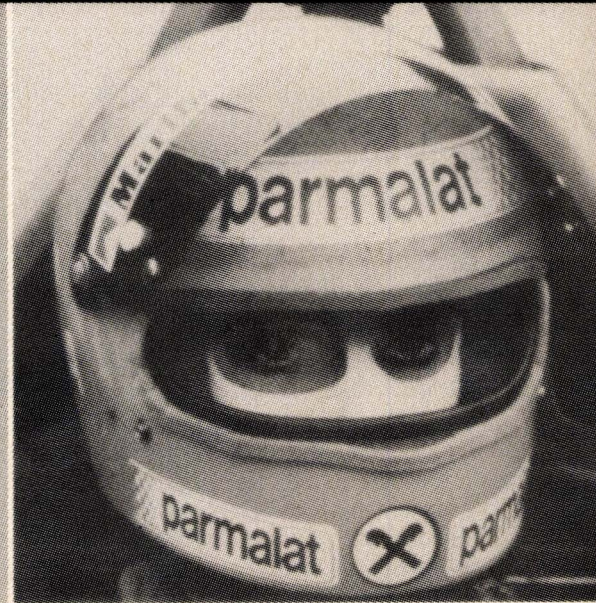
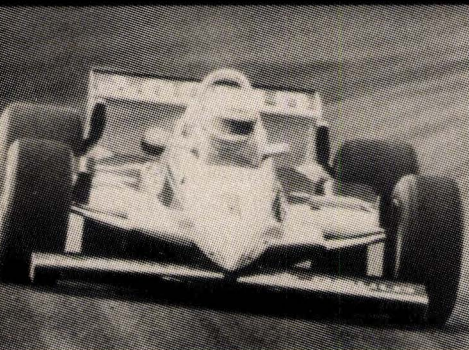
England was once a prime supplier to some of the more lovable cracks and cranies of the American auto market, and it may use the current boom to reestablish its credentials (above and beyond Jaguar, which is doing better than ever, thank you very much). Rover was practically booted out of town when it showed up with the 3500 sedan in 1980, but the Austin Rover Group will try again in 1987, now that it's building cars from Honda blueprints. We won't have to wait quite that long to witness the comeback of the British-built sports car, however. Panther of North America has already set up shop and will in a matter of months begin importing the Kallista, a classic blending of full fenders, floppy top, and modern mechanicals. If that exercise goes as planned, the mid-engined Panther Solo (*C/D*, April) won't be far behind. The third English maker warming up in the wings is Reliant, a company best known in the home market for its three-wheelers. The Reliant Scimitar SS1, which is scheduled to debut here during the 1987 model year, has a full complement of wheels, a cute fiberglass roadster body, and a front-mounted four-cylinder engine. Consider it the MGB of the Eighties.

Fiat was the last manufacturer to leave the U.S. and may also be the last big gun to take a shot at our lucrative market in the future. No concrete plans for a return have been revealed; however, if current negotiations with Ford pan out, it's possible that Fiat will supply major components to Ford's U.S. assembly plants or even finished cars to its dealer network. Fiat's upmarket label, Lancia, is a more likely possibility. If Ferrari can be wooed into cooperation, Lancia's Thema four-door sedan, introduced late last year in Europe, may make it here with a potent V-8 and (eventually) four-wheel drive.

All told, we'll soon be saying hello to at least a half-dozen more manufacturers eager to sell us automobiles. It's inevitable that car prices will fall, particularly at the \$4000-to-\$10,000 basic-transportation end of the market. In many price classes there will be more models and types of cars to choose from. And value could become the single most important factor in the sales equation as our ravenous demand is met by an abundant supply.

By my reckoning, the current golden age of the automobile is due to go platinum by 1987. ●

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10/6 CART: Laguna Seca 300, 5 PM LIVE

10/13 CART: Phoenix 150, 5 PM LIVE

10/13 *IMSA: Columbus Grand Prix, 8 PM

10/19 IHRA Drag Racing: Nationals, 4 PM

10/27 Rally Racing: San Remo Rally, 1 PM

*B.F. Goodrich sponsors Formula 1, IMSA and World Endurance Racing in addition to ESPN's SpeedWeek every Thursday at 7:30PM.

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BF GOODRICH UPDATE #22:

WHEN STREETS BECOME RACE TRACKS, EXPECT THE UNEXPECTED.

At first glance, a street race might seem to be just a road-racing circuit laid out in a city. But a harder look will reveal critical differences. Few road-racing tracks have manhole covers to contend with. Or railroad tracks. Or generous deposits of oil from parked vehicles.

To the road-racing driver,

difficult for racing suspensions and tires to handle.

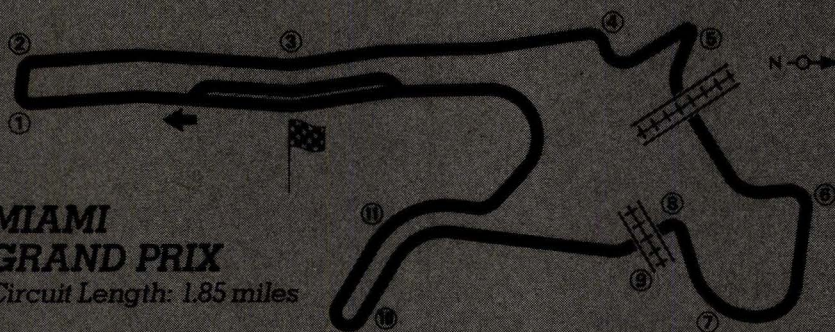
Yet as troublesome as street races may be, BFGoodrich races in them for a very practical reason: if no test track proves out tires like a race track, it follows that no race track proves out tires like a street track. Because street racing most closely

12 turns in only 1.85 miles, including two long sweepers, one chicane, and three hairpins. The course runs over two pairs of railroad tracks, a parking lot, and some chipped pavement. 1,800 concrete barriers weighing 4 tons each line the course, which (like most street courses) tends to be narrow. There is little forgiveness for a car that spins or slides too wide. When asked to describe the course, Jim Busby, lead driver of the BFGoodrich Porsche 962 team, replied: "It's like running a torture test for tires through a concrete tunnel." When asked where the safe passing places were, teammate Rick Knoop quipped: "There aren't any."

The difficulty of racing in downtown Miami is increased by the fact that there are no long straights to dissipate heat. It is common to see drivers open their cockpit doors under yellow flag conditions, and to see them climb red-faced and sweating from a tour at the wheel. And the same

MIAMI GRAND PRIX

Circuit Length: 1.85 miles



street tracks offer the possibility of many surprises. One is the abundance of off-camber corners that can easily send a car spinning. The reason for this is simple. Road-racing tracks don't have to be crowned to divert water runoff to storm drains on both sides. Streets do. This can have the roadholding effect of banking if you corner on the inside of the crown. But if you corner on the outside, the effect is that of having the road drop from beneath you.

Pavement can be another problem. Street race officials face a dilemma here. If they re-pave too soon before a race, the paving may disintegrate during the event. So it would seem prudent to re-pave well in advance so the pavement has time to cure and be compacted by heavy traffic. On the other hand, such traffic may soak the pavement with oil or chip it up again—two problems that are

resembles—and intensifies to a high degree—the forces that act on your tires on your streets. The result has already been improvements to T/A® Radials that you can buy today.

And the process continues. Since the forces that affect tires are at their peak in IMSA prototype racing, we race Porsche 962's in the two street races on the IMSA calendar: the Miami Grand Prix and the Columbus 500.

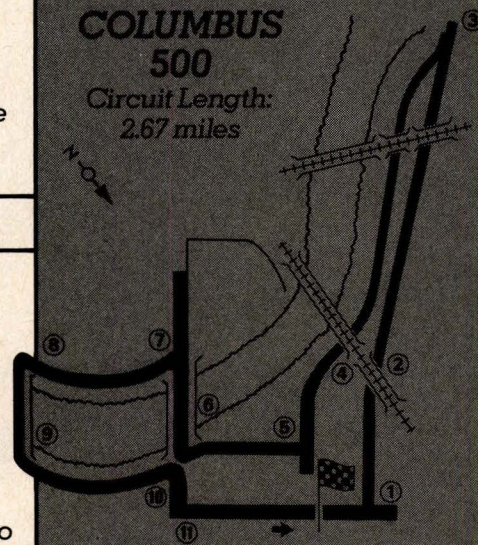
THE MIAMI GRAND PRIX.

This race is the creation of entrepreneur Ralph Sanchez. The setting is reminiscent of Monaco, with sunny skies, palm trees, bikinis, and bayfront vistas. After only two successful seasons, it has become a favorite of spectators from all over the western hemisphere.

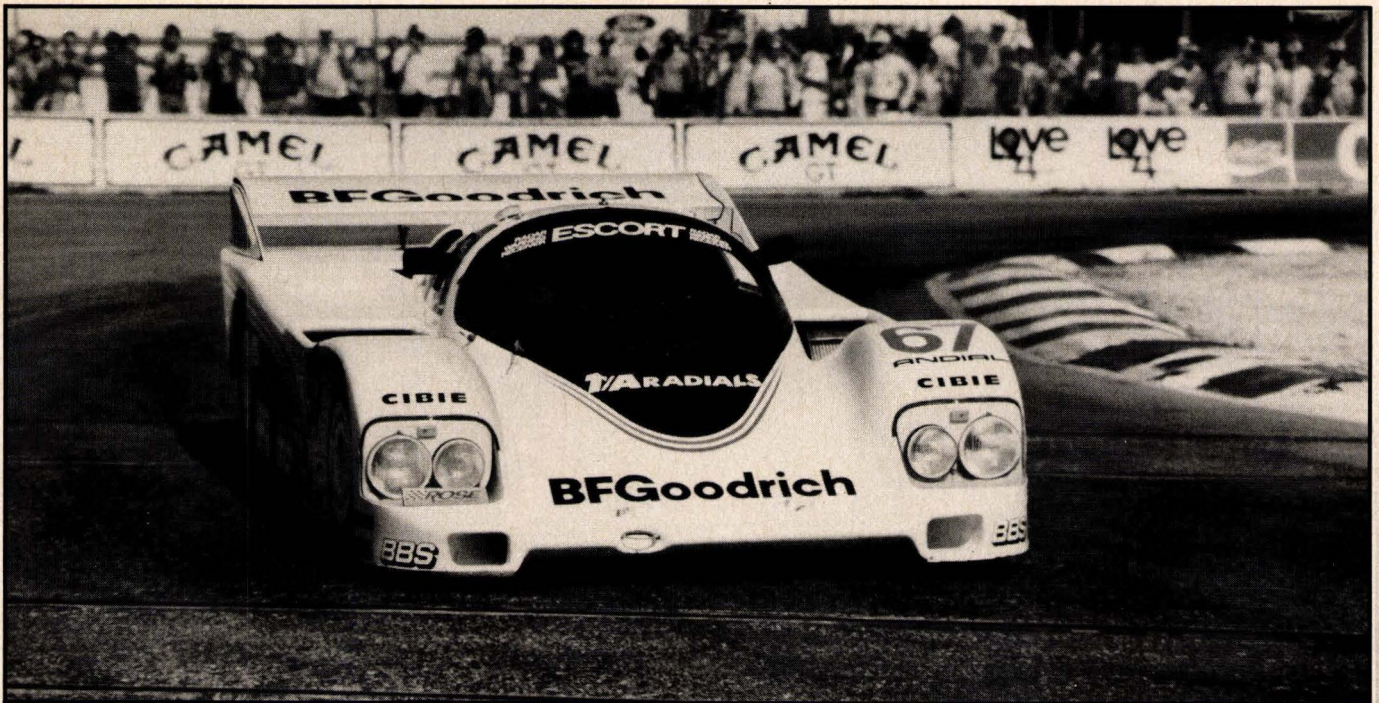
However, it is very abusive to drivers, cars, and tires. There are

COLUMBUS 500

Circuit Length:
2.67 miles



BF GOODRICH T/A RADIALS



Car #67, driven by Jim Busby and Rick Knoop, crossing a pair of railroad tracks at the Miami Grand Prix.

heat is equally brutal to tires.

Yet the Miami Grand Prix is attractive to BFGoodrich for the very reasons that make it so hard on drivers and equipment. For two years now, we have tested experimental T/A Radials of street construction at Miami. And we have learned from the experience.

THE INAUGURAL COLUMBUS 500.

The thunder of IMSA GTP engines will first be heard on the streets of Columbus on the first weekend of October of this year. This event is the brainchild of Mayor Dana ("Buck") Rinehart. It promises to be extraordinary for two reasons.

First, it was conceived not just as a race—but also as an auto enthusiast trade fair. Chief executives of auto-related businesses are expected to attend. Performance-related displays, technical workshops, and seminars are planned, as

are pit-stop competitions and concours d'elegances. Technical inspections will be open to the public and narrated by an announcer on a PA system, as will events in the 110,000 square-foot garage. The race will be run in a scenic area, twice crossing the Scioto River and surrounded by excellent viewpoints.

The second extraordinary feature of the Columbus 500 is its layout. The race will be run for 500 kilometers over a 2.67 mile course. There will be two long straights where officials expect speeds to exceed 170mph. Officials also expect 100mph average speeds, making Columbus the fastest street race in the world. Track widths of about 45 feet will also be unusual for a street race. It is planned to smoothen the track as much as

possible with re-paving and measures that go as far as welding manhole covers and leveling the surrounding pavement.

But Columbus will still offer the challenges typical of a street race. There will be off-camber areas. At one point, a narrow chicane will slow cars dropping beneath a railroad overpass. And these are just a few things that are expected to offer the unexpected to drivers and spectators.

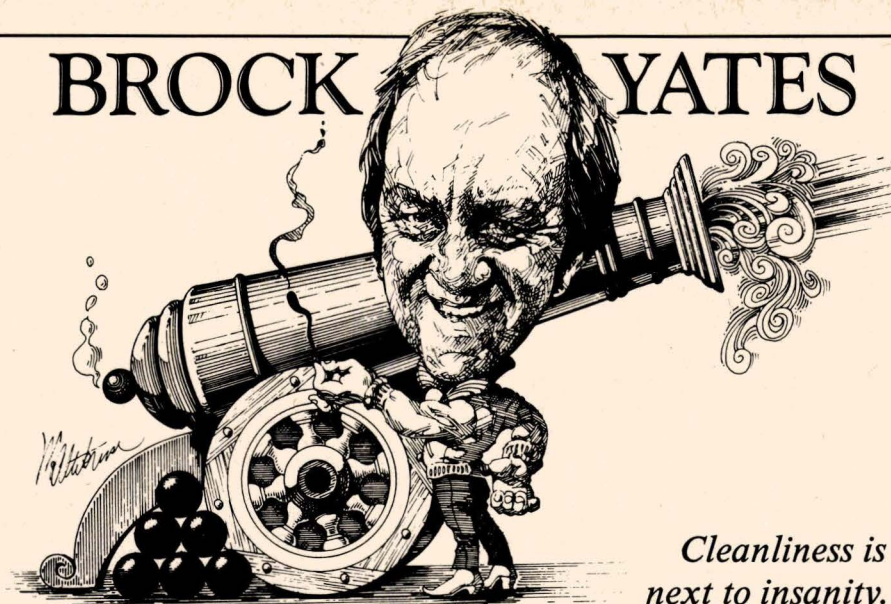
If you are one of those spectators, look for the BFGoodrich Porsche 962 team at the Columbus 500. We will be there, racing as much to learn as to win. Because making race cars perform on the street helps us make your car perform on the street.



© 1985 BFGoodrich

WE MAKE CARS PERFORM™

BROCK YATES



Cleanliness is next to insanity.

• If the population can be broken down into Type A and B personalities, put me down as pedigreed Type B. I squeeze toothpaste tubes at the top, never balance my checkbook, and invariably get my hair cut a month after it's reached the sheep-dog state. Worse yet, I drive my cars in snow and rain and on muddy roads, and I do not experience cardiac arrest if a seagull scores a direct hit on my hood with a load of used food. (However, such a bombardment might send me to a carwash—yep, the slovenly automatic kind—but for the first time in months.) Although I would rebel at any inference that I am a car slob, I would also admit that the closest I've ever come to a concours d'elegance is in the pages of our beloved sister publication, where car fetishism often reaches the state of high art.

Car cleaning, car care, car primping, car sanitization—yes, car purging—has become a national craze. For proof, you need only visit the nearest discount store, where you are sure to find endless racks, bins, and shelves of polishes, cleaners, preservatives, silicones, carnaubas, and polymer waxes, plus brushes and sponges of all description. In fact, the entire subject is on its way to becoming a minor science. Nary a month passes by without one of the hardcore marque-worship magazines offering an intricate exposition on the latest rubbing and waxing techniques.

A late example of this is an article in *Roundel*, the magazine for Bimmer cultists, wherein a fevered acolyte deals in lengthy prose with the subject of "detailing." To a detailer, no driveway wash job is complete without the removal of the battery and the vacuum hoses for a thorough underhood scrub-down. The author further recommends yanking out the seats, the grille, the cowl, and certain bits of stainless steel and aluminum molding. Necessary for a thorough job are masking tape, Tilex bathroom cleaner, kerosene (to remove bugs), and pipe cleaners (to rout the drain holes in the doorsills). The author also advises

the fabrication of a cardboard template to prevent overspray when tidying up the tires with a coat of Armor All.

Presumably, once this awesome act of anal compulsion is completed, the car is to be placed into a dustproof plastic bag and never driven again. Or else cleaning it is to be a full-time occupation, because even the most prudent exposures to Mother Nature in her most benign states will befoul such efforts within hours.

However, there must be latent wisdom in such sacrifice, because the commissars who run Russia's workers' paradise place a high priority on keeping cars pristine. In fact, the 500,000-odd Muscovites who own vehicles face a fine of ten rubles (\$11.50) if they're spotted driving a dirty one. But therein lies a classic Soviet Catch-22: washing a car in public can cost you as much as a 100-ruble fine, and the carwashes in the City of Dusk could only accommodate one percent of the local vehicles even if they remained open 24 hours a day, which of course they do not.

Despite the miracles being wrought by the brilliant planners in the U.S.S.R., I still remain skeptical about overclean automobiles. Not only does cleaning a car involve one in self-defeating confrontations with the aforementioned elements, but it can be downright threatening to one's mental health. I recall driving down a gravel road in a Corvette that had been restored from the ground up by an old friend. This lad, who makes Felix Unger look like a mud wrestler, had spent months detailing the car, including the application of Imron paint to the bare frame. Sadly, it began to rain during our journey, and by the time we reached our destination, the poor fellow was a babbling idiot. After several years in analysis he came around, but he recently had a setback. While visiting our upstate New York *festung* for a large pig roast and music blowout, he also took part in a small, loosely run rally tour with his perfectly restored Maserati Khamsin. More bad luck. More rain. More mired

back roads. Probably more headshrinking.

Such disasters remind me of some wisdom offered by the late Ken Purdy, a man of vast writing talents and deep insight into the madness that energizes many automotive love affairs. I had just purchased a Ferrari 250GT Lusso and was embarking on a major restoration. Said Purdy, "Watch yourself, or the car will end up owning you." Later somebody backed into its tail at a party. I sold it, never again to own a car I was afraid to park among its peers. Or drive on bad roads.

In this regard I think of others who keep their car lunacy in perspective. Like my friend James X. Mullen, an advertising wizard who won the Sebring 12 Hours in 1983 and once had such a large collection of vintage racers that he converted his carriage house into an apartment for a live-in mechanic. Yet Mullen hauled out his Ferrari short-wheelbase Berlinetta and ran it in the rain and the dust of the 1979 Cannonball Baker Sea-to-Shining-Sea Memorial Trophy Dash. The SWB was a terrific machine, stylishly dented and tatty on the outside, but mechanically perfect; the ultimate "dressed down" supercar.

Or how about Richie Clyne of the Imperial Palace Auto Collection, who can be seen blasting through Las Vegas at the wheel of the ex-Paul Whiteman Model J Duesenberg dual-cowl phaeton? The last time I was with Clyne, we charged into the parking lot of an Italian deli for lunch and left the Duesie wedged between a Buick and a GMC pickup. I could think of any number of twits who would have parked their bra-bedecked Porsches two blocks from the scene of such barbarism. But Clyne, for all his expertise and awareness of priceless cars, still manages to maintain a perspective about the relative significance of inanimate metal objects.

I guess what we Type Bs are saying is that if you can't drive an automobile in normal, day-to-day environments, then you are dealing with it on a compulsive, neurotic level that we don't care about. With precious few exceptions, automobiles are tools, not objets d'art, and if yours is of no more value than a repository for car wax, then the raw vitality and sensual pleasure of driving have been expurgated from the equation. I know guys who won't take their beauties out if the weather satellite indicates a cloud pattern within 300 miles. I know guys who consider pigeon dung more toxic than nuclear waste. I know guys who consider airport parking lots akin to downtown Beirut. I know guys who like cars but are immobilized by them.

Then there are the rest of us, the slobs who run in mud and snow; who feel relieved when a car is christened with its first dent; who enjoy the visceral rather than the visual delights of the automobile. I'm not putting down the Type As, mind you. I'm merely saying that it will be a cold day in hell before Type Bs like me will mistake our cars for Ming china. ●

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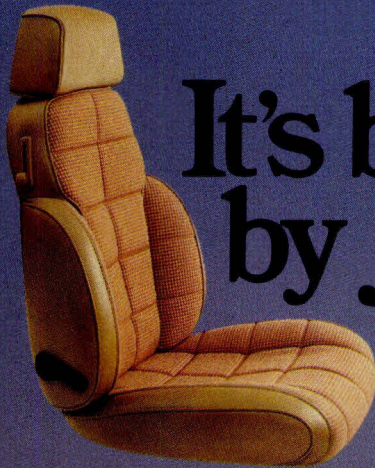
Comanche comes with either a 2.5 litre electronic fuel-injected four, an optional 2.8 litre V-6, or an optional 2.1 litre inter-cooled turbo-diesel.

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Comanche's interior is every bit as sporty, stylish, and contemporary as

payload, base engine horsepower, 4WD systems, wheels and tires... the list goes on and on.

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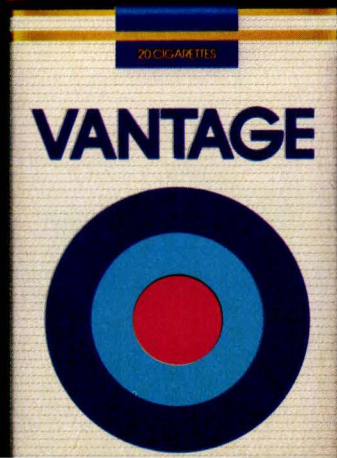
*Comparisons based on competitors' 1985 model information.



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WARREN VEITH

Bug bites.

• Volkswagen has a problem. It's still suffering from Bug bites.

In a way this is good, although I have a sneaky suspicion the company doesn't think so.

After all, this is 1985. And Volkswagen, like just about every other carmaker the world over, is selling up-scale, high-tech automobiles to discerning yuppies. Who needs clinging memories of a vehicle that was designed in the 1930s? No one.

Especially when so many of the potential customers can't remember the name of the last Democratic president.

But memory plays funny tricks on everybody. It paints with very soft colors, dries tears, and turns up the volume on laughter.

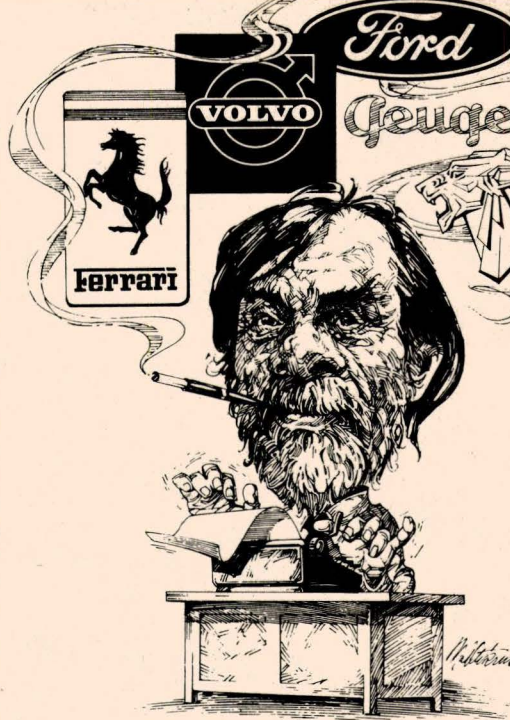
So the company needn't worry about being bitten by the Bugs in its past. Bug memories are happy memories. We were younger—or younger—and so was the car.

I have a soft-focus memory of a Bug careening along a palm-fringed road. It's 12:00 p.m., and tropic darkness is draped like wet black velvet over the scene. And it is a scene. The rented Bug has a sunroof through which protrudes the distinctive shape of a bass fiddle that seems to be sharing the back seat with three members of a calypso band, suitably costumed.

Crouched behind the wheel—working away at it with grim determination—is a jockey-sized, crew-cut young man described by some as looking like an amiable monkey. Seated beside him is a pretty, rounded young woman. She is scrunched down in the seat, eyes shut tight, and seems to be talking to himself. At any rate, her lips are moving.

The Bug and its occupants arrive at a right-angle bend that is protected from occasional pillars of sea spray by high banks of sand. The brake lights dab on once, and the Bug seems about to accomplish the impossible: a right-angle turn negotiated at virtually undiminished speed. The action in the scene slips into slow motion. The Bug heels over gently, teetering on two wheels. The angle of the sandbank seems to have been computer-designed to accept the rounded fiddle of the little car. The firmly packed sand supports the weight for a few yards, and then the angle of the bank changes gradually, nudging the car back to an upright position.

Its direction of travel changed by 90 degrees, the Bug accelerates away. The scene is empty. Lingering on the warm, moist air are an unfinished a cappella chorus of "Yellow Bird" and the characteristic phut, phut, phut Bug exhaust note. Once heard, never forgotten.



I think I can explain all that.

A long time ago I had been asked by a car magazine to report on something called Nassau Speed Week. This little confection of enlightened self-interest had been dreamed up by a larger-than-life high roller named Red Crise. It consisted of seven days of sports-car racing on Grand Bahama Island and seven nights of parties.

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Racing was conducted on the island's coral-surfaced airfield—murder on tires. The parties took place at a different hotel each night—murder on stomach linings.

Jane, my lifelong passenger, and Irv Dolin, lifelong friend and photographer, accompanied me to the first race and the following party in our rental Bug. The party seemed rather short. (Actually, like all the other parties, this was a cocktail party designed to end at six or seven with the intention of trapping you, slightly stunned, at the host hotel for an expensive dinner. This didn't really work, because the hotels always seemed to underestimate what it takes to stun an average member of the press corps.) But conversation with the three-man calypso band at that first do elicited the information that parties in the nightclubs "over the hill" ended when the moon set and the sun rose. Further, if we had transport and could get them over the hill in time, they could ace out the other bands and get a gig that night at one of the bigger clubs. If all this became fact, we would be set for a long evening of hoo-ha.

We dropped Irv at his hotel—he wanted to be as sharp as his coated lens for the next day's race—and set off at speed to make sure that we got our band on the stand, and us at a ringside table, at the best club that "over the hill" had to offer.

That's why all those years ago I laid a Bug on its side, while the band sang "Yellow Bird." It was a stupid thing to do. Any driver worth his pierced-back gloves would have realized that salt and sand have about the same coefficient of friction as black ice, and they're a lot more visible.

But the Bug body shell was so sound and shock-resistant—and, admittedly, the suspension was so twitchy in the most normal of situations—that only the shaken driver seemed to have noticed the small deviation in the flight plan.

The episode scared me silly. Happily, the Bug didn't bite that night. But it could have. And it would have been due provocation. I think about that once in a while. And I still think the Bug was something more than a car. Besides all that... I wonder what ever happened to calypso music.

We all know what has happened to the Bug. But not all of us can understand why.

After all, it was, and is, the best-selling car of all time. Over twenty million of the ugly little devils have been produced. The last German-built version came off the line in 1978, and, according to one noted Beetle historian (J. Wood, *The VW Beetle: A Collector's Guide*), about two-thirds of that year's issue are still in use. Adding to this legend of immortality is that Bugs are still being produced in Mexico and Brazil. Just in case you have a Bug bite that can't be cured short of a brand-new example safely sequestered in the family garage.

But to be honest, I think the Bug's time, like calypso, has come and gone. And it was a good time. Which the soft shades of memory will make even better.

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S407. UTQG: 180AA. Radial. 2 steel belts, 1 or 2 polyester body plies. SuperFiller stiff head compound. High performance all-season design. P-Metric 70 series. HR speed rated. Blackwall. Tubeless. * = raised white letters.

P175/70R13	\$43	P195/70R14*	\$58
P175/70R13*	49	P205/70R14	55
P185/70R13*	51	P185/70R15*	57
P185/70R14	49	P215/70R15*	67
P185/70R14*	55	P225/70R15*	71
P195/70R14	51	P235/70R15*	74

137 Potenza. UTQG: 140AA. For high performance cars. Radial. 2 steel belts, 2 polyester body plies. SuperFiller stiff head compound. P-Metric 60 series. HR speed rated. Blackwall. Tubeless.

P195/60R14	\$79	P205/60R15	\$84
P225/60R14	89	P215/60R15	90
P195/60R15	80		

E91 Potenza. UTQG: 140AA. For high performance cars. Radial. 2 steel belts, 1 nylon belt, 2 polyester body plies. Metric 55 & 50 series. VR speed rated. Blackwall. Tubeless.

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

MX/MXL UTQG: 280AB. Radial. 2 steel belts, 1 polyester body ply. SR speed rated. Blackwall. Tubeless.

145-13	\$26	175-14	\$40
155-13	31	175/70-14	49
165-13	35	185/70-14	40
165/70-13	35	195/70-14	51
175/70-13	39	155-15	36
185/70-13	37	185/65-15	49

CONTINENTAL

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

175/70-13	\$55	195/70-14	\$66
185/70-13	57	205/70-14	71
185/70-14	62	185/65-15	67

CH 41 UTQG: 150AA. Radial. 2 steel belts, 2 nylon caps, 1 or 2 rayon body plies. HR speed rated. Blackwall. Tubeless.

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

CS 21 UTQG: 160-200AB. Radial. 2 steel belts, 1 nylon cap (some sizes), 1 or 2 rayon body plies. SR speed rated. Blackwall. Tubeless.

145-13	\$27	165/70-13	34
155-13	30	175/70-13	37
165-13	33	185/70-13	42
165-14	39	185/70-14	46

TS 771 UTQG: 160-200AB. Radial. 2 steel belts, 1 nylon ply, 2 rayon belts, 2 rayon body plies. SR speed rated. Blackwall. Tubeless. RF = reinforced.

155-12	\$29	165-15	\$36
175-13	40	165-15	39
185-14	45	195/70-14	49
185-14RF	50		

Call for our low prices on Continental CS 75 Con-Trac.

XGT UTQG: 170AA. Radial. 1 steel belt, 1 polyamide belt, 2 polyester body plies. P-Metric 60, 55 & 50 series. VR speed rated. Recessed raised black letters. Tubeless.

P205/60R13	\$89	P215/60R15	\$132
P205/60R14	116	P255/60R15	178
P215/60R14	121	P205/55R16	188
P245/60R14	142	P225/60R16	199

MXV UTQG: 170AA. Radial. 2 steel belts, 2 rayon body plies. HR speed rated. Metric 65 & 60 series. Blackwall. Tubeless.

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

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PIRELLI

P3, P3/70 UTQG: 140-180AB. Radial. 2 steel belts, 1 nylon cap, 1 rayon body ply. SR speed rated. Blackwall. Tubeless.

155-12	\$25	165/70-13	\$29
145-13	22	175/70-13	32
185-14	34	185/70-13	35
155-15	29	185/70-14	38
165-15	33	185/70-15	40

P4, P44 UTQG: 180AB. Radial. 2 steel belts, 1 nylon cap, 1 rayon body ply. SR speed rated. Blackwall. Tubeless.

145-13	\$23	185-14	\$36
155-13	27	175/70-13	34
165-13	29	185/70-13	36
165-14	33	195/70-14	43
175-14	34		

P6 UTQG: 130-140AA. Radial. 2 steel belts, 2 nylon caps, 1 or 2 rayon body plies. Metric 65 & 60 series. HR speed rated. Blackwall. Tubeless. F = VR speed rated.

185/60-13	\$60	225/60-14	\$96
205/60-13	75	185/70-15†	96
185/60-14	69	195/60-15	81
185/65-14	64	205/60-15	87
195/60-14	77	215/60-15	107
205/60-14	90		

P7 UTQG: 160AA. Radial. 2 steel belts, 3 nylon caps, 1 nylon body ply. VR speed rated. Blackwall. Tubeless. F = R or F-type.

205/60-13*	\$102	285/40-13	\$191
205/55-14*	116	345/35-15	218
225/55-14*	126	205/55-16	158
205/50-15	135	225/50-16	168
225/50-15	155	265/50-16	191

P77 UTQG: 150-190AA. Radial. 2 steel belts, 2 nylon caps, 1 nylon body ply. Asymmetric tread design. M & S rated. P-Metric 75 & 70 series. HR speed rated. Whitehall. Tubeless. b = blackwall.

P175/70R13b	\$48	P195/70R14	\$50
P185/70R13b	51	P205/70R14b	62
P205/70R13b	54	P205/70R14	56
P205/70R13	49	P205/75R15b	64
P185/75R14	50	P205/75R15	59
P185/70R14b	54	P215/75R15	67
P195/75R14	54	P225/70R15b	77
P195/70R14b	55	P225/70R15	70

P8 UTQG: 200AB. Radial. 2 steel belts, 1 nylon caps, 1 nylon body ply. Low rolling resistance design. Metric 65 series. SR speed rated. Blackwall. Tubeless.

175/65-13	\$42	185/65-14	\$50
185/65-13	48	195/65-14	55
165/65-14	44	205/65-14	60
175/65-14	45	185/65-15	54

ENGLEBERT MAX 1

UTQG: 160AB (Metric 70 sizes) 140AB. Metric sizes. Radial. 2 steel belts, 1 or 2 tread & sidewall plies. Nylon cap. SR speed rated. Blackwall. Tubeless. This is famed Uniroyal-Europe Rallye 180, now made by Englebert (owned by Continental) in Belgium.

155-12	\$26	175/70-13	\$33
155-13	27	185/70-13	36
165-13	29	185/70-14	40
175-14	36	195/70-14	46
185-14	38	205/70-14	46
165-15	35		

YOKOHAMA

A008 UTQG: 140AA. Radial. 2 steel belts, 1 or 2 nylon belts (some sizes), 2 rayon or polyester body plies. Metric 70, 60, 55 & 50 series. VR speed rated (70 series, HR speed rated). Blackwall. Tubeless.

175/70-13	\$64	225/60-14	\$104
185/70-13	68	195/60-15	93
205/60-13	86	205/60-15	111
185/70-14	71	215/60-15	121
195/70-14	77	195/50-15	119
205/70-14	84	205/50-15	140
185/60-14	78	225/50-15	158
195/60-14	88	205/55-16	173
205/60-14	98	225/50-16	176

SEMPERIT

M501 UTQG: 160AB. Radial. 2 steel belts, 2 rayon body plies. SR speed rated. Blackwall. Tubeless.

155-13	\$27	165-15	\$35
165-13	30	165/70-13	30
165-14	31	175/70-13	34
175-14	37	185/70-13	36
185-14	40	185/70-14	38

SEMPERIT

M529 Snow radial. 2 steel belts, 1 or 2 rayon body plies. SR speed rated. Hydrophobic tread compound. Studdable. Blackwall. Tubeless.

165/70-13	\$32	165/70-13	35
175/70-13	37	185/70-13	37
185/70-13	30	175/70-14	36
165-13	32	185/70-14	38
175-14	39	195/70-14	44
185-14	42	205/70-14	49
165-15	37	185/65-15	43

MUD & SNOW

SEMPERIT

M529 Snow radial. 2 steel belts, 1 or 2 rayon body plies. SR speed rated. Hydrophobic tread compound. Studdable. Blackwall. Tubeless.

165/70-13	\$32	165/70-13	35
175/70-13	37	185/70-13	37
185/70-13	30	175/70-14	36
165-13	32	185/70-14	38
175-14	39	195/70-14	44
185-14	42	205/70-14	49
165-15	37	185/65-15	43

DUNLOP WINTER POWER 60

Snow radial. 2 steel belts, 2 polyester or rayon body plies. Nylon overwrap for high-speed stability. Low profile 60 series. Studdable. Blackwall. Tubeless.

185/60-14	\$62	195/60-15	\$67
195/60-14	65	205/60-15	67
225/60-14	70	215/60-15	70

KELLY ICE RADIAL

Snow radial. 2 steel belts, 1 or 2 polyester body plies. Studdable. Whitehall. Tubeless.

P185/75R14	\$44	P215/75R15	\$52
P195/75R14	46	P225/75R15	55
P205/75R14	48	P235/75R15	57
P205/75R15	50		

PIRELLI WINTER 190

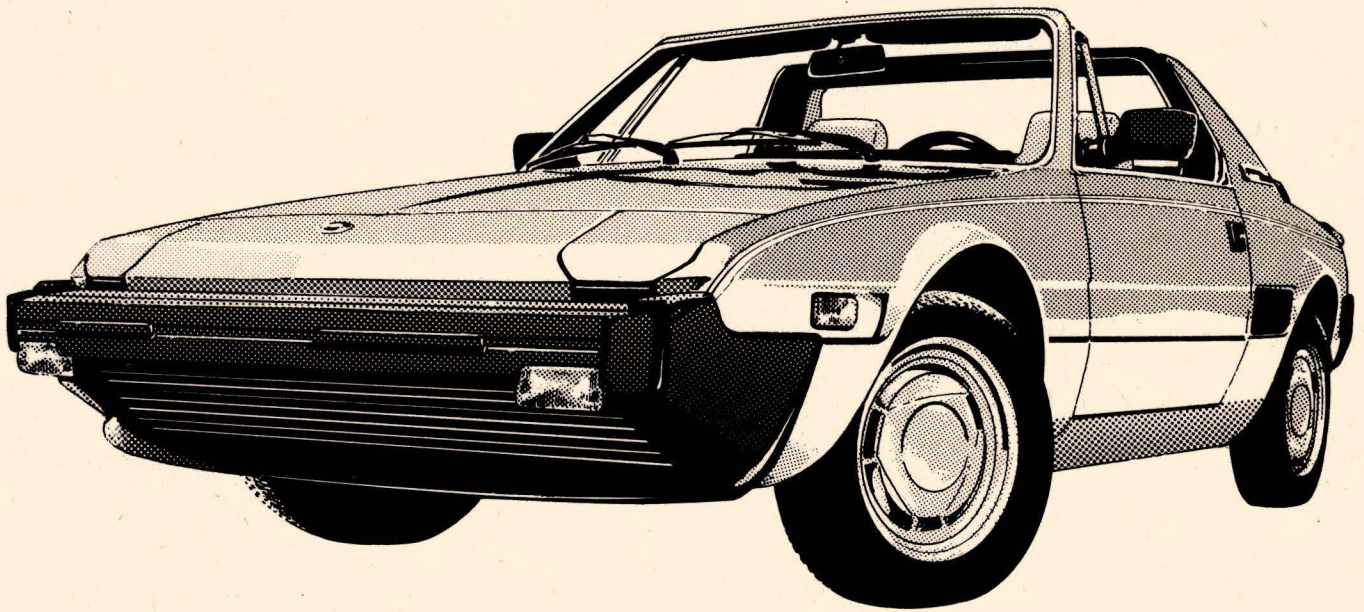
185/65-15	\$83		
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Bosch fuel injection, four wheel independent suspension, four wheel disc brakes, light alloy wheel with Pirelli radial tires, rack and pinion steering, 5-speed transmission, power windows, cloth interior.



Factory installed air conditioning, leather interior, two-tone paint, rear spoiler and moon roof are optional.

*Manufacturer's suggested retail price model year 1986. Inland transportation, dealer preparation, state and local taxes are additional.

\$9,995*

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FOR YOUR INFORMATION

BY JEAN LINDAMOOD

NEW & IMPROVED

• Ford has **delayed** the U.S. debut of its \$25,000 **Merkur Scorpio** sedan (FYI, July) until the fall of 1986. Lincoln-Mercury, which handles the Merkur franchise, is said to be looking for "a small, sporty European model for around \$7500." Hmmm . . .

• The Aerostar still hasn't hit the streets, but we've gotten wind of a smaller, **front-drive minivan** that Ford may introduce in the late 1980s. Called APV (for "all-purpose vehicle"), the mini-people hauler may be jointly designed and built with Ford's Japanese affiliate, Mazda. One proposal calls for the vehicle to share the front-drive Taurus platform, with the choice of a 2.5-liter four or a 3.0-liter V-6 and an optional **four-wheel-drive** system. The minivan would compete against similar models planned by Pontiac and Dodge for 1989.

• **Ferrari's** new **328GTB** for 1986 boasts a more powerful 3.2-liter version of the Quattrovalvole V-8 and new front sheetmetal with larger air intakes. A soft-top version should arrive stateside in the fall of 1986.

• **Renault**, under a reorganization plan announced by new boss Georges Besse, will supply AMC with sedan and wagon derivatives of the new **R19** compact (code name: Medalion) in the fall of 1986. Built at Renault's plant in Vilvoorde, Belgium, the R19 will bow next February in France as a replacement for the aging R18.

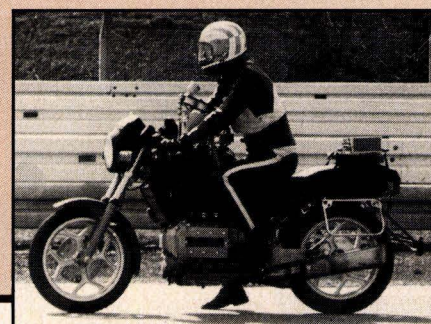
Speaking of AMC, tentative plans call for a **four-wheel-drive** edition of the **Alliance** in the 1987 model year.

• **Peugeot** insists it has no plans to sell a U.S. version of its new **C28** five-door hatchback, which replaces the old Talbot Horizon this fall



A Whole Bunch of Bimmers!

BMW planned a full display for the September Frankfurt Motor Show. Three-series variants were to include the elegant, four-passenger 325i cabriolet (above), designed by BMW's Claus Luthe, as well as a 130-mph, four-wheel-drive 325i (below left). In addition to cars, BMW's K75 motorcycle (below right), a smaller sister to the K100, with a three-cylinder engine and a five-speed transmission, was also expected to show.



in Europe, where it will be slotted between the 205 and the 305. Peugeot's export boss, Victor Dial, says the French automaker has no plans to add to its current American lineup until at least 1988.

• Chrysler and Maserati, GM and Pininfarina, Ford and Ital Design—and now our European ears report that **Opel** will soon announce a **joint venture with Bertone**, which will reportedly produce the Kadett convertible due to be unveiled at this fall's Frankfurt Motor Show. The subcompact, low-drag Kadett cabrio features a slim roll bar and a fabric top and will be offered with 1.6- and 1.8-liter gas engines. According to sources at the company's Rüsselsheim headquarters, the Kadett convertible may even be exported to the States in 1987, when its Korean-made, fixed-top sisters hit U.S. showrooms.

• **Honda and Rover** have agreed to collaborate on **another model** to supplement the 2.5-liter Sovereign sedan that Rover plans to launch in the States in 1987. Code-named YY, the new subcompact will replace the Maestro and the Montego in Europe, and probably also the 1986 Accord, which was recently introduced in Japan. Engines will displace from 1.3 to 1.6 liters. The YY is targeted for a U.S. launch in 1990.

• No firm details yet, but insiders at Jaguar Cars think that a new, **smaller Jaguar** sedan could debut by the end of the decade. The F-type two-seater should be launched sometime before then.



One More Time! The Jaguar XJ40



When you just can't get that elusive shot, *improvise*—exactly what the folks at Hidden Image have done. Using an ultrasecret photograph of a new Jaguar XJ40 after rear-end crash testing and photos of various disguised test cars, Hidden Image has managed a credible, retouched pair of "photos" of the new sedan. Its debut date is uncertain.



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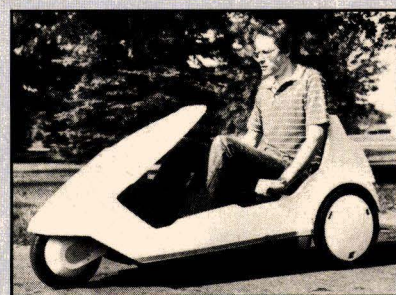
Subwoofer: Ask for the CS700 (a pair of Linear Drive woofers with Stiffite cones) and stand back.

Speakers: The 300i is the speaker that started it all. 315i and 320i separate woofers, tweeters, and crossovers for installation flexibility, and pin-point imaging.

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ADS. Audio Apart.

F Y I



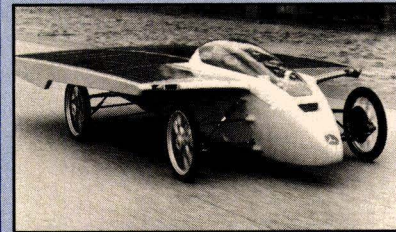
The single-seat electric Sinclair C5, designed by Sir Clive Sinclair and developed and tested by Lotus, is available in the U.S. from the Newcastle Company, Ltd. (Route 18 North, R.D. 3, P.O. Box 322, New Castle, Pennsylvania 16105, 412-658-4516). The three-wheeler, which has a molded polypropylene body shell and weighs only 100 pounds, has a twenty-mile range.

TECHNOID

- **GM** has acquired a minority interest in **Etak, Inc.**, of Sunnyvale, California, which makes an on-board navigation system that can pinpoint a car's location without the use of satellites, using sensors and an on-board computer. GM plans to install the system in some of its cars in the late 1980s. Currently priced at around \$1500, the system is based on programmed area maps stored on cassettes, which are displayed electronically on an in-dash cathode-ray-tube screen. Etak was bankrolled initially by Nolan Bushnell, the video-game pioneer and Atari chairman.
- **Nissan** has introduced what it says is the world's first **variable-nozzle turbocharger**. The unit has an electronically controlled flap



Mercedes-Benz is logging numerous miles on gas-turbine prototypes (above) fitted with ceramic turbine blades. Below: The winner of Europe's Tour de Sol, a rally for solar-powered vehicles, was built by M-B apprentices. A huge 432-cell solar collector sits atop a PVC body and a tubular space frame. The 400-pound Solar Silver Arrow covered the 230 miles in ten hours, two hours ahead of second place.



that varies the diameter of the turbine's inlet port; at low rpm, when the diameter is small, the velocity of the exhaust gas is increased, virtually eliminating turbo lag, Nissan says. The unit can also reach full boost twice as quickly as a normal turbo. Installed on Nissan's fuel-injected 2.0-liter V-6, it has contributed a twelve-percent improvement in low-end torque and a six-percent hike in maximum power out-

put. The first production application in the U.S. may be on the 3.0-liter V-6 in the 300ZX Turbo. Mazda will use a similar design for the RX-7 Turbo due here next spring.

• Britain's **Austin Rover Group** has developed a 400-bhp, quad-cam, 24-valve, normally aspirated 3.0-liter V-6 specifically for its new mid-engine, four-wheel-drive MG Metro 6R4 rally car, which will contest the World Rally

Remanufactured Cars

New life for Volvos and Bimmers.

• Question: What do 70 percent of all telephone handsets in use today, 85 percent of all replacement automotive starter motors, and every light tank in the U.S. Army inventory have in common?

Answer: They have all been "remanufactured"—which is to say that, after the normal wear and tear of one useful life, they have been completely disassembled, thoroughly refurbished, and then reassembled to live again.

The concept of remanufacturing has been around since shortly after the dawn of the Industrial Revolution. More recently, a company in Allentown, Pennsylvania, called AIR Automotive has been applying it to cars. From modest beginnings six years ago, AIR (Automotive Import Recycling) has grown into a \$2 million firm with 60 employees and an output of more than twenty remanufactured cars a month.

No doubt a key to its success has been the wisdom of limiting its efforts to two marques: Volvo and BMW. "They are the two most 'remanufacturable' lines," says Peter Fuller, AIR's 34-year-old chairman. "The inherent quality of their original construction makes them both easier to remanufacture—for example, they're bolted together rather than welded—and more worth the effort, in terms of resale value, in the final result."

It must also be added that several Volvo and BMW lines from the late 1960s and the 1970s still command considerable affection: 140- and 240/260-series Volvos and the BMW 1600, 2002, and 320i. At present, AIR's most popular model is the 245 wagon, followed closely by the 320i and that totem for all true BMW believers, the 2002.

Roughly 25 percent of AIR's output is for resale: the firm buys used cars, refurbishes them, and then offers them for sale. But most of its work is done to the order of customers—typically, current owners bracing themselves for the specter of six-figure odometer readings. (To date, the record is a 144 Volvo that rolled in with just over a quarter-million miles on the clock.)

The remanufacturing process usually takes six weeks and entails a complete disassembly of the car. All exterior body panels, the suspension and brake components, and the engine and the drivetrain are

removed, closely inspected, and reworked or replaced as needed. Once the body has been repainted, the car is test-driven for 250 miles and returned to its owner with a 12-month/12,000-mile warranty.

According to David Leggett, the 30-year-old president of AIR, 60 percent of the original parts in a typical customer's car can be serviced and reinstalled; the remaining 40 percent must be replaced with factory-spec components.

