

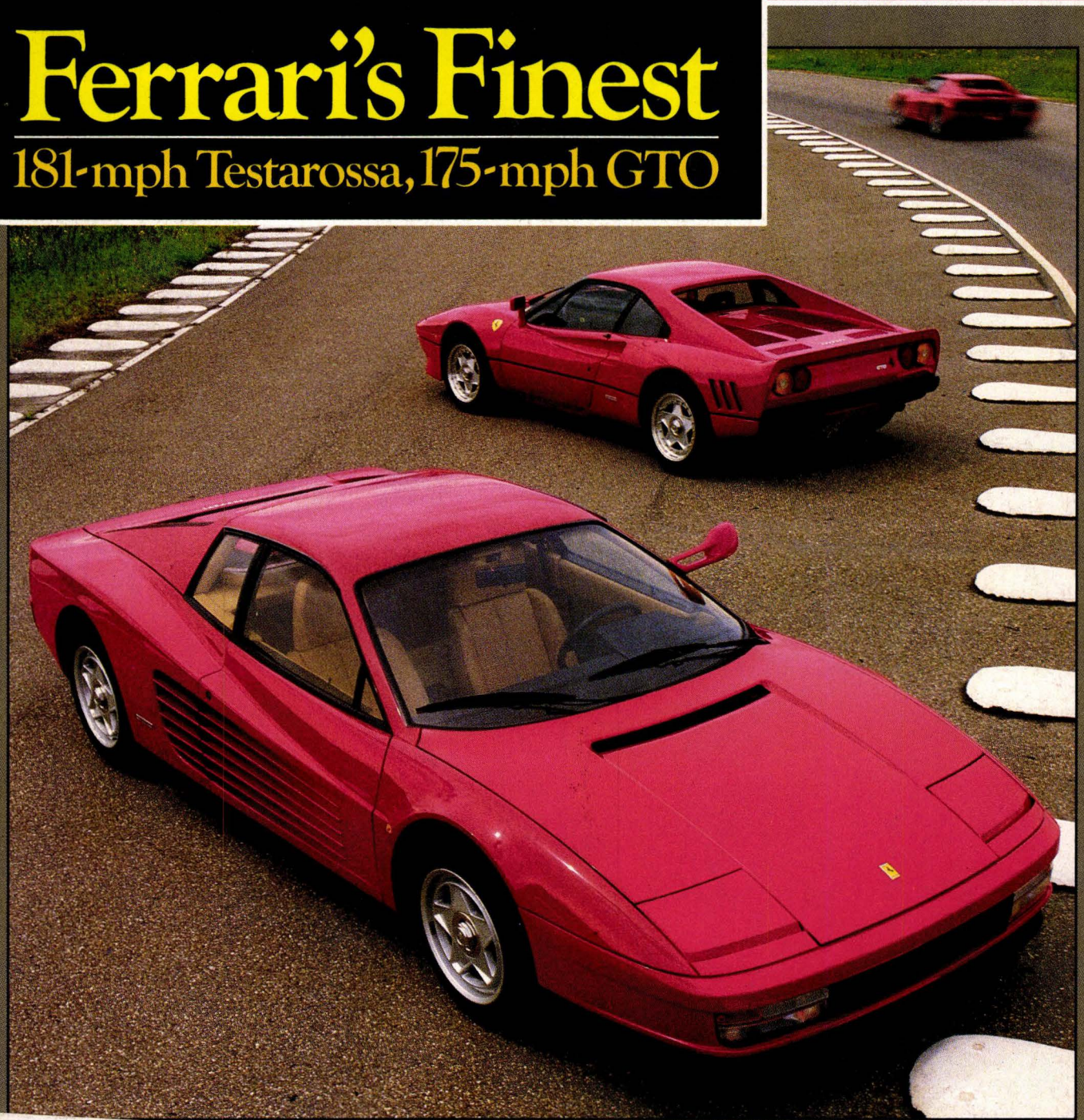
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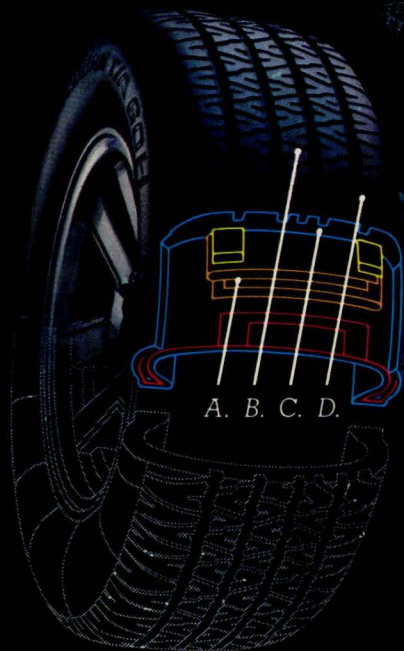
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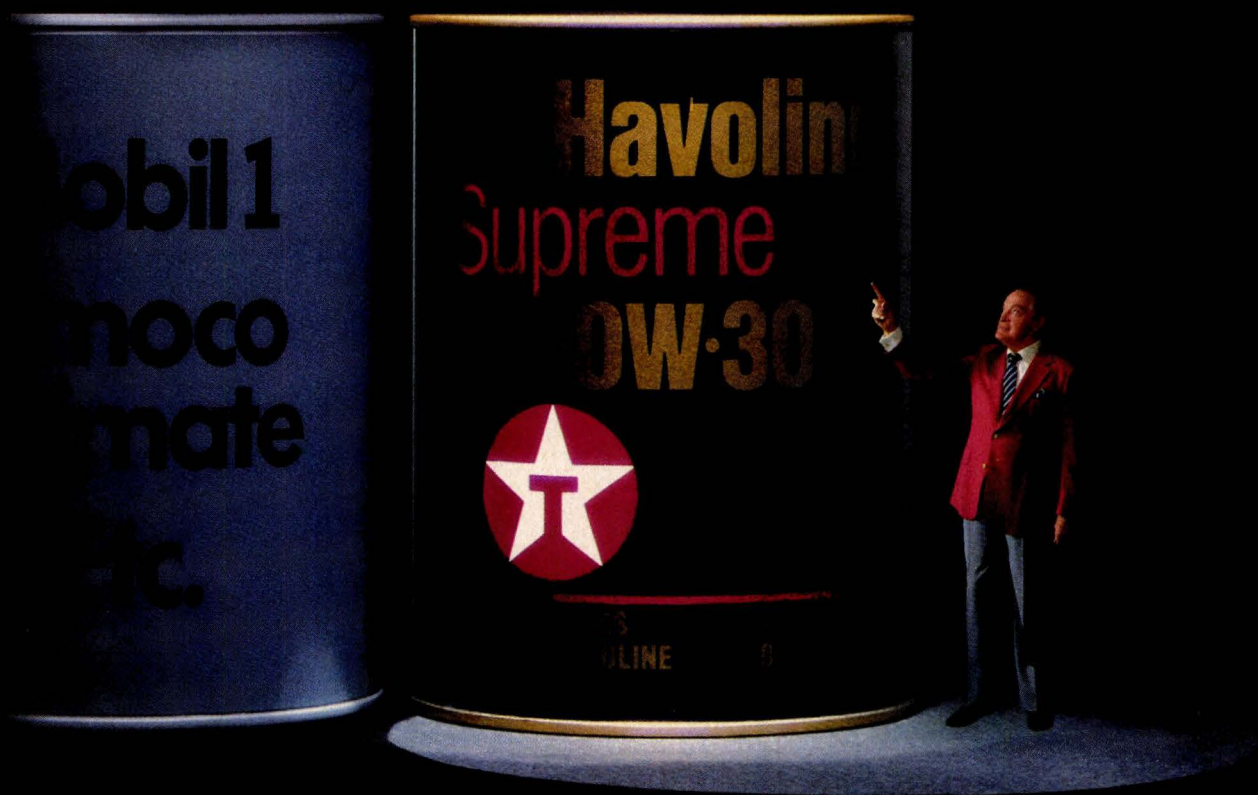
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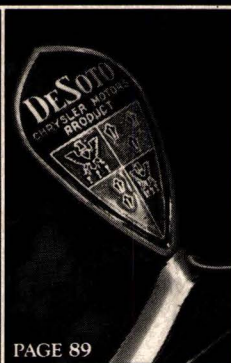
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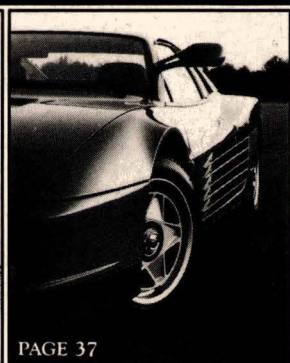
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Car and Driver, ISSN 0008-6002, is published monthly at 3460 Wilshire Blvd., Los Angeles, California 90010, by CBS Magazines. Second-class postage paid at Los Angeles, California 90052, and at additional mailing offices. Authorized as second-class 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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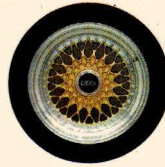
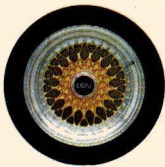
SPORT

- 141 **LONG DEALS ON HOT WHEELS** Introducing the latest in cheap little Renaults. This one even comes with its own race series—by *Rich Ceppos*

Cover photography by Martyn Goddard



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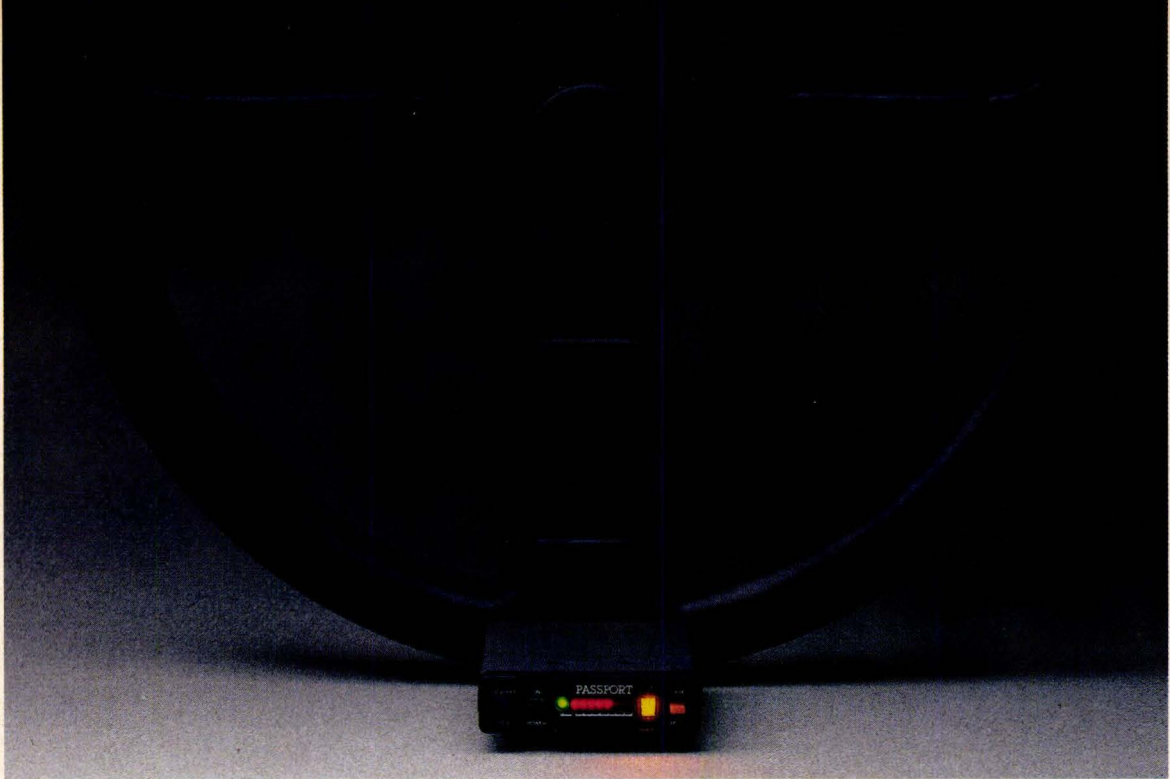
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Small Wonder

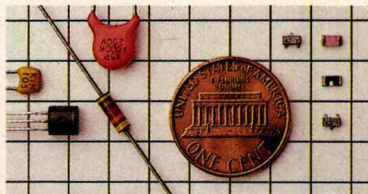
At last, *pocket-size* radar protection.

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

leave PASSPORT fully armed for the next encounter. You get the complete radar picture.

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How Nissan's fiber optics technology is lighting a new way for control systems.

As more and more electronic controls have been added to automobiles, the electronic circuitry for these systems has become more complex and increasingly bulky. Yet, as the need increased for more room in which to put this circuitry, the size of cars has been decreasing.

The result: less room for the circuitry and more problems in areas such as design and manufacturing.

To solve this problem Nissan has turned to the technology of fiber optics. Today, fiber optics is playing a major role in areas such as the space program and communications, and now Nissan has adapted it to the automobile.

USING LIGHT TO TRANSMIT SIGNALS.

With fiber optics, thin strands of glass or other optically transparent materials are used to transmit light within a certain frequency range. This allows fiber optics to be used in the same way that metal waveguides or coaxial cables are used to guide electromagnetic signals. And, because fiber optics are light in weight and require less room, they offer the ideal solution of putting more controls into less space.

ELIMINATING ELECTRICAL INTERFERENCE.

Another problem that fiber optics solve is called crosstalk. This occurs when signals from one wire jump over to another causing the signals to be jumbled. This can affect a car's performance in many ways, from the sound of your stereo system to the reading on your speedometer.

Because optical transmissions through glass or plastic fiber are immune to electrical interference they can eliminate crosstalk. Thus, the systems in an automobile can function the way they were designed to.

TURNING ELECTRICAL SIGNALS INTO LIGHT AND THEN BACK AGAIN.

One example of how Nissan is using fiber optics can be found on the 300 ZX. On the steering wheel are switches for the Automatic Speed Control Device and the audio system. Signals from the steering wheel mounted controls are converted to an optical signal through the use of a signal transmitter and Light Emitting Diode attached to the wheel.

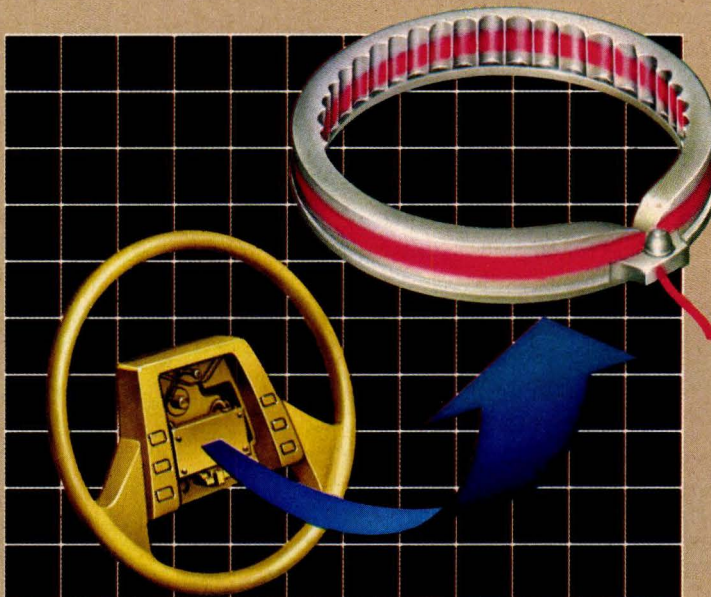
Through an optical ring, the signal is transmitted to a photo-transistor on the steering column. Light is re-converted into an electrical signal by the photo-transistor and is sent to an amplifier. The signal from the photo-transistor is then amplified by the head amplifier and sent to the receiver. The receiver then controls the Automatic Speed Control Device and the audio system.

All this happens at the speed of light. Which means there is virtually no delay in sending signals.

TECHNOLOGY THAT MAKES A DIFFERENCE.

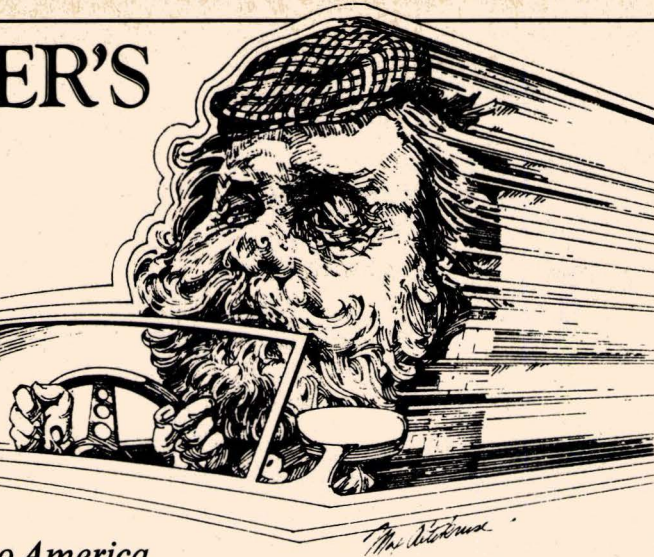
Nissan will continue to expand the use of fiber optics along with many other technologies. It's this dedication that has resulted in real differences that make Nissan cars and trucks better performers and bigger values.

Differences like independent rear suspension which you will find on every Nissan car. Differences like the sophisticated, computer-controlled, 4-speed automatic overdrive transmission in our 300 ZX and zero scrub-radius suspension on the 200 SX. In fact, you'll find hundreds of innovative advances with Nissan. All because we're lighting the way for new advances in technology.



THE NAME IS
NISSAN

DRIVER'S SEAT



Rover returns to America.

• Whether they like it or not, most of the world's car manufacturers have to do business in the United States. Everybody from giant Toyota to tiny Porsche relies very heavily upon revenues earned from sales here in the Big PX. After years of trial and error, after some famous successes and some equally memorable failures, virtually everybody seems to have pretty well broken the code for exporting cars to the United States, distributing them once they land here, and then getting them sold at retail.

Thus, it is with a certain sense of *déjà vu* foreboding that we celebrate the impending arrival of the new Rover sedan, code-named XX, developed in conjunction with Honda and using an important array of Honda components, and ultimately slated to replace the aging Rover SD1, which Americans may know as the 3500. *Déjà vu* and foreboding because our British cousins have chosen to distribute this important new product through a retail dealer based in Florida, a course of action that seems to be a replay of all the British automotive-marketing mistakes made here in the colonies since the first Austin A40 sedan came rolling off a ship in 1947.

Honda will sell its own version of the XX in this country, and you can rest assured that Honda has not asked some retailer in Cheyenne, Wyoming, to set up its distribution. Most economists agree that BL's joint ventures with Honda (the Civic-based Triumph Acclaim and the Rover 213, and now the new Rover XX) are all that have kept the government-owned firm afloat in recent years, and one wonders why BL's management didn't ask Honda for a little distribution advice while they were at it.

If it were not for my concerns about the distribution arrangements, I'd predict a bright future here for the new Rover. I have been allowed to examine the prototypes twice, in visits to England about ten months apart, and what will most likely be called the Rover 600 is an extremely promising automobile. It looks like a cross between the current Mazda 626 sedan and the Audi 5000S, defined and given identity

by the incorporation of several very strong Rover 3500 styling cues. And while it's true that the attempt to launch the Rover 3500 in the United States was one of the most avoidable disasters since the Dieppe raid (only about 600 were sold), the 3500 is a very highly regarded motorcar in the rest of the Western world and that styling relationship won't hurt it a bit.

It's safe to assume that the Honda version will be a more Japanese-American car than the British model. The Rover makes a gutsy, vivid architectural statement, while the Honda shape will undoubtedly be safer, more homogenized in appearance. Both British and Japanese versions will be powered by transverse 2.6-liter Honda V-6 engines, but the Rover will also be available with several two-liter variations of BL's O-series four-cylinder engine. The V-6 is reported to generate something on the order of 150 horsepower, while the fours will range from a carbureted version at 104 horsepower to a turbocharged unit that will deliver about 170. Power will be transmitted through either a British-built Honda five-speed manual box or a ZF four-speed automatic.

Until the three Honda products came along, BL was nobody's idea of a car company with a great future. Austin, Daimler, Jaguar, Morris, MG, Rover, Standard, Triumph, and Wolseley all disappeared by various paths into the great stew that was once called British Leyland, then shortened to BL.

Jaguar, largely due to the talent and toil of one John Egan, chairman, has managed not only to survive, but to prosper, and finally to extricate itself before any irreparable damage was done. Jaguar now goes its own way, and from everything we've been able to ascertain has never been healthier, nor built better cars.

Land Rover has been made a separate division, selling Land Rovers, Range Rovers, and the several variations thereof. Virtually everything else got lumped into a new organization called ARG, which is not a misspelling of what the bad guys used to

say to Buck Rogers, but actually stands for Austin Rover Group. Nonetheless, the Europeans, with their passion for acronyms, are undoubtedly going around pronouncing it "Argh," never realizing how much that amuses fans of the old Buck Rogers comic strips.

ARG's chairman, Mr. Harold Musgrove, is an energetic man who appears to be motivated by the need to look and act like a captain of industry. His eyes are fierce and his conversational style abrupt, peremptory. He does not say, "Well? I'm a busy man! What do you want?" But the meaning is clearly implied. He is a production engineer, a lifetime Austin employee, and the author of the latest plan for U.S. distribution, having flown over in person to organize it. It is possible that he maintains the stern, no-nonsense mien because the three years of his stewardship have been years of unmet sales targets, declining share of market, and increasing unwillingness on the part of Her Majesty's government to come up with the cash. He cannot be a happy person.

But Mr. Musgrove's Dickensian snappiness aside, I must say that he has built an organization reeking of competence and congeniality, an English car company quite unlike any other I've ever known. Traditionally, most British cars have been built by eccentric tinkerers, lovable but inept; or by hopelessly out-of-touch Colonel Blimps and Bertie Woosters who believed all kinds of things about cars that were patently not true, and generally returned from lunch at about 3:30, pissed as newts. I have met two of Mr. Musgrove's small inner circle of lieutenants—managing director Andy Barr, and director of design Roy Axe—and these are guys who'd cut a swath in any company.

Andy Barr is another production engineer who worked his way up from the shop floor, a wry, funny Scot. His vision of the future is all CAD/CAM and sighted robots, and he has embarked on an extremely ambitious program to make ARG one of the world's most sophisticated and committed users of state-of-the-art technology to build cars. He's filled the place with alert young guys from the technical universities, all communing with computer terminals.

Roy Axe is a car designer who made his bones with the late Rootes Group, doing Hillmans and Humbers and the like, who subsequently spent ten difficult but rewarding years at the Old Chrysler Corporation, and who is a real red-blooded car enthusiast—a Ferrari 308 lurks in his garage at home. His studio is comfortable, and a no-sweat kind of cheerfulness permeates the place. His dedication to modern methods is as total as Andy Barr's.

I sincerely hope that the dedication and happy-warrior zeal of men like Andy Barr and Roy Axe will prevail. If Japanese dedication and zeal—and technology—can help, more power to 'em.

—David E. Davis, Jr.

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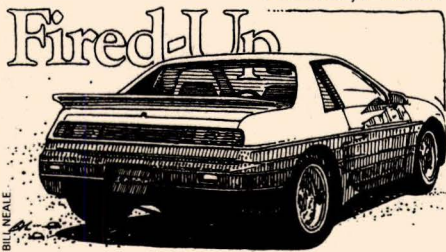
At the end of which Ed. performs a valuable public service.

LEAD-BALLOON DEPT.

So, the "Iron Duck" can be made to perform ("Motorsports on Parade"). But at what a price—\$19,000 to \$36,000! This valueless antique powerplant was introduced with the brand-new Chevy II in 1960 and was wisely rejected by consumers at that time in favor of the six-cylinder. Twenty-five years later it is reintroduced in Pontiac's "sports car," the Fiero. And, no, the pushrod V-6 isn't the answer, either. When will the General produce a "modern" engine (with double overhead cams, four valves per cylinder, Bosch fuel injection, aluminum castings, etc.)?

I suppose the next technical innovations they'll loudly trumpet will be side valves and crank starters!

Charles T. Lean
McHenry, Illinois



What are you trying to do? Destroy what little credibility the press has? First it was a twin-engined Honda, and now those absurd Fieros. When are you guys going to put something real on your cover? Your glowing story fails to point out that the "Super Duty street fighter" cannot legally tread any street in the U.S.A.: those great GM engineers forgot the smog plumbing. In order to make it legal, an additional \$1000 or so would have to be added to the price and about twenty percent removed from its just-average performance.

I'd like to see the majority of your magazine dedicated to real cars. Not to things that make you appear to be an industry shill. After all, your name is not *Car Maybe and Driver Someday*.

Dave Warnick
Albright, West Virginia

Please! Don't print another issue with Fieros in it. Why must you torture me?

Chris Castellon
Haltom City, Texas

JETTA LAG

First you name the Audi Coupe GT as the best sports coupe, raving about its smooth handling. Now you describe the VW Jetta

GLI as a super sports sedan, superior to a Mercedes 190. Next you may discover that the VW Quantum GL5 is the ultimate combination of both. This Quantum has the same engine, manual transmission, and suspension as the Audi Coupe GT, but like the Jetta it comes as a four-door sedan. It is an Audi Coupe GT in sedan clothing, plus it is equipped standard with all the extras—at a price \$4000 lower!

I've had one for 17,000 miles, and it's wonderful. Try it and discover the best value in a German sports sedan extant.

Philip L. Zwick
Parsippany, New Jersey

Nobody asked me, but I think the Volkswagen Jetta from der vaterland should be called Volkswagen Jedi! Ugly! The Corolla GT-S eats the Jedi for breakfast. Also probably throws it up.

Hercules Mulligan
Chicago, Illinois

Why does VW only make four-door GLIs? Is this its idea of forced "yuppie-ism"? I'm not a yuppie yet.

Thaddeus Biernacki
Housatonic, Massachusetts

ALPINE PASSES

I cannot remember a *Car and Driver* article quite like Mr. Davis's assessment of the Renault Alpine. I would never buy the car, but the question-and-answer format brought out a deep and incisive marketing analysis that was very provocative. It was gourmet food for thought. Bravo!

Thomas E. Radlo
Westfield, Massachusetts

From where I'm standing, the Alpine looks like this: a Ford Ghia-type front end, followed by a Camaro/Firebird look until you reach the back, where you encounter a cross between a Dodge Daytona and a Merkur (which tries to resemble a 928). Renault Alpine GTA? For \$30,000? The word is "estúpido."

Mike Marino
Jackson, Mississippi

I would like to express my appreciation for verbalizing so well the problems that have been plaguing lots of Renault owners: poor service, parts-acquisition problems, poor dealer response to difficulties, and very poor resale. I purchased a two-year-old 1981 18i, and in the two years that I've owned it, I am the proud owner of \$1200 worth of repair bills! That's the most expensive car that's ever sat on my driveway—when it's not in the shop.

Don Mebius
Address withheld

PENTASTAR PROGRESS

The LeBaron GTS is proof positive that Iacocca's designers are back from their

mysterious ten-year coffee break! I would very much like to thank them for the most beautiful American car on the road.

Bob Pahl
Salt Lake City, Utah

My new GTS must have been subcontracted to Honda, because it's nothing like the one you tested. No squeaks, rattles, or wind noise. At six-foot-three and 225 pounds, I find the seats very comfortable for extended stays. As for performance, so far I've sucked the headlights out of my friend's new Eurosport 2.8 and a Thunderbird Turbo Coupe in an impromptu road race on I-90. I fear for my license in this car.

David M. Henry
Richland, Washington

In the article on the LeBaron GTS, you say that "an Atari panel is available for *Motor Trend* readers." You apparently don't realize that many of those readers are also your own! While *MT* will, as usual, simply ignore the remark, your readers do not take kindly to personal insult from a magazine they pay money to read.

Marcus Clenney
Winter Park, Florida

What we meant to say is that an Atari panel is available for Motor Trend writers—Ed.

I haven't been more impressed with a Chrysler product since I bought my Plymouth Fury back in '58. She is still running great, too. I'd love to buy a LeBaron GTS, but my eyesight is failing, and I couldn't afford one on my military pension anyway. Is it possible to get one painted Autumn Red? Ah, the smell of a brand-new car! That's about the finest smell in the world except for maybe . . .

Roland D. LeBay
Libertyville, Pennsylvania
Napalm in the morning?—Ed.

SPORTS, SUBIE STYLE

Finally! A halfway-favorable review of the Subaru XT coupe! I absolutely adore the XT: it has all the great Subaru elements (ergonomics, road feel, comfort, reliability, aerodynamics, Japanese styling, etc.), plus a dash of excitement. I would most certainly "accuse it" of being beautiful, and your photographers know how to capture its lines and slopes extremely well. Other reviews of the car have pitted it against European sports sedans and then trashed it for not measuring up; yours is the first I've seen that accepts it for what it is—different—and evaluates it on its own merits.

Jeff Saxe
Fairfax, Virginia

I have a few reservations. First, the XT will admittedly turn heads, but it is likely to have a similar effect on stomachs. Second, the engine will exert such accelerative forces as to enable the XT to easily suck the

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—Brock Yates,
Car and Driver

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—Tony Swan, Editor,
Motor Trend

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AutoWeek

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LETTERS

headlights out of any fool daring enough to pit his 2CV6 or riding mower against it. Third, the XT's superlative handling characteristics will enable it to corner with all of the high-priced machinery coming out of Rolls-Royce. And, finally, the dashboard's useless graphics are put to shame by the most rudimentary video Ping-Pong games.

So pardon me if I don't break down the doors of my friendly neighborhood Subaru dealer. To get 14,000 of my hard(ly)-earned American dollars, they're going to have to kick the Clydesdales out of the engine bay, improve that siderail-splitting 0.70 g of cornering farce, and relegate the dashboard to "footnote in history" status. As it is, the XT Turbo may be the best quota argument ever forwarded.

Andy Gatchell
Bradford, Massachusetts

WARREN PIECE

It was good to read Warren Weith in your June issue. He is a superbly gifted writer, and I would like to see his work appear with frequency. He ranks right up there with Ken Purdy, John Bond, David Davis, et al.

Joe Nial
Muncie, Indiana

Regarding Weith's "Coming of Age," everyone should own at least one MG, or any thoroughly-useless-but-nevertheless-fun British sports car: it builds character, develops colorful language, and makes for great "Well, I was driving down the road and my driveshaft fell right out" stories, and it's always fun to spend a warm summer's day trying to tighten the bolt on that too-short header stud cleverly hidden among the parts of the left suspension, especially after the calming influence of a few beers. I'll never sell my Jensen-Healey, no matter how much that piece of trash costs me (unless, of course, I find that '69 E-type roadster for which I've been searching).

Lewis Long
Laguna Beach, California

P.S. Thanks, I've always wanted to write for your magazine.

MANY HP RETURNS

Hey, Sherman. How much wood could a woodchuck chuck if a woodchuck could chuck wood? And would it be in SAE, DIN, PS, CV, gross, or net? Give me a break!

Richard F. DiLorenzo
Edgely, Pennsylvania

P.S. Today's my birthday.
Mr. Sherman replies: "g"—Ed.

NOTES FROM UNDERGROUND

"Close Enough for Government Work" was yet another bravura performance by Mr. Bedard. It did have one minor glitch, however. My dad, a seasoned 35-year veteran rider, victim, and hostage of the unpredictable New York City subway system, attests that the train does indeed stop

whenever, wherever, and for as long as it wants, particularly during the wee hours of the a.m., and *not* just at the stations.

Paul C. Vitucci
Panama City, Florida

Bedard is wrong about the New York subway. There *is* a schedule. It's one of the Three Most Secret Things in the World, along with the formula for Coca-Cola and President Reagan's real hair color.

And Bedard forgot, or never knew, the First Law of the N.Y.C. subway: When you are in a hurry, all subway trips take as long as or longer than the longest trip you can think of.

Corollary 1: If the train you want arrives immediately, there will be delays once you get on it.

Corollary 2: If you have to wait a long time for a train, there will still be delays when you get it.

Corollary 3: The train you have to connect to will always leave the station as the train you are on is pulling in.

Corollary 4: Leaving early won't help.

Ronald Weinger
Valley Stream, New York

YATES RATES, GRATES

Just read Yates's account of One Lap of America. Sounds like the same old nonsense still prevails in Ohio. A couple of decades ago I spent more than five years as a smokey in that state, which is about the point at which most guys leave. When I was there, the guys who screwed up the worst got the promotions. If you stayed around long enough, you made rank by default. Consequently, there has never been any real intelligence running that outfit. I'm glad to be living in Texas.

Robert A. Carpenter
El Paso, Texas

Why doesn't Yates stick to driving cars instead of typewriters? We're talking about a guy who pees in parking lots in Mexico, then wants to condemn the Mexican people for taking a dim view of his frat-boy antics. A guy who races boats around people who would rather relax than get their kicks out of pestering others. A guy who rips the police of any state that refuses to look the other way when he violates their laws. Yates uses his column to kick everything or anyone that is even vaguely "anti-Yates," whether it's intentional or not. I suppose if he ever makes the big goof in one of his races and turns himself into wallpaper on the asphalt, he'll be the first to start bitching because the troopers weren't crawling up his tailpipe to get him to the hospital. If the man doesn't have anything to say besides "Now, if I were running things, it would be different . . ." then let him do something else besides write badly.

Mike Wright
Orlando, Florida

FIND THE HIDDEN JOURNALISM

It's finally occurred to me, you guys really don't care about me anymore. It's the money you're after, the almighty dollar! The June issue had 130 pages of advertisements, plus eight more pages of *C/D Marketplace*—a grand total of 138!!! In comparison, there were only 70 pages of what I buy this rag for: *FYI*, *Driver's Seat*, short takes, Bedard, Yates, and cars, cars, cars! Not six pages of Isuzu ad, and certainly not 35 pages of Special Advertising Section. Give me a break. Better still, I'll give you a break: I'm not renewing my subscription. It has been fun the past seven years, but I think the toilet has flushed.

Daniel J.E. Mirabella
San Mateo, California

Why not have a "Special Automotive Journalism Section"?

David Kreutzer
Harrisonburg, Virginia

DOUBLE EXPOSURE

I would like to take this time to compliment Mr. Anthony Robitzsch of Wichita, Kansas, for his ability to get different versions of the same letter into the June issues of both *Car and Driver* and *Road & Track*. Such virgin territory can only be touched by a man with profound vision. Congratulations!

Mike Cataldo
Toledo, Ohio

P.S. A different version of this letter, in crayon, will be sent to *Road & Track*.

SNORT, SNORT

I just thought I'd drop you a line to let you know I'm making cars again. This one will be the DMC Freebase 500, a true world car, with components from different countries. For example, the seats are shipped in from Peru, the tire-and-wheel assemblies from Mexico, and the hash marks on the quarter-panels from Turkey.

A choice of colors will be available: Colombian Red, China White, Resin Black, and Turkish Brown. As before, snow tires are optional.

John Z. De Lorean
Corvair Ranch
Vega, Texas

Will you take cash, or do we have to pay you through the nose?—Ed.

SPEED READING

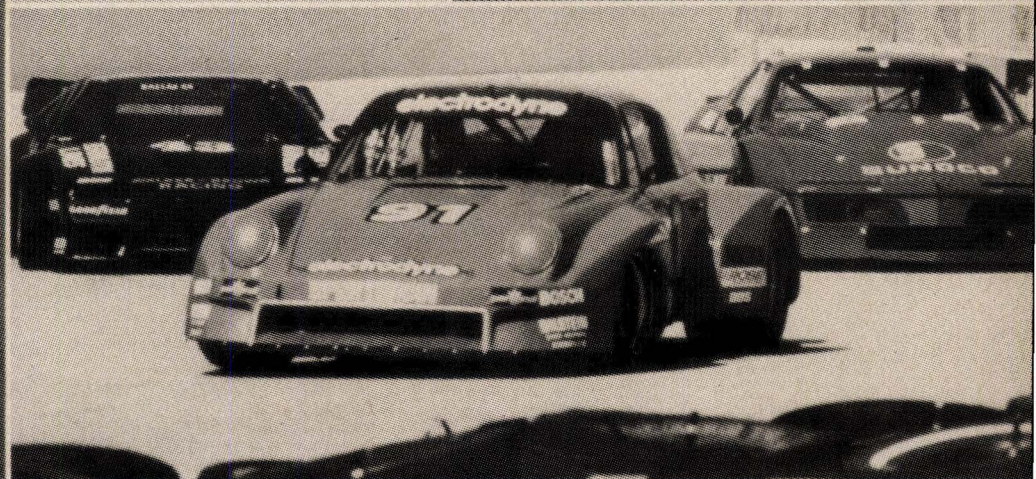
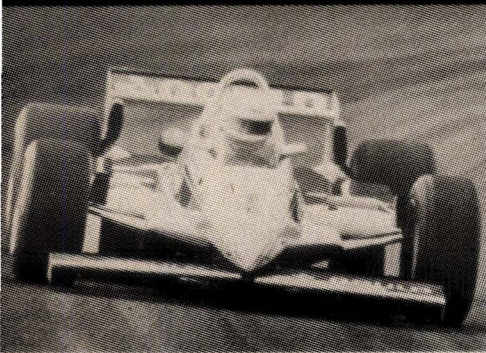
It amazes me that so many of your readers view our highway speed limit with such disdain. To me such individuals are immature, irresponsible borderline sociopaths.

Here in Maryland, every citizen who rides the highways owes a debt to people like Officer Speed who attempt to make riding in an automobile safer for everyone, including those opposed to driving 55 miles per hour.

Barry D. Lyon
Baltimore, Maryland

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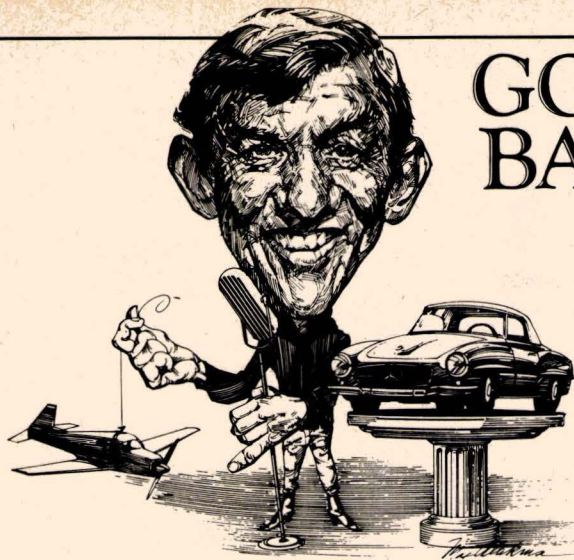
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- 9/16 USAC: Hut 100, 9:00 PM
- *IMSA: GT Series, 10:30 PM
- 9/21 Rally Racing: Rally of 1000 Lakes, 2:30 PM
- 9/22 CART: Detroit News Grand Prix, 12:30 PM LIVE
- 9/24 *Formula 1: Grand Prix of Europe, 10 PM

- 9/28 NASCAR: Modifieds, 1 PM LIVE
- 9/29 NASCAR: Holly Farms 400, 1 PM LIVE

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GORDON BAXTER



The third age of Ford.

• Come with me all the way back to January 30 of this year, all the way back to Sound Stage 27 in Hollywood, where MGM shot *Gone with the Wind*, and where now Ford had hired all MGM's imagery and lights and music starlets to introduce two new cars, the Mercury Sable and the Ford Taurus.

Ford had poured \$3 billion into the birthing and birthing of the Sable and the Taurus, and to make the public announcement of such, it had gathered over 300 Ford flacks and execs, all shipped to Hollywood at company cost, and there up on the starlit stage it had assembled the holy trinity of Caldwell, Petersen, and Poling, all to raise the curtain on just two Ford cars.

I was among them, right on the front row, an engraved invitation in my pocket from Ford. I had been snatched out of the bushes of Texas by Bob Bierman, Ford's chief flack from Dallas. Upon the hog, I was high. Very high. I bet I could have gotten into the White House with that invitation.

I took fourteen pages of handwritten notes. In case any of them looked my way, they could see I was paying attention and working. In the event they ever decided to do something like this again, they would remember me favorably.

They went on and on about how the Sable and the Taurus (always spoken in that order; if you say it the other way around, it's T.S.) were team-concept, human-friendly cars. They went on and on about them as mid-sized, mid-priced, aimed at a newly found niche in the American market: the baby boomers and their babies.

I can't think of a nicer reason to go to the boards and build an all-new car. With each one they should offer a new bedspread.

When the cars were at last shown upon the MGM sound stage, it was to the blasting of trumpets, the sweeping of spotlights. We all sat, heads back, looking up, mouths agape. All they lacked was Patton.

Oh, Lordy, I loved it. You can get me all whopped up with a show like that, open the gates, and I'd rush right out with the herd and buy, although my baby and boomer days are long gone by.

Really, they should have had a Ford or

Mercury dealer in a tent right across the street. They could have sold 300 cars right at the peak of it. But they only had two.

Two cars, a handmade Taurus and a Sable. I imagined Ford craftsmen sitting at a cobbler's bench, tapping out the metal for each one. For actual production they said a lot about the cars being computer-designed, CAD/CAM-drawn, and 111 robots will do 96 percent of the body-panel spot welds at Ford's new Atlanta plant. A modular assembly plan, the cars later to be built also in Chicago.

"But the team, the people, is the most vital part," said Ford's then president and now chairman of the board, Donald Petersen. "The designer and the engineer, working together on each part for built-in quality. The cars will be as good as they look. Our promise to the customer."

Snare drums rolled, the outer curtain parted, billowing, a thin gossamer curtain still hid the cars, each on its pedestal like Miss America. Slowly the thin curtains lifted at strategic points, leaving long, curved folds, yet hiding the Taurus and the Sable. "Like looking at a woman," thickly panted the person next to me.

A fog began to lift off the stage, to roll around the softly curved lines of the cars and rise into the air above them as though the very presence of a pair of \$3 billion automobiles were changing the dew point of the room atmosphere itself. We were all cheering, applauding, stamping our boots on the floor. High in the brush country of Beverly Hills a pair of migratory birds paused to listen, cocked their heads, should they turn back southward again?

In the old days of the coal-fired navy, an officer had to have combat experience if he ever hoped to be an admiral. At Ford the same thing is a tour of command in Europe before returning to Dearborn. Caldwell did it, Poling was president of Ford of Europe, and Jack Telnack, whose babies the Taurus and the Sable are, headed up Ford design in Europe. I looked at the flush windows, the rounded noses, the door cutouts in the roofs. Nobody had wasted any time in Europe.

I joined the trampling to get on stage, to get into a car. I wanted to see how a car could be "bigger inside, smaller outside." And try those driver-contoured seats and easy-reach clusters. All true except the part about more legroom in the back. A micrometer might say yes, knees don't. I estimate that crowd put about a hundred thousand miles on the interiors of those two cars. Everything held up really well.

There is no way I could come away and not say the Taurus and the Sable gave me the hotsies.

Philip Caldwell, then chairman of the board and CEO, stood up and said, "Despite the turbulent times we have lived through, America's love affair with the automobile continues. The excitement of new-car ownership seems to me as strong as ever." I would have voted for Caldwell for that alone.

All the while, all of the honchos kept saying how Ford had started five years ago listening to what the customer wanted, and to build something that wouldn't break off in your hand. There were polite "wait and see" cheers.

At one time Caldwell, Petersen, and Poling were all on stage together. Sitting nearby, I studied them, Ford's apostles. Philip Caldwell had been anointed by Henry II himself. Here were past, present, and future presidents. A rare thing to watch.

Off camera they seemed genuinely to like one another. None seemed afraid to turn his back on the others. An orderly progression of power. A most healthy but usually rare thing at the peak of a corporation. They kidded, wisecracked, in low private voices, then turned to meet the press. The really rotten questions they took glee in bucking to Junior Admiral Poling, who blushes nicely.

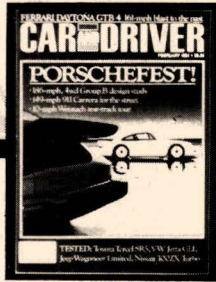
There were engine, transmission, suspension clinics on following days. They had fiberglass models of both cars in these displays. Only way you could tell the falsies from real ones was to lick one. The real ones taste like metal.

I asked what happens to the fiberglass show cars later. No one was sure, but I think they get cut up. Monstrous.

A review on the long flight home. How good to have lived through three ages of Ford. I still vividly remember as a kid of five when they set up a movie screen in Lions Park to bring in the new Model A. Model T owners griped to the end.

Ed Linn was sponsoring my radio show when we all went to Dallas to see the revolutionary '49s. The end of buggy springs on Fords. In between these epic times Chevrolet always lunched them. Now Ford brings out these front-drive, mid-sized cars, and in a lifetime, the wink of an eye, it's me who's the old-timer, clutching my LTD and crying out, What the hell? But hoping the Taurus is no bull; for the convolutions, the agonies, and the victories of the Ford Motor Company have fascinated so many of us for all of our lives. ●

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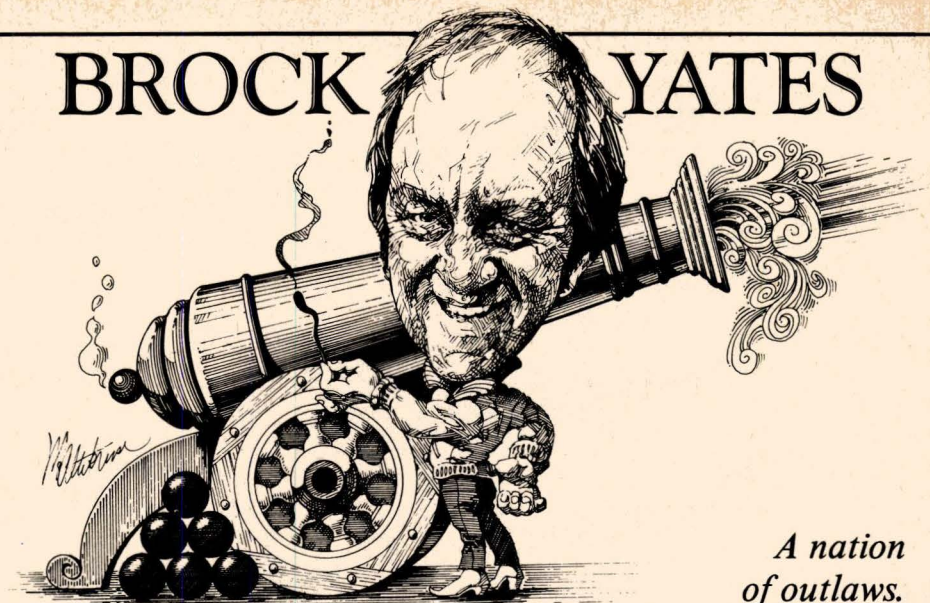
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• You've done it before, I've done it before, every driver with discernible cranial activity has done it before. My most recent experience was on Interstate 90 in New York. The day was bright, the road bare and smooth, and traffic was whistling along at 70 mph. I was at the wheel of the venerated "Moon Trash III," our Chrysler T-wagon, with three One Lap circumnavigations on its clock. I was hauling one of my kids, complete with enough gear to outfit Lord Kitchener and his general staff during the Omdurman campaign, following his graduation from prep school. His sister and my wife, Pamela, somehow managed to sleep at this fearsome velocity, even as the occasional Kenworth or frazzled housewife in an Olds Ninety Eight charged past at 85. For the most part, slower vehicles (those running at only 65) were staying in the right lane, and there was a general tranquility from horizon to horizon.

That is, until a bright-hued, blue-and-yellow New York state trooper's car sailed off a ramp and eased into the flow. Being a righteous sort, he tossed a baleful stare at the driver of a Ford dualie pickup—who immediately spiked the brakes—and we all slowed to the revered double-nickel. For the next 24 miles our public benefactor sat in the left lane of Interstate 90 and loafed along at 55 mph. Behind him, cars and trucks took their places in a bumper-to-bumper queue that would not have looked out of place on the Ventura Freeway on a Friday afternoon. Escorts were beeping, and I am sure the CBs were blaring their electronic smoke signals for miles ahead and behind (although I've long since given up on such brainless garble). In a moving envelope perhaps ten miles long, I-90 was transformed from a clean-flowing pipeline to a clogged, turgid artery. Whether there were any accidents, I do not know, but in view of the fact that the ensuing tailgating, lane-juking, and general congestion caused by the cop's obstructionism radically increased that probability, his action in the name of "safety" and "enforcing the

law" was not only thoughtless and boorish, it was downright dangerous. After he completed his pompous little power trip, the trooper rolled off an exit, and within minutes the situation returned to normal.

Sadly, this is yet another in an endless string of examples of how utterly silly the 55-mph speed limit has become. Spot pogroms continue to spring up. At this writing, Connecticut is in the midst of an anti-speed campaign that is clogging its court system and proving predictably useless in reducing accidents. (Note: never in the history of highway research—that is, *never*—has anyone been able to establish a direct correlation between rigid speed enforcement and lowering the death and injury tolls on highways.) Virginia and Delaware have reportedly tried convoying, i.e., two police cars jam both lanes and lead traffic along at 55 mph. The West Coast states are now in the midst of a speed-enforcement struggle, not so much to save lives as to fudge the 55-mph "compliance" statistics to nearly 50 percent so that their federal highway funds will not be cut off. (Consider this: The feds threaten to cancel funding to states in which less than half the drivers obey the speed law. Can you imagine the government of the United States of America tolerating only 50 percent of the population paying their income taxes? The army would be in the streets by dawn.) However, both Oregon and California are taking an enlightened view of the situation, and drivers can be generally considered immune from arrest at 60-to-65 mph.

The politicians are getting restless. The lower house of Oregon's legislature recently passed a bill to raise speed limits on selected rural highways to 65 mph. Unfortunately, it was killed by the poltroons in the upper house. Then, from Nevada, came an interesting proposition to the DOT: both houses of the legislature told the feds they would institute a mandatory-seatbelt law if permitted to raise the state speed limit to 70 mph on a trial basis for three years. The Washingtonians were

sure to veto this, if for no other reason than their bloated arrogance, which says that the Beltway elite dictates to but does not bargain with individual states. Yet in Congress and in practically every state of the Union, bills are being introduced to raise the speed limit. Even the national press, including such noted scofflaws and hot-car enthusiasts as James J. Kilpatrick and Andy Rooney, have assaulted the law, with the latter openly admitting that he cannot travel on an Interstate at less than 65 mph.

Through all this the public operates on a notable plateau of schizophrenia. A recent poll in Texas indicates that 76 percent of the population support the 55 as law, but 75 percent openly admit they violate it! A similar Field poll in California found nearly 60 percent of the phone respondents admitting they drive over the limit; the pollsters, believing many citizens were unwilling to admit any lawbreaking to an anonymous caller, speculate that the true percentage is vastly higher. It must be, because numerous independent surveys peg the average Interstate speeds in California at closer to 65 mph than 55 mph, with velocities steadily creeping up.

Is this a threat to the public safety? Apparently the public does not think so, because they are the ones who are perpetrating the alleged crime. Recall the words of the noted automobile researcher Dr. William Milliken, formerly of the Cornell Aeronautical Laboratories: "The American public clearly perceives traveling in an automobile as a highly acceptable risk."

Consider, too, how much cars have advanced since the 55-mph speed limit was installed in 1974. In those dark days, steel-belted radial tires, rack-and-pinion steering, gas-filled shock absorbers, disc brakes, independent rear suspensions, aerodynamic shapes, and halogen headlights were technical oddities found on a few high-priced European machines. The average American was tooling along in a massive, softly sprung, underbraked, skinny-tired mastodon that in some cases felt weird at even 55 mph. Today all that has changed. The aforementioned exotica are practically standard equipment on even the cheapest bottom feeder you can buy. Today's automobiles steer, stop, corner, and track like GP cars in comparison with the heaps that set the standard in 1974. Cruising speed, along with fuel mileage, reliability, safety, and other salient performance measurements, have increased to a point where they are unrelatable to the environment that created the 55-mph speed limit.

The point is this: it is not that the American public refuses to drive 55 mph. It is exactly as Sammy Hagar says: they *can't* drive 55. The modern automobile is simply too efficient, too smooth, too roadable, and too safe to tolerate such a modest pace. The sooner this is recognized, the sooner this massive hypocrisy—which transforms half the citizenry into outlaws—can be forgotten.

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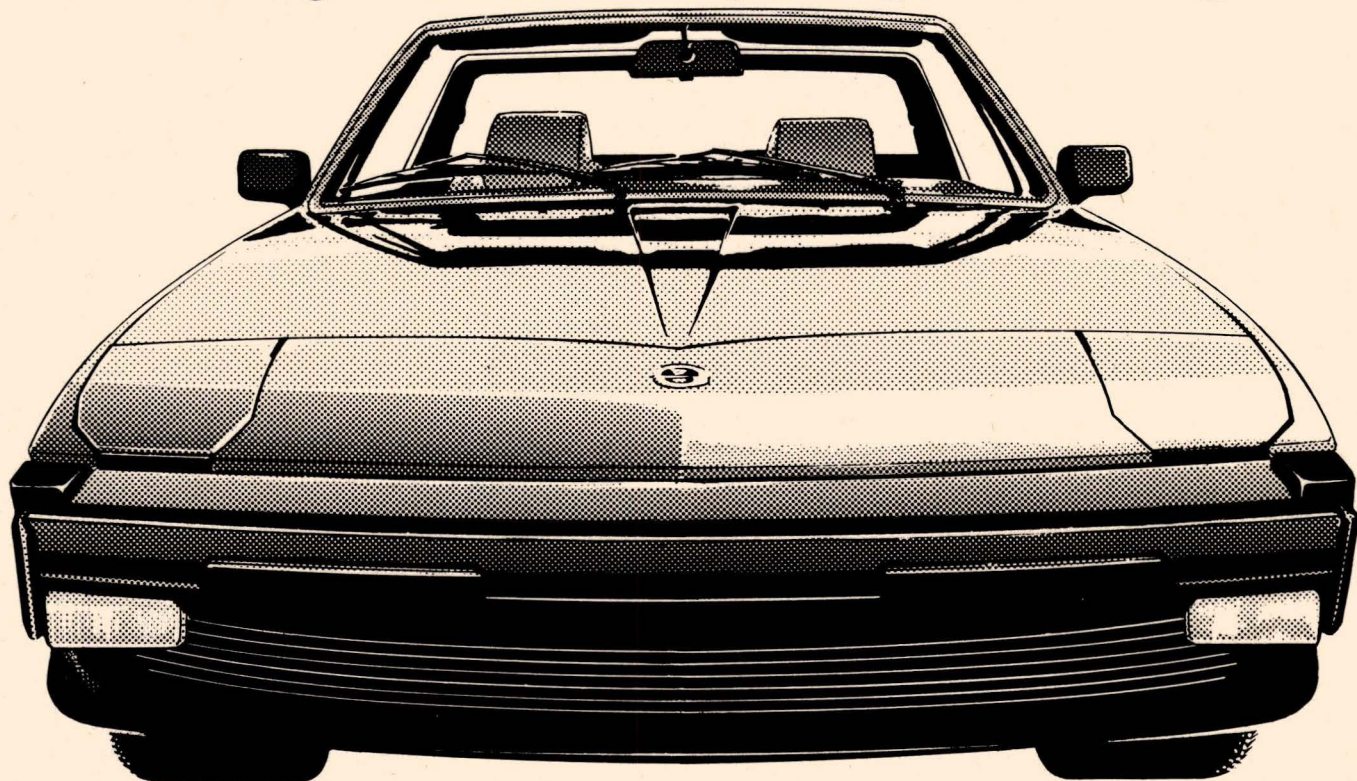
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FOR YOUR INFORMATION

—BY JEAN LINDAMOOD—

NEW & IMPROVED

• **Porsche** is reviving the **924S** this fall for the U.S. market, fitted with 944 running gear and priced at just under \$20,000. The company's

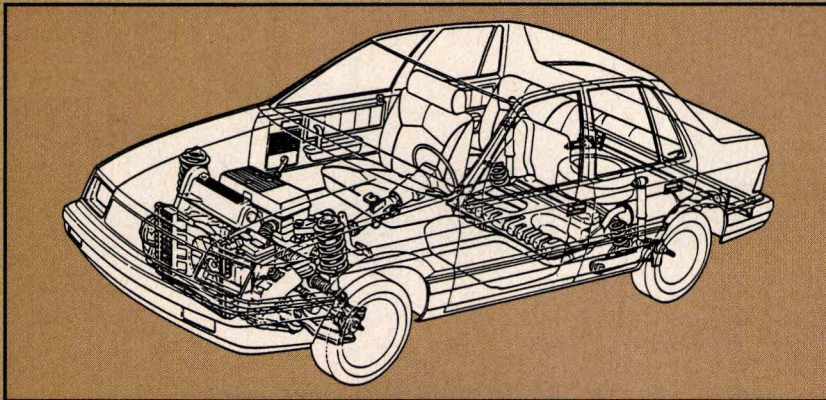
North American subsidiary also plans to unveil the 944 Turbo and the 911 Turbo Carrera here in November.

• **Ford** has tagged its proposed \$25,000 **mid-engined two-seater** the GN34 and is still shopping for a European coachbuilder to sup-

ply bodies for the 1988-89 program. Engineers are now eyeballing a new SHO (for "Super High Output") version of the 3.0-liter Vulcan V-6 developed for the Taurus/Sable, with DOHC four-valve heads supplied by Yamaha. Said to develop in excess of 200 bhp, the SHO

Scoop! Chrysler's Secret P-Book

An inside look at Shadow/Sundance.



• Just when you thought you'd seen the last yuppie book, yuppie diet, yuppie everything, along come Lee Iacocca and Chrysler Corporation with "our little yuppie cars." They're talking about the 1986 Plymouth Sundance and the Dodge Shadow, better known collectively as the P-car.

Somewhere between Chairman Lee's anti-import politicking and some heavy wheeling and dealing on small cars and parts in the Far East, it seems that the P-car shed its once-envisioned role as a low-priced, low-margin replacement for the aging Omnirizon econocars and became a full-blown, bucks-up import eater.

A confidential technical bulletin circulating in the Highland-Park underground (with a side trip to these offices) reveals that the Sundance/Shadow is yet another K-car spinoff, sharing the Laser/Daytona's 97.1-inch wheelbase. You will recognize the contemporary shape of the two- and four-door hatchbacks. They resemble scaled-down editions of their larger brethren, the Dodge Lancer and the Chrysler LeBaron GTS, and they have the same aerodynamic cues: their hoods slope down to meet their narrow grilles, which are flanked by single rectangular headlamps, and their windshields and door glass are mounted nearly flush with their body panels. Their short rear decks give the Sundance and Shadow the appearance of notchbacks, but in fact the decks and the rear windows are incorporated into single, hinged assemblies, like

those of the Lancer and the LeBaron GTS.

According to the engineers' tip sheet, the Sundance/Shadow's exterior dimensions vary little from the Omni/Horizon's. The new cars are a bit longer, lower, and wider than their predecessors. They offer marginally greater front and rear headroom but a tad less front and rear hiproom.

The recurring themes in the secret document we perused are "upscale" and "sporty." The former designation means that the P-car will be stuffed with the sort of equipment and features normally found in such pricier Japanese compacts as the Honda Accord and the Mazda 626. Standard fare will include reclining bucket seats, a center console, full carpeting, power front disc and rear drum brakes, and low-profile halogen headlamps. The long options list ranges from a digital AM/FM-stereo/cassette system with four speakers to the usual domestic luxu-cruiser complement of power windows, door locks, steering, and mirrors. The price tags are expected to range from \$7000 for a base model to \$12,000 for a full-dresser.

Delaying the P-car's launch until this fall has given Chrysler engineers enough time to inject a sizable dose of performance into the vehicle, judging from the advance engineering text. In addition to the base 1.8-liter four-cylinder engine and an economy package that includes a four-speed manual transaxle, the P-car will offer two performance variants, dubbed Sundance SX and



Shadow GLH. From what we could glean, it sounds as though Chrysler intends to supply the pieces to create a mini-Eurosedan that could rival such yuppie favorites as the Audi 4000 and the Saab 900. Customers will be able to select either the latest variant of Chrysler's 2.2-liter four, with a new fast-burn cylinder head, a higher (9.5:1) compression ratio, and electronic fuel injection, or a turbocharged version of this engine.

Coupled with the five-speed transaxle (with an "improved cable shift mechanism," according to the engineers), the turbo package will include a tachometer, a boost gauge, and (surprise!) a 125-mph speedo. Turbocharged P-cars will also be equipped with power-assisted rack-and-pinion steering with a more responsive 14:1 ratio (versus 18:1 on the regular models) and a handling package comprising larger vented front brake rotors, gas-filled struts and shocks, larger-diameter front and rear anti-roll bars, and low-profile 205/50VR-15 unidirectional tires mounted on cast aluminum wheels.

Rumor has it that Carroll Shelby has volunteered his services to help make the pieces hang together as they should; thus, the GLH appellation on the Dodge.

Chrysler's newest twins can expect to encounter some stiff resistance from the competition, including the all-new Honda Accord that will debut this fall and its high-performance cousin, the Acura Integra, which will arrive next spring. Chrysler planners have established a modest first-year target of 150,000 sales for the Sundance/Shadow, which is being built alongside the Lancer/LeBaron GTS at the heavily automated Sterling Heights assembly plant north of Detroit.

All that remains is for Iacocca and his sales staff to find enough young urban professionals to buy all their upcoming "little yuppie cars."
—Paul Lienert

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Cadillac's 1987 front-drive, two-seat Allanté, a convertible with a removable hard top, will be powered by Caddy's own 4.1-liter, injected aluminum V-8, mounted transversely. Designer Pininfarina will build the bodies in Italy and ship them to GM's Poletown plant near Detroit for final assembly. Price: near \$50,000.

powerplant may also be used in a high-performance edition of the Taurus-based Lincoln sedan scheduled for the fall of 1987.

- **Mazda** president Kenichi Yamamoto says the company's new Flat Rock plant so far in Detroit will build a **high-performance, compact** (most likely a 626 replacement), with a DOHC, sixteen-valve, 2.0-liter four at its heart. After production begins in late 1987, the new platform will be shared with a **sporty subcompact** that Mazda will build for **Ford**, to be incorporated into the Mustang line for 1988. Since Ford intends to carry over one or two of the existing rear-drive Mustang models (including the 4.9-liter GT), the Mazda-derived car may be called **Mustang III** to distinguish it from the Dearborn design.

- Mazda's technical department is cooking up some other goodies, such as optional **four-wheel drive** on all its U.S. car lines, including the new Flat Rock car. A new 3.0-liter V-6 sedan, said to be the successor to the Cosmo/Luce series, may bow here as an '87 model. A four-wheel-drive **minivan**, aimed specifically at the American market, is also under consideration.

- Is Volkswagen really serious about reviving plans to sell its **Polo** mini here in the States? Apparently so, say Wolfsburg watchers, who predict VW of America will import the Brazilian version of the car (to keep the price tag under \$5000) and fit it with the Golf's 1.8-liter engine to boost performance. A fall 1986 introduction is rumored.

- Contrary to earlier speculation, **VW** has killed the idea of replacing the **Golf Cabriolet**, which is all that remains of the old Golf/Rabbit design. Chief designer Herbert Schaefer had come up with two different proposals. One was a straightforward adaptation of the current design to the new Golf, the other a sleek and roomy ragtop based on the new Jetta. Instead of okaying one of these ready-for-production cars, the product-strategy committee has decided to postpone the convertible program until the arrival of the next Golf in 1991. The current "old" model, called VW Cabriolet here, will be offered as long as there's a demand.

- **Mitsubishi** is kicking around plans with Korean affiliate **Hyundai** to produce a version of its **Minica**, with an 800cc four-cylinder engine re-

placing the car's 550cc two-banger, for possible export to the U.S. in 1987. **Ford** is talking up a similar deal with **Kia Industries**, Mazda's Korean partner. Ford wants to buy Mazda's upcoming 1.2-liter mini but feels a Korean-built edition would be cheaper than the made-in-Japan model. Ford chairman Donald Petersen projects a 1988 launch.

- **Toyota** is planning a **new model** that will be larger than its current top-of-the-line home-market Crown. The new car will be destined for the U.S. market in 1988, at a monthly rate of 3000 units. It will be about four inches wider than the Crown and somewhat longer; a 3.0-liter six is expected under the hood. If U.S. sales go well, Toyota will also export the model to Europe.

- **Zastava**, the Yugoslavian manufacturer of the Fiat-based Yugo subcompact, plans to launch a series of modern small cars in the late 1980s, according to a report published in the trade paper *Automotive News*. Plans include the early-1988 debut of a Giugiaro-designed **five-door hatchback**, followed in 1989 by a **four-door sedan** and in 1990 by a **sporty**

two-seater, which is code-named TCX. • Steve Sharf, head of Chrysler's International Business Operations, thinks he's found a new home for the aging **Fifth Avenue** sedan, which is slated to end its U.S. production run next year. Sharf wants to sell the tooling for the rear-wheel-drive V-8 model to **China** to replace its twenty-year-old Hong Qi ("Red Flag") limousine, a 5000-pound behemoth with a 5.7-liter V-8 that delivers a meager 13 miles per gallon. Sharf says Chrysler is even willing to help re-style its *boulevardier* to provide a more contemporary silhouette for Chinese dignitaries and visiting VIPs.

TECHNOID

- Work continues on the next-generation **Corvette** powerplant. But now our spies report that interest has shifted away from the 4.3-liter V-6 formerly under consideration and toward a **twin-turbo** version of the current 5.7-liter V-8. The Corvette group would dearly love its car to remain among the world's fastest. Word is that early prototypes being tested produce more

GM Branches Out—Again

The Hughes Aircraft acquisition.

- In a time of merger mania, few corporate deals raise eyebrows anymore. Still, more than a few heads swiveled in Detroit in June when General Motors chairman Roger Smith announced that his high-tech diversification drive, spurred by last year's \$2.5 billion purchase of Electronic Data Systems (EDS), had culminated in the acquisition of the Hughes Aircraft Company. Founded more than 40 years ago by the late billionaire industrialist Howard Hughes, the company is among the nation's largest defense and aerospace contractors, with 1984 sales of \$5.8 billion.

GM had to outbid Ford and Boeing to close the deal, offering a package of stock and cash worth more than \$5 billion.

Smith says Hughes's expertise in microelectronics and computers will dovetail nicely with EDS's data-processing and computer-services skills. He expects Hughes and EDS will cooperate on GM's Saturn small-car program, and Hughes technology may be incorporated into radar-based collision-avoidance and satellite-navigation systems for future GM cars. Another potential area of collaboration is GM's top-secret \$90 million Trilby project, which will define and develop its post-Saturn cars and trucks of the future.

"We decided we were going to build our company for the 21st century [and] not just stumble into it backwards," said Smith at the New York press conference where he announced the Hughes deal. "With EDS and Hughes, we've got the basic building blocks we need to go forward."

Hughes Aircraft will be one of the two di-

visions of a new \$9 billion subsidiary GM has created, the GM Hughes Electronics Corporation. The other will be the new Delco Electronics Corporation, comprising the former Delco Electronics Division, Delco Systems Operations, and the Instrument and Display Systems unit of the AC Spark Plug Division.

The Hughes acquisition is the central element in Smith's master plan to diversify GM well beyond the business of building automobiles—and also to modernize its manufacturing operations through the application of advanced technology. Since 1982, GM has established a robotics subsidiary in a joint venture with Japan's Fanuc, Ltd.; acquired Dallas-based EDS; invested in Teknowledge, Inc., a leader in artificial intelligence; and purchased five other companies that specialize in machine vision (robots that "see").

Given the myriad ways in which Hughes can contribute to GM, its defense business seems almost like a fringe benefit—albeit a sizable one. Hughes's \$12 billion backlog in government contracts dwarfs the \$1.3 billion GM turned last year in its defense and aerospace operations.

Perhaps the greatest benefit of the Hughes acquisition is what Smith sees as a golden opportunity to leapfrog past the Japanese, especially in the small-car market. "We're not going to compete with them on labor costs," he acknowledges. But with a powerful combination like EDS and Hughes in its corner, GM "can jump ahead of them on technology . . . and that's what we're going to do." —Paul Lienert

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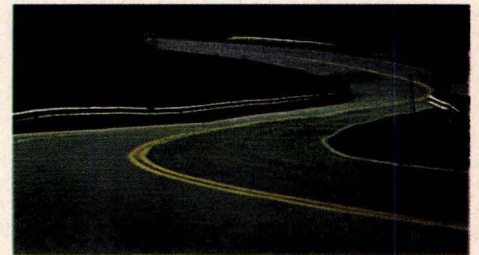
drive these roads in a Thunderbird for precisely that reason.

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.



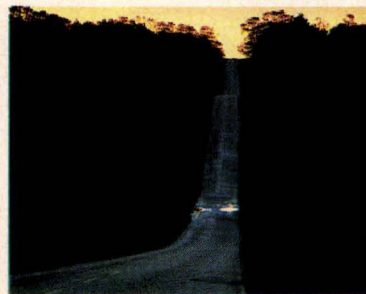
Route 101, Washington

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

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than 400 hp. The top speed of such a package could be in the Ferrari Testarossa range—about 180 mph, with 0-to-60 times of less than five seconds. More as it happens.

• Also from within the bow-tie bunker comes

word that Camaro engineers working on the next-generation front-drive Camaro intend to push ride and handling levels to a new high for front-drive cars. High horsepower, the next area of concentration, is an integral ingredient

BMW M5

Back to the basics.

• BMW's classic street racers of the past—the 1800Ti, the 2002ti, and the 3.0CSL—established the company's lasting image as a builder of "the ultimate driving machine." The image is still there, but the cars have softened in the past ten years. Today the body styles look conservative, the chassis are middle of the road, and even some of the engines—the fours in particular—have paled in the competitive scheme of things.

Just as we were fearing that the eta and diesel engines would replace the i and ii powerplants everybody loved so much, the Bavarians rediscovered almost forgotten virtues and gave Europe the wonderful M635CSi and the shirt-sleeved M535i. And now comes the impressive M5. The "5" part of the name signifies BMW's mid-sized four-door body; the "M" denotes the company's Motorsport division, which supplies not only the burning essence of the M-machines but also turbocharged race engines to the Brabham F1 team. Whereas the M635CSi and the M535i are relatively high-volume models built by the parent company, the M5 belongs to the same league as the legendary M1. It was designed by BMW Motorsport GmbH, and it will be built on a separate assembly line at a rate of only 250 cars a year.

The M5 is a true wolf in sheep's clothing. Externally, it differs from its lesser brethren only in a slightly deeper front spoiler and in wider forged alloy wheels shod with 220/55VR-390 Michelin TRX rubber. The true surprise lurks under the hood, where Motorsport wizard Paul Rosche squeezed in the strongest powerplant BMW has ever made, a 275-bhp, four-valve 3.4-liter six derived from the original M1 unit. The massive M-power motor features the latest-generation Bosch Motronic engine-management system and thermodynamically optimized combustion chambers with four valves per cylinder and centrally located spark plugs. The power output is boosted from the normal 3.4-liter six's 210 bhp to 275 bhp at



6500 rpm, and torque rises from 224 to 246 pounds-feet at 4500 rpm.

The long list of detail improvements includes a reinforced close-ratio Getrag five-speed transmission, a limited-slip differential, revised spring and damper rates, and larger, more powerful anti-lock brakes. The battery has been moved from the engine bay into the trunk for better weight distribution. The cabin of the M5 is pretty much standard 5-series stuff, but BMW encourages buyers to go for tailor-made options like fancy seat trim, a telephone, and power-operated everything. For an extra \$3000, the saddlers will undress four grown-up buffalos to cover the seats, the door panels, the headliner, the dashboard, and even the luggage compartment.

Unlike the latest aero sedans, the M5 body is narrow, sharp-edged, and about as aerodynamic as a shoebox. The seats and the driving position are not perfect either, but on the credit side we note a sizable trunk, a good heating-and-ventilation system, excellent all-around visibility, and superb ergonomics.

Up to this point, the M5 is on a par with the rest of the range. Now, turn the ignition key and hear, then feel the difference. Although the clutch is heavy and the five-speed gearbox is stubborn when cold, a stab of the right foot unleashes all 275 horses, making the back axle stretch its mountings and the tires leave black marks on the tarmac. This inconspicuous five-seater sprints from 0 to 60 mph in a mere 6.3 seconds, flexibility and throttle response improve as the revs go up, and top speed is an almost indecent 153 mph.

Oversteer is the name of the game once you have reached the limit, but the M5 gives plenty of warning before it allows its tail to hang out. In terms of handling and roadholding, the M5 cannot quite match Germany's Audi 200 Quattro and Mercedes 300E, but as a fast, fun car that offers a perfect blend of understatement and performance, it's hard to beat. Add to this the quick and communicative steering, the excellent brakes, and the well-balanced ride comfort, and you may find that this is the first BMW in years to recapture the spirit of the Seventies. Stand by for the U.S. version, due in mid-1986. —Georg Kacher

Manufacturer: Bayerische Motoren Werke AG
Munich, West Germany
Vehicle type: front-engine, rear-wheel-drive, 5-passenger, 4-door sedan
Price (West Germany): \$26,500
Engine type: 6-in-line, iron block and head, Bosch Motronic fuel injection
Displacement 209 cu in, 3430cc
Power (SAE net) 275 bhp @ 6500 rpm
Transmission 5-speed
Wheelbase 103.3 in
Length 181.8 in
Curb weight 3150 lb

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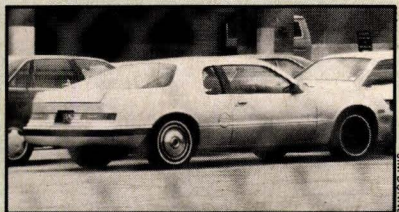
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Jim Dunne's through-the-fence sneak shot of Ford's 1987 Thunderbird reveals its Camaro-style glass hatchback. Note location of the fuel filler. The next major T-Bird make-over will be in 1989, when Ford will make the switch to front drive.

of the package. The next Camaro is reportedly an inch or so wider than the current model, though somewhat shorter and lighter.

- The British engineering company Hawtal-Whiting Design has been retained to design major components of the all-new 1990 Corvette, says *Automotive News*. The company is also designing portions of Buick's 1987½ two-seat sports car.

- Eaton Corporation is testing a new belt-driven, intercooled **supercharger** on a fleet of **Ford** cars, but the automaker says it has delayed plans to offer the blower on production models until the 1989 model year.

- **Ford** says most of its 4.9-liter V-8 passenger-car engines will switch to **port fuel injection** this fall to avoid the gas-guzzler tax. But the Mustang GT/Capri 4.9-liter models with five-

speeds will keep their four-barrel carburetors.

- A new **semi-automatic transmission** is being developed by Germany's Fichtel & Sachs. The low-priced gearbox (\$300) is governed by a microprocessor that monitors road and engine speed, as well as the position of the throttle and the gear lever. A dashboard-mounted red light suggests upshifts and downshifts. There are also a built-in free-wheeling mechanism for trailing-throttle conditions and a device that automatically cuts the engine when you stop at traffic lights and then restarts it as soon as first gear is engaged. The clutchless F&S transmission is intended to be ready for volume production in 1987.

- **Mazda** researchers are testing production applications of the company's **four-wheel steering** system, which debuted two years ago on the MX-02 show car, in conjunction with four-wheel drive and electronic anti-lock brakes. Further development of the rotary engine continues as well in Hiroshima, with engineers testing an aluminum-block, three-rotor design equipped with an engine-driven **supercharger**. Company execs envision applications both in high-performance production models and in racing cars.

- **Nissan's** DOHC, 24-valve, 3.0-liter V-6, to be shoehorned next year into a four-wheel-drive, mid-engined **two-seater**, is said to develop 210 bhp in normally aspirated form and 300 bhp with a turbocharger.

- **Alfa Romeo** is supplying fuel-injected 2.5-liter V-6 engines, as well as brakes and steer-

ing equipment, to **AC Scotland** for its new Ecosse sports car, says the *Financial Times* of London. Alfa will also handle distribution of the specialty car.

- **Toyota** is kicking around the idea of producing a "Silver Age Model" series for **elderly drivers** in its home market. Major alterations under discussion for the yet-to-be-named model include redesigned roofs and doors for easier entry and exit (without lowering vehicle height), streamlined instrumentation, heated seats, softer padding throughout the interior, and larger Japanese-language lettering.

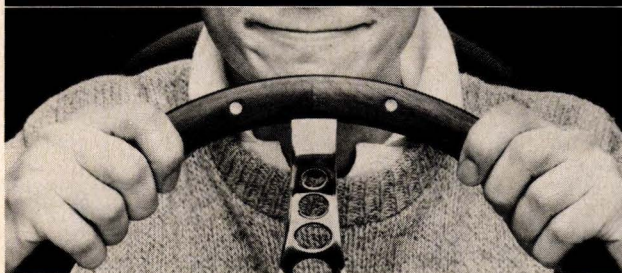
- **Nissan** will complete the construction of Japan's **largest wind tunnel** this summer. When finished, it will replace an aging wind tunnel in Oppama that can only handle speeds up to 100 mph. With a number of high-performance models up its sleeve, the company desperately feels the need for a more modern facility. The new tunnel (Goettinger type) will be able to handle speeds of up to 150 mph.

CASH FLOW

- Our Highland Park operatives say that **Chrysler** has churned out two internal feasibility studies on the potential **acquisition of Jeep** from American Motors, but that AMC has rebuffed informal overtures from Iacocca and company. Chrysler, meanwhile, continues to pursue the purchase of a **minority interest** (around five percent) in **Lotus Cars**, and the

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partial acquisition of the defense contractor Gulfstream in a bid to reenter the lucrative military and aerospace business and gain access to Gulfstream's expertise in aerodynamics and electronics. Chrysler earlier confirmed it will increase its share of Mitsubishi Motors Corporation from 15 to 24 percent by 1987.

• The government of **Kuwait** has acquired, for nearly \$24 million, a **seven-percent stake** in Vickers PLC, the parent company of Rolls-Royce Motors.