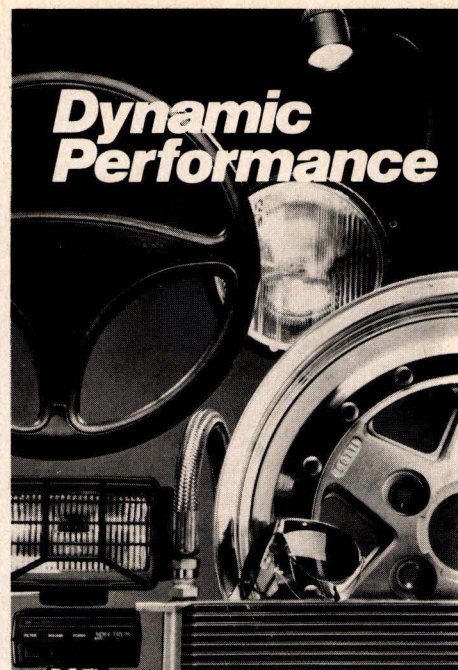
The final price to the customer, of course, varies with the degree of deterioration. The "average" Volvo, says AIR's Fuller, can be remanufactured for about \$8500. BMWs average about \$1500 more. For owners whose cars do not need the full treatment—for instance, no engine work required—the company offers an abbreviated version of its service.

Prices on models prepared by AIR for resale reflect the value added by the remanufacturing process—typically \$5000 to \$6000 above the current *Blue Book* price. For example, the firm has 240-series Volvos for sale priced at \$8000 to \$10,000, 2002s for \$10,000 to \$13,000, and 320is for \$11,000 to \$13,000. No great saving is realized by choosing an older model, because the traditional age-and-mileage parameters of conventional used-car pricing do not apply. "Even though the 'core value' of an older model might be less," explains Fuller, "more labor and parts have probably been required to remanufacture it into a condition that meets our standards."

The reactions of the cars' original manufacturers to AIR are quite different. "We have no official policy," says a BMW representative. But a Volvo spokesman says, "We feel the net effect is very positive, because it reinforces the idea that our cars can go on forever."

Well, not exactly forever. By their own admission, AIR is not in the business of museum-quality restoration. According to AIR's Fuller, though, the work is good enough to last "for at least another 100,000 miles." He adds: "We never tell anyone their car is new or better than new. It's remanufactured. You know, people have come to me and asked, 'Can you make my car new again?' I say no."

—David Abrahamson



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914 Heavy duty clutch package	164.50
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H-4, 55/100 watt	9.55	Quad. headlamps	set 79.00
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F Y I

Championship in 1986. No word on potential production applications.

CASH FLOW

• **Avanti Motor Corporation** filed for protection from creditors under **Chapter Eleven** of the federal bankruptcy laws in late June. Chairman Stephen Blake says the company plans to move later this year to the Detroit area from the old Studebaker plant in South Bend, Indiana, and is seeking additional capital from minority investors, as well as local and state governments. Blake says he plans to discontinue the Avanti II, but will continue to build the Avanti

convertible while developing a new coupe and a new roadster.

• **Toyota** may build **Camrys** in the U.S. in 1987, according to the *Wall Street Journal*. An announcement concerning the proposed \$500 million plant is expected this October.

• Meanwhile, **Honda** says it will begin building 1.5-liter **Civic engines** at its Marysville, Ohio, plant in the fall of 1986 as part of a \$40 million expansion program. Civic production is expected to begin at Marysville in mid-1986.

• On June 25, the **one-millionth** second-generation **VW Golf** rolled off the line in Wolfsburg's Hall 54. The company's latest best seller was flanked by the one-millionth first-gener-

Honda Quint Integra GSi

Coming soon to your local Acura dealer.

• The next new Honda nameplate to hit these shores, the Acura Integra (say "Ak-yer-uh In-teg-ruh"), has been unleashed in Japan to do battle in the ferociously competitive sporty-sedan segment of the market. Honda's design team in Japan and Honda Research of America collaborated on the basic design. Its most eye-catching feature is a bubble-shaped rear window and hatch, à la Renault 25. When viewed from the side, the short deck immediately aft of the hatch creates a sedanlike silhouette, which Honda believes will appeal to drivers who think hatchbacks lack "class." Honda is, in fact, insisting that the Integra belongs to the notchback family. Pop-up headlights have allowed the designers to lower the hood, contributing to a commendable drag coefficient of 0.33.

Although its sleek shape suggests a two-plus-two sports coupe, the Integra is, in Japanese terms, a full five-seater. (The lack of rear headroom will keep the car from enjoying that status when it reaches the U.S., however.) The Integra's wheelbase is identical to the four-door Civic's, but all other body dimensions have been expanded, bringing it closer to its bigger cousin, the Accord hatchback.

The Integra is powered by the same basic sixteen-valve, 1.6-liter, DOHC four-cylinder engine that energizes the Civic Si and CRX Si in Japan. Unique to the Integra, however, is that the base engine is fed by a single carburetor, adopted to save money. The fuel-injected version produces 135 hp (JIS), twenty more horsepower than the carbureted engine. Power is transmitted to



the front wheels by either a five-speed manual or a three-speed-plus-lockup automatic transmission. Relatively low gearing has been selected to give a crisp and urgent feel in the Integra's lower three gears.

The Integra's major suspension components also come from the Civic, but because ride is a higher priority in this application, Honda has specified softer dampers and rubber bushings. Straight-line stability is a strong suit of the Integra, though it seems that this virtue has been achieved at the expense of maneuverability. In this respect, the Integra really feels like a long-wheelbase, front-drive car. In any corner, understeer is pronounced, and the suspension tends to feel soft at times; the bump stops get plenty of use when traveling over less than smooth roads.

Then again, the Integra was intended as more of a Tokyo boulevard cruiser than a mountain-pass screamer. According to Honda, the Integra is aimed at the consumer who "used to drive the CRX or Prelude, but has been compelled to look for a car which offers more interior space to accommodate the newcomers to his/her family, but is still hooked on sporty cars and would not be satisfied with the somewhat sedate Accord and Civic lines."

In this regard, Honda has scored well: the Integra is exactly what the manufacturer intended it to be. It is a pleasant car to drive, it has comfortable accommodations for four, and it has sufficient power for the occasional spirited drive—all packed in a sporty design. Chalk up one more hit for Honda's astute product planners.

—Yasushi Ishiwatari

Manufacturer: Honda Motor Company, Ltd.
Tokyo, Japan
Vehicle type: front-engine, front-wheel-drive, 5-passenger, 2-door sedan
Price (Japan): \$5950
Engine type: 4-in-line, aluminum block and head, electronic fuel injection
Displacement 97 cu in, 1590cc
Power (JIS) 135 bhp @ 6500 rpm
Transmission 5-speed
Wheelbase 96.5 in
Length 168.5 in
Curb weight 2100 lb

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F Y I

ation Golf (made in 1976) and by the millionth Beetle (made in 1955). All in all, over 7.2 million Golfs have so far been produced worldwide. VW puts out about 3300 Golfs daily: 2000 in Wolfsburg, 700 in Brussels, 460 in Westmoreland County, Pennsylvania, and 100 in South Africa. In West Germany, one out of seven newly registered cars carries a Golf badge.

• But the **Ford Escort**, with sales of 908,000, was the world's **best-selling car** in 1984. In second place was GM's J-car. The Toyota Corolla grabbed the number-three spot.

• While their Detroit parent companies carted in record profits, **Ford of Germany** and **Adam Opel AG** reported **severe losses** for fiscal 1984. Last year was the worst ever for Opel, which had earned \$100 million in 1983 but reported a \$230 million loss a year later. According to chairman Ferdinand Beickler, the decline was due primarily to the German metalworkers' strike and to customer insecurity concerning exhaust-emissions standards. Similar problems haunted Ford of Germany, which lost close to \$100 million last year. After three profitable years, the red ink was caused chiefly by increasing pressure from other European and Japanese carmakers and by growing unemployment in major export markets.

• **GM** has been chatting with **Alfa Romeo** about possible cooperative ventures, including



A glimpse of the Lancia Delta S4 homologation special, 200 of which must be built to meet eligibility requirements for the mid-engine, four-wheel-drive rally car that Lancia will campaign in 1986.

through a lukewarm compromise. The standards will be phased in from 1989 to 1993, and three-way catalyts will likely be mandatory only for engines with over 2.0 liters of displacement. In the best-selling 1.4-to-2.0-liter category, lean-burn engines or two-way catalyts will do the job. For cars with engine displacements below 1.4 liters, well-tuned injection systems may suffice.

MOVERS & SHAKERS

• **Paul Tippett** has resigned as chairman of AMC to become president of Springs Industries, a South Carolina textile firm. Tippett, who was replaced as chief executive officer last fall by AMC president José Dedeurwaerder, was president of the Singer Company's Sewing Products Group before joining AMC in 1978.

U-TURNS

• We could have saved \$89 during the 1985 One Lap of America if we'd had a police scanner and the **Traveler's Frequency Directory** (Scan America, P.O. Box 292711, Kettering, Ohio 45429; \$6.00, including postage). Reader Dave Jones compiled the 50-page directory with the long-haul highway driver in mind, he says; for example, it includes "no information on amusement parks or tourist traps" but more than 1000 listings of police- and highway-department frequencies, covering all 50 states. Jones also includes frequencies used by weight-control cops, turnpike and toll-road data, highway-patrol emergency phone numbers, emergency medical-service frequencies, and a glossary explaining the "ten" code (10-45—animal carcass; 10-94—drag racers) and its variations from state to state.

QUOTES

• Audi R&D wizard in chief **Ferdinand Piëch** offers his interpretation of the difference between the Golf GTI and its most serious rival, the Peugeot 205GTI: "Maybe the Peugeot gives more for the eye, but the VW is like a kitchen you can clean."

And on the subject of Quattro versus Subaru, he says: "The Subaru system is very easy. It's like a human. He walks on two legs; when it's icy, he falls down on four. We copy fast animals that always run on four legs."

FYI is written with the assistance of contributing editors Paul Lienert in Detroit, Georg Kacher and Anne Hope in Europe, and Yasushi Ishiwatari in Japan.



No word on China's Red Flag limo coming here, but Cadillac and O'Gara Coachworks have inked a deal to sell the People's Republic twenty 1985 limos, GM's first exports to China since 1951. Executives, diplomats, and VIPs in the capital of Beijing will be riding in fifteen rear-wheel-drive stretched Fleetwoods and five new front-drive Fleetwood Seventy Fives.

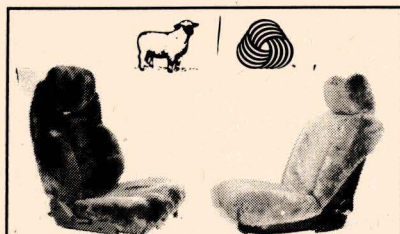
the use of Alfa engines in Pontiacs and building a special car in Italy for sale in the U.S. GM has also discussed buying an interest in the state-owned company.

GAS PAINS

• **Fuel prices** on the Continent, like those in the U.S., have **dipped** a bit since the last oil crunch. Per-gallon prices for petrol range from lows of \$2.23 in West Germany and \$2.50 in Britain to \$3.05 in France and \$3.27 in Italy, according to the British Automobile Manufacturers Association.

LIFE & BREATH

• The European Economic Community has finally agreed on **emissions-control legislation**. Rather than adopt the radical U.S. limits, England, France, and Italy managed to push



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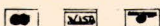
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LET'S GET IT TOGETHER  BUCKLE UP.



• Nine years ago I returned to *Car and Driver*, and my first assignment was to write something about the impending introduction of the then-new 1977 models from Detroit. The big news that year was the "downsized" 1977 Chevrolet Caprice. All of the GM divisions had versions of that car, but only Chevrolet seemed eager and willing to promote the fact that it was truly smaller, lighter, and more efficient than the enormous parade-float models that had preceded it. The others, fearing backlash from traditional big-car buyers, no doubt, were clearing their throats and talking into their shirt fronts in the hope that they could bring the new, smaller cars to market without anyone noticing. They were almost successful.

That Chevrolet Caprice is still with us, and it still looks pretty good. What's more important, it still offers terrific value for money. I'm now in the market for a new American car, and I thought a new Chevrolet equipped with the police suspension might be a giggle, but I decided that I would only consider cars with four-wheel disc brakes and anti-lock braking systems. Nine years ago, there were no such cars available to American buyers. The Robert Bosch ABS system was first introduced to European drivers in 1978 and came to this country on several 1985 Mercedes-Benz and BMW models. Now there are seven domestic automobiles with anti-lock braking systems and disc brakes at all four corners—Chevrolet's Corvette, Pontiac's 6000STE, Oldsmobile's Ninety Eight, Buick's Electra/Park Avenue, Cadillac's de Ville/Fleetwood, and the Lincoln Mark VII and Continental.

I wrestled with this agony of choice for several weeks and opted for the Lincoln Mark VII LSC. I wanted the Corvette very badly—I love the car—but I needed the occasional availability of four seats, and I didn't want to do without a glove box and luggage space. Furthermore, Ford's record of quality improvement over the past few years has not been lost on me. I was much beguiled by the idea of a luxurious American car with good looks, good performance, great seats, and rattle-free reliability—plus the above-mentioned anti-lock four-wheel-disc system.

Funny thing about the Mark VII LSC. Not so funny to the Ford Motor Company, I guess. It isn't selling well. Apparently, the

NEW '86 CARS

The View from Ann Arbor

BY DAVID E. DAVIS, JR.

Neanderthals and poseurs whose status depended on the long hoods and kitschy trappings of the old Mark series are repelled by the aerodynamic shape and the greater efficiency of the new Mark, and Audi and BMW owners refuse to believe that Ford could actually build something that would satisfy their needs for a true driver's car. Alas.

Also at Ford, we have the Tempo and the Topaz. These may be the last important expression at Ford of the *Not Invented Here* mind-set that dominated new-car development in Detroit for so many years. Why did the nice people who brought us good things like the LSC, the Thunderbird Turbo Coupe, the Mustang SVO and GT 5.0, and the Merkur XR4Ti go to all the trouble to create the so-so Tempo and Topaz when they could have brought us the European Sierra line? We got the American Escort via a similar reasoning process, and American compact-car buyers would have been ever so much better off if Ford

had simply given them a federalized European Escort instead. This is not to say that the U.S. Escort has not become a creditable little car, but Ford sure did it the hard way.

One of the biggest automotive stories of the past nine years was Chrysler's Lazarus-like rise from the dead. Mr. Lee Iacocca gets all the credit in the popular prints and on the steam television, but I'd like to suggest that he couldn't have done it without Gerry Greenwald, Hal Sperlich, Gar Laux, and John Naughton. They would all be quick to remind us that they couldn't have done it without him, either. Most of Chrysler's products were in place when Mr. Iacocca arrived, but he and Hal Sperlich must be singled out for special mention on the phenomenally successful Chrysler minivans—the Plymouth Voyager and the Dodge Caravan.

Thus, going back to Ford and General Motors, we wonder how they could have labored so long and so hard on the Aerostar and the Astro and then missed the point of the Chrysler minivans so completely. Ford, at least, has clothed its Aerostar in pretty audacious styling, but GM's Astro is just a big van without much room inside. Not only does GM sweat the details, it also sweated every trace of imagination out of the minivan idea.

What about GM? I really trust Messrs. Roger Smith and Jim McDonald, and I believe

absolutely that they know what they're doing, but GM's automotive profits and sales do seem to go down in more or less direct ratio to their rising tide of acquisitions. We hope that they're not confusing process with product. We're a little concerned about the new Chevrolet-Toyota Nova, inasmuch as the trim started falling off of ours when we'd been driving it for less than a week. We thought the Japanese were supposed to teach the UAW to build cars. Is the UAW teaching the Japanese?

We'll know soon. A few years ago, when the people in Detroit set out to push the Japanese back into the ocean, they had to jostle and shove them all the way to the beaches of California. A little later, they needed only to push as far as the hills of Tennessee, or Marysville, Ohio. Now there are rumors of almond-eyed apparatchiks wearing Hiroshima Carp baseball caps and shouting, "Surf's up!" in Flat Rock, Michigan. If I were Lee Iacocca, I'd be waxing my board. ●

Ford Taurus LX

Mr. and Mrs. Middle America aren't gonna believe this.



• If each of us were to sift through the past half-century of American history in search of the most radical new cars, a few models would be guaranteed to show up on every list: the Chrysler Airflow of 1934, the which-way's-it-going Studebaker of 1947, the step-down Hudson of 1948, the tail-fin Chryslers of 1957, and the Corvair of 1960. We all agree so far, right? Well, keep those pencils at the ready, because here is

another: the 1986 Ford Taurus and Mercury Sable.

This new family hauler is easily the gutsiest car of our time. It's gutsy because it takes the aero look to an extreme exceeded only by Citroën. It's gutsy because it emphasizes handling to customers who've never cared a whit for anything but a whipped-cream ride. It's gutsy because Ford is betting nearly \$3 billion on a car so

new that it doesn't carry over even a single proven subsystem. The 5-mph barrier-bashing bumpers are made of plastic, for heaven's sake! The assembly plant sees its way with lasers!

But most of all, this is the gutsiest car of our time because it's aimed squarely at the middle of the market. Sure, *you* might like it. You're on the fringe, an automobile enthusiast, a kar kook. And it's perfectly okay



with Ford if you buy one. Hey, take two; they're relatively compact. But the Taurus and the Sable are really intended for your parents. This is Mr. and Mrs. Middle America's new car, a replacement for the Ford LTD and the Mercury Marquis.

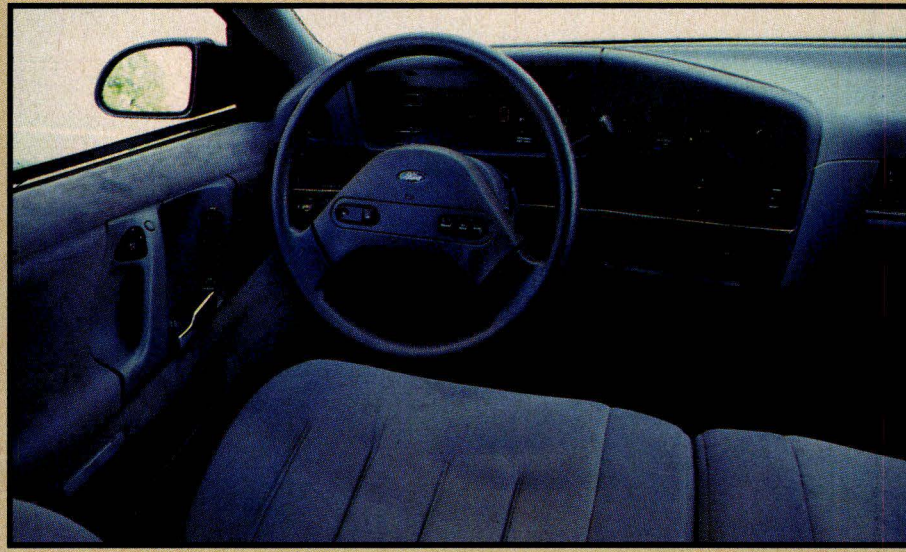
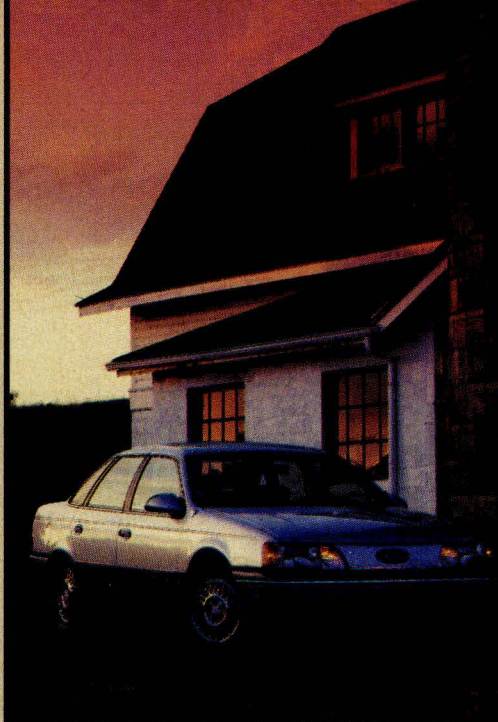
Is that gutsy or what?

Mr. and Mrs. Middle America's new car comes as either a four-door sedan or a five-door station wagon, and it's quite small

compared with what they've been driving—that is, if they've been driving a family car from the Ford family. It's a mere shadow compared with the LTD Crown Victoria, which will continue as a gesture to those who prefer Whoppers. It's even eight inches shorter than the Granada-based LTD sedan. If the Middle Americas have been driving an Audi 5000, on the other hand, then this new Taurus will seem like a Xerox copy. The Ford is 1.6 inches lower, and its track is nearly four inches wider in front, three inches wider in

back. All of the other Audi dimensions are within an inch.

As you would expect of a modern car, the Taurus is a front-driver; the standard-equipment 3.0-liter V-6 is sideways. As you might hope of a modern car, the suspension is independent all around. Drum brakes are still used in back, however. And as you would expect of a modern car from Ford, much attention has been directed toward aerodynamics: the drag coefficient of the sedan is 0.32, the station wagon's is 0.34. The Taurus looks aerodynamic, too;



from the faired-in halogen headlights in front to the flush-fitting glass in the doors to the softly rounded pillars at the rear of the roof, this Ford repudiates everything LTD ever stood for. This car looks like a new way of thinking about Mr. and Mrs. Middle America's transportation needs, and it is.

Because, as radical as the Taurus looks, it's even more radical to drive. This was intentional. Ford has not only new thoughts about how a car should handle, but new ideas about what it should feel like to the driver when it's going down the road. You notice it first in the steering. The effort is high—up there with the Germans'—and the ratio is very fast, only 2.5 turns lock to lock. Yet the Taurus doesn't feel like a go-kart because of the way the steering effort builds as you move the wheel off center. The self-centering is extremely strong; to get off of where the car thinks straight ahead is, you must consciously build up a force on the wheel. Build, build, build;

build, and, after sufficient force is applied, the car begins to change direction in proportion to that force.

This is radical because most American power-steering systems respond more to steering-wheel angle than to force. You build up angle on the wheel, and the car moves. Force is much easier to control,

more intuitive, and a force-responsive car in the hands of most drivers usually steers a more accurate path.

Although the Taurus requires relatively high steering efforts, it shouldn't be thought of as having "high effort" power steering in the manner of Detroit performance cars of the past few years. They re-

The Ford That Wasn't a Ford

If you like the Taurus, you would have loved the Aegean.

• If Ford doesn't see the future where its slick and slippery new Taurus/Sable is concerned, it's not from lack of trying. From the project's inception, Ford has conducted a continuous consumer-research program. Objective? A constant gauge of the public's love—or lack of it—for the most expensive new car line in Ford history.

Car companies usually don't do this. What they usually do is hold a series of eleventh-hour clinics designed to justify the numbers on dice long since cast. They show the car to "focus groups" of ten or twelve people, who may get to sit in it but not drive it. Such qualitative re-

search is done with so few persons that the projected results are virtually useless, but it's much cheaper than quantitative research. Furthermore, it can be used to justify anything short of naming your new car the Hitler Brougham.

In contrast, Ford conducted no fewer than ten stages of Taurus research, beginning *five years* before production. Prior to exhibiting so much as a sketch of the car, Ford learned what kinds of powertrains were the people's choice. And that the public viewed front-wheel drive as a genuine advantage, not a flash in the pantheon of automotive hype. Forty-two months before Job 1, teams of

Ford researchers showed photographs of Taurus/Sable clay models to new-car buyers. At month 38, consumers rated fiberglass exteriors and interior mock-ups. At month 34, Ford assayed the worth of its choice of names.

Nowhere was the seriousness of the research effort more apparent than in the penultimate round, held last February in the unlikely froth of Boca Raton, Florida. On each of nine consecutive days, sixteen owners of Taurus-class cars in the area were given the chance to drive and rate the Taurus/Sable, for which they were paid \$50 apiece. In an atmosphere of purposeful secrecy, they were guided



quire high effort; the Ford is more appropriately designated "high feel," because you are working against a steering geometry that is trying very hard to center itself, and the effort you feel at the wheel is a fair measure of the self-centering that you must overcome in order to change direction. This is quite different from artificial

resistance built into the steering gear.

This feel comes from some very unusual suspension settings. Where a normal American car may have one degree of caster, the nominal specification for the Taurus is four degrees. And the rest of the

alignment points—fixed in place at the factory, no consumer adjustments available—are equally surprising. Where normal cars have perhaps a half-degree of positive camber (wheels out at the top), the Taurus has a half-degree negative. Where normal

by a bunch of people who looked like IRS investigators but were actually representatives of Alenik Field Services, a Florida research outfit. *Car and Driver* went to one of these sessions in the role of an ordinary consumer, without the knowledge of the other participants.

No Ford identification appeared anywhere at the Boca Raton clinic. The subjects of the survey, a Mercury Sable wagon and a Ford Taurus sedan, bore the badges of "Aegean," a fictitious automaker. On the local streets, these labels evoked two reactions: "Oh, so that's the new Aegean." And "What on earth is an Aegean? Is it German?"

Placed in opposition to the Taurus and the Sable was a new Chevrolet Celebrity, comparably trimmed and carrying "Cobalt" identification. This fooled almost no one, the Celebrity having been

around for a few years. (One senior citizen did think it was a giant Toyota, but that's not what researchers call "statistically significant.")

Our participation began at 6:30 a.m. First came a walk-around. Alenik asked for one-to-ten ratings on trunks, hoods, doors, appearance, fit and finish, and so on. Next we drove the cars, rating such things as acceleration response, steering effort, comfort, interior fit and finish, and ride quality. All the questions were couched in consumer terms, using no "understeer" or "torque steer" jargon. Following all that, we were given rating sheets that asked us to comment on more than a hundred items.

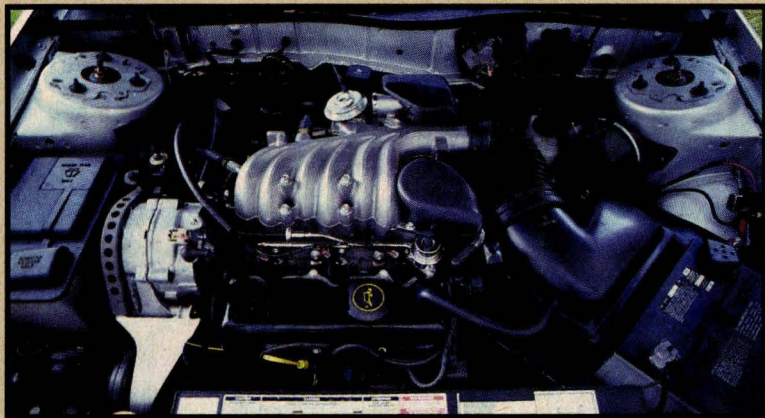
The result? A statistically significant positive differential for the Taurus/Sable in every important area. (That's research talk for "We did better.") The Celebrity

was not left choking in the dust, however, leaving some doubt whether consumers appreciate the vast differences between the two cars.

In two areas deemed to be in need of improvement by the respondents—a difficult hood latch and a slight lack in throttle response from a start—Ford still had five months to make adjustments before the scheduled Job 1 of July 29. (The date has since slipped to September 23.)

In sum, Ford spared no honest research effort in the case of the Taurus/Sable, and it seems to have confirmed what we've been saying all along: the car is an ace. According to Tom Moulson of Ford Research, the company never once doubted the worth of its five-year, highly expensive consumer studies. After all, he says, "who wants a high-quality turkey?"

—William Jeanes



cars have a slight amount of toe-in, the Taurus has toe-out. As we said, Ford threw away the LTD book when it started drawing this car.

We could go on at some length about the details of the Taurus suspension, but you really don't need to know anything

about what happens under the tin to appreciate the rather amazing handling. "Rather amazing" is an understatement. This is easily the most agile and capable sedan Detroit has ever produced. Sporting cars with fat tires may stick to the pavement better on smooth skidpads, but out

there in the real world, where the roads have bumps and blind hills and nasty kinks on the other side, the Taurus is as good as it gets. Not only can it hurry along at a terrific rate, but it can do so with confidence. You can blur the scenery without feeling that you're pressing your luck. Even the best German sedans are not better than this. We drove a Taurus and a high-priced German that we like very much over the same section of mountain-style road, and the Taurus came off a bit better.

This handling tenacity is all the more remarkable when you realize that the Taurus comes with "four season" M+S tires: 195/70R-14s on 5.5-inch-wide wheels as standard equipment, 205/65R-15s on 6.0-inch wheels as the largest option. For hard drivers, "four season" really means "three season": such tires may stick in snow, mud, and rain, but they're typically not too great on plain old dry pavement. The Taurus hangs on remarkably well, though, because, as Ford's chassis engineers point out, the tires have been used efficiently. The wide track minimizes the effect of weight transfer, the negative camber produces more cornering force, and the suspension does an excellent job of keeping the tires against the ground over less-than-perfect pavement.

While the chassis engineers were striving for efficiency, they even provided a different rear suspension for the wagon so there would be less intrusion into the load space. The sedan suspension is a strut arrangement with coils concentric with the shock absorbers, located up in a tower. The wagon has upper and lower control arms for wheel location, and the springs and the shocks are mounted on the lower arm to clear the way for cargo. The wagon's handling has not been compromised in any way that we could find.

Our driving has thus far been confined to prototypes, but a wide variety of them have been available, and we've been allowed to take them on public roads. (Being confined to proving grounds is never as revealing.) Still, we'll wait for real production cars before sealing our impressions in the cornerstone of the 1986 model year.

Nonetheless, some observations about the prototypes are unlikely to change:

COUNTERPOINT

• If you think the Taurus and the Sable look good in pictures, wait till you see them in real life. The fender sections flow so gracefully into the greenhouse that it seems as though a new art form has been invented: the consummate family sedan, circa 2000. I'm particularly fond of the Ford Taurus four-door, which is a fine example of modern styling without any make-believe.

Still, these are radical shapes to send out to mainstream America, and a certain amount of backlash is inevitable. The rakish wagon seems to be a truly bitter pill for the hard-core conservatives to swallow. I know, because when I took one for a test drive through Dearborn, Michigan, a roving car critic two lanes away screamed, "Ugly! Buy American!" When I cried out that this car would soon be made in America, his jaw dropped and his face went pale. Two blocks later, a man in a Ford Bronco yelled, "Ugly! Ugly!"

Hmmm. I've heard that the LTD Crown Victoria may live forever, and now it's clear why that may be necessary. —Don Sherman

Ford may not be batting 1,000, but I'm convinced it's the runaway winner of the domestic MVP award. The Taurus proves that, in America, Ford alone understands the automobile as a whole. For Ford, everything is all-important: structure, quality, comfort, ergonomics, feel, performance, and aerodynamic design.

Because the steering wheel is spoked in the wrong places, because the "wood" on the dash looks urky, and because the steering, the tires, and the understeer need more work (but only a lit-

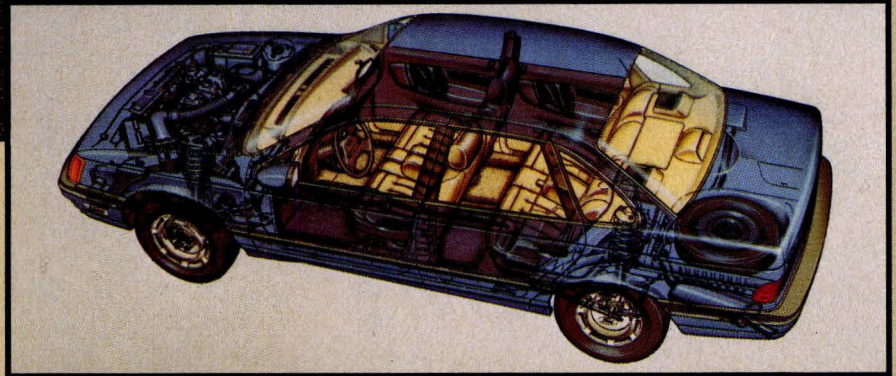
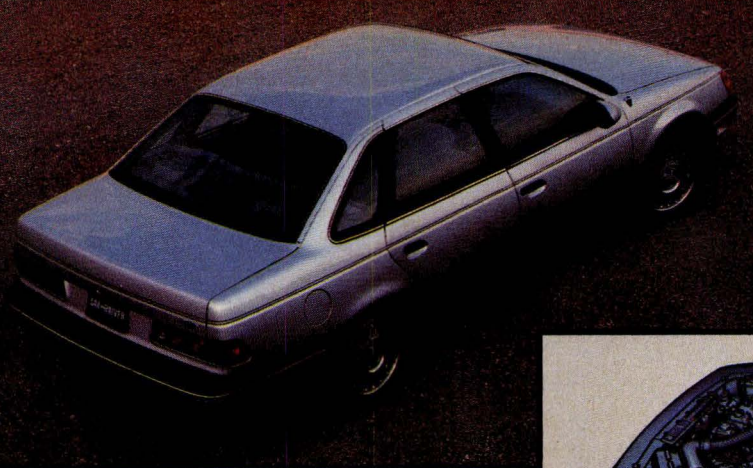
tle), I can't say the Taurus is perfect. The bottom line for me is that the Audi 5000S still boasts the best behavior among big front-wheel-drive sedans. The Audi is free of the Ford's flop-past-center steering action, and its overall fluidity of control is better.

The Taurus may not quite be an Audi 5000S, but it is knocking firmly on the door (and rolling out of it for much less money). Its seats are fabulous, its capacity is divine, and its presentation leads the league. I hope the Taurus sells in the zillions, because, for America, Ford is the future. —Larry Griffin

The other day I went for my first test flight in a new Taurus in the real world, on the short route that Ford's suspension engineers drive when they're developing a car. It's got a little of everything—highway, stop-and-go city, even a couple of suburban side streets complete with moms and kids. Bob Lewis, one of the engineers responsible for Taurus/Sable ride and handling, was with me.

On my maiden voyage, two things stood out. This car steers great, maybe even better than the revered German makes. At 85 mph on the Interstate it's as sure-footed as any BMW or Audi. On the other hand, the throttle responds way too abruptly when you first toe into it. It's all out of character with the elegant way this car does business.

The rest feels so coordinated that you don't even notice how good it is. "I think we've been able to out-Audi Audi," said Lewis. I need more miles before I endorse a pronouncement of that magnitude, but the possibility is undeniably there. —Rich Ceppos



• This is a very roomy car considering its external dimensions. Three-across seating is reasonable, both in front and in back. Moreover, the rear seat is incredibly comfortable. Ford says it made the cushion high to get the occupants' eyes up above the front-seat headrests and thereby prevent claustrophobia. An unintended dividend is that the cushion is now nearly chair-height, which positions a tall occupant's legs in a most comfortable way. And there's exceptional room under the front seats for the toes of your wing-tips. Great back seat!

• Even if Mr. and Mrs. Middle America are lukewarm about their new Ford, the car enthusiasts will love it. Not only is the handling exceptional, but you can easily heel-and-toe the five-speed version that will be offered with the 2.5-liter four-cylinder a few months after production begins.

• Throughout the Taurus you see original ideas that make highway transportation easier. Two-flap sun visors are available to block glare from both the front and the side simultaneously. A stretchy cargo net in the trunk can be spread over the grocery bags, then hooked in position to keep everything in place. The interior lights have been designed so they can't glare into the driver's eyes when they're turned on at night. The seat tracks adjust over a seven-inch range instead of the normal five. The list goes on.

The temptation at this point is for us to jump up and down and holler, "Hey, look at this." The Taurus is as new as anything ever gets in Detroit—which is usually reason enough to gather around—and this time we have a four-door that performs absolutely without excuses. It's such a radical concept that even Ford can't quite decide who will go for it. Will they want the fake rosewood on the dash or not? Better keep it, just in case Mr. and Mrs. Middle America need a little coaxing. Can a car with plastic wood and world-class handling live up to either promise?

We know better than to make hard judgments based on prototypes. But we also know the potential of this new model. If the production cars are anywhere near what th... oh, never mind the speculation. A full road test will be in your mailbox as soon as real cars are available. If you buy something else in the meantime, don't say we didn't warn you.

—Patrick Bedard

Vehicle type: front-engine, front-wheel-drive, 6-passenger, 4-door sedan

Price as tested: \$12,000 (estimated)

Options on test car: automatic air conditioning; AM/FM-stereo radio/cassette; power seat, windows, locks, and mirrors; cruise control; electronic instrument cluster.

Standard accessories: power steering

Sound system: Ford AM/FM-stereo radio/cassette, 6 speakers

ENGINE

Type V-6, iron block and heads
 Bore x stroke 3.50 x 3.15 in, 89.0 x 80.0mm
 Displacement 182 cu in, 2986cc
 Compression ratio 9.3:1
 Engine-control system Ford EEC IV with port fuel injection
 Emissions controls 3-way catalytic converter, feedback fuel-air-ratio control, EGR
 Valve gear pushrods, hydraulic lifters
 Power (SAE net) 140 bhp @ 4800 rpm
 Torque (SAE net) 160 lb-ft @ 3000 rpm
 Redline 5400 rpm

DRIVETRAIN

Transmission 4-speed automatic with lockup torque converter
 Transfer-gear ratio 0.97:1
 Final-drive ratio 3.47:1
 Gear Ratio Mph/1000 rpm Max. test speed
 I 2.77 7.8 42 mph (5400 rpm)
 II 1.54 14.1 76 mph (5400 rpm)
 III 1.00 21.7 95 mph (4400 rpm)
 IV 0.69 31.5 95 mph (3000 rpm)

DIMENSIONS AND CAPACITIES

Wheelbase 106.0 in
 Track, F/R 61.5/60.5 in
 Length 188.4 in
 Width 70.7 in

Height 54.3 in
 Frontal area 22.7 sq ft
 Ground clearance 5.5 in
 Curb weight 3116 lb
 Weight distribution, F/R 64.1/35.9%
 Fuel capacity 16.0 gal

CHASSIS/BODY

Type unit construction with rubber-isolated front subframe
 Body material welded steel stampings

INTERIOR

SAE volume, front seat 53 cu ft
 rear seat 47 cu ft
 trunk space 17 cu ft
 Front seats split bench
 Seat adjustments fore and aft, seatback angle, front height, rear height
 General comfort poor fair good excellent
 Fore-and-aft support poor fair good excellent
 Lateral support poor fair good excellent

SUSPENSION

F: ind, strut located by 1 trailing link and 1 lateral link, coil springs, anti-roll bar
 R: ind, strut located by 1 trailing link and 2 lateral links, coil springs, anti-roll bar

STEERING

Type rack-and-pinion, power-assisted
 Turns lock-to-lock 2.6
 Turning circle curb-to-curb 38.5 ft

BRAKES

F: 10.1 x 0.9-in vented disc
 R: 8.9 x 1.5-in cast-iron drum
 Power assist vacuum

WHEELS AND TIRES

Wheel size 6.0 x 15 in
 Wheel type cast aluminum
 Tires General GT 52 M+S, P205/65R-15
 Test inflation pressures, F/R 35/35 psi

CAR AND DRIVER TEST RESULTS

ACCELERATION

Seconds
 Zero to 30 mph 3.6
 40 mph 5.2
 50 mph 7.8
 60 mph 10.9
 70 mph 14.1
 80 mph 18.5
 90 mph 26.1
 Top-gear passing time, 30-50 mph 5.6
 50-70 mph 7.3
 Standing ¼-mile 17.8 sec @ 79 mph

HANDLING

Roadholding, 278-ft-dia skidpad 0.74 g
 Understeer minimal moderate excessive

BRAKING

70-0 mph @ impending lockup 208 ft

Modulation poor fair good excellent
 Fade none moderate heavy
 Front-rear balance poor fair good

COAST-DOWN MEASUREMENTS

Road horsepower @ 30 mph 5 hp
 50 mph 13 hp
 70 mph 29 hp

FUEL ECONOMY

EPA city driving 20 mpg
 EPA highway driving 30 mpg

INTERIOR SOUND LEVEL

Idle 48 dBA
 Full-throttle acceleration 74 dBA
 70-mph cruising 71 dBA
 70-mph coasting 71 dBA



EAGLE. ENGINEERED FOR CARS

At Goodyear, we never stop pushing the limits of tire performance.

Which explains our decision to improve the performance of a tire as respected as the race-proven, street-legal Eagle VR50.

The conventional way to increase the VR-50's speed and handling would have been to re-make it with the softest compound possible. Instead, Goodyear engineers developed a hybrid compound that demonstrated superior speed and better adhesion than several other softer mixes. With minimal decrease in tread life.

The result was a tire that combined this remarkable adhesion with the qualities for which the VR line is already famous. Like the unidirectional tread derived from Goodyear's Formula One racing rain tire. The first skid pad score of .95g.

And, of course, a V-speed rating for sustained speeds in excess of 130 m.p.h.

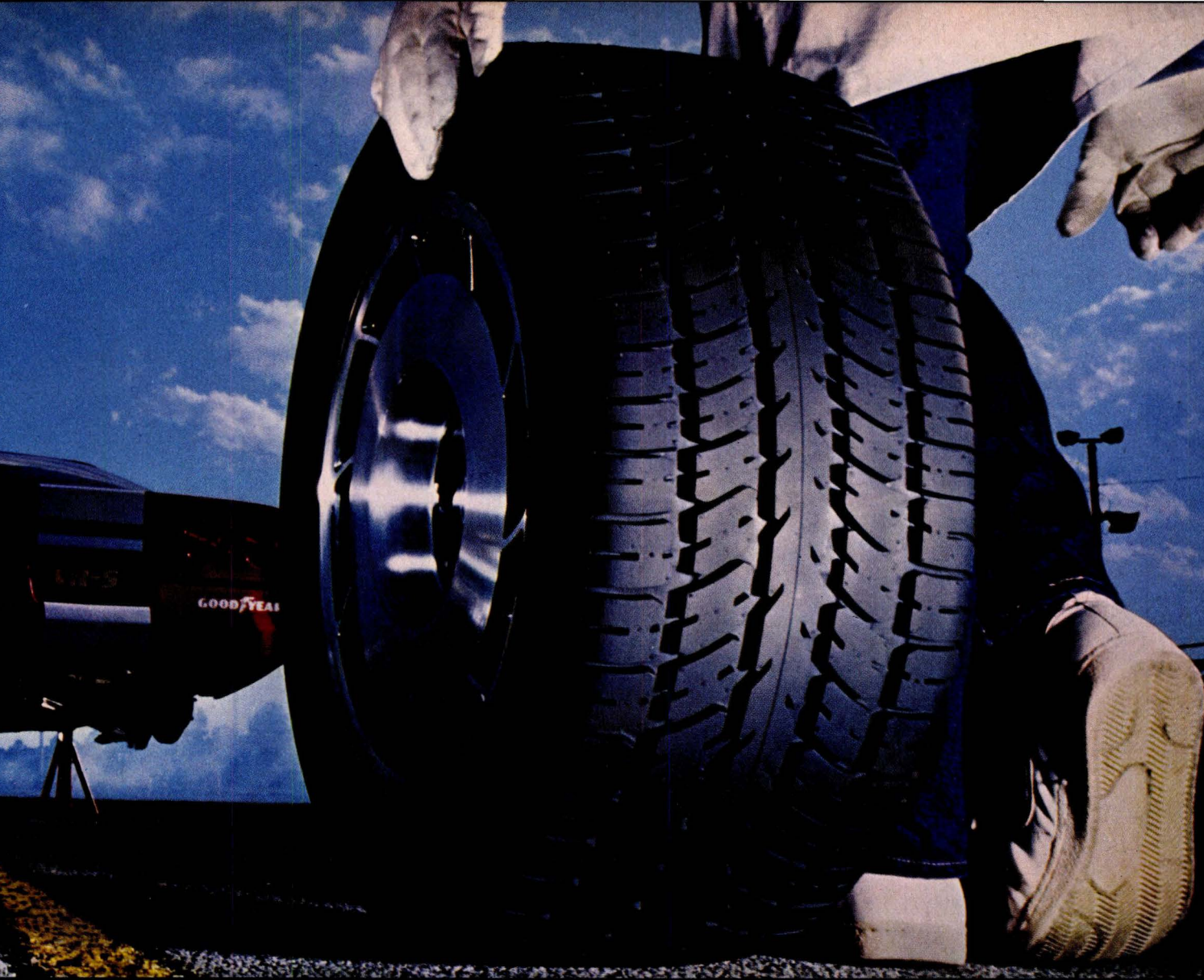
At the 1984 SCCA National Run-Offs at Road Atlanta, we put these tires to the test. "The VR-S made the difference between winning and losing," according to Kim Baker, winner of the hotly contested SSGT Class. "It held into the curves with a grip that was as good at the end of the race as it was at the beginning."

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

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

After all, you never know what limits we'll be challenging next.

GOODYEAR



WITH THE PROPER QUALIFICATIONS.

**INTRODUCING
THE LIMITED EDITION
EAGLE
VR-S.
THE LIMITS OF PERFORMANCE
REDEFINED.**

Charting the Changes

What's news, from Alliance to Z28.

BY RICH CÉPPAS AND JEAN LINDAMOOD

CHEVROLET

CHEVETTE—Back again for more abuse. The snail-slow diesel-with-automatic combination has been discontinued, but there are no other noteworthy changes.

CAVALIER—The hot-rod Z24 version, promised but not delivered last year for want of a rear spoiler, will finally make it into the



lineup. This most aggressive of Cavaliers will be available in both three-door hatchback and two-door notchback body styles. Otherwise, it's status quo.

CITATION II—R.I.P. The last of the X-cars goes to the big crusher in the sky.

MONTE CARLO—The SS model, inspired by the Sixties but designed for better air penetration on NASCAR superspeedways, has been doled aluminum wheels and gas-charged shock absorbers. All Montes benefit from a smoother snout treatment.

CELEBRITY—Chevy's bread-and-butter family sedan gets a freshly rounded front end and a galvanized floorpan—the better to ward off the ravages of road salt. Load-leveling rear shock absorbers and an LED tachometer have been added to the options list. Best of all, the sweet-driving Eurosport edition is still with us.

CAMARO—Sportiness in Camaros now starts from the bottom up. The base model has been buttressed with serious handling hardware for 1986, including sport suspension, 7.0-by-15-inch wheels, and 215/65R-15 tires. Base cars are also now equipped with the port-fuel-injected, 2.8-liter V-6, a five-speed gearbox, and a growling exhaust note. All other models, including the superb IROC-Z, have been continued. The Z28's 190-hp L69 engine, which was on hold because of hot-fuel-handling problems, has been put back into production.

CAPRICE—The full-size, rear-drive Caprice lives on with only paint and trim changes, but the Impala nameplate has been laid to rest after decades of faithful service.

CORVETTE—Another banner year for America's leading GT car. In the quest for better fuel economy, Chevrolet's plastic twin-seater loses about 125 pounds this year, thanks to lighter-weight fiberglass, aluminum cylinder heads, hollow anti-roll bars, and other measures. Further improvements to the steering system and in the squeak-and-rattle area should make the new Vette even nicer to live with. The most exciting news is the addition of anti-lock brakes, which will keep the Corvette's performance envelope near the top of the international GT ranks.

PONTIAC

1000—The sister ship to the Chevette eases into another year, providing cheap, basic transportation and little more.

SUNBIRD—This year the "little STE" S/E model is joined at the top of the lineup by a GT version. The GT gets a revamped nose with partly hidden headlights, even larger tires (215/60R-14 Goodyear Eagle GTs), and the 150-hp, turbocharged, 1.8-liter four-cylinder (back in the lineup after a brief call-back for a stronger exhaust manifold). All turbocharged Sunbirds will be fitted with honest-to-Pete 120-mph speedometers. Hooray!

FIERO—Four-cylinder models are fitted with improved acoustical packages that reduce engine noise and vibration. A new GT model, heavily restyled aft of the doors, will be rolled out at the mid-year mark.

GRAND AM—A surprisingly handsome four-door version of the notchback Grand Am debuts. A classy SE model features subtle



aerodynamic tweaks, including small rocker-panel extenders, and an all-one-color paint scheme. Flush headlights, body-color alloy wheels, and ample chassis pieces promise to make the SE fit for enthusiasts.

6000—The STE we've praised so much through the years is updated with flush headlamps, a few minor trim changes, and a second set of radio controls on the steering-wheel hub. At mid-year the STE should be available with anti-lock brakes. Other members of the 6000 family receive only color and fabric revisions.

GRAND PRIX—A Detroit Grand Prix of another kind. No changes to the car—or the race—as far as we know.

BONNEVILLE—Carried over as is.

PARISIENNE—No changes, *mon ami*.

FIREBIRD—A host of minor cosmetic changes have been visited on the base-model Bird. Trans Ams stay as they were in 1985.

BUICK

SKYHAWK—A three-door hatchback model has been added to the lineup. All Skyhawks have a new front end with hidden headlights, and the sporty T Type has been issued new alloy wheels.

SKYLARK—The X-car Skylark does a swan dive, but the name is transferred to a completely new model. The 1986 Skylark is actu-

ally a four-door notchback version of the Somerset Regal, with all the trimmings.

SOMERSET REGAL—Introduced last year, the Somerset line is fleshed out with a new T Type sporting version. As usual, the formula includes special paint and trim, upgraded handling pieces, and fat Goodyear Eagle GT tires. T Type or otherwise, you'll find that all the fake-wood-grain appliqué has been summarily dismissed from the Somerset's interior.

CENTURY—The T Type two-door has been put out to pasture, though the four-door version is still in the lineup. As a matter of fact, the T Type is treated to the division's new 3.8-liter, fuel-injected, roller-lifter V-6, which pumps out a healthy 150 hp. At this power level, it should be a runner.

REGAL—Magnum force is the headline here. The T Type's turbocharged 3.8-liter V-6 is pumped up with the aid of intercooling and now belts out 235 hp at 4400 rpm. In case you haven't looked, that's more horsepower than the Corvette's 5.7-liter V-8 produces. In other words, the 3.8-liter turbo remains a great engine in search of a great car. All other changes are minor.

LeSABRE—So long, rear drive; hello, front drive. The new LeSabre is based heavily on the fwd Electra, using most of the same mechanical pieces, but it's dressed in all-new sheetmetal.



Check the right boxes and your LeSabre will roll off the line with European-quality handling and a growling 3.8-liter, 150-hp V-6.