• Nissan and longtime affiliate Fuji Heavy Industries have revived talks on a possible joint venture to **build Subaru cars in the U.S.** Nissan officials said last year that a joint venture at the company's Smyrna, Tennessee, plant was out of the question since production



The Hyundai Pony Excel, penned by Giugiaro and released in Korea last February, will arrive in America in January 1986. The 1.5-liter version will get a new name for the U.S. and will be available initially in 30 states for under \$5500. Hyundai hopes to sell 100,000 the first year.

capacity was filled by Nissan trucks and Sentra subcompacts.

• While overall new-car registrations in West Germany fell by seventeen percent in the first quarter of 1985, **BMW home-market sales dropped** by a worrying 36 percent. Hardest hit was the 3-series, which found 40 percent fewer buyers than in the first quarter of 1984. To stimulate demand, chairman Eberhard von Kuenheim has decided to launch **four new versions** of the 3-series for 1986. The first-aid quartet consists of an 82-bhp, 2.4-liter 324d, a 169-bhp, 2.5-liter 325i, a 193-bhp, 2.3-liter M3, and a four-wheel-drive variant that may be marketed as BMW Viscodrive.

Also scheduled for the Frankfurt show, but not available before the spring of 1986, will be the **325i cabriolet**. Unlike the Baur TC2, the "real" 3-series ragtop does without a roll bar and will be built in-house.

LIFE & BREATH

• Although the German government wanted to make the catalytic converter compulsory from 1987 on, it looks now as though the catalyst might never become universal. If the French and the British have their way, the yet-to-be-determined **European emissions** legislation will prescribe limits that can in large part be met by lean-burn engines. Rather than adopt the more stringent U.S. norms, most members of the European Economic Community (except Germany) are fighting for standards that could be met without catalysts by cars with engine

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The redesigned, reengineered Honda Accord has been introduced in Japan in two body styles: the three-door Aerodeck (not for sale in the States) and a four-door sedan. Unequal-length control arms suspend all four corners of the new Accord, the world's first such suspension on a front-drive car, says Honda. The Accords are available with a twelve-valve 1.8-liter four, or one of two DOHC sixteen-valve fours displacing 1.8 and 2.0 liters.



displacements below 2.0 liters. All parties agree that catalysts will be indispensable for larger engines.

SAFETY FIRST

- Two years after Britain instituted a **mandatory-seatbelt law**, 94 percent of drivers and front-seat passengers buckle up regularly, according to a study by the British Automobile Association.
- Veteran motorist Gerry Bond, 95, has given up driving after **77 years at the wheel**. Mr. Bond, of Bournemouth, England, has only two convictions in more than "three score years and ten"—one in 1908 for speeding at 20 mph, and one in 1920, when his fiancée's skirt obscured the license plate of his motorcycle.

GAS PAINS

- Mercedes-Benz and Jaguar paid the piper—or, more accurately, Uncle Sam—in 1984 for their **fuel-gulping** models, respectively the 5.0-liter 500SEC/SEL and the V-12-powered XJ-S. M-B ponied up \$2.95 million in gas-guzzler fines; Jaguar, \$2.11 million. But Rolls-Royce has escaped the guzzler tax this year, having found that the tax legislation applies only to passenger cars with GVWRs of 6000 pounds or less. The Silver Spirit, R-R's lightest entry, hits the scales at 6046, and the Silver Spur limo tops 7000. R-R has applied for a rebate for the taxes it has paid since 1982.

JUSTICE, ETC.

- Nevada has just passed a bill to **up the state speed limit to 70 mph** while making seatbelt usage mandatory. The state is asking the feds for a three-year exemption from the double-nickel to see how the 70-mph-and-belts idea works out. State legislators point out that no statistics on increased speed limits with man-

datory belt use now exist and hope to peddle the idea as a pilot study. The bill will go into effect July 1, 1986, with or without federal blessing. The deal will be called off only if the federal government withholds highway funds, which it is empowered to do.

MOVERS & SHAKERS

- **Philip Caldwell**, apparently restless after his retirement as Ford Motor Company chairman, has signed on with **Wall Street** financial giant Shearson Lehman Brothers, a subsidiary of American Express, as senior managing director and chairman of the policy committee of Shearson's investment-banking group.

U-TURNS

- The 1985 edition of **World Cars**, our copy editor's favorite sourcebook, is hot off the presses. This four-pound, 440-page tome includes specifications, prices, and photographs of 1000 cars from 34 countries (including Ecuador, Turkey, and India). Our Ms. Eldridge does mourn the loss of the manufacturers' index in this year's edition. Buy yours direct from the publisher (\$48.85, includes shipping): Herald Books, P.O. Box 17, Pelham, New York 10803, 914-576-1121.

QUOTES

- General Motors chairman **Roger Smith**, on whether the \$5 billion-plus purchase of Hughes Aircraft has depleted GM's seemingly bottomless cash reserves: "The last time I looked in the little green box, there was still some money in there."

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.

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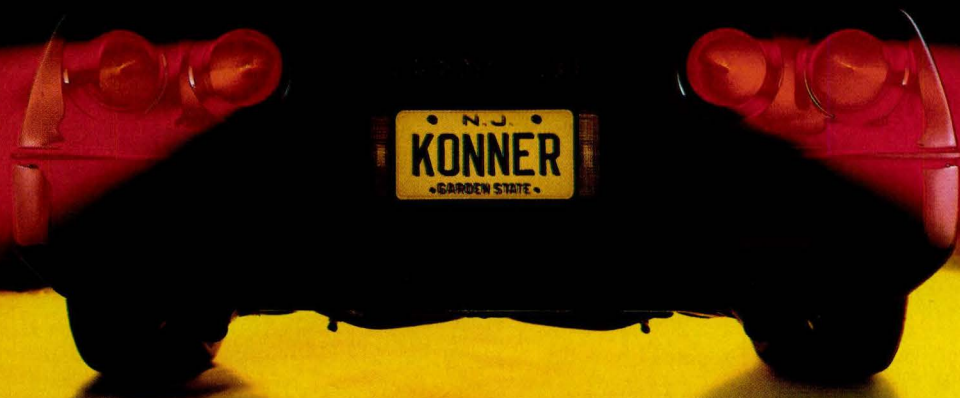
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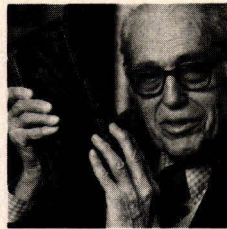
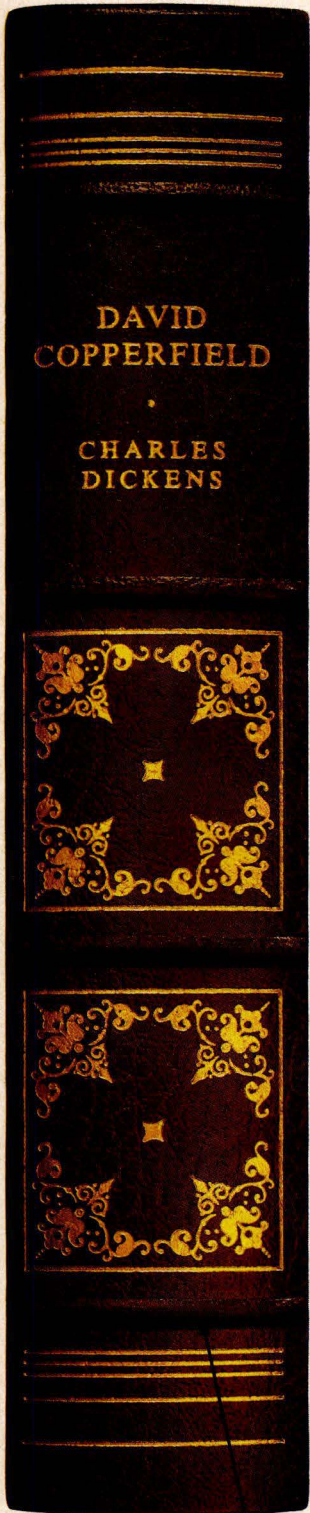
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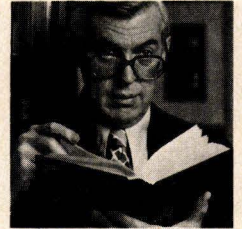
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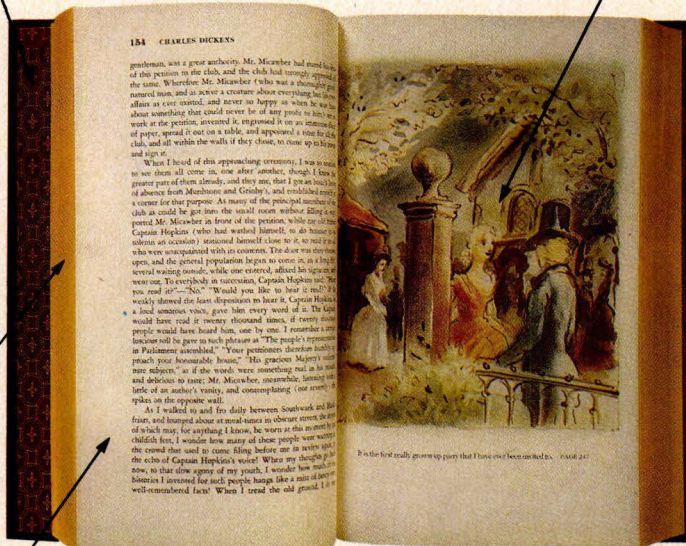
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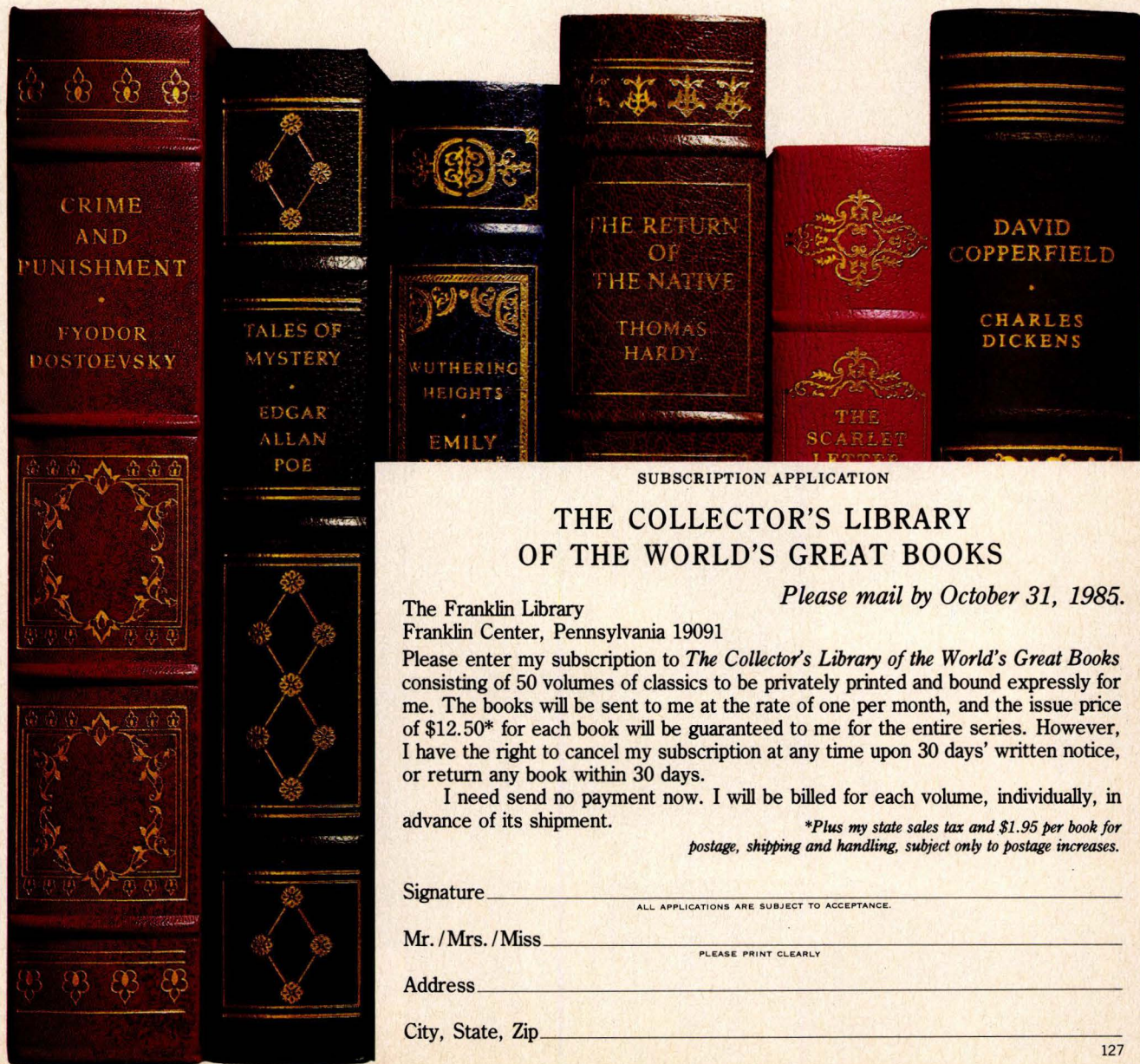
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Ferrari Testarossa

Speed for a price, or almost red for a Rose, or besball been bery, bery good to him.

• When it comes to speed, 150 mph is the far side of the moon. If you want to explore it, you need a Chevrolet Corvette, a Lamborghini Countach, or a Porsche 928S. Or you can bypass the normal rock-etry sources and plunge into the gray market, where a few current and past projectiles heed the call, answering with a howl: the BMW M1, the Aston Martin Vantage V-8, the Ferrari Boxer, and assorted Porsche Turbos. They belong in the fast lane. But they may as well park there for all the good it does them now. The new Ferrari Testarossa blows a hole through the middle and stampedes over the horizon so fast that these herds of high-dollar hot rods

might just as well be cardboard cutouts.

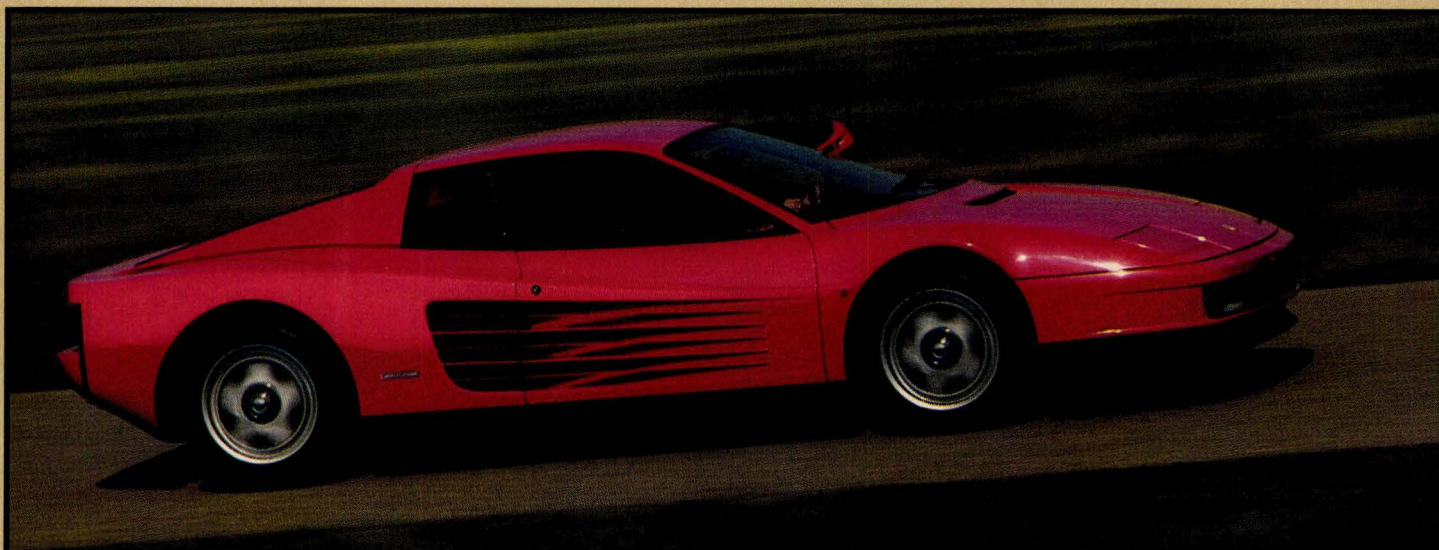
There is fast, and there is faster than fast. The Testarossa is the latter. Top speed: 181 mph. Not a hypothetical or theoretical 181 mph, not a beer-claim speed, but a real

rocking, socking, reproducible, you-want-it-you-got-it 181 mph.

The Testarossa carries 3643 pounds on the tubular frame beneath its steel, aluminum, and fiberglass bodywork. But in the engine bay behind your back, it houses the heart of hearts, a great twelve-cylinder. The 4.9-liter all-aluminum design springs spiritually from the 3.0-liter boxer that brought Ferrari three Formula 1 World Championships. Double overhead cams, four valves per cylinder (48 valves!), Bosch K-Jetronic fuel injection, and 302 cubic inches produce 370 horsepower at 6300 rpm. That's the source of the raw speed. The torque mushrooms to 348



TESTAROSSA



pounds-feet at 4500 rpm, still 2300 rpm below the redline, and this is where the responsiveness lives.

The Testarossa on these pages almost belonged to Mr. Pete Rose of the Cincinnati Reds. Now he's in line for the second one. It's fitting, because both hustle their buns off. The boys in the bleachers would say Miss Red Testarossa has a great body. Not all that pleasing in photos, but up close she's a real knockout: smoothed, rounded, and swooped, with horizontal slits where her skirt rides up so she can kick up a storm on the dance floor.

Up front, the overhang is stuffed with a space-saver spare; two tool kits; a plastic container packed with fuses and spare

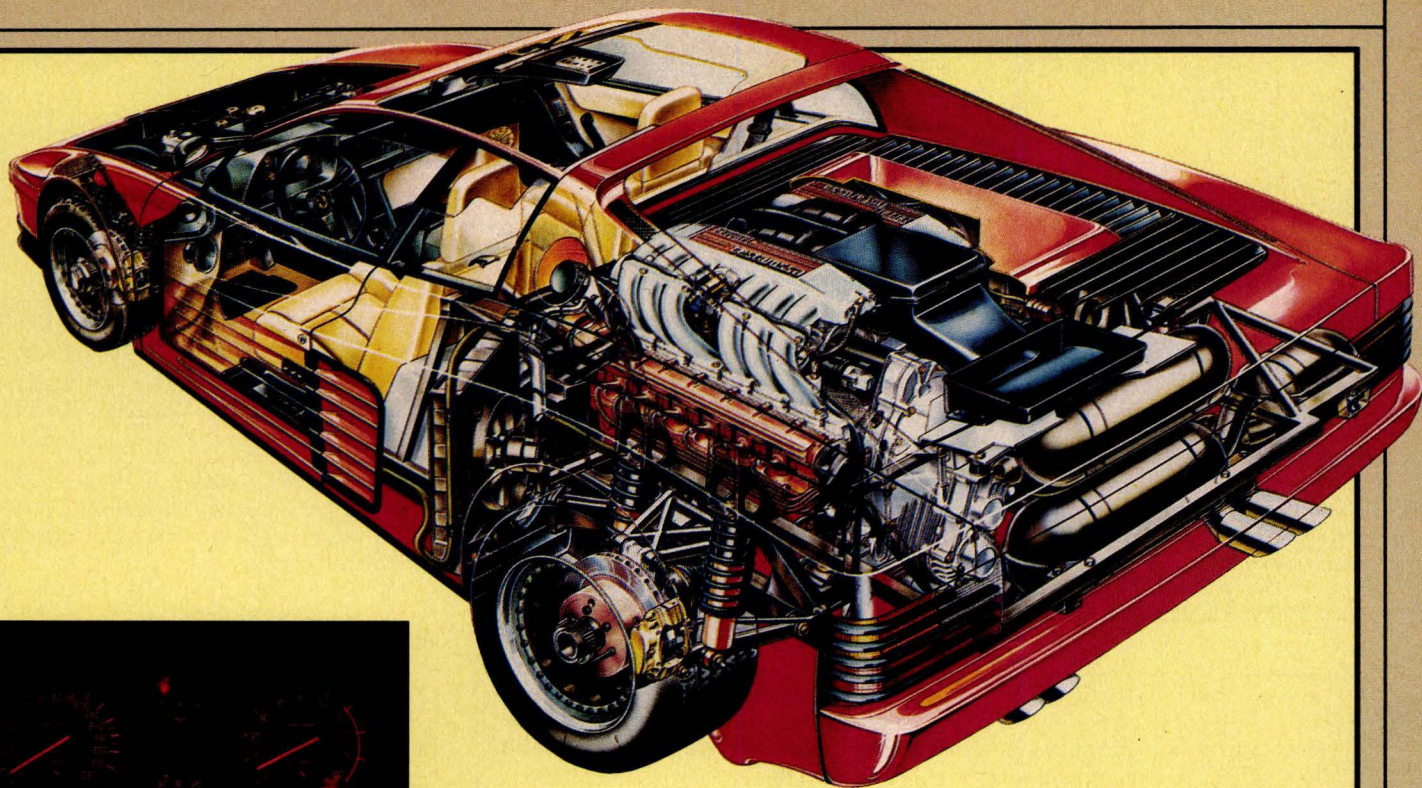
bulbs; and a little luggage space (very little), nicely carpeted. A small nostril in the nose conducts air to the front brakes and the air-conditioning condenser. Cockpit ventilation flows in at the base of the windshield. Defrosters set in the tops of the doors' trim panels keep the side windows clear, just as in many mass-produced cars.

Dramatic lateral vanes skirt the swell of the Testarossa's hips, feeding cooling air to a pair of side-mounted radiators. The same horizontal styling theme at the rear visually widens the lines of an already broad base (a full 5.8 inches wider than Ferrari's discontinued Berlinetta Boxer). The tail kicks up with a delicate flip, the perfect finish to an outrageous design. The trim lines up, the

joints fit flush, and the paint is delectable.

The Testarossa looks functional, yet its appearance is also wilder than anything but a Countach's. The new Ferrari happens to be much more car than the twelve-cylinder Lamborghini, full of details that say it's been worked on and thought through by clever people. For instance, the beautifully stitched leather dash houses not only analog gauges but also a roomy glove box and a radio hidden beneath a flip-up panel. The glove-box door rises to reveal a big mirror that folds open for primping. A shallow carpeted luggage shelf with leather straps runs the full width behind the seats. Ferrari has come to understand both practical engineering and the psychology of customer satisfaction, and its intention here was to turn a true exotic into a device that's genuinely useful on a day-to-day basis. Because of this, you waste little time on orientation when you slip into the Testarossa. Only its width and lowness seem unusual.

The seats are well shaped for general



support, but they're too broad for slim folks, and their leather is too slippery to lock you firmly in place. It's possible to slip a bit during moments of dawdling, even if you're harnessed, and to *slither* over here and *thump!* over there when driving hard. The seats' range of settings is good, however. Ferrari has finally conceded that people of different shapes and sizes appreciate different working arrangements with the steering wheel; hence a new lever-lock angle adjustment for the steering column. Anyone who has wrestled with Ferrari's raked-away wheels in everything from Dinos to Daytonas over the years will be happier in the Testarossa.

The all-independent suspension comprises unequal-length control arms, coil-over springs and shocks (what else from racing-oriented Ferrari?)—two apiece for each rear wheel—and an anti-roll bar for each axle. The Testarossa returns a neck-straining 0.86 g on the skidpad, which is

very good, but the seats discourage cornering at the limit unless you know the corner *very* well.

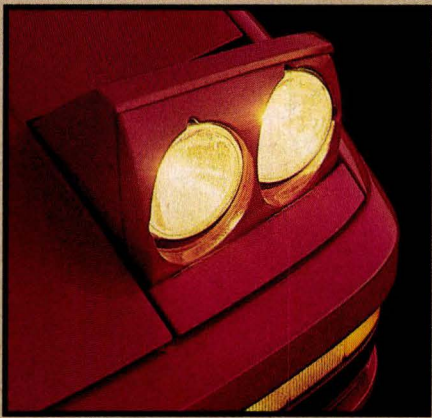
The 12.2-inch vented disc brakes may be huge, but they are less capable than the suspension. Though their modulation and fade characteristics are first-rate, their front-rear balance is off the mark. We measured stopping distances of 198 feet in braking tests from 70 mph, rather mediocre results for a car that can cover three miles per minute.

Racy as hell is the best way to describe the outside mirror. Most staffers found the rear vision delightful—one proclaiming that no right mirror was needed, thanks to the expansive view from the left mirror—but the praise was not unanimous. Those who crowd the wheel in the Richard Petty

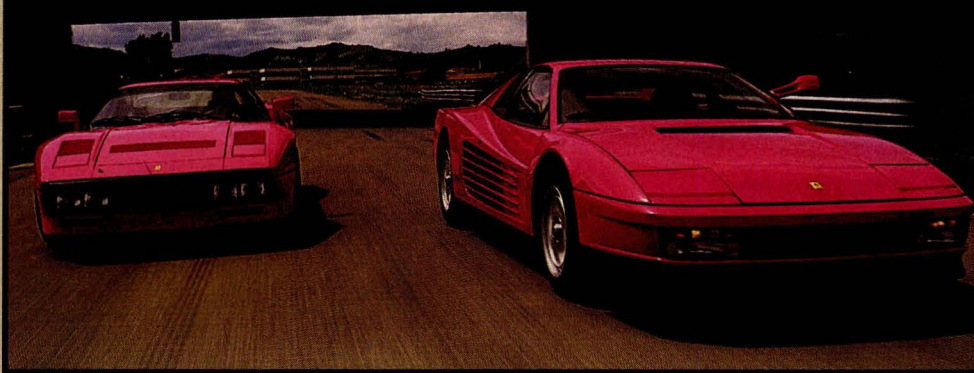
style reported two problems: some craning was necessary to see the whole mirror, and the huge protuberance blocked critical parts of the road in sharp left turns. Judging it as auto art, however, even the dissenters voted in favor of the oversize reflector.

The pedals are fine for smooth heel-and-toe synchronization of revs in downshifting, but their feel is best when delivering at least moderately hard braking effort. Under lighter pressure, the vacuum assist is a touch high. We split our vote on the slotted shift gate. Some of us feel it's good for more than conversation value. Others won't even discuss it. If you allow the mechanism to do its work in good time, the gated shifter is okay. But if you hurry it or if you're distracted, it becomes a grating anachronism. Luckily, the gearing is so well

TESTAROSSA



spaced and the engine is so strong that shifting can be viewed as entertainment rather than necessity. Easy corners and everyday traffic can be taken in stride one gear higher than normal.



One great day in a very good year, Ferrari let us drive both its hot stallions at Fiorano.

Early in the morning, the whining Testarossa is so coldblooded that it prefers to be held one gear lower. It dies at traffic lights unless your foot tells it to keep breathing, and it pops out of second and

third gears on deceleration any time it feels like it. These are faults we dislike but instantly forget every time the traffic obediently stands aside.

When Pete Rose buys his Euro-spec Ferrari, it will be through Peter Neumahr's Bavarian Motors in Cincinnati, Ohio, which was kind enough to allow us a few hot miles in this car before its federalization. Thanks to the four-valve heads and the Bosch K-Jetronic fuel injection, the power loss due to emissionizing should be minimal, as will the losses when Ferrari North America brings in factory-federalized Testarossas late this summer. Those will be peddled for about \$30,000 less than the \$115,000 that Neumahr will charge Rose to be second out of the dugout on this wild pitch.

If you think that allowing the *C/D* crew to break in his new car proves that Neumahr, like Rose, may have stepped into the batter's box a few too many times without his helmet, consider the plight of Bavarian Motors' Chris Bucher, a full-time Cincinnati fireman and BMW freak who also works 40 hours a week with Neumahr: poor Bucher has been assigned to ride with us at all times. If Neumahr has been beamed batty, a sizzling timber must have caved in on Bucher's belfry. Except for the critical test-track runs, he sits with us every foot of the way. He is there at 100 mph, at 130, and at 150. His skin is not always its original color, mind you, but he's still there. At 160 mph through blind sweepers over bad pavement down a corridor of concrete, he is muttering to someone we cannot see. At 181 mph, he talks less.

At 181 mph, the Testarossa is still in its element: a little busy and quite noisy, but squirming from cheek to cheek no more than a well-mannered nine-year-old on an uncushioned pew. At sustained speeds of 140 to 160 mph, the car remains solidly planted. It wants a firm hand and a sure foot, but it tracks so well that you don't get caught out just trying to keep it in line. In hard cornering, understeer crops up reasonably early, reducing steering effectiveness, but much less so than in the Boxer. The Testarossa is also less likely to initiate unstable cyclings between the initial understeer and the lurking final oversteer. You

COUNTERPOINT

• I never liked the Ferrari 512 Boxer. It was a silly boy-racer kind of car. I could never get comfortable sitting in it, let alone driving it. Now, along comes the Testarossa, and I am more than pleasantly surprised to find that I'm perfectly comfortable behind its steering wheel, and quite willing to drive your new one from here to Seattle or wherever you'd like it to go. This is a real car. (It doesn't hurt that it has twelve cylinders.) I enjoyed the 308 Quattrovalvole, pronouncing it the first non-twelve-cylinder Ferrari I'd ever really loved. Now they're building a twelve-cylinder Ferrari that anyone in his right mind could love. The cockpit is roomy. The amount of taste employed in the discreetly restrained interior design is laudable. Best of all, the car is enormously easy and reassuring to drive. Let me hasten to say that I mean by that, "as it was meant to be driven." It is a lovely car in which to go hard and fast. It is not a museum piece, nor should it be treated as one. —David E. Davis, Jr.

Pardon me while I interrupt your drooling over this magnificent redhead for a few words from the reality zone. I feel that you should know the compliment mouthed most often about this exotic by our staff of car crazies:

"It drives like a real car."

Doesn't sound like much, huh? But then maybe you haven't driven as many so-called exoticcars as we have. For my money, the lowliest Cavalier could put most of these sex boats on the trailer in every category but looks and speed.

Logged into my exoticcar experiences is every transgression from shoddy workmanship to nasty handling. Cramped cockpits, noisy engines, poor

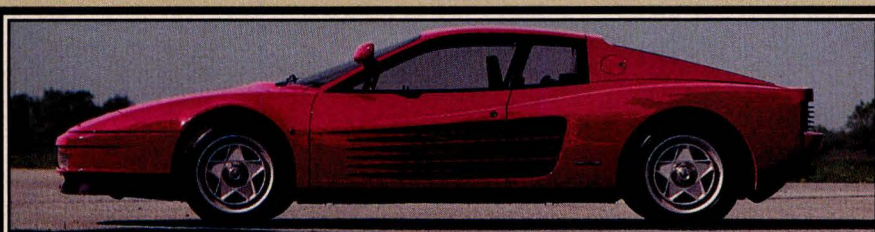
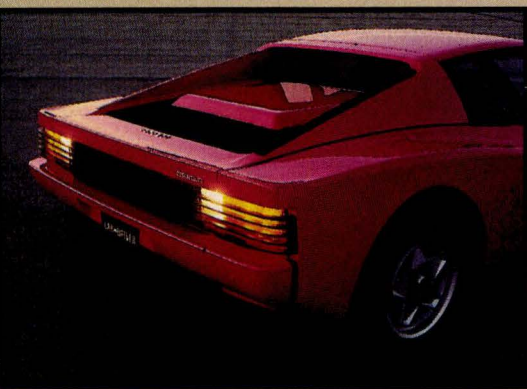
visibility, uncomfortable driving positions, poor seats, driveway-scraper noses, and quirky road manners have all dulled the thrill at one time or another.

The Testarossa is a different story. In my short drive, I didn't learn much about its high-speed mannerisms, but I can tell you, it toddles around town like a champ. The engine is behaved in the stop-and-go. The visibility is good enough that lane changes don't stop your heart. My head doesn't hit the headliner when I cozy up to the wheel. These things might seem like trifles to you, but in the world of exoticcars they're truly exotic. —Rich Ceppos

The Testarossa is the first Ferrari in my experience that drives as well as it looks. If you like the photos, you'll love the red beast in real life; and if you're lucky enough to see *and* drive one, you'll think about calling the devil for a hot deal on your afterlife. Yes, the TR fits, sticks, goes, and slows with the best of them. It's everything a Ferrari should be and at the same time exactly what Ferraris haven't been for at least a decade in America. I'll admit the package is bulky and heavy, but in this case the width and the weight are almost justified. I wouldn't settle for one fewer cam, valve, or horse even if I had to add lamps and wave red flags to clear the way for the wide one.

In my book, this is the ultimate in speed with style. What's more surprising, though, is that the Testarossa is also a remarkably comfortable Ferrari. It has excellent seats, well-situated controls, tolerable interior noise levels, and an actual ventilation system.

"Hello, AT&T? May I please have the area code for Hades?" —Don Sherman



can feel through the controls that such behavior is in the car, and the feeling is strong enough to put off the faint of heart. The unassisted steering is heavy, slowish around town, and full of strong wriggle under firm braking over uneven surfaces, but it's spot on in the open territory where the Testarossa frees up and flies. Except for its slight coldbloodedness, the prodigious engine is perhaps the sweetest in our experience. Even nearing its 6800-rpm redline, it never feels as if any of those 48 valves in there were about to pop. Somehow you feel *oil* more than anything else, all so smooth and slick the whole thing seems to be made of oil itself, oil just thick enough to lubricate everything and just thin enough to keep everything whirring freely. It does whirl freely: 0 to 60 mph in 5.0 seconds; 0 to 100 in 11.2 seconds; 0 to 130 in 19.7 seconds; the quarter-mile in 13.1 seconds at 107 mph. Not bad for a 3643-pound Italian girl with 181 mph of top end.

Never mind that we averaged only 11 mpg. Mr. Rose should be able to do better if he gets his Miss Testarossa. If he can't, Bucher says he'll never ride with them, not even for Bat Day.

—Larry Griffin

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

Price as tested: \$115,000

Options on test car: none

Standard accessories: power windows and locks, A/C, tilt steering, rear defroster

Sound system: Clarion E971 AM/FM-stereo radio/cassette, 4 speakers

ENGINE

Type flat 12, aluminum block and heads
 Bore x stroke 3.23 x 3.07 in, 82.0 x 78.0mm
 Displacement 302 cu in, 4943cc
 Compression ratio 9.2:1
 Fuel system Bosch K-Jetronic fuel injection
 Emissions controls none
 Valve gear belt-driven double overhead cams,
 4 valves per cylinder
 Power (SAE net) 370 bhp @ 6300 rpm
 Torque (SAE net) 348 lb-ft @ 4500 rpm
 Redline 6800 rpm

DRIVETRAIN

Transmission 5-speed
 Transfer-gear ratio 0.93:1
 Final-drive ratio 3.21:1, limited slip

Gear	Ratio	Mph/1000 rpm	Max. test speed
I	3.37	7.6	52 mph (6800 rpm)
II	2.16	11.8	80 mph (6800 rpm)
III	1.64	15.5	105 mph (6800 rpm)
IV	1.25	20.3	138 mph (6800 rpm)
V	0.94	27.1	181 mph (6700 rpm)

DIMENSIONS AND CAPACITIES

Wheelbase 100.4 in
 Track, F/R 59.8/65.4 in
 Length 176.6 in
 Width 77.8 in

Height 44.5 in
 Curb weight 3643 lb
 Weight distribution, F/R 41.4/58.6%
 Fuel capacity 30.4 gal

CHASSIS/BODY

Type full-length frame bolted to body
 Body material welded steel and aluminum stampings,
 fiberglass-reinforced plastic

INTERIOR

SAE volume, front seat 47 cu ft
 trunk space 5 cu ft
 Front seats bucket
 Seat adjustments fore and aft, seatback angle,
 front 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, unequal-length control arms, coil springs,
 anti-roll bar

STEERING

Type rack-and-pinion
 Turns lock-to-lock 3.4
 Turning circle curb-to-curb 39.4 ft

BRAKES

F: 12.2 x 1.3-in vented disc
 R: 12.2 x 1.2-in vented disc
 Power assist vacuum

WHEELS AND TIRES

Wheel size F: 8.3 x 16.3 in; R: 9.4 x 16.3 in
 Wheel type cast aluminum
 Tires Michelin TRX, F: 240/45VR-415;
 R: 280/45VR-415
 Test inflation pressures, F/R 41/46 psi

CAR AND DRIVER TEST RESULTS

ACCELERATION

	Seconds
Zero to 30 mph	1.9
40 mph	2.6
50 mph	3.4
60 mph	5.0
70 mph	6.2
80 mph	7.5
90 mph	9.6
100 mph	11.2
110 mph	14.3
120 mph	16.8
130 mph	19.7
Top-gear passing time, 30–50 mph	7.0
50–70 mph	7.0
Standing ¼-mile	13.1 sec @ 107 mph
Top speed	181 mph

BRAKING

70–0 mph @ impending lockup 198 ft
 Modulation poor fair **good** excellent
 Fade none moderate heavy

Front-rear balance poor fair **good**

HANDLING

Roadholding, 300-ft-dia skidpad 0.86 g
 Understeer minimal moderate excessive

COAST-DOWN MEASUREMENTS

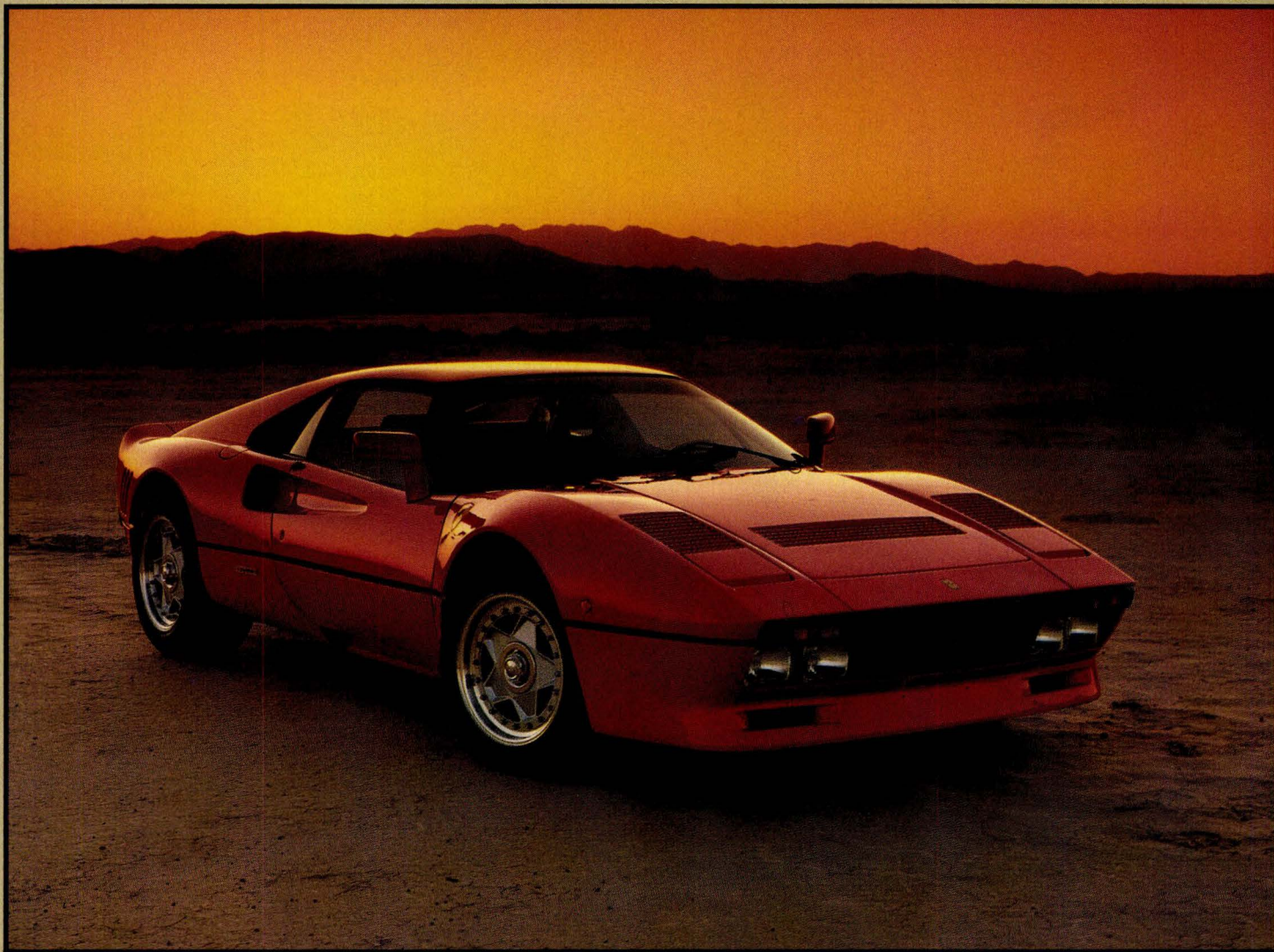
Road horsepower @ 30 mph 6 hp
 50 mph 16 hp
 70 mph 33 hp

FUEL ECONOMY

European city cycle 10 mpg
 steady 56 mph 24 mpg
 steady 75 mph 20 mpg
 C/D observed 11 mpg

INTERIOR SOUND LEVEL

Idle 67 dBA
 Full-throttle acceleration 90 dBA
 70-mph cruising 78 dBA
 70-mph coasting 77 dBA



Ferrari GTO

The Maranello flash meets Mrs. Orcutt's driveway.

• One rule in the hot-car business that must be trusted like a mother's promise is that lightning never strikes the same spot twice. With this in mind, we said yes first and asked questions later when a stranger called from Italy to offer *Car and Driver* the opportunity to test a Ferrari GTO. The man delivering this stroke of luck introduced himself as Jere Clark, the 47-year-old president of a Phoenix, Arizona, development and construction company. He was vacationing in Europe, visiting the Ferrari factory to take delivery of a new GTO, and hoping he might be able to take pique some stateside editorial interest in his great fortune.

Pique, indeed. Less than

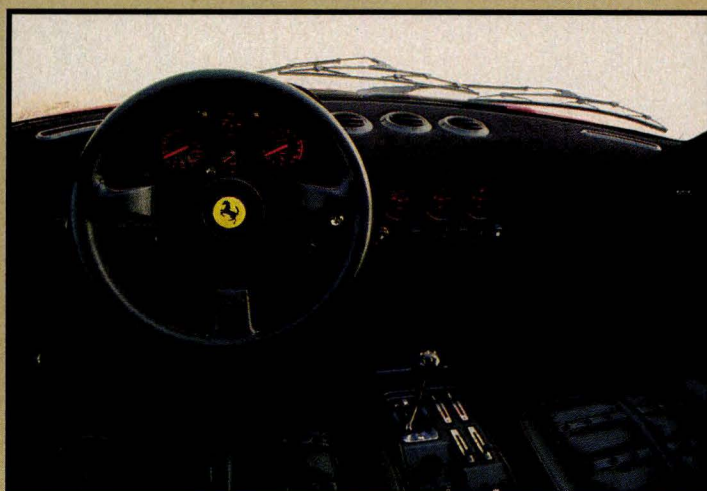
three weeks after our telephone conversation clicked off, Mr. Clark found himself shaking hands with an eager *C/D* test team. His *rosso corsa* runner had yet to turn a legal mile on American soil, yet here it was in

Southern California: freshly air-freighted from Italy, trucked to a predawn rendezvous, fueled to the brim with Daeco racing gasoline, and primed to defend its honor on our secret high-desert test strip. Jere

Clark is no stranger to speed, having raced both a 427SC Cobra and a Shelby GT350, but our fast footwork amazed him.

For those of you who think a GTO is a Pontiac with a tiger in its tank, perhaps some backtracking is in order. Ferrari originally selected the three letters to adorn a series of 1962-64 GT racers and then resurrected the name a year ago to celebrate the birth of a new limited-edition, ultra-high-performance coupe that one day



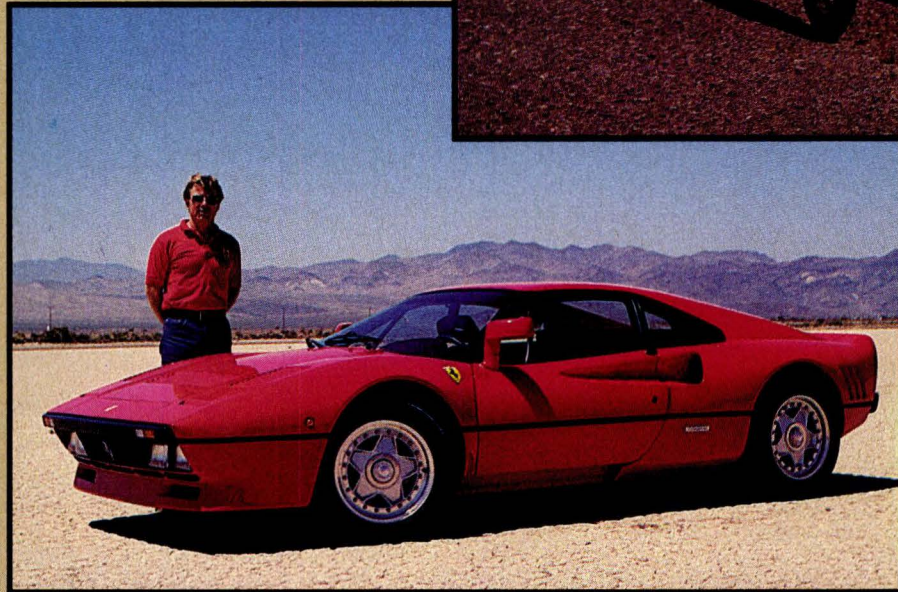
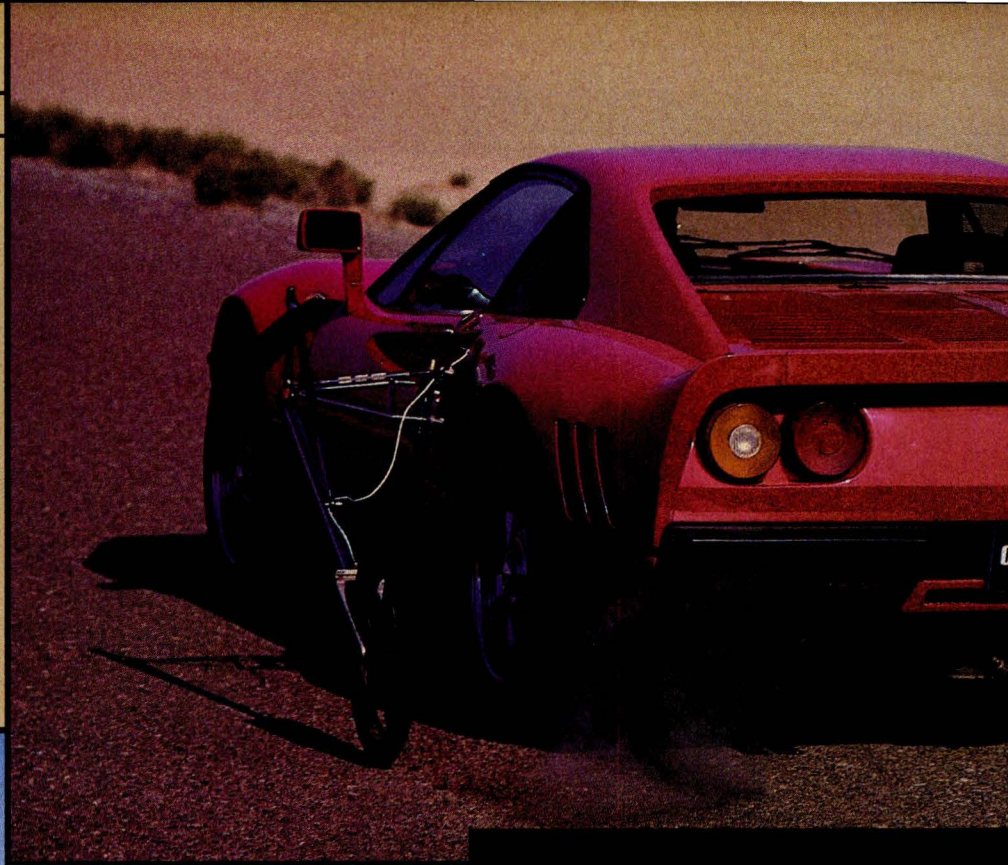


might also see duty on the world's race-tracks and rally courses. Today's GTO is like a Ferrari 308 Quattrovalvole in some respects but vastly different in others. Both cars share a family resemblance (styled by Pininfarina) and a general mid-engined V-8, two-seater layout, but there the similarity ends. Essentially, the GTO is a 308 that benefits from the lessons learned in the ten years since that entry-level Ferrari was introduced. The fruits of this knowledge are a twin-turbocharged-and-intercooled induction system, electronic engine management, lightweight body materials, advanced aerodynamics, stickier tires, and larger brakes.

Loading all this technology into one automobile is an expensive proposition, particularly in limited production, and some Ferrari executives worried that the

world didn't contain enough well-heeled customers to pay for and drive away the 200 GTOs that would be necessary for Group B homologation. As it turned out, this fear was groundless: unsolicited deposits for the car started pouring in long before any official announcement of its existence was made. In fact, when Jere Clark first contacted a friend at Classic Ferrari in Richardson, Texas, no one there had knowledge of the GTO. The factory did, however, respond to his inquiry, and a deposit of fourteen million lira (roughly \$7000) was accepted in exchange for a spot on the waiting list. About a year thereafter, the factory contacted Clark to arrange delivery. The price, including optional air conditioning and power windows, was \$125,000, payable two weeks before the keys were handed over in Maranello.

A few million lira over the dam later, all parties were poised and ready for test day on Mrs. Orcutt's hallowed 200-mph driveway. Jere Clark brought Nomex and a helmet in case our driving didn't measure up to his high standards, as well as his wife, Sandra, his cousin Chris Hayes, and two capable mechanics, Rodney Drew and Bert Wehr of Francorchamps of America, a Newport Beach outfit that specializes in Ferrari tuning and repair. We brought our test gear, ace lensman Aaron Kiley, and more than enough photographic equipment to document the Second Coming. As the full crew milled around a brilliantly red object in the hot sun, we must have looked like some bizarre form of pagan worship to the traffic passing by on the nearby Interstate, but the four police cruisers and one patrol plane that spotted us were kind



It's rumored that Jere Clark, vintage racer and Ferrari GTO owner, also smiles in his sleep.

enough to let us go about our business.

But little did the CHP know that once the photographic preliminaries were finished, the business at hand was *speed*. Color in the can, we fired up the GTO, attached our fifth wheel, and dropped the green flag on our test procedures.

All the standard Ferrari furniture is in place in the GTO's cockpit—the pleated-leather seats, the spindly shifter in a chromed gate, the orange-over-black instruments, the high, flat steering wheel—but special care has obviously been invested in the way things are arranged. The buckets' high side bolsters lock you in place laterally. A perfectly situated dead pedal braces your left leg when it's off duty, and the clutch and brake pedals each have one corner clipped off to clear the way for footwork. The Momo steering wheel is strictly-business black, and it offers you carefully molded, leather-covered spokes at the classic three, six, and nine o'clock positions,

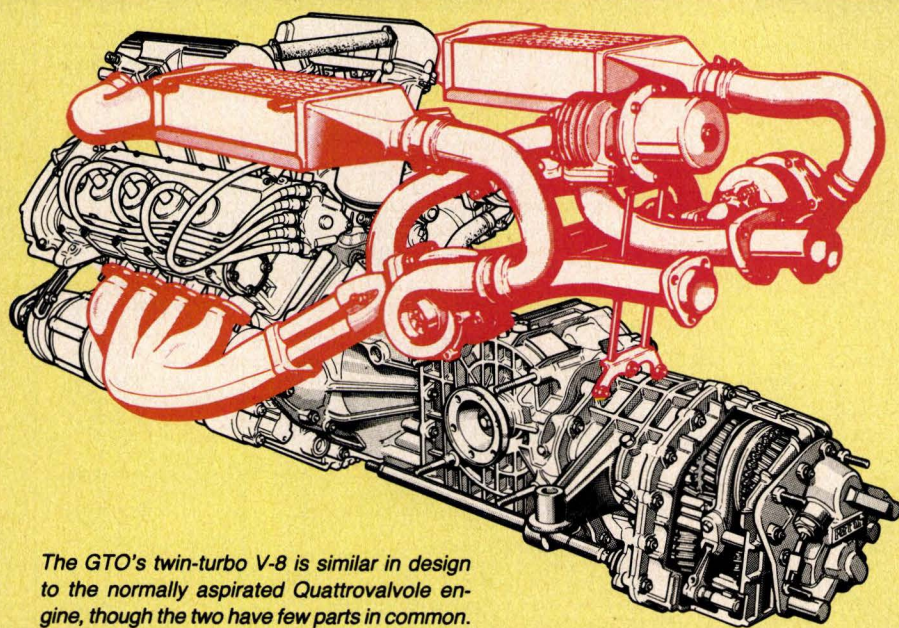
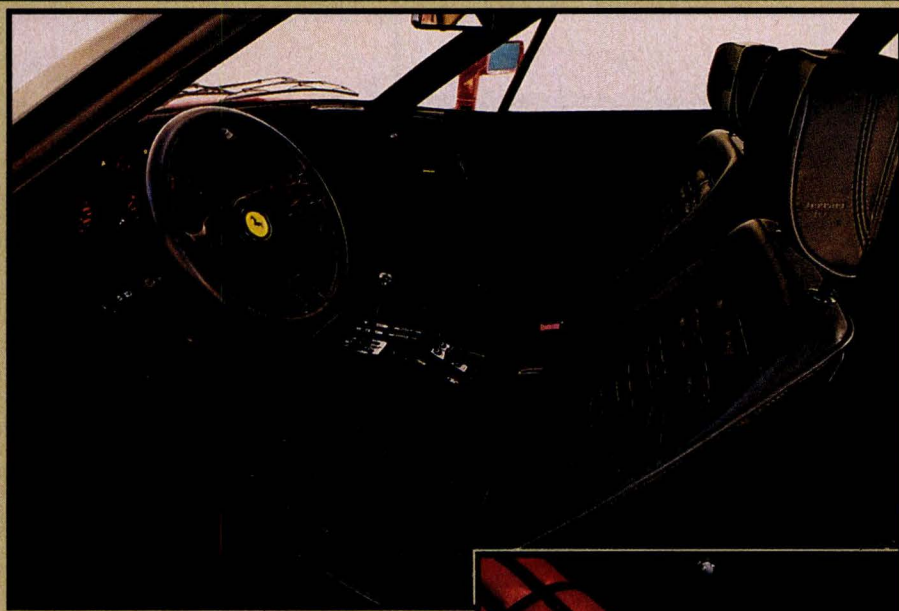
where God ordained that they should be. A classy black material covers the dash with a napped, glare-free surface, and all adornments are very discreet: three chromed GTO letters for the lucky passenger to ponder, a black stallion on a yellow field in the horn button, and a shiny ignition key that sparkles sunlight in your eye to say, "Let's go!"

The start-up and the prattle that follow are nothing at all like the *1962 Sounds of Sebring*. A twist of the ignition key produces total silence; it takes this plus a poke at a nearby rubber-covered button to engage the fast-spinning starter motor. Two or three whoops later and the eight small but force-fed cylinders begin pumping pressure waves up and down the long runs of intake and exhaust tubing. The sound is hardly Ferrari-like in the classic twelve-cylinder, half-muffled, half-crazed-war-whelp sense. There are no clanking cam chains, the pistons that pump up and down in

tight-fitting aluminum bores are modestly sized and few in number, the valve timing is calm and collected, and only the barest minimum of exhaust energy is squandered as atmospheric racket. Tickle the throttle and the small V-8 answers back with a forceful whisper. There is no braggadocio exhaust blat; instead, you hear filtered deep breathing on the intake side. The speak-softly voice seems sworn to keep the big stick a secret.

The throttle response is linear and eager off the boost (far better than that of a GTO we drove briefly at Fiorano) but no more exciting than a Toyota's. This little Ferrari feels as if it would be perfectly comfortable delivering kids to school or picking up the shirts at the laundry, at least until you drop your right boot. Then a 747 rolls up from the rear and leans against the bumper with four engines' worth of takeoff thrust. The boost gauge rests peacefully at first, but as the tach touches 3500 rpm, the turbines reach full whine and both intake plenums are pressurized and ready.

By limiting wheelspin, we catapulted the Ferrari GTO to 60 mph in five seconds flat and through the quarter in another 8.1 seconds. First gear is off the H, so a careful



The GTO's twin-turbo V-8 is similar in design to the normally aspirated Quattrovalvole engine, though the two have few parts in common.

Decisions, decisions: Jere Clark chose basic black upholstery without the flashy red inserts.

hand is necessary to hurry the shifter through its chromed maze. As in most Ferraris, the redline in first occurs a few mph *before* you reach 60, so the test-track figures are less impressive than the jet thrust in the small of your back whenever the boost is up.

In top-gear testing, there's almost no boost to work with, and the GTO feels inhibited. A 30-to-50 sprint takes over ten seconds; 50 to 70 goes more quickly, but this is clearly a car that will depend heavily on its gearbox for fast moves. Fortunately, the shifter is a pleasure to use. The chromed gate and the heavy efforts are initially intimidating, but once you've clicked off a dozen or so shifts, the big ZF gears in back and the solid linkage between them and your hand start to feel about right.

A firm grasp is the tip for shifting, but braking demands a lighter touch. With a

huge vented disc and a muscular four-piston caliper providing the pinch at each corner, it's easy to slide all four tires with an imprudent foot on the pedal, even at very high velocities. We kept the Goodyear gatorbacks as close as possible to their skid point and registered 175-foot 70-to-0 stopping distances. This positions the GTO well ahead of the Testarossa in one important category and fender to fender with the best brakes in the production-car world.

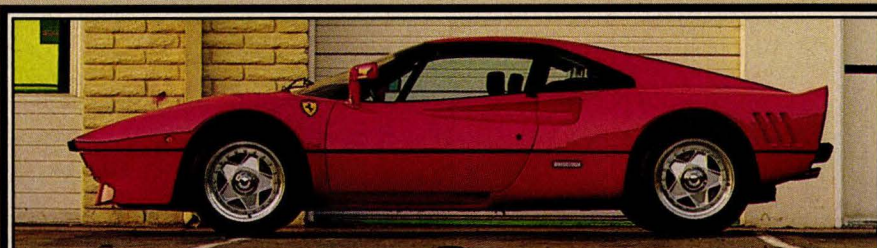
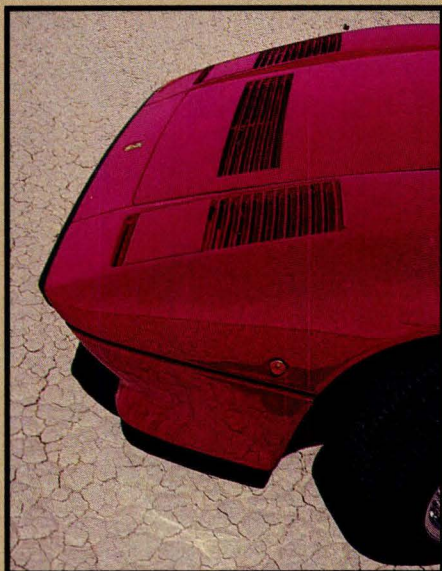
Top-speed runs were next on the agenda. We encouraged all personnel to clear the area, but the opportunity to see a ground-bound Halley's comet comes along so seldom that everyone stood at the verge in rapt attention. Jere Clark took his turn at the wheel while *C/D's* tester monitored the engine's life signs and operated the timing equipment from the right seat. The view from the cockpit was placid, with

little more than light road turbulence (undulating pavement) and wind noise to contend with. As we rolled to a stop, though, every face looked as if we'd just broken the sound barrier. The small crowd was amazed by the eerie Indy-car shriek as we passed and shocked by the news that our maximum speed was "only" 175 mph.

Faces lengthened when further trials failed to duplicate the factory's claimed 190-mph top speed, but after pondering the wall of air that was robbing us of 15 mph, a couple of plausible excuses came to mind. First of all, we saw 0.6kgm/cm² on the boost gauge, which equates to 8.5 psi, well below the factory's original rating of 11.6 psi. Second, the height-adjustable suspension was set in the higher of the two available positions, whereas the factory no doubt used the lower setting to reduce frontal area for its peak-speed measurements at Nardo, Italy. Finally, this particular factory's claims are almost always optimistic. For example, Ferrari statistics register the GTO's curb weight at 2550 pounds, contradicting the 2880 pounds we measured for Jere Clark's car.

As if it were trying to make up for its inability to break through the three-mile-per-minute barrier, Jere Clark's red rocket saved its trump card for the last event. Factory drivers had previously demonstrated the GTO's ravenous hunger for power oversteer at Fiorano, but this in no way pre-

G T O



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

Price as tested: \$125,000

Options on test car: air conditioning, power windows

Standard accessories: none

Sound system: none

ENGINE

Type twin-turbocharged and intercooled V-8, aluminum block and heads
 Bore x stroke 3.15 x 2.80 in, 80.0 x 71.0mm
 Displacement 174 cu in, 2855cc
 Compression ratio 7.6:1
 Engine-control system Weber-Marelli
 Emissions controls none
 Turbochargers 2, IHI RHB52
 Intercoolers 2, Behr
 Waste gate IHI
 Maximum boost pressure 8.5 psi
 Valve gear belt-driven double overhead cams, 4 valves per cylinder
 Power (SAE net) 394 bhp @ 7000 rpm
 Torque (SAE net) 366 lb-ft @ 3800 rpm
 Redline 7800 rpm

DRIVETRAIN

Transmission 5-speed
 Final-drive ratio 2.90:1, limited slip

Gear	Ratio	Mph/1000 rpm	Max. test speed
I	3.69	7.4	58 mph (7800 rpm)
II	2.30	11.9	93 mph (7800 rpm)
III	1.64	16.6	130 mph (7800 rpm)
IV	1.28	21.3	166 mph (7800 rpm)
V	1.02	26.7	175 mph (6550 rpm)

DIMENSIONS AND CAPACITIES

Wheelbase 96.5 in
 Track, F/R 61.4/61.5 in
 Length 168.9 in

Width 75.2 in
 Height 44.1 in
 Ground clearance 4.9 in
 Curb weight 2880 lb
 Weight distribution, F/R 46.0/54.0%
 Fuel capacity 31.7 gal
 Oil capacity 9.9 qt
 Water capacity 23.2 qt

CHASSIS/BODY

Type steel-tubing frame with molded body panels
 Body material fiberglass, carbon-fiber, Kevlar, and Nomex-reinforced plastic, aluminum honeycomb

INTERIOR

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, coil springs, anti-roll bar
 R: ind, unequal-length control arms, coil springs, anti-roll bar

STEERING

Type rack-and-pinion
 Turns lock-to-lock 2.8
 Turning circle curb-to-curb 39.4 ft

BRAKES

F: 12.2 x 1.3-in vented disc
 R: 12.2 x 1.2-in vented disc
 Power assist vacuum

WHEELS AND TIRES

Wheel size F: 8.0 x 16 in; R: 10.0 x 16 in
 Wheel type Speedline 3-piece modular aluminum
 Tires Goodyear Eagle VR50, F: 225/50VR-16; R: 255/50VR-16
 Test inflation pressures, F/R 40/40 psi

pared us for limit cornering with our own hands on the wheel. Testing on our standard 300-foot asphalt skidpad, we found that the GTO's handling is delightfully near neutral. A twitch of either the wheel or the throttle can overcook one end or the other briefly, but when left to its own devices, this car will centrifuge its driver all day long at 0.88 g. The four fat tires hang on for dear life, the wheel effort is light, and the steering ratio is speedy enough to keep up with the predictable chassis. If there is such a thing as handling perfection, it comes as standard equipment with the GTO.

Like all great days, this one eventually came to an end. The Clarks flew home to Phoenix smug in the knowledge that they own a true automotive treasure, one feisty Ferrari was loaded onto the transporter for the trip back to safe harbor, and we turned to the typewriter to log a memorable chapter in the performance record book.

Statistics worshipers in the audience may be disappointed by this first U.S.-soil report card, but our more circumspect view is that the GTO experiment is an unqualified success. Although it didn't meet all of the factory's heady claims, it has accomplished a more important mission: pointing the way to a very plausible future for this firm. Thanks to the GTO, Ferrari's past and present will never be as tantalizing as what's ahead.

—Don Sherman

CAR AND DRIVER TEST RESULTS

ACCELERATION

	Seconds
Zero to 30 mph	2.0
40 mph	2.8
50 mph	3.5
60 mph	5.0
70 mph	6.1
80 mph	7.4
90 mph	9.5
100 mph	11.0
110 mph	12.7
120 mph	15.8
130 mph	19.9
Top-gear passing time, 30-50 mph	10.6
50-70 mph	8.6
Standing ¼-mile	13.1 sec @ 112 mph
Top speed	175 mph

BRAKING

70-0 mph @ impending lockup 175 ft

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

HANDLING

Roadholding, 300-ft-dia skidpad 0.88 g
 Understeer minimal moderate excessive

COAST-DOWN MEASUREMENTS

Road horsepower @ 30 mph 7 hp
 50 mph 18 hp
 70 mph 38 hp

INTERIOR SOUND LEVEL

Idle 64 dBA
 Full-throttle acceleration 90 dBA
 70-mph cruising 77 dBA
 70-mph coasting 77 dBA



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Ford Tempo Sport GL

Dearborn ups the Tempo to moderato.

• Those of you who tune your radios to "Prairie Home Companion" every Saturday night will understand this car in a femtosecond. Garrison Keillor, the show's host, breaks into the festivities every so often with fanciful commercials for fanciful products. One of the favorites is Minnesota Language Systems, a school that teaches phrases you can sprinkle around in your conversation so your friends will think you've lived in Minnesota for years.

Real Minnesotans are supposed to be stolid and impassive, and they leaven their pronouncements with an excessive dose of moderation. Example:

"Harvard beets today, huh? How are they?"

"Oh, not too bad," a real Minnesota waitress would answer.

Another example:

"Hey, hey, whadaya think of that sweater comin' down the street?"

"Oh, not too bad," a real Minnesota construction worker would reply.

If you asked a real Minnesota car guy



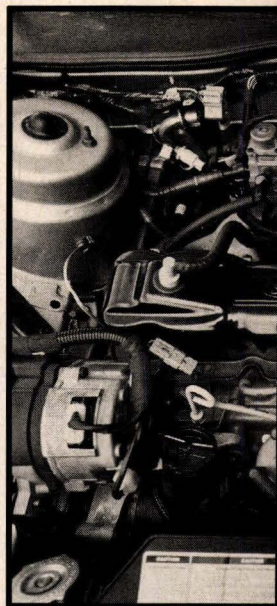
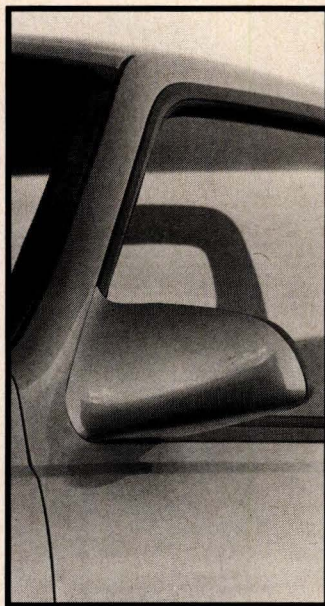
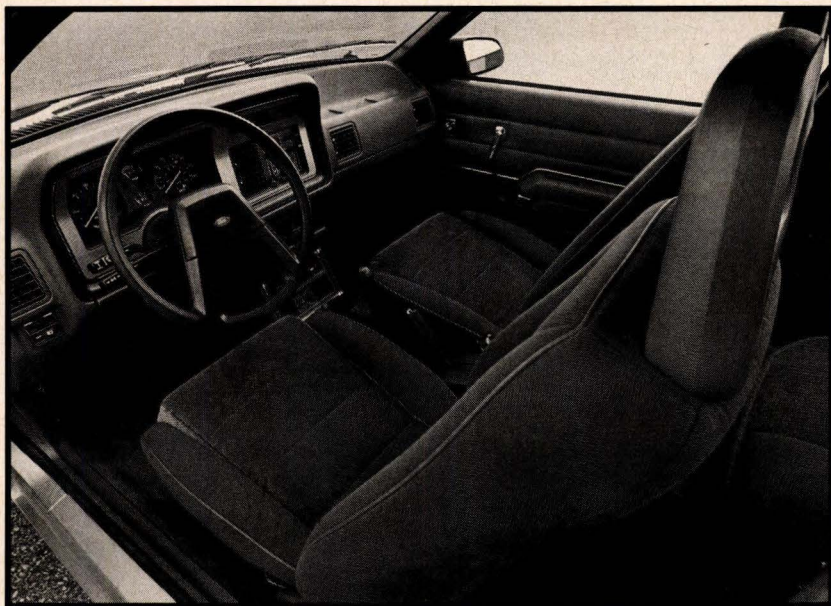
what he thought of the Tempo Sport GL after a short test run, he'd surely say, "Oh, it's not too bad." And he'd be right. The car is not too bad.

This response isn't limited to Minnesotans, either. Ask regular Americans. No, even tougher, ask our Hungarian technical editor, who put the Sport GL through its performance paces at the test track.

"Oh, it's not too bad," says Csaba Csere.

You get the idea, right? This car is not too bad. Mind you, such is not our normal response to a new performance model from one of the world's major automakers. But Ford spokesmen are candid about the Sport GL's role in life. The company wasn't swinging for the fences on this pitch. The Sport GL isn't supposed to make your red-hot corpuscles surge the way the Mustang GT does, or cause your synapses to do the boogaloo in the manner of the Thunderbird Turbo Coupe. This was a hurry-up job, they say, something to answer the complaint that the Tempo/Topaz line had no performance. That's all. And, for that

TEMPO SPORT GL



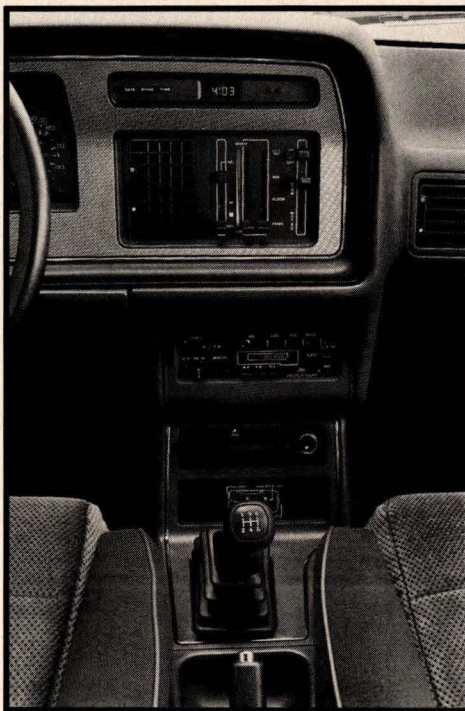
mission, this car is really not too bad.

The Tempo Sport GL has a Mercury counterpart, the Topaz Sport GS. We've driven one of those, and it's not too bad either. Both were two-door models, though the Sport package is available on four-door GLs and GSs as well. It consists of more power, more handling, a few styling cues on the outside, and a few more yet on the inside, all for the lump sum of \$900 on the window sticker.

The engine is still basically the same one you get in the un-Sport version of the Tempo GL, a pushrod four-cylinder descendant of the old Falcon six-cylinder, but it's called HSO (for "High Specific Output") in this incarnation, and it has more oomph: horsepower has been increased twenty percent to an even 100, and maximum torque is up fifteen percent. This has been accomplished through a rather comprehensive massaging of the hardware. Better breathing is the theme of all the modifications. The cylinder head is new, with larger ports and less valve shrouding in the combustion chamber. The intake manifold has larger runners. The air cleaner and the exhaust system both have less restriction. There is a new camshaft, and the HSO shares the standard Tempo's electronic throttle-body fuel injection, which is new for 1985.

This is not an engine that dazzles with unfettered zippiness. In fact, it seems rather lethargic and it makes the same sounds we've always associated with no-fun family haulers in the past, though it's reasonably well isolated from a vibration standpoint. It will rev right to the tachometer's 5500-rpm redline, no problem, but since the torque curve is full down low, there seems little point. The car doesn't feel fast no matter what you do. But then you check the 0-to-60 time, and it's 10.1 seconds. Not too bad. Not too bad at all. The engine obviously does its job.

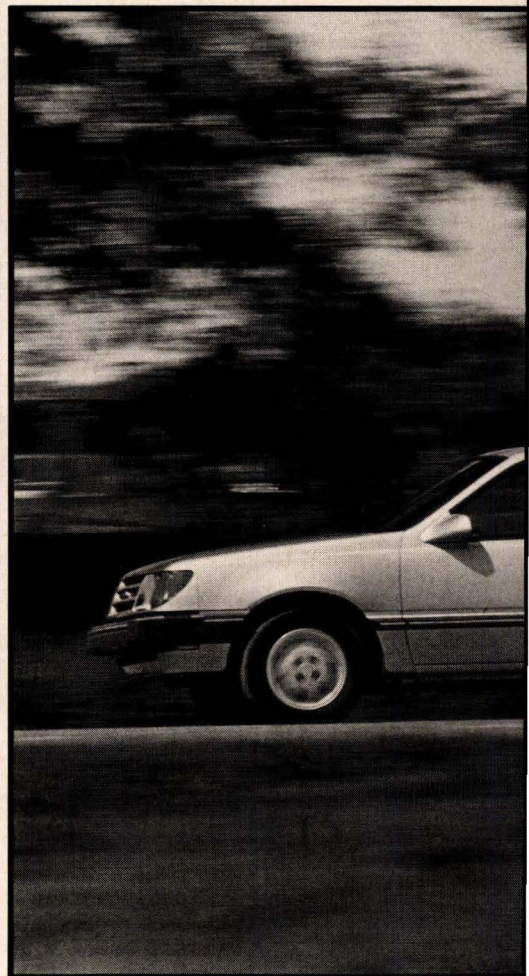
Part of the acceleration improvement is



due to a shorter final-drive ratio: the Sport GL has a 3.73:1 differential, compared with the standard Tempo's 3.23:1 ratio. And this gear change also contributes to a small loss in fuel economy: 22 mpg city, 31 mpg highway for the Sport GL, versus 25 and 34 for the standard car. Still, considering the performance improvement, that's really not too bad.

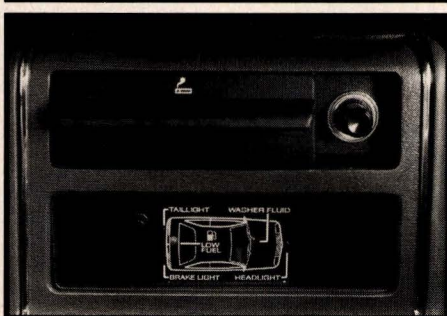
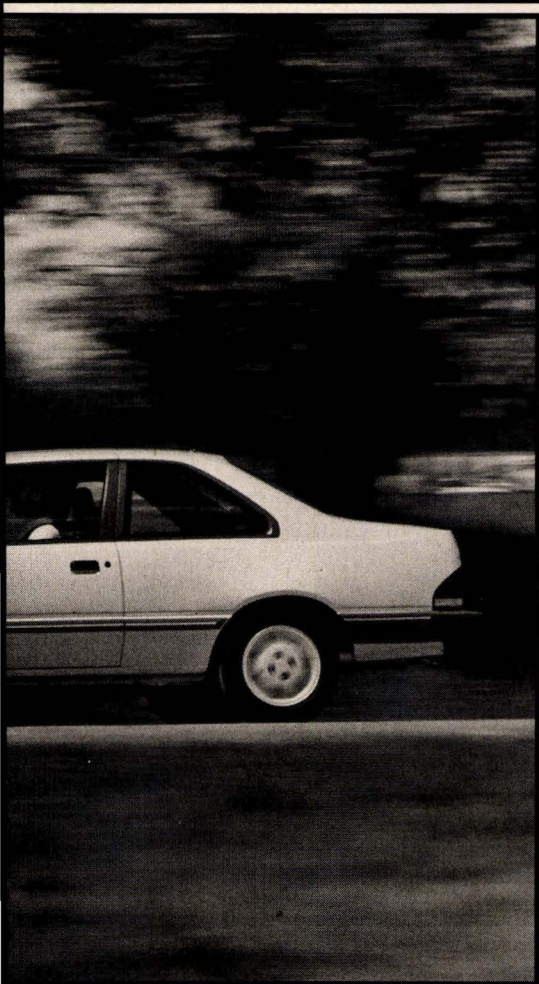
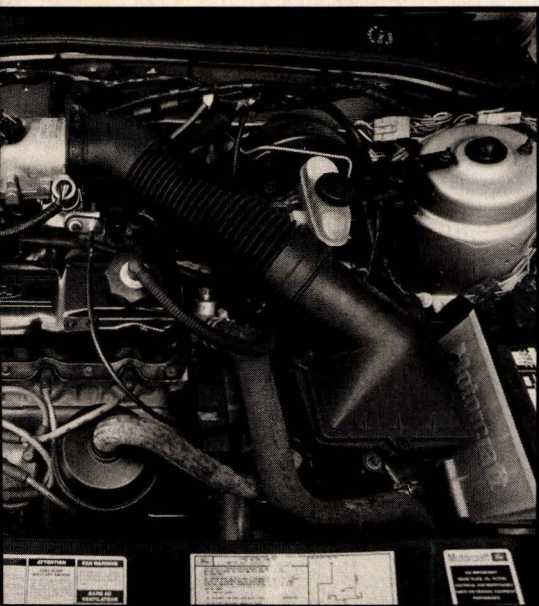
A five-speed-overdrive transmission is standard equipment with the HSO engine. Some reengineering has been done here, and reverse is now spotted just below fifth in the shift pattern. The shifter works—dare we say it again?—not too badly.

If there's a serious complaint about the car, it concerns handling. The Sport GL offers the usual suspension upgrades, with slightly stiffer springs and more shock-absorber control. Moreover, the all-weather



tires of the standard Tempo/Topaz are replaced by 185/70R-14 Goodyear Eagle GTs. So road adhesion is definitely improved, to 0.73 g for the Sport GL, compared with 0.67 for another car we tested with the all-weather Michelins. Still, this is not an impressive number.