ELECTRA—The Buick flagship presents a cleaner face to the wind—and a handsomer one, too—thanks to flush, European-style headlamps. Anti-lock brakes should be available by mid-year at the latest.

RIVIERA—Take the well-known Riviera styling theme—excess is just enough—and blend it with Eighties efficiency-think and you'll be getting at the core of the new Riv. It's an order of magnitude trimmer and bursting with electronic gadgetry, boasting from seven to ten on-board microprocessors, depending on the model. All Rivs come with a touch-sensitive cathode-ray-tube display screen (TV, to you and me) in lieu of conventional climate and radio controls. Four-wheel disc brakes, a 150-hp V-6, independent suspension, and multiadjustable seats promise something more than a somnolent driving experience.

OLDSMOBILE

FIRENZA—A new two-door sedan joins the lineup, and the sport suspension has been retuned.

CALAIS—A new four-door sedan has been invented for this line, and models for younger, more involved drivers are available in both two- and four-door body styles. Designated GT and ES, respectively, these hotbed versions feature flush headlamps, handling suspensions, magic tires, black trim, and various swoopy body pieces to set them apart from the suburban crowd.

CUTLASS SUPREME—No changes. The 442 quasi-muscle coupé is rerun.

CUTLASS CIERA—Revamped ES four-door and GT two-door models offer the two-fisted-driving crowd something to consider. The 150-hp, 3.8-liter V-6 fitted to the Century T Type is available. To the continuing chagrin of our technical editor, there is still no Csaba Ciera model.

DELTA 88—The sister ship to the LeSabre replaces the aging rear-drive big car that was so popular to the end of its days. Traditional Oldsmobile ride, handling, and appointments are an integral part of the equation, but there's more: you can order the optional FE3 handling suspension and the Buick-built fuel-injected, 150-hp, 3.8-liter V-6, which will move this car in a decidedly European fashion.

NINETY EIGHT—Anti-lock brakes (by Teves) are available as an option. Otherwise, no major changes.

TORONADO—All new from the ground up, it shares its basic mechanical bits and pieces with the Riviera and the Eldorado. The



new car bears a striking resemblance to the Calais and, like the Riv, has gone through a major weight-loss program. It can even be outfitted with a special handling suspension and Goodyear Eagle GT tires. Its long suit, however, is still luxury.

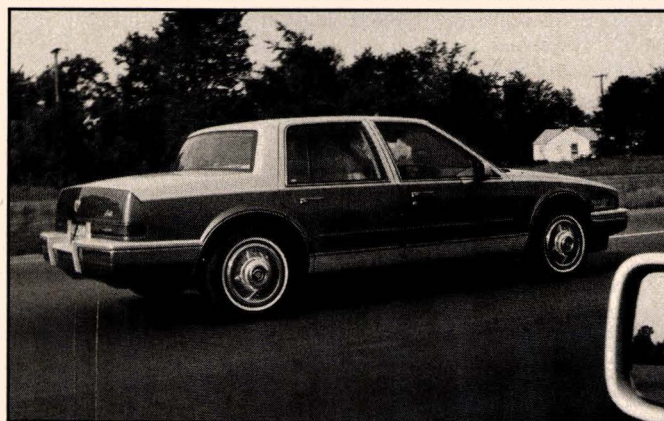
CADILLAC

CIMARRON—The front end has been restyled for the second year in a row, with new flush headlamps. The back end gets the treatment, too, with new wraparound taillights. A GM/Bose sound system is now an option, but little else is different in this latest iteration.

DE VILLE/FLEETWOOD—A new touring option can be ladled onto the two- and four-door sedans. Aimed at making the de Ville more attractive to Merc-BMW-Audi shoppers, it includes a thorough dechroming, an air dam, and fog lights. And—get this—there's even a deck-lid spoiler. The road manners are polished up with a new sport suspension package and Eagle GT tires on alloy wheels. Anti-lock brakes will be an option. The rest of the line gets by with minor paint-and-trim juggling and a grant of five more horsepower for the 4.1-liter V-8.

FLEETWOOD BROUGHAM—This rear-drive holdover from the days when men were men and luxury cars were as big as Montana is still with us—and shows little sign of giving up the ghost.

ELDORADO/SEVILLE—These luxu twins are derived from



the same basic chassis as the new Toronado and Riviera and are quite tastefully designed, by Cadillac standards. Like the fwd de Ville, the new Eldo and Seville will be powered by the transverse-mounted, 4.1-liter, fuel-injected V-8. The new Seville sheds the ersatz-classic trunk in favor of conventional cargo-hold styling.

FORD

ESCORT—Nomenclature has been reshuffled, and the various Escorts are now named Pony, L, LX, and GT (newly reinstated). You'll know the GT by its asymmetrical grille, extended rocker panels, wheel spats, and front and rear spoilers. Other GT hardware includes the long-promised high-output, fuel-injected, 1.9-liter four-cylinder, a bigger front anti-roll bar, a rear anti-roll bar, and 195/60HR-15 tires on aluminum wheels.

EXP—EXPIred last March, but scheduled for reincarnation after the first of the year with a lovely new shell (designed with the assistance of ASC). Nothing new underneath but the Escort GT powertrain.

TEMPO—Ford continues its flurry of minor improvements to the Tempo. A front valance panel has been added, along with wrap-around, full-width taillights and a four-spoked steering wheel.



Last year's optional touring suspension is standard on the high-line LX. Revisions to the optional Sport package (available only on the GL model) include 195/60-15 tires (last year's 185/70-14s are now standard) and low-pressure gas struts. A rear anti-roll bar finally makes its way into the Sport package, the front anti-roll bar is bigger, and the geometry of the front-suspension components has been revised to reduce positive camber and increase caster.

MUSTANG—In order to save a bundle in gas-guzzler fines, Ford has redesigned the 4.9-liter V-8 that powers the pony car. The rear axle of the V-8 model is beefier, and both the V-8 and the 3.8-liter V-6 are quieted with viscous engine mounts.

TAURUS—Ford has been flashing its \$3 billion pride and joy around the country for the past eight months or so to acclimate family-car buyers to its daring shape. The Taurus is available in four trim levels: L, GL, sporty MT5, and LX. The first cars sold will be powered by a new 140-hp, fuel-injected, 3.0-liter V-6 coupled to a new four-speed-overdrive automatic transmission. Later, a new 92-hp, 2.5-liter, throttle-body-injected four will power the base Taurus L and MT5 models. The most unusual options on the extensive list are a heated windshield and a picnic table that extends from the tailgate of the wagon version.

THUNDERBIRD—The Bird's optional 4.9-liter V-8 is the new, reformed gas-guzzler-fighting variety, and it comes with a bigger rear axle. Both the 3.8-liter V-6 and the V-8 use viscous engine mounts. Tread on both base and élan T-Birds is up from 205/70R-14 to 215/70R-14.

LTD—Forget the 2.3-liter four-cylinder: the 1986 LTD gets 3.8-liter V-6s across the board. As soon as Taurus production is up to speed, the LTD will be NA.

LTD CROWN VICTORIA—How much softer can the lap of luxury be? Try the new LX trim level. Base tires are adjusted upward to 205/75R-15, the 4.9-liter gets sequential injection, and the wagon's wood-tone appliqué is darker.

MERCURY

LYNX—The new Lynx XR3 is Mercury's version of the Escort GT, including asymmetrical grille, go-fast body paneling, tuned 1.9-liter engine, etc.

TOPAZ—Yes, the Mercury Topaz is identical under the skin to

the Ford Tempo. And for all intents and purposes, so are its 1986 changes. The touring suspension is now standard on the LS model, and the GS package is equivalent to the Tempo GL.

CAPRI—Carries on unchanged but for the revised high-output, 4.9-liter V-8.

COUGAR—Minor pleats and tucks for 1986 result in a GS badge for the base Cougar, a revised 4.9-liter V-8, bigger 215/70R-14 tires, and a counterbalanced hood spring to replace the lowly prop rod. A four-speed-overdrive automatic transmission is now available for the 3.8-liter V-6. You can also order an inflatable spare, a graphic equalizer, and (soon) a power moonroof.



SABLE—Underneath the Sable's unique and exotic pelt lies a new Ford Taurus. (Above, the Sable wagon.)

MARQUIS—The factory will stop popping out the Marquis when the Sable reaches full production. And just when planners were *finally* considering a de Sade option, we hear . . .

GRAND MARQUIS—Flash! Seven new exterior paint colors! Five new vinyl-roof colors! Of lesser note, fifteen-inch wheels and tires are now standard. But *still* no de Sade option! Wake up, Lincoln-Mercury!

LINCOLN

CONTINENTAL—Many of last year's options go standard in 1986. Buy a Continental and get ABS, power deck-lid pull-down, keyless entry, the compass-thermometer group, coach lamps, power reclining front seats, and more. Later in the year, a twelve-speaker Ford/JBL audio system will debut as an option. The Givenchy wardrobe is tweaked for the new season, and the Valentino model is out, dahlings. Also gone: aluminum wheels, mobile phone, and the BMW-built turbo-diesel engine.

TOWN CAR—Lincoln squeezes a few of last year's options into the standard-issue land yacht, revises the options list and the axle ratios, and promises awesome JBL stereo in the near future. No microwave oven or wet bar yet.

MARK VII—Like the Continental, the Marks will come with ABS and many of last year's luxury options. Work continues on the LSC: analog gauges replace the electronic cluster, the suspension



gets slight modifications, and the high-output, 4.9-liter V-8 gets a new tuned intake manifold and tubular exhaust headers. Gone are the Versace designer Mark, the mobile-phone option, and the turbo-diesel.

CHRYSLER

LeBARON—A minor facial to the LeBaron series sums up bodily changes for 1986. Big news: Chrysler has a new 2.5-liter four-cylinder, replacing Mitsubishi's famed 2.6-liter Silent Shaft. The 2.5-liter, with balance shafts of its own, will be standard on the LeBaron wagon and will join the 2.2-liter turbo as an optional motor for the sedan. The LeBaron wagon features electronic automatic load leveling. Buying the four-door sedan gets you a padded landau roof without even asking.

LeBARON GTS—Few changes. The 2.5-liter is a new option, the speedometer reads up to 125 mph, and air conditioning comes free on the top model.

LASER—Chrysler has made few adjustments to the Laser. Both front and rear fascias are new, the glass is tinted, and various switches have been remodeled. The high-line XE sports the 2.5-liter engine, an option on other Lasers.

NEW YORKER—Chrysler has fiddled with just about everything it could fiddle with on the New Yorker. You may notice a new deck



lid, different body-side moldings, new taillamps, and new opera lamps. Inside, the instruments have gone disco. The suspension adjusts itself according to load, and the base engine switches from a 2.6-liter four to Chrysler's new 2.5-liter four.

FIFTH AVENUE—Would you change a car that had a 60-percent sales boom in the first six months of 1985? Well, Chrysler isn't stupid, either.

PLYMOUTH

HORIZON—Carried over, with none of the newest improvements to the optional 2.2-liter engine.

TURISMO—No changes.

RELIANT—Electronic fuel injection is new, and a package of popular options is discounted when ordered for premium SE and midrange LE Reliants. The 2.5-liter engine is also available for these two models.

CARAVELLE—Plymouth's stretched K-body chassis is essential-



ly a carry-over but for the addition of a new base model, the optional 2.5-liter four, and minor bric-a-brac.

GRAN FURY—The police package of choice, the Gran Fury saw a better-than-50-percent sales boost in the first eight months of the 1985 model year. No changes for 1986.

DODGE

OMNI—Nothing much new here.

CHARGER—Ditto.

LANCER—Same as the LeBaron GTS.

ARIES—Follows the lead of its sister sedan, the Plymouth Reliant, with improved 2.2-liter four, new optional 2.5-liter, base five-speed, and discounted option packages.

600—The 600 gets a gentle massage to the exterior, the 2.5-liter engine option, and an improved 2.2-liter engine. Four-door 600s are fitted with analog gauges, and such glitzy parts as opera windows and a padded landau roof can be ordered.

DIPLOMAT—Carried-over counterpart of the Gran Fury.

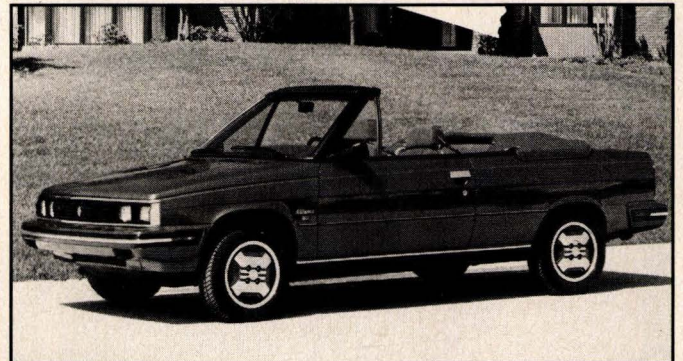
DAYTONA—Carroll Shelby gets his licks in, with the slightly delayed C/S handling package. Shelby's blueprint for a hot Daytona



calls for 225/50VR-15 unidirectional tires, Shelby cast-aluminum wheels, front and rear anti-roll bars, and gas-charged front struts and rear shocks. Otherwise, changes to the Plymouth Laser apply to the Daytona models as well.

AMC/RENAULT

ALLIANCE—AMC hopes its conservative but extensive program of refinements to the Alliance line will end its sales-slump. Low-profile rectangular headlamps give the Alliance a more aggressive face, and the taillamps of the DL and convertible models



have been extended to present a flush rear appearance. An Alliance version of the Encore GS has bigger anti-roll bars and gas-pressurized shocks. The fuel-injection system of the base 1.4-liter engine is improved, and AMC claims the 1.7-liter engine's starter is "more efficient." The instrument panel is completely redesigned. A black convertible top is available in 1986, as is a tilt steering wheel.

ENCORE—Bring on all of the major Alliance tweaks and add a new model—the three-door Encore Electronic, featuring a five-function trip computer and a blend of digital and analog instruments. The tachometer and the fuel gauge are analog, the speedo is digital, and bar graphs plot oil level, oil pressure, and engine cooling. The GS gets see-through headrests.

EAGLE—No changes.

EXPERIENCE THE ALL-NEW SPORTY TRUCK PRICED CLOSE TO TOYOTA'S AND NISSAN'S BASE TRUCKS.

No matter how experienced you are with trucks, the 1986 Mazda B2000 SE-5 is truly an all-new experience.

And at just \$6395, it's also an outstanding truck value.

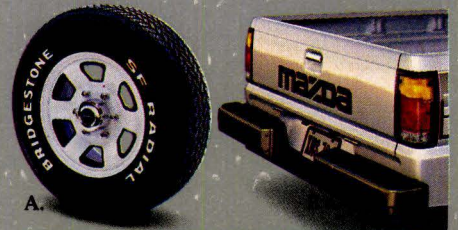
Because right now, for a price close to Toyota's and Nissan's base trucks, you can touch all the bases with a sporty new SE-5.

For starters, there's the SE-5's totally new and highly-advanced overall design. It's clean, uncluttered and very aerodynamic.

With an integrated front air dam and swept-back windshield to help reduce wind resistance and noise. And help increase fuel efficiency.

Inside the SE-5 is yet another

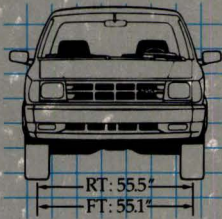
revelation: An interior that's even roomier and quieter than Toyota's or Nissan's standard cab.



THE '86 MAZDA



And thanks to its exceptionally wide track, long wheelbase and sophisticated new



For improved balance and stability, Mazda trucks have the widest track in their class. And their wheelbase is nearly half a foot longer (5.7") than a comparable Toyota's.

suspension system, the SE-5 is also smoother-riding and better-handling than Toyota's and Nissan's base trucks.

What's more, SE-5 standard features include: A. Raised white-letter steel-belted radials and white spoker wheels. B. Rear step bumper and a welded, double-wall bed. C. Sporty stripes.

D. A 5-speed overdrive transmission. E. Full cut-pile carpeting. F. Dual door mirrors.

Not to mention, G. An all-new interior with a cushioned steering wheel, trip odometer, side window demisters, two-speed windshield wipers/washer with intermittent feature and even tinted glass.

Then, too, for brisk acceleration and the wherewithal to handle a 1400-lb. payload, there's a responsive overhead cam engine (22 Est. City MPG/27 Est. Hwy. MPG^{**}). And for surer

stops, power-assisted ventilated front disc brakes.

So experience the all-new 1986 Mazda SE-5 soon.

And get a sporty truck for a price close to their base trucks.

Free Truck Catalog

To receive a free, 22-page, full color B2000 full line catalog, write to: Mazda Truck Offer, Box 5960C, Orange, CA 92668.

Comparisons with other makes based upon consumer evaluations and/or available competitive data. *Manufacturer's suggested retail price. Actual price set by dealer. Taxes, license, freight, options and other dealer charges extra. Price may change without notice. Availability of vehicles with specific features may vary. **EPA estimates for comparison. Your mileage may vary with trip length, speed and weather. Highway mileage will probably be less.

MAZDA

THE MORE YOU LOOK, THE MORE YOU LIKE.

B2000 SE-5 \$6395*



Experienced drivers buckle up.

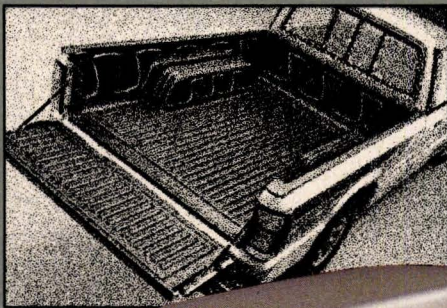
Introducing

Mazda Finish LineTM

ACCESSORIES

**BECAUSE WHAT GOES
ON YOUR
ALL-NEW MAZDA TRUCK
SHOULD BE AS GOOD
AS WHAT GOES INTO IT.**

The hot-selling 1986 Mazda B2000 isn't just an all-new truck—it's a whole new truck experience. And here's a trio of new Finish Line accessories that can add still more



utility to a B2000's hard-working, fun-to-drive talents.

The bed liner: Even with the new truck's double-wall bed construction, this heavy-duty black bed liner is a good idea. One-piece floor and wall protector with matching quick-mount tailgate guard, easy-slide contoured floor and tail guard surfaces.

The hard tonneau cover: Here's another kind of protective accessory, one that protects your cargo from weather and theft. Center-hinged white panels are of crack-resistant Alsynite fiberglass sandwich construction, each with rugged aluminum frames, dual locks and rubber weather seals.

Anodized aluminum support frame, tailgate lock, and prop rods.

And here's Mazda's sturdy, good-looking step bumper, with painted matte finish and matching step treads. It's a finishing touch for standard B2000s that's modestly priced—and a lot of protection.



Visit your Mazda Dealer soon and see his full selection of high-quality Finish Line accessories for trucks and cars.

Availability and specifications of items varies from time to time and by geographic area; and are subject to change without notice.

mazda

THE MORE YOU LOOK,
THE MORE YOU LIKE.



Technical Highlights

More power, more fuel economy, and, of course, more electronics.

• The scarcity of all-new cars for the new model year might suggest that Detroit's engineers haven't been earning their pay. A closer examination reveals that 1986 is a developmental year, and many cars have indeed benefited from significant technical improvements. The CAFE requirements and the ever-increasing gas-guzzler thresholds have given the manufacturers strong motivation to improve the efficiency of their V-8 powertrains. Smaller engines have also received attention, thanks to customer demands for higher performance and more refinement. And now that most American-made engines have been treated to computer controls, the expansion of electronics is continuing in other areas of our cars, notably instrument displays and anti-lock brakes.

All in all, Detroit's 1986 technical output isn't brilliant in any particular area, but the large number of refinements will help the fleet shine a bit more brightly this fall.

Engines: This year's only all-new engine is the 3.0-liter V-6 available in the Ford Taurus and the Mercury Sable. A typ-

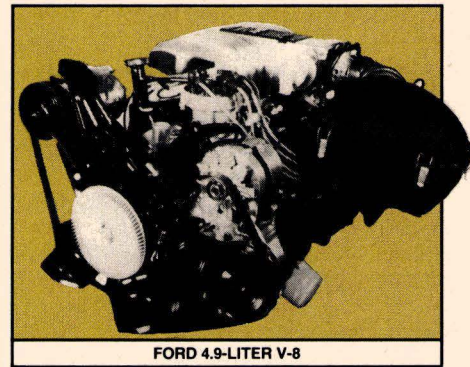
BY CSABA CSERE

ical American design, it has a 60-degree cylinder-bank angle for good balance and compact size, an iron block and iron heads for durability and low cost, and a pushrod valvetrain. These conventional features are enhanced by port fuel injection and a tuned intake manifold, which provide precise fuel metering and good breathing. Ford's EEC IV computer regulates the fuel-injection system as well as the spark timing and the EGR. Efficient operation is promoted by low-rate valve springs and piston rings, low-drag oil and water pumps, a fast-burn combustion chamber with a 9.3:1 compression ratio, and the use of 5W-30 engine oil (which is specified for several other 1986 engines as well). The results are an impressive 140 bhp at 4800 rpm and 160 pounds-feet of torque at 3000 rpm.

Although this new V-6 will also see service in the upcoming Aerostar van, Ford engineers have revamped their old European-built V-6 for use in Ranger and Bron-

co trucks. A stroke increase from 68 to 72mm has boosted displacement from 2771 to 2935cc, port fuel injection has replaced the two-barrel carburetor, hydraulic valve lifters have been adopted, and the block has been redesigned for simpler assembly and maintenance. The final power and torque figures have not yet been released.

Ford has also added port fuel injection to its 1.9-liter four and its venerable 4.9-

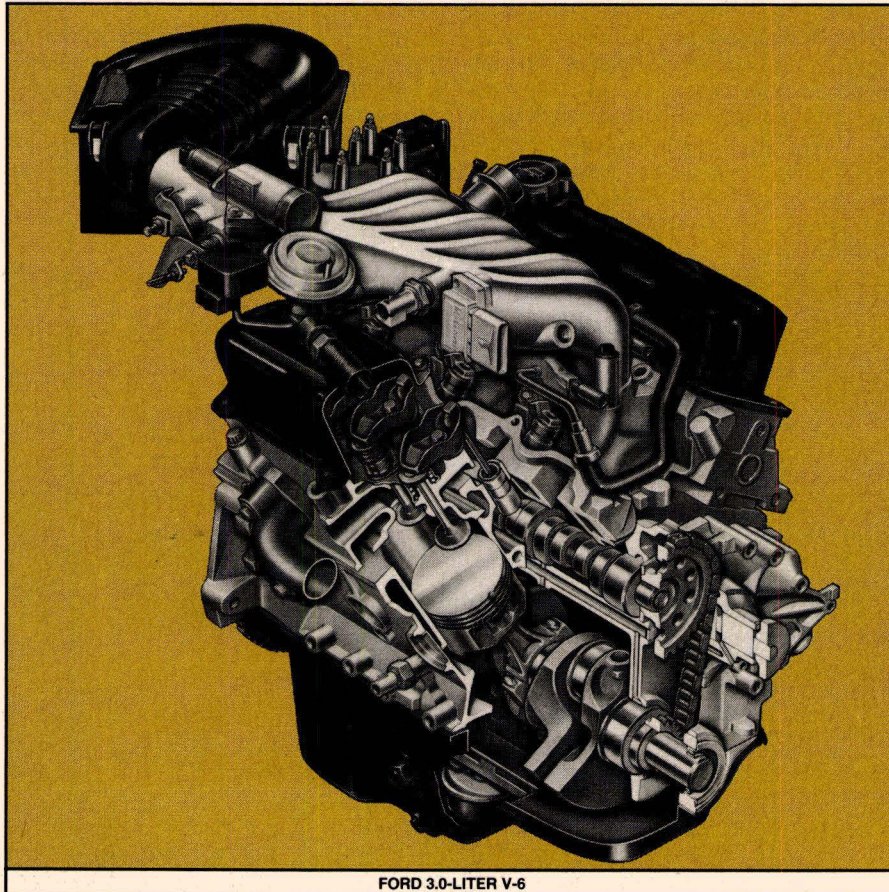


FORD 4.9-LITER V-8

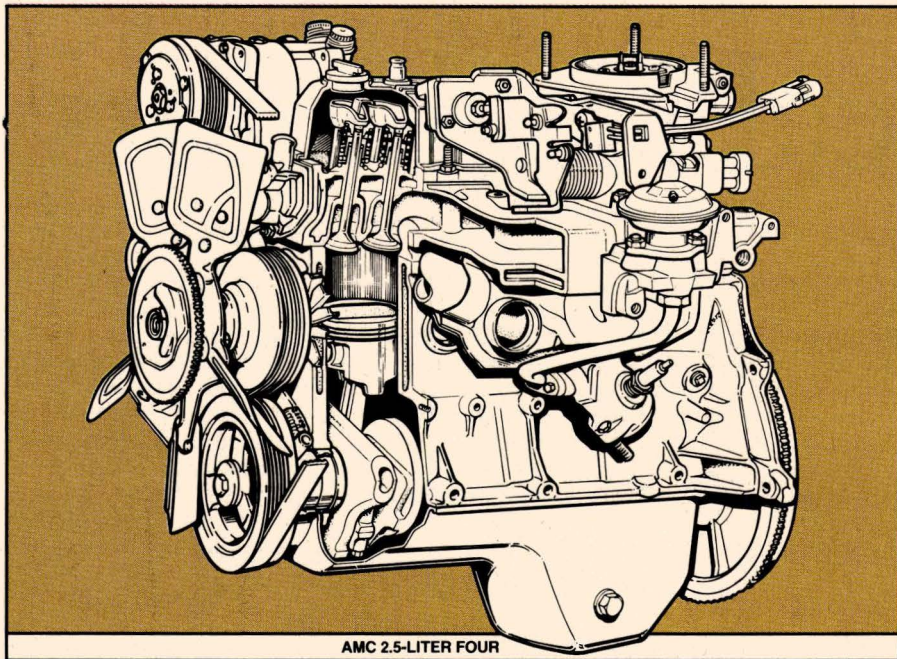
liter V-8. The intake system of the four, which will be used in the sporty Escort GT, Lynx XR3, and EXP models, has been calibrated for good high-rpm power. The payoff is 108 bhp at 5200 rpm and 114 pounds-feet of torque at 4000 rpm.

The injected V-8, on the other hand, is designed to help Ford's larger cars stay above the 1986 gas-guzzler cutoff of 22.5 EPA combined mpg. (The carbureted versions of this engine are hereby retired from service.) The V-8's intake manifold has an unusual folded-over design that makes room for very long runners; this tuning boosts torque at low engine speeds and allows the use of very tall, economical gearing. Fuel efficiency is further enhanced by a redesigned water pump, roller lifters, low-tension piston rings, and new cylinder heads. The new combustion chambers have masked intake valves to induce swirl, more centrally located spark plugs, and a higher compression ratio. Sequential fuel injection offers further efficiency improvements, particularly at low rpm and with light loads. This V-8 will be available in three versions—producing 150, 160, and 200 bhp—with different valve timing and exhaust systems to suit the various applications. Performance and fuel economy are both improved in every application.

In addition to Ford's Escort engine, three other four-cylinders have been reworked for higher performance this year.



FORD 3.0-LITER V-6



AMC 2.5-LITER FOUR

Ford has increased the stroke of its 2.3-liter Tempo engine to produce a 2.5-liter that will serve as the base powerplant in the Taurus and the Sable. American Motors has overhauled its 2.5-liter four with throttle-body fuel injection and breathing

improvement, increasing its output from 105 to 117 bhp and its torque from 132 to 135 pounds-feet. Finally, Chrysler has also joined the 2.5-liter four-cylinder club. Based on the corporation's ubiquitous 2.2-liter, the 2.5 has both a larger bore and a longer stroke. The Mopar engineers have gone the extra mile with their new engine by installing balance shafts to quell the roughness inherent in such large four-bangers. Instead of fitting the twin counterrotating shafts to the conventional cylinder-block locations, though, Chrysler engineers have mounted them underneath the crankshaft in the oil pan. This approach is much less expensive than block mounting, which would require considerable tooling changes, and it also makes it practical to add the balancing system to only some of Chrysler's 2.5-liters. The shafts are rotated by a chain at twice the

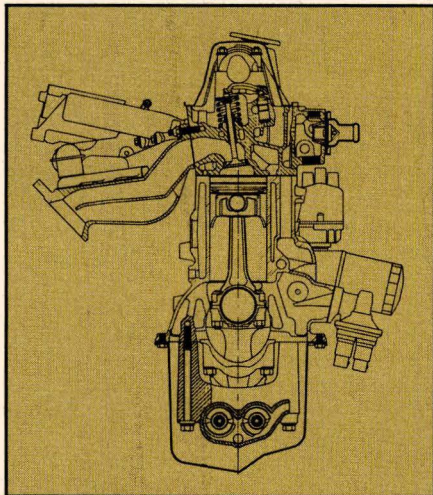
engine speed within housings that are designed to pump out any engine oil, thus minimizing windage losses. The 2.5-liter also employs a new cylinder head (shared with the 2.2-liter four), featuring high-swirl, fast-burn combustion chambers.

Turbocharging seems to be suffering in popularity this year, but engineers at Buick are still strong believers in the approach. This fall the ante has been upped with the addition of an intercooler to Buick's already strong 3.8-liter blown V-6, increasing its output to 235 bhp at 4400 rpm.

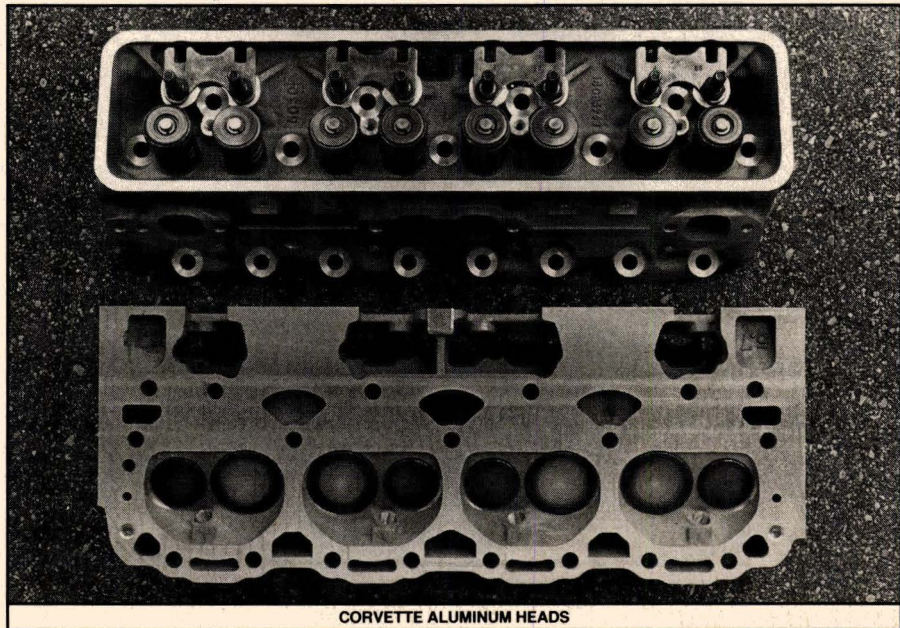
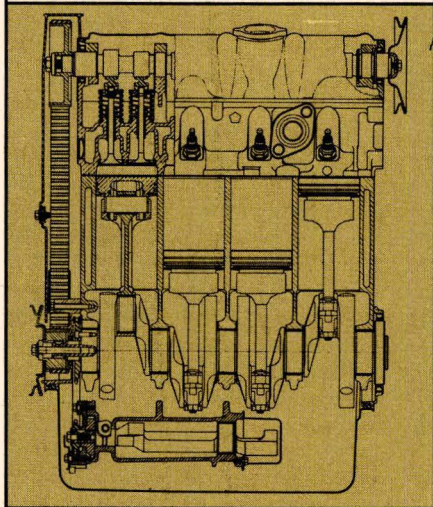
Transmissions: To make the best use of their new V-6 engine, Ford designers have tooled up a new four-speed automatic transaxle for the Taurus and the Sable. This unit employs a broad spread of ratios, ranging from a 2.77:1 low gear to a 0.69:1 overdrive fourth. It also has a lockup clutch that is activated by the EEC IV engine-control computer under suitable conditions to eliminate torque-converter losses in third and fourth gears.

The 2.5-liter Taurus/Sable four also gets a new transaxle. Named CLC for its centrifugally locking clutch, this gearbox is based on Ford's existing ATX, but employs a mechanism to reduce slippage in all forward gears (the ATX system works only on second and third gears). The result is improved efficiency and smoother operation.

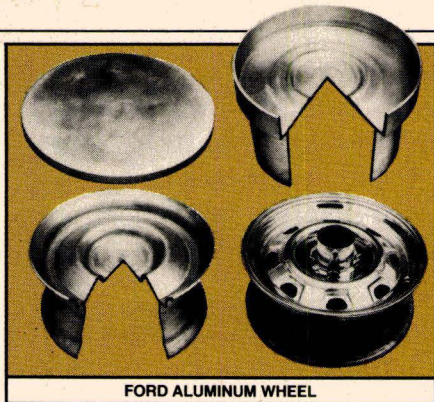
Lightweight Materials: Improved powertrains are only one path to better fuel efficiency and performance. Another is reduced weight—a goal the Corvette group is pursuing this year by fitting aluminum cylinder heads to the two-seater's 5.7-liter V-8. The heads are about 60 pounds lighter than their cast-iron predecessors, and they also have a higher (9.5:1) compression ratio. Further weight savings from hollow anti-roll bars and lighter body panels contribute to a 125-pound total reduction for 1986.



CHRYSLER 2.5-LITER FOUR



CORVETTE ALUMINUM HEADS



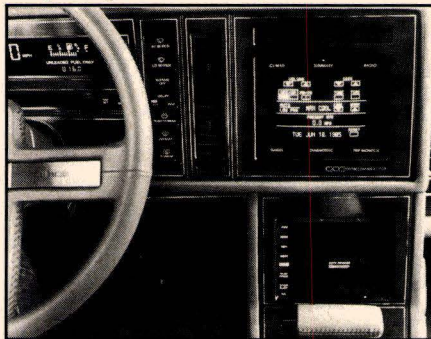
FORD ALUMINUM WHEEL

Another aluminum application is a new forged wheel for Ford's Aerostar van and Ranger truck. The manufacturing process entails several forging and stamping steps, the first of which uses a 4000-ton press to hammer a thirteen-pound aluminum disc into approximate shape. After smaller presses finish the form, it is heat-treated, polished, and painted. This wheel requires fewer manufacturing steps, has greater strength and a smoother finish, and, at 11.7 pounds, is about 6.5 pounds lighter than a comparable steel wheel.

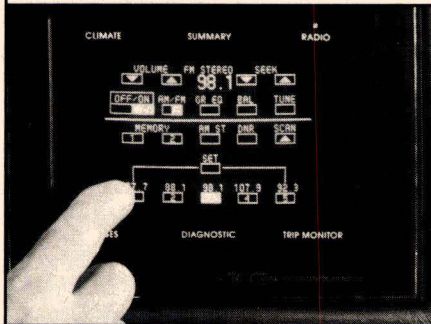
Ford has taken a different approach to weight reduction on the Taurus and the Sable by fitting injection-molded bumpers made from General Electric's Xenoy resin. These bumpers weigh only 22 pounds, versus 50 pounds for comparable steel units, yet still meet the old 5-mph federal crash standard (since reduced to 2.5 mph). Other advantages of using plastic for bumpers are that it is impervious to corrosion and is more readily formed into aerodynamic shapes.

Electronics: Last year Buick produced a pilot run of 100 cars fitted with cathode-ray-tube display screens. The program was evidently successful because a CRT will be standard equipment on 1986 Rivieras. The three-by-five-inch miniature TV screen, mounted in the center of the dashboard, functions both as a display and as a

touch-activated control device. The screen initially displays a menu from which one can select the control displays for various systems: the air conditioning, the radio, the trip computer, additional engine instruments, and a comprehensive diagnostic program. The touch sensitivity comes from a grid of fine wires embedded in a thin layer of Mylar on the surface of the screen. No television tuner is included in the package, at least not yet.



BUICK CRT



The Oldsmobile Toronado features a different approach to the all-electronic dashboard. Located below its digital speedometer is a fluorescent display that offers the driver a choice of a bar-graph tachometer, a trip computer, or one of 37 diagnostic or status messages. Pressing the correct combination of buttons on the climate-control panel activates a diagnostic program that uses this display to commu-

nicate detailed information about the car's various computer systems. This is probably the only way that a service technician can hope to keep track of the Toronado's nine microprocessors and 85K memory.

The flexibility of computers also figures heavily in the operation of the 1986 Corvette's anti-lock braking system. It's a conventional Bosch system except for a special program in its control computer that accommodates the particular characteristics of the Corvette's sticky tires and suspension geometry. With the standard program, the Corvette tended to yaw during heavy braking when there was a large discrepancy between left- and right-side traction. The new program limits the braking force on both the higher-traction front tire and the locking front tire whenever the latter causes the anti-lock system to be activated. Since this operation is undesirable during combined braking and hard cornering, a lateral-acceleration sensor signals the computer to select normal operation whenever cornering exceeds 0.60 g. Conventionally operating anti-lock brakes from Ate have also been adopted by General Motors for use on all three luxury C-cars and the Pontiac 6000STE.

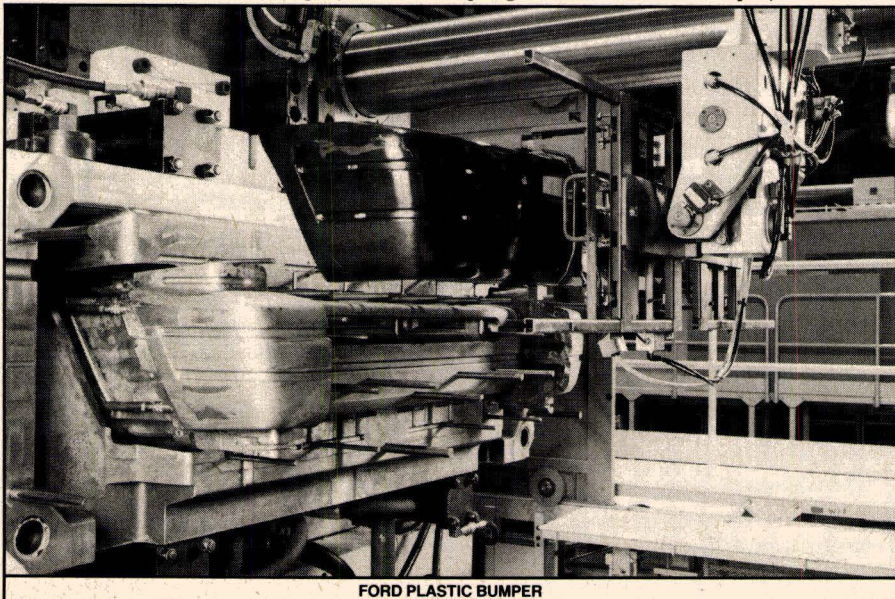
A noncomputer-based electronic innovation is a new windshield defroster developed by Ford for the Taurus and the Sable. Embedded in the windshield, next to the vinyl layer that lies between the two layers of glass, is an extremely thin, transparent layer of silver and zinc oxide. A silver conductor painted onto the windshield's perimeter feeds electric current to the inner layer to produce heat. The resulting internal heating can melt heavy frost from the windshield about five times faster than a conventional defroster.

Last but not least, Cadillac will offer a cellular telephone as an option in its de Ville and Fleetwood front-drive models.



CADILLAC CELLULAR PHONE

For ease of operation, all the controls and indicators are incorporated into the handset, and the radio volume drops automatically whenever the phone rings or is picked up. If you prefer to keep both hands on the wheel while you chat, you can leave the handset in the console, speaking instead through an overhead microphone and listening through the radio speakers. A Cadillac spokesman had no comment on how this "hands free" capability might affect the necker's-knob industry.

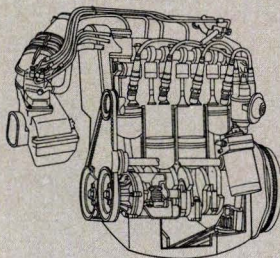


FORD PLASTIC BUMPER

The 4000S is the Audi ideal of what an optimum car should be.

It is not one-dimensional. Because any vehicle that defines itself solely as a performance car, road car or luxury car is by definition a limited car.

The Audi 4000S, on the other hand, elevates the overall driving experience by excelling in every area. Which is where you'll find all the refinements.



The 4000S is equipped with a new, more powerful engine. And the corresponding technology to use it wisely.

Like the synchronized five-speed transmission with close gear ratios for smooth response as you climb through the gears.

And the dual diagonal brake system with internally ventilated front-disc brakes. For safer, more balanced braking.

The steering system offers the kind of road-hugging tenacity and precise directional control that could only come from

© 1985 Audi Manufacturer's suggested retail price is \$13,950. (Title, taxes, transportation, registration, dealer delivery charges additional.)

You can't see all the refinements.
But you can feel them.



the world's most experienced practitioner of front-wheel drive technology.

These advances rest on a refined suspension system that so impeccably balances riding comfort with taut handling that it engineers the anxiety out of even the most challenging terrain.

Functional elegance and Audi attentiveness to detail is abundantly evident in the quiet, spacious interior.

The 4000S has an advanced ergonomic environment: orthopedi-

cally designed seats, air conditioning, electronic cruise control, heated power mirrors and other luxuries Audi considers necessities.

Making even extended hours behind the wheel exhilarating rather than enervating.

For your nearest dealer call 1-(800)-FOR-AUDI within the continental U.S.

These refinements help make the 4000S an optimum car. Which is to say, they make it an Audi. Now, you may not be able to see all that. But get behind the wheel and you'll certainly feel it.



The art of engineering.





Ricky Smith's Motorcraft Pro Stock Thunderbird



Willy T. Ribbs
Chris Kneifel
SCCA Trans-Am
Mercury Capri



Wally Dallenbach Jr.
John Jones
IMSA Mustang
GTO



Ricky Rudd's NASCAR
Motorcraft Thunderbird

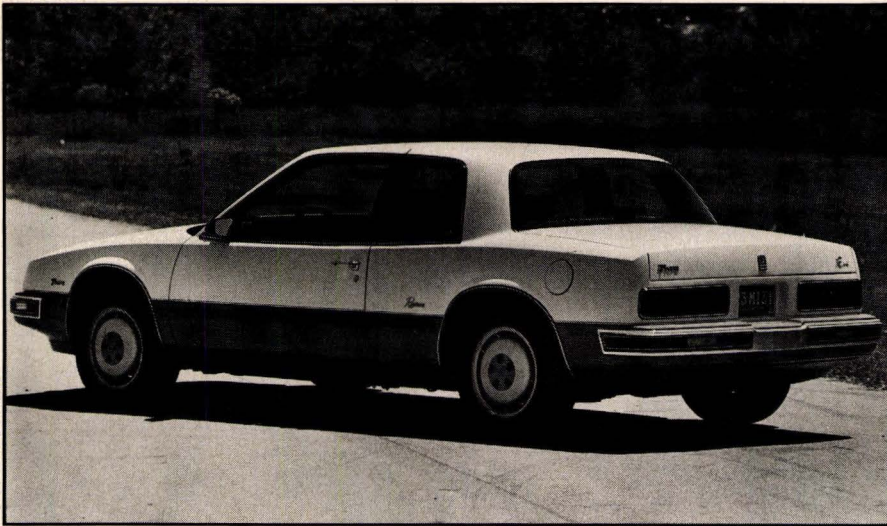
All these winners go with winners: Motorcraft parts.

The Motorcraft Mustang didn't win by just a mile at the 1985 Daytona 24-Hour. It left competition 135 miles behind as Dallenbach, Jones and Bundy took the GTO class. The same car also finished miles ahead of competition in the 12 Hours of Sebring. Mercury Capris flying Motorcraft colors are out to capture the SCCA Trans-Am manufacturer's championship again this year. Motorcraft is on the 1985 NASCAR Winston Cup Circuit with Ricky Rudd in his Thunderbird, one of the most promising newcomers, is teamed with veteran car builder Bud Moore. Ricky Smith—first Pro Stock driver to break the 180 mph and 8 second barriers—is driving his Pro Stock Motorcraft Thunderbird in '85 NHRA and IHRA events. All of these are proof positive of Motorcraft parts' exceptional performance under all types of rugged racing conditions. Get Motorcraft's out-to-win performance going for you out on the street. Motorcraft. Quality parts for all makes of cars and trucks.



Motorcraft

EXCEEDS THE NEED



PHOTOGRAPHY: DICK KELLEY

Buick Riviera T Type

Shorter, lower, wider. Means sportier.

• Buick brought us the fine-driving Electra T Type last year, so it comes as no big surprise that the new shorter, lower, wider Riviera T Type for 1986 has what any car connoisseur would regard as truly cohesive behavior. Part of this accomplishment is due to the right developmental priorities. The rest is the natural result of making a car smaller, lighter, and more efficient. Compared with the old Riv, 19.4 inches of overall length have been lopped off and 550 pounds have been shaved. The wheelbase has shriveled from 114.0 to 108.0 inches, and the car has gained an inch of width and lost almost as much in height. Front-wheel drive is back, as you'd expect, but V-8s have fallen by the wayside as Buick applies the transverse-mounting formula to yet another car line.

The new Riviera's real beauty lies where the stylists and the engineers were given the freedom to set their own course, which is to say, well below the chopping-block roofline. The nose slopes low, housing "mini-quad" low-profile tungsten-halogen headlights. Also making way for the low hoodline is a strut front suspension, new to the Riviera, with tapered coils that squash within themselves as they approach full compression. The boxy roofline undoubtedly has a negative effect on aerodynamic drag, but the slicker nose, the flush glass, the steeply raked windshield, and the detail cleanup have dropped the Riv's drag coefficient to a respectable 0.36. Wind and road noise are laudably low, especially at high speeds.

Here is another luxury car from Detroit that doesn't fall all over its tires. It wears 215/60R-15 Goodyear Eagle GTs, mounted on new 6.0-by-15-inch aluminum wheels. (When Buick asked for whitewall Eagle GTs as an option, Goodyear balked but eventually gave in, so even whitewall die-hards are assured of getting good rubber.) When you ask the Eagles to do hard work—say, to blend firm braking into a tightening corner and then hurry out through a faster ess-bend—they're happy to help. They're linked directly to well-honed hardware and geometry, and Buick's suspension lab has nicely squelched noise and harshness.

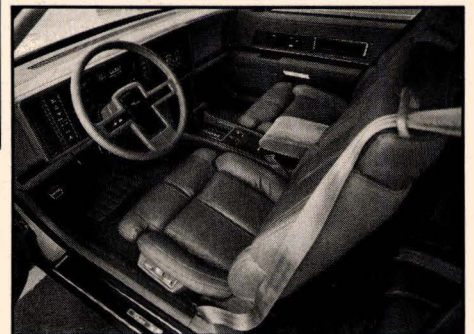
The front suspension is fitted to a cradle isolated from the body by six mounts. The rear suspension is fitted to a subframe isolated by four mounts. Such schemes once killed the handling precision required of true drivers' cars, but Buick seems to have found the cure. All Rivs house a single rear transverse leaf spring of composite material (à la Corvette's), the standard electronic level control helps limit body roll, and the T Type's springs and anti-roll bars are

Vehicle type: front-engine, front-wheel-drive, 5-passenger, 2-door sedan

Estimated price: \$20,000

Engine type: V-6, iron block and heads, electronic fuel injection

Displacement	231 cu in, 3791cc
Power (SAE net)	142 bhp @ 4400 rpm
Transmission	4-speed automatic
Wheelbase	108.0 in
Length	187.2 in
Curb weight	3300 lb
EPA fuel economy, city driving	18 mpg



firmer all around. New four-wheel disc brakes provide better braking and pedal feel; they're a nice counterpoint to the smooth four-speed automatic and the willing, linear response of the fuel-injected V-6. The T Type's quickened steering could use a bit more accuracy to take the weave out of bad roads, but it seems blessed with poise aplenty.

Buick has also improved the Riv's interior. The complex new dashboard is covered entirely in cloth, thanks to a new manufacturing process, and it houses not only electronic instrumentation but a touch-sensitive cathode-ray-tube display (like a television screen) above the console. (See "Technical Highlights," page 57.) Although potentially glitzy and complicated, this dash, as realized by Buick, promises to be easy to use.

At first tush, the driver's seat isn't bad, either. Like the standard seat, it provides normal power adjustments, but it also allows power tuning of the headrest, the backrest angle, the lumbar support, the underthigh support, and the thigh bolsters. Although lateral support is minimal, Buick cleverly fits its trick seats with one-piece reversible inserts—cloth on one side, leather that matches the rest of the upholstery on the other—giving you a choice of no-slip support or full-house hide. (The leather-insert portion will soon wear suede.) Legroom in the back has shrunk plenty, the penalty you'd expect from a new car that combines a truncated wheelbase with a longer front overhang.

But don't forget that this is personal sportiness for two and the occasional two friends. Given better handling and a TV tube in the dash, nobody should mind a bit of leg scrunching to take a ride in the new-for-1986 Riviera.

—Larry Griffin

10 mg. "tar", 0.8 mg. nicotine
av. per cigarette by FTC method.

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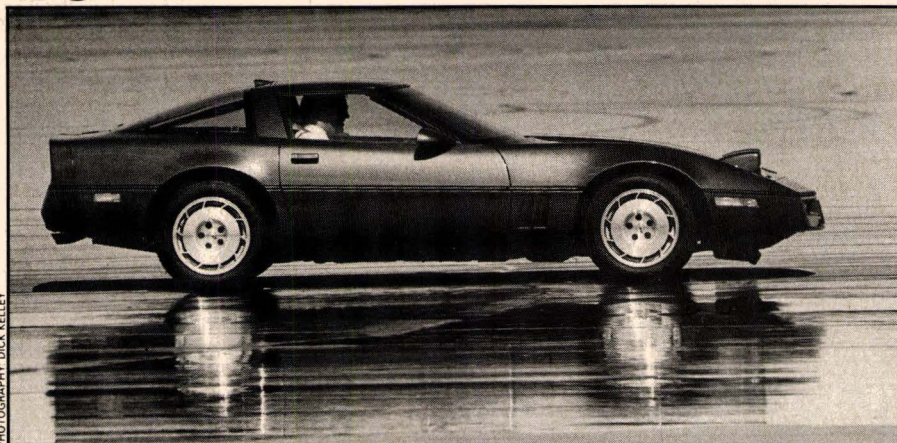
You've got what it takes.

Salem Spirit

*Share the spirit.
Share the refreshment.*

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





PHOTOGRAPHY: DICK KELLEY

Chevrolet Corvette

Better than ever.

• There is no doubt that the Corvette is the most thoroughly documented car in America. Volumes have been written about it during its colorful, if somewhat checkered, 32-year lifetime, and that is not about to change. As it is obligatory that we continue to add to the reams of trivia generated in behalf of this beloved machine, we now bring you an early peek at the 1986 model—a version that is identical to the 1985 model, save for two major improvements and a few minor details.

First let us deal with the minutiae. In accordance with the whims of the DOT, the new Corvette has a high-mounted brake light. It has been neatly integrated into the targa bar, but it still looks more like a navigational aid for small boats than an automotive safety device. Aside from an assortment of new body colors, the exterior is unchanged. The interior receives only subtle alterations, including a slightly thicker-rimmed steering wheel and a reangled instrument cluster to reduce windshield glare.

The big news consists of two items: a concerted effort to pare down the car's substantial bulk and the addition of a Bosch ABS anti-lock braking system. The principal source of the weight reduction is the use of aluminum cylinder heads, which, combined with the judicious excising of ounces elsewhere, has scavenged about 125 pounds from the chunky beast. Not only does this improve overall handling and acceleration, but the Hardy Boys group who serve as the tiny Corvette engineering group are hopeful that fuel economy will be similarly boosted.

This successful visit to the fat farm, however, will surely be overshadowed by the

new anti-lock brakes. The installation is indeed impressive, and it indicates that the old "Not Invented Here" syndrome that has infested Detroit will continue to be ignored by Corvette engineers—as it was with the adoption of Bilstein shock absorbers last year.

Although GM's own Delco Moraine Division is developing its own ABS, the West German Bosch unit is certainly the match of any in the world. The whole system—the modulator (mounted behind the driver's seat in a storage well), the wheel-speed sensors, and the plumbing—weighs only about nine pounds, and it's worth every extra ounce. It is essentially the same setup employed by Mercedes-Benz, BMW, and Audi, though it has no on/off defeating capability; the Corvette ABS works under all lockup conditions, whether the driver likes it or not. Presuming the driver is of sound mind, he *will* like it—even worship it—under most of them.

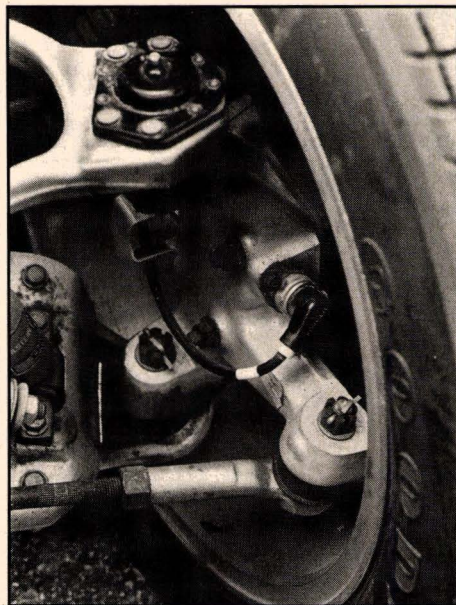
The system is undetectable during normal driving. But if you apply the brakes on slippery pavement, or if you are forced to brake hard while trying to execute an *in extremis* evasive maneuver, the Corvette will tiptoe to a stop, its four wheels locking and unlocking in an uncanny, computer-controlled syncopation that almost eliminates brake-induced skids. We found that it is in-

Vehicle type: front-engine, rear-wheel-drive, 2-passenger, 3-door coupe

Estimated base price: \$26,000

Engine type: V-8, iron block and aluminum heads, electronic fuel injection

Displacement	350 cu in, 5733cc
Power (SAE net)	230 bhp @ 4000 rpm
Transmissions	7-speed, 4-speed automatic
Wheelbase	96.0 in
Length	176.0 in
Curb weight	3100 lb
EPA fuel economy, city driving	17 mpg

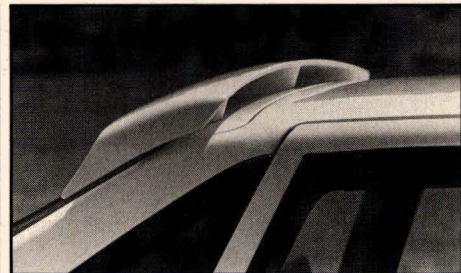
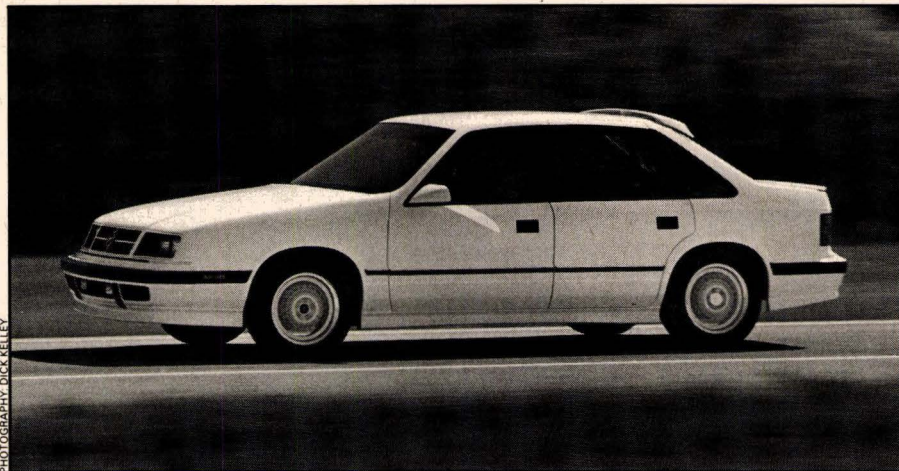


deed possible, despite Chevrolet's claims, to make the car spin if one is foolish enough to mash the brake pedal while cornering hard, and it is said that ABS is not the hot tip on undulating gravel roads; but for the normal driver encountering rain-slicked streets, ice, or sleet, or in emergency straight-line stops on dry pavement, it is an answered prayer. It will take a few of these stops to acclimate oneself to the odd, modulating feedback through the brake pedal, but surely this is a small price to pay for such safety.

There is little question that by 1990 similar anti-lock systems will be as common on land-borne vehicles as headlights and fuel tanks. There is also little question that General Motors is devoutly committed to making its plastic Chevy the equal of any car on earth in terms of performance and engineering excellence. In this sense the Corvette with Bosch ABS is a marriage made in fast-driver heaven. And America's favorite sports car, already superb, is for 1986 even better.

—Brock Yates

PHOTOGRAPHY: DICK KELLEY



Dodge Lancer Pacifica

They do it to Mercedes, so why not to Dodges?

• You see them everywhere in L.A.—trolling ritzy Rodéo Drive, galloping along the freeways, basking in the sun down in Newport Beach. Hot-rod Mercedes-Benzes, smothered from road to roof in a single delicious color, and muscled-up with spoilers, fat tires, and wheels painted to match the bodywork. They look like a million—reason enough for the beautiful people to have embraced them as their official form of transportation.

The monotone designer-look Benz was popularized by AMG, a typically serious German tuning firm specializing in Daimler-Benz products. Come this fall, however, you'll be seeing this paint scheme on a limited number of Dodge Lancer sedans—500 to begin with—all of them destined for California. Dodge's thinking seems pretty clear. If the AMG look works for Mercedes, well, why not Dodge?

Why not, indeed. The new model will be called Lancer Pacifica, and there's no arguing the effect of the changes. The look is nothing if not striking, even if all of the added paraphernalia make the Lancer seem a little thick around the middle. Most important, the Pacifica stands out on a crowded freeway. A lot of Angelenos will be wondering what kind of expensive machinery you've got there—and that's the name of this particular game.

The package includes lacy BBS-style wheels, rocker-panel skirts, a rear-deck spoiler, a roof-mounted wind deflector, and an extended panel below the rear bumper. The first run of Pacificas will all be dipped in refrigerator white and trimmed with tan leather interiors.

Upon further investigation it turns out

that the Pacifica is something more than just a paint-and-trim package slapped on a standard-issue Lancer. As a part of the deal, you get the well-known 146-hp, 2.2-liter turbocharged four-cylinder engine, a five-speed manual gearbox, and proper white-on-black analog instruments—and there are no substitutions.

On top of all that, the Pacifica gets its own specially massaged suspension. The spring rates and the shock valving are the same as those on the normal Lancer's top-of-the-line handling suspension, but the springs themselves are shorter by a half-inch. Rear roll stiffness is increased by replacing the hollow rear anti-roll bar with a solid one of the same diameter. Finally, the speed rating of the Goodyear Eagle GTs is upped from HR to VR, though the 205/60R-15 size is unchanged. This last revision is supposed to suggest autobahn-burning performance, but Chrysler admits it's really showroom hype. Even the lower HR speed rating, good to 130 mph, is well above the Lancer's top speed.

Nevertheless, it appears that there was some serious thinking behind the Pacifica, something beyond the norm for this sort of limited-edition special. As it turns out, the Pacifica is the opening volley from an

important new group at Chrysler Corporation: Special Vehicle Management Operations. SVMO is the equivalent of Ford's SVO—minus the motorsports. Its mandate is to create idea cars and to design and develop limited-production models that will add excitement to the Chrysler lineup.

This in-house think tank closes the loop between Chrysler's new West Coast design studio—for which the Pacifica is named—and the Chrysler-Shelby Performance Center, where all manner of important tinkering goes on. SVMO will be putting the good stuff that comes out of both these places into production whenever possible. It's also responsible for the development of the Chrysler-Maserati sports car scheduled for 1987.

As for the success of the mechanical changes to the Lancer Pacifica, it's a little hard to say at this point. Chrysler hasn't had the final configuration in the wind tunnel yet, though it expects some improvement in downforce at the rear because of the new spoilers. Since our photo car was dressed in hand-built prototype pieces, we had to treat it gingerly, so it was impossible to discern any handling improvements.

Still, there should be no great breakthroughs here, which leaves the Lancer at a difficult crossroads early in its career. This car started out on the right foot, but even as you read this, it is fast slipping back from the lead pack of sports sedans. Soon the front-runners won't even be in sight.

With the dawning of Ford's Taurus and Sable, the Lancer suddenly seems almost crude. The boomy 2.2-liter turbo engine desperately needs the refinement of balance shafts, which have been granted to the new, normally aspirated 2.5-liter four this year. The rocks need to be removed from the ride. The high-speed twitchiness needs to be calmed.

If SVMO can surmount just these hurdles, it will have justified its existence. But it needs to act right away. Things are moving so fast these days that an AMG paint job doesn't buy you much time.

—Rich Ceppos

Vehicle type:	front-engine, front-wheel-drive, 5-passenger, 5-door sedan
Estimated price:	\$14,500
Engine type:	turbocharged 4-in-line, iron block and aluminum head, electronic fuel injection
Displacement	135 cu in, 2213cc
Power (SAE net)	146 bhp @ 5200 rpm
Transmission	5-speed
Wheelbase	103.1 in
Length	180.3 in
Curb weight	2900 lb
EPA fuel economy, city driving	19 mpg

Thunderoads.



Get it together—Buckle up.

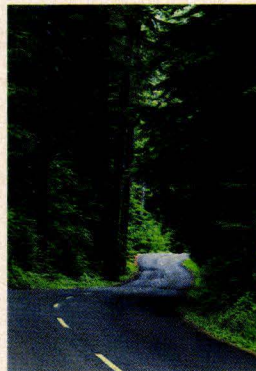
Conzelman Road, California



The engineers who designed these roads knew that they'd present a challenge. But they never expected that some would

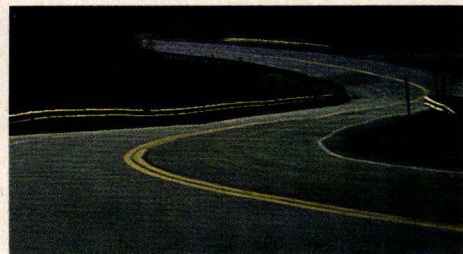
drive these roads in a Thunderbird for precisely that reason.

On roads with long, smooth straightaways, Thunderbird's sleek lines use the wind to improve the car's stability and road control at highway speeds.



Route 101, Washington

There are also great driving roads with twists and turns that define the term "serpentine". On this kind of road, Thunderbird's precise steering and all-season radials do an excellent job of unwinding the road.



Route 112, New Hampshire

You may even know of a special road that closely resembles an asphalt roller-coaster. On this kind of pavement, Thunderbird's



State Road 196, Florida

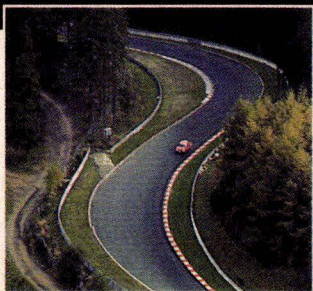
gas-filled struts and shocks, and modified MacPherson front suspension excel.

On roads like these throughout the country, a very select group of drivers are discovering the meaning of Thunderroads.

Thunderbird.

Have you driven a Ford... lately?



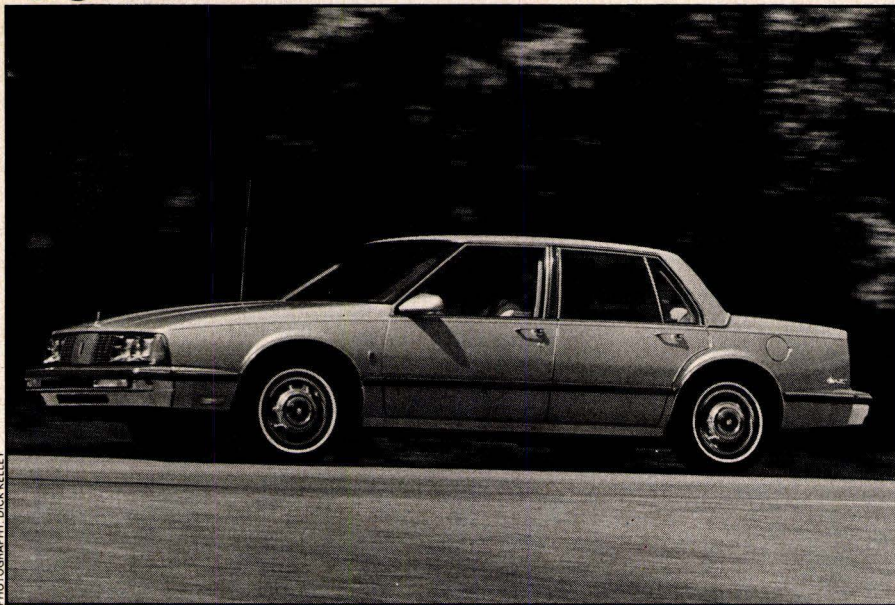


FAST IMPRESSIONS.

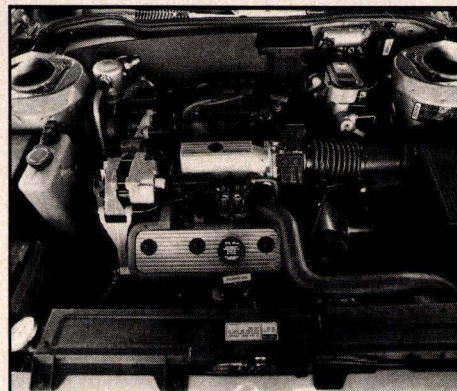
You're looking at the 130 mph tread pattern of the new high performance Toyo 600 series radial. It's designed to take you anywhere—in style. The low profile keeps it cool. The extra wide stance keeps it steady. And Toyo's High Filler bead with reinforced side ply keeps it surefooted. So you can take a hairpin like you're riding on rails. Even water won't take the bite out of this beauty, thanks to Toyo's exclusive "Turbine Blade Slits."

Toyo 600 series radials. They've got performance written all over them. Check the Yellow Pages for your nearest Toyo dealer.

TOYO TIRES



PHOTOGRAPHY: DICK KELLEY



Oldsmobile Delta 88 Royale

For matrons of either sex.

• There are reasons for giving old names to new cars. One is to stimulate the salivary glands of people with long memories. Try Charger. Try Shelby Charger.

Then there are the occasions when a new car is so different that it might blow the company's loyal customer base into the weeds. The object is to give those buyers something they can relate to. ("What do you mean, it's a *Thunderbird!*?")

And sometimes, no other name will do. At Oldsmobile, Delta 88 and Ninety Eight buyers have been absorbing some 22 percent of the yearly production for the past decade. If the folks have been snapping up 88s, you keep right on giving them 88s.

So how does "Oldsmobile Delta 88 Royale Brougham" grab you?

No matter, you're probably zeroing in on the appropriate mental image this very minute: padded-vinyl-roofed, spoked-wheeled, chrome-encrusted, stuffed, fluffed, and tufted mother's bosom of a cushmobile is just about right. That's the old Olds news for 1986.

Nevertheless, the Delta 88 is practically a brand-new car. The Mom-Pop-Patty-and-all division is smack-dab in the middle of GM's front-wheel-drive, big-car revolution, sharing a platform, some sheetmetal, two V-6 engines (3.0-liter base, 3.8-liter optional), and a four-speed automatic transmission with the Buick LeSabre. (The

Delta 88 and the LeSabre are both derived from GM's front-drive C-body, introduced last year by Buick, Olds, and Cadillac.)

Chief engineer Ted Louckes says his goal for the Delta 88 was "to save the attributes important to the full-size buyer and give him the pluses"—that is, improved fuel economy, space efficiency, performance, and handling. But the number-one desire of the typical Delta 88 buyer is, in Louckes's opinion, ride quality. "The Olds base-suspension philosophy is to be as near to the road isolation and the ride rate as we have had on conventional full-size cars in the past."

According to Louckes, the Delta 88's new unitized-body construction, its improved weight distribution, the addition of four-wheel independent strut suspension, and the development of cellular rubber upper bushings have provided superior road isolation and "significant handling improvements" in the new car. "We probably have a softer car than Buick, a little more isolated, and it may roll a little more,

but not as much as past cars did," he says.

After an extended test drive of a pre-production Delta 88 on a variety of roads outside GM's proving grounds, we're ready to give Olds points on road and acoustic isolation, but "significant handling improvements" stretches the imagination. The Delta 88 is still a car for people who hear the call of the open road in the same pitch as a dog whistle. It's a sweetheart on the avenues, but the only daring handling maneuver we'd encourage (and only for the spunkiest of matrons) is the dreaded parallel park. The Delta 88 sedans are 22 inches shorter this year, and the steering wheel spins like a top. Go for it!

In all fairness, we have yet to turn the wheel of a Delta 88 equipped with the new third-level FE3 suspension package, consisting of stiffer springs, revised shock valving, gas-charged struts, a bigger front anti-roll bar, a rear anti-roll bar, quicker and higher-rate power steering, and meatier 215/65R-14 radials. (Level two is an F41 trailer-towing package.)

Even so equipped, however, the Delta 88 was not put on this earth to reverse Oldsmobile's creeping age demographics. Today's Olds buyer is about 50, and Louckes predicts (under cross-examination) that the average Delta 88 buyer will be even older.

"We hope that we can influence some younger interest," he says with little conviction, "but higher-priced family cars are not going to radically change the profile of our demographics."

You may consider the matter out of your hands. —Jean Lindamood

Vehicle type:	front-engine, front-wheel-drive, 6-passenger, 2- or 4-door sedan
Estimated base price:	\$13,000
Engine types:	3.0-liter V-6, 3.8-liter V-6
Power (SAE net)	125-150 bhp
Transmission	4-speed automatic
Wheelbase	110.8 in
Length	196.0 in
Curb weight	3200 lb
EPA fuel economy, city driving	18-19 mpg

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REACH FOR THE EXCEPTIONAL

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"The restyled Volkswagen Jetta sedan is a unanimous favorite as it wins WAW's Economy/Family class...The best car ever to come out of Wolfsburg."

—Ward's Auto World

"...true five-passenger comfort...feels in every way like a large car."

—Washington Post

"The Jetta GLI goes down the road as if homing on a distant beacon... It will feed your car lust and give fits to roughly 100 percent of its competition."

—Car and Driver

"...as supple and resilient as a fourteen-year-old gymnast...Rough roads just don't faze them...Its trunk is nothing short of huge...They said they were going to put the German back into their cars, and they did."

—Car and Driver

"...gobbles up curves with aplomb; displays true sports-sedan performance, and delivers that elusive but much-talked-about "feel" that you rarely find in a car under \$10,000, much less \$8,000. Driving is supposed to be fun, and the Jetta offers an inexpensive reminder of that."*

—Consumers Digest

"Like the Jetta and Jetta GL models, the GLI interior sets new standards in ergonomics—the relationship of the driver to machine."

—Los Angeles Herald Examiner

"...it's hard to find fault with the way these little German-designed jewels drive...—sort of a front-drive BMW 3-type for a whole lot less money."

—Popular Mechanics

January, 1984

**We brought you an affordable German road car,
and look where it got us.**



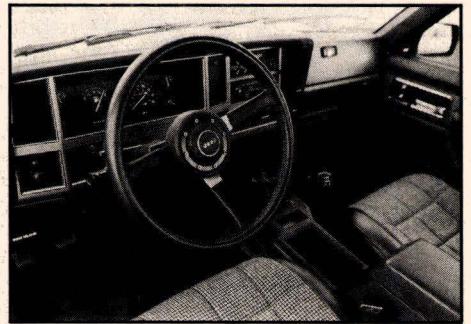
The 1985 Jetta \$7995.*  **It's not a car.
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*Mfr's. sugg. retail pricing, excluding tax, title, dealer prep and transportation \$7,775 for 2-door model, \$7,995 for 4-door model as shown. (Metallic paint, alloy wheels are extra cost options.) **Comparison based on Jetta Sales for CY 1985 January-June compared to same period a year ago.
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Seatbelts save lives.



PHOTOGRAPHY: PETE LYONS



Jeep Comanche

AMC seeks a new ground zero in mini-pickups.

• Hey, you truckers out there, check your jeans. Examine the pocket where you keep your wallet. Look closely. See that bull's-eye? Yes, you've been targeted. You're the object of a long, thorough marketing study designed to come up with a new small pickup that you simply won't be able to resist.

The U.S. truck market is impressive: According to AMC figures, the industry plans on selling about 3.4 million light trucks—pickups, vans, and sport/utilities—during the 1986 model year. That means that roughly one new truck will be sold for every three new cars. The pickup configuration should account for 58 percent of the truck total, or just under two million, and the compact, or mini, versions should account for 52 percent of all pickups, or just over a million. Automotive chauvinists, kindly note that mini-trucks are more significant in the marketplace than mid-engined sports coupes!

AMC has been in on some of this action for years, of course, most notably in the sport/utility segment with its various Jeep CJ and Grand Wagoneer models. Then two years ago it increased its involvement with the Cherokee and the Wagoneer. The company has also had a long-term presence in pickups with its full-size J-10 and J-20. But the increasingly popular mini-truck concept, pioneered by the Japanese and now aggressively contested by the two largest domestics, seemed to be escaping AMC's attention.

In truth, Jeep had intended to evolve a mini-pickup version of the Cherokee and

the Wagoneer right from the beginning of the project. It's just that doing the job properly, they say, took longer than expected. After all, this is a major step that effectively triples AMC's stake in the truck-marketing game. Mistakes simply couldn't be tolerated.

Our first impressions are that the truck is indeed right. First of all, there's the name. The American Motors Jeep Comanche. Let those names roll around on your tongue for a moment. Each one of them evolves a good image for a truck.

Then there are the dimensions. According to AMC claims, the Comanche's bed length of seven feet four inches is matched only by the Chevrolet S-10's. The 43.8-inch span between the wheelhouses is wider than any other mini-truck's. An optional maximum payload of 2205 pounds beats both Chevy and Ford and most imports, and an optional towing package can handle a 4200-pound trailer, more than any mini-truck but one optional S-10. At 119.7 inches, the wheelbase is the longest in compact trucking. In interior size, too, the Comanche is notably roomy behind the seats and is said to offer more head- and hiproom than either of its domestic rivals.

Vehicle type:	front-engine, rear/4-wheel-drive, 3-passenger, 2-door pickup truck
Estimated base price:	\$6000
Engine types:	2.5-liter 4-in-line, 2.8-liter V-6, 2.1-liter 4-in-line diesel
Transmissions:	4-speed, 5-speed, 3-speed automatic
Wheelbase:	119.7 in
Length:	195.5 in
Curb weight:	3100-3250 lb
EPA fuel economy, city driving:	17-28 mpg

Like the sport/utility Jeeps, the pickup has three engine choices. The standard 2.5-liter four, now with throttle-body fuel injection and rated at 117 hp, should account for 50 percent of sales. Almost as many are expected to go to the Chevrolet-supplied 2.8-liter V-6, and about five percent to the 2.1-liter turbocharged diesel (not available in California). Looking to the future, AMC is working on a 4.0-liter version of its old in-line six to replace the 2.8 Chevy engine.

About 29 percent of Comanche buyers are expected to sign up for four-wheel drive, which is available with either the Command-Trac or Selec-Trac transfer system. Both four-by-four and two-wheel-drive models can be had with four- or five-speed manual or three-speed automatic gearboxes.

The two-wheel-drive model offers something a little startling in this day and age: a beam-type front axle. After experimenting with an independent front suspension on prototypes, AMC elected to go with the same five-link, rigid-axle geometry used on the four-by-four Cherokee and Wagoneer. And now that the parts are in the system, two-wheel drive will also be offered on both the Cherokee and the Wagoneer.

Brief runs in a variety of pre-production sample vehicles indicate that AMC has spent its extra development years well. The Comanche has a solid, refined feel. Ride, handling, and stability are all good both on-road and off (which is quite a trick), and the front suspension's nonindependence is undetectable. Some drivers may find the bucket-seat design a little cramped and the steering wheel a little too close, but otherwise the cabin environment is very acceptable. Altogether, the Comanche is such a likable truck that even those who select it as their only vehicle can do so without fearing a life of abuse.

Mini-truckers, mind your wallets!

—Pete Lyons

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So no matter what kind of car you drive, Valvoline has the oil that suits it to a T.



New! Valvoline FourGard™
Specialized protection for
four-cylinder engines.

Toyota Celica GT-S

Simple fare in a tasty new recipe.

• Although the dinner of your dreams may include custom-reared beefsteak, you have to admit that boiling-in-the-bag makes for pretty nice fare on an occasional basis. Similarly, even those of us who think of ourselves as hard-core automotive gourmets recognize that the Testarossa is best left at home when departing for the workday world.

So, just as there are acceptable meals available in pouches these days, there are some essentially average cars that are satisfying to own and live with as well as to drive. Many of these are presented in a "sporty car" idiom; they are not really enthusiast cars any more than "gourmet" packaged meals are anything to challenge Escoffier's standards, but the Camaros, Sciroccos, and Preludes of this market segment please a lot of car buyers, especially in this country.

Toyota, which has excellent marketing marksmanship, has enjoyed a fifteen-year

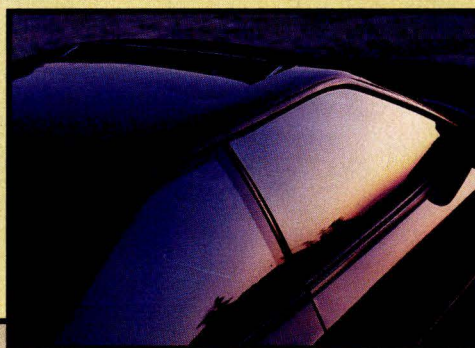
run of success here with its Celica. In fact, the U.S. is the most important territory for this line, which accounts for sixteen percent of Toyota's total sales here.

The most recent Celica GT-S, especially once it got an independent rear suspension and the fuel-injected, 116-hp engine, was an enjoyable machine to drive hard. No, it wasn't an all-out sports car, but it would take in stride an occasional backroad fling without sacrificing any of the long-haul practicality and civified elegance, not to mention extraordinary reliability, that owners have found endearing.

In its fourth major revision of the Celica theme since its 1971 introduction, Toyota is offering us a full-on GT-S version right from the start—so full-on that, in addition

to sticky tires and a tuned suspension, it has a *twin-cam, sixteen-valve, 135-hp engine.*

The 1986 Celica, in fact, owes absolutely nothing to its predecessors but its general Celica-ness. Gone is the venerable 2.4-liter 22R engine mounted longitudinally and driving the rear wheels. From now on, that's just Toyota's truck engine. The new vehicle is based on the Camry sedan, which means it has a two-liter transverse four driving the front wheels. In the standard models this engine is called 2S-E, and it has one overhead camshaft and produces 97 bhp, just as in the Camry. The hot GT-S motor, the 3S-GE, is an option in the Japanese-market Camry, though there are no current plans to make it available in the sedan here.



Toyota's move to "FF" (for "front engine, front drive") for the new Celica is mainly a marketing decision. In the first place, Toyota wanted clearly to differentiate the Celica from the hitherto derivative Supra. When the new Supra appears next year, it will still be a rear-wheel-drive design, and it will not look like a muscled-up Celica. Second, while studying the market during the new Celica's planning phase, Toyota found that some 60 percent of potentially interested buyers felt front drive would be a plus on a car of this nature.

There is also some engineering background for the decision. Unlike some automakers, Toyota divides its new-car projects among several design groups and thus winds up with a greater variety of products than some, both mechanically and visually. Akio Wada, who has been the chief engineer for both the Celica and the Supra for more than ten years, now firmly believes that front drive is best for this car. Wada was especially interested in the straight-line stability conferred by the FF

configuration, but he also wanted the chance for lower overall weight and leaner lines. He clearly liked the challenge of developing a vice-free "high-performance FF car," as he calls it, a personal target represented by the German-made VW Scirocco and Audi Coupe.

Although there are many keen drivers who do like fwd, there are basic performance limitations in the layout. Wada's work—which involved the use of some 250 prototypes!—concentrated on two problems: Torque steer, the tendency of the engine to tug the steering wheel out of the driver's hands, was tackled in much the same way it has been with other recent cars, including the Camry, by taking pains to make the half-shafts of equal length. Wheel hopping, a chatter that can build up in full-power standing starts, was tougher; a great deal of development went into precise relationships among wheel hubs, half-shafts, and the transaxle's final-drive. To reduce joint angles, the entire engine-and-transaxle unit was canted back more steep-

ly in the Celica than in the Camry, thus lowering the differential, and the wheels were moved forward a trifle. The shafts were also fattened to improve their torsional rigidity, and both the body structure and the steering-column mounting were beefed up to damp the driver's perception of any hopping that might remain.

The suspension is a strut type with coil springs all around, incorporating anti-lift and anti-dive geometry. The lower control arm at the front is a stout L-shaped member, and there are two parallel transverse links plus a trailing link to locate each strut at the rear. Both designs should keep the wheels properly aligned and following similar camber-change geometries as they rise and fall.

This admirable basic suspension system is assisted by special bushings incorporating internal metal sleeves that allow less movement in some directions than in others; the Volkswagen GTI gets some of its amazingly stable handling from similar attention to its bushings. The Celica has anti-roll bars at both ends, and these connect to the suspension arms with small, spherical-jointed links, rather than rubber, to reduce unwanted deflection. To solidify the front suspension's attachment to the chassis, the GT-S has top and bottom braces that reinforce key pivot points.

The base 2S-E engine, which comes in the two lower grades of the new Celica (ST



For Audiophobes Anonymous

• Are you intimidated by graphic equalizers? Do you fail utterly to understand how to set them? Do you fear that someone will look at the pattern of the little sliders on your panel and laugh? Toyota is holding out its hand to you.

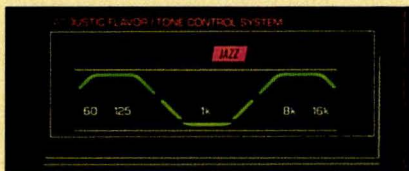
Toyota and Fujitsu. The highest of the three grades of audio available on the new Celica, the Fujitsu Ten system is very advanced, based on educated dummies and computer analyses and including specially mounted high-tech speakers to give you state-of-the-art sound. But the neatest trick is the automatic equalizer feature, or "Acoustic Flavor/Tone Control System."

Push the button with the wave icon on it. Push it again. See how the wave-pattern display just to the right changes? It's showing you how the graph looks when the equalizer is tuned for a given

kind of music! Six settings are available. For "rock," the lower registers are elevated. For "pops," the tops. For "jazz," there is a sag in the middle of the wave. And for "vocal," the wave form is the opposite.

Are you a classical-music listener? Push the button until "class" appears and the line goes level. If you want to set the bass and treble to your own taste, go for "defeat."

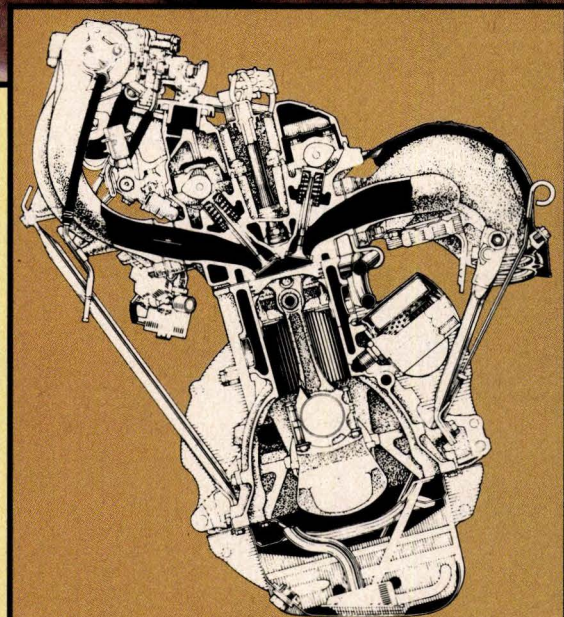
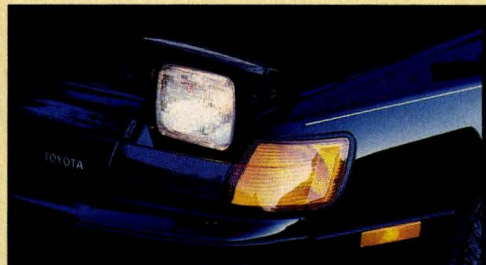
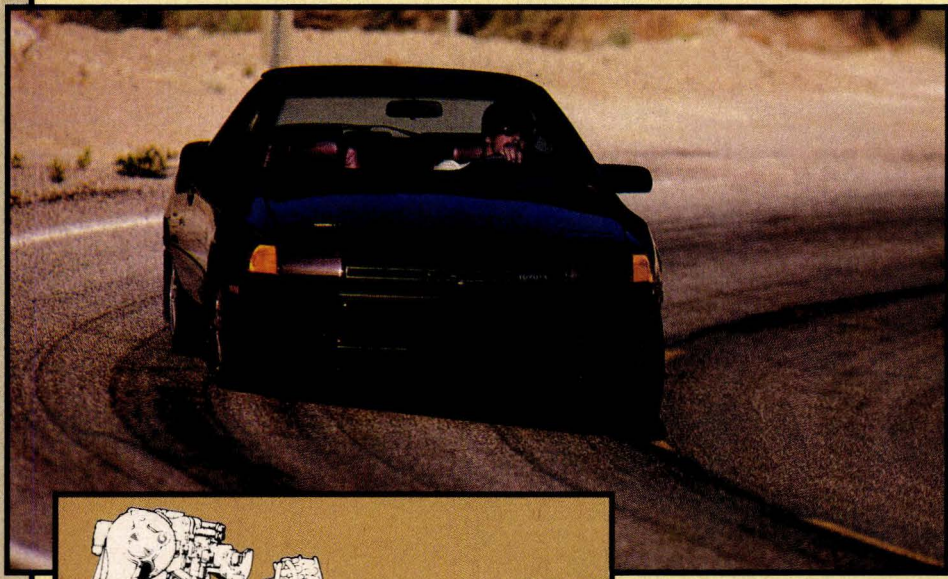
Got it? Good. Go forth now, children of the universe, and tune in with serenity. —PL



and GT), is the same single-cam, eight-valve, wedge-chamber, 1995cc unit as in the Camry. Its bore and stroke are 84 by 90mm, it has a compression ratio of 8.7:1, and it weighs 278 pounds. Like the twin-cam, it enjoys electronic fuel injection. Its output is 97 bhp at 4400 rpm and 118 pounds-feet of torque at 4000.

The 3S-GE engine in the GT-S has a similar block but displaces 1998cc with its square 86mm bore-to-stroke ratio. The twin-cam, sixteen-valve, pentroof-chamber head is very similar to that of the 1.6-liter MR2/Corolla GT-S engine, with toothed-belt-driven camshafts, direct operation of the valves by inverted buckets, and lash adjustment by shims (hydraulic lifters might be unreliable at peak rpm, according to Toyota). It also has the very effective Toyota Variable Induction System, which fattens the torque curve at the lower end by closing off four of the eight intake runners below 4300 rpm. The compression ratio is 9.2:1, and the complete unit weighs 320 pounds. The peak power is 135 bhp at 6000 rpm (which is probably well below the engine's ultimate potential: the redline is 6800), and the torque is 125 pounds-feet at 4800 rpm.

The GT-S, which is projected to account for about twenty percent of Celica sales, has other performance goodies to match its engine. The spring rates are stiffer, for instance, and there are four-wheel disc brakes (front only on the SOHC versions), as well as the bracing mentioned above. The tires are 60-series Bridgestone Potenza RE86s mounted on fourteen-inch



Toyota's 2.0-liter 3S-GE engine features sixteen valves, fuel injection, and a variable-induction system.



wheels. The GT-S also gets a sport seat with electric adjustment of the backrest's bolsters and lumbar support, as well as alloy wheels and a rear spoiler.

As before, the Celica offers two body styles, Liftback and Sport Coupe (notch-back). As the low-end ST is available only in the former, while the GT and the GT-S come in both, there are a total of five Celicas in the lineup.

We naturally chose the GT-S for closer study, and our first impression is that it is a nice piece of work indeed. Because our testing was confined to pre-production prototypes, final conclusions aren't possible, but we're sure that people who liked any of the old Celicas are apt to like the new one: it expresses the same idiom in fresher, more up-to-date terms.

Taking negatives first, our only serious reservation is the switch to front drive. Yes, the Celica GT-S works very well for a

front-driver, with no extraneous vices, but it does have the inherent front-drive traction limitations in high-energy driving. It does not require much brutality to spin the front tires from a standing start, whereupon the black streaks betray some hopping despite the work done to minimize it. In hard cornering (on a racetrack), most attempts to accelerate out of a tight bend cause gross understeer. In these two circumstances, the mighty sixteen-valve engine goes largely to waste. Of course, in rear-drive cars too much torque will also spin a wheel or two, but because of load transfer it happens higher up the effort scale—and when it occurs, it's usually fun. When a car plows, the driver experiences no satisfaction; it's just dead time.

When the gas pedal is released in midcorner, the Celica's reaction depends on the g-forces. At the kind of speed that simulates a highway emergency, the tail will step out and any braking will throw the car sideways. The tail will also swing, or feel as though it wants to, in particularly sharp switchbacks taken at imprudent speeds. Neither condition is uncontrollable, though, providing there is plenty of road room left and the driver remembers that getting back on the power will help.

On the positive side, as long as the front tires are kept within their limits, the GT-S handles well. Its premium tires do adhere noticeably better than those on the more pedestrian Celicas. In steady-state corner-

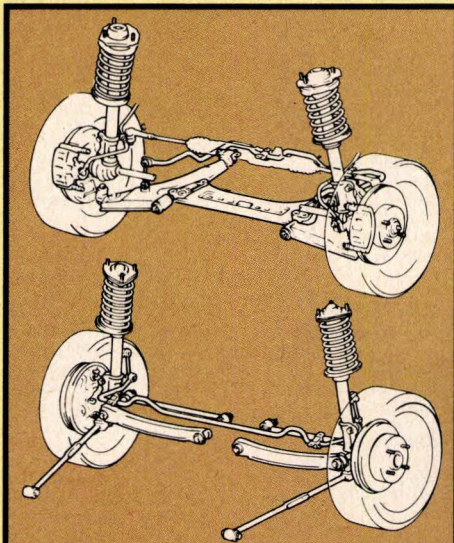
ing the back wheels seem to do their fair share of the work, and this balance was not significantly upset by any of the bumps we encountered in our limited testing. As its designers hoped, the Celica does give a reassuringly steady feel in the kind of driving 99 percent of its owners are likely to do 99.9 percent of the time.

The 3S-GE engine is a delight. If it doesn't feel quite as sparkling at high revs as its 1.6-liter sister, it puts out some of the midrange oomph the smaller block cannot. In fact, this multi-camshaft, multi-valve replacer will pull smoothly from ridiculously low revs: try 1100 rpm, practically idle speed, in fifth. That's a stunt, but it means that slow-traffic work does not usually require downshifting. In its low-end behavior, quite as much as its high-end, this brilliant new powerplant feels as though it's much more than a single generation ahead of its comparatively truckish predecessor.

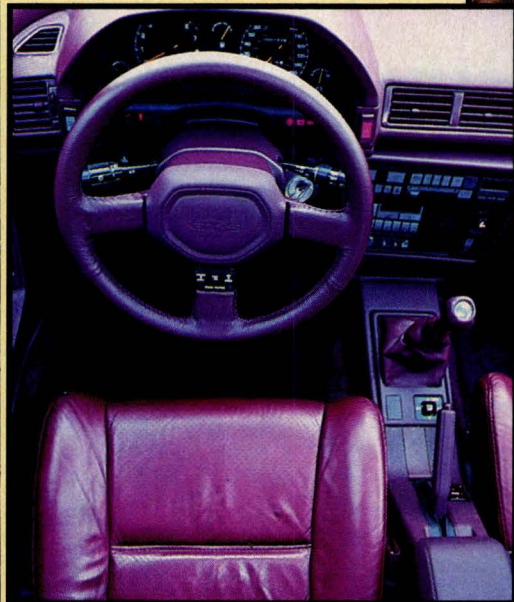
All in all, the Celica for '86 is a good job. The combination of advanced styling, airy interior, excellent all-around visibility, highly adjustable seating, impressive audio (see sidebar), smooth ride (even in the GT-S), and splendid engine (the sixteen-valve) creates an ongoing feeling of elegant well-being.

No, this is not a motoring grand banquet fit for kings, but in its quietly practical, affordable way Toyota has dished up a very fine serving.

—Pete Lyons

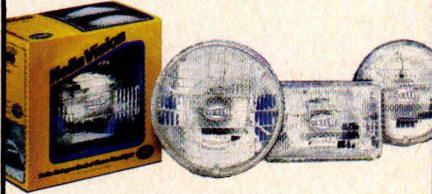


Each of the Celica's suspension struts uses a gas-pressurized damper and a coil spring.



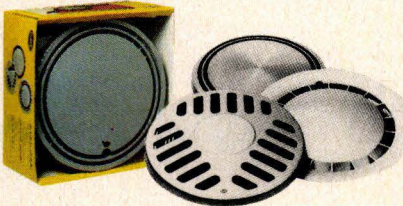
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State _____ ZIP _____

CD-10

CELICA GT-S



Vehicle type: front-engine, front-wheel-drive, 4-passenger, 3-door coupe

Price as tested: \$14,000 (estimated)

Options on test car: power windows and sunroof, air conditioning, cruise control

Standard accessories: power steering, tilt steering, rear defroster

Sound system: Fujitsu Ten AM/FM-stereo radio/cassette with graphic equalizer, 4 speakers

ENGINE

Type 4-in-line, iron block and aluminum head
Bore x stroke 3.39 x 3.39 in, 86.0 x 86.0mm
Displacement 122 cu in, 1998cc
Compression ratio 9.2:1
Engine-control system Toyota electronic fuel injection
Emissions controls 3-way catalytic converter, feedback fuel-air-ratio control, EGR
Valve gear belt-driven double overhead cams, 4 valves per cylinder
Power (SAE net) 135 bhp @ 6000 rpm
Torque (SAE net) 125 lb-ft @ 4800 rpm
Redline 6800 rpm

DRIVETRAIN

Transmission 5-speed
Final-drive ratio 4.18:1
Gear Ratio Mph/1000 rpm Max. test speed
I 3.28 4.9 33 mph (6800 rpm)
II 2.04 7.9 54 mph (6800 rpm)
III 1.32 12.2 83 mph (6800 rpm)
IV 1.03 15.7 106 mph (6800 rpm)
V 0.82 19.7 120 mph (6100 rpm)

DIMENSIONS AND CAPACITIES

Wheelbase 99.4 in
Track, F/R 57.9/56.5 in
Length 173.6 in
Width 67.3 in

Height 49.8 in
Curb weight 2700 lb
Weight distribution, F/R 60.7/39.3%
Fuel capacity 15.9 gal
Oil capacity 3.9 qt
Water capacity 7.4 qt

CHASSIS/BODY

Type unit construction
Body material welded steel stampings

INTERIOR

SAE volume, front seat 49 cu ft
rear seat 28 cu ft
trunk space 16 cu ft
Front seats bucket
Seat adjustments fore and aft, seatback angle, front height, lumbar support, upper side bolsters
General comfort poor fair good excellent
Fore-and-aft support poor fair good excellent
Lateral support poor fair good excellent

SUSPENSION

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

STEERING

Type rack-and-pinion, power-assisted
Turns lock-to-lock 2.9
Turning circle curb-to-curb 35.4 ft

BRAKES

F: 10.2 x 0.9-in vented disc
R: 10.6 x 0.4-in disc
Power assist vacuum

WHEELS AND TIRES

Wheel size 6.0 x 14 in
Wheel type cast aluminum
Tires Bridgestone Potenza RE86, 205/60R-14
Test inflation pressures, F/R 26/26 psi

CAR AND DRIVER TEST RESULTS

ACCELERATION

Seconds
Zero to 30 mph 3.0
40 mph 4.5
50 mph 6.5
60 mph 9.4
70 mph 12.9
80 mph 16.4
90 mph 22.6
100 mph 30.0
Top-gear passing time, 30-50 mph 12.2
50-70 mph 13.7
Standing 1/4-mile 16.7 sec @ 82 mph
Top speed 120 mph

BRAKING

70-0 mph @ impending lockup 204 ft
Modulation poor fair good excellent

Fade none moderate heavy
Front-rear balance poor fair good

COAST-DOWN MEASUREMENTS

Road horsepower @ 30 mph 6 hp
50 mph 15 hp
70 mph 33 hp

FUEL ECONOMY (estimated)

EPA city driving 27 mpg
EPA highway driving 33 mpg

INTERIOR SOUND LEVEL

Idle 44 dBA
Full-throttle acceleration 83 dBA
70-mph cruising 73 dBA
70-mph coasting 71 dBA

See no evil. Hear no evil.

Open the control panel of Aiwa's new car audio systems and a world of dazzling engineering is revealed. Close it, and nothing is in sight. Simple. Simply amazing!



But out-of-sight security is only one achievement of these all-new auto-reverse systems. Performance is their first priority.

All three new Aiwa systems offer the rich musical textures and powerful dynamics of Aiwa's best home audio.

Aiwa's state-of-the-art cassette deck technology has hit the road. There's even Dolby B and C noise reduction.

To power all their performance, each model features high power amps with Aiwa's exclusive DSL equalization.

Separate bass and treble controls operate on DC circuitry for superior fidelity.

There are also 12 station memory presets for the quartz-synthesized digital tuning section.

Visit your car audio dealer and hear just how much home audio we've put on the road.

Aiwa car audio systems. No other car audio system can match it... even remotely.

AIWA[®]
SIMPLY ADVANCED



Three new systems that blur the distinction between car audio and home audio.

Hot baths, zinc treatments, and other secrets that prolong life.



Cars, like people, live longer when their bodies are well taken care of.

And few bodies are better prepared to face the years than the body of a Volvo 760 GLE.*

The #1 killer of a car's body is rust. So Volvo employs the #1 antidote: zinc. 32 square feet of sheet metal in every Volvo body takes a hot bath in liquid zinc, resulting in a coating three times thicker than you'll find on most other cars.

Then, after a thorough cleansing, an inspection, and a rub down, the Volvo body is ready for painting. (A process so impressive, other manufacturers of imported cars have come to our plant to observe it.)

It starts with another bath, this time in a vat of primer. An electric charge is sent through the car's body, fusing paint to metal. Next comes something most other car makers leave out; a layer of special chip-resistant paint is applied to the car where flying stones hurt the most: below the beltline. Then come four more layers of paint, sprayed wet on wet to create a deep, lustrous finish. Next the car is undercoated inside and out.

Finally, a special anti-corrosive gel is injected into closed sections like roof pillars and doors to prevent rusting from within.

As those other car makers will tell you, the whole process is tedious and takes hours.