Even more unimpressive is the Sport GL's demeanor at the limit. It bucks and slues in the most ill-behaved manner you



could imagine of a modern car. Some combination of nasty things is apparently happening. The inside front tire tries to lift and may be bounding off its rebound stop. You'd swear the power quits getting to the pavement at one part of each cyclic bound. The inside rear tire is also trying to lift, while the outside rear is heavily compressed. Since this is a front-drive car, that lifting is of no consequence to forward trac-

tion, but both rear wheels steer to some extent as they travel up and down, with the result that the tail has a whole repertoire of disco moves. Back away from the limit by a tenth of a g and the Sport GL behaves pretty much like any other car. And it rides quite smoothly, considering the harshness inherent in the Eagle GTs. But don't expect to put a grin on your face on the expressway ramps.

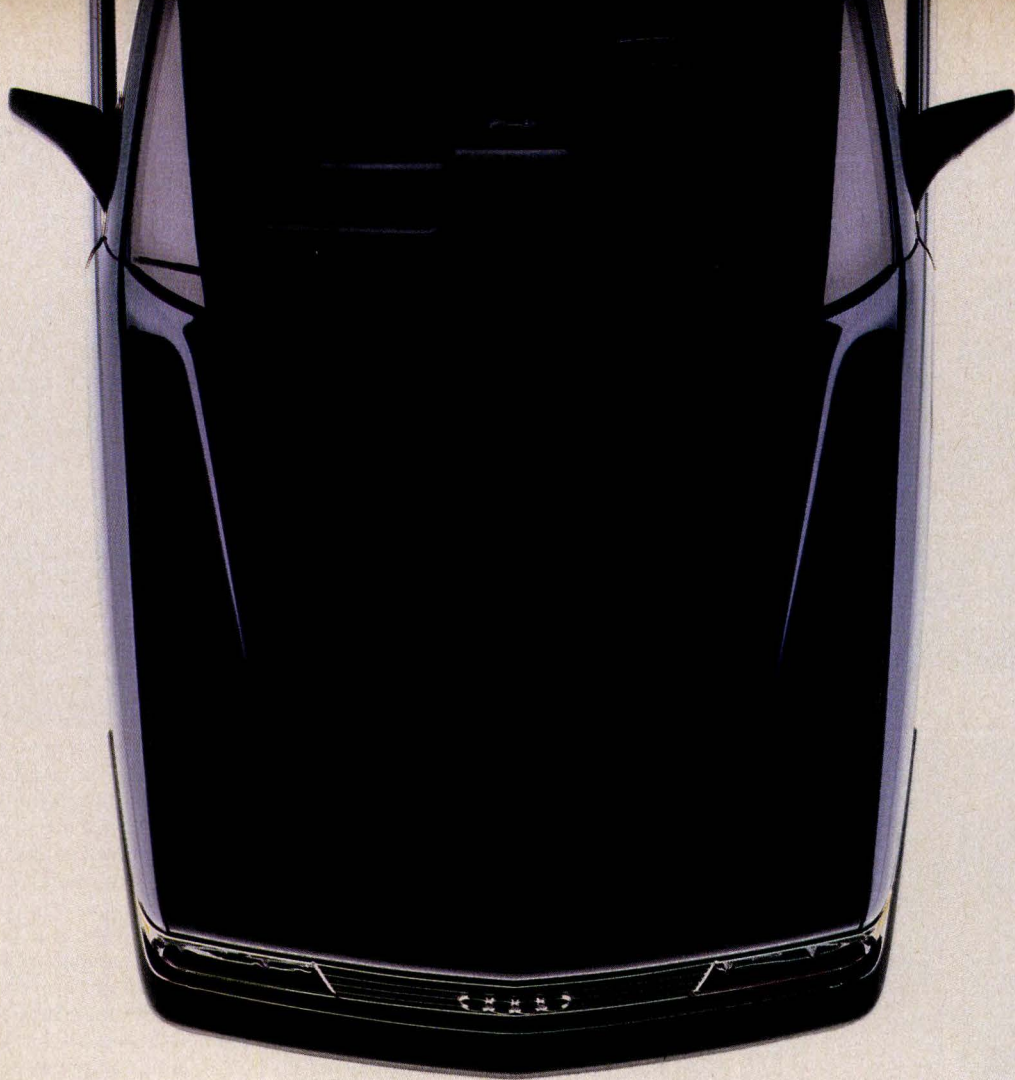
The driver's office is more successful—good enough, in fact, to earn another not-too-bad rating. The round dials of the 6000-rpm tach, the 85-mph speedometer,

and the fuel and temperature gauges are marked in white on black and clustered directly in view. The cluster is surrounded by a field of patterned metal, which is a not uncommon automotive-decor theme, except the pattern is fish scales. Here you are, easing on down the road in your Tempo Sport GL, looking at the side of a cod. Far out! Who says car companies don't have a sense of humor? (If you don't have one, opt for the Topaz. It has gray plastic instead.)

Generally, it could be said that the Tempo's cockpit equipment has been inspired by something other than hard driving. The steering wheel is one of those two-spoked affairs much loved by the Japanese these days, with the spokes at five and seven o'clock and little token bumps on the rim at ten and two to remind you where to put your hands. Real drivers prefer their spokes somewhere near horizontal, where they form natural rests for the hands gripping the rim.

Hard drivers will also find the seats lacking in lateral support, but the cushions are appropriately firm and do quite a reasonable job at the speeds appropriate to the car. Generally, the interior is tastefully appointed. The colors in our test car were harmonious shades of gray. The shapes are softly rounded, and the quality of assembly is notably high.

The rear seat is perhaps a bit less than you'd hope for in a car of this size. And we mean exactly that. The seat is small; the cushion sets a new world record for shortness in the thigh-support direction, ending not much farther forward than the bottom of the pockets in your Levi's. The payoff for this is generous footroom forward of the cushion, or a reasonably wide slot in which to park a grocery bag if nobody is sitting back there. If passengers are assigned to the rear, they will find very good headroom and adequate kneeroom. The trunk, with 13.2 cubic feet of space, is quite good for a notchback of this class.



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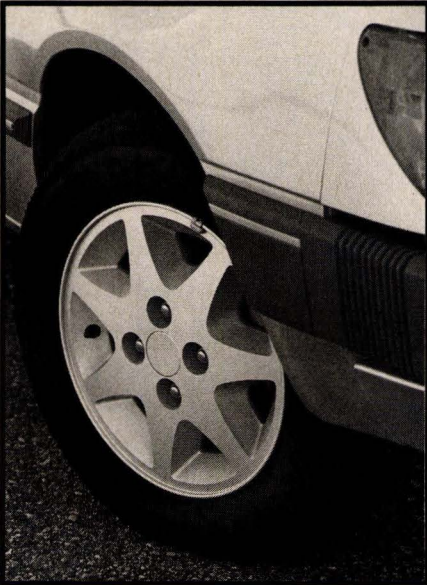
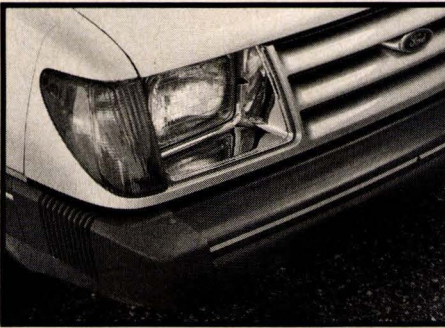
All of which inspired Car and Driver to say, "at Audi the future of the automobile is being decided."

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COUNTERPOINT

• There's always been something about the Tempo that's seemed a day late and a dollar short. It was an honest attempt at a breakaway design, a rounded-off compact sedan turned loose in a sea of blocky K- and J-cars. It just never captured the imagination.

I'm not talking only about its appearance, which has always been a matter of debate. For me, it's the Tempo's lackluster dynamics that have held it back from day one. Right from the start, this was not a car for anyone who savored driving and could do it relatively well.

Unfortunately, that's still the case, despite some determined developmental work by Ford. The new engine moves the Tempo Sport GL along well enough, but its droning takes all the fun out of stirring up the revs. And the suspension still has the awkward moves of an adolescent who's grown up too fast and finds himself trying to play ball in a man's body.

So I guess it's time to put my hopes for this car on hold. If Ford hasn't been able to whip it into world-class shape by now, it probably never will. That worries me. In the fast-moving car biz, you just can't get away with being a day late for years on end. —*Rich Cebpos*

It's good to see that Ford is staying true to its promise to make continual improvements in its products after their introduction. This Tempo GL with the Sport package exemplifies the value of this approach. The high-output engine not only produces more power than the original version over a wider rpm range, but it's more refined as well. The Sport suspension helps the Tempo go where

it's pointed yet provides a comfortable ride. Finally, our test car was relatively free of squeaks and rattles.

These qualities make the Tempo a pleasant enough car, but as a sporting sedan it falls a bit short. It still doesn't have enough power to keep up with Omni GLHs and turbo Mitsubishis, its cornering traction is hopelessly inadequate at 0.73 g, and it lacks the necessary sporting styling cues. The Tempo needs a lot more work before it can play with the fast boys. —*Csaba Csere*

Our little Ford Tempo GL failed to make my heart soar like an eagle. Despite the fact that I rather like standard Tempos and Topazes in their upscale trim packages, the Sport GL—which I ought to have loved—filled my brain pan with images of coarseness and crudeness. Maybe it *is* coarse and crude. The engine is noisy. The ride is rough. Impact harshness is right up there with that of light-duty trucks. The performance that results from all these compromises is not memorable. This is too bad. Ford has recently been so far out on the edge of so much domestic automotive progress that we really expected more of the middling-small Tempo when it got decked out as a performance machine. One day's driving in the Sport GL was enough for me. Back to the magazine's motor pool it went, without apologies or regrets. The succeeding days went by, and I'd stroll through the parking lot, glance at the gray Tempo with its fat tires, and think how much I'd have loved to drive it if it'd been a VW GTI or an Omni GLH Turbo. —*David E. Davis, Jr.*

Few buyers select a car entirely on its functional merits, however. Style, at the very least, casts the swing vote, and the Sport GL has more going for it than just a simulated-fish-skin dashboard. Probably its most conspicuous gesture is the sky-blue pinstripe that runs the circumference of the car at bumper height. Red is the obvious stripe color for performance cars these days, originated on the VW GTI and picked up by a host of others, but we're glad to see Ford go its own way; blue may become this division's performance cue in time. The Topaz Sport GS has a gold stripe, color-keyed to the centers of the cast wheels. The wheels of the Sport GL are gray-painted aluminum castings with 6.0-inch rims, styled very much in the Ford-of-Europe theme.

The Tempo's jellybean shape is certainly consistent with Ford's aero look. Some details of it are truly startling in their deviation from typical American design. Take the outside mirrors, for example: they are boldly faired into the forward edge of the door glass in a grand aerodynamic gesture.

Small refinements to this aero look will evolve as the model years pass. For 1986, the big change in Tempo/Topaz styling will be the addition of aero headlamps for further smoothing of the nose. Not an earthshaking development, to be sure, but Minnesotans everywhere will notice, nod their heads, and say, "Not too bad." —*Patrick Bedard*



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It's not only fast on paper. That same engine has been wiping up its competition on racetracks in Europe and America.

That's some track record.

It's also reassuring to know that every 505 Turbogas is equipped

with a limited slip differential, which does what its name implies: provides extra traction. Especially on slick roads.

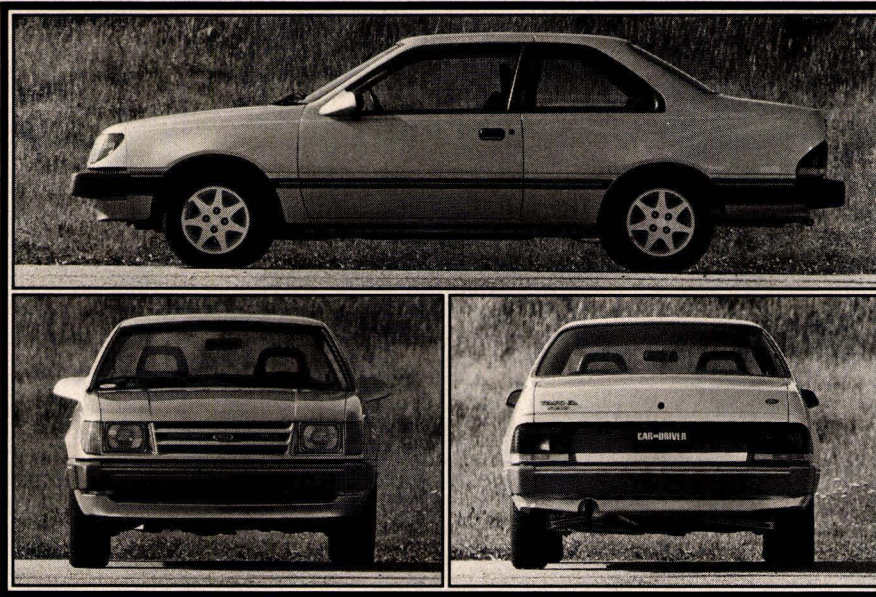
For a brochure and the name of your nearest Peugeot dealer, call 1-800-447-2882.

Then there won't be any question in your mind what kind of car it is.



PEUGEOT

TEMPO SPORT GL



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

Price as tested: \$9735

Options on test car: base Ford Tempo GL, \$7160; Sport GL package, \$900; air conditioning, \$743; AM/FM-stereo radio/cassette, \$152; rear defroster, \$140; console, \$111; metallic paint, \$91; power trunk release, \$40; freight, \$398.

Standard accessories: none

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

ENGINE

Type 4-in-line, iron block and head
 Bore x stroke 3.68 x 3.31 in, 93.5 x 84.0mm
 Displacement 141 cu in, 2307cc
 Compression ratio 9.0:1
 Engine-control system Ford EEC IV with 1x2-bbl throttle-body fuel injection
 Emissions controls 3-way catalytic converter, feedback fuel-air-ratio control, EGR, auxiliary air pump
 Valve gear pushrods, hydraulic lifters
 Power (SAE net) 100 bhp @ 4600 rpm
 Torque (SAE net) 125 lb-ft @ 3200 rpm
 Redline 5500 rpm

DRIVETRAIN

Transmission 5-speed
 Final-drive ratio 3.73:1

Gear	Ratio	Mph/1000 rpm	Max. test speed
I	3.60	5.2	29 mph (5500 rpm)
II	2.12	8.8	48 mph (5500 rpm)
III	1.39	13.4	74 mph (5500 rpm)
IV	1.02	18.3	101 mph (5500 rpm)
V	0.73	25.6	106 mph (4150 rpm)

DIMENSIONS AND CAPACITIES

Wheelbase 99.9 in
 Track, F/R 54.7/57.6 in

Length 176.2 in
 Width 68.3 in
 Height 52.7 in
 Frontal area 20.6 sq ft
 Curb weight 2535 lb
 Weight distribution, F/R 62.3/37.7%
 Fuel capacity 15.2 gal

CHASSIS/BODY

Type unit construction
 Body material welded steel stampings

INTERIOR

SAE volume, front seat 49 cu ft
 rear seat 42 cu ft
 trunk space 13 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, strut located by 1 lateral link and an anti-roll bar, coil springs
 R: ind, strut located by 2 lateral links and 1 trailing link, coil springs

STEERING

Type rack-and-pinion, power-assisted
 Turns lock-to-lock 3.1
 Turning circle curb-to-curb 38.7 ft

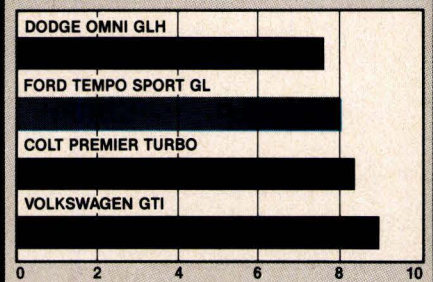
BRAKES

F: 9.3 x 0.9-in vented disc
 R: 8.0 x 1.2-in cast-iron drum
 Power assist vacuum

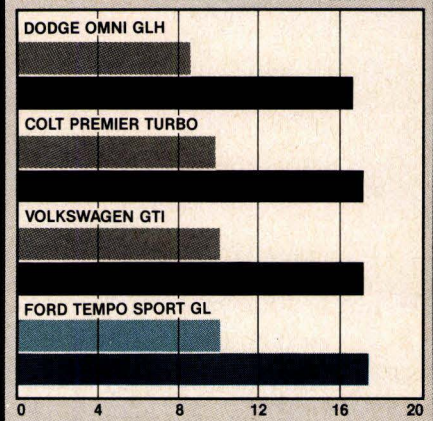
WHEELS AND TIRES

Wheel size 6.0 x 14 in
 Wheel type cast aluminum
 Tires Goodyear Eagle GT, P185/70R-14

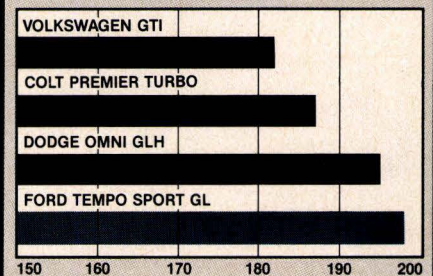
CURRENT BASE PRICE dollars x 1000



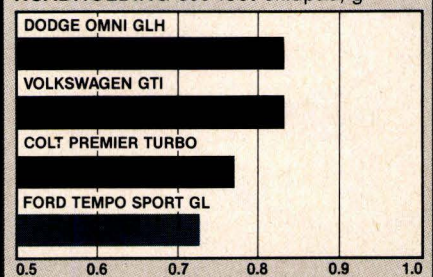
ACCELERATION seconds



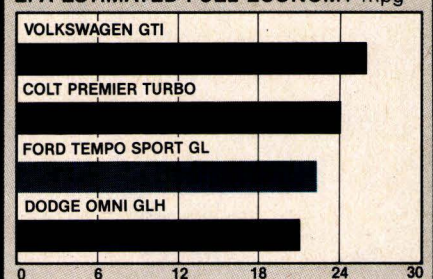
70-0 MPH BRAKING feet



ROADHOLDING 300-foot skidpad, g



EPA ESTIMATED FUEL ECONOMY mpg



CAR AND DRIVER TEST RESULTS

ACCELERATION

Speed	Seconds
Zero to 30 mph	3.0
40 mph	4.7
50 mph	7.2
60 mph	10.1
70 mph	13.7
80 mph	18.5
90 mph	26.4
100 mph	44.3
Top-gear passing time, 30-50 mph	14.7
50-70 mph	15.1
Standing 1/4-mile	17.3 sec @ 78 mph
Top speed	106 mph

BRAKING

70-0 mph @ impending lockup 198 ft
 Modulation poor fair good excellent
 Fade none moderate heavy
 Front-rear balance poor fair good

HANDLING

Roadholding, 300-ft-dia skidpad 0.73 g
 Understeer minimal moderate excessive

COAST-DOWN MEASUREMENTS

Road horsepower @ 30 mph 5 hp
 50 mph 14 hp
 70 mph 29 hp

FUEL ECONOMY

EPA city driving 22 mpg
 EPA highway driving 31 mpg
 C/D observed 21 mpg

INTERIOR SOUND LEVEL

Idle 51 dBA
 Full-throttle acceleration 81 dBA
 70-mph cruising 70 dBA
 70-mph coasting 69 dBA

ULTRA LIGHTS: 5 mg. "tar", 0.5 mg. nicotine, LIGHTS: 10 mg.
"tar", 0.8 mg. nicotine, KING: 17 mg. "tar", 1.3 mg. nicotine,
av. per cigarette by FTC method.

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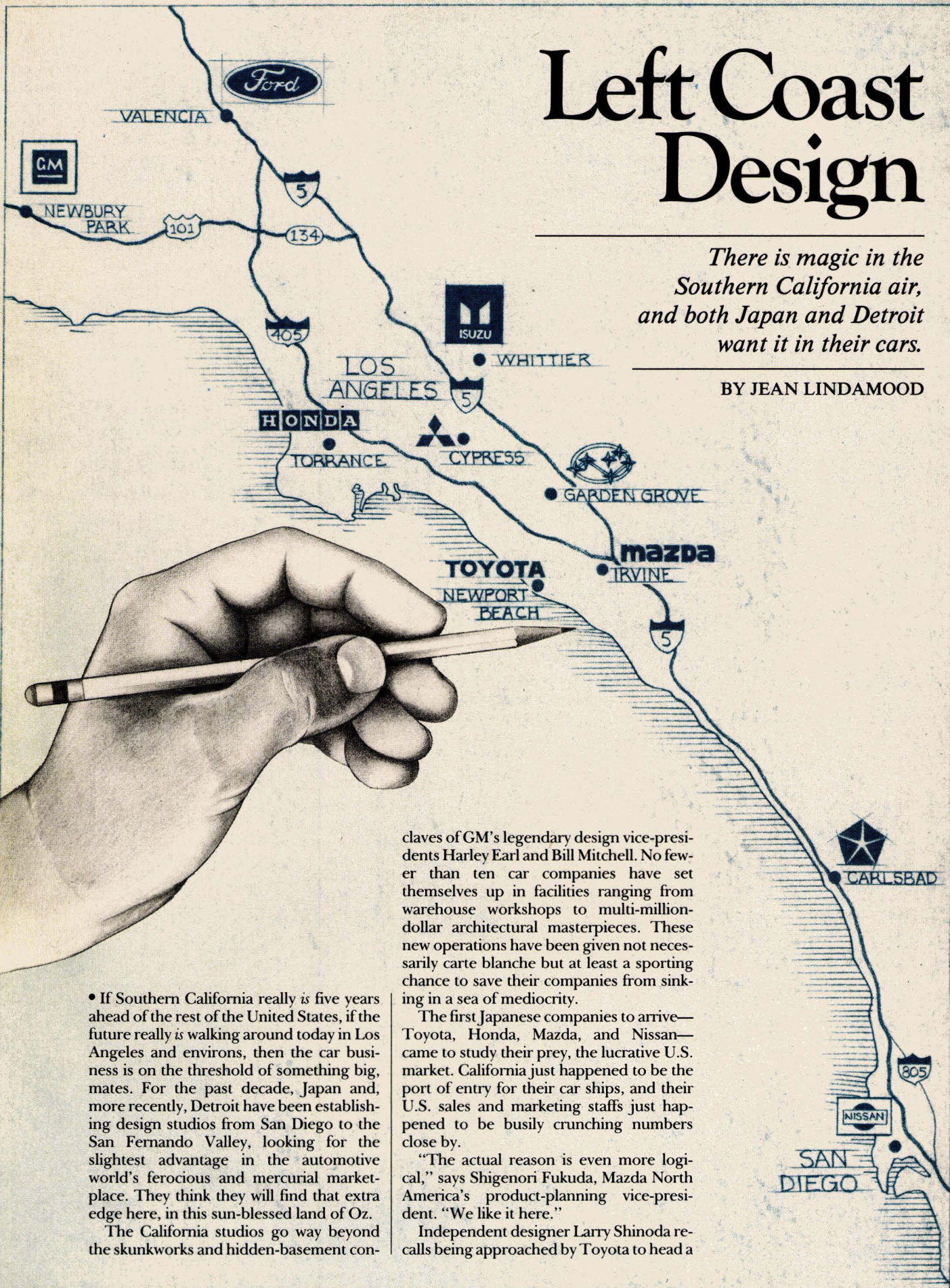
THE 740 TURBO

By Volvo

Left Coast Design

There is magic in the Southern California air, and both Japan and Detroit want it in their cars.

BY JEAN LINDAMOOD



• If Southern California really is five years ahead of the rest of the United States, if the future really is walking around today in Los Angeles and environs, then the car business is on the threshold of something big, mates. For the past decade, Japan and, more recently, Detroit have been establishing design studios from San Diego to the San Fernando Valley, looking for the slightest advantage in the automotive world's ferocious and mercurial marketplace. They think they will find that extra edge here, in this sun-blessed land of Oz.

The California studios go way beyond the skunkworks and hidden-basement con-

claves of GM's legendary design vice-presidents Harley Earl and Bill Mitchell. No fewer than ten car companies have set themselves up in facilities ranging from warehouse workshops to multi-million-dollar architectural masterpieces. These new operations have been given not necessarily carte blanche but at least a sporting chance to save their companies from sinking in a sea of mediocrity.

The first Japanese companies to arrive—Toyota, Honda, Mazda, and Nissan—came to study their prey, the lucrative U.S. market. California just happened to be the port of entry for their car ships, and their U.S. sales and marketing staffs just happened to be busily crunching numbers close by.

"The actual reason is even more logical," says Shigenori Fukuda, Mazda North America's product-planning vice-president. "We like it here."

Independent designer Larry Shinoda recalls being approached by Toyota to head a

California studio as early as 1968, when he was still working for GM. "But by the time they made up their minds to go ahead with it, I had taken a job at Ford and turned them down."

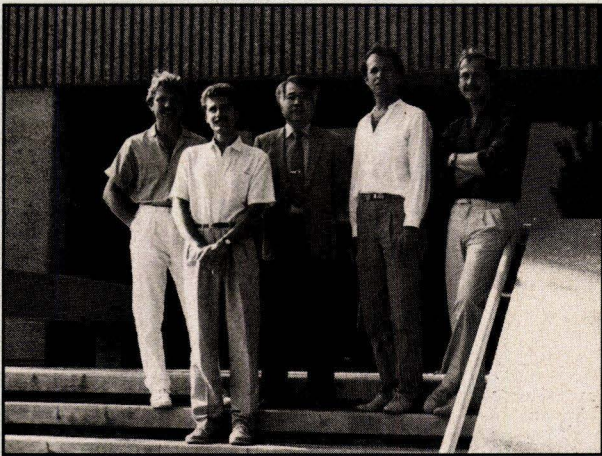
Calty (California Toyota) quietly went ahead with its plans and opened in 1973. Calty designer Dave Hackett was still with Ford back then. "I think most people back in Detroit didn't know Calty existed," he

says. "Then came the 1978 Celica, and we found out there was a connection with this little West Coast office. The Celica was a big eye-opener; it really changed our idea of Japanese design."

Toyota's plan exactly.

By the time the Celica arrived, so had Honda and Mazda. Nissan dropped anchor in the San Diego area in 1979. Detroit took another four years to notice that it was los-

ing precious talent from the graduating classes of such important schools as Art Center College of Design in Pasadena, the Center for Creative Studies in Detroit, Stanford, UCLA, USC, and others. Even worse, key designers, tired of sketching this year's face-lifted transpo implements, were defecting from the ranks. Those who didn't wait around for Detroit to wake up found what Doug Halbert, a former Chrysler de-



CALTY DESIGN RESEARCH

Toyota

Company: Calty Design Research, Inc.
2810 Jamboree Road
Newport Beach 92660
Executive V.P.: Katsushi Noshio
Background: Toyota (Japan), Art Center
College of Design, Kyoto University
of Industrial Arts
Staff 35 (12 designers)
Studios 4
Established 1973

Calty (California Toyota) quietly set up shop in Newport Beach over a decade ago. The arrival a few years later of its calling card, the 1978 Celica, surprised more than one Detroit-based automotive designer.

"Ten years ago, the Japanese car industry knew nothing about the American car industry, other than sending students to Art Center," says research manager Jim Sherburne. "So the first couple of years was just learning the steps of the dance. Calty gradually grew into a full-fledged design studio."

Calty makes its contribution to the new-car process before production design begins in Japan. Work is divided among four studios, each led by a chief designer. Planning and research are conducted at the beginning of the year, followed by sketching and, finally, fabrication.

After the Celica came a pickup truck in 1979 and two concept cars for the Tokyo motor show. Then, says Sherburne, "the character of the company changed. Bits and pieces of our work are now assimilated into the production process over there." Sherburne believes, for instance, that a mid-engine package Calty developed in 1977 got the company thinking very early along MR2 lines.

"We find that a lot of our job is reporting about lifestyles and people and so forth," adds Sherburne.

Calty is also a training center for Japanese designers. Approximately 25 percent of Calty's staff at any given time are Toyota Motor Corporation employees on a U.S. tour of duty. About ten percent of the TMC design staff in Japan—some 30 people—were trained in what Sherburne calls "Toyota's sandbox."

"We enjoy a dialogue with top TMC management," adds chief designer Stewart Reed. "It's regarded with a bit of jealousy by their own designers. If we can be an irritant, that's healthy."



HONDA RESEARCH OF AMERICA

Honda

Company: Honda Research of America
2580 West 237th Street
Torrance 90505
Executive V.P.: Norimoto Otsuka
Background: Honda (Japan), Nippon U.
Staff 100 (16 designers)
Studios 1
Established 1974

Honda designer Norimoto Otsuka was sent to America with a single Japanese engineer in 1974. His orders were to establish a project team that would research the potentially lucrative U.S. market and feed proposals back to the mother company. Otsuka's new team would be independent of the U.S. marketing arm, American Honda.

Eleven years later, Honda Research of America, under Otsuka's direction, has a staff of about 100, divided into automobile and motorcycle groups. Intensive study forms the basis for product design; HRA conducts its own product and market research, as well as demographics studies. Resident designers may find themselves working on production projects or so-called blue-sky renderings; on cars or on motorcycles; in the U.S. or occasionally for a short period in Japan.

The typical procedure at HRA is to research and define a market need and then work through renderings to a full-size clay or fiberglass model. HRA stops short of production design, though; its successful proposals go to the motherland for production engineering.

This is one seedling that's been around long enough to bear fruit. HRA's first contribution to the Honda line was a motorcycle: the successful CX500 Custom, based on studies of that great American phenomenon the Harley chopper. Other HRA-inspired bikes followed: the Nighthawk series, the Shadow series, and various ATVs. The 1982 Accord came from the combined efforts of HRA and Honda's Japanese studio.

The real feather in HRA's cap, however, is the widely acclaimed Civic line. An HRA concept inspired three of the four Civics: the CRX, the three-door hatchback, and the wagon.

"HRA are the navigators for Honda," says Otsuka. "Also, we want to be the navigators for the U.S. consumers."

signer and now senior designer at Honda Research of America, found: "The Japanese will listen to us."

The defectors have noted the arrival of their former employers with great interest. Gerry Hirschberg, Nissan Design International's design manager, speaks from experience as a former high-ranking GM designer: "I think anybody can feel Detroit trying to reach through the bars and trying

to get outside of those strange, invisible things that keep everything inside; that keep the neat stuff on the walls from getting out onto the street.

"I would only caution that there's a tendency to re-create, to bring along your own weaknesses. If Chrysler Pacifica and GM's design facility are nothing more than an extension of the hallway from Detroit, Michigan, to Southern California, then you

might as well just show a film of California and hand out the post cards."

GM's Henry Haga agrees that there might be corporate types back home who aren't aware yet that "there are people out here trying to turn this big ship around." But Haga has found a powerful ally in GM's chairman. "Roger Smith had breakfast here the other day and said, 'It's going to be a while before people will understand



JOAN MARTINO

Mazda

Company: Mazda (North America), Inc.
Product Planning & Research
1444 McGaw Avenue
Irvine 92714

Vice-president: Shigenori Fukuda
Background: Mazda (Japan), Kyoto
Kogei Seni Daigaku
Staff 12 (3 designers)
Studios 1
Established 1976

The Americanization of Mazda products began in 1976, when Mazda assigned a designer to its California technical center to observe U.S. design trends. He sent RX-7 proposals home and was joined by a fellow designer the following year.

The small facility gradually evolved into a mini-Mazda corporation, with product planning, design, and engineering working together on advanced concepts under vice-president and designer Shigenori Fukuda. After practicing with aftermarket pieces, Mazda (North America) made its first three-dimensional model, a 323 (GLC) convertible, produced by specialty builder Richard Straman.

The U.S. group also worked on the 1986 B2000 pickup and on the new 1986-model RX-7. In all three cases, Japanese designers

worked at Mazda North America under the planning and marketing advice of Americans. A third designer, Mark Jordan, son of GM design director Chuck Jordan, was hired in 1983.

Fukuda's staff usually begins with a product-planning concept backed with market data. Designers give the ideas form, and a group proposal is brought before Mazda's product-planning head in Japan.

Production studies are made of successful proposals, and Mazda North America designers are then sent to Japan for production design. An exception, the 1986 RX-7, was designed completely in the U.S., where nearly all RX-7s are sold.

Fukuda describes the relationship with the home base as "50 percent independent and 50 percent collaboration." He says he would like Mazda North America to lead the corporation into the 1990s. "We think our studio should be the advance studio for the U.S. market," he says. "Not just design, but the total company should be Mazda corporation's consultant."



NISSAN DESIGN INTERNATIONAL

Nissan

Company: Nissan Design International
9800 Campus Point Drive
San Diego 92121

President: Kazumi Yotsumoto
Background: Nissan (Japan), Art Center
College of Design, Tokyo Higher
Technical School
Staff 30 (6 designers)
Studios 3
Established 1979

Nissan Design International, now a stunning \$5 million facility in San Diego, had considerably humbler origins. Gerry Hirschberg, design director under president Kazumi Yotsumoto, remembers finding a little house in nearby La Jolla the day after he left the helm of Buick design.

"It was myself, Mr. Yotsumoto, an administrative assistant, and a secretary who spoke two languages. We typed up a little sign and put it in the front, went inside, and rubbed our hands together and said, 'What do you want to do now?'"

Today the NDI complex boasts full modeling facilities in addition to a library, a lounge, and a tennis court. It's tied together by landscaped courtyards, planters, and waterways. Every Thursday night, NDI families gather for Japanese language and history lessons.

NDI is responsible for the production design of vehicles that sell better in export markets than they do at home. Assignments come from the same group of executives who oversee Nissan's domestic design staff. Japanese designers are usually in residence, and NDI may also borrow a team of Japanese modelers for a hot project.

Nissan's NX21 show car came from the NDI studios, whose first production design will be unveiled next February. Another three or four car lines follow. In addition to cars, the company has designed medical instruments and a line of audio equipment for outside firms.

"It was a dream that Mr. Yotsumoto and I shared a long time ago," explains Hirschberg, "something that would maybe feed the creative process and begin to help car design catch up with the rest of design architecture in the world.

"NDI obviously wasn't born as a consensus in traditional halls," Hirschberg continues. "This was done by a group of people who lit a fuse and looked away."

that it's easier to let loose than hug tight to that big rock.' ”

Everyone has a different answer to the question “Why California?” There are the practical reasons for going there:

- The wide range of climates and geography makes it easy to test a variety of products. You can drive from Los Angeles to the beach, to the mountains, to the desert, in a matter of hours—if it isn't rush hour.

- Southern California has a zillion little automotive specialty shops and fabricators hidden away in the maze of industrial parks that provide support services to the design industry.

- It is a car-crazed populace; you will see more automotive variety—from kit cars to Countaches—on Southern California freeways than anywhere else in the world.

- Southern California is the center of the

aerospace industry, a leader in high technology, and a pioneer in the use of alternative materials.

- And the climate is mild, the light is pure, and the sky is such a lovely blue.

There are also less tangible reasons for being on the West Coast:

- “The people here are very open-minded and accept all cultures,” says Takio Nakagawa, executive vice-president and



CHRYSLER PACIFICA

Chrysler

Company: Chrysler Pacifica
Advanced Product Design
Center
2250 Rutherford Road
Carlsbad 92002

V.P., executive director: Don DeLaRossa
Background: Chrysler, Ghia SpA (Italy),
Ford (U.S.), GM, University of Chicago
Staff 12 (8 designers)
Studios 3
Established 1983

Chrysler Pacifica has barred its doors to the prying eyes of the outside world while it buckles down to the business of designing the 1987 Chrysler-Maserati sports cars.

Pacifica, Chrysler's third facility on the West Coast (in addition to a marketing office in Los Angeles and the Shelby performance center in Santa Fe Springs), was established to study exterior and interior designs four to eight years before production. Its staff of eight designers has focused its energies on sporty cars, but its scope will soon broaden to include more utilitarian vehicles aimed at the 1988 model year and beyond. Three aerodynamic exercises have been produced thus far: a two-place, mid-engined sports car and two front-wheel-drive subcompacts. Pacifica designers use plastic

foam for model making rather than clay.

This past spring, Don DeLaRossa, a design executive with 31 years of service at Ford before he joined Chrysler in 1980, turned the product-design vice-presidency over to Tom Gale and moved to Carlsbad to direct Pacifica. DeLaRossa calls Pacifica a “highly structured operation” but adds that it allows designers a more relaxed environment, away from the pressures of production.

“Our advanced-concept people have been partially deprived of the creative opportunities that should ideally prevail. This system will permit more orderly, effective, and cost-efficient production-design scheduling and eliminate running design changes.”

Chrysler's Design Concept Committee, located in Highland Park, Michigan, will provide Pacifica with the engineering dimensions and supportive marketing data for its assignments. DeLaRossa estimates that twelve to fifteen concept cars will be produced annually.



ADVANCED CONCEPTS CENTER

General Motors

Company: Advanced Concepts Center
General Motors Corporation
2193 Anchor Court
Newbury Park 91320

Director: Henry G. Haga
Background: GM, Opel, Art Center College of Design
Staff 26 (3 designers)
Studios 1
Established 1983

It will be a while yet before GM builds the grand research facility it plans for California. Until then, GM's think tank is tucked away in an obscure corner of an industrial park 35 miles northwest of Los Angeles.

Advanced Concepts Center began with two representatives each from the corporate research, design, and advanced-product staffs, led by Henry Haga, a veteran of all five General Motors divisional design departments and a former director of Opel design in West Germany.

GM is in California not necessarily to design cars, but to find new ways of designing cars, to research new materials and technologies, to monitor the California lifestyle, and especially to snag some of the talented graduates from schools like UCLA, Stanford, and USC. From all of this, GM figures,

will come the innovative designs of the future.

“We want to go a generation beyond Saturn,” says Haga, “and search for concepts and ideas that fit into the socioeconomic conditions that we see happening out here. Our main thrust is down-the-road ideas, but we don't limit those ideas just to vehicles.”

“We're very autonomous,” insists Haga, who reports to design vice-president Irv Rybicki. “But there are still many GM systems that followed us out here.”

Explaining this recently to chairman Roger Smith, Haga admitted he ignored many GM conventions. “Roger, is there really a GM jail?” he asked.

“He laughed like hell,” says Haga, “and kind of encouraged us to look for shortcuts.”

“We're not the new Christ,” Haga cautions. “It's naive to think that 26 guys are going to have major implications on a big corporation like GM. I think we're one of many little entrepreneurial groups that will eventually affect the way GM thinks and does business.”

general manager of Mitsubishi's California design center.

- The Pacific-basin theory holds that countries bordering the Pacific Ocean will become the dominant industrial centers in the near future and that Southern California will reign supreme.

- Nissan's Gerry Hirschberg believes that Californians have "broken loose from old moorings and float freer. Someone once

said, 'They shook the country at the turn of the century, and everything loose came to California.'"

"There is an inspiration here, something that enchants the designer," says Strother MacMinn, a veteran Detroit designer, retired Caltly consultant, and one of Art Center's most respected instructors. "These elements are very hard to define. There is no formula. The Japanese would love it if

there were. Engineers who deal with black and white would love it. So would the financial people who want to know what your special budget is going to be.