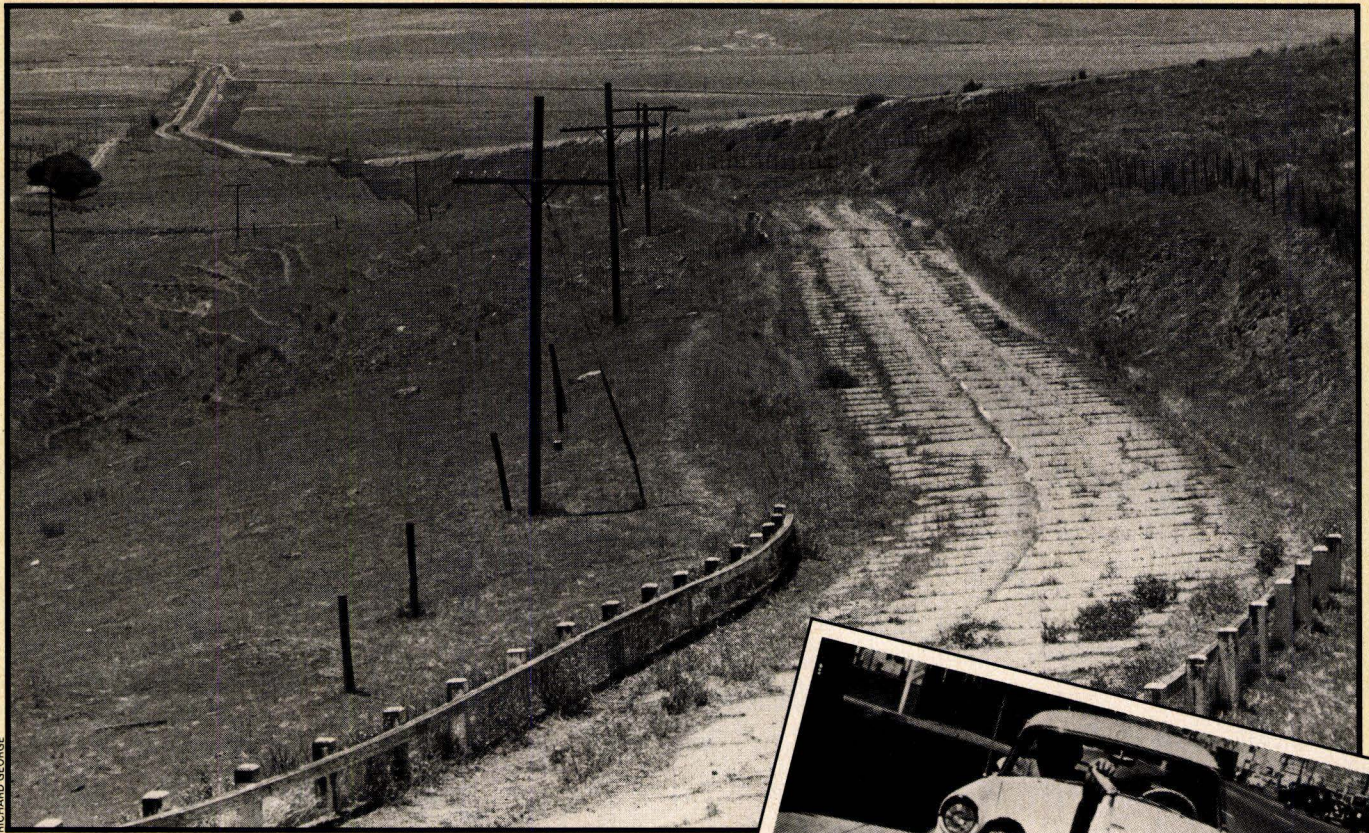
But when you want a car to last as long as a Volvo, there are no shortcuts.



*And that's not just idle talk. Ask your Volvo dealer about our Corrosion Protection Limited Warranty. It's one of the best in the business.

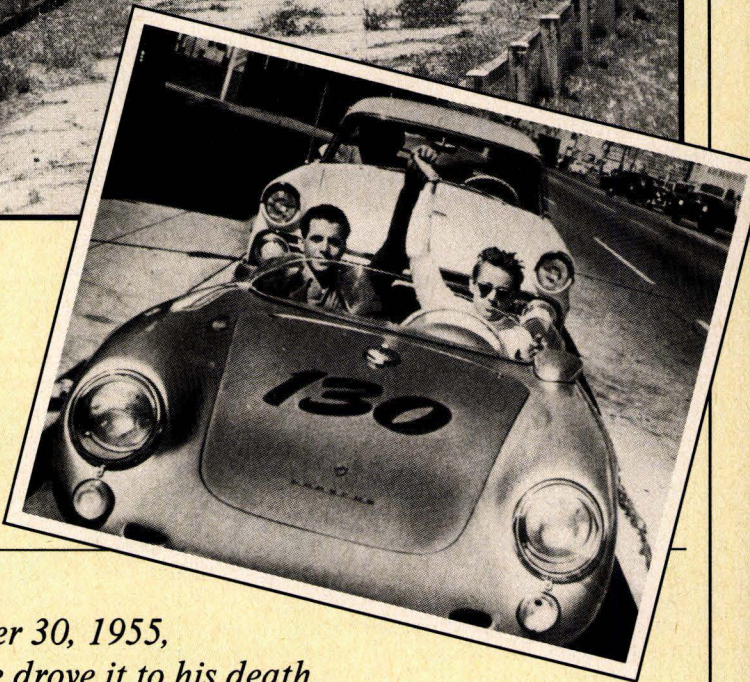
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The 700 Series by Volvo



RICHARD GEORGE

Far from Eden



One of James Dean's favorite performances was that of his Porsche Spyder. On September 30, 1955, on a lonely stretch of California two-lane, he drove it to his death.

BY BROCK YATES

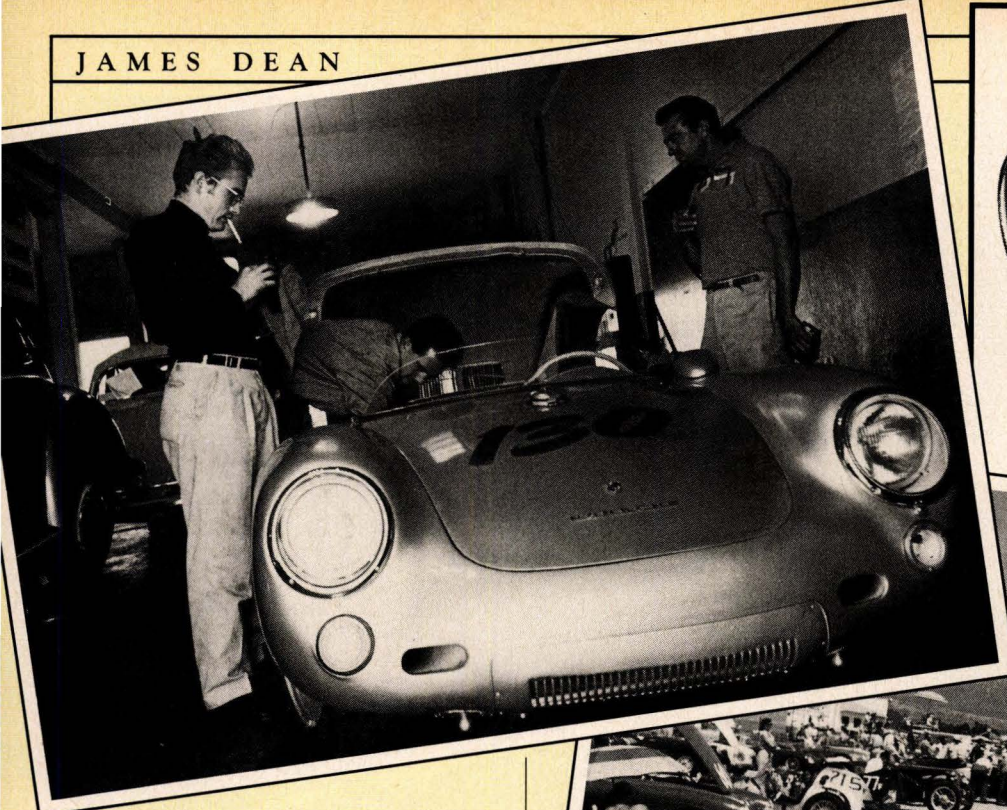
• Welcome the silence. Break for a moment your bonds with time. You'll hear it first—the frantic growl of a four-cam Porsche. Unmuffled. Running hard. Look into the brown-weeded hills, where the old road winds around the edge of the ravine. A tiny silver Spyder squirts into sight, lashing through the apexes, its impudent snout nipping at the wooden guardrails. Stand back as it rushes past, scrabbling for traction on the scarred macadam. Follow its raucous exhaust. The two men in the cockpit—a slight young driver with clip-on sunglasses and a beefy passenger—lean slightly as the Porsche clears the final bend. It powers, clean and straight, speed building, toward the valley.

Far off, on the western slope, a stand of oaks marks the café at Cholame. But first there is the intersection where State 41 angles toward Fresno. A lone car is approaching, a black Ford two-door. It is slowing, readying for the turn. The Spyder hammers onward, a shiny aluminum pellet aglow in the late-afternoon sun. Surely the Ford will stop. Surely the driver will spot the speeding Porsche. Surely the world of heroes and dreamy idols will not be shattered on the road to Cholame . . .

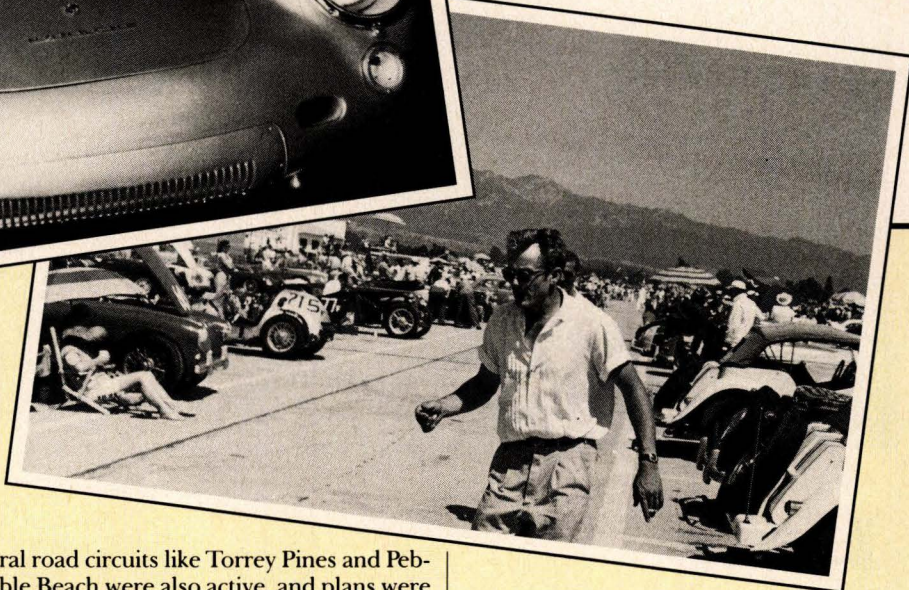
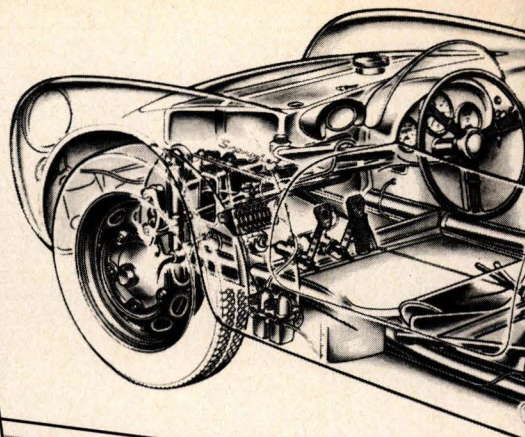
James Dean opened big and died bigger. In death he had what the movie moguls call “legs”—that mysterious ability to endure in the face of critical assaults, the fevered promotion of rivals, and the notoriously fickle public.

Thirty years ago, at approximately 5:45 p.m. on the 30th of September, 1955, James Byron Dean, a 24-year-old actor with a single major screen role to his credit, crashed at the intersection of California routes 466 and 41, less than a mile east of Cholame. He died minutes later. It was the most famous highway accident in history. It thrust Dean into the pantheon of ritualized cult figures now occupied by the likes of Valentino, Monroe, JFK, Elvis, and John Lennon. None of them, not even Kennedy or Lennon or Presley, was mourned with more sound and fury and endless, hysterical weeping than James Dean.

The keepers of the flame will tell you he dreamed of being a Grand Prix driver and wheeling exotic sports cars from the time



Above: Dean and Wütherich (center) check out the "Little Bastard" prior to the Salinas race. Right: Dean's move to California coincided with the height of the sports-car movement.



he was a surprisingly normal high-school kid in Fairmount, Indiana. Perhaps. Paul Newman, who knew Dean casually when both were trying to make it on the New York stage in the early 1950s, remembers no talk about automobiles. "We'd have a few beers and talk about acting," he recalls, "but I didn't care much about racing in those days and haven't any idea if he did or not. If he did, he didn't tell me about it."

What we do know is that Dean did not become a screen idol overnight. In the early Fifties he made a number of appearances in New York television dramas, got small parts in four long-forgotten pictures (*Has Anybody Seen My Gal?*, *Sailor Beware*, *Fixed Bayonets*, and *Trouble along the Way*), and earned strong reviews for his performance in Gide's *The Immoralist* on Broadway. His first major break in Hollywood came in March 1954 when he was cast as Cal Trask in Elia Kazan's production of John Steinbeck's *East of Eden*.

Although he had owned a couple of motorcycles, an old Harley and a 500cc Norton, Dean's plunge into the world of California sports cars did not come until a year later. In March 1955 he bought a white Porsche 356 Super Speedster from Johnny von Neumann's Competition Motors on North Vine Street in Hollywood. These were the halcyon days of the West Coast sports-car movement, with races being organized by the Sports Car Club of America and its rival, the California Sports Car Club, at seemingly every vacant airport between San Diego and San Francisco. Natu-

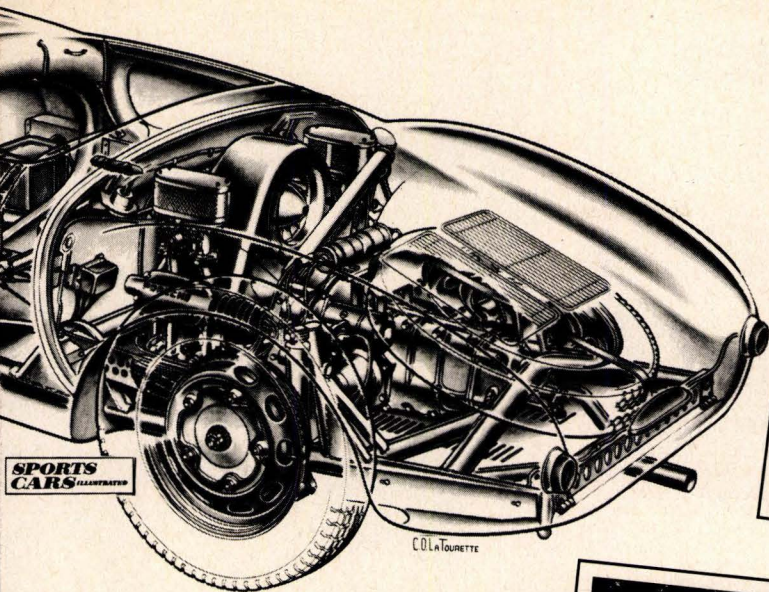
ral road circuits like Torrey Pines and Pebble Beach were also active, and plans were being formulated for permanent courses at places like Riverside and Laguna Seca. Everybody raced, or went to the races, or at the very least owned a tiny, two-seat sports car. To do otherwise was to risk social ruin. The serious drivers of the day—Phil Hill, Richie Ginther, Carroll Shelby, Bill Pollack, von Neumann, Ken Miles, Bob Drake, Bob Bondurant, and a blond prodigy from Riverside named Dan Gurney—competed in road races staged by both clubs. Dean joined the SCCA, but he attended few meetings and was known to the membership as just another young actor getting a short-burst publicity push from Warner Brothers.

Less than two weeks after buying the Porsche, he was a star. *East of Eden* opened well, and Dean received eloquent reviews. His introverted, renegade sensuality dominated the screen. One reviewer described this quality as the "innocent grace of a captive panther." Another called it "bastard robustness." Whatever it was, the skinny, slightly bowlegged former bongo player and track star from Fairmount High was the hottest property in show business. Warner Brothers immediately extended his contract and set him to work as the sullen, confused, misunderstood teen-ager in *Rebel without a Cause*. Before *Rebel* was completed, Warner announced that he would

star as Jett Rink, the rags-to-riches cowboy in Edna Ferber's *Giant*, then play Rocky Graziano, the fighter, in his screen biography, *Somebody up There Likes Me*. He was dating ravishing starlets like Pier Angeli and Ursula Andress, and he was driving fast. Very fast.

In late March Dean took the Speedster to the Palm Springs road races and won the novice event. Victory his first time out. He then ran in the main race for small-displacement cars and finished third behind the hot MG Specials of Ken Miles and Cy Yedor. When Miles was disqualified on a technicality, he advanced to second overall. Seriously myopic, Dean raced with a hunched, head-down ferocity that was complemented by a substantial talent. Dean was not some twit movie star out to impress his pals; he was ragged and over-eager, but he was far from slow. On May 1 he took the Porsche to a Cal Club event at Minter Field in Bakersfield and finished third in the 1300-to-2000cc Production class, again competing against more experienced drivers. His last race was on Memorial Day, 1955, at Santa Barbara, where he ran in the SCCA Under-1500cc Production class. After starting eighteenth, he charged all the way to fourth before the Porsche burned a piston.

Then it was over. Director George Ste-

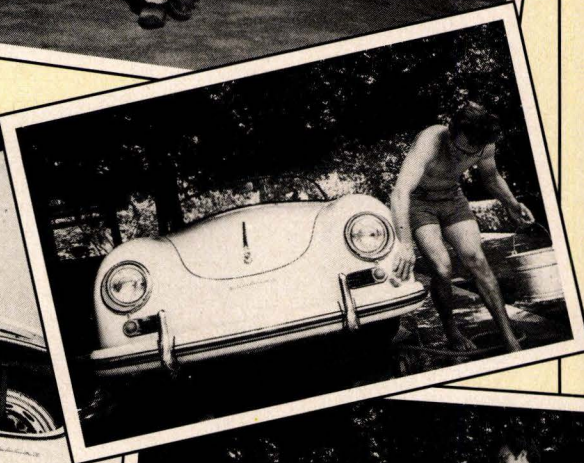
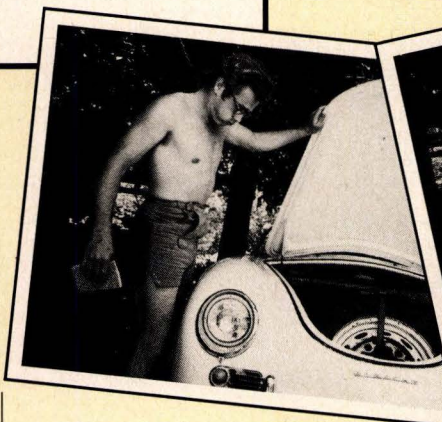


Above: Porsche's 550 Spyder was powered by a midship-mounted, four-cam, 1.5-liter, 110-hp, flat four-cylinder. Right: Dean's first Porsche was a 356 Super Speedster. He raced and won, but soon concluded it was too slow.

vens had forbidden him from racing while the principal shooting of *Giant* was under way, and Dean had to content himself with wild forays through the Los Angeles canyons and on location in the barren west-Texas range around Marfa. It was during this period, when the heady pressures of celebrity were beginning to bear on him, that word passed through the film colony: behind the wheel of his Porsche, James Dean was to be avoided like a subpoena to the House Un-American Activities Committee. He was a wild man, broadsliding the Speedster through the Hollywood streets like a stunt driver. It was then that he dismissed the 356 as too slow. When his *Giant* constraints were loosened, he would buy a serious race car.

Phil Hill remembers the day of Dean's death. Hill had been maintaining the graphite-gray three-liter Monza that he was driving for von Neumann at the Highland Avenue Ferrari agency, but his own rising celebrity status as America's most brilliant road racer had clogged the shop with oglers and hangers-on. Seeking privacy, he and mechanic Henry Pickett had taken the Monza to a small race shop owned by von Neumann on Ventura Boulevard. They were readying the car for a San Francisco region SCCA race, to be staged on October 1 at the airport at Salinas, a dusty town on the northern perimeter of the vast San Joaquin Valley. A produce center, it was best known as the birthplace of John Steinbeck.

Like most of the hard-core racers, Hill looked on Dean as an outsider. Also as an object of mystery, some faint jealousy, and



not a little derision. He recalls Sam Wile, a partner of von Neumann's in the booming Porsche dealership and Volkswagen distributorship, announcing Dean's arrival to an amused office staff: "Here comes the Mickey Mouse Marlon Brando." Says Hill, "I felt he had enormous personal needs to be famous."

On September 17 Dean made a public-service television spot for the National Safety Council with actor Gig Young. He tagged it with a plea: "And remember, drive safely. The life you save may be mine." Four days later he went to Competition Motors and traded the Speedster for one of five Porsche 550 Spydors that von Neumann had imported directly from the factory. The tiny, aluminum-bodied racer, with a ladder frame and a midship-mounted four-cam, air-cooled four, was part of a batch of 75 that the factory had built for privateer racers that year. Dean's machine was to become the most famous—and mysterious—of the lot.

At the time, the 550 Spyder was the best small-displacement racer in the world. Not only was it quick and nimble, but its anvil-like reliability helped win many high placings in major endurance races. There was some question whether Dean was experienced enough for the machine, but on September 21 von Neumann accepted his

check for \$3000, plus the 356 Speedster in trade, for Spyder number 550-0055.

Dean took the car to Compton, where the well-known customizer George Barris added a bit of individuality. Stock Spydors were all silver, with only blue or red stripes atop the rear fenders (Dean's had red stripes). Barris painted "Little Bastard" in script across the tail and Dean's racing number, 130, on the doors, the hood, and the rear deck.

Jimmy, as his friends called him, took the Spyder to the streets, driving with customary fierceness. In the days before pollution controls and safety standards, a license could be tacked onto practically anything with four wheels, and so it was with the "Little Bastard." Several days later he had a minor shunt with a lady on Sunset Boulevard and returned the Porsche to Competition Motors for repairs.

At roughly the same time, Dean decided

Riken...The total radial performance package.



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V SPEED RATED
Raised Black Letters
 P215VR50-13 . \$120
 195VR50-15 . \$132
 205VR50-15 . \$156
 225VR50-15 . \$176
 205VR55-16 . \$175
 225VR50-16 . \$179
 P255VR50-16 . \$199

RIKEN RADIAL 70 SERIES

H SPEED RATED
Blackwall
 175HR70-12 . \$50
 165HR70-13 . \$51
 175HR70-13 . \$53
 185HR70-13 . \$56
 195HR70-13 . \$61
 175HR70-14 . \$58
 185HR70-14 . \$60
 195HR70-14 . \$64
 205HR70-14 . \$70
 185HR70-15 . \$65

RIKEN RADIAL 60 SERIES

H SPEED RATED
Blackwall
 185HR60-13 . \$66
 205HR60-13 . \$80
 185HR60-14 . \$72
 195HR60-14 . \$77
 205HR60-14 . \$86
 215HR60-14 . \$88
 225HR60-14 . \$90
 195HR60-15 . \$87
 205HR60-15 . \$90
 215HR60-15 . \$92

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 13" sizes \$95
 14" sizes \$102
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(Avail. in Gold, Silver, Black)
 13" sizes \$95
 14" sizes \$105
 15" sizes \$115
 16" sizes \$135
 *Corvette
 16" sizes \$156

RIKEN CUSTOM WHEEL ACCESSORIES

Riken Wheel Lock Systems
 Set of 16 Pieces for 4 Lug Wheels—4 Locks, 12 One Piece Lug Nuts (Available in: Acorn Type, Reg. Mag Type, Short Shank Mag Type)

	Silver Chrome	Black Chrome
12x1.25mm	1995	2495
12x1.50mm	1995	2495
1/2"	1995	2495
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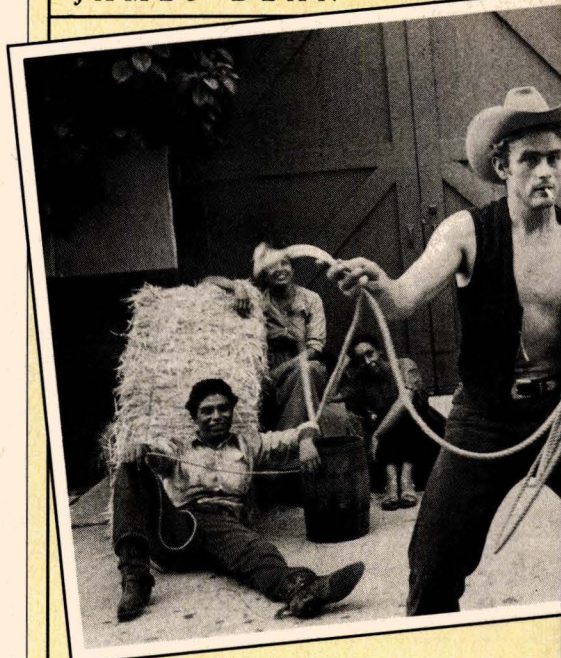
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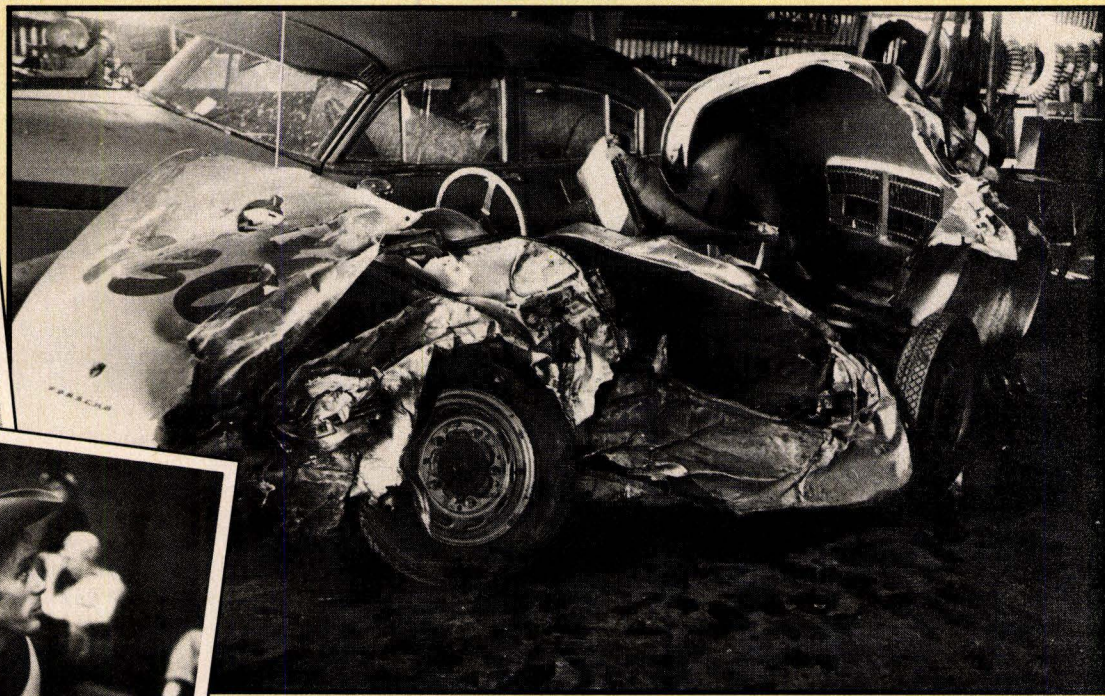
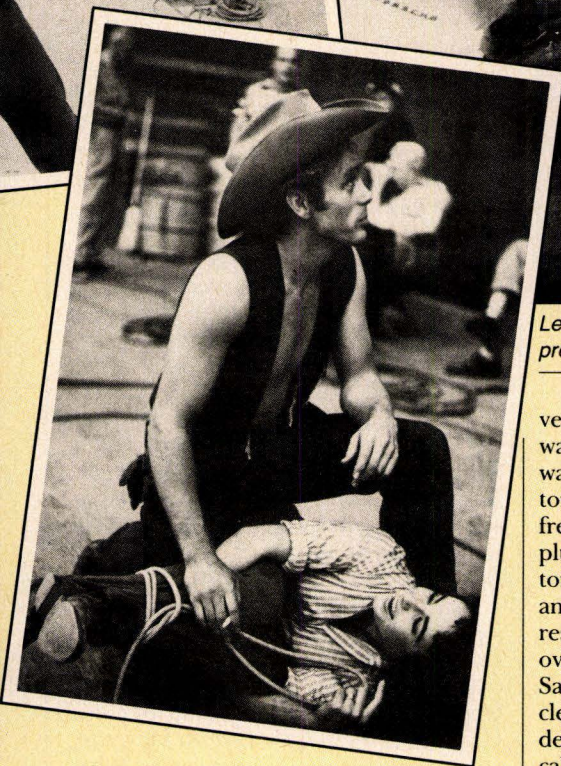
JAMES DEAN



that he would race at Salinas. (It must have been a last-hour decision, because the race program did not bear his name.) He had been there once before, on location for some of *East of Eden*. Dean had established a solid relationship with Rolf Wütherich, a 28-year-old German mechanic who had come to von Neumann's operation from the factory in Zuffenhausen; it was he who had prepared both the Speedster and the 550 for competition. Because the car was so fresh and the driver so inexperienced, Wütherich recommended that they drive the 300-odd miles to Salinas while someone else ferried Dean's 1953 Ford station wagon and a borrowed trailer for the return trip.

Dean was up early on the 30th, though he'd attended a party in Malibu the night before. He arrived at Competition Motors on North Vine a little after eight, having driven over the hill from his leased home at 14611 Sutton Street in Sherman Oaks. On the way he stopped at the Ventura Boulevard shop, where Hill and Pickett were laboring over the Monza. "It's the only time I ever talked with him, other than a few grunts at the racetrack," recalls Hill. "Generally, he'd show up with this great retinue of hangers-on, and I had no interest in that sort of thing. I needed to be a great racing driver, and that was my sole preoccupation. I'd seen dozens of these so-called godlike creatures from Hollywood, and I'd been inclined to treat him as sort of a mutation. But on that day we talked about racing without all the usual distractions."

Dean had lunch at the Farmer's Market with his father, Winton, and his uncle Charlie Nolan Dean. Shortly after lunch he met Wütherich at Competition Motors. The Spyder's engine was warming. Three friends were on hand: show-business pho-



Left: On location in Texas for shooting of *Giant* with Elizabeth Taylor, Dean, with amazing prescience, hogties his costar. Above: Dean's Spyder led a second life as an object lesson.

tographer Sanford Roth, stunt man Bill Hickman (who would make the famed drive for Steve McQueen in *Bullitt*), and Dean's insurance man, Lew Bracker. Roth and Hickman had been enlisted to dead-head the trailer to Salinas.

The route the racers took to the northern-California events was standard: Sepulveda Boulevard to 99 north over the notorious Grapevine and into the San Joaquin Valley; west on Route 166 toward Taft and Maricopa; then north on 33 to Blackwell's Corner. From there it was a flat shot west across the sagebrush-carpeted western end of the valley on old 466 into Paso Robles.

Dean was issued a speeding ticket on Grapevine. He stopped for a soft drink and an apple at a café in Blackwell's Corner ("elevation 278 ft., rainfall 8 drops, population 9002...9000 squirrels, 2 humans"), where he chatted with Lance Reventlow, who was on the way to Salinas in a new Mercedes-Benz 300SL gull-wing. They agreed to meet for dinner in Paso Robles.

No one knows how quickly Dean traversed the run from Blackwell's Corner toward Cholame. Some speculate that he was running the deserted road at his customary frantic pace. Others say no, that the fresh race engine that had to be run in, plus the presence of Wütherich, the factory-trained veteran of Le Mans, Reims, and the Mille Miglia, would have imposed restraint. We know this much: He zoomed over the barren Diablo Range where the San Andreas Fault, looking like the clenched jaws of a half-buried dragon, borders the road, and through what the locals call Polonio Pass. He charged at the valley floor to the east of Cholame far in front of Roth and Hickman in the wagon. As he hit the straight, he was probably loafing the Porsche at 80 to 85 mph.

Heading east was a 23-year-old student from California Polytechnic in San Luis Obispo named Donald Turnupseed. He was driving his 1950 Ford home to Fresno for the weekend. He would have to make a left turn off of 466 where Route 41 angled northeast. A left turn directly in front of the approaching Spyder.

According to Wütherich, James Dean's last words were, "He's gotta see us. He's gotta stop."

Turnupseed did not stop. He turned left. At the last second he spotted the tiny car. He spiked the brakes. Dean apparently tried to drive around the Ford and never braked. The Spyder took the full impact of the Ford's blunt grille in the left door. The impact threw Wütherich into the air and clear of the wreck. Dean was crammed against the steering wheel and mauled by the intruding Ford nose. Turnupseed was

dazed and bloodied from the impact but essentially unhurt.

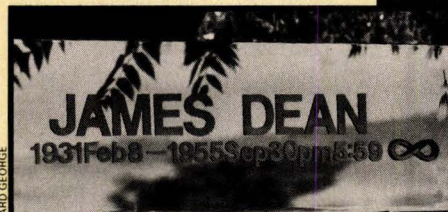
A sharp screech of brakes, the hollow report of imploding aluminum, and it was over. James Byron Dean had driven himself into the Valhalla of fallen idols.

Phil Hill was about two hours behind. He came upon the accident site long after the Porsche and the Ford had been hauled to a little Quonset-hut garage in Cholame. Dean's body had been taken to the Kuehl funeral home in Paso Robles while surgeons at the local hospital were deciding whether or not to amputate Wütherich's left leg. Turnupseed told the police he simply had not seen the Porsche, and he was not charged. Hill recalls seeing parked cars and masses of smoking flares and flashing lights arcing in the desert night. After being informed of the crash, he and Pickett drove on to Salinas. Von Neumann and his wife Eleanor had passed through earlier. They had arrived at the moment the Spyder was being hoisted onto the back of a tow truck, and they had asked a policeman if Dean had been hurt. The officer replied, "Yeah, he's been hurt real bad. He's dead." They proceeded to Salinas, unaware that their employee Wütherich had also been in the car.

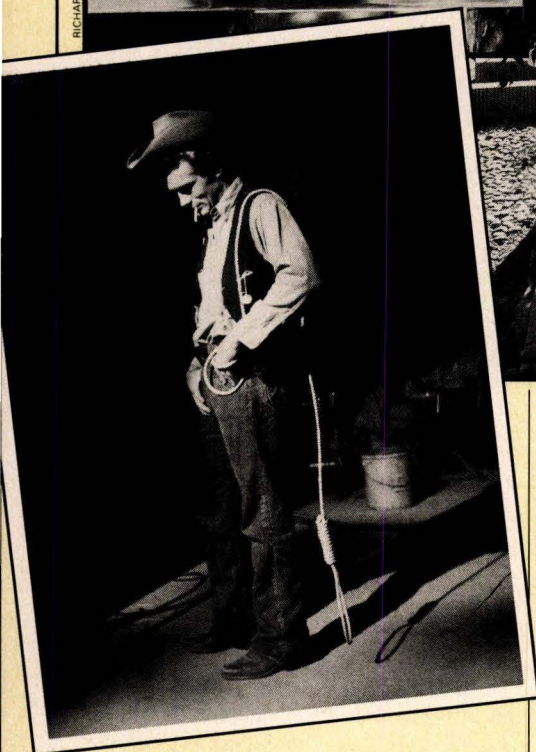
The coroner's report reveals that Dean suffered a broken neck, coupled with multiple fractures of the jaw and both arms. He clung to life for a few minutes after the crash, then died in the ambulance en route to the hospital in Paso Robles. (One ghoulish footnote: there was not enough blood left to complete a blood-alcohol test, though there was no reason to believe

JAMES DEAN

This monument to Dean stands about a mile away from the crash site, in Cholame. "Death," said Dean, "is the one inevitable, undeniable truth."



RICHARD GEORGE



that he had been drinking.)

Within an hour the news was being spread, first by KPRL in Paso Robles, then by word of mouth, and finally by the major media around the world. Considering that his celebrity status could be measured in months, not years, the death of James Dean gained an energy and a mystique unlike any other. Four weeks later, *Rebel without a Cause* opened in New York. Two weeks after that, *Giant* premiered there. Both pictures were hits, certainly in part because of the pathos surrounding the young star. That was only the beginning. One year following his death, James Dean was listed as the number-one box-office attraction by *Photoplay* magazine and was still the intended recipient of 1000 fan letters a week. Rumors swirled about his committing suicide after losing Pier Angeli to Vic Damone; about a fortuneteller's prediction of doom; about his surviving the accident and living as a disfigured recluse. All of this was nonsense.

As for Wütherich, he was transported back to Los Angeles by von Neumann, where his leg was saved. However, he never returned to normal. Obsessed with the crash, he continued to work for various

West Coast Porsche operations until he became moody and unruly. Finally, the factory returned him to Germany, where he worked with the testing department at Zuffenhausen. On July 28, 1981, he skidded on a wet road in Kupferzell, West Germany, a few miles from his birthplace in Heilbronn, and was killed.

Donald Turnupseed reportedly settled in the Fresno area. No doubt concerned with protecting himself and his family from lunatic avengers, he has refused to discuss the accident publicly.

As for Porsche Spyder 550-0055, this much is known: The wreck was taken to San Luis Obispo, where racing enthusiast Dr. William Eschrich of Burbank removed the undamaged engine and transaxle. The engine was briefly front-mounted in his Lotus 9, without great success, and remains in the doctor's possession. The transaxle is now owned by a collector in Piedmont, California, but the whereabouts of the rest of the car are unknown.

George Barris obtained the wreck shortly after the crash. (Some implied that it was a "jinx" car, citing the case of Dr. Troy McHenry, who used the car's trailing arms on a special in which he crashed fatally at Pomona; but the cause was the failure of a non-Porsche part.) Historians believe that, after some efforts to unkink the frame and bodywork, Barris turned the car over to the Greater Los Angeles Safety Council. It was placed on a nationwide tour, intended to scare young Dean worshipers into driving sensibly.

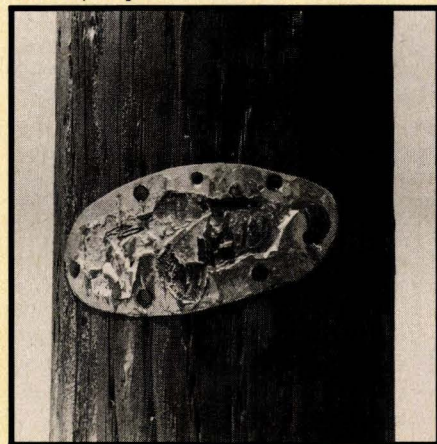
This gruesome exhibit meandered around the nation for four years, until 1960 when it was put on a train in Florida to be returned to California. The car was stolen somewhere in the Midwest, and it has not been seen since. Some speculate

that it was sawed into souvenir bits. Others believe it is in the hands of a private collector. Perhaps it is rotting in some backwater barn. Lee Raskin, a prominent Porsche historian who has extensively researched the subject, wonders whether Dean's family, tiring of the notoriety, had the car stolen and destroyed.

Old Route 466 to Cholame is closed. It lies, weed-pocked and barricaded to the south of new Highway 46. The intersection has been altered, and there is no sure way of locating the exact point of the crash. On a phone pole is nailed a wind-tattered picture of the "Little Bastard." A mile away, in Cholame (population 65), the scene is essentially unchanged from 1955. Aggie's Restaurant, next to the garage where the Porsche was taken, serves hamburgers and features Hank Williams on the jukebox. A faded poster recounts the life of James Dean. In front of the post office next door, where postmistress Lilly Grant acts as the unofficial curator of the local Dean memorabilia, stands a stainless-steel monument surrounding a tree of heaven. The marker, erected in 1977 by a Tokyo businessman, Seita Ohnishi, who is the proprietor of a Dean souvenir business both here and in Japan, reflects the crash site in its polished surface. Mrs. Grant watches from the door of her tiny post office as dozens of motorists stop each day to visit the memorial. Engraved on its surface is this simple notation: "James Dean, 1931Feb8-1955Sep30pm5:59."

Surrounding the monument on a low stone wall is a series of plaques containing sayings by Dean and by André Gide and others whom Dean is said to have favored. One has been ripped up and carried away. One, which some say was Dean's favorite, is a quotation from *The Little Prince*: "What is essential is invisible to the eye." There is another that seems more appropriate, especially considering that its author was James Byron Dean himself:

"Death is the one inevitable, undeniable truth. In it lies the only ultimate nobility for man. Beyond it, through immortality, the only hope."



RICHARD GEORGE



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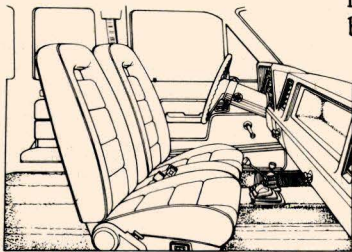
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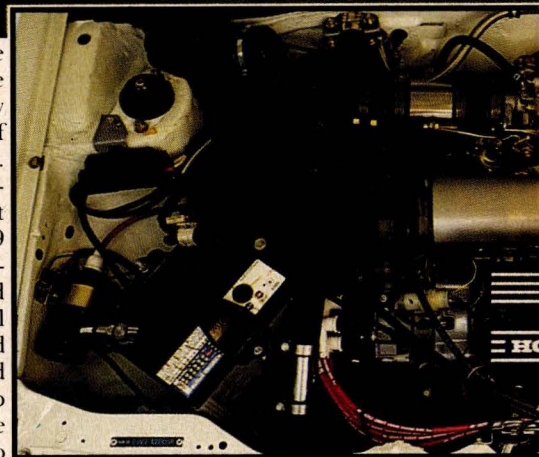
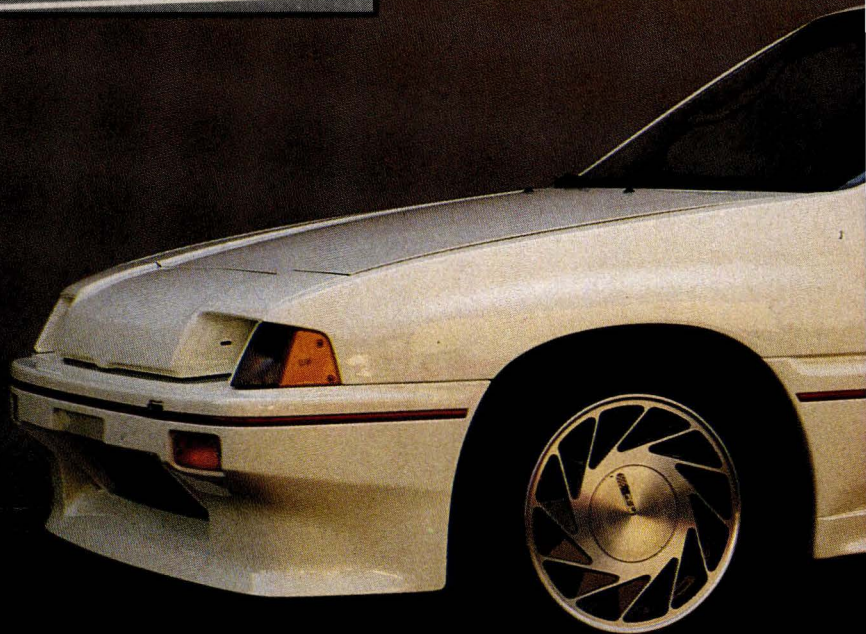


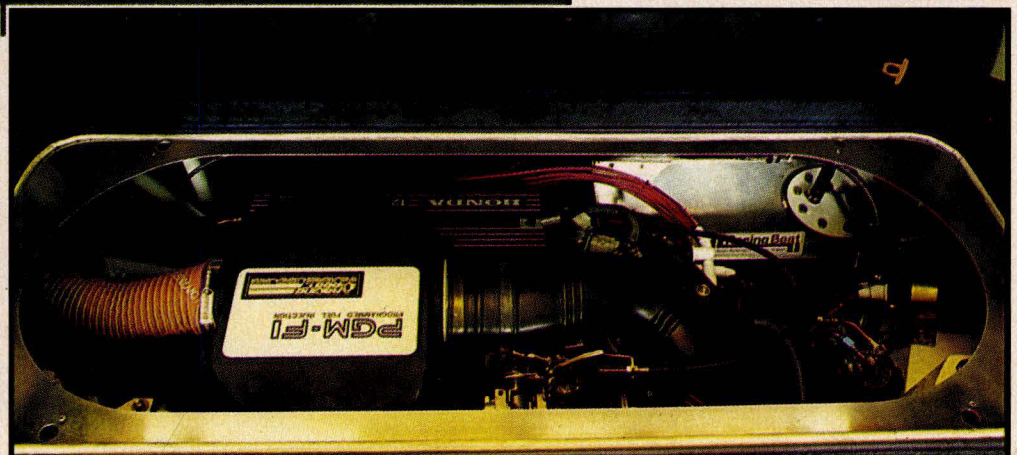
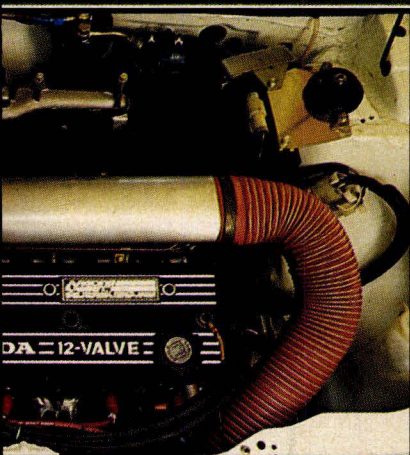
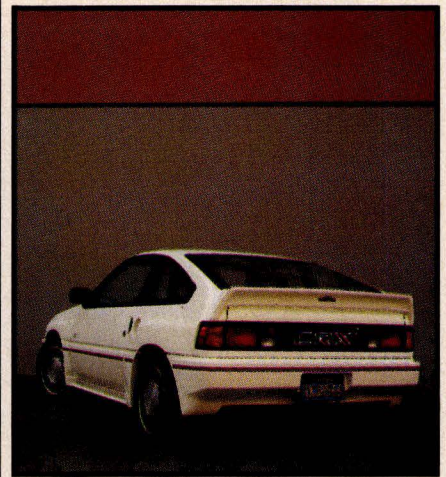
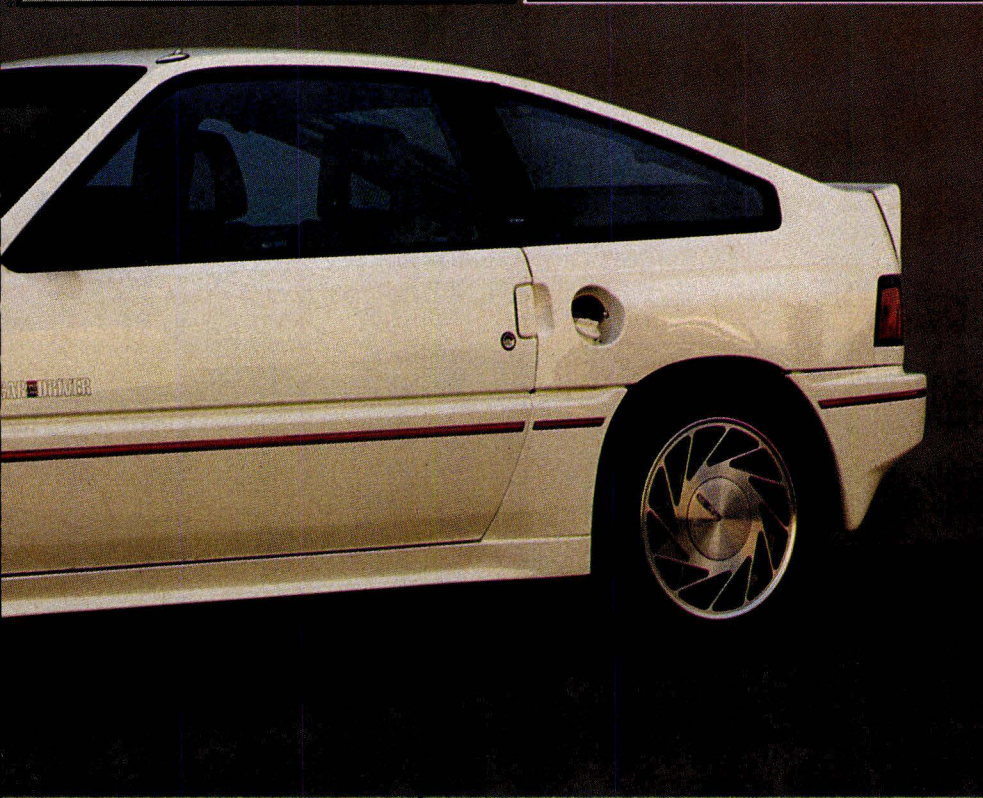
• A blurry white object has recently been spotted buzzing and blitzing the greater-L.A. freeway system. H.O. Mustang pursuit units have reported fleeting glimpses, but the subject has so far eluded all attempts at detail surveillance. A positive identification has not been made. The authorities know only this about the white flash: it bears a vague resemblance to a Honda CRX, it has uncanny escape and evasion abilities, and the man behind the wheel wears a ten-tooth grin.

Five months ago, the first incarnation of this machine graced our cover, and the "Synchronicity" story within told of our fearless foray into the dark unknowns of twin-engined autos. A considerable portion of the reader mail that followed chastised us for spending too much time and money on a machine that was merely peppy, but little did the critics realize that we were laying preparations for phase two. With all-wheel-drive traction built into our CRX², we weren't about to put it to bed without a more impressive allotment of horsepower. So here we are, splitting the piggy bank, spending another four months of construction time, and loving every minute of the twin-engine experience.

No fewer than three different power sources were considered for Project Super Synchronicity. The fuel-injected CRX Si engine, the most obvious candidate, would have upped the ante from the original 152 horsepower (from two engines) to 182. We also investigated the feasibility of bolting in a pair of twin-cam, sixteen-valve engines from the Japanese-market edition of the CRX Si; those prime movers are rated at 135 JIS horsepower (roughly 110 horsepower on the SAE-net scale). The third candidate was a pair of 1830cc, 101-horsepower American-specification Accord engines. They got the nod for the following

reasons: they were certified for sale in the U.S., they were externally about the same size as the 1488cc CRX engines, and they were available through the good graces of the American Honda Motor Company. Above and beyond the 33-percent horsepower boost, the Accord engines brought a host of side benefits to the project: 29 percent more torque, electronic fuel injection, and compatibility with four-speed automatic transmissions. The original CRX² used a pair of standard three-speed automatics and would have benefited greatly from a lower first-gear ratio to help boot its 2450-pound curb weight off the line, so we were understandably eager to





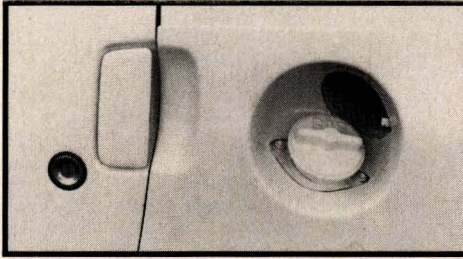
SUPER SYNCHRONICITY

bolt in the Accord four-speed automatics even if a major tear-up of the chassis became necessary.

Honda did its share by supplying two complete Accord SE-i automobiles. Originally intended for civilian customers, the two new cars had been battered severely when the boxcar in which they were riding derailed in Oregon. Their bodies had been totaled, but the drivetrain spirits within were still willing, so the engineering shop we'd contracted to fulfill our fantasy (Racing Beat in Anaheim, California) parted out the two wrecks to build Super Synchronicity (a.k.a. CRX², the I-5 Flash, and the Hubba Hubba Honda Honda).

In truth, it was a bit more complicated than that. Although the radiator, the suspension and steering systems, the throttle linkage, and the passenger cell required few modifications to accommodate the new engines, several other areas of the car had to be created from scratch. We needed two completely new exhaust systems, different water-transfer tubes between the engines and the radiator, new wiring to accommodate a pair of electronic fuel-injection systems, an Accord shift console, and, of course, new engine mounts.

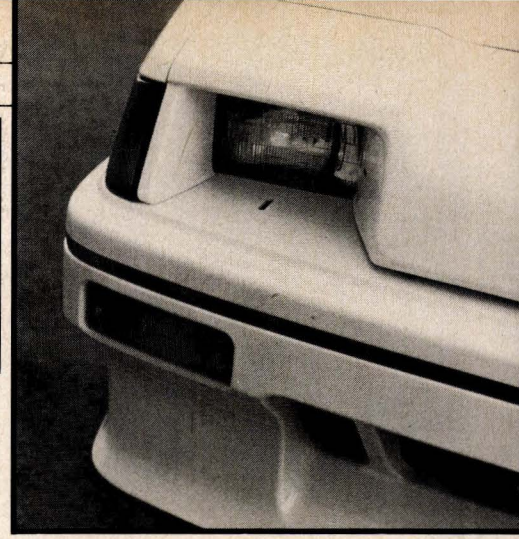
Several key dimensions did, however, fall in our favor. Although the Accord transaxles were two inches longer than the CRX's, they fit into the chassis once a front structural member had been notched for



clearance. Since the new differentials were nearly identical in design to the old ones, CRX half-shafts worked with minor modifications. And two of the three mounting points for each engine lined up in some proximity.

The two gigantic headaches were the failure of one engine mount (per engine) to line up with anything but air in the CRX chassis and the fact that the alternator had to be relocated to the forward side of the front engine to fit available space in the car. In the medium-sized-headache category, we had to mount two fuel-injection computers inside the car and marry their wiring harnesses to the CRX's central nervous system, both intake-air filters had to be reconfigured to reduce overall engine height, and the drive system for the rear water pump had to be narrowed to clear existing structure.

The engineers at Racing Beat, Jim Mederer and Steve Ward, invented an elaborate spider web of tubes for each en-



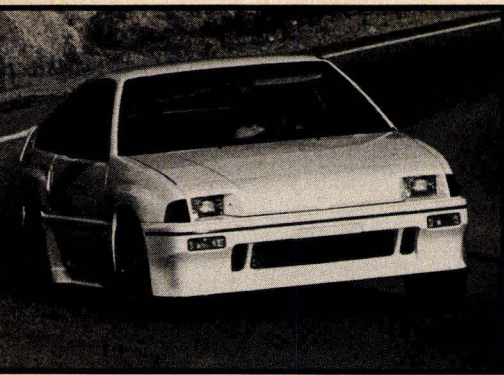
gine to solve the knotty mount-misalignment problem, and master fabricator Hiroshi Tamura built several sculptures in metal to hold the whole complex ball of horsepower together. In the thirteen years we've worked with Racing Beat, its ability to make daunting tasks look simple in the final execution has never let us down. After months of hacking, whacking, welding,

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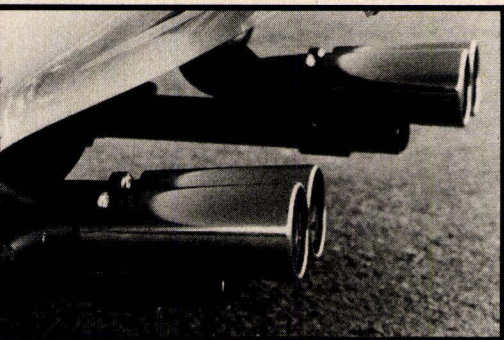


Available as original equipment tires on Audi, BMW, Jaguar, Lamb

Pirelli does not advocate exceeding posted speed limits. 3' x 2' poster reprints of this photograph are



RICHARD GEORGE



and wiring, Super Synchronicity CRX² dropped from the jack stands to the floor with authority and answered the ignition key on the first twist. Such a deal!

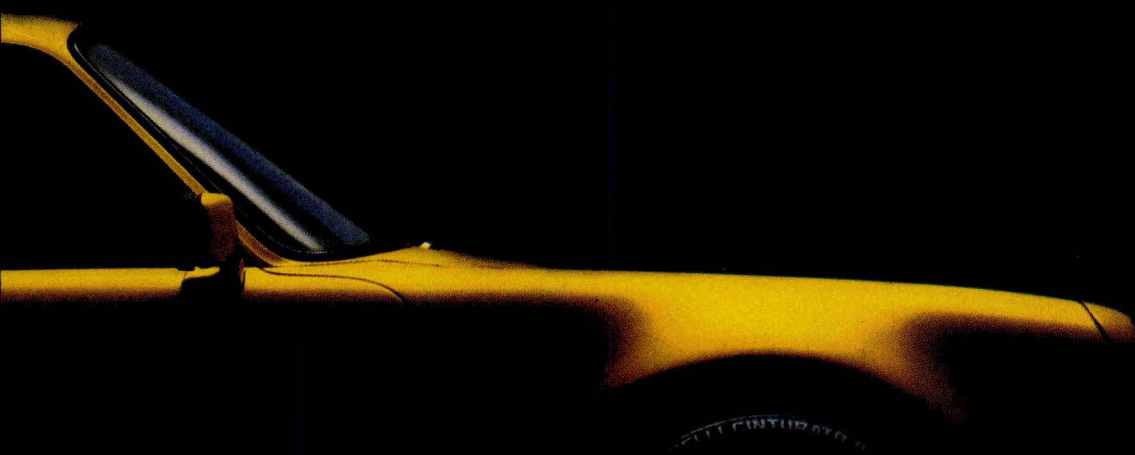
Since phase two was to be the ultimate expression of our twin-engine fling, we signed up for a host of alterations above and beyond the pursuit of power. To bolster the suspension for more ambitious duty, we switched the 195/60VR-14

Goodrich Comp T/A tires for a 195/50VR-15 size and mounted them on MSW Type 5 wheels that were a half-inch wider and an inch larger in diameter. The two stock CRX anti-roll bars (0.63 inch in diameter) were replaced with similiar hardware from the Civic wagon (0.79 inch) to achieve a significant increase in roll stiffness. Koni was kind enough to tailor the valving of a set of twin-tube shock absorbers specifically for this project, and we installed them near the middle of their adjustment range. Two Prima Flow mufflers (originally meant for installation in Accords) were welded into the convoluted exhaust system because they fit the rapidly disappearing undercar space much better than the original-equipment hardware. Our final chassis alteration was the rebuilding of the Kelsey-Hayes brake-pressure valve we had installed earlier. The original CRX² had far too much rear brake; by changing the valve's range of adjustment, we would have a better chance of eliminating premature rear lockup.

Inside the cockpit, Racing Beat added an Accord shifter mechanism and an instrument cluster from the CRX Si, which contained a warning light and a speed sensor that were needed with the new fuel injection. To drown out the drone of the stereo engines, we wanted a simple but effective sound system, so we sent the CRX² to Car Fidelity in Canoga Park, Cali-

fornia, for the installation of Sony's CDX-R7 AM/FM/compact-disc player, four Sony speakers (all door-mounted), and a Sony XM-100 60-watt amplifier. Recaro tailored a pair of model KRX seats in matching blue Connolly leather and contrasting plaid wool center inserts. The final interior touch was a new Personal Fashion Four leather steering wheel supplied by Electrodyne of Alexandria, Virginia.

With all this go-fast, look-good equipment packed within, we weren't about to parade around with an off-the-rack exterior, so we tapped the Honda organization for a set of special body panels. The new ten-piece suit is made in Japan by the Mugen (pronounced "moo-gan") Company, Ltd., and sold through Honda dealers here in the U.S. We learned that considerable time and talent are required to fit these lightweight panels, and even though they are smooth-surfaced, high-quality items, it's almost impossible to align all the new gaps and joints perfectly. In other words, if you have a fetish for fit and finish, it's best to leave your CRX in its original sheetmetal. (The panels are also fairly expensive, at \$1585 for the complete set. Fitting and painting costs are extra.) And don't imagine that the fatter fenders will accept a radical upgrade in tread width, because they won't; the fiberglass panels' wheel-lip openings are virtually identical to stock dimensions.



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stereo cassette players with a graphic equalizer. Close by it you'll find the air conditioning controls. Overhead is the familiar power Moonroof. And beneath your feet rests thick pile carpeting. Reach for the hood release. Within its interior is a new 2.0 liter engine with Honda programmed fuel injection. This is the

new Prelude Si. Before there was only one Prelude. Now there are two. Put your foot in it.

HONDA

The Prelude Si

We began this CRX²-revisited story with some heavy bragging about the car's escape and evasion abilities. Fortunately, now that testing and development are finished, we have the statistics to back up our boast. How does a top speed of 143 mph at the redline sound? (In truth, we clocked 147 mph at 6500 rpm, which is 200 rpm past the recommended limit.) Would a 0-to-60 sprint of 6.2 seconds and quarter-mile bursts of 14.5 seconds at 95 mph pay your rent? If not, we've got 0.82 g of cornering power and a respectable 199-foot 70-to-0 stopping capability. Like our original twin-engined thing, Super Synchronicity will also wriggle its way through the slalom course at 61.5 mph, or faster than all but two of the thirteen "best-handlers" we tested last year.

The most fun of all, though, is to exercise this machine's top-gear acceleration on the freeway. Nail the throttles, hang on while the torque converters unlock and the transmissions select a gear one or two notches down, and peel your eyes for clean pavement ahead. The CRX² offers more snap than a 928S from 30 to 50 and enough acceleration to dust an IROC Camaro from 50 to 70.

Yes, Super Synchronicity shoots when you pull the trigger, but even more remarkable, it's a genuinely useful day-to-day machine. The seats can be dialed to fit your torso to a tee, the steering wheel fits your hand like a glove without hiding the instruments, and the Koni-damped ride, though firm, is flexible enough to take bumps in stride. The folks at Racing Beat did a miraculous job of leaving squeaks and rattles out of the car, and their cooling system endured hundreds of miles of hard running during a California heat wave without breaking a sweat.

The sound systems are music to the ears. The stereo entertainment from two Accord engines exhausting through dual Prima Flow mufflers and a quartet of chrome pipes sounds for all the world like a twin Beech on takeoff. There's a low drone as the engines drift in and out of sync through the midrange, then a stirring yowl as they race near their redlines. When throttled back to cruising speeds, the eight cylinders quiet down nicely, and it's possible to conduct a conversation without raised voices. As before, extended single-engine operation is permissible if one is in a fuel-saving mood.

Sony's version of stereophonic high fidelity is also pleasant. The CDX-R7 does nothing remarkable in the FM mode, but when the source material is a compact disc, you know you're listening to some of the best sound on wheels. The background noise is nil, the music is crystal clear, and the dynamic range is phenomenal. All automotive disc players do have an Achilles' heel, however: sharp bumps occasionally cause skipping. It won't damage either the player or the disc, but it does interrupt



The capable Racing Beat crew turned our wacky idea into a well-oiled piece of machinery.

the entertainment. For the time being, we'll have to chalk this up as one of the unfortunate hardships of using laser-beam sophistication in a cruel environment. Sony is working diligently on solutions, and it's safe to assume that its engineers won't rest until one is found.

If we've learned anything from this project, it's that the basic CRX is indeed a remarkable design. We took an innocent little car and dumped in both four-wheel drive and nearly three times the original

horsepower, and it came back asking for more. Our hats are off to Honda for making the CRX simple to start with, and to Racing Beat for making the impossible a smooth-running, well-oiled piece of machinery. Thanks to both of them, our zany experiment will live out its days twisting necks and zapping the unsuspecting; we've placed the CRX² in the hands of a secret L.A. agent who promises to keep the white paint perpetually blurry and the exponent flashing.

Vehicle type: twin-engine, 4-wheel-drive, 2-passenger, 3-door coupe

Sound system: Sony CDX-R7 AM/FM-stereo radio/compact-disc player, XM-100 60-watt amplifier, 4 speakers

ENGINES

Type Accord SE-i 4-in-line, iron block and aluminum head
 Displacement 112 cu in, 1830cc
 Fuel system Honda PGM electronic fuel injection
 Emissions controls 3-way catalytic converter, feedback fuel-air-ratio control, EGR
 Power (SAE net) 101 bhp @ 5250 rpm
 Torque (SAE net) 108 lb-ft @ 2500 rpm
 Redline 6300 rpm

DRIVETRAIN

Transmissions 2, 4-speed automatic with lockup torque converter
 Final-drive ratio 3.88:1
 Gear Ratio Mph/1000 rpm Max. test speed
 I 2.38 7.0 44 mph (6300 rpm)
 II 1.56 10.6 67 mph (6300 rpm)
 III 1.03 16.1 101 mph (6300 rpm)
 IV 0.73 22.7 143 mph (6300 rpm)

DIMENSIONS AND CAPACITIES

Wheelbase 86.6 in
 Track, F/R 56.5/56.5 in
 Length 143.9 in

Width 65.0 in
 Height 48.7 in
 Curb weight 2700 lb
 Weight distribution, F/R 51.9/48.1%
 Fuel capacity 10.0 gal

CHASSIS/BODY

Type unit construction with steel-tubing reinforcement
 Body material welded steel stampings and fiberglass-reinforced plastic

SUSPENSION

F: ind, strut located by a control arm, torsion bars, anti-roll bar
 R: ind, strut located by a control arm, torsion bars, anti-roll bar

STEERING

Type rack-and-pinion
 Turns lock-to-lock 4.0
 Turning circle curb-to-curb 28.0 ft

BRAKES

F: 7.5 x 0.7-in vented disc
 R: 7.5 x 0.7-in vented disc
 Power assist vacuum

WHEELS AND TIRES

Wheel size 6.5 x 15 in
 Wheel type MSW Type 5, cast aluminum
 Tires B.F. Goodrich Comp T/A, 195/50VR-15

CAR AND DRIVER TEST RESULTS

ACCELERATION

	Seconds
Zero to 30 mph	2.3
40 mph	3.4
50 mph	4.6
60 mph	6.2
70 mph	8.2
80 mph	10.5
90 mph	13.0
100 mph	17.8
110 mph	24.0
Top-gear passing time, 30-50 mph	3.4
50-70 mph	4.7
Standing 1/4-mile	14.5 sec @ 95 mph
Top speed (at redline)	143 mph

BRAKING

70-0 mph @ impending lockup 199 ft
 Modulation poor fair good excellent
 Fade none moderate heavy
 Front-rear balance poor fair good

HANDLING

Roadholding, 300-ft-dia skidpad 0.82 g
 Understeer minimal moderate excessive
 Maneuverability, 800-ft slalom 61.5 mph

INTERIOR SOUND LEVEL

Idle 62 dBA
 Full-throttle acceleration 90 dBA
 70-mph cruising 79 dBA
 70-mph coasting 75 dBA

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Moments to enjoy the things you appreciate in life. And because Seagram's 7 has always been part of that enjoyment, you've made it America's most popular whiskey for nearly 40 years.



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

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

MERIT



Low Tar
'Enriched Flavor'[™]
Kings & 100's.



Small Wonder

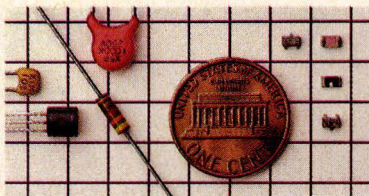
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Quite simply, PASSPORT is the smallest superheterodyne radar detector ever made—only $\frac{3}{4}$ " tall, $2\frac{3}{4}$ " wide, and $4\frac{1}{2}$ " long. It fits your pocket as easily as a cassette tape.

Small means nearly-invisible protection

This miniaturization is possible only with SMDs (Surface Mounted Devices), micro-electronics common in satellites but unprecedented in radar detectors. The result is exactly what you'd hope; high performance in a low-profile package. And the response is exactly what you'd expect. The experts at *Car and Driver* said, "In a word, the Passport is a winner."

The magazines report excellent performance. More than early warning, PASSPORT also provides a precise measure of radar range. Simply turn PASSPORT on and set the volume level. At radar contact, the alert lamp lights and the variable-pulse audio begins a



In PASSPORT, 102 SMDs (right) do the work of ordinary transistors, resistors and capacitors.

slow warning: "beep" for X band radar, "brap" for K band. Simultaneously a bar graph of Hewlett-Packard LEDs shows signal strength. A photocell even adjusts the alert brightness to the light level in your car.

Small means the size of a cassette tape

As you get closer, the pulse quickens and the bar graph lengthens. And if you should want to defeat the audible warning during a long radar encounter, a special switch allows you to "mute" the audio, yet

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Try PASSPORT at no risk. Call us toll free to order. When your PASSPORT arrives, take the first 30 days as a test. If you're not completely satisfied, return it and we'll refund your purchase and your mailing costs. You can't lose.

\$295 (OH res. add \$16.23 tax)

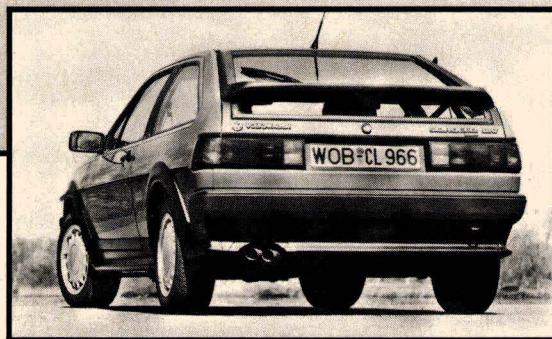
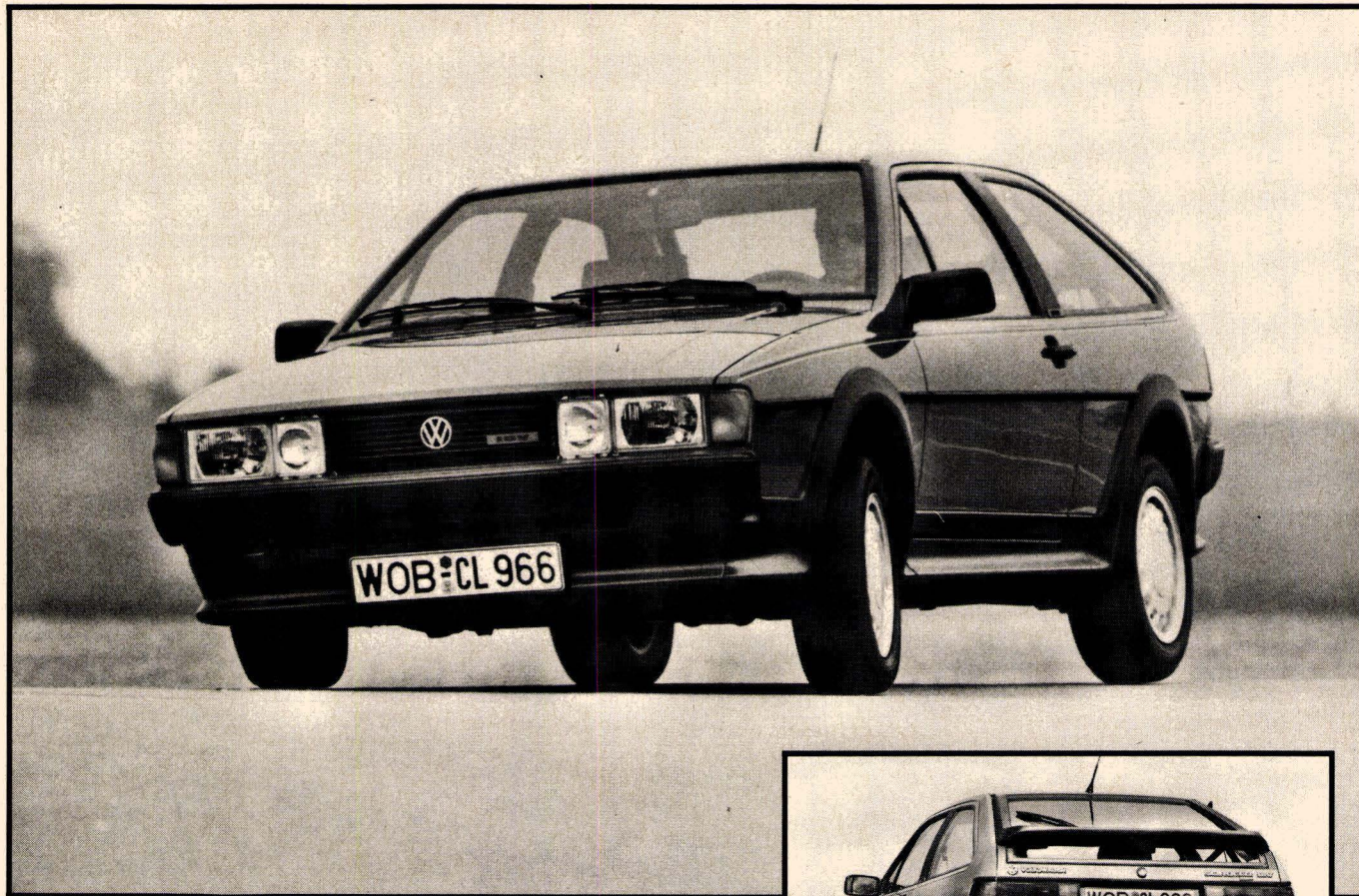


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Volkswagen Scirocco GTX 16V

Sixteen valves and whadaya get?

• According to our pal Webster of dictionary fame, "power" means, among other things, "great ability to do, act, or affect strongly" and "the ability to control others" and "force or energy that is at, or can be put to, work" and "a spirit or divinity." Well, boys and girls, there you have it: the perfect definition of the new Volkswagen sixteen-valve engine. It is a runner, all sweetness and light underhood and underfoot, a lighthearted, light-footed Hoover Dam among mini-motors.

At 1.8 liters and as much as 139 DIN horsepower, this four-cylinder is slick and smooth, torquey down low and strong up high, revving for the stars with nary a shudder or a burp. (VW is also introducing an emissionized, catalyst-equipped, lower-horsepower version in Germany as a step toward reducing pollution, with other Eu-

ropean countries to follow.) The unfettered Scirocco coupe, VW claims, will whisk from 0 to 62 mph in 8.1 seconds and press on to a 129-mph top speed, exactly the sort of performance promised by four featherweight, free-breathing valves per cylinder.

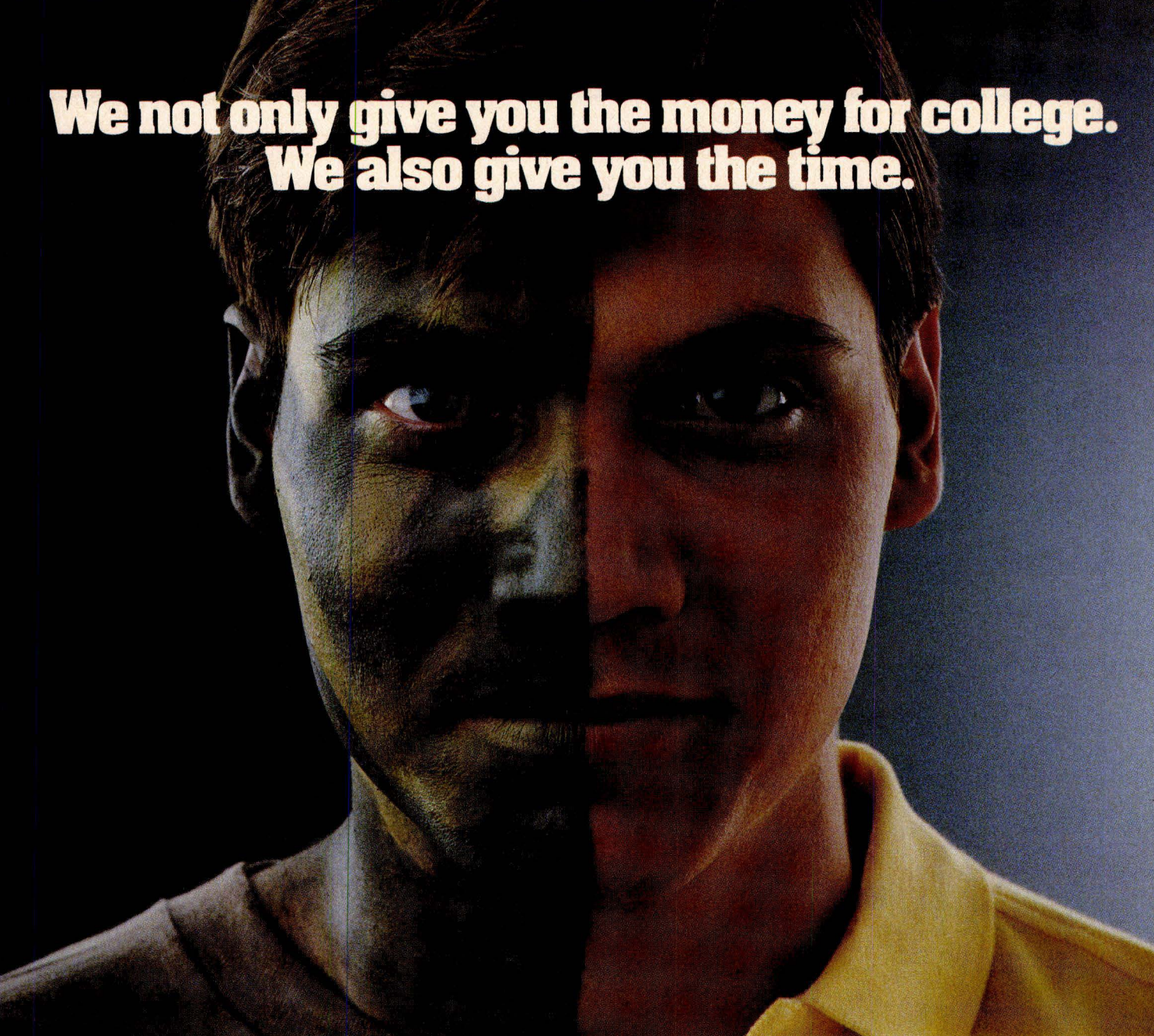
Volkswagen's sixteen-valvers are muscling into the European market as new options in the Scirocco and the pocket-rocket GTI hatchback. One of every three will get the trick engine. Early next year, VW will pop sixteen valves into the Scirocco as an American option in a move aimed at boosting its so-so sales here. Unfortunately, no sixteen-valve engines will be popped into our hot-selling GTI until the 1987 model year.

The second-generation Scirocco has never quite caught on. Sales are up, but it's

still no ball of fire. Lacking the crisp styling and agility of VW's original coupe, the current Scirocco has been doing the slow shuffle while awaiting a heart transplant that's been a long time coming.

VW drafted its sixteen-valve engine four years ago, but it was hidden away for additional research and development because of changing emissions requirements and a few durability problems. Early sixteen-valvers apparently showed a preference for popping like New Year's balloons—hardly the results you'd expect from a company that had already sent seventeen million similar engines into the world with two-valve heads. The 1972 Audi 80 was the first car to bear this basic engine, and it's been adapted to five- and six-cylinder gas and diesel variations, several with turbos. (As a parallel experiment to the six-

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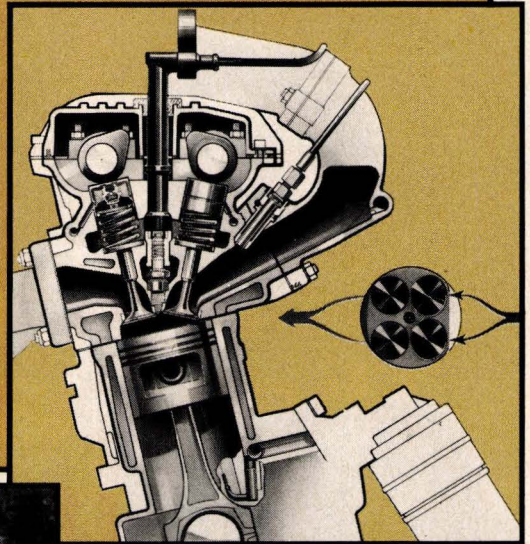
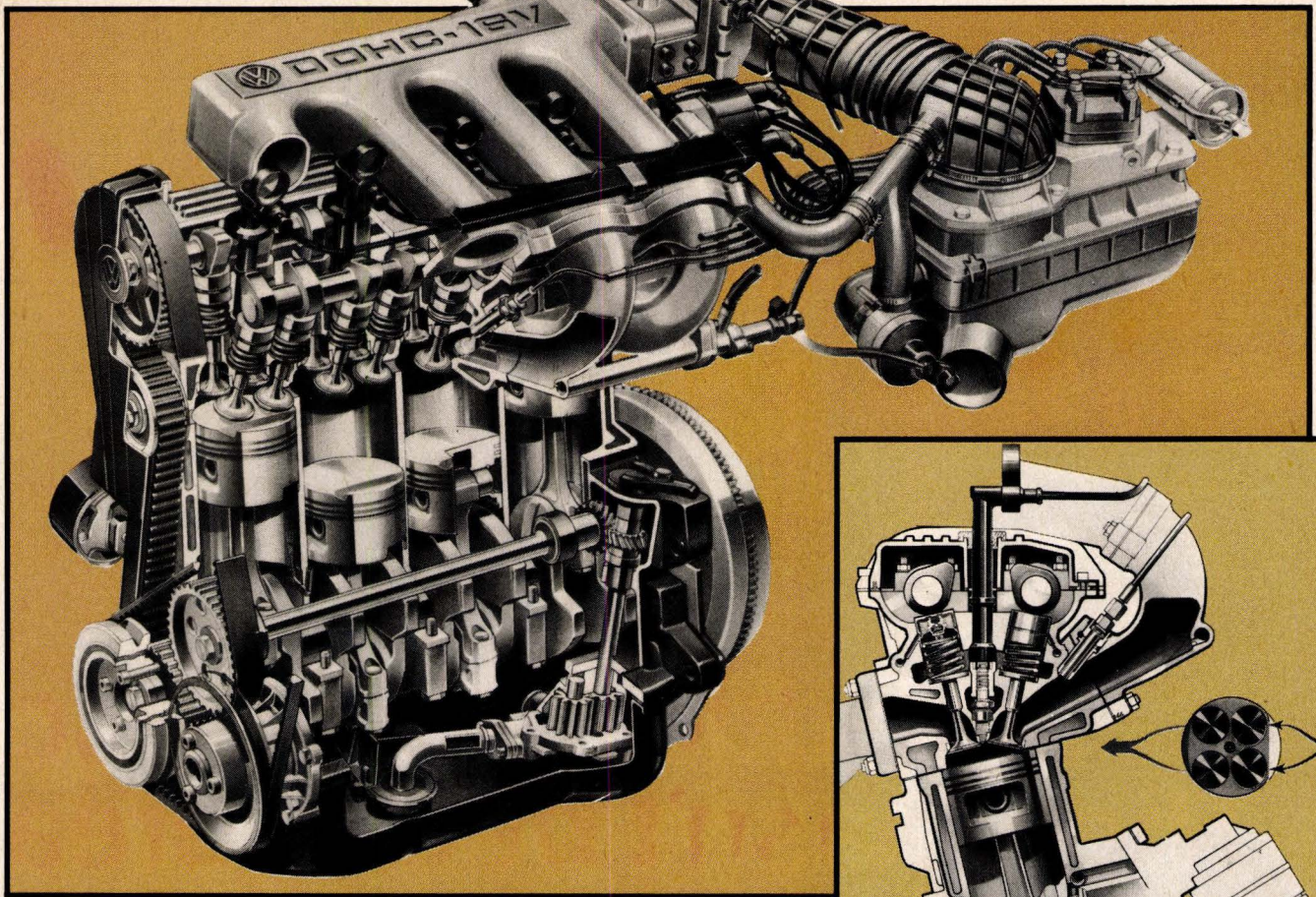
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Americans At Their Best.

A1CDMC**105NP



VW bevels piston edges (above) for clearance in case sixteen-valver is buzzed past 7200 rpm.



teen-valve design, VW turbocharged the regular eight-valve engine, but it was mixed in favor of the lesser complexity and expense of the normally aspirated sixteen-valve layout. By withholding its turbo work, VW may also be setting the stage for a turbocharged sixteen-valve engine, which could accompany a future move into four-wheel drive.)

The new cylinder head is aluminum. Dual overhead cams rotate in five bearings apiece and operate the valves via hydraulic tappets, which reduce noise and eliminate the need for valve adjustments. A toothed belt provides the primary camshaft drive, though it is thicker and wider than the similar part in a two-valve engine. VW tried gearwheels to carry the drive to the second cam but in the end decided to swap the gears for a roller chain. The cams now turn

more quietly and in the same direction.

Also new are three valve refinements: tappets with slightly convex surfaces, sloping cam contact faces, and 2mm offsets between the cams and the tappets, giving the tappets and the valves a tendency to whirl, reducing wear and improving the seal between each valve head and its seat. The valve-seat rings are made of sintered metal to combat the higher wear rates induced by unleaded fuel. For heat dissipation, exhaust-valve stems are sodium-filled, an old racing trick.

Engine freaks may be surprised by VW's unusual valve layout: its exhaust valves are placed vertically, while the paired inlets are leaned only 25 degrees from vertical. The tight angle narrows the head for added space beneath the hood. It also produces a very compact combustion chamber, which

minimizes flame travel from the centrally located spark plug. This in turn minimizes the tendency toward knock and helps ensure complete combustion.

The compression ratio for all sixteen-valve models is 10.0:1, requiring premium fuel. VW's fuel injection is by Bosch, K-Jetronic for noncatalyst cars and KE-Jetronic for catalyst models. (The "E" signifies the addition of electronic mixture controls.) The injector nozzles have been placed near the intake valves for improved fuel atomization and easy starting. (Ever thoughtful, VW also bevels off one side of each piston face, so the exhaust valves can't hammer anything to bits if you overshoot the 7200-rpm rev limiter.)

In a move to speed airflow through the engine, VW has tightened the intake tracts from 50 to 41mm, filling the combustion chambers more efficiently, thanks to the careful tuning of ram effects and intake-air resonance. The old eight-valver's cylinders are plumbed by 40mm intake valves and 33mm exhausts. Despite smaller 32mm intakes and 28mm exhausts, doubling the number of valves provides the sweet-sixteen engine with a minimum twenty-percent improvement in throughput. Although the ratios for the first four



Introducing the Bosch There hasn't been a break but you can feel the

Compared to all the changes in cars since their invention, the spark plugs that help power those cars really haven't changed much at all.

That is, until now.

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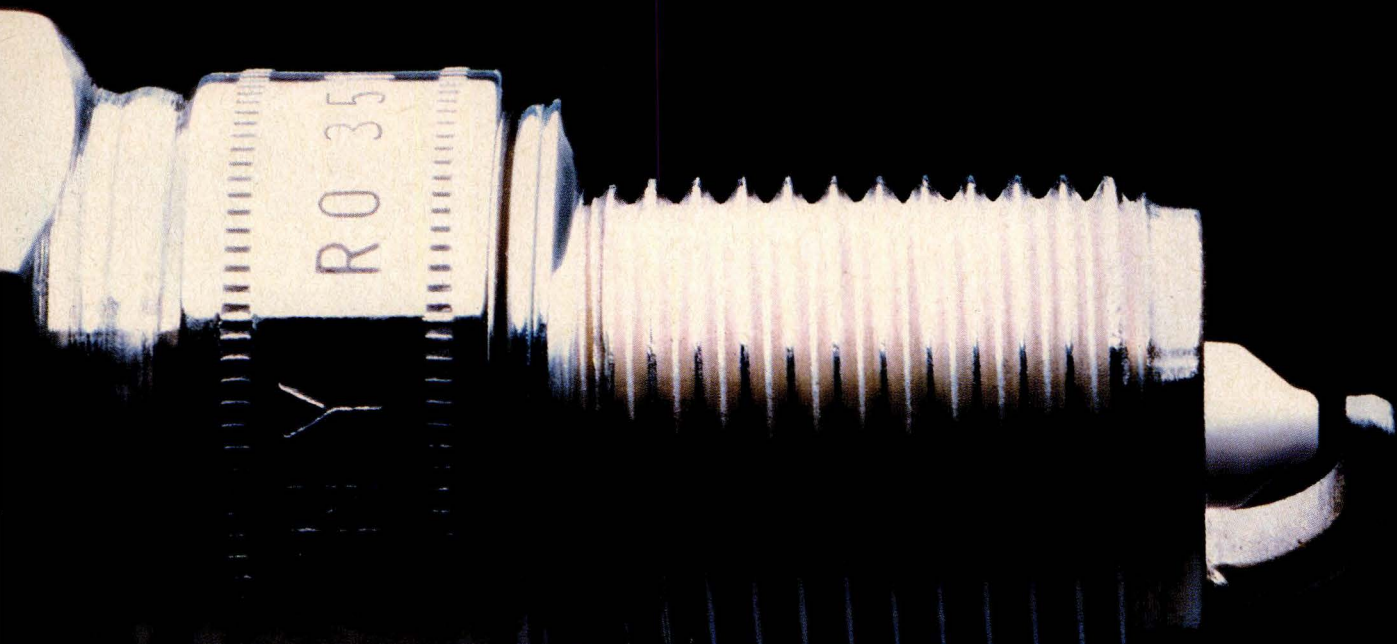
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You enjoy better starting and miss-free acceleration. Plus a
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Pick up a set today. There hasn't been
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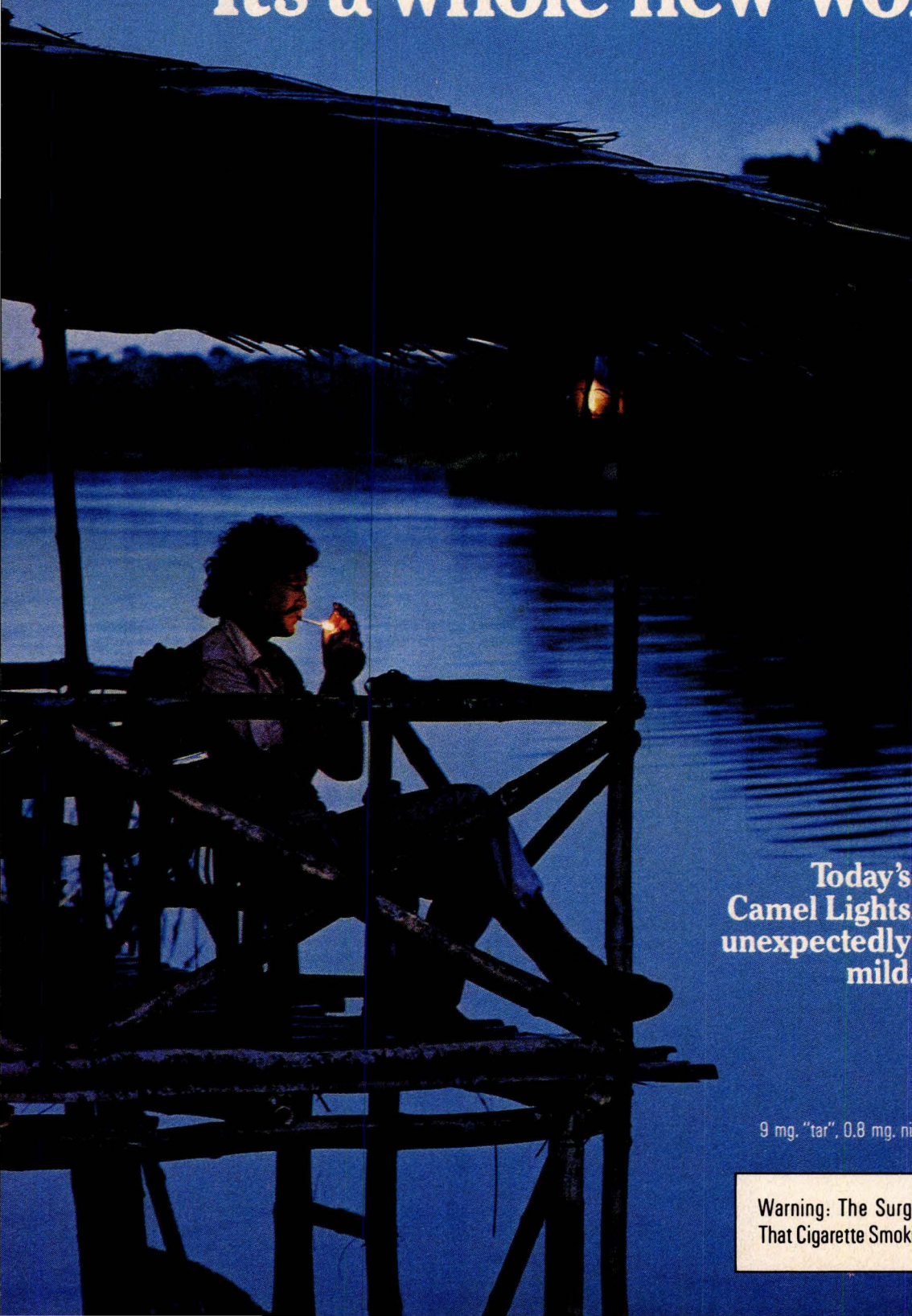
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BOSCH

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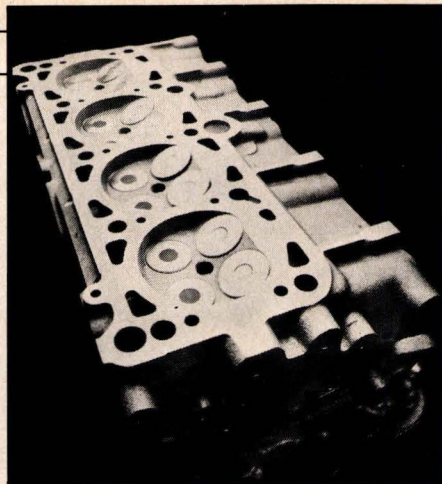
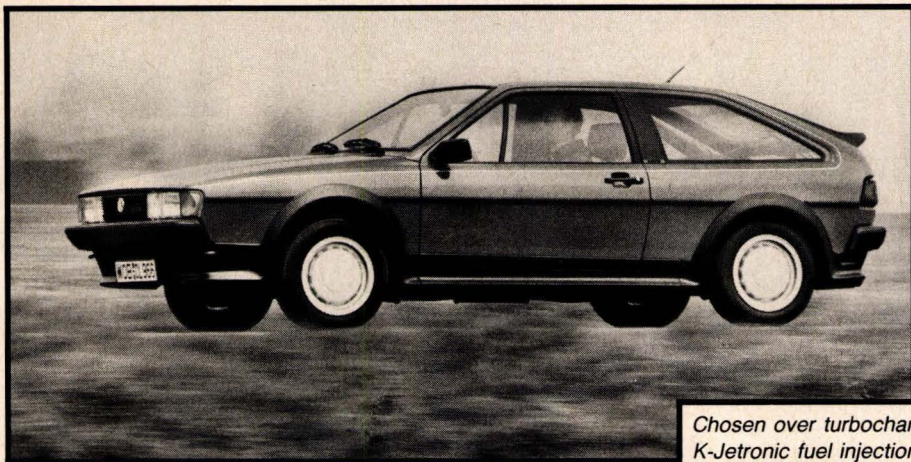
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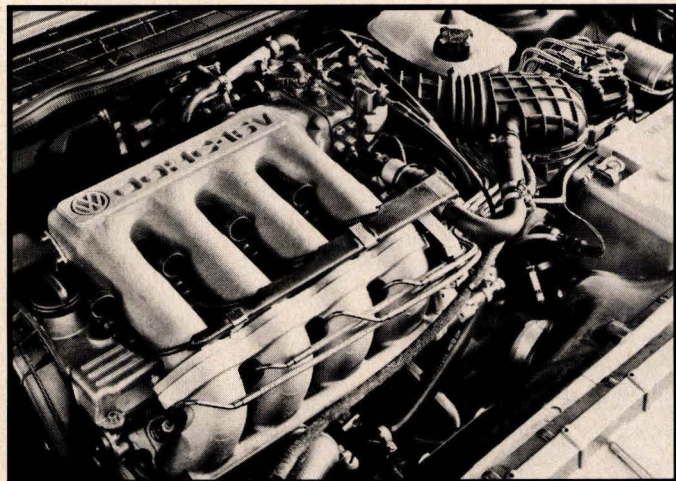
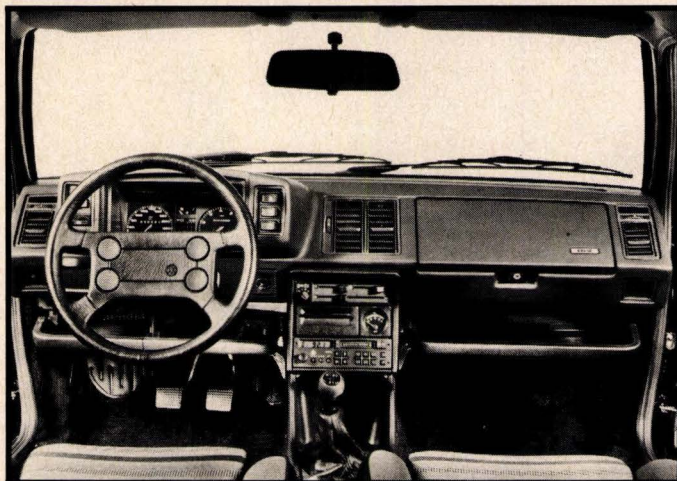
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9 mg. "tar", 0.8 mg. nicotine av. per cigarette by FTC method.

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



Chosen over turbocharging, sixteen-valve head (above) fed by Bosch K-Jetronic fuel injection (below) pumps 139 DIN hp from VW 1.8-liter.



gears remain the same, fifth is slightly shorter for improved top-end punch. Still, top speed is up, thanks to the added power and a higher redline. Furthermore, VW says performance studies in all the gears show acceleration improvements from 5 to 45 percent.

Aside from the graft-on magic atop the engine, little work was needed to adapt the basic design to the increased power. For instance, Volkswagen found that its existing GTI oil pan was adequately baffled for harder acceleration and cornering. Since rotating and reciprocating components are loaded more heavily in this engine, though, it was necessary to lubricate them with a greater volume of oil. By specifying VW's diesel oil pump, the engineers upped the oil-flow rates by fifteen percent over the normal GTI system's. In addition, special crankcase jets not only provide lubrication of the cylinder walls but also squirt cooling oil against the underbellies of the pistons whenever the oil pressure rises above 30 psi.

Are there any drawbacks to all the underhood wizardry? Well, yes. The new distributor creates electrical interference, so the radio antenna must perch at the trailing edge of the roof. Then, too, the engine weighs a bit more, as does the beefed-up running gear that lets you apply the higher performance. All told, the Scirocco GTX gains 110 pounds, for a total of 2150,

according to VW. For that penalty, you get more nearly effortless straight-line performance, semi-hokey side skirts and fender flares, and a set of spoilers that supposedly reduce rear lift by 30 percent. The GTX 16V Scirocco's drag coefficient is unchanged at 0.38, despite the increased frontal area of the add-on skirts and flares. At 0.35, the taller but more recently designed GTI is clearly slicker.

As for additions to the Scirocco's road-going hardware, a reinforcing strut has been added to the front suspension, and the front springs have been stiffened to offset the added engine weight. Brake discs jump from 239 to 256mm in diameter, and handsome 6.0-by-14-inch alloy wheels wear the standard-equipment 185/60VR-14 tires. Power steering reduces the leverage previously required in second-generation Sciroccos, and the

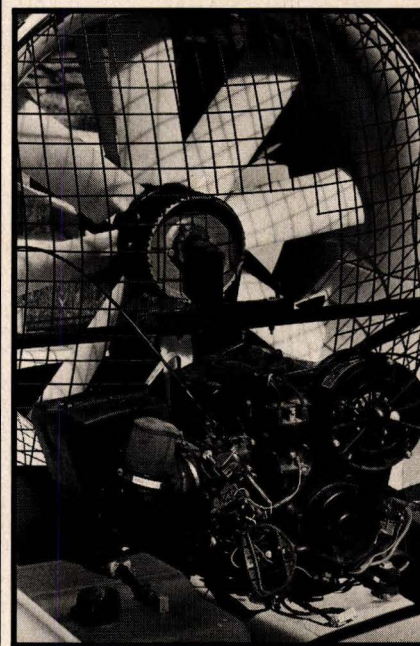
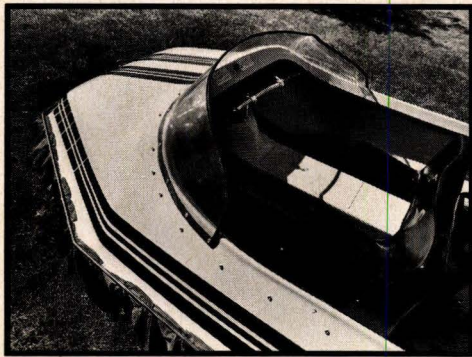
GTX goes down the road with much the same assurance of most fwd Volkswagens. Oh, every now and then a bump or bumps will bring out a hint of steering tug or a fender feint, but they serve mostly to remind you that the spring and shock rates, the suspension geometry, the supportive seats, and the sport steering wheel are working to keep things in hand.