"Something happens out here that gives you this desire to do creative things. If you look to any of the facets that create the general environment—social, economic, and industrial—you find the answers. Then reflect on lifestyles and the climate, put the



CONCEPT CENTER CALIFORNIA

Ford

Company: Concept Center California
27968 North Beale Court
Valencia 91355
Executive designer: Richard Hutting
Background: Ford, Art Center College of Design
Staff 12 (4 designers)
Studios 1
Established 1984

Ford decided *not* to open a West Coast design studio. Instead, it hired one. Concept Center California, owned by Art Center instructor and former Ford designer Richard Hutting, dropped its clientele in early 1984 and took in Ford on an exclusive basis. Ford arranged the financing necessary to equip Hutting with a machine shop and the equipment to fabricate full-scale models in clay, wood, plaster, and fiberglass.

Ford is not interested in blue-sky concepts from California. Hutting was hired to create a straightforward extension of design executive Jack Telnack's North American design studios in Dearborn. If Telnack needs four Thunderbird proposals, for example, he might ask Concept Center to come up with two. Hutting works on one car line at a time, based on an established engineering

package. And he is a working designer. Hutting's business card identifies him as "Executive Designer" rather than "President."

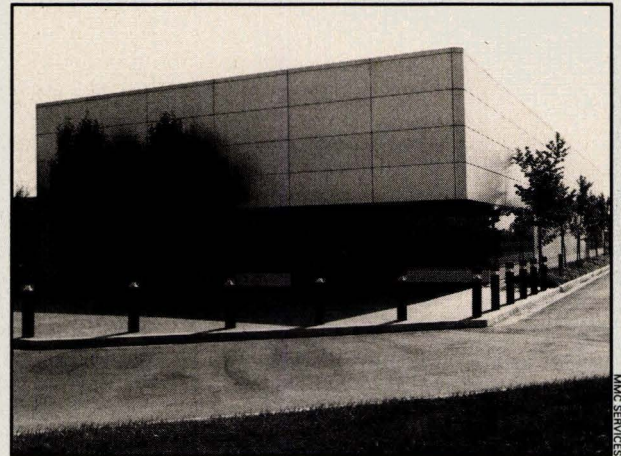
"I have a drawing table at the studio like the rest of my designers," he says. "I'm at the board every day, if I'm not up to my elbows in clay."

Although it has been discussed, Valencia has yet to swap designers with Dearborn. And Hutting is prohibited from hiring Ford employees. "They didn't want everyone in Dearborn moving here," he says.

Hutting was, however, happy to pick up one of Ford's experienced clay modelers immediately after his retirement, fleshing out the young Art Center-trained staff.

Hutting figures his output last year was one car for every two and a half employees.

"To date, we've done everything on or under budget and on time. And everything we've delivered has been feasible for production," he says with satisfaction. "I have to set a high standard for myself. I can lose my contract if I don't perform."



MMC SERVICES

Mitsubishi

Company: MMC Services, Inc.
Design Studio
6420 West Katella
Cypress 90630
Executive vice-president and general manager: Takio Nakagawa
Background: Mitsubishi (Japan), Tokyo
Fine Arts College
Staff 10 (3 designers)
Studios 1
Established 1984

Mitsubishi set up shop in Cypress about eighteen months ago to work on worldwide designs that would fall "somewhere between production designs and blue-sky ideas," says executive vice-president Takio Nakagawa. "If we work too much in advance, we will lose our practicality," he believes. The average time frame for his studio is about 48 months from production.

Nakagawa feels it is good training for young Japanese designers to spend short stints—less than a year—in his studio, so the staff rotates frequently. Another of Detroit's famous sons, Jeff Teague, whose father, Richard, recently retired as AMC's design chief, is a designer there.

MMC design has already sent two full-size, three-dimensional exterior proposals to Japan.

Like the design department in Japan, Nakagawa's studio reports to the head of Mitsubishi's technical center. There are also occasional visits from "curious executives who want to know what our department is like," Nakagawa says. "We want to have a good relationship with the parent company but still keep our distance. We are then able to give them ideas from a different aspect since we are not inside but outside. This organization should be independent from the Japanese studio, but we do need to communicate.

"During the stage when we are creating a design here, we don't get any interruption from Japanese executives. But once we make the design and present it to Japan, we get communication," he says.

Nakagawa is philosophical about the relationship: "They pay the bills, so we cannot completely get away from them. If you hold a bird in hand too tight, the bird will die. But if the hand is loose, the bird will fly away. Something in the middle is necessary."

whole thing together, and you get this tremendously inspirational attitude toward whatever you do."

The result of the confluence of talent on the West Coast has only begun to ripple the pool of automotive design. Designers talk of learning new design methodologies, of Detroit's learning new ways of doing business, and of Japan's opening its eyes to the world, but it is still too early for most of the California design studios to justify their existence to the public. There are inklings, however, of profound changes to come.

First was Calt's Celica, proof that small-car designs could have, as Strother MacMinn puts it, "a unique sense of character and a feeling of quality."

More recently was the award-winning Honda Civic line, born at Honda Research of America. The Civic took the world's design community by storm, winning the first City of Turin Design Award for the most innovative production design of 1984.

Success, says Gerry Hirschberg, depends on the way each corporation looks at its facility: whether it's committed to using what's created, or whether it's "just going to put things in auto shows once a year and brag that it contributed something to Walt Disney World this year."

"I'm not knocking that," Hirschberg

continues. "There is something to flights of fancy. But I think that most of us would rather see some of those imaginative flights of fancy on the road."

There is talk that California will be the "Turin of the future," but Strother MacMinn points out a key difference between the two design centers. "There is no public exhibit of the work that goes on in California," he says. "It goes to the mother company and is hidden from view."

"Turin has historically had great skill in carrozzeria, the kind of design sponsored by the very rich," says Mazda's Fukuda. "Now the generation has changed, and technology has become very important. That part has already left Italy. Electronics, materials—that belongs to Japan and America. The basic principles of beauty are the same; they are fundamental. On that, we should create a new type of image."

California as a center of high technology gives its designers much greater potential for innovative design, says Calt's chief designer, Stewart Reed. "When you see the space shuttle sitting on its launching pad, that's a very artistic statement about technology and art."

There is no doubt that California will very shortly become the center of automotive design. The sheer number of design

studios located there guarantees that. And if you are not impressed with ten manufacturers, wait until the Europeans arrive. In the past five years, Nissan has been visited by VW, Mercedes-Benz, BMW, Volvo, Citroën, and every other Japanese carmaker. Pininfarina is also said to be considering a California studio.

Is California the only place where all of this energy could have come together?

"I think myth can often create realities," says Hirschberg. "Whether it is true that California was the best place or not, we're all here now, and it's become one of the world's design centers. Second-guessing is unimportant. There are always going to be better or worse places to work, and there are always going to be centers of manufacturing and power. But wellsprings of ideas will turn up in different places."

Mazda creative planner Bob Hall agrees. "If you put a design center in California, that doesn't mean you will get good design. If designers are inspired by themselves or by their management, it doesn't matter where they are."

Location is an idea that intrigues Honda Research of America executive vice-president Norimoto Otsuka. "All in all, we are satisfied with our selection. But it is another question whether we should be satisfied



ISUZU TECHNICAL CENTER

Isuzu

Company: Isuzu Technical Center of America, Inc.
Engineering and Design
2300 Pellissier Place
Whittier 90601

Manager, planning and design: Kunikazu Ishiwatari

Background: Isuzu (Japan), GM, Università di Studi di Milano (Italy), Waseda University (Japan)

Staff 2 designers
Studios 1
Established 1984

Isuzu's fledgling American venture is led by Kuni Ishiwatari (brother of *C/D*'s Asian correspondent, Yasushi). Now 35, he worked previously in the GM design

studios, at a time when the legendary Bill Mitchell was turning over the reins to Irv Rybicki. Ishiwatari is fluent in Italian as well as English, having spent a summer studying in Milan.

It's too early to put a fine point on Isuzu's plans for its U.S. group other than to say that its mission is to design cars in the midst of and for the American market. Today, Ishiwatari and his Japanese assistant are sketching in a temporary studio while

the company searches for a suitable location for a new engineering-and-design facility.

Ishiwatari reports directly to product planning and design in Japan, bypassing both American Isuzu and Isuzu Motors America (the local importer).

"We do our own market research," says Ishiwatari. "Sometimes designers can get a different viewpoint."

The Isuzu design duo's first proposal was an Impulse convertible, a fiberglass model developed through a clay-model stage with the help of "many outside people," including a California firm and modelers from Isuzu in Japan.

Ishiwatari says he is here also "to get a good feedback from the U.S. market to the Japanese market" and to identify design elements that could be successful in cars for Japan.

"A designer's intuition and research are both important," he says. "I believe what Bill Mitchell once told me: 'To listen to the American public would be a good inspiration for design.'"

Subaru

Company: Subaru of America, Inc.
Product Planning
12601 Western Avenue
Garden Grove 92640

Mgr., product planning: Erwin Sedlmayer
Background: Nissan (U.S.), VW (U.S.), BMW (U.S.)

Staff 1 designer
Studios no formal studio
Full-time designer hired in 1981.

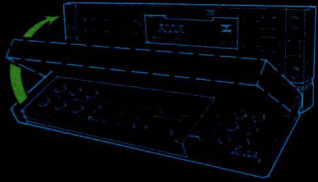
Subaru of America is a bit of an odd duck among this group. It has no formal design department, but as Subaru of Japan's biggest customer, the American-owned company strongly influences the design of production cars. And it does have one full-time designer on the payroll under the direction of product-planning manager Erwin Sedlmayer.

"Designers can sometimes become prima donnas and not much gets done," says Sedlmayer. "We keep a lid on it."

In some cases, Subaru pits the efforts of its own designer against outside proposals. The company then sends sketches or project cars to Japan for consideration.

Sedlmayer says he would like to add a Japanese designer to the staff.

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.

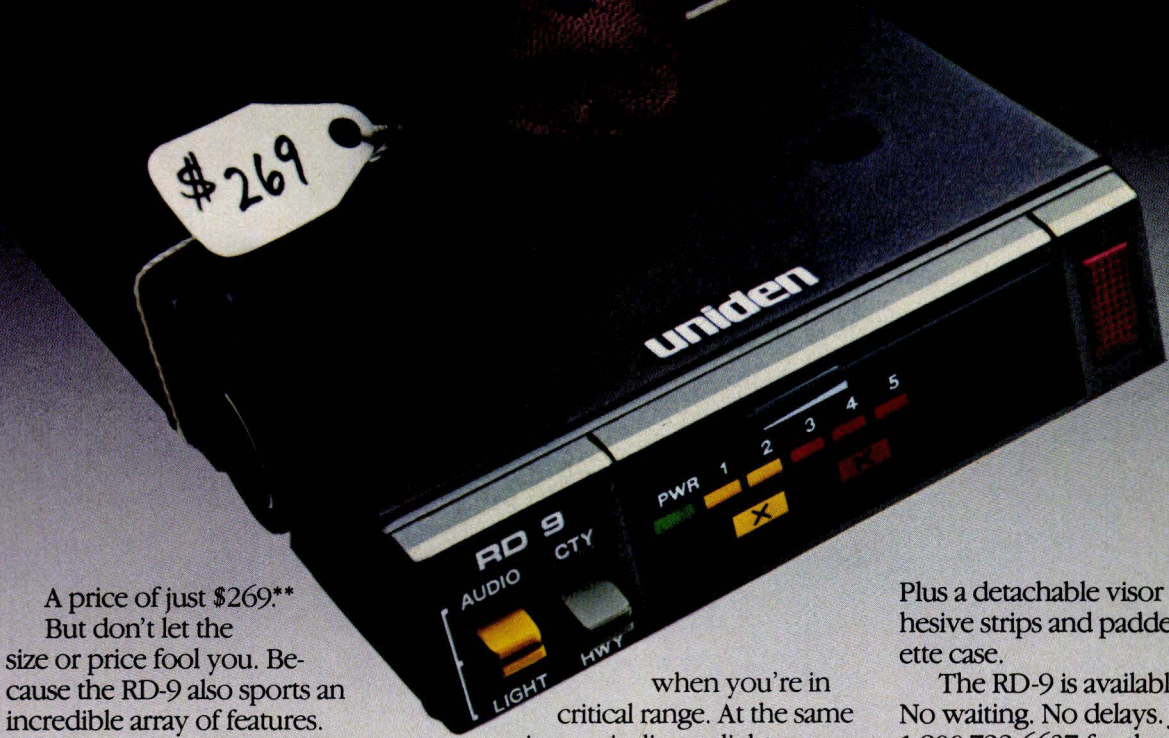
AIWA[®]
SIMPLY ADVANCED

See no evil. Hear no evil.



Three new systems that blur the distinction between car audio and home audio.

The smallest radar detector in the world* has one small feature the Passport doesn't.



A price of just \$269**
But don't let the size or price fool you. Because the RD-9 also sports an incredible array of features.

Like advanced dual-conversion superheterodyne circuitry for state-of-the-art sensitivity and the earliest possible warning.

At the first sign of radar, Uniden's E.D.I.T.™ (Electronic Data Interference Terminator) screens the signal. If it truly is police radar, the RD-9 gives off a series of beeps that get faster as you approach the source. Finally changing to a continuous tone

when you're in critical range. At the same time an indicator light comes on. And, as you approach the source, a series of LEDs light up in sequence. This way you have both an audible and a visible signal of just how close you are to the radar.

The RD-9 also makes two distinctly different sounds for X-band and K-band radar. And *only* the RD-9 helps you distinguish the two with separate LED indicator lights.

It also has a three-way alert mode switch that lets you choose an audible, visible, or combined alert. A city/highway switch to screen out additional interference in urban areas. Plus a built-in photosensor that adjusts the panel lights for nighttime driving.

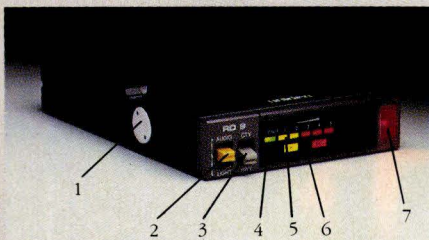
You get two power cords with the RD-9. One for permanent hidden wiring, and one for powering from a lighter socket.

Plus a detachable visor clip, adhesive strips and padded leatherette case.

The RD-9 is available now. No waiting. No delays. Just call 1-800-722-6637 for the name of the Uniden dealer nearest you.

You'll be getting a radar detector not only backed by a one-year limited warranty, but also backed by a company with 19 long years of design and manufacturing experience in electronics.

And that's a feature no other radar detector has, no matter how big the price tag.



- 1. Power/Volume Control
- 2. Alert Mode Switch
- 3. City/Highway Switch
- 4. Photosensor
- 5. Signal Strength LEDs
- 6. X/K Band LED Indicators
- 7. Alert Indicator



uniden®

*Superheterodyne **Manufacturer's suggested retail price
Passport is a trademark of Cincinnati Microwave, Inc.

to be in only this location. To obtain real ideas for design, we need to see the very sites where our vehicles are actually used."

Indeed, Honda has become the first Japanese manufacturer to establish a research-and-design facility in Europe. Still, California is clearly the place to be, the place where we will find the world's next generation of transportation. The fact that California also happens to have one of the most

friendly climates in the world is merely a pleasant side benefit.

As Dick Hutting, executive designer at Concept Center California, Ford's studio, says, "When things are good in the nation, they're great in California. When things are bad in the nation, things are still pretty good in California."

"Well, it's more convenient than Hawaii," says Mazda's Bob Hall.

Design School of the Stars

• It is no surprise to find automotive design flourishing in Southern California. Art always seeks out sponsorship, and for 60 years Hollywood has furnished a steady supply of patrons who have lots of money and no real idea of how to spend it. Architects like Frank Lloyd Wright, R.M. Schindler, and Richard Neutra came to Los Angeles in the Twenties for this reason, and the sheer volume of their work helped determine the course of modern architecture. Automotive designers have reaped the same rewards. Harley Earl, the founding father of Detroit design, first attracted the notice of Alfred Sloan, then president of General Motors, while designing specialty coachwork for the Cadillacs of movie stars like Tom Mix. During his career in Hollywood, Earl even designed horse-drawn chariots for producer/director Cecil B. De Mille. Automotive designers still gravitate to Hollywood for the same reasons; only now they build limousines with swimming pools in the back seat and sketch VW-based buggies for science-fiction movies.

Over the past 50 years Art Center College of Design has legitimized California as a source of design thinking. E.A. "Tink" Adams opened Art Center near downtown Los Angeles in 1930. There were twelve faculty members and eight students. Today the old collection of small studios has been replaced by a dramatic steel-and-glass building on a 175-acre hillside in Pasadena. The Art Center's 1200 full-time students work under the direction of a faculty of 200 on degrees in the communication arts, the fine arts, and industrial design. In an eight-semester program, students in transportation design take classes in industrial rendering, structural theory, model construction, and product design. Advanced students work on large-scale projects sponsored by automotive manufacturers. The Chevrolet Camaro PPG pace car, seen at Indy-car races last year, is the result of one such project.

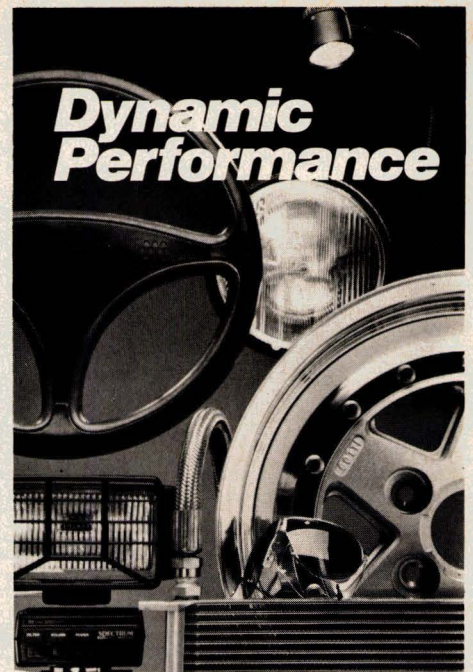
At first the automotive industry dismissed Art Center graduates as little more than flashy-rendering specialists, but in recent decades, the curriculum's emphasis on the practical aspects of

automotive design has won the school a worldwide reputation. Indeed, almost 50 percent of Detroit's automobile designers are graduates of Art Center, and together with other Art Center alumni from around the world, they comprise a powerful old-boy network that has a great influence on the course of automotive design. There's even some suspicion that the new design studios being built in Southern California simply reflect a conspiracy by Art Center graduates to return to Los Angeles.

Ironically, Art Center's preeminence is threatened. The Center for Creative Studies in Detroit and the Cleveland Art Institute in Ohio have both forged close ties with Detroit in recent years. And there's also a new skepticism about the role of schooling in a designer's makeup. Some studio chiefs believe design-school graduates these days are a little too professional, a little too ready to fit in. Instead, the chiefs say, the emphasis should be on fresh ways of seeing the automobile.

Of course, no one knows what kind of training produces such bold new visions. Some believe that California's very remoteness from the mainstream of design encourages experimentation and inspires new shapes. Yet now that California has become the focus of automotive design, this artistic freedom may be at risk. It could be that Art Center faces its greatest challenge just when its contribution to design has been acknowledged in the most flattering way possible. The school must now protect its students from being overwhelmed by the mainstream visions of the big studios. A new Art Center campus, scheduled to open in Switzerland in October 1986, promises to energize the school with new thinking, yet even greater efforts will be required.

After all, the most dangerous aspect of automotive design is success, because success leads to stagnation. Henry Ford's Model T was a success, and it didn't change for eighteen years. GM's Alfred Sloan hired Harley Earl to counter that success with bold new thinking at GM, and only now is Ford finally catching up. —Michael Jordan



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 P21S Wheel Cleaner Amazing! Megiars's Wax Products
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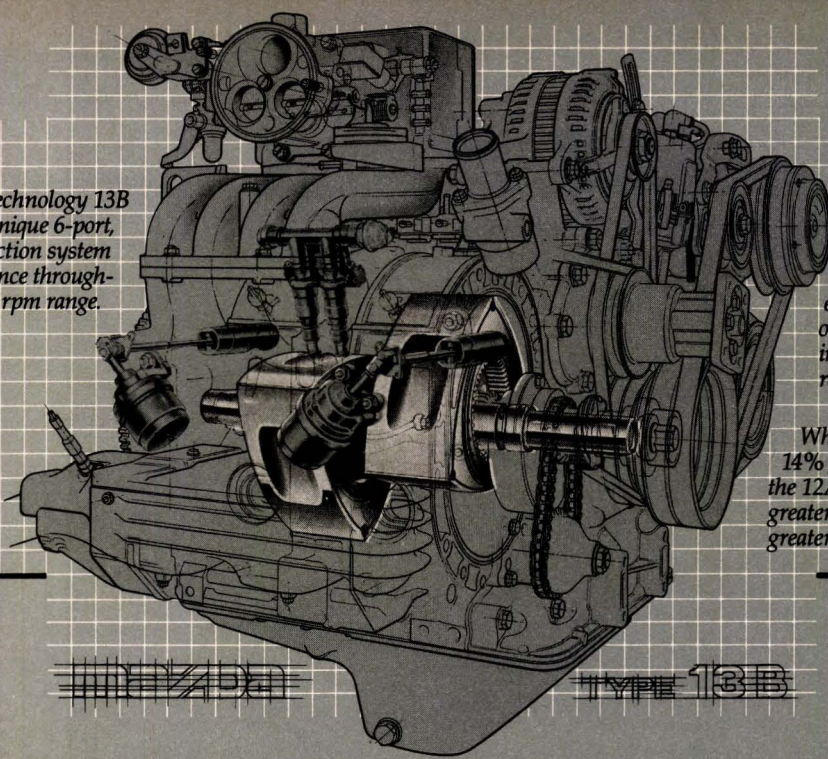
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Mazda's advanced technology 13B rotary engine uses a unique 6-port, 3-stage variable fuel induction system to achieve peak performance throughout its entire rpm range.

For smoothness of operation, the rotary is unmatched.



A computerized electronic fuel-injection system adjusts in milliseconds to the precise needs of the engine, thus maintaining optimum flow rates for maximum efficiency and sharp response.

While the 13B rotary has about 14% greater displacement than the 12A rotary, it produces 34% greater horsepower and 24% greater torque.

The Mazda RX-7 GSL-SE.

On paper, it's a higher performance sports car. On a wild west highway, it proves it.

**BOBCAT PASS
ELEV. 9,820 FT.**

There's a lot of country out here.

Indian country. Cowboy country. Wild west country. High deserts stretch from sunrise to sunset. Tall mountains climb to an ocean of blue sky and are covered here and there by giant, soft blankets of shadow from clouds just passin' through. Lots of big country here, in northern New Mexico.

It's a country like you won't find anywhere else, and it won't be easy on a sports car. It's always taken somebody, or something, more than just a cut above average to lay claim on the secrets of these mountains, this big country.

So here's the one for chasing those secrets—Mazda RX-7 GSL-SE.



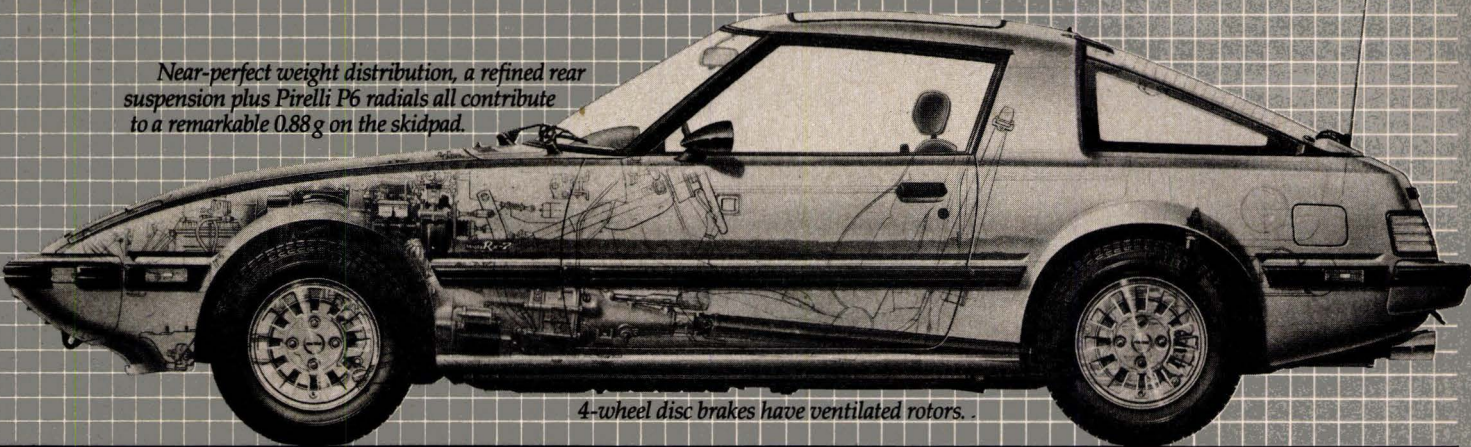
The RX-7 needs little explanation, but the GSL-SE is a different matter. If the country around here is like nothing else, so is the GSL-SE, the most special RX-7 yet.

Scaling mountains takes muscle. The GSL-SE has the biggest of Mazda's rotary engines, the 13B. It's the street ver-

sion of the powerplant that won the GTO category at the Daytona 24-hour endurance race in 1982 and 1983. For the GSL-SE, it features an innovative new six-port layout, fed by a sophisticated electronic fuel-injection system. At low speeds, the mixture of fuel and air flows through smaller ports,

thus maintaining optimum flow rates for maximum efficiency and sharp response. As engine speed increases, additional ports admit more mixture, increasing the total breathing area for exceptional upper-end performance. And upstream of the engine proper, the fuel-injection utilizes tuned intake

Near-perfect weight distribution, a refined rear suspension plus Pirelli P6 radials all contribute to a remarkable 0.88 g on the skidpad.



4-wheel disc brakes have ventilated rotors.

tubes and a unique surge tank that impart dynamic pressure to the intake charge and further enhance both power and efficiency.

The result of all this advanced technology is loads of punch throughout the engine speed range, 34 percent more power than the 12A engine in the standard RX-7 and no appreciable drop in fuel economy.

The result is, in a word, pretty amazing.

Underneath is a chassis to match. Detail refinements to the rear suspension, in the loca-

PERFORMANCE CAPABILITIES

Acceleration

0-50 mph 5.6 sec.
Standing ¼ mile . 16.1 sec./85 mph

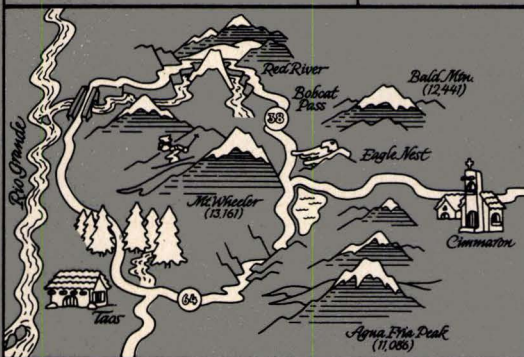
Braking

30-0 mph 41 feet
60-0 mph 135 feet

STANDARD FEATURES

Pirelli P6 VR-rated radial tires • 14-inch alloy wheels • 4-wheel ventilated disc brakes • Close-ratio 5-speed • Limited slip differential • Performance-tuned suspension • Air conditioning • AM/FM ETR stereo radio w/9-band EQ • Raisable/removable steel sunroof • Cruise control • Power windows • Power antenna and more.

For the serious drive. In northern New Mexico, the desert floor starts at 7000 feet, moun-



tain passes flirt with two miles high. Switchbacks climb those peaks like a chain of evil-tempered rattle-snakes. Just

tion of rear axle control links, increase the handling limits. The disc brakes have ventilated rotors at all four wheels for maximum cooling. And the alloy wheels are mounted with P205/60VR14 Pirelli-P6 radials.

This is a serious car, folks.

like always, the timid can pass through but better be careful. But if a car's got the power to climb those mountains, the chassis to tame those rattlers, then it can chase the frontier in this wild west country.

Take Highway 64 south out of Taos, crest the Palo Flechado Pass at

9107 feet, it says, then corkscrew a descent that jumbles down the mountains with all the order of a runaway rock slide. Go north to Eagle Nest, then Highway 38 to all 9820 feet of Bobcat Pass, and another spiraling drop into Red River. In the old days, they would chain a tree to the back of a wagon and drag it through the dusty trail to slow their descent.

Now—you just yee-haw! that 13B with electronic gasoline injection with a soft spur on the throttle pedal and the

strong grip on the crooked necks of all those switchbacks and just manhandle them into behaving.

If it's tall, big country for high driving adventure you're after, exploring the frontier of what a sports car is all about, the mountains of northern New Mexico will hold the same lure for you they did for Kit Carson. The forest in these mountains was named after him, but with the GSL-SE version of Mazda's RX-7, you'll own no small part of it for yourself.



On the Pro Rally circuit, Rod Millen's special 4-wheel drive Mazda RX-7 is always in contention. It's powered by a race-prepared version of the engine that powers the RX-7 GSL-SE.

uphill side goes flat, then latch those ventilated brakes to the pavement and never mind dragging a big tree along behind.

And as for those angry rattlesnakes, the Pirelli P6 tires take a

Send for a Free RX-7 Catalog

To find out even more about this and all the other Mazda RX-7s, send your name, address, city, state and zip code to the following address and mention that you'd like the RX-7 catalog.

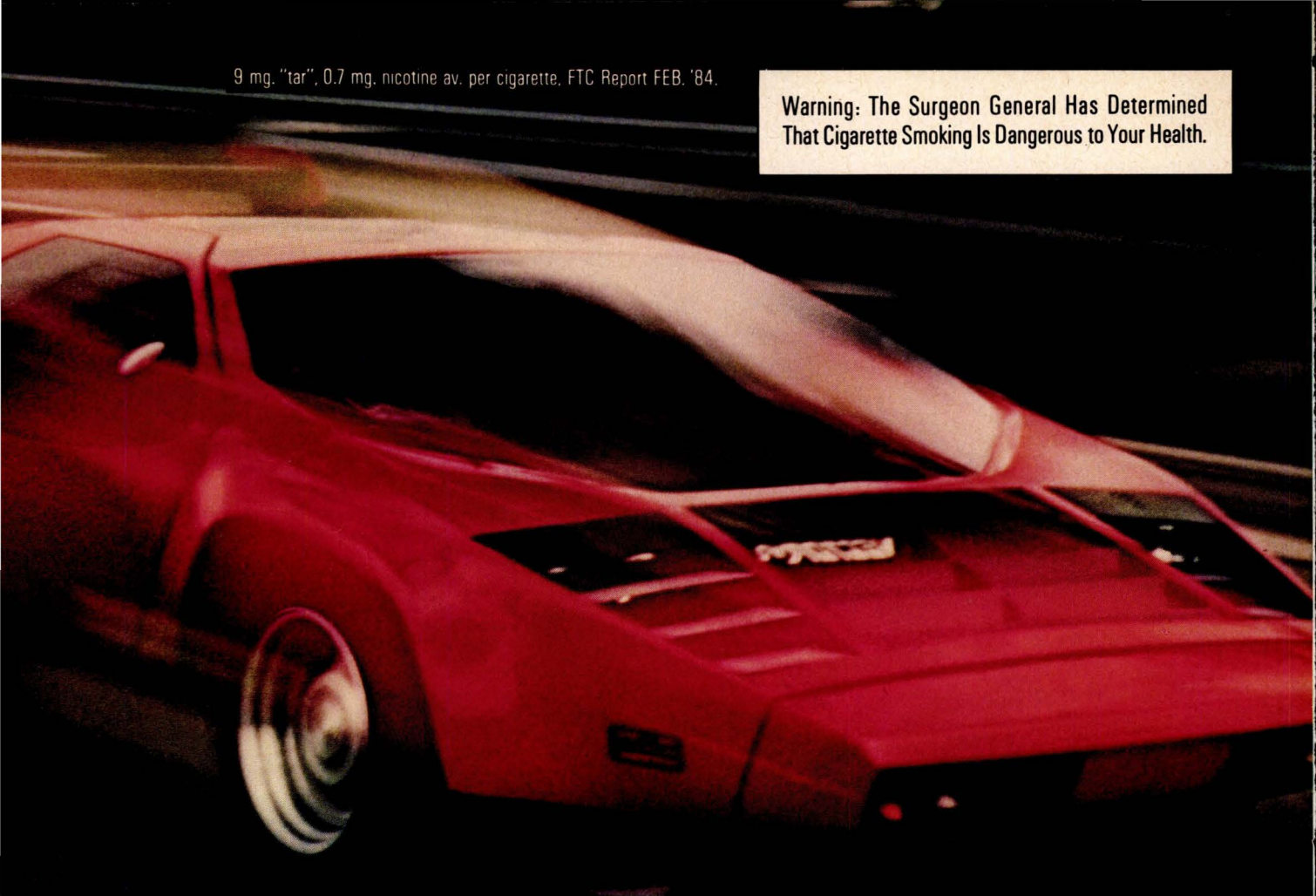
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THE MORE YOU LOOK,
THE MORE YOU LIKE.

Experienced drivers buckle up.

9 mg. "tar", 0.7 mg. nicotine av. per cigarette. FTC Report FEB. '84.

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



VANTAGE PERFORMANCE COUNTS.

*Performance so good
you can taste it in a low tar.*



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Isuzu I-Mark

Snug as a bug in a rug.

• The new Isuzu I-Marks are not the stuff that far-fetched dreams are made of. Neither aspiring to the heights of high technology nor plumbing the depths of sporting behavior, they are supposed to be good economy cars, nothing more. But for 1985 they are better economy cars. Their new sheetmetal, front-wheel drive, and 1.5-liter engines, introduced mid-season, are major improvements over the mix of aging components that kept the original rear-drive I-Mark going in much the same get-up it had worn in 1976 as an Opel.

A three-door hatchback and a four-door sedan form today's I-Mark line. The three-door is pretty nice. It has a little spoiler on the back, and its alloy wheels and clean-lined trim separate it from run-of-the-mill economy cars. But the little four-door tugs at us harder.

Isuzu would be pleased if you didn't notice that the I-Mark is a twin of Chevrolet's Spectrum. Except for details, the I-Mark and the Spectrum are identical. No surprise: Isuzu builds both cars. Although Isuzu dealers are only now hawking this I-Mark for the first time, the Spectrum (C/D, February) popped up in East Coast Chevy showrooms last spring.

The basic design was penned by Giorgetto Giugiaro of Ital Design. The Japanese have done their best to graft trim onto the I-Mark that visually separates it from the Spectrum, and the I-Mark's standard alloy wheels add more visual oomph than the Chevy's ordinary steel wheels.

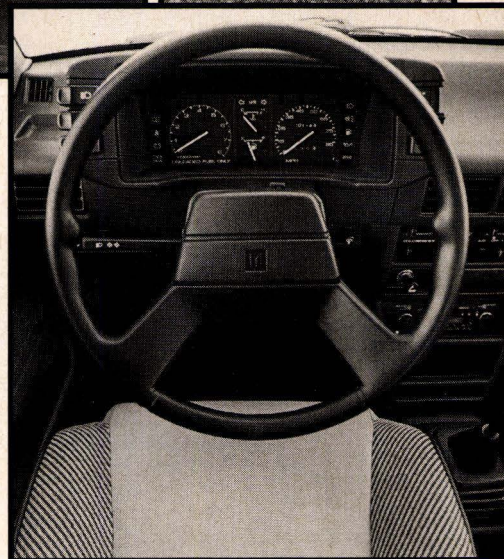
Following the lead of Mercedes-Benz (and the theory that if you're going to think big, copy the giants), Isuzu adds large, protective plastic skins over the regular rocker

panels and lower portions of the doors and the fenders. They provide improved protection against stones and grit. The ribbing on the panels does not carry over into the bumper trim caps at the front and the rear, but the uniformly dark-gray finish of these pieces adds visual mass to the bottom of the body all the way around the car.

On the surface, we've got another little four-door with appearances and intentions that push it into the fray with Alliances and Civics and Corollas and Escorts and GLCs and Spectrums and such. At the I-Mark intro, the press nattered endlessly about the old I-Mark's reputation as an underachiever and about the wisdom of keeping the name (hardly a fiery choice in any era) for today's far tastier offering. Now the customers will have their chance to vote on this debate.

Those who vote yes should be delighted that the bean counters were kept under control while the I-Mark's interior was being designed. The color coordination, the fit and finish, and the ambiance are first-rate. The door panels in our test car were covered in a handsome mix of textured gray vinyl and a coarse cloth woven in fine, crisp stripes in two shades of gray. The seats' bolsters were upholstered in the same striped cloth, and crisp gray inserts matched the gray of the vinyl trim pieces and the headliner. The various forms flow harmoniously, and, if you need pockets, you've got 'em. Isuzu has put pockets everywhere.

The dash breaks no new ground, but it, too, promises to be easy to live with. It sits

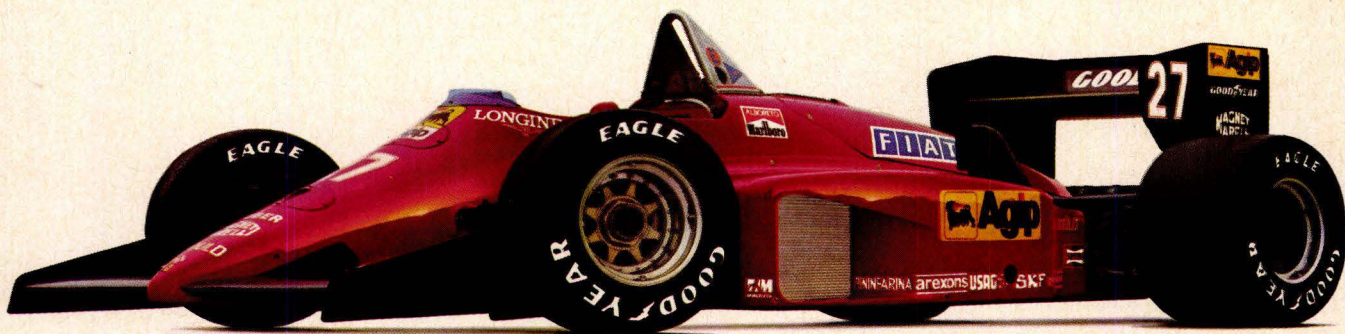


reasonably low for airiness, but it doesn't sag into the knee space. Front legroom is adequate for six-footers, the driving position is quite good, and the seats seem to be a comfortable compromise. More prominently bolstered than those in many economy cars, they promise no-ache support on long drives.

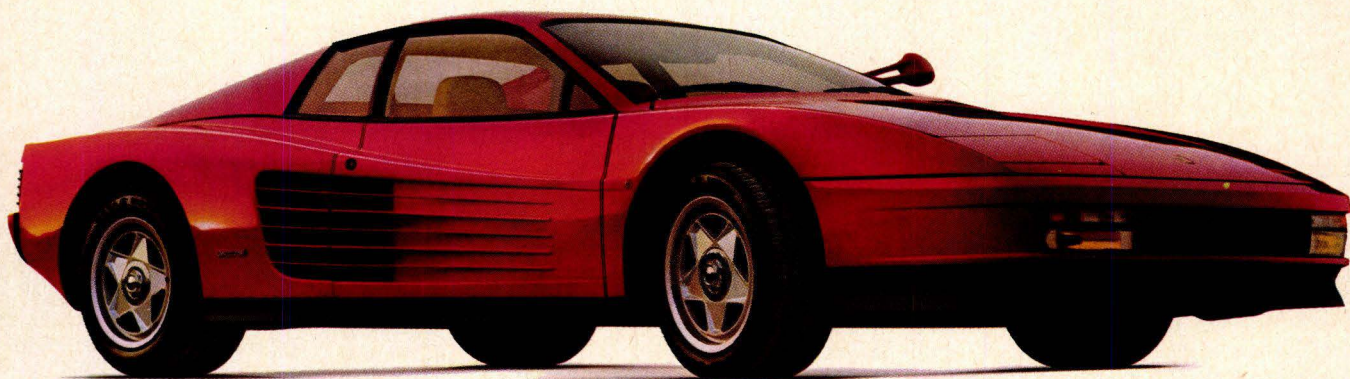
The back seat is a less happy compromise. Eight-year-olds will love its lowness, and kneeroom is at least adequate for six-footers, though your eight-year-olds are going to want a word with you if they happen to be six-foot-two and you expect them to ride to Yellowstone. The lowness of the rear cushion is a double shame because there's enough headroom for an extra couple of inches to be stacked on the bottom cushion, even under the optional sunroof. The roof, which sports a removable shade panel, screws open for ventilation or pops all the way out for sunshine. The back seat splits dead center, offering half or full access to the trunk. This is a reasonable trunk for a car this size: eleven cubic feet, fully carpeted, and blessed with a low lift-over. The trunk also bears a vinyl storage cover for the sunroof.

The dash is finished in the same texture

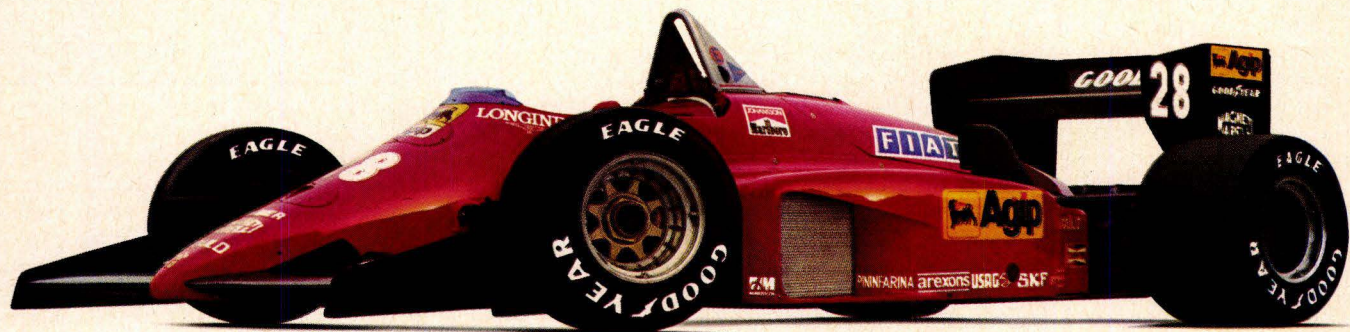
The fact that all of these Ferraris are on Goodyear Eagle radials is no coincidence.



The Formula One Ferrari driven by Michele Alboreto.
Tires: Goodyear racing Eagles.



The new Ferrari Testarossa.
Tires: Goodyear Eagle VR "Gatorback" street radials.



The Formula One Ferrari driven by Stefan Johansson.
Tires: Goodyear racing Eagles.

In the last decade, Ferrari has won more Constructor's Championships than any other team in Formula One.

And five of those six World Championships were won on Goodyear tires.

So it's hardly surprising, that when the Formula One Ferraris come to the streets of Detroit or Monte Carlo, or to Rio, or any other city on the Grand Prix circuit, they come equipped with just one make of tire:

The Goodyear Eagle racing radial.

Considering their performance, it's also not surprising that Ferrari chose Goodyear Eagle VR "Gatorback" street radials as original equipment on every Ferrari Testarossa sold in America.

The success of the Eagle racing radial and the Eagle VR "Gatorback" street radial has a common source:

Goodyear's ability to engineer better high-performance tires.

For the track, and for the street.

So it's really no coincidence that Goodyear Eagle radials can be found on more Formula One cars, and more high-performance street cars, than any other make of tire.

Goodyear Eagles.

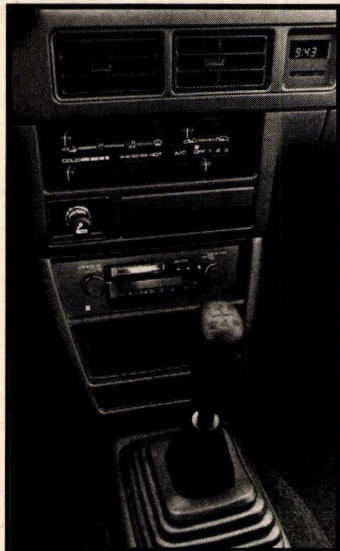
They're the fastest moving high-performance tires in Modena, Italy. And in America.

And not by coincidence.

EAGLE. ENGINEERED FOR CARS WITH THE PROPER QUALIFICATIONS.

GOODYEAR

ISUZU I-MARK

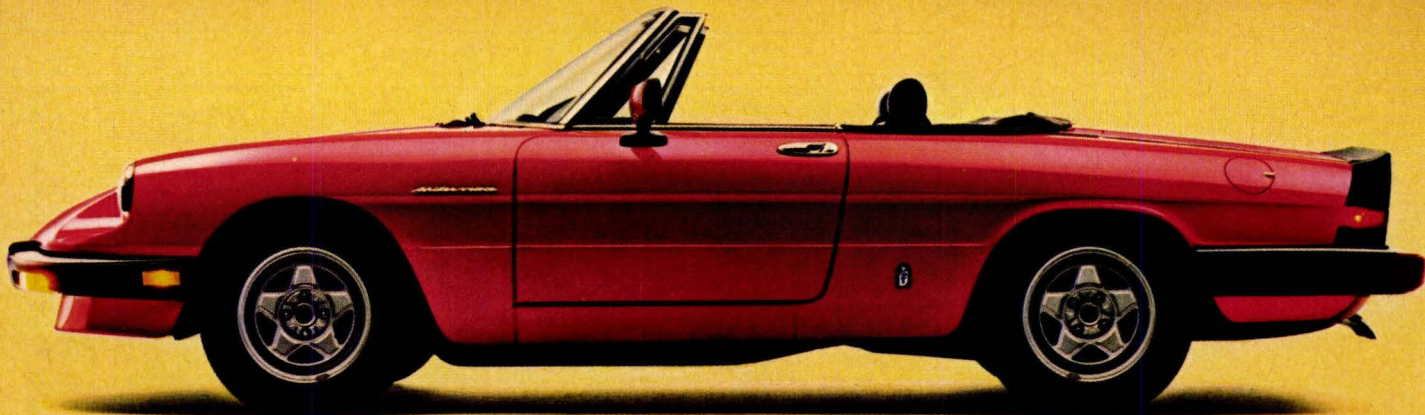


as the rest of the interior but in a darker gray, a visual step that saves the eye from boredom. The faces of the optional electronic AM/FM/cassette stereo, the graphic equalizer, the ventilation controls, the vinyl-covered wheel, and the instrument pod are another step darker, virtually black. It's just the right touch to sustain the theme of tasteful quality. The wheel tilts to satisfy the driver. The controls for the lights and the wipers dominate the outboard wings of the instrument pod, à la Mazda 626, but Isuzu mounts its switches more solidly. The white-on-black analog markings of the speedometer and the tachometer flank the smaller fuel-level and water-temperature gauges.

The buttons on the radio may be too small, but their delicate markings leave an

impression of quality workmanship. The graphic equalizer is a big help in compensating for troubles in the speaker system. The speakers themselves aren't bad, but the front units are mounted beneath the dash at knee level, and they're angled down, which takes some of the zing out of the sound. And since the I-Mark's tiny engine buzzes along at a high old clip when you're in a hurry, the volume control gets twisted farther to the right than in quieter machines, and the extra-high volume settings tend to introduce raspy distortion. Still, the equalizer markings are exquisite, a feast for eyes worn down by too many slapdash dash treatments. You'll want to take the unit out and put it on your desk as a reminder that some things in the world get prettied-up just right.

Everything here is pretty much *de rigueur* these days, but it is very well-designed *de rigueur*. The clock is a digital unit, easily reset and reasonably well integrated with the shaping of the rectangular center air vents, which are only two of a dozen vents arrayed throughout the car. Isuzu staged its intro in Phoenix when the desert air was already past the 100-degree mark. The I-Mark's air conditioning proved up to the task of adequately cooling the front-seat passengers as long as the airflow-recirc button was engaged and the fan was popped up to full speed. News for those in the back seat is not so cool: bring pith helmets and Gatorade. During an hour of idling with the A/C blasting during a note-taking session, the I-Mark's temp gauge never needed above normal, though a drive in the

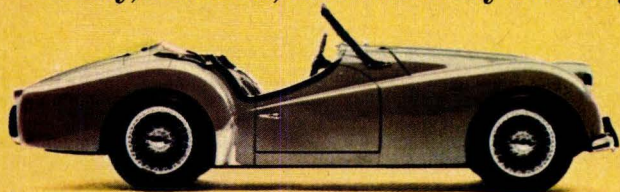


THE LAST OF THE RED HOT SPORTS CARS.

Just looking at one made your blood race.

They were sleek, sensual and agile. Designed and built for the sheer joy of driving, they made no pretense whatsoever of practicality. *They* were the vintage sports cars.

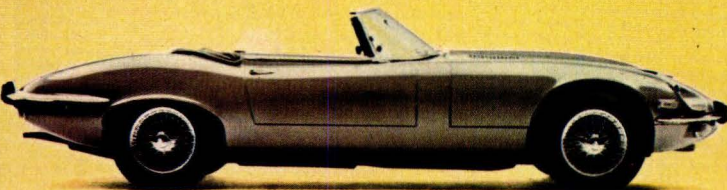
Today, however, there are only two ways to satisfy the craving for a vintage European



Triumph TR3. Last made in 1963.



Austin Healey MK.III 3000. Last made in 1968.



Jaguar E-Type. Last made in 1975.

sports car. You can seek out the private collectors of the world, or seek out the Spider Veloce at your nearest Alfa Romeo showroom.

In every sense, the Alfa Romeo Spider Veloce is a vintage sports car. Its timeless Pininfarina design has made it a modern-day classic. And the distinctive, throaty sound of its 2.0 litre twin cam engine is a stirring reminder that you don't buy one for looks alone.

Inside, supple, hand-stitched glove leather seats tell you at once that at Alfa Romeo, we still make them like we used to.

But we've also equipped the Spider Veloce with some of the most recent advances in automotive technology. Digital electronic ignition, for instance, makes starting easy in any kind of weather. And the Bosch electronic multi-point fuel injection system, (the same one used by

Ferrari), is automatically adjusted by a microcomputer several times a second to ensure the engine is always running perfectly.

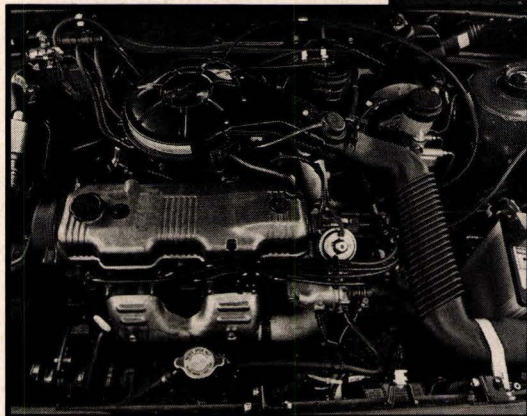
What's more, in the new Spider Veloce you'll find creature comforts the drivers of earlier vintages had to do without. Like power windows, power remote-controlled mirrors and optional air-conditioning. As well as the comfort of a 3 year/36,000 mile warranty.*

Alfa Romeo convertibles start at \$13,495.** And that makes the last of the red hot sports cars one of the last of the blue-chip automotive investments.



ENGINEERED WITH A PASSION.

For further information on Alfa Romeo or the new European Delivery Program, call your local dealer. To find out the dealer nearest you, call toll free 1-800-447-4700. *Limited warranty applies only to U.S. spec. automobiles purchased from authorized U.S. Alfa Romeo dealers. **Mfr's sugg. retail price at P.O.E. Actual prices may vary. Destn. chrgs, taxes, dealer prep., if any, opt'l. equip. and lic. fees extra.



same 100-degree conditions quickly pushed it toward the upper ranges.

Smooth, well-isolated four-cylinder engines are nothing rare from Japan these days, and Isuzu's 1.5-liter runs fine. The engine, like the front-wheel drive, the fresh-looking bodywork, and the commodious interior, is all new. Its modern design features include an overhead cam, a crossflow head, hemispherical combustion chambers, and two-ring (low friction) pistons, though all this is fed by a plain old two-barrel carburetor. The emphasis is obviously on a low-cost solution coupled with high fuel-economy ratings, so the absence of fuel injection is at least understandable. (A future edition will use shorter gear ratios for more scoot—damn the economy and full speed ahead, sort of.) Isuzu brags about wresting 70 bhp and 87 pounds-feet of torque from 1471cc, though others have done better. It also brags about its engine's small dimensions, light weight, hollow crankshaft, forged rods, aluminum head, and exhaust manifold of triple-walled stainless steel.

Well, Isuzu has to brag about *something*, because 0 to 60 mph requires 12.2 seconds. The quarter-mile eats up 18.4 seconds and produces a trap speed of 72 mph. And in day-to-day driving, it's hard not to notice that a heavy throttle foot is necessary to keep pace with traffic. In compensation, you get a 38-mpg (EPA city) fuel-economy rating if you choose the five-speed I-Mark, a 33-mpg rating if you pick the still-slower three-speed automatic.

Handling provides a brighter avenue of escape. The I-Mark's wheels, at 5.0 by 13

inches, are a half-inch wider than the even spindlier units hiding beneath the Spectrum. The tires have swelled from 155/80Rs to 175/70Rs, but the I-Mark's skidpad results actually slip from 0.72 g to 0.71 g. The brakes, front discs and rear drums, are truly tiny, perhaps befitting Japan's traffic, which too often tends to be immobile, and the system delivers reasonably good fade resistance and 201-foot stops from 70 mph, seven feet more than the smaller-tired Spectrum. The suspension package is modern but ordinary, comprising front MacPherson struts and rear trailing arms integral with a transverse member. No anti-roll bars clutter the layout, though we would prefer such useful clutter to the skinny body's proclivity to roll. In fairness, decent spring and shock tuning have kept the suspension compliant but not mushy. The I-Mark tracks well over all but the biggest pavement heaves, and even those are easily handled. You're never plagued with the worry that the car may do something unexpected. The optional power steering adjusts its assist according to

engine speed, reducing effort at low speed and improving feel on the highway.

All in all, the new I-Mark's overall dynamics are vastly better than the old I-Mark's out-of-focus feel. In normal driving, today's mechanism feels unified, even at a reasonably good clip. At an extra-good clip, the engine warns you that you're approaching the deep end long before your foot presses permanently to the floor.

The I-Mark bears more standard equipment than Chevy's Spectrum, yet it also sells for a bit less. Our fairly well-loaded test car had a base price of \$7249 and a bottom line below \$9000. For that, it's a little snug on space and a little slow on go, especially when compared with equally economical alternatives. Nevertheless, the goodness that goes into the I-Mark is plenty good enough to have lured the Chevrolet moth to Isuzu's ever-brighter lamp, and that's worth noting because Chevrolet is a moth that is itself growing ever brighter through its own experience. Now all the buyers have to do is decide which way they want to flit.

—Larry Griffin

Take a look around. And you'll see why hatchbacks will never be the same again.

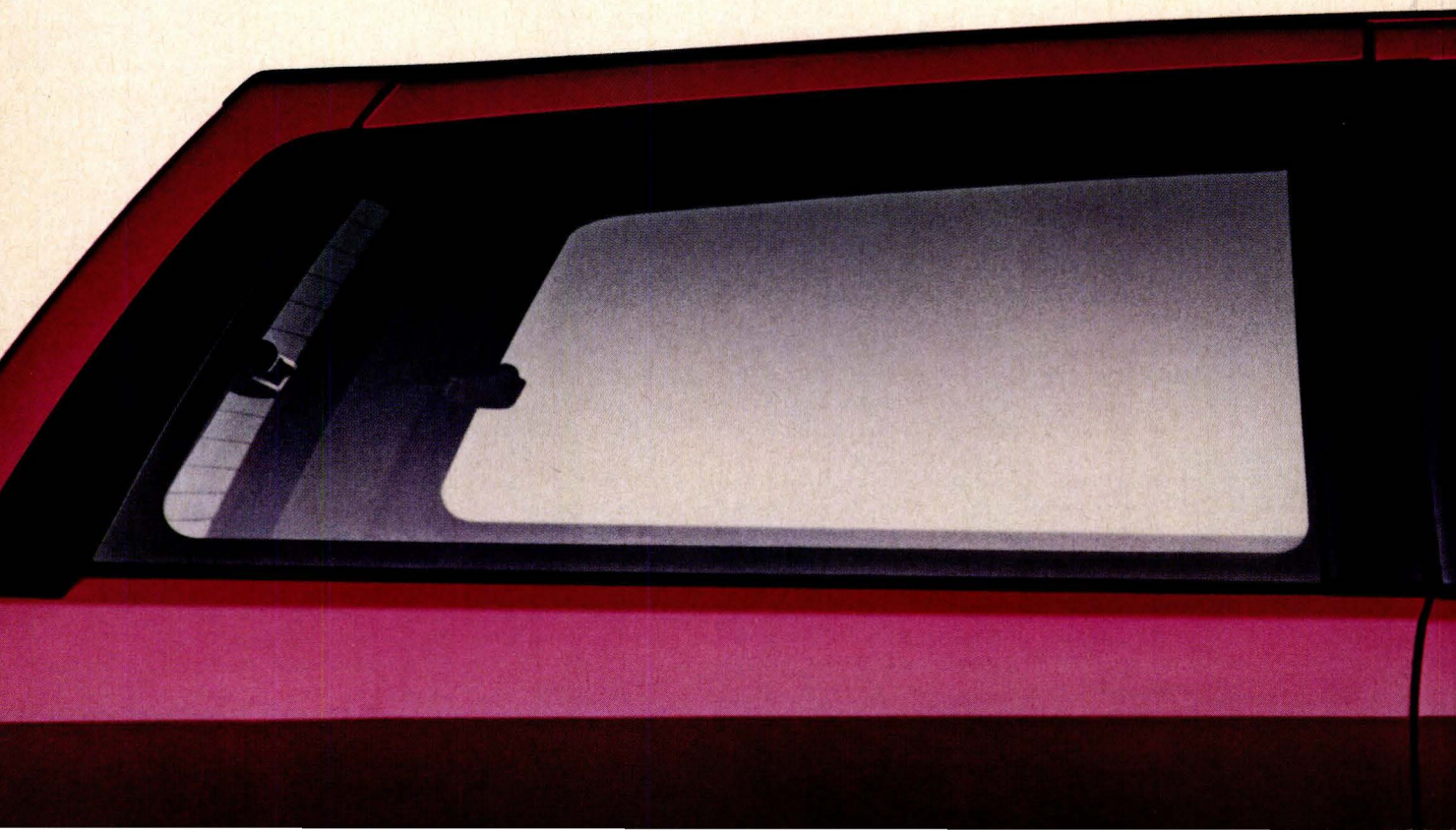
Because in this Honda Civic DX Hatchback, the unique long-roof design provides an expansive window area (totaling 319° out of 360°). A rear wiper/washer and tinted glass all around improve the view even more, come rain or shine.

Rear seat passengers enjoy a spacious feeling thanks to the same long-roof design. Complemented by ample headroom and a versatile cargo area in back.

Outside, efficient aerodynamics guide the air around the car to achieve an impressive .35 coefficient of drag. The hoodline is low, and the doors wrap up smoothly into the top to reduce wind drag and noise.

Under the hood, the responsive 1488cc 12-valve engine makes its authority clear. It comes with a standard 5-speed manual transmission or an available automatic transmission. With front-wheel drive for good handling and traction. The power-assisted brakes, suspension and steel-belted radial

The advantages




tires are designed for positive response.

And there are other advantages, ranging from an adjustable steering column and split folding rear seatback, to gas-filled rear shock absorbers and a front stabilizer bar.

If you ever want to sell, you'll see for yourself the pleasant effects of Honda's traditionally strong resale values*.

The Honda Civic DX Hatchback. We think you'll like it. For obvious reasons.

*Based on *Kelley Blue Book Auto Market Report*, March/April 1985.

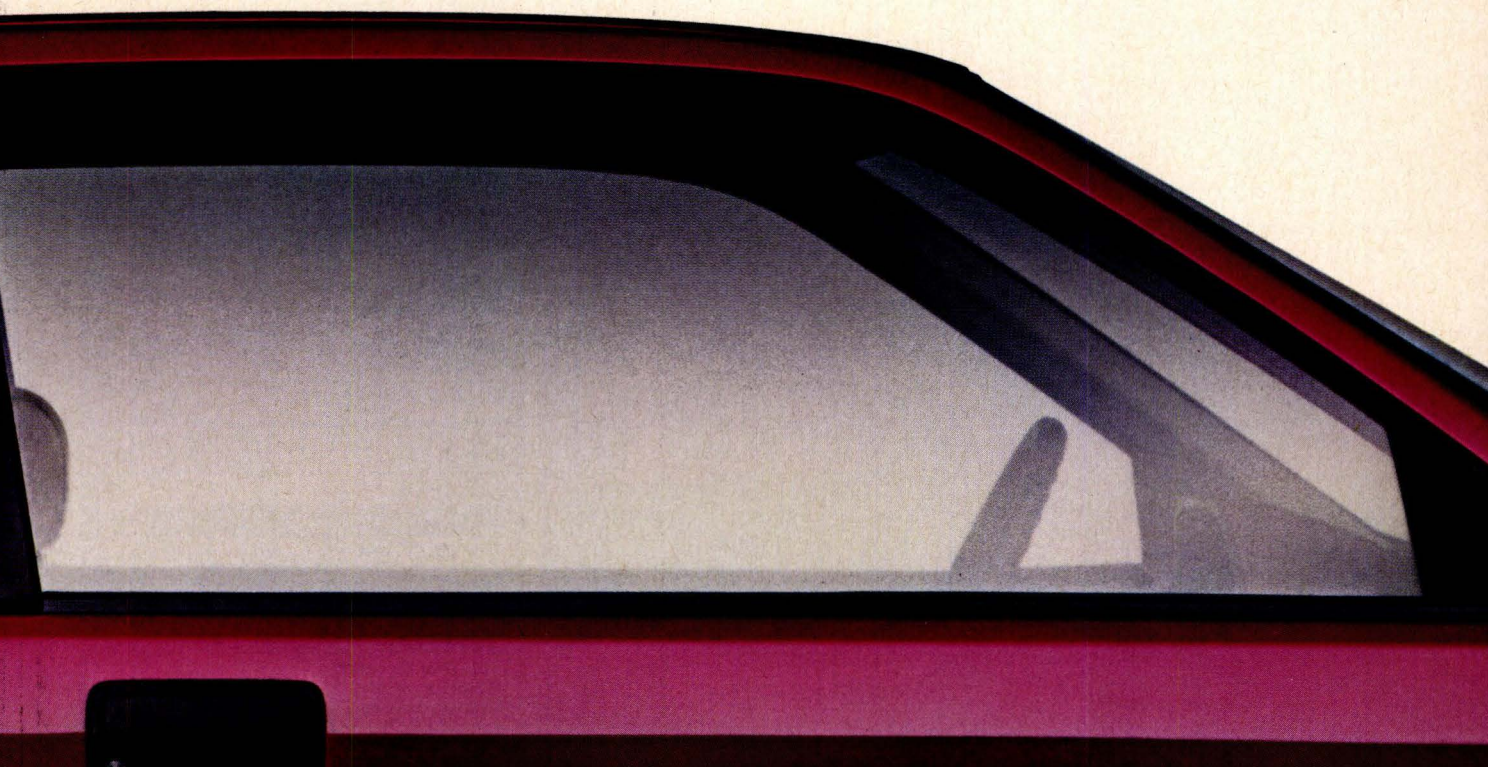
 © 1985 American Honda Motor Co., Inc.



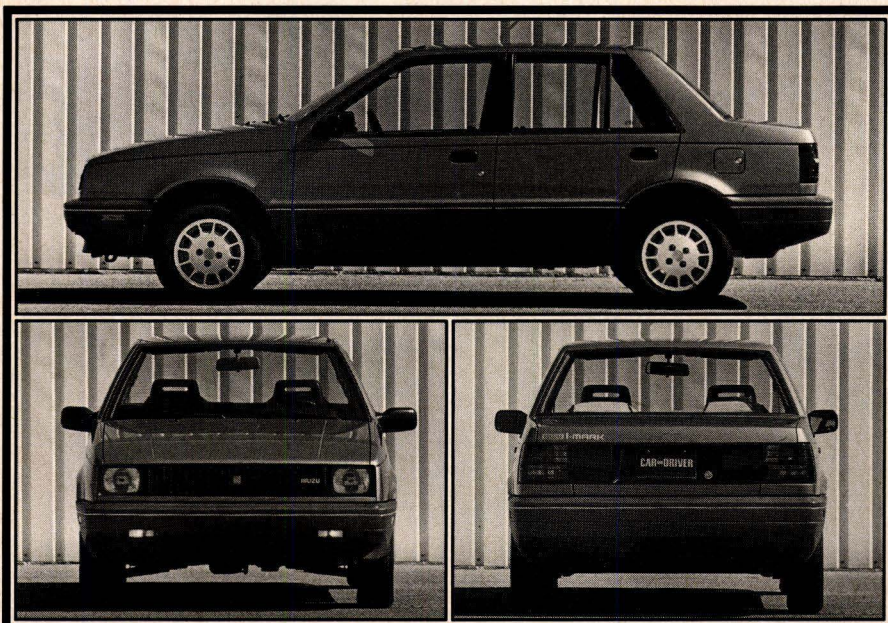
HONDA

The Civic DX Hatchback

are clearly visible.



ISUZU I-MARK



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

Price as tested: \$8513

Options on test car: base Isuzu I-Mark, \$7249; air conditioning, \$630; AM/FM-stereo radio/cassette, \$345; floor mats, \$50; freight, \$239.

Standard accessories: A/C, tilt steering, rear defroster

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

ENGINE

Type 4-in-line, iron block and aluminum head
 Bore x stroke 3.03 x 3.11 in, 77.0 x 79.0mm
 Displacement 90 cu in, 1471cc
 Compression ratio 9.6:1
 Carburetion 1x2-bbl Nippon Kakaki
 Emissions controls 3-way catalytic converter, feedback fuel-air-ratio control, EGR
 Valve gear belt-driven single overhead cam
 Power (SAE net) 70 bhp @ 5400 rpm
 Torque (SAE net) 87 lb-ft @ 3400 rpm
 Redline 6000 rpm

DRIVETRAIN

Transmission 5-speed
 Final-drive ratio 3.83:1

Gear	Ratio	Mph/1000 rpm	Max. test speed
I	3.73	4.6	28 mph (6000 rpm)
II	2.04	8.3	50 mph (6000 rpm)
III	1.45	11.7	70 mph (6000 rpm)
IV	1.03	16.5	92 mph (5500 rpm)
V	0.83	20.5	90 mph (4400 rpm)

DIMENSIONS AND CAPACITIES

Wheelbase 94.5 in
 Track, F/R 54.7/54.3 in
 Length 158.8 in
 Width 63.5 in

Height 54.1 in
 Ground clearance 6.6 in
 Curb weight 1992 lb
 Weight distribution, F/R 62.6/37.4 %
 Fuel capacity 11.1 gal

CHASSIS/BODY

Type unit construction
 Body material welded steel stampings

INTERIOR

SAE volume, front seat 48 cu ft
 rear seat 38 cu ft
 trunk space 11 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, strut located by 1 trailing link and 1 lateral link, coil springs
 R: ind, trailing arms integral with a transverse member, coil springs

STEERING

Type rack-and-pinion, power-assisted
 Turns lock-to-lock 3.5
 Turning circle curb-to-curb 32.8 ft

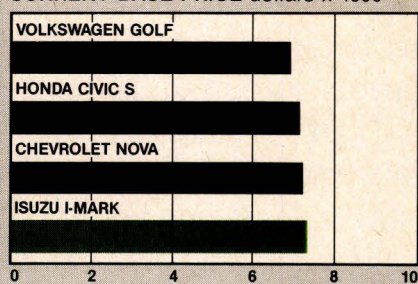
BRAKES

F: 8.9 x 0.4-in vented disc
 R: 7.1 x 1.0-in cast-iron drum
 Power assist vacuum

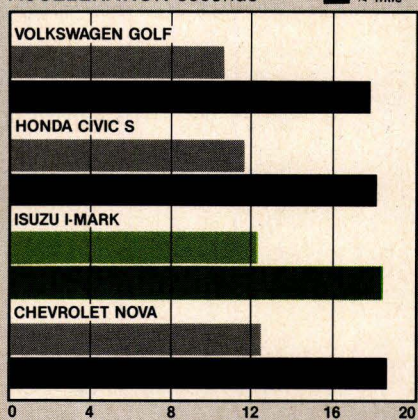
WHEELS AND TIRES

Wheel size 5.0 x 13 in
 Wheel type cast aluminum
 Tires Bridgestone RD-116 Steel, P175/70R-13
 Test inflation pressures, F/R 30/30 psi

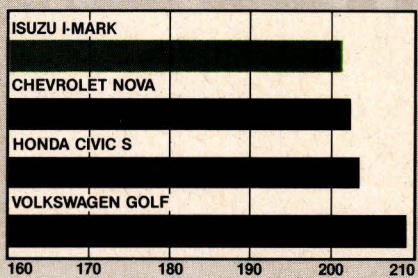
CURRENT BASE PRICE dollars x 1000



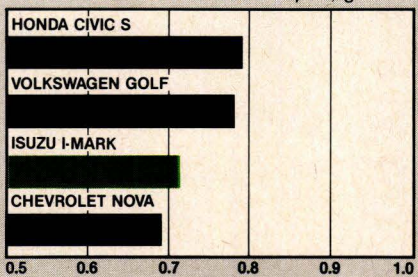
ACCELERATION seconds



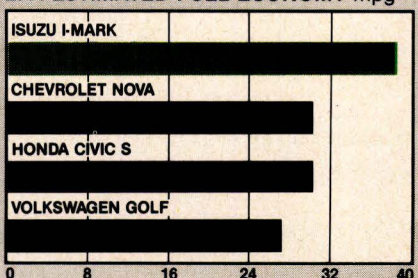
70-0 MPH BRAKING feet



ROADHOLDING 300-foot skidpad, g



EPA ESTIMATED FUEL ECONOMY mpg



CAR AND DRIVER TEST RESULTS

ACCELERATION

Test	Seconds
Zero to 30 mph	3.4
40 mph	5.5
50 mph	8.2
60 mph	12.2
70 mph	17.4
80 mph	26.1
90 mph	58.6
Top-gear passing time, 30-50 mph	15.6
50-70 mph	23.6
Standing 1/4-mile	18.4 sec @ 72 mph
Top speed	92 mph

HANDLING

Roadholding, 300-ft-dia skidpad 0.71 g
 Understeer minimal moderate excessive

BRAKING

70-0 mph @ impending lockup 201 ft

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

COAST-DOWN MEASUREMENTS

Road horsepower @ 30 mph 4 hp
 50 mph 12 hp
 70 mph 29 hp

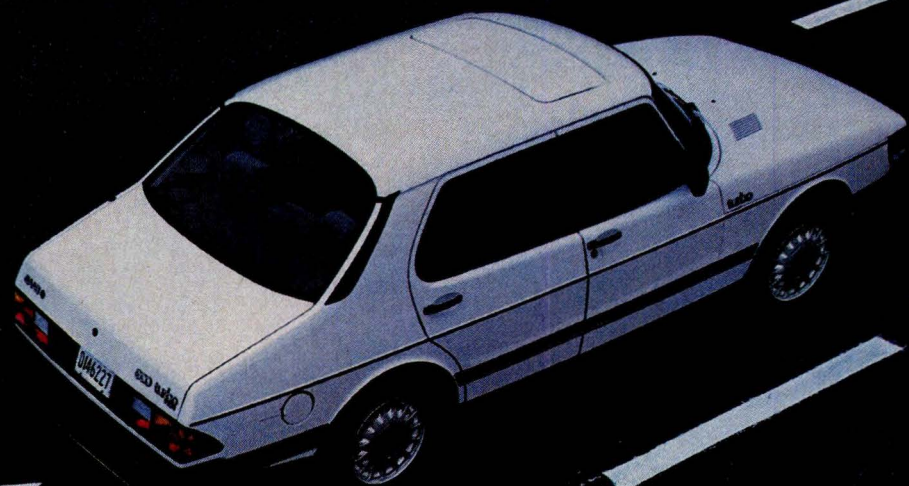
FUEL ECONOMY

EPA city driving 38 mpg
 EPA highway driving 43 mpg
 C/D observed 28 mpg

INTERIOR SOUND LEVEL

Idle 47 dBA
 Full-throttle acceleration 82 dBA
 70-mph cruising 74 dBA
 70-mph coasting 73 dBA

DOES POPULAR ACCEPTANCE REQUIRE ABANDONING THE VERY PRINCIPLES THAT GOT YOU WHERE YOU ARE?



It happens in every field.

A novelist compromises to broaden his appeal and get on the best seller list. A musician, instead of following *her* muse, tries to divine what the crowd likes. And industry, as you would suspect, is hardly different.

So: when will Saab curb its performance characteristics to appeal to the broadest possible market segment?

And: when will the researchers tell

the engineers to make the suspension a little more squishy because the 25-44-year-olds in the focus groups say they prefer it?

And: when will Saab start adding those oh-so-swell designer touches?

The answer to all those questions? NEVER!

Saab may sell out. But not in the sense implied in all those queries. Only in the showrooms of our dealers.

Saabs range in price from \$11,850 for the 900 3-door 5-speed to \$18,620 for the 4-door 5-speed 16-valve Turbo. Manufacturer's suggested retail price. Not including taxes, license, freight, dealer charges or options.

SAAB 900
The most intelligent car ever built.



Introducing three times the power** and three times the control of ordinary car stereo.

The new Panasonic component car stereo system.

Powerful. Ingeniously designed. That's the new Panasonic component car stereo system. It's an AM/FM stereo/cassette and seven-band graphic equalizer/power booster. All in the space normally taken by many ordinary car radios.

The heart of this system is a Panasonic AM/FM stereo/cassette player. With digital electronic tuning to seek and lock in stations with uncanny accuracy.

The high-performance cassette section gives you not only superb sound reproduction with Dolby** noise reduction. But it also gives you the convenience

of auto-reverse. Plus metal tape capability.

The companion component is the Panasonic CY-SG60 graphic equalizer power booster. Beyond ordinary bass and treble tone controls, it lets you shape your sound precisely over a seven-band range. And to bring all that sound to life, the CY-SG60 is also a power booster. To boost the power of your system to 25 watts per channel.†

So get yourself a system that gives you three times what an ordinary car stereo gives. **Panasonic**® just slightly ahead of our time.



*Based on 1985 industry average of 46 watts per channel. **Dolby is a trademark of Dolby Laboratories. †DC 12V, total 50W maximum power output at 1kHz.



1986 Buick LeSabre

Proof that Buick City is a frontier town.

• They used to build Buicks in Flint, Michigan. Now the giant GM assembly complex there has been revitalized with new plants and equipment and has even been given a new name, Buick City—which should make the residents of Toyota City feel honored.

Doing business more like the Japanese isn't all that's new, either. If the 1986 LeSabre is anything to go by, Buick City is showing all the signs of a frontier town.

In case you haven't noticed, Buicks are changing. Oh, the vast majority of them are still cushy sedans, typically Buick—which is to say, they wouldn't make your grandma's heart flutter.

But slowly, very slowly, they're becoming more worldly. Last year, for instance, the division took its first tentative steps into

uncharted (for Buick) territory by introducing a luxury sports sedan aimed in the general direction of Audi and BMW. Last year's Electra T Type wasn't all that earth-shattering, but when your bread and butter for decades has been mobile family rooms, shifting to fat tires and firm shocks is akin to jumping out of the window blindfolded.

For 1986, Buick is pushing its frontiers back another notch with the all-new LeSabre coupe. There is also a new LeSabre four-door sedan, but it's intended to cater to Buick's traditional clientele. The only real gamble is with the two-door.

"We're trying to reach out a little," explains product-line manager Jon Lauckner, who at 28 looks a little young to be in charge of building cars for buyers who av-

erage about 50. Then again, he's trying *not* to do just that. "With this high-style coupe," he goes on, grinning from ear to ear, "we want to get the nontraditional buyer, the older end of the yuppie market—the 35-year-olds."

So much for the marketing department's idea of what the new LeSabre is about. The truth concerning the mechanical bits is that they've been around for one season already, under the skin of the front-drive Electra (and its sister ships at Oldsmobile and Cadillac). The LeSabre and the Electra share their basic chassis, transversely mounted V-6, standard four-speed automatic transaxle, and fully independent suspension. Both cars even ride on the same 110.8-inch wheelbase.



The LeSabre also shares its sheetmetal forward of the windshield with the Electra. From there back, though, the bodywork is all new—and the LeSabre coupe is vastly different from the four-door. This is something the Buick guys are quite proud of, because the two- and four-door models have

normally had to share the same roofs.

The LeSabre coupe is actually quite radical by GM big-car standards. It's been years since a full-size GM two-door has had such a racy roof. (The new Olds 88 replacement will share this design, by the way.) To make the top even more rakish, it's been lowered by eight-tenths of an inch compared with the sedan's, and the windshield is tilted back a couple of degrees as well.

Whether you like the look or not, the new roofing job is a big aerodynamic benefit. The coupe boasts a respectable 0.36 drag coefficient—about twenty percent better than the squared-off Electra's. It cost

Buick some extra cash to do it this way, and that underscores the division's struggle to climb out of its pigeonhole.