In the States, Volkswagen aims to sell 4000 sixteen-valve Sciroccos the first year, supposedly for not too much more than the base version. In Germany, the full-house GTX 16V jumps the regular GTX from roughly \$8900 to about \$10,000.

Driven in the unhindered atmosphere of Germany, the Scirocco GTX 16V and the GTI feel quick and strong, but not outrageous. But then in Germany you're likely to be accelerating from higher speeds, where the effectiveness of those sixteen busy little valves is being played off against wind resistance. In the States, we'll get less power—probably 120 American horsepower, versus 123 for the emissionized German car—but a worthwhile gain of 20 hp over today's U.S. engines. The increases will add luster to the Scirocco's image, but we'll be fairly foaming for a chance at the roomier, more modern, and better-suspended sixteen-valve GTI to follow. Sixteen valves and whadaya get? Another day younger and a lot more hep!

—Larry Griffin

Vehicle type:	front-engine, front-wheel-drive, 4-passenger, 3-door coupe
Base price (West Germany):	\$9800
Engine type:	4-in-line, iron block and aluminum head, Bosch K-Jetronic fuel injection, catalyst-equipped
Displacement	109 cu in, 1781cc
Power (SAE net)	123 bhp @ 6000 rpm
Transmission	5-speed
Wheelbase	94.5 in
Length	159.4 in
Curb weight	2150 lb
Manufacturer's performance ratings:	
Zero to 62 mph	8.6 sec
Top speed	124 mph
Fuel economy, European city cycle	21 mpg
steady 56 mph	37 mpg
steady 75 mph	30 mpg



Skimming the Surface

Rising above it all in Hoverstar, the atomic Cuisinart that walks on water.

• One has little choice but to agree with Joyce Kilmer that only God can make a tree. But even the Almighty, armed with infinite power and wisdom, hasn't hit any home runs when it comes to developing an effective amphibian.

In the purest sense of the word, amphibians are coldblooded vertebrates like frogs and salamanders that are capable of living both on land and in water. In a broader interpretation, "amphibious" applies to any animal or object that can merely operate on both land and water, like a duck or a seaplane. But if you've ever watched a duck walk or an Airmaster Avalon 680 try to jump a wake, you know that both God and man have a way to go before the ultimate in amphibious versatility is created.

Not that man hasn't done his damndest. (God, somewhat less pressed for time,

BY BROCK YATES

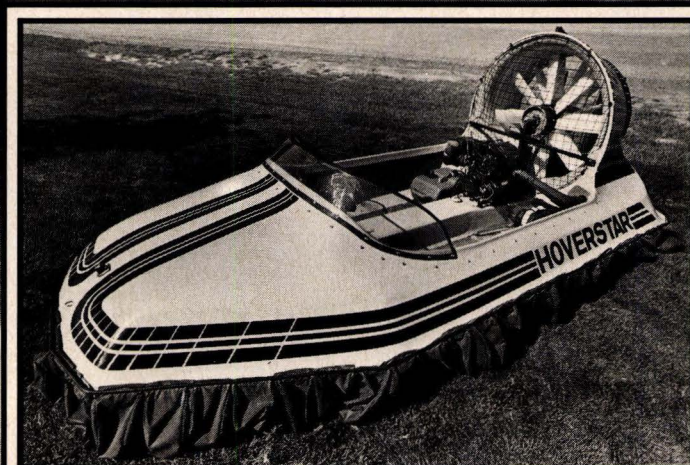
hasn't really messed around with the subject since the late Cretaceous period.) World War II saw a spate of amphibious efforts, notably the U.S. Army's "Duck" and the Wehrmacht's four-wheel-drive "Schwimmwagen," both of which were cursed with compromises. The Duck was slow and unmaneuverable on both land and water. The Schwimmwagen was acceptable on dry land but uncontrollable in fast currents—and, with only its front wheels acting as rudders, nigh unto impossible to steer.

Undaunted, postwar *Homo sapiens* remained convinced that a best-of-both-worlds amphibian—a machine that could run like a Ferrari on land, like a Cigarette on water—was within his grasp. To sug-

gest that this goal has yet to be attained is to operate in fathomless depths of understatement.

Nevertheless, man refuses to give up, and it is in tribute to this spirit that we now bring you the latest development in this demanding field of vehicular technology. It is, by coincidence, something of a homegrown product, with headquarters near our own cozy base in Ann Arbor, Michigan. The company is Hovertechnics, and its latest deep probe into the dank and mysterious world of amphibians is called the Hoverstar.

Perhaps the best way to describe the Hoverstar is to quote from the company's sales brochure: "Take off in Hoverstar, the newest, most exciting way to ride. Glide over water, grass, snow, ice, or even mud. Travel the snows of winter and skim the



waters of a hot summer day. Hoverstar: a thrilling new way to explore the great outdoors, every day of the year.

"Go places a boat or snowmobile can't. Hoverstar skims easily from land to water—and back again. It treats terrain gently too, leaving no wake over water and no ruts on land. It can even fly over a carton of eggs without breaking them!"

What we have here is a modestly sized, civilian-model hovercraft. True to its text, it will skim over all manner of terrain and liquids. In keeping with the endemic limitations of amphibians, however, it will hardly delude the riders into thinking they are on a magic carpet.

We met the Hoverstar on the shores of Belleville Lake, one of the numerous shimmering freshwater bodies that dot the great state of Michigan. The flashy yellow machine had been trailered in by Hugh B. Firminger, a genial transplanted Englishman and former trucking-industry executive. Firminger is convinced that small hovercraft have a chance of becoming the next great vehicular fad. To us, on the other hand, the Hoverstar on its trailer looked more like a giant deflated medicine ball

than a breakthrough in transportation.

Then Firminger laced his long, rangy frame behind the handlebar controls and fired up the 485cc, 46-hp Yamaha snowmobile engine. The air was filled with the familiar, frantic rattle that makes the exhaust note of a two-cycle the punk-rock sound of internal-combustion powerplants. Next came a fevered, high-pitched hum as the 36-inch, eight-bladed fan started to rotate in its housing. The Hoverstar began a slow, agonizing levitation and slid off its trailer like a giant, melting cowpie, its nylon-neoprene skirts floating demurely along the macadam. Firminger drifted the machine down a nearby boat-launching ramp and onto the surface of the lake. He then commenced a series of somewhat ungainly maneuvers, pirouetting over the ripples in a fog of light spray.

A few curious onlookers gaped at what appeared to be a rogue inner tube cavorting on their lake, then stepped back in amazement as Firminger aimed the Hoverstar at the ramp, lit up full power, and, with the Yamaha roaring and the fan howling, hit the beach at 30 mph. The odd machine never flinched as it left the water,

skated up the concrete incline, and flopped to a halt at our feet.

And why not? The exquisite beauty of a hovercraft, of course, is that it doesn't travel on actual surfaces, but rather on a cushion of air. The man who perfected the hovercraft, or "air-cushion vehicle" (ACV), was the Englishman Christopher Cockerell, whose development in the late 1950s of a rubberized "curtain" to contain a bubble of air beneath a hull led to a series of monstrous English Channel ferries capable of carrying vehicles and passengers at over 40 mph. The United States and the Soviet Union have both equipped their armed forces with big ACVs (the Russkies have some jet-powered landing craft weighing more than 270 tons), and there is an active hovercraft racing class in Europe. But no hovercraft entrepreneur had attempted to exploit America's known vulnerability to nutball vehicles until Firminger bought an existing British design and modified it to fit what he sees as U.S. needs.

Firminger envisions a day when he'll sell four to five thousand Hoverstars a year, mostly to hunters and fishermen seeking

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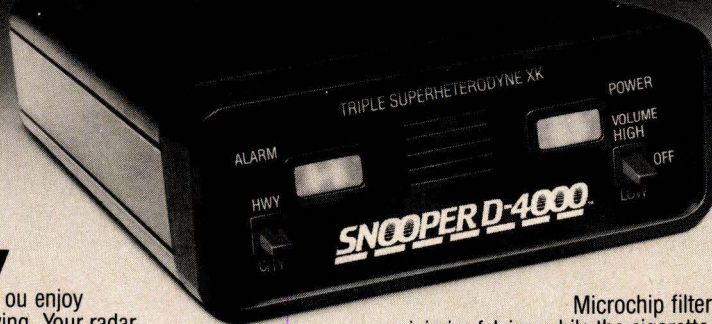
to reach otherwise inaccessible regions (especially ice fishermen, because such a machine will zoom over soft, slushy ice that won't support even a small child), as well as fire and rescue teams, land surveyors, and all manner of outdoor commercial and industrial interests. For the time being, however, the Hoverstar is being marketed as a kind of two-man plaything, a device to amaze your neighbors and instill envy in rivals who thought they had everything. At \$6995 (canopy and trailer extra), Firminger's toy is a much cheaper way to play one-upmanship than, say, a new BMW. And have you ever seen a BMW walk on water?

There the comparison must end, for driving the Hoverstar is an experience for which no ordinary land-based vehicle can prepare you. It handles well enough on level ground, as long as you remember that its turning circle is probably larger than your front yard. It has no brakes, but quick stops are easily managed: just close the throttle and the eight-inch cushion of air goes away. Avoid sand and dusty surfaces, or the huge fan, which has a duct at its base to divert some of its thrust underneath the craft, will blow up enough grit to remind you of Rommel's African campaign. Remember too that the Hoverstar's hill-climbing abilities are modest, for the obvious reason that it has no traction with which to resist the pull of gravity; if you stop halfway up a hill, you may not be able to make it to the top without starting all over again. The Hoverstar has no reverse, so your only resort if you get into a tight spot is to step out of the machine and haul its 410 pounds around manually. Thanks to its cushion of air, this can be accomplished rather easily by a two-person crew, though the combined din of the engine and the fan is so great that you will have to shout or use hand signals to communicate. Suffice it to say that the Hoverstar will enjoy limited use among birdwatchers.

Driving a Hoverstar on water is a bit like running a dodgem car on glare ice. Course changes, such as they are, can be accom-

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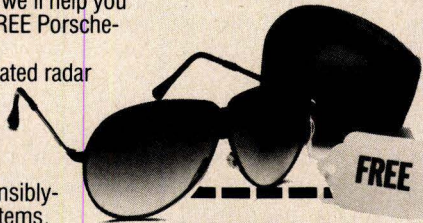
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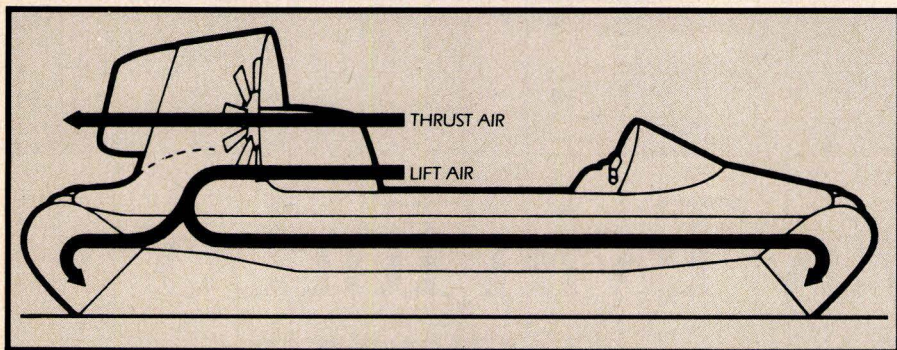
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HOVERSTAR



Most of the airflow generated by the Hoverstar's 36-inch fan goes to the rear, providing forward thrust. A duct at the base of the fan diverts some air downward, providing lift.

plished only by simultaneously turning the handlebars, which control large rudders mounted behind the fan, and leaning in the style of a dirt biker or snowmobiler. The Hoverstar then mulishly answers its helm, drenching its riders as the outboard skirts lift and the escaping air lathers the water as if one were navigating ocean surf. The noise is even louder on water than it is on land. At full bore (about 35 mph) latter-day Don Quixotes will think they are being assaulted by an army of berserk windmills.

The Hoverstar seems best suited to running on ice and firmly packed snow. The

Manufacturer: Hovertechnics, Inc.
2514 Kimberly Road
Ann Arbor, Michigan 48104
313-769-9261

Vehicle type: 2-passenger hovercraft

Price as tested: \$7330 (base price: \$6995)

Engine type: Yamaha 2-in-line, aluminum block and head,
2x1-bbl Mikuni carburetors

Displacement 30 cu in, 485cc
Power 46 bhp @ 6500 rpm
Propeller 36 in, 8 blades, ducted
Transmission 2.84:1, belt drive
Length 1500 in
Width 78.0 in
Height 58.0 in
Curb weight 410 lb
Payload 450 lb

Manufacturer's performance ratings:

Cruising speed, water 30 mph
land 25 mph
ice 50 mph
Fuel consumption 1.2-3.0 gallons per hour

less porous the surface, the less lift air is lost; hence, the Hoverstar reaches its highest speeds on ice. In general, level, straight-ahead movement is its forte, whether on snow, ice, or smooth water. (Make that *smoooooth*. This craft will never be confused with a deep-vee offshore ocean racer.)

Are we on to something here? Is Hugh Firminger about to become the father of a new vehicular fad? Perhaps, but the Hoverstar hardly seems a candidate for mass popularity. There may, however, be a place for it in the novelty-vehicle market. In fact, Hammacher Schlemmer, the big mail-order and department store, has listed the Hoverstar in its current catalog, and reportedly a number of sales have already been made to customers deeply involved in the can-you-top-this adult-toys game. Firminger is also developing a camouflaged version of his craft for outdoorsmen and hunters.

For all this we celebrate the arrival of the Hoverstar on these shores but caution that the search for the perfect amphibian goes on. As someone once said, "If it walks like a duck and quacks like a duck, it's a duck." Likewise, if it roars like a Hoverstar and floats like a Hoverstar, it's a Hoverstar. Nothing more. Nothing less. ●



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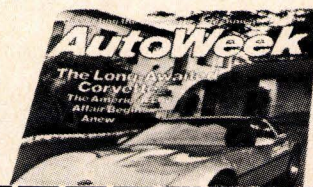
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Callaway Twin Turbo Alfa Romeo GTV6

This one is fast and legal.

• The world of aftermarket specialty cars and automotive speed parts is slowly entering a new era. Caught between increasing pressures on the murky automotive gray market and the spread of state emissions inspections, many of the current paragons of automotive achievement will soon disappear. And we can't say that we'll be heartbroken to see some of them go.

Not that we stand foursquare behind the EPA regulations, but we've tested all too many cars whose low-tech emissions devices have weakened their performance, compromised their reliability, and encouraged their owners to remove them and risk running afoul of the law. In this day of sophisticated engine-management systems and computer controls, compliance and performance need not be conflicting goals.

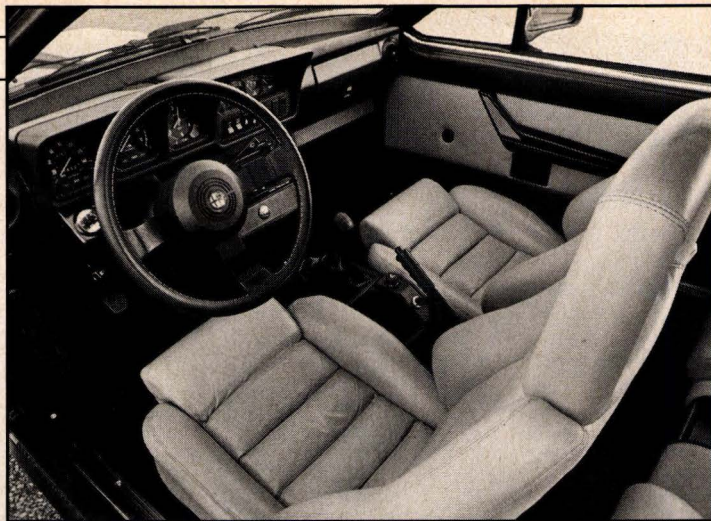
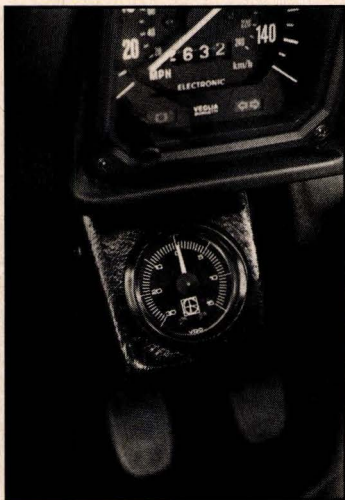
Our point is well made by a special Alfa Romeo GTV6 modified by Callaway Turbosystems of Old Lyme, Connecticut. The Alfa's stock 154-bhp, 2.5-liter engine has been transformed into a hyperthyroid state by the addition of twin turbochargers and intercoolers. The resulting 230 bhp can hurl the Twin Turbo Alfa from 0 to 60

mph in a mere 5.9 seconds and slingshot it through the quarter-mile in 14.3 seconds at 98 mph. (In comparison, the standard GTV6 we tested last May reached 60 in 8.2 seconds, the quarter-mile mark in 16.1 seconds at 82 mph.) Top speed is limited to 140 mph by the 6300-rpm redline (a 10-mph improvement), though the engine will willingly pull well past that figure. That's enough performance to let the Twin Turbo Alfa keep pace with some of the quickest cars in the country.

But the key difference between this car and most similarly modified machines is that the Alfa won't get its builder into trouble with the EPA. The Callaway people have taken great pains to pacify the government by maintaining a clean exhaust while generating this elevated power. As hard as this is to achieve technically, it's even harder to achieve officially, because the emissions bureaucracy has no formal procedures for certifying aftermarket engine modifications. Callaway's engineers, however, went the extra mile to demonstrate to the EPA that their car was clean and their hearts were pure.

The first step was to design a turbo system that preserved the stock emissions controls yet still worked double time to pump out the ponies. Generating the power was the easy part. A maximum of 10.0 psi of boost is produced by two IHI RHB5 turbochargers, one mounted beside each of the V-6's cylinder heads. The two turbos inhale through the Alfa's stock Bosch L-Jetronic fuel-injection system, and each blows its compressed output through a BMW 318i throttle body into an air-to-air intercooler. The two intercoolers are welded to a plenum chamber above the engine that feeds the stock intake runners. A Callaway Microfueler is connected to each throttle body to supply the additional fuel demanded by the engine's voracious appetite during high-boost conditions.

A fabricated stainless-steel exhaust manifold feeds and supports each turbocharger. Downstream of the turbos, the exhaust gases are directed to the original catalytic converter and exhaust system via heavily insulated plumbing. The insulation is very important because it retains the heat needed to warm the catalyst quickly to



operating temperature (a critical requirement in the EPA's cold-start emissions test). This plumbing also houses the stock oxygen sensor, which keeps the air-fuel ratio in the optimal range for the catalyst. The only internal change is a reduction of the compression ratio from 9.0 to 7.6:1, which was accomplished by disassembling the engine and trimming the piston crowns on one of Callaway's numerically controlled milling machines.

Since all of the stock fuel and ignition calibrations are unchanged and the emissions components operate normally, the turbocharged engine runs very much like the standard one until the boost comes in. Consequently, it has no problem passing the emissions tests. The difficulty was in proving it to the government.

To avoid any suspicion of tampering, Callaway contracted with an EPA-approved laboratory to perform the work. The lab started by installing the turbo conversion on a new GTV6 and accumulating the 4000 miles required for normal EPA certification tests, following an approved driving schedule. The car was then run through an emissions test, and the results were compared with those of a standard GTV6. That meant dealing with emissions considerably lower than the nominal standards, because production cars are engineered with allowances both for the deterioration of their emissions controls over 50,000 miles and for car-to-car variability.

The Twin Turbo Alfa produced no more emissions than the stock car, and the entire process was carefully documented for submission to the EPA. Because there is no official procedure for aftermarket modifications, the EPA did not formally certify the car. However, the agency did agree that Callaway's approach provides a reasonable basis for assuming that the emissions controls of his Twin Turbo Alfas have not been tampered with. For prospective owners, what this means is that the EPA is not likely to come down on them, and that their Alfas should be able to pass state-run emissions tests with flying colors. The one fly in the ointment is the California Air Resources



Board, which has its own procedures. Since California is such a large market, Callaway is now hard at work on satisfying the CARB's zealous air police.

One reason for these extensive compliance measures is that Callaway intends to sell the cars through Alfa Romeo dealers. In fact, the program was initiated by Alfa's American distributor in mid-1983 to give the company's flagging U.S. sales a shot in the arm. The original intention was to sell the car as a regular Alfa model, but this plan was scuttled by the parent company in Italy, which was uncomfortable with the notion of a modified car being sold under its banner. Instead, Callaway Turbosystems is buying the cars wholesale from Alfa, modifying them, and then marketing them through selected Alfa dealerships as Callaway Twin Turbos.

Still, the Alfa connection bestows a certain legitimacy on the project. At Alfa's behest, two of the modified engines were run through the factory's standard 200-hour dynamometer durability test, and five prototypes have been flogged mercilessly to uncover any weaknesses. And, just like any proper new car, each Twin Turbo comes with a warranty; supplied by Callaway, it's good for twelve months or 12,000 miles. Furthermore, each dealer will be required

to buy three cars at a time to prove that its interest in the Twin Turbo is serious.

Such practicalities may reassure a potential buyer, but the sale will be clinched by the marvelous engine. The beauty of this turbo transformation is not only the enormous power it yields but also the ease with which that power is generated. Boost is available as low as 1500 rpm. By 2500, full pressure is huffing on the piston crowns, so constant shifting isn't needed to keep the engine on the boil. This characteristic combines with the low standard gearing to give the Twin Turbo the feel of a sprinter: it seems ever eager to run faster. Even in fifth, throttle response is virtually instantaneous; a driver could make a convincing case that a 5.0-liter V-8 is under the hood.

Indeed, there are few visual clues to the contrary: the standard hood bulge has been replaced by a bold hood scoop to feed the intercoolers, subtle pinstripes adorn the car's flanks, and the rear side windows carry "Callaway Twin Turbo" logos. Inside, the only giveaway is a boost gauge under the dash. Our test car was also equipped with optional BBS three-piece modular wheels, 205/55VR-16 Goodyear Eagle VR tires, and a rear spoiler.

Even though the changes are minimal, the GTV6 chassis has little trouble dealing



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TWIN TURBO ALFA

with the newfound 76 bhp. One reason is the traditional Alfa understeer, which helps keep the car from getting twitchy when the boost comes in. With 230 bhp on hand, though, tail-out drifts are inevitable if you keep your foot down. Fortunately, the big Goodyears break away and recover progressively; they improve cornering grip as well, from the stocker's 0.75 g to 0.79 g.

The steering effort, however, is a bit heavier, and the Twin Turbo doesn't track as truly over rough pavement as the stock car.

Only at slow speeds does the chassis lose out to the boosted engine. A heavy foot in a tight turn will light up the inside rear wheel. A hard launch will produce so much wheel hop that you'll think the differential is being hammered through the



Vehicle type: front-engine, rear-wheel-drive, 2+2-passenger, 3-door coupe

Price as tested: \$27,234

Options on test car: base Callaway Twin Turbo Alfa Romeo GTV6, \$23,994; BBS 3-piece wheels and Goodyear Eagle VR tires, \$2095; leather interior, \$750; rear spoiler, \$395.

Standard accessories: power windows, A/C, tilt steering, rear defroster

Sound system: none

ENGINE

Type twin-turbocharged and intercooled V-6, aluminum block and heads
Bore x stroke 3.46 x 2.69 in, 88.0 x 68.3mm
Displacement 152 cu in, 2492cc
Compression ratio 7.6:1
Fuel system Bosch L-Jetronic fuel injection
Emissions controls 3-way catalytic converter, feedback fuel-air-ratio control
Turbochargers 2, IHI RHB5
Waste gates integral
Maximum boost pressure 10.0 psi
Valve gear belt-driven single overhead cams
Power (SAE net) 230 bhp @ 5500 rpm
Torque (SAE net) 245 lb-ft @ 2500 rpm
Redline 6300 rpm

DRIVETRAIN

Transmission 5-speed
Final-drive ratio 4.10:1
Gear Ratio Mph/1000 rpm Max. test speed
I 3.50 5.0 31 mph (6300 rpm)
II 1.96 8.9 56 mph (6300 rpm)
III 1.26 13.8 87 mph (6300 rpm)
IV 0.95 18.3 115 mph (6300 rpm)
V 0.78 22.3 140 mph (6300 rpm)

DIMENSIONS AND CAPACITIES

Wheelbase 94.5 in

Track, F/R 54.0/53.2 in
Length 171.2 in
Width 65.5 in
Height 52.4 in
Frontal area 20.0 sq ft
Curb weight 2878 lb
Weight distribution, F/R 51.2/48.8%
Fuel capacity 17.0 gal

CHASSIS/BODY

Type unit construction
Body material welded steel stampings

INTERIOR

SAE volume, front seat 44 cu ft
rear seat 31 cu ft
trunk space 7 cu ft
Front seats bucket
Seat adjustments fore and aft, seatback angle
General comfort poor fair good excellent
Fore-and-aft support poor fair good excellent
Lateral support poor fair good excellent

SUSPENSION

F: ind, unequal-length control arms, torsion bars, anti-roll bar
R: de Dion rigid axle integral with 2 diagonal trailing arms, transverse Watt linkage, coil springs, anti-roll bar

STEERING

Type rack-and-pinion
Turns lock-to-lock 3.7
Turning circle curb-to-curb 32.8 ft

BRAKES

F: 10.5 x 0.9-in vented disc
R: 9.8 x 0.4-in disc
Power assist vacuum

WHEELS AND TIRES

Wheel size 7.0 x 16 in
Tires Goodyear Eagle VR55, 205/55VR-16

CAR AND DRIVER TEST RESULTS

ACCELERATION

Seconds
Zero to 30 mph 2.0
40 mph 3.2
50 mph 4.3
60 mph 5.9
70 mph 7.5
80 mph 9.5
90 mph 12.2
100 mph 14.9
Top-gear passing time, 30-50 mph 8.0
50-70 mph 6.1
Standing ¼-mile 14.3 sec @ 98 mph
Top speed 140 mph

BRAKING

70-0 mph @ impending lockup 179 ft
Modulation poor fair good excellent
Fade none moderate heavy
Front-rear balance poor fair good

HANDLING

Roadholding, 300-ft-dia skidpad 0.79 g
Understeer minimal moderate excessive

COAST-DOWN MEASUREMENTS

Road horsepower @ 30 mph 5 hp
50 mph 13 hp
70 mph 31 hp

FUEL ECONOMY

EPA city driving 19 mpg
EPA highway driving 25 mpg
C/D observed 21 mpg

INTERIOR SOUND LEVEL

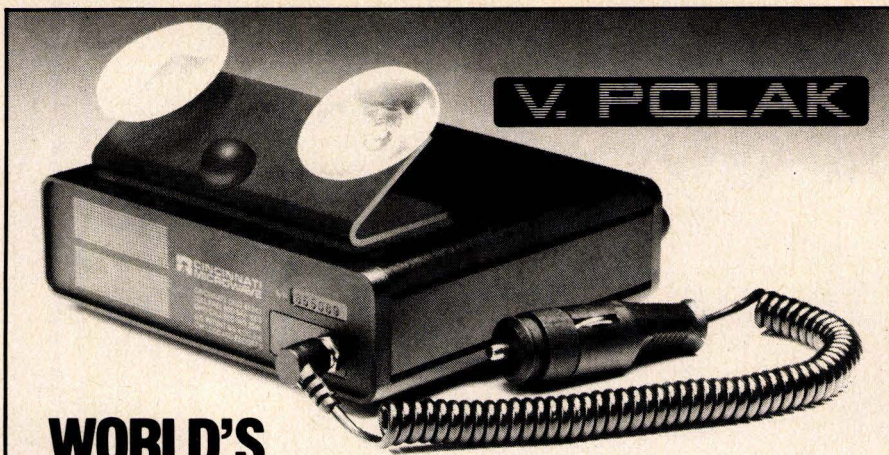
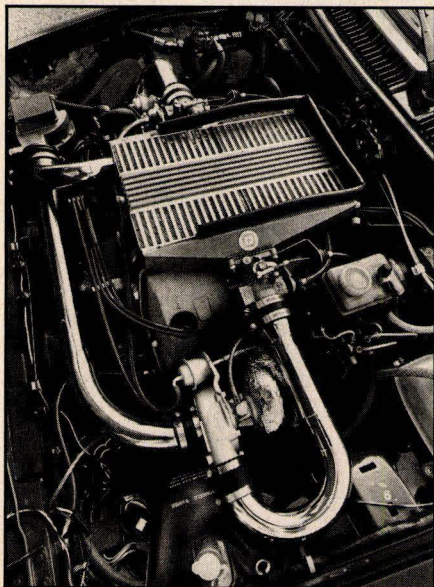
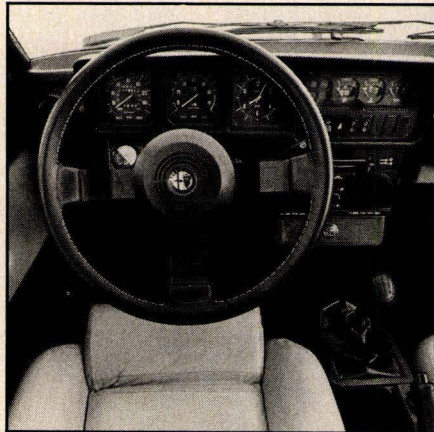
Idle 53 dBA
Full-throttle acceleration 79 dBA
70-mph cruising 73 dBA
70-mph coasting 72 dBA

floorpan. The stocker also suffers from both problems, but they warrant extra care with the Twin Turbo.

Under most conditions, though, the Twin Turbo GTV6 is no more demanding than the standard car. Preserving the engine calibrations has also preserved the Alfa's nontemperamental nature, and the turbo car need not be driven in the fire-breathing mode at all times. That's important, because the Twin Turbo is meant to be a real car, not a hyperexpensive weekend toy. In fact, the basic car will sell for just under \$24,000, and even a heavy option load will add only another three grand to the ticket. That's not cheap, but it's in the ballpark with the strong-selling Porsche 944 and Chevrolet Corvette.

The Callaway people hope that this Italian-American alternative to Porsche and Corvette will draw enough customers to meet their sales goal of between 100 and 200 cars a year. We do too, not only because we'd like to see a couple hundred more interesting cars in the world, but also because this car's success might encourage the legal approach to the high-performance business. And that would enhance the chances that cars like this will still be allowed into the market in the years to come.

—Csaba Csere



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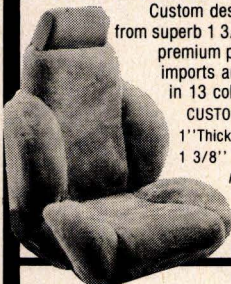
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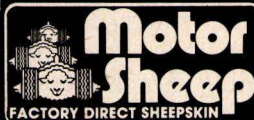
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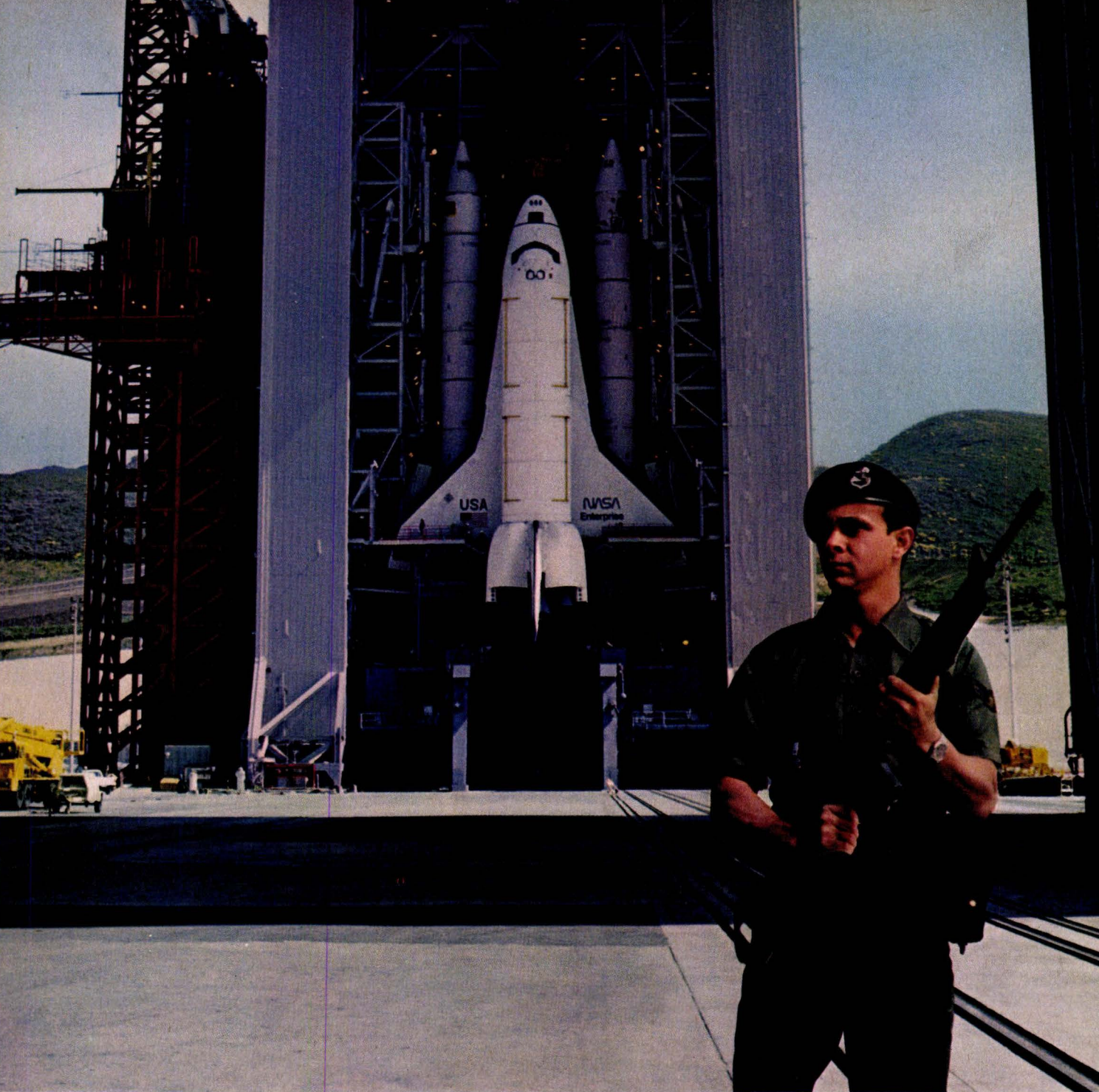
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Mercedes-Benz 380SL

Driving in a material world.



• No matter how many times you see one whipping down Sunset Boulevard, a 380SL always seems like a hallucination. The whole idea of a Merc convertible is nuts. All of us know what Mercedes-Benz stands for in the Eighties, and the SL just doesn't fit in. It's pure self-indulgence. Yet the world's foremost maker of fine sedans sends America about 9000 SLs every year. Maybe the Benz boys have a sense of humor after all.

The two-seater tradition at Mercedes actually dates back many years, to sporting legends like the SSK and the 300SL. When the modern counterpart first rolled off the production line late in 1970, it also aspired to heroic stature, and in 1973 the revised 450SL earned recognition as the European Car of the Year. Subsequent years have diminished its performance credentials, however. The original high-output iron-block V-8 has been replaced by a 3.8-liter alloy V-8 calibrated for torque and fuel economy. The 205/70HR-14 Michelin XVS tires apply dated technology to the problem posed by the SL's prodigious 3580-pound curb weight and its semi-trailing-arm independent rear suspension. Our test-track results show that total adhesion isn't very competitive by modern standards, sporting or otherwise. In braking, the tires are assisted by a Bosch anti-lock system, and the 191-foot stopping distance we measured from 70 is a respectable performance. However, the 0.72-g skidpad limit spots the 380SL embarrassingly low in the two-seater pecking order. In addition, the SL's lift-throttle-oversteer tendencies make fast driving somewhat spooky.

Yet as the SL has evolved from a sporting automobile to a luxury car, its desirability has increased. The SL inspires a kind of worship among car watchers; indeed, it's one of the most recognized auto-



mobiles in America. It is thought of as a lightweight, personalized Mercedes, a high-fashion convertible, the perfect expression of speed, sex, and sunshine. Americans have always been in love with this sort of sports car, from the Cord 810 to the original Corvette and Thunderbird. If GM designer Harley Earl were alive today, he would see in the 380SL the look he spent his whole life trying to capture, from the La Salle to the Eldorado show car.

Naturally, a car like this risks self-parody, and it's easy to imagine the SL exclusively in the hands of doctors' wives and silver-haired Palm Springs smoothies. Mercedes' demographics do in fact show that the SL has a higher percentage of both female and single owners (with an average income of \$112,000) than other Benzes. Nevertheless, this car's appeal cuts across all age and income groups. Ask any regular guy and he'll tell you that this is the Mercedes he wants.

The reason is simple to understand. First of all, regular guys figure that anyone

who can afford a \$45,000 two-passenger car has transcended the mundane concerns of everyday life. You can't picture an SL owner wondering whether the cash machine is going to spit back his bank card for insufficient funds. More important, people perceive real value here, a depth and a substance not found in boy toys like the Ferrari 308 and the Porsche 911. Women, including our own Jean Lindamood, find its full-bodied shape and wide stance on the road irresistible. Like a Rolex watch, the SL is large, ungainly, too gorgeous, and ridiculously overpriced, yet it connotes uncompromising standards. We're living in a material world, after all. A Ferrari or a Porsche tells people you've beaten the system and made a big score; the SL shows the world you've turned the system to your advantage, and that the end of your wealth is not yet in sight.

There's no doubt that the 380SL makes you feel good as it goes down the road. Generous suspension travel takes the sting out of the bumps. The engine furnishes plenty of thrust throughout the rpm range. The anti-lock braking system ensures that even unskilled drivers can stop short in emergencies. Top speed with the hard top in place is an impressive 118 mph (and supposedly higher with the soft top, which cuts the Cd to 0.41). The SL is not exactly agile or fast, of course—it lurches away from stoplights, and it squats and dives annoyingly in rapid maneuvers—yet it has a marvelous sense of pace, that uncommon ability to shrink distance at remarkable cruising speeds without mussing your hair.

The SL won't even muss your hair when you put the top down. It folds out of sight beneath the built-in boot with minimal monkey motions, and the cockpit is almost free of turbulence as long as the windows are up. When it's in place, the soft top furnishes a taut, quiet cocoon at speed. And if

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MERCEDES 380SL



you can afford an SL, you can afford one of those aftermarket block-and-tackle setups for your garage to help you install and remove the heavy hard top. As a convertible the SL is an impressive lick. The structure is solid and tight; you can hear it flexing occasionally, but there's none of the creakiness evident in the Corvette.

Yet as much as the SL represents well-built goods, the symbol of living in a material world, we worry about its place in the automotive scheme of things. As a performance car the SL simply fails to deliver: indeed, it's cursed with some inner mechanical inertia that resists speed. Even a frank SL imitation like the Honda Prelude is more fun to drive. The SL also makes ingress and egress difficult at best, and, once you're inside, you'll find little interior space. Moreover, details like a giant steering wheel that still manages to obscure parts of the instruments, a seatbelt that chafes your shoulder, and a seat with little lateral support or adjustability underscore the thoughtfulness shown in the design of such alternatives as the Volkswagen Cabriolet. Too often the SL simply reminds us how much better we like newer Mercs, like the 500SEC.

Some might say that modern standards of performance and space utilization must not be important to SL buyers; otherwise Mercedes would have addressed the issue long ago. But that explanation has the ring of an excuse, and we're not accustomed to excuses from this car company. Mercedes-Benz has always stood for a certain incorruptibility, a certain regard for standards. That's why it's so disturbing that the SL has begun to lose its moral fix on automotive values. As much as we enjoy driving it, we can't help suspecting that we might be aiding and abetting the cause of an emperor with no clothes.

For 1986 the SL will get a new high-output V-8, some significant styling alterations, and a rear-suspension fix. Perhaps then the SL will have the soul it needs if it's to remain the Mercedes-Benz that Americans long for.

—Michael Jordan

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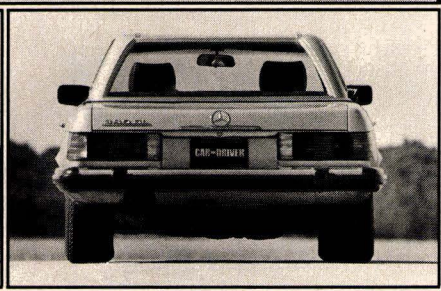
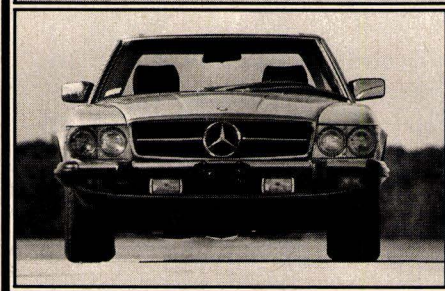
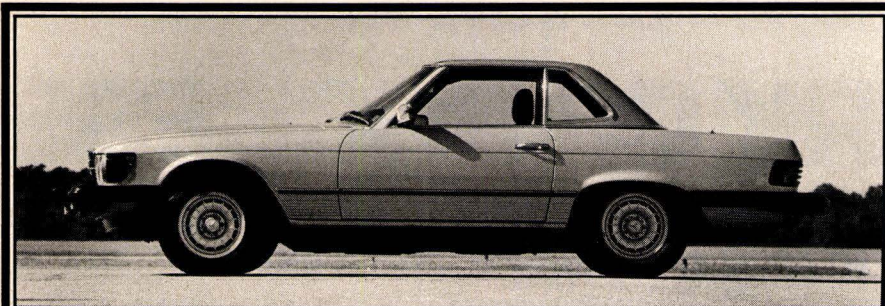
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Vehicle type: front-engine, rear-wheel-drive, 2-passenger, 2-door convertible

Price as tested: \$45,273

Options on test car: base Mercedes-Benz 380SL, \$43,820; leather upholstery, \$853; gas-guzzler tax, \$600.

Standard accessories: removable hard top, power steering, windows, and locks, A/C, cruise control, rear defroster

Sound system: Becker Grand Prix AM/FM-stereo radio/cassette, 2 speakers

ENGINE

Type V-8, aluminum block and heads
 Bore x stroke 3.46 x 3.11 in, 88.0 x 78.9mm
 Displacement 234 cu in, 3839cc
 Compression ratio 8.3:1
 Fuel system Bosch K-Jetronic fuel injection
 Emissions controls 3-way catalytic converter, feedback fuel-air-ratio control
 Valve gear chain-driven single overhead cams, hydraulic lifters
 Power (SAE net) 155 bhp @ 4750 rpm
 Torque (SAE net) 196 lb-ft @ 2750 rpm
 Redline 5500 rpm

DRIVETRAIN

Transmission 4-speed automatic
 Final-drive ratio 2.47:1

Gear	Ratio	Mph/1000 rpm	Max. test speed
I	3.68	8.1	45 mph (5500 rpm)
II	2.41	12.3	68 mph (5500 rpm)
III	1.44	20.6	113 mph (5500 rpm)
IV	1.00	29.7	118 mph (4000 rpm)

DIMENSIONS AND CAPACITIES

Wheelbase 96.9 in
 Track, F/R 57.2/56.7 in
 Length 180.3 in
 Width 70.5 in

Height 50.8 in
 Frontal area 20.5 sq ft
 Ground clearance 5.2 in
 Curb weight 3580 lb
 Weight distribution, F/R 51.4/48.6%
 Fuel capacity 22.5 gal
 Oil capacity 8.5 qt

CHASSIS/BODY

Type unit construction
 Body material welded steel and aluminum stampings

INTERIOR

SAE volume, front seat 47 cu ft
 trunk space 7 cu ft
 Front seats bucket
 Seat adjustments fore and aft, seatback angle, rear height
 General comfort poor fair good excellent
 Fore-and-aft support poor fair good excellent
 Lateral support poor fair good excellent

SUSPENSION

F: ind, unequal-length control arms, coil springs, anti-roll bar
 R: ind, semi-trailing arm, coil springs, anti-roll bar

STEERING

Type recirculating ball, power-assisted
 Turns lock-to-lock 3.2
 Turning circle curb-to-curb 34.3 ft

BRAKES

F: 10.9 x 0.9-in vented disc
 R: 11.0 x 0.4-in disc
 Power assist hydraulic with Bosch anti-lock control

WHEELS AND TIRES

Wheel size 6.5 x 14 in
 Wheel type cast aluminum
 Tires Michelin XVS, 205/70HR-14
 Test inflation pressures, F/R 32/36 psi

CAR AND DRIVER TEST RESULTS

ACCELERATION

	Seconds
Zero to 30 mph	3.5
40 mph	5.3
50 mph	7.4
60 mph	10.2
70 mph	13.5
80 mph	19.0
90 mph	25.0
100 mph	35.0
Top-gear passing time, 30-50 mph	5.3
50-70 mph	7.4
Standing 1/4-mile	17.6 sec @ 78 mph
Top speed	118 mph

BRAKING

70-0 mph @ impending lockup 191 ft
 Modulation poor fair good excellent
 Fade none moderate heavy

HANDLING

Roadholding, 300-ft-dia skidpad 0.72 g
 Understeer minimal moderate excessive

COAST-DOWN MEASUREMENTS

Road horsepower @ 30 mph 6 hp
 50 mph 17 hp
 70 mph 37 hp

FUEL ECONOMY

EPA city driving 16 mpg
 EPA highway driving 18 mpg
 C/D observed 16 mpg

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Type unit construction
Body material welded steel and aluminum stampings

INTERIOR
SAE volume, front seat 47 cu ft
trunk space 7 cu ft
Front seats bucket
Seat adjustments fore and aft, seatback angle, rear height
General comfort poor fair good excellent
Fore-and-aft support poor fair good excellent
Lateral support poor fair good excellent

SUSPENSION
F: ind, unequal-length control arms, coil springs, anti-roll bar
R: ind, semi-trailing arm, coil springs, anti-roll bar

STEERING
Type recirculating ball, power-assisted
Turns lock-to-lock 3.2
Turning circle curb-to-curb 34.3 ft

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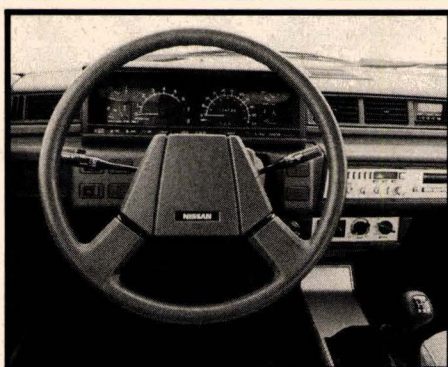




PHOTOGRAPHY: DAVID DEWHIRST

Nissan Stanza

Nothing to sing about.



• Who knows what might turn up in a quick trip through the plain-vanilla, family-sedan end of the automotive spectrum? With a little luck, there might just be an undiscovered Accord or a closet GTI hiding among the ranks of the underachievers. It was with such a hope in mind that we requested a refresher course in the Nissan Stanza during its fourth (and last) season in its current configuration.

When the Stanza first came to America in the fall of 1981, it carried several crucial missions in its portfolio. It was the lead entry in the Datsun-to-Nissan name-change game and also the company's first serious attempt to build a reputable front-driver. Nissan's future depended on a fair share of the rapidly growing compact class, so the Stanza was shipped here to divide and conquer such mainstays as GM's J-car fleet, the Rabbit and the Jetta, and a horde of other Japanese cars. It was and still is a straightforward design, following the theory that if ordinary K-cars could save the whole Chrysler Corporation, a K-car in a kimono ought to be able to make some headway for the Nissan nameplate.

Today, the Stanza is even starting to resemble Chrysler's K-models, with styling so discreet that it borders on the invisible. The three-box body was added during the 1984 model year; changes for 1985 include the addition of a high-roof wagon

(C/D, August), the deletion of the three-door hatchback, and a switch to aero-style headlamps. The basic chassis has been left alone, though the two-liter, single-overhead-cam engine was blessed with electronic fuel injection last year.

In spite of the nine-horsepower shot in the arm that fuel injection contributed, the test-track record shows that the Stanza is slowing down a bit in its old age. What was once a ten-flat zero-to-sixty machine now takes 11.2 seconds to amble through the mile-a-minute barrier. The engine feels enthusiastic and brimming with torque at 2500 rpm, but growl and groan set in by 5000 rpm, and there's little point in revving past the 5200-rpm power peak. In light of this situation, Nissan has installed tall gearing to keep the motor purring softly most of the time: it takes only 2700 rpm

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

Price as tested: \$10,914 (base price: \$9549)

Engine type: 4-in-line, iron block and aluminum head, electronic fuel injection

Displacement	120 cu in, 1974cc
Power (SAE net)	97 bhp @ 5200 rpm
Transmission	5-speed
Wheelbase	97.2 in
Length	173.4 in
Curb weight	2480 lb
Zero to 60 mph	11.2 sec
Standing ¼-mile	18.0 sec @ 75 mph
Top speed	104 mph
Braking, 70-0 mph	211 ft
EPA fuel economy, city driving	27 mpg
C/D observed fuel economy	22 mpg

to pull you down the road at 75 mph in top gear. Unfortunately, the tall ratios and a curb weight that has crept up by 150 pounds since the five-door was introduced add up to lackadaisical acceleration. (The Accord with fuel injection is only twenty pounds lighter but will run to 60 mph in 9.9 seconds.)

More's the pity, the original chassis is ill equipped to handle the additional mass. The Stanza has always had a pillowy-smooth ride, but now there's insufficient damping to quell float over pavement swells at high speeds. Some brake fade was evident during our stopping-performance tests. Handling has never been the Stanza's strong suit; although the rear suspension feels better-controlled than ever, the steering response is still awkward. Initial tugs at the wheel are met with an indifferent, rubbery feeling. Then, once you've convinced the power-assisted rack-and-pinion you really do mean business, the body heels over suddenly and the car turns more eagerly than you expect. Understeer starts early and builds so quickly that there is no such thing as a hard-cornering, taut line in this car. The Stanza never feels unsafe—even when you jab the brakes at exactly the wrong time—but it's also never enthralling to drive.

The most entertaining part of the car is the interior. The instrument cluster is one of the most legible sets of needles and numbers money can buy. The radio and heater control knobs are large enough to be operated by humans, unassisted by small pointed objects.

The four-door comes in but one trim level—a premium lining if ever there was one. You get comfy seating, visor vanity mirrors for both the driver and the passenger, two storage bins for each front door (one is neatly hidden in the armrest), deep-pile carpeting, velour upholstery, a six-speaker, electronically tuned stereo with cassette, and a nifty power sunroof. A partridge in a pear tree would feel right at home here.

In fact, the easiest way to improve the decor would be to leave a few things out. We could do very nicely without the tiny pits in the velour that give the upholstery that factory-blemished look, and we'd certainly relieve the door panels of two or three of the six textures with which they're decorated.

It should be crystal clear that we've identified nothing more than a basic family sedan here. In tuning the Stanza to appeal to the broadest-possible audience, charisma is the casualty: there isn't a road-burner bone in this car's body. Fortunately, we won't have to wait long for Nissan to take a serious stab at solving that shortfall: a Stanza replacement will be here before you can say Jack Sprat. If the new car doesn't have its sights fixed on the Accord and GTI leaders of the pack, woe be unto the Nissan nabobs.

—Don Sherman

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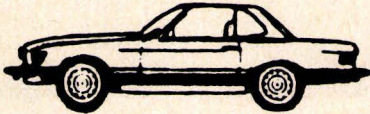
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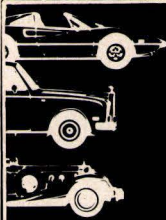


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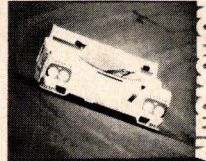
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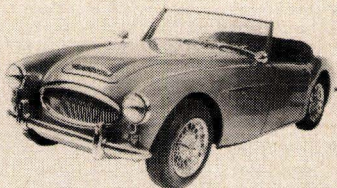
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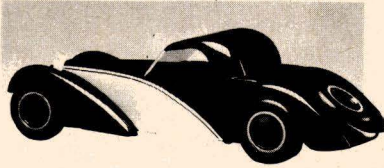
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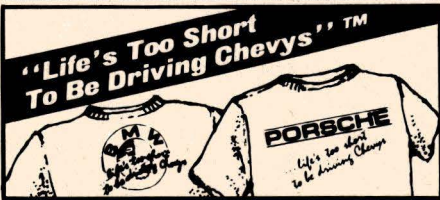
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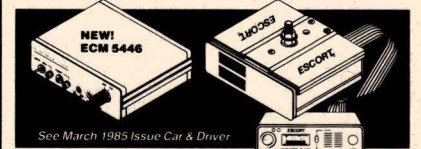


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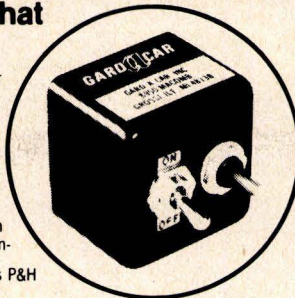
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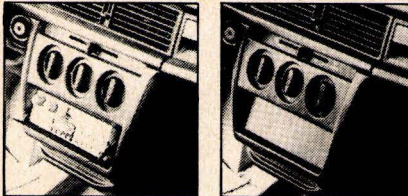


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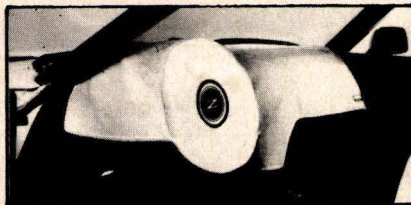
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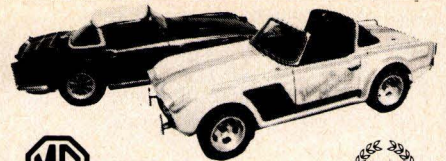
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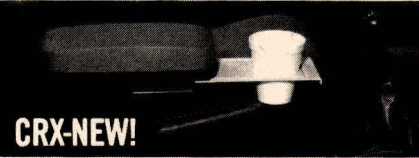
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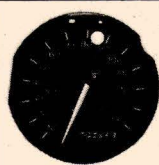
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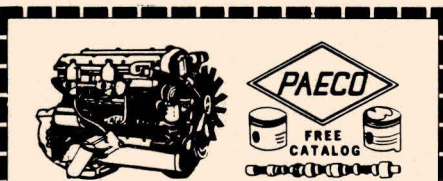
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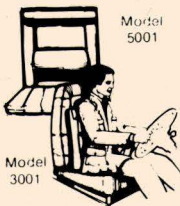
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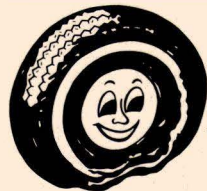
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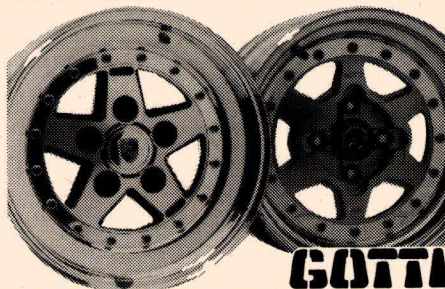
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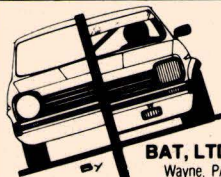
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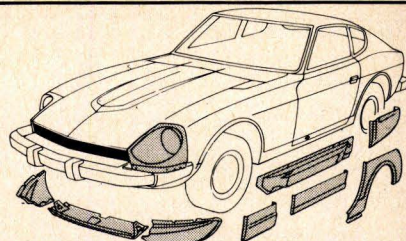
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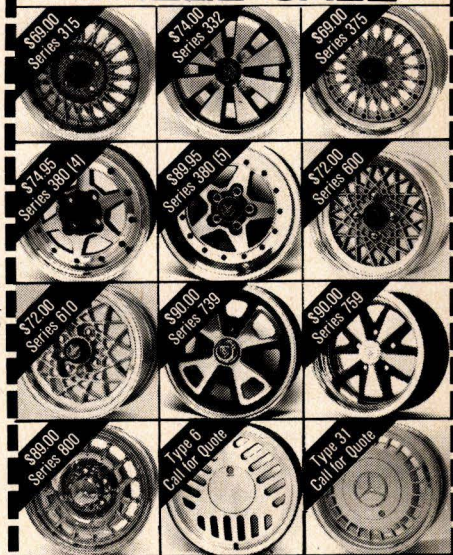
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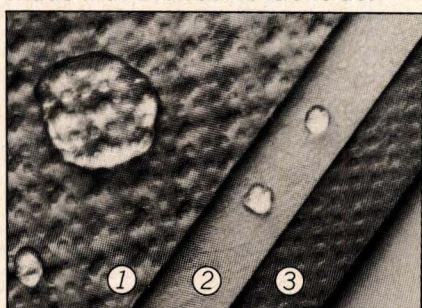
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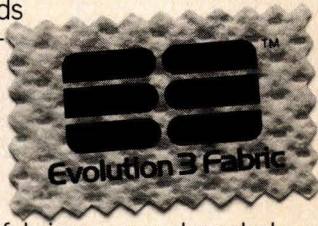
The three layers have the added benefit of making Evolution 3 fabric substantial enough to help protect your car from unexpected hailstorms, rocks, or the all-too-common idiot

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You'll have to look for Evolution 3 fabric. But not too hard. It's very likely there are ads in this magazine for car covers made with Evolution 3 fabric. Just look for the Evolution 3 fabric name and symbol.



It's worth the trouble. Especially if you're one of those people who's interested in details when it comes to your car.

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Hot Times at the Top

A mid-season look at Formula 1 in a hard-hammering year.

BY LARRY GRIFFIN

• Welcome to Spa. We have come to Belgium to see Formula 1 on its most combative track in its most combative year. Even in its current shortened, safety-ized guise, the Belgian circuit is a nightmare, though a treasured nightmare. Germany's old Nürburgring lies fallow, at least as far as Formula 1 is concerned. Revamped and still breathtaking, Spa-Francorchamps now stands alone as the world's greatest natural road course.

Even in this grim age of thousand-

horsepower engines and safety-conscious drivers, Spa still writhes against the dense, towering Ardennes Forest and its rumple of low mountains. The massive, brooding thickets were the site of intense combat during World War II. The pavement still streams out from Francorchamps, whanging from the village out around the valley in the directions of Burnenville, Malmédy, and Stavelot. In the annals of blazing speed, Burnenville, Malmédy, and Stavelot raise stark memories of the narrow, un-

fenced eight-mile ring of public roads. The place was a holy terror.

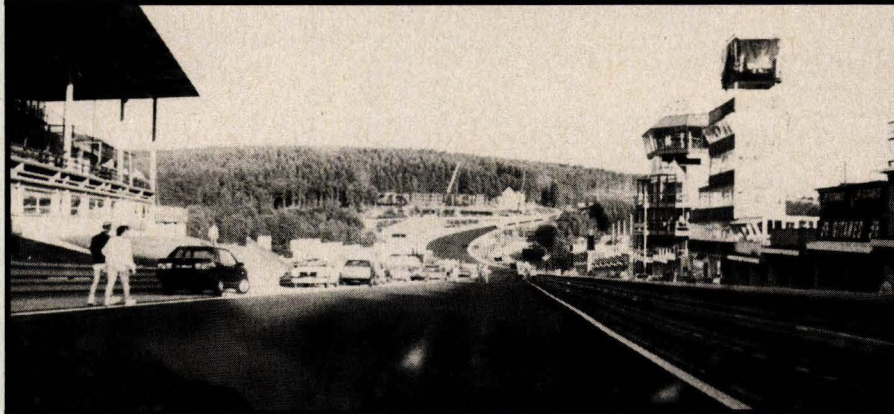
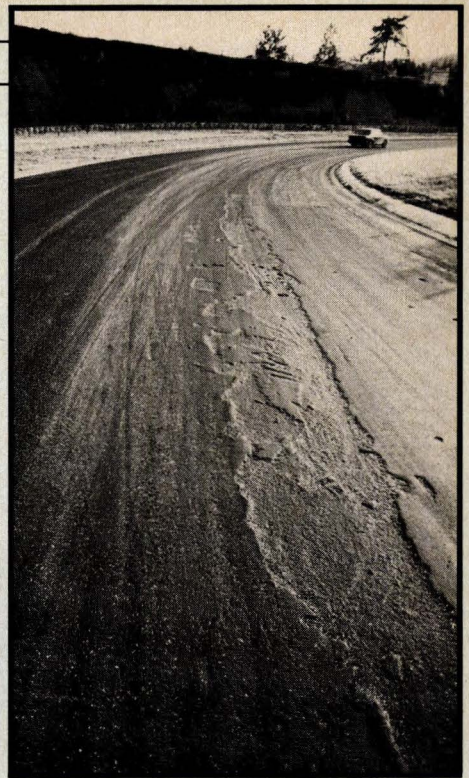
Race drivers once paled at the mention of Spa, but those who lived through the gasp of her first kiss came time and again to savor the rush. By the time the big boys traced her grand contours for the last time in the early 1970s, their spidery Formula 1 cars averaged 150 mph and their streamlined prototypes lapped at 160 mph. Spa was nothing but a slim little slip of a road, but she stretched out long, and her silvery

tongue played a thrilling game. When it rained, her licks turned deadly, and drivers came to know her most intimate touch only in the fearsome flash of life being severed from limb. Spa was the hottest date on the calendar.

Today's Spa, though sparkling brightly, still packs more puckers per mile than any other Formula 1 venue.

Like Spa, Formula 1 is also back with a

whether patching will suffice, a grand and wily survivor of the old days is holed up in the Goodyear motorhome, scuppering a bowl of peanuts. Jack Brabham, Australia's three-time world driving champion, is a gent famous for besting the horrors of the old Spa. He casts a measuring eye out the window at the young lions who challenge today's crumbling four-mile track. Someone notes that McLaren's Alain Prost was



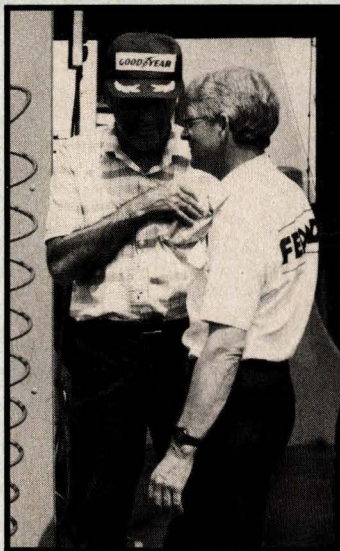
roar. After several years of internecine backstabbing that drained the color from its public face, the World Driving Championship is again highly combative on the racetrack, where it counts. Lotus, Ferrari, and McLaren are eyeball to eyeball. Williams, Brabham, and Renault, momentarily out of the hunt as they descend on Spa, are loath to be left out, and lesser teams such as Arrows, Ligier, Tyrrell, and Alfa are also close to success.

The impending return of former champion Alan Jones fuels the fire. His Lola is being built for a team with massive backing from the Beatrice conglomerate and experienced management from former McLaren major domos Teddy Mayer and Tyler Alexander. For late-season races, Jones's foot will be mashing into a Hart four-cylinder turbo, but next year Jones will be powered by the combined efforts of the Ford Motor Company and Keith Duckworth. Their classic but outclassed normally aspirated Ford-Cosworth V-8 will run its last Grand Prix this year, and Duckworth has drawn up an all-new V-6 turbo for Ford and Mr. Jones.

He is returning at a time notably free of conflict behind the scenes. After years of wrangling, the drivers, the designers, and the team owners have left the rulemakers and the courtrooms behind. This weekend, the drivers are trying to do unto Spa before she does unto them.

Unfortunately, after a round of practice and qualifying, her pavement is popping right out of the ground. In a fit of righteous endeavor, Spa's organizers had the place repaved a month before the GP, contrary to rules requiring 60 days for curing. The breakup of the pavement has rendered the course deadly beneath the F1 cars' big-boost power and high-grip tires.

On Friday, as we await a verdict on



At a time when Formula 1 cars should be qualifying, famed Spa-Francorchamps circuit through Belgium's Ardennes Forest is open to public (above left) because crumbling pavement (above) caused race cancellation. Retired world champion and Spa winner Jack Brabham (left) came to see the new circuit.



the only driver in the morning practice who never so much as locked his inside front wheel while braking into the La Source hairpin. Lesser talents blatantly smoked all four tires.

"Yeah, I think Prost is probably one of the smoothest quick drivers there's been for a while," says Brabham. "I'd like to see him win the championship, because I think he deserves it."

Lotus's young Ayrton Senna won his first GP in Portugal this year, and spent most of the early season claiming poles, but he has few finishes to match.

"Senna's really quick," says Brabham, "and he's stayed on the road up to now, but I just feel that he hasn't got Prost's finesse. He needs to have the rough edges smoothed off. Senna is similar to Nelson Piquet, for instance, in the way he came into it. But Piquet is more polished than Senna. Piquet doesn't appear to be driving wild, not like Keke Rosberg, for instance.

Rosberg's quite a wild driver. He's quick, but he certainly hasn't got the finesse of Prost or Piquet."

And what does Brabham think of teams?

"I think we've got three strong teams at the moment: Ferrari, McLaren, and Lotus. They've got everything goin' for 'em."

Goodyear's international racing manager, Lee Gaug, pops in for a breather from the unusually hot weather. (The toasty temperatures are not doing the pavement any good, either.) A retired marine-corps fighter pilot, Gaug now spends 95 percent of his time straw-bossing Goodyear's Formula 1 program. He speaks crisply, but with the drawl made famous by test pilots, never overstating the situation. He says he's reasonably familiar with all the tracks and all the people. This is like Chuck Yeager saying he's spent some time around air bases.

"This year is quite a bit more successful for us than last," Gaug says. "Of course,

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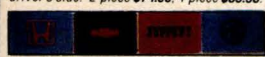
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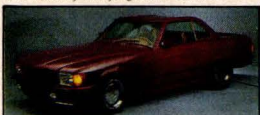
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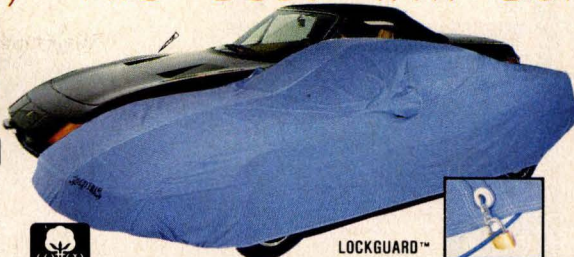
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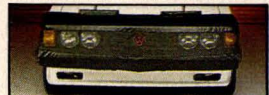
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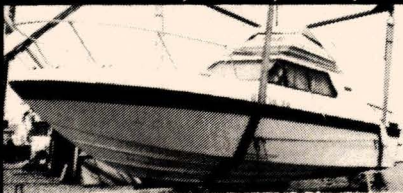


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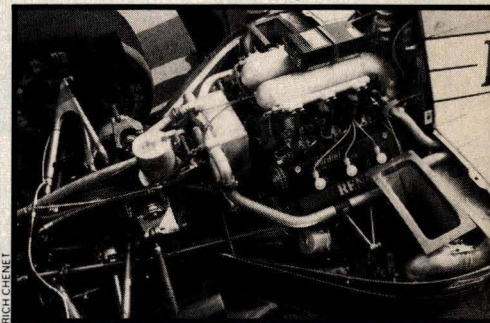
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with Michelin out, we have McLaren on our side now, but that's not really been a deciding factor, because McLaren hasn't been as dominant as last year. Lotus has improved a bunch, Ferrari has improved a very big bunch, and McLaren's going to be pushed this year. Honda's been working very hard on their engines for Williams. If they get them a little better, they're going to climb close. And Arrows, as you've seen, is getting fairly good support, and its BMW engines are strong and the car is fairly well balanced. Alfa has done a tremendous amount of testing and invested a lot of money, and they've improved a ton. They've just recently started using the Bosch fuel-management system.

"I think most of these engines have had



Fuel regs have driven Renault to develop hot engine for qualifying, econo model for racing.

the horsepower to go faster," says Gaug, "but some haven't had the fuel-control systems to let them turn the boost up, yet keep within the 220 liters of fuel allotted per car for the races. That's what made the McLaren's with the Porsche-engineered TAG engines so dominant last year. They were able to go faster longer and not run out of fuel, and they won races. But over the winter, Ferrari has done a tremendous amount of work. They're all better. And since all the top teams are on Goodyears, I'm quite happy.

"Unfortunately, Michelin dropped out, so we can't compare directly, but we have improved our tires drastically. For F1, we switched to radials from bias-ply tires, and we had quite a steep learning curve. You must appreciate the problems that Pirelli has had, and that Michelin had for three or four years before they had a winning tire. Pirelli still is having difficulty, despite having Brabham, one of the best teams in Formula 1. I'd consider that Goodyear has climbed the hill pretty rapidly. We didn't win many races last year for several reasons. First, we had to learn how to make the radials. And we were running against McLaren, which was dominant. McLaren was also equipped with Michelins, which were outstandingly good. Radials, when you learn how to make them, are super. They're consistent in size and performance, they're more puncture-resistant, they're faster, and they wear better.

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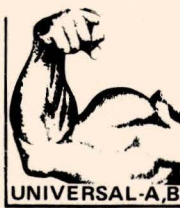
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Four-mile laps at Spa blister qualifying tires (above). When race is postponed, Jackie Stewart (below) immediately waves bye-bye.



be more precise. The equipment requires a high investment. Our bias-ply racing tires are almost hand-built from start to finish, like they used to build tires for passenger cars 30 or 40 years ago. Radial production is much more mechanized. But once you've learned how to build radials, you can roll 'em out like doughnuts."

At that moment, portly British F1 commentator Anthony Marsh sticks his head in the door, drawing a big laugh by asking, "Did somebody say 'doughnuts'?" Marsh's English-language commentary and wry humor have been echoing out of racetrack loudspeakers for decades, but he can offer no late-breaking news on Spa's pavement.

Williams driver Nigel Mansell leans in the door for an update, and Jackie Stewart nips over from his ESPN-TV booth, wanting to leave for home if a race cancellation is announced. Anthony Marsh intones, "I've done Formula 1 for 30 years, and I've never seen a race canceled at the last instant." But he feels it's likely.

Formula 1 safety delegate Derek Ongaro sticks a finger into the pavement up to the second knuckle. He shows the blackened digit to one and all, prompting many rude comments about where he's had it. Anyone can simply pry up the as-

phalt's coarse aggregate with a fingernail.

"That open aggregate was used on purpose," says Lee Gaug, "but that also is one of the reasons why it's breaking up so fast, so easy." As a racing-tire expert, Gaug knows pavement, too. "It was built open because the company that laid it was promoting two unique features: rubberized asphalt, which makes a very grippy surface, and an open pattern, which is supposed to drain water more quickly so the tires don't aquaplane in the rain. Even in the wet, it would not be too slick. The openness is helping it tear up, but after it's cured, I think it would be super."

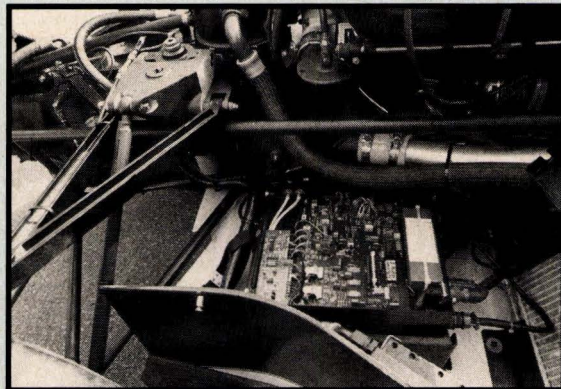
got around the corner and looked in my rear-vision mirror, and it looked as if there was no one else in the race! Something like fifteen cars went off! Jackie Stewart and Graham Hill finished up down inside one of the houses."

Brabham won the race, but he shudders to think what the old circuit would have been like with one of today's turbo cars.

Speaking as a more or less impartial observer, Lee Gaug says, "The horsepower has just got to stop. I don't like the fuel rules or the idea of smaller tires, but it all helps slow them down. They supposedly are getting an easy 1000 horsepower out



Markers (above) in memory of dead drivers dot old Spa circuit. Brabham-BMW computer (above) brings howling 1000 hp to today's venue, but lovers (below) are left in peace when GP is rescheduled.



Jack Brabham talks about rain and the old Spa. "It's not the same course, really, because they've now chopped it in half. In those days we had telegraph posts and trees and houses lining the circuit instead of barriers. So you can imagine how dangerous it would be at today's speeds. In 1966, the race started dry from here, and I got to the top of the hill and started off down the long grade to the big, fast right-hander at the bottom, and I got there at, I suppose, close to 190 mph, and suddenly the road was wet underneath me and there were no warning flags. I think that was probably the biggest fright I ever had in a motorcar... I was lucky: I was the first there and I had the whole road to myself, and I was full lock and the car drifted across the road headed straight for a house. There was a little lip of concrete at the edge of the tarmac, and I just *slliiiiid* until I touched that, and it was just enough to stop the car from going into the house. I

of 1.5 liters. When they go down to 1.3 liters to meet the coming rules, it's going to be *so* expensive! The engines will have to have ceramic insides, and evolution, by golly, is going to get the power up there all over again. They'll wind those things up *so* tight! Even today, if somebody blew an engine passing the pits, something could fly out like a rifle shot and kill somebody."

Jean Sage, longtime team manager of the Renault F1 effort, also thinks little of fuel regulations. Tall and slim, he looks out at the world through bright eyes under bushy brows. He speaks excellent English and knows exactly what he wants to say. "The race at Imola was a disaster for Formula 1 when several cars ran out of fuel. Mr. Balestre wanted F1 to cost less, but his regulations cost us more because we have to build both qualifying and race engines. We have last year's engine, called the EF4B, with the new fuel injection, and we use it for qualifying. We have a new en-

gine, the EF15, with a longer stroke and narrower bore, which needs less fuel, and we are using it in the races.

"It's going to be even worse with a rule limiting cars to 195 liters of fuel. A big fight between drivers, or a fuel system which simply goes wrong, will cause cars to run out of fuel. This will not be very good for F1, which should be the top formula with very few restrictions. It's really taking people as idiots to try to make them believe that Formula 1 has to spare fuel!

"I think our regulations should be very simple," says Sage. "We should have a cubic capacity the car would have to fit in [meaning outside dimensions], and a spec-

ified width of wheels, and that's all. We should leave the engineers free to do different things. At the moment, Formula 1 has so many V-6 engines . . ."

And not one of them will race at Spa this weekend. Early-afternoon Friday turns to late Saturday by the time the postponement of the Belgian GP is officially announced. The decision has been slow in coming, but it is the right one. Finland's Keke Rosberg sums it up: "Look, say you're playing an ice-hockey game and the ice breaks . . . you call it off."

A ride around the course with British photographer Martyn Goddard shows the corners to be rutted deeply enough for

summer planting. Three consecutive days of sun, unheard of in the Ardennes, have gone to waste. Next stops for Formula 1, Montreal and Detroit.

If it's raining, this must be Michigan. Home again. The morning before the Detroit Grand Prix, a soaking sky descends and dumps on the riverfront and the glittering Renaissance Center, leaving few F1 fun seekers to brave the elements with turbos underfoot. With his Renaults tucked under yellow slickers, Jean Sage hopes for a better day tomorrow and better cars down the road for his drivers, Patrick Tambay and Derek Warwick.

"What has changed since last year is that Gérard Larrousse, who was in charge of our racing program, has gone to Ligier with our former engineer Michel Tétu," says Sage. "Tétu had already designed the monocoque and suspension for our RE60. The main problem was that it was too heavy. It's very difficult to make a car lighter without weakening parts, but we got the car down to 555 kilos for the weigh-in at Spa, which is not too bad, and Patrick did a good fourth place on the grid on Friday before the race was called off. And as you've seen since, in Canada, he did about two-thirds of the race in fourth place, which was not bad. He was not too far from Alboreto, and we will have for the French Grand Prix a car we're going to call RE60B, which is going to be at the weight limit. Patrick will have this car first because he has more points than Derek."

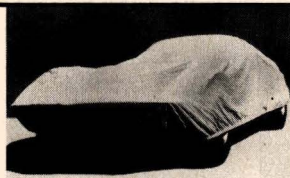
Sage looks slightly shocked when told that most insiders consider Nelson Piquet the best driver in Formula 1.

"I don't think Piquet is the best," says Sage without malice. "I think Prost is maybe the best. [When Prost left Renault two years ago under unhappy circumstances because his steady wins had brought no championship, his beef was largely with the now departed Larrousse.] Yes, I think Prost is the best, if not beaten at the moment by Senna at Lotus. For our drivers, Derek is very good on tight courses, and Patrick has been very, very good always on very fast tracks." No lover of tight, bumpy tracks, the good-humored Tambay tells CBS's Chris Economaki that racing in Detroit is like two hours on the bull at Gilley's.

"Our engines are our strong point," says Jean Sage. "The other teams that use our engines are also very happy. Lotus, which has the best chassis today, is in a position to win on each track with our engines. We don't build the engines for Lotus and Ligier in our Renault workshop because it's not big enough. We have a machine workshop about a two hours' drive from Paris doing it. They were making parts for us, and they want to do *so well*, to prove that they're better than we are. In fact, I really think they build the engines better than we build our own!

"I think the strong, coming team at the

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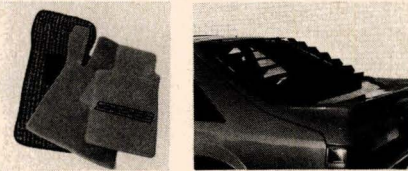
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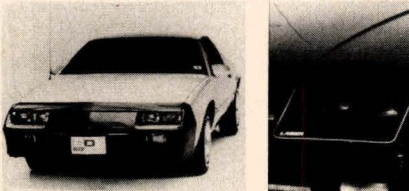
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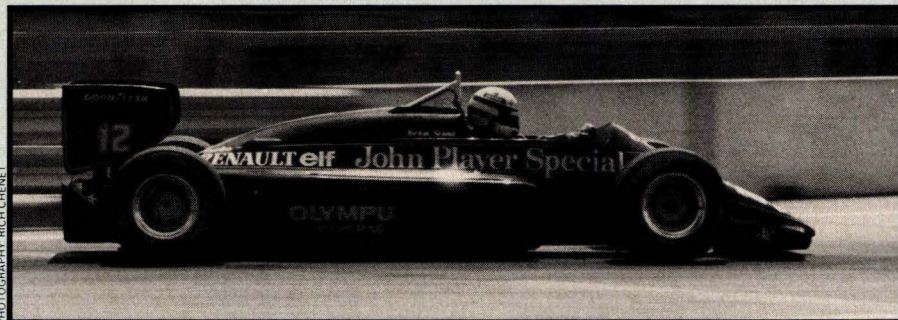
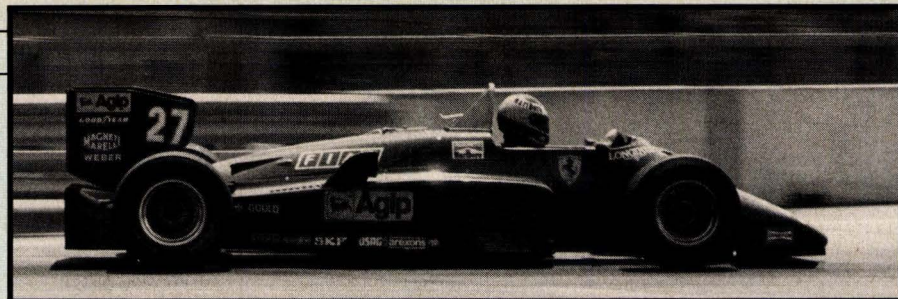
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moment is Ferrari," says Sage. "They were strong in Canada. When Patrick caught Stefan Johansson, who was not warned by his pits, Johansson put in more boost and went away. The Ferrari is the most powerful engine and the most usable—is that possible, 'usable'? Drivable! Yes, the most drivable, because maybe the BMW four-cylinder is as powerful as the Ferrari V-6, but using the BMW engine in the Brabham seems terrible at the moment. Maybe it has something to do with Brabham's tires, huh? I think they have lots of trouble on tight tracks to warm up their Pirellis."

Inside poop, however, has it that Brabham's woes stem less from the tires and the engine than from the chassis. Sadeyed BMW *turbomeister* Paul Roche's long face masks a rousing sense of humor honed in Munich beer halls. He handles prying questions smoothly: "We have no problem at the moment with the engines. Our problem is the combination: tires and downforce. We have done in the winter a lot of development work to get better engine reliability, and now they run more power. The race power, oh, between 800 and 850 hp. For qualification, we are between 950 and 1000 horsepower that we can use. We have two types of engines, one for fast circuits and one for slow. The power band starts at about 7000 rpm for the fast circuits and about 6000 rpm for the slower ones. But we have a lot of



PHOTOGRAPHY: RICH CHEENE

Although McLarens dominated 1984 season with one dozen wins between world champion Niki Lauda and runner-up Alain Prost, new technologies of (from top) Michele Alboreto's Ferrari, Keke Rosberg's Williams-Honda, and Ayrton Senna's Lotus-Renault have turned '85 season into rat race.

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wheelspin, and torque will not help us today in this wet. We can normally use 100 horsepower more at 7000 rpm, but it's too much right now in Detroit with the rain."

And what about Arrows, which uses the BMW turbo for Gerhard Berger and Thierry Boutsen?

"They run much better now than last year," says Roche, "and the thing is, they



Senna debriefs in Detroit with Lotus's Peter Warr (standing) and Gérard Ducarouge (left).

earned their way up. They know more about turbo engines now, they know more about what they can do with them. I think each team has to learn how to handle turbocharged engines. Next year, they will be better again.

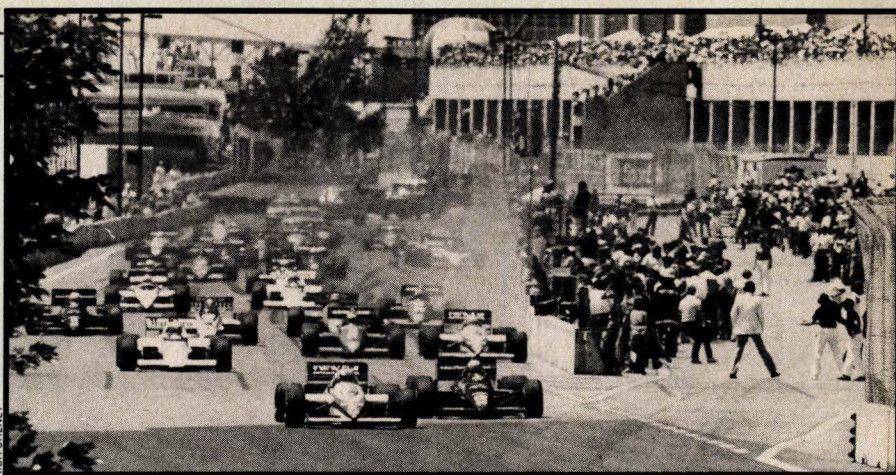
"But next year the consumption rules will drop the average power down between five and ten percent. I hope it's not so bad for the four-cylinders as the other ones," Roche says with a laugh. "The Ferraris have a very powerful engine and very low fuel consumption, and they have a six-cylinder! I think they have done a bloody good work!"

The pastime of F1 teams is giving fits to the competition, and computers see to the job for them. "Every single one of them has computers of some sort," says British journalist Michael Tee. "All of them are a little bit cagey, but probably the most sophisticated is the Renault unit. They are pumping everything straight back to Paris, and getting instant replies. The McLaren computer last year was probably the best, but they're all moving in different directions, and the simple technology that we all once understood seems to have gone completely out the window."

One thing that's never passé in F1 is a driver who consistently puts gift and grit together when circumstances fit. Whenever a street circuit presents itself, Nigel Mansell is sure to be up front.

"I think I always go well at places like Monaco and Detroit," the Englishman says, "because I run the same pace on street courses that I run everywhere else, but everybody else slows down."

When Mansell first came to Williams last winter after his friction-fraught tenure with Lotus, he tested designer Patrick Head's 09 Williams-Honda chassis, which Keke Rosberg had been knocking all year for understeer. After a half-dozen laps with



After pandemonium of Detroit start (above), Williams's Keke Rosberg (below right) beats Ferrari's happy, ascendant Stefan Johansson.



useful power oversteer, Mansell told Frank Williams that what the car had wasn't an understeer problem but a throttle-lag problem. Keke had been pitching the car sideways into corners and standing on the throttle, but by the time the boost came up, the car nosed irretrievably into stubborn understeer. Driving with more empathy for adhesion at the front, balancing the car more carefully, and getting on the throttle earlier, Mansell called up oversteer at will. So much for 09's bad reputation.

One observer says flatly: "Rosberg is not a good test driver. And the control of the Honda horsepower made it even more difficult—though the BMW evidently has the most uncontrollable power around. But if Rosberg had been teamed with a tough, analytical guy like Jones or Niki Lauda, his results would have been better. But Williams's biggest problem is still that Honda's engine hasn't come along as fast as some of the others'."

The Detroit race may change all that. A source close to Williams mutters an aside: "If you were to say that the new Honda has a longer stroke for better response and fuel efficiency, you would not be wrong."

True to his rep, Mansell qualifies his Williams-Honda on the front row alongside pole sitter Ayrton Senna's Lotus-Renault. Savoring the Honda V-6's new vitality, Keke Rosberg qualifies fifth and charges into the lead. He defeats the Johansson and Alboreto Ferraris. Mansell, Senna, and Prost each crash on the pesky marbles at Turn Three. Despite his reputation as a lunatic at the wheel, Rosberg's

Racing around the Corner

SEPTEMBER

- 15 NASCAR Delaware 500, Dover Downs International Speedway, Dover, Del.
- 15 SCCA Bendix Brake Trans-Am Championship, Saint Louis International Raceway, East Saint Louis, Mo.
- 21 SCCA Budweiser Forest National PRO Rally Championship, Chillicothe, Ohio
- 22 NASCAR Goody's 500, Martinsville Speedway, Martinsville, Va.
- 22 CART/PPG Detroit News 200, Michigan International Speedway, Brooklyn, Mich.
- 28 FIA San Remo Pro Rally, San Remo, Italy
- 28 SCCA Playboy United States Endurance Cup, Mid-Ohio Sports Car Course, Lexington, Ohio
- 29 NASCAR Holly Farms 400, North Wilkesboro Speedway, North Wilkesboro, N.C.
- 29 SCCA Bendix Brake Trans-Am Championship, Sears Point International Raceway, Sonoma, Calif.
- 29 IMSA Camel GT/GTO/GTU, Kelly American Challenge, Watkins Glen Circuit, Watkins Glen, New York

OCTOBER

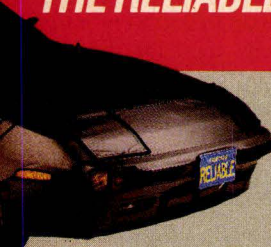
- 4 NHRA Fallnationals, Phoenix, Arizona
- 6 NASCAR Miller High Life 500, Charlotte Motor Speedway, Charlotte N.C.
- 6 CART/PPG Laguna Seca 300, Laguna Seca Raceway, Monterey, Calif.
- 6 IMSA Camel GT/GTO/GTU, Champion Spark Plug Challenge, and Kelly American Challenge, Columbus Motor Speedway, Columbus, Ohio
- 13 IMSA Renault Cup Trophy, Road Atlanta, Gainesville, Ga.
- 13 IMSA Firestone Firehawk Endurance Championship, Watkins Glen Circuit, Watkins Glen, N.Y.
- 18 SCCA Champion Spark Plug Road Racing Classic, Road Atlanta, Gainesville, Ga.
- 18 NHRA Winston World Finals, Pomona, Calif.
- 20 NASCAR American 500, North Carolina Motor Speedway, Rockingham, N.C.
- 25 SCCA Budweiser Press On Regardless PRO Rally, Houghton, Mich.
- 29 FIA Côte d'Ivoire Rally, Abidjan, Ivory Coast

career has brought wins in the mazes of Monaco, Dallas, and Detroit.

The French GP at Circuit Paul Ricard brings a bolt-from-the-blue win for Piquet's Pirellis and Brabham-Bimmer. Rosberg, Prost, Johansson, and Lotus's de Angelis follow them home. The British GP at Silverstone finishes with Prost, Alboreto, and Ligier's Jacques Laffite on the rostrum. Prost is closing on Alboreto's points lead. Prost has won three GPs this year, and Alboreto, de Angelis, Piquet, Rosberg, and Senna one apiece. So far, eight races, six winners.

This is a season of hot dates. With Spa's second chance set for this fall, she may be the first to kiss the 1985 world driving champion. Watch her tongue, guy. ●

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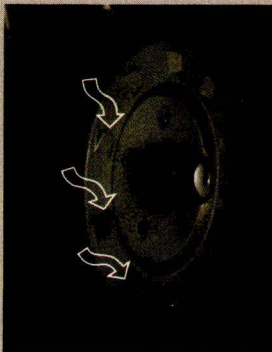
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PATRICK BEDARD

Yes, we have no radios.

• Archaeologists are always poking around in old caves and tombs, looking for signs of advanced civilization. They say you can tell just by reading the writing on the walls. I'll bet they'd have a terrific time in New York City. They wouldn't even have to dig. The signs are right on the street.

You see the best ones in the windows of Audis. Mercedes and BMW owners are too restrained. Audi owners are the kind that archaeologists would seek out, because they tell it exactly like it is. In big print, too. I was walking on First Avenue the other day, past New York University Hospital, when I spotted a sign of advanced civilization in the sloping back window of a sand-metallic 5000. It was written with a Magic Marker on butcher paper. It said, "No Radio of Any Kind Inside—Already Stolen." Another rendering just like it rested on top of the dashboard.

Such an all-encompassing denial was rare in itself. The verbal shrug at the end—too late, guy, too bad—made it a real find. Plain old "No Radio" signs are as common as parking tickets, sometimes two to a block. I'd seen so many, I began to suspect a trick. Do owners figure the thieves break in first and then look for the radio? And if you put up a sign warning of an empty hole, they won't break in, is that the idea? So that's the way you save your stereo: you post a sign that says you don't have one. Come on, you can't con a crook.

The next "No Radio" sign I saw was on a Peugeot. I walked over to it, expecting to peer in and see the familiar knobs and buttons in the middle of the dash. Nothing was there but a raw hole, spewing wires.

It all reminds me of the Italy I heard about in my adolescence from returning vacationers. They spoke of the wonderful-

ly advanced civilization that had taken root on that soil centuries ago and the marvelous architecture and paintings that it had created. But you had to be careful. Don't drink the water or park your car.

New York is not that advanced. You can still drink the water. But if you're coming to visit, well, I used to advise parking in New Jersey. Now I say western New Jersey. A guy I know stopped at a diner on Route 17 somewhere between Ramsey and Ramapo. While he was noshing, the perps gained entrance to his vehicle (a Saab) by throwing a Holley four-barrel through the passenger-side window. After a closer look, they decided his radio wasn't worth the trouble, and satisfied themselves instead with the Escort he had hidden under the front seat.

It used to be, if you had a decent car—thieves prefer Mercedes, BMWs, Cadillacs, Corvettes, Jaguars, Saabs, Volvos, and the like—checking into long-term parking at Newark airport was like taking a number for the chop shop. Airport parking and a lot of other necessities around this city are handled by a joint New York-New Jersey venture called the Port Authority, which has its own police force. The superintendent is Henry DeGeneste. I called him to see if things had changed, and he told me the measures they're taking. They have regular patrols. They investigate every alarm that goes off. If they see a vehicle driving around, looking as if it's scouting the take instead of a parking place, they approach it.

"But in a lot with 5000 cars," he says, "you can't see everything. I'd caution anyone with an expensive car—whether they're going to the airport or a stadium or a shopping center—that they attract individuals who want to break in." Thieves know that expensive cars tend to have expensive stuff inside. They have stereos that are worth good money on the street.

"We don't get many hubcap reports anymore," DeGeneste goes on. "Cars don't have hubcaps. Now they have alloy wheels. And they're too much trouble to take. You need a haul-away vehicle. Stereos you can take out in a shopping bag or a suitcase. Nothing suspicious about that."

Who are the perps? "Mostly youngsters. You catch a juvenile, he's charged with juvenile delinquency, and he's back out doing business, probably in a day or so. Some of them are free-lancers who sell on the street. Some of them are entrepreneurs who steal to order."

While not absolving airport parking lots, DeGeneste figures any place with a choice selection of cars can be trouble. If irony would help his point, just a few nights be-

fore, he parked his Dodge Aries on Columbus Avenue in Manhattan and went into a restaurant. Somebody tried for the telephone on the console. In Manhattan they usually smash a window, probably because it's quicker, but this must have been a slim-jim job down between the glass and the door. He came back to find the alarm wailing. It was connected to the phone itself, and it also rings down at headquarters. The lifters obviously didn't know whose car they were hitting, but they were wary enough to leave without the phone.

As a general rule, Detroit cars don't get hit much for stereos. The units tend to be big and oddly shaped. Europe's advanced civilization, on the other hand, has produced the universal DIN-specification mounting. Thieves love these small units, held in with only two clips: *bash! pry!* and they're gone. "Takes ten seconds," DeGeneste says. And one size fits all, so the marketing is easy.

I keep wondering what happens to all of these stereos. The N.Y.C. police have an Organized Crime Control Bureau, and it has an Auto Crime Division, and it has Captain Gilmartin, who says, "Some are sold on the street to individuals who can't afford new ones. Some are sold through repair shops to the same people they were stolen from in the first place. Because these people have to replace those items."

Gilmartin and DeGeneste both express the same frustrations. Gilmartin says, "Once an individual gets items out of the car and away from the scene, a police officer can stop the individual and question him regarding those items, but he has no means of connecting them to the car. We've grabbed guys with ten or fifteen Cadillac bumpers. They all look alike. We can't do anything. Can't prove they're stolen. We know it, but we can't prove it. We're in the business of going before a judge and having to prove that an individual violated the law. The individual doesn't have to prove that he didn't."

Unlike bumpers, stereos have serial numbers, and the numbers make each one different, and therefore traceable. But Catch-22: nobody knows the serial number of his stereo. DeGeneste says they've confiscated as many as 200 car stereos in a single sting operation and can't prove any of them are stolen because they can't trace even one back to an owner.

Carmakers are responding in their own ways. For 1986, all Mercedes-Benz radios will have what press officer A.B. Shuman calls the "self-lobotomy" feature. If they're removed without certain precautions, the electronics inside are scrambled and will never work again. I ask if he thinks the thieves read the M-B tech bulletins and therefore will know not to take the radios. Shuman reminds me that thieves have their own civilization, and it's very advanced. The lifter sells something; if it doesn't work, the fence comes back to explain his dissatisfaction by hand. ●

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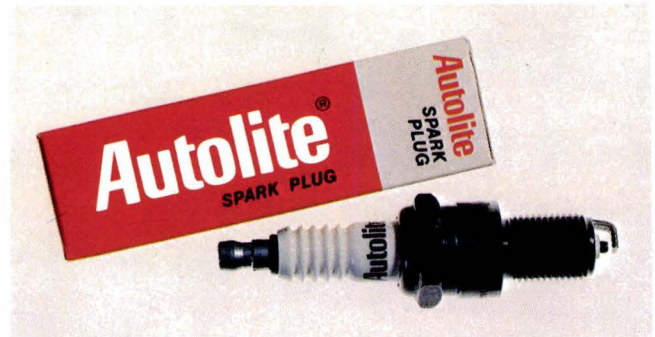
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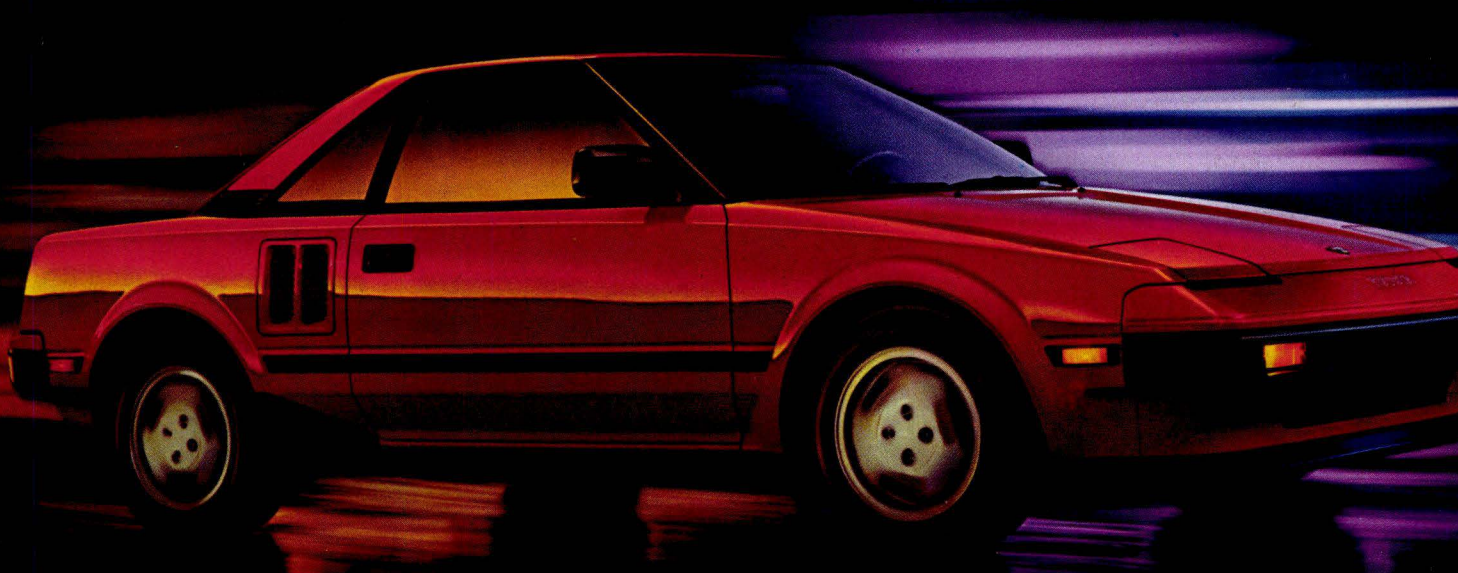
support. Full instrumentation is unobstructed. And special options include a moon roof and a startling AM stereo/FM/MPX stereo receiver with an auto reverse cassette.

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