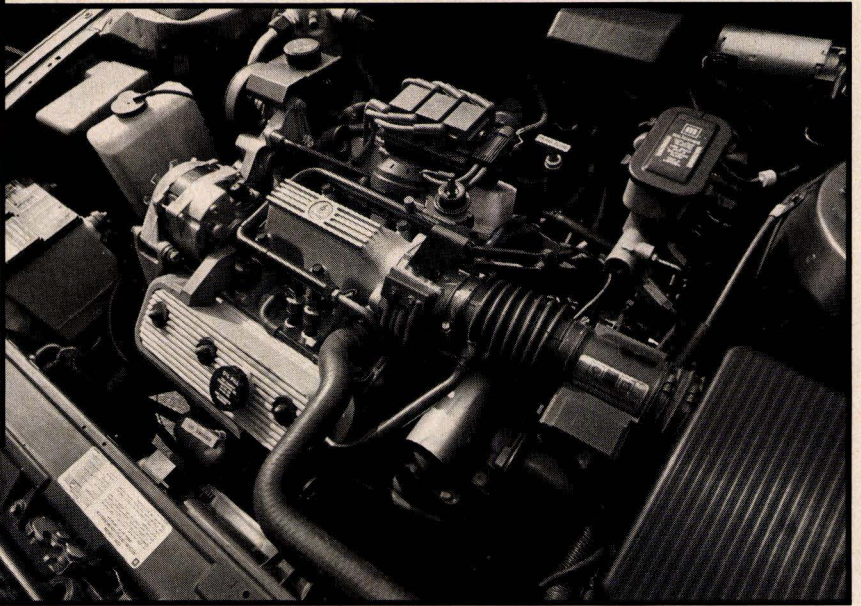
Unfortunately, it falls right back in the moment you swing the door open. It's hard to imagine that buyers seriously considering an imported car—the same ones who may be moving up from Hondas and VWs—will see much inside that makes them want to climb in. Buick, however, thinks most of its younger buyers will come from those considering Cougars, T-Birds, or even Regals.

Given the LeSabre's trim, we'd have to agree. The interior looks just like any other big Buick's of recent memory; in other words, it's pure rolling Americana. The velour seats in our top-line Limited test car were upholstered in the loose-pillow look. And at least a half-acre of synthetic wood adorns the cabin, all of it fairly tacky.

Then there's the dash, which stretches proudly from door to door in one massive sweep, like the façade of a bank. A small rectangular window in front of the driver is home for the standard analog instrumentation, which consists only of a speedometer and a fuel gauge. A digital-instrument package is optional, and it's got all the readouts you need—from rpm to oil pressure. Like so many of today's electronic clusters, though, it's harder to read than plain old white-on-black dials—and this one can serve up only one additional readout at a time, aside from speed and fuel level.

There's yet another thing out of sync inside the LeSabre: the interior isn't as big as





it looks. Since the LeSabre is built on the Electra's platform, you'd expect big-car spread-out room. For the front-seat riders, that's indeed the case. But in order to provide adult-sized rear-seat headroom under the sloping roof, the engineers were forced to relocate the rear seat forward a couple of inches. Legroom is still okay, but a six-footer who's long of trunk will find his head hitting the roof. In a car this large, that's an unfortunate sacrifice.

Speaking of size, Buick does deserve a pat on the back for shrinking the LeSabre down to more reasonable proportions. Compared with the old rear-drive model, the front-driver is a whopping 22 inches shorter, and Buick claims it's more than 400 pounds lighter. In the case of the four-door, at least, this downsizing has been accomplished while maintaining just about all of the old car's people space.

This is the point at which we'd normally twist the key, cruise off into the sunset, and report that, yes, the ride is fluffy and the air conditioning is fine as usual. But uh-uh. Buick threw us a curve. When you wake this car up, it snarls at you. It corners as if it had claws on its feet rather than ballet slippers. The ride could have been lifted from a Saab Turbo. We're talking happy motor-ing here.

This is the pleasant surprise that awaits you when you order a LeSabre—coupe or four-door—with the optional performance package. At the other end of the growling

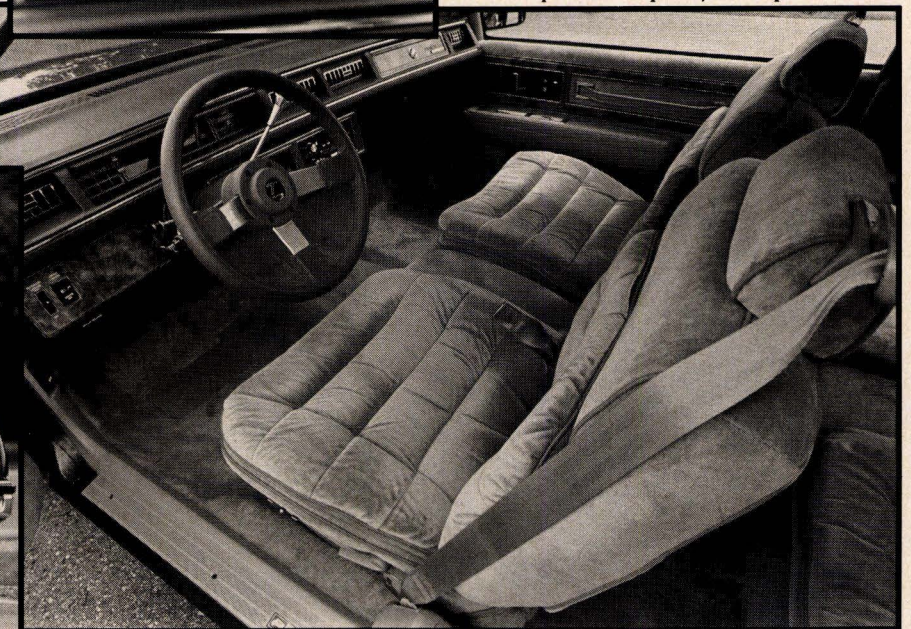
exhaust is Buick's latest revision of the venerable 3.8-liter V-6, which has undergone slow but steady development since it was resurrected eleven years ago. This version is rated at 150 hp at 4400 rpm—25 hp more than last year.

The improvement comes from two sources. First, a new roller cam reduces internal friction, and hotter valve timing is worth 10 hp. Second, efficiency is bumped up by a pair of new-generation cylinder heads from the 3.0-liter V-6 that's standard in the Somerset Regal (and base equipment in the LeSabre). The new heads incorporate a more spherically shaped com-

bustion chamber, a more centralized spark-plug location, and a half-point-higher compression ratio—all of which results in a quicker fuel burn. The engine is topped off by sequential port fuel injection and a distributorless ignition system.

During our brief test drive around Ann Arbor and environs, the new engine proved delightful. The exhaust sings a wonderful baritone, just like the Pontiac 6000STE's—a car that has one of the sweetest engine notes in captivity. The Buick engineers have discovered the secret to sharp throttle response, too. The LeSabre answers your right foot as though it had even more power than it does.

Exactly how energetic it really is will remain a mystery until a full road test, because the engineers were skittish about letting us put our fifth wheel on their pre-production prototype. Suffice it to say that the LeSabre accelerates and sounds like a premium-quality European sedan.



XP 2000H

HOT NEW RUBBER FROM GENERAL



PERFORMANCE-TESTED IN EUROPE, NOW READY FOR AMERICA

XP 2000H, the hot new American-built high-performance radial from General Tire. PERFORMANCE-TESTED IN EUROPE under some of the most demanding conditions imaginable. ON THE TEST TRACK at the Nürburgring, probably the most challenging road-racing circuit in the world. ON THE AUTOBAHN at maximum speeds for extended periods of time. IN THE WET where its "see-through" grooves and full-depth shoulder slots dispersed water quickly, giving excellent grip. AND THE DRY. The XP 2000H features an aggressive footprint and densely-packed steel belt wires with tough nylon cord overlay for enhanced performance and excellent tread wear. NOW IT'S HERE IN AMERICA. The XP 2000H comes in a wide range of 13", 14" and 15" sizes in 60, 65, and 70 series applications. Drive on America's latest high-performance radial. XP 2000H...Hot new rubber from General Tire!



GENERAL TIRE COMPANY

BUICK LeSABRE

And it has one of the smoothest-shifting, best-programmed four-speed automatics in the business.

The other half of the LeSabre's friendly persona comes from its chassis hardware. This car has the same basic suspension as the Electra: a coil-sprung strut at each corner working in concert with front and rear anti-roll bars. It lacks only the Electra's electronic load-leveling feature, instead being fitted with variable-rate rear springs. Along with the performance package come tightened-up everything, quicker steering, 6.0-by-15-inch alloy wheels, and Goodyear 215/65R-15 Eagle GT tires.

If this sounds like a T Type in every way but name, then you're catching on. There is a full-on T Type in the LeSabre's future that uses these same pieces and more, reports an enthusiastic Jon Lauckner. Unfortunately, it won't see daylight until 1987.

T Type or no, the new LeSabre drives with authority. Over bad pavement it behaves a lot more like a European car than most big American sedans: all the wheels stay planted, and it refuses to porpoise. Hurl it into an entrance ramp and it main-

tains a stiff upper lip as its front tires fade to rubber dust. No thrills, chills, or heart attacks. In a straight line, though, it doesn't seem as cool-handed as the better German brands when you hold the pedal down for a couple of miles, autobahn-style. The steering is a bit too quick just off center, and the transmission won't stay in top gear with the pedal to the metal. Then again, the LeSabre isn't too far behind the very best in these key areas, either.

So we are talking about a LeSabre that is in some important ways a world-class performer. Buick deserves praise, but all-out hyperbole isn't in order yet. The end product is still too confused. It drives European but looks too Miami Beach. And we're of a mind that appearances and performance go hand in hand.

The jury is still out on whether Buick has the desire and the tenacity to put all the pieces of the puzzle into place, to build a LeSabre T Type worthy of the title. We certainly hope it does, because we'd like nothing better than to pose that age-old question—Wouldn't you really rather have a Buick?—once again. —Rich Ceppos



Vehicle type: front-engine, front-wheel-drive, 6-passenger, 2-door sedan

Price as tested: \$15,000 (estimated)

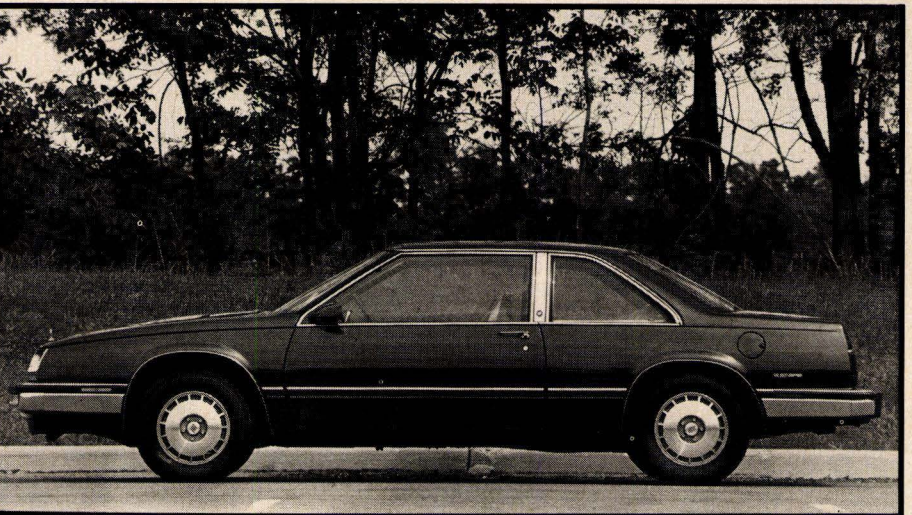
Options on test car: 3.8-liter V-6 engine; AM/FM-stereo radio/cassette; cruise control; power windows, driver's seat, locks, antenna, and mirrors; tilt steering wheel; rear defroster.

Standard accessories: power steering, A/C

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

ENGINE

Type V-6, iron block and heads
Bore x stroke 3.80 x 3.40 in, 96.5 x 86.4mm
Displacement 231 cu in, 3791cc
Compression ratio 8.5:1



Fuel system Buick electronic fuel injection
Emissions controls 3-way catalytic converter, feedback fuel-air-ratio control, EGR
Valve gear pushrods, hydraulic roller lifters
Power (SAE net) 150 bhp @ 4400 rpm
Torque (SAE net) 200 lb-ft @ 2000 rpm

DRIVETRAIN

Transmission 4-speed automatic with lockup torque converter
Final-drive ratio 2.84:1
Gear Ratio Mph/1000 rpm Max. test speed
I 2.92 9.0 41 mph (4500 rpm)
II 1.57 16.8 76 mph (4500 rpm)
III 1.00 26.3 105 mph (4000 rpm)
IV 0.70 37.6 105 mph (2750 rpm)

DIMENSIONS AND CAPACITIES

Wheelbase 110.8 in
Track, F/R 60.3/59.8 in
Length 196.2 in
Width 72.1 in
Height 54.7 in
Frontal area 22.7 sq ft
Curb weight 3587 lb
Weight distribution, F/R 66.3/33.7%
Fuel capacity 18.0 gal
Oil capacity 4.5 qt
Water capacity 12.4 qt

CHASSIS/BODY

Type unit construction with 1 rubber-isolated subframe
Body material welded steel stampings

INTERIOR

SAE volume, front seat 56 cu ft
rear seat 46 cu ft
trunk space 16 cu ft
Front seats split bench
Seat adjustments fore and aft, seatback angle, front height, rear height

SUSPENSION

F: ind, strut located by a control arm, coil springs, anti-roll bar
R: ind, strut located by a control arm and a lateral link, coil springs, anti-roll bar

STEERING

Type rack-and-pinion, power-assisted
Turns lock-to-lock 3.1
Turning circle curb-to-curb 39.7 ft

BRAKES

F: 10.2 x 1.0-in vented disc
R: 8.9 x 1.8-in cast-iron drum
Power assist vacuum

WHEELS AND TIRES

Wheel size 6.0 x 15 in
Wheel type cast aluminum
Tires Goodyear Eagle GT, P215/65R-15
Test inflation pressures, F/R 30/30 psi

FUEL ECONOMY (projected)

EPA city driving 22 mpg
EPA highway driving 34 mpg

Lancer

BY DODGE



*Whichever comes first. Limited warranty on engine.

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STEREO RADIO. IN BACK, LANCER LOOKS LIKE A SEDAN, BUT HAS A CONCEALED FIFTH DOOR THAT OPENS TO ACCOMMODATE UP TO 42 CUBIC FEET OF CARGO WITH THE REAR SEATS FOLDED DOWN. IN SHORT, LANCER OFFERS JUST ABOUT EVERYTHING. AND THAT INCLUDES A STANDARD 5 YEAR/50,000 MILE PROTECTION PLAN*.

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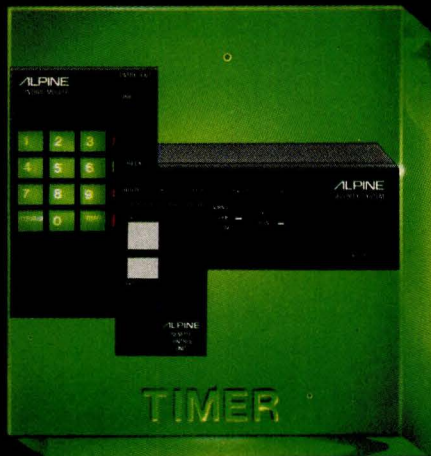
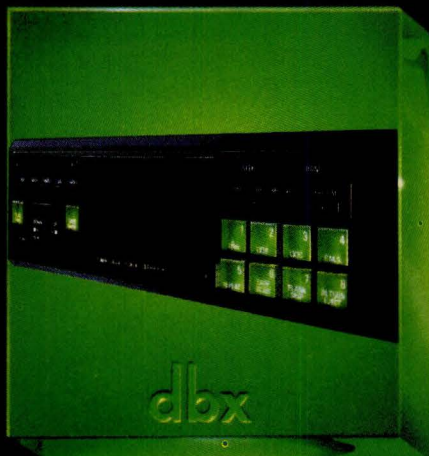


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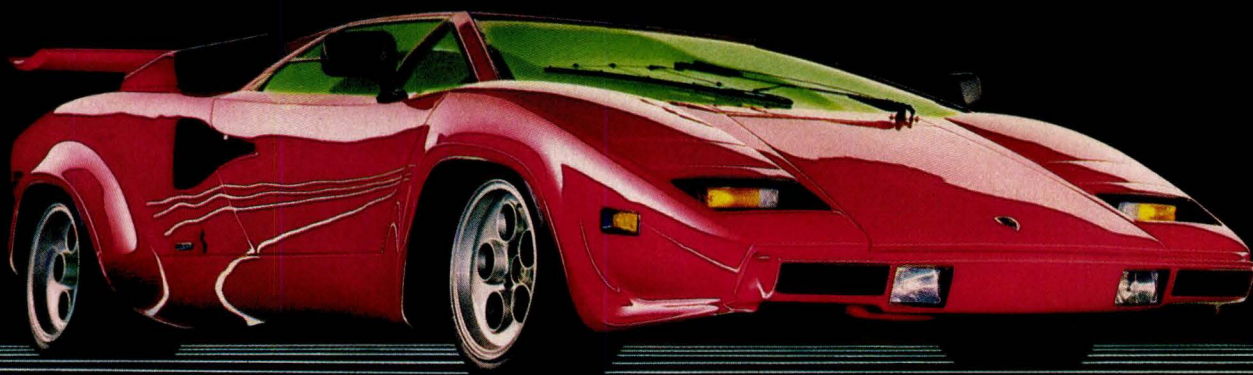
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Lamborghini Has The Alpine Touch



1934 De Soto Airflow

A triumph that failed—but not for the reason you think it did.

• When the table talk turns to American automobile oddities, you can rest assured that the Chrysler Airflow will be mentioned by some lout who doesn't know that there's an even more lovable failure to lament: the De Soto Airflow. Introduced as a companion piece to the 1934 Chrysler Airflow, De Soto's version actually outsold its more famous sibling (13,940 to 10,829) during its brief life, according to the *Standard Cata-*

BY WILLIAM JEANES

log of American Cars. You may consider this victory to be fully as impressive as Walter Mondale's winning Minnesota 50 years later, but it was far more than that.

For one thing, the 1934 Airflows—Chrysler's and De Soto's—proved that the average American consumer couldn't recognize a sound, innovative car were one to

fall from the sky with its operating instructions graven in stone tablets. For another, it proved that a significant number of consumers *did* recognize a good thing when they saw one. And that they would buy it despite unflattering rumors. The Airflows were cars that deserved better—cars that *still* deserve better.

The Airflow has been described as looking like a lima bean, a jellybean, a pillow,

and worse. I've always thought, for reasons purely emotional, that it looks like the offspring of a basset hound and Casper the Friendly Ghost. It's definitely a cartoon car, a conveyance that escaped from the cover of the October 1934 issue of *True Facts and Amazing Miracles* magazine. In today's vernacular, the Airflow is viewer-friendly.

In the manner of those German helmets and other artifacts "found in a warehouse" that you spy on the back pages of magazines, the De Soto Airflow pictured on these pages turned up in a garage at the Chrysler proving ground in Chelsea, Michigan. I first heard it mentioned while some of us were cooking sausages and drinking Stroh's on a warm summer's night at Jean Lindamood's house. The "discovered" Airflow is one of several ancient Chrysler products that have been kept roadworthy by the gang at the proving ground. As a card-carrying member of the True Friends of Hernando de Soto, my interest was understandably piqued.

A brief nine months later, we actually managed to gain control of the Airflow for a few days, driving it on the streets and roads of Ann Arbor and environs and even subjecting it to the less than tender mercies of Csaba Csere, who measured its performance. Driving the Airflow is a wonderful experience, every bit as much fun as having Goodyear turn one of its blimps over to you for the afternoon.

Our Airflow was the four-door, six-passenger sedan, one of four models offered in 1934. (The others were a two-door, six-passenger brougham; a two-door, five-passenger coupe; and a four-door, six-passenger Town Sedan limousine.) Unlike Chrysler, De Soto's entire 1934 model-year line was composed of Airflows, a marketing decision that was either bold or foolhardy, depending on your opinion of Airflows. Our four-door, six-passenger sedan represented almost the entire line, being one of 11,713 such examples built. Just over 2100 two-doors and 119 Town Sedans were manufactured.

Of necessity, the history of the De Soto Airflow is the history of its Chrysler co-conspirator. Widely hailed as failures and flops, the Airflows were, in fact, remarkable cars that exemplified the best results of good engineering minds given free rein.

No recapitulation of the Airflow story can be considered complete without the "wild goose" story. This hallowed tale, as told by Carl Breer, Chrysler's chief of research more than 50 years ago, and reported in *Automotive News* in 1964, goes thus:

"In 1927, my wife and I were spending the summer at Gratiot Beach, sixty miles from Highland Park. Many evenings I drove the straight and partly paved road to Gratiot Beach. It took about an hour if everything was okay.

"One late evening as dusk closed in, I noticed what I thought was a flock of a doz-

en or so geese flying across the road in the distance. To my surprise, this flock was really a group of airplanes heading for the Air Force's nearby Selfridge Field."

Breer is said to have then considered the possible effects of aerodynamic design on automobiles, reasoning that if planes designed along the lines of feathered fliers were effective, so might cars that employed the same stroke of the designer's pen.

This story has never been questioned, but it's worth wondering exactly how gooselike the planes Breer spotted actually were. The U.S. Army Air Corps didn't have a monoplane fighter until after Chrysler built the Airflow (the Seversky P-35 prototype was evaluated in 1935 and produced in 1937). There's no denying that cars of the 1920s were boxy creations that could certainly benefit from becoming sleeker. So were the military aircraft of the day, which were biplanes in most instances.

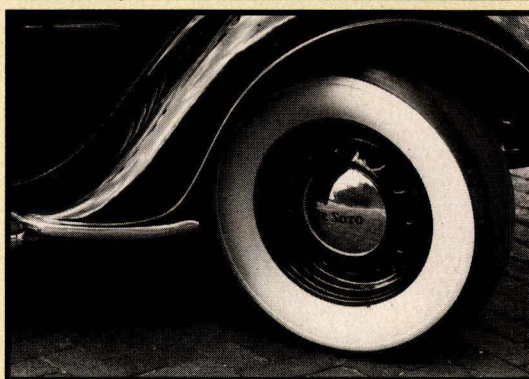
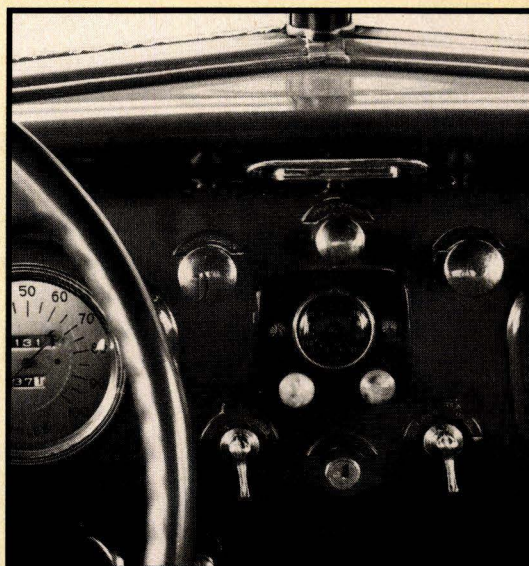
You can believe the wild-geese story or you can believe that some public-relations whiz made it up out of whole mohair. But make no mistake that Chrysler soon had a commitment to aerodynamics that would culminate in the Airflow.

Breer commissioned an engineer in Dayton, Ohio, to find out if air pressure against the front of a car caused the body to be raised or lowered. The engineer, Bill Earnshaw, reported that he couldn't answer the question specifically, but he did ascertain that a considerable amount of air pressure resisted the forward motion of a car at speed.

Earnshaw continued to accumulate aerodynamic data, working with Orville Wright to design a small wind tunnel for the purpose. Among the findings was the now legendary news that cars of the time were more aerodynamic when moving in reverse than forward. This and other findings were reported to the troika of Breer, Owen Skelton, and Fred Zeder, Chrysler's engineering brain trust—a group that not only had sound ideas but also had the ear of Walter P. Chrysler, who saw to it that their projects were funded even during the lean years of the Depression.

Breer also considered the possibility of using a rear-engine layout for the Airflow. Production restrictions and the need to use existing engines prevented this thought from becoming more than just that. Nonetheless, great innovations were to characterize the Airflow.

Today, only the time-warped Morgan uses wood as a major building material. In the 1920s and early 1930s, virtually all cars were still framed with forest products. The Airflow, however, was to be all steel, except for a treated-fabric panel in the center of the roof and wooden floorboards. Moreover, in order to facilitate the teardrop shape in the car's rear, the back seat was moved ahead of the rear axle to allow for sufficient rear-seat headroom. Obviously, this meant moving the front seat forward,

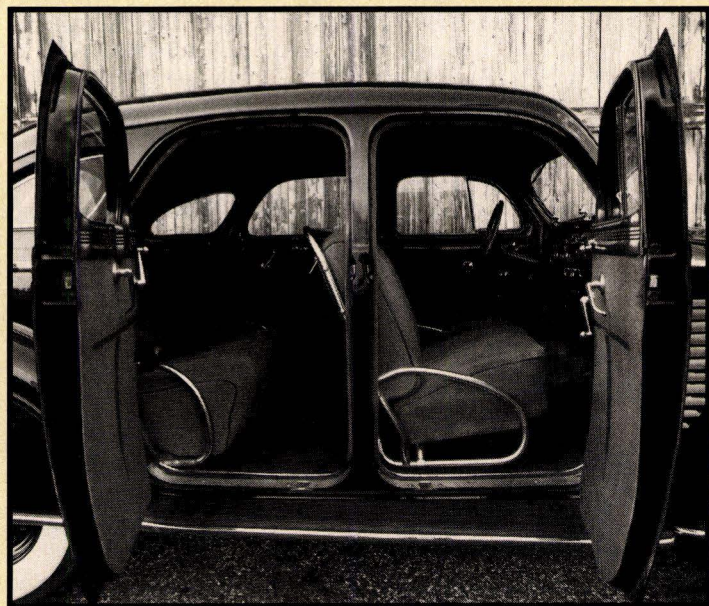
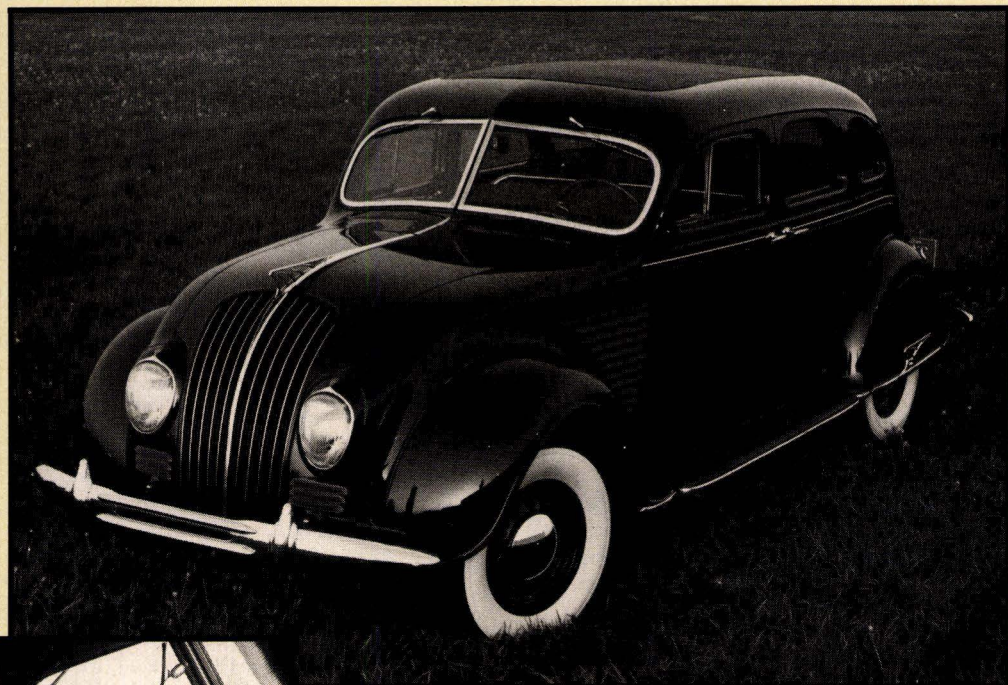


too. Doing that meant moving the engine's position as well. Under the direction of A.G. Herreshoff of Chrysler's experimental department, the engine was located above the front axle, with one-third of its length projecting ahead of the one-piece tubular member.

These innovations—and they were exactly that—represented a revolutionary approach to auto building in and of themselves. Theretofore, the front seat had been deemed best served by a placement midway between the axles. This resulted in the rear seat finding itself directly above the back axle. Engines, as everyone knew, belonged behind the front axle. Everyone, that is, but the Chrysler rebels.

Added to that, the all-steel body, built on bridge-truss construction principles, located the passenger compartment within a frame rather than on top of it. Outside, of course, was the strange, Hindenburg-like body silhouette, completing the Airflow's credentials as an honest-to-goodness breakthrough. Here, if ever there was one, sat a real eye-catcher.

An outgrowth of the design, astonishingly and by accident, was the "boulevard ride," a phrase that still strikes terror in the hearts of handling enthusiasts. The lot of the rear-seat passengers had been improved by getting their posteriors off the axle and into what turned out to be a far more comfortable position. The engi-



neers, in addition, lengthened the leaf springs both front and rear, a move that reduced the bounciness common to cars of the time. Thus, in almost every way, the Airflow deserved its hype-phrase description as the "first real motorcar since the invention of the automobile."

The development and the engineering of the Airflow took six years, and as the leaves began to fall in Highland Park in 1933, a working Airflow prototype was seen moving surreptitiously about the Detroit suburb. At about this time, a rumor reached the ears of Walter Chrysler that would have the ultimate effect of torpedoing the Airflow before it ever got under way. General Motors, the hated competitor across town, was building an aerodynamic car that would be introduced momentarily.

Heated by the competitive fires of the Detroit automaking community and by the

fear of having the Airflow be a Johnny-come-lately, Walter Chrysler decreed that the car would appear at the 1934 New York Auto Show, set to open on January 6, 1934. In addition, De Soto president Byron C. Foy was dispatched to Chicago's "Century of Progress" world's fair to publicize the De Soto version. This command decision to introduce the Airflow became the automotive equivalent of Pickett's charge at Gettysburg.

Adding conflict to the Airflow's rushed introduction, Chrysler learned that still another aerodynamic exercise, the Dymaxion three-wheeler, was scheduled to occupy the featured position at the New York show. Money and pressure convinced show officials to send the 38-year-old Buckminster Fuller and his metal sausage away, to give center stage instead to the Airflows. (Undaunted, Fuller set up shop

outside the exhibit hall's main entrance and still stole a whopping bit of thunder, despite his car's having been introduced to the public the previous July, in Chicago.)

Legend to the contrary, the Airflow was a hit with the public. *Harper's Bazaar* found the car anything but bizarre, pronouncing it "breathlessly different-looking." England's *Autocar* and the reigning American car magazine of the day, *Motor*, both deemed the car innovative and acceptable. More to the point, Chrysler's auto-show team wrote orders by the thousands. The incontrovertible truth is this: when the public saw the Airflows for the first time, they stepped up to the line with their checkbooks. Subsequent events, however, were less pleasant.

Even today the thought of going from the working-prototype stage to on-sale cars

DE SOTO AIRFLOW

in less than a year gives auto executives stress circles in their retinas. But that is precisely what Walter P. Chrysler did—and with dreadful results, as we shall see.

The introduction spared no horsepower in the publicity arena. Much was made of Airflow performance, and justifiably so. A Chrysler Airflow coupe, driven by jug-eared racing driver Harry Hartz, Wilbur Shaw, and other drivers, set 72 individual AAA and international stock-car performance records at Daytona Beach. The car managed 95.7 mph for the flying mile and averaged 84.4 mph for 24 hours. Both records stood until 1957.

Among other revelations, Henry Austin Clark, Jr., and Beverly Rae Kimes, in their *Standard Catalog of American Cars: 1805–1942*, tell us that the DeSoto Airflow, also driven by Harry Hartz but at Muroc Dry Lake, California, gathered 32 stock-car records. Even more amazing, Hartz drove a De Soto Airflow from New York to San Francisco on only \$33.06 worth of gasoline. (Hartz was no balloonfoot. In 1925, he won a 350-mile race over the Atlantic City board racetrack at a speed of 135 mph, and he was a consistent top finisher at Indianapolis.)

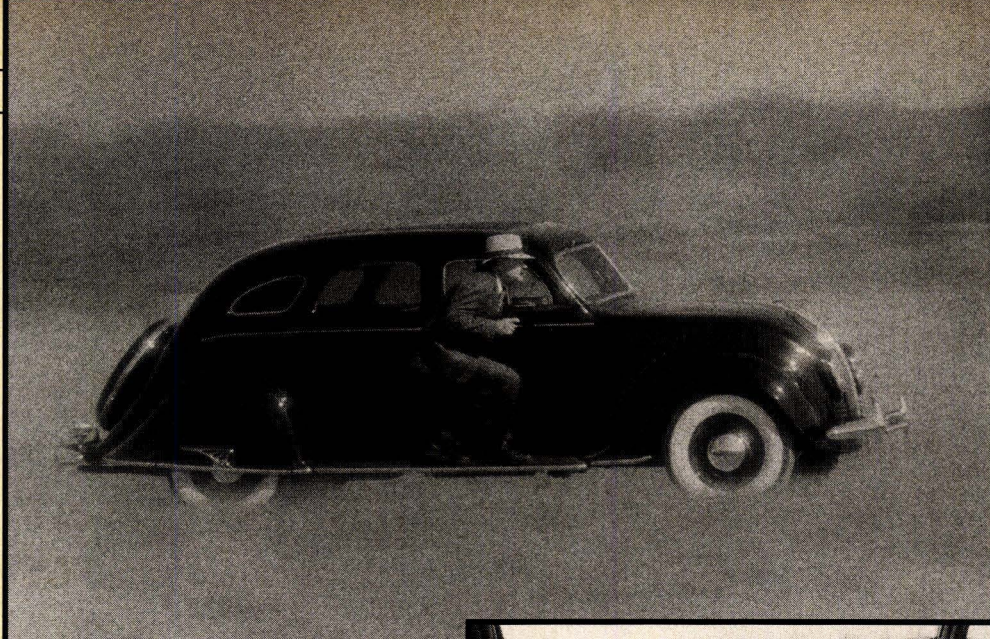
Hartz also participated in one of the looniest stunts ever perpetrated by a Detroit automaker. To underline the discovery that cars of the period were more aerodynamically efficient when driven down the road backward, the ever ready Hartz was placed in a conventionally bodied Plymouth with its drivetrain reversed and sent tooling around the country trunk first.

The public—and the auto mavens of the day—harbored a mistrust of all-steel cars, a circumstance happily exploited by the competition. To allay these fears, Chrysler publicists simply shoved an Airflow over a 105-foot cliff and watched confidently as it hit bottom and moved smoothly away under its own power, dented but drivable.

Sadly, none of this could counteract the word-of-mouth evaluations of the Airflow that began to spread. First, since the factory was anything but ready to build the cars, no Airflow reached an owner before April. Delay in delivery, unless due to a waiting list, has traditionally meant trouble at the factory. In this case, there were indeed problems caused by the inherent difficulties in building a car that was like none that had gone before.

Carl Breer, in the *Automotive News* interview cited earlier, had this to say: "There were a lot of rumors by the competition about the car. We had a lot of fallacies to combat and no cars to combat them with. If the show could have been in April, when our production began, it might have been different."

Perhaps, but Breer's son Fred felt different. In *Special-Interest Autos*, April–May 1973, he said: "When they finally came down the line in April, because of the unique production problems, the first two



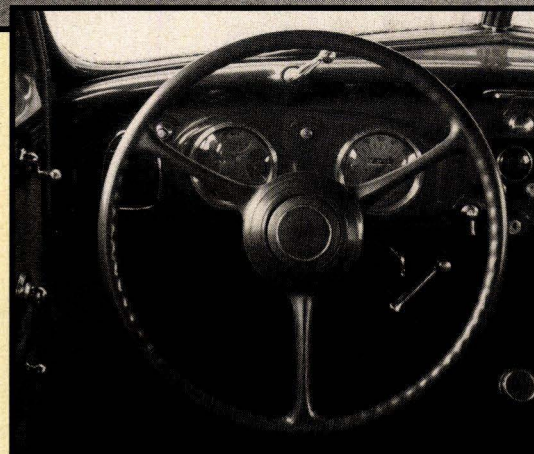
or three thousand had a lot of problems. All the letters that came back from dealers and customers were sent to my father, and I can remember him bringing them home and reading them to me. Some of the problems were unbelievable, like engines breaking loose at 80 mph. Really. The workmen just didn't know how to build the car properly, and by that time the public—and the dealers particularly—had become disillusioned with the Airflow [because of] the initial non-delivery and then service troubles with the first ones. Finally, after they got those ironed out, the people who had Airflows realized they were a great step forward and appreciated them to the point that they usually kept them for years."

General Motors—whose aerodynamic car never appeared—advertised that "steel is not enough." GM ads showed how easy it was to bend a steel tube, and how difficult it was to bend it after a wooden rod had been inserted into the tube. This below-the-belt approach ceased after GM was asked publicly if it used wood-reinforced steel tubes in its cars (it didn't). But the damage was already done.

Further complication, in the form of a 1934 lawsuit by Paul Jaray, a Hungarian who had designed and applied for patents on an aerodynamic car, plagued the Airflow's image. Jaray had sold licenses for the production of aerodynamic cars to Maybach and Apollo (both German) and others. A disgruntled Walter Chrysler, settling out of court, became a Jaray licensee the next year.

Predictably, the Airflows became a sales disaster. De Soto, with only Airflows to sell, saw its calendar-year registrations drop from 22,736 to 11,447. The company that had stood ninth among U.S. car builders in 1932 dropped to thirteenth, an unpleasant ranking with overtones of doom. The Airstream, a more conventional design, was brought out for 1935, and De Soto's model-year production rose from 13,940 to 27,581, with 6797 of the 1935 De Sotos being Airflows.

In 1936, De Soto Airflow production



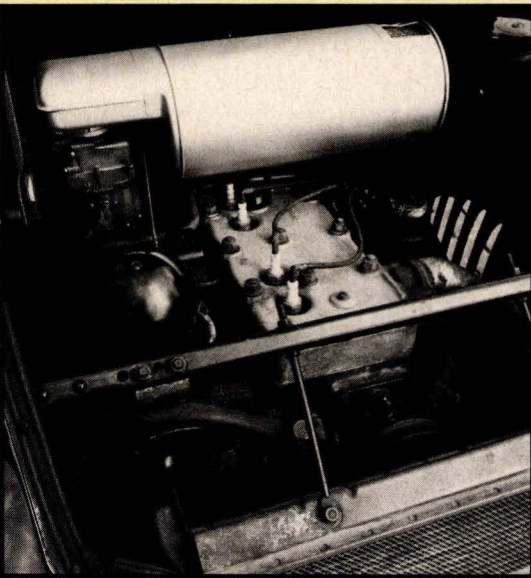
dropped to an even 5000 from the 13,940 built in 1934. In 1937, there were no De Soto Airflows at all, production having ceased forever in August of 1935.

The story was similar at Chrysler. In 1934, Airflow production totaled 10,839. The next year saw Airflow output drop to 7751. In 1936, 6275 Airflows were built, and in 1937, the last year for Airflow production of any kind, Chrysler built 4600 of the ill-fated wondercars.

Contrary to popular belief, the Airflow did not bring the Chrysler companies to the brink of financial ruin. De Soto ended the 1933 calendar year with 21,260 registrations. By the 1936 calendar year—the last one in which an Airflow was offered—De Soto registrations had risen to 45,088. The story was essentially the same at Chrysler, which had seen calendar-year registrations rise from 28,052 in 1934 to 91,622 in 1937.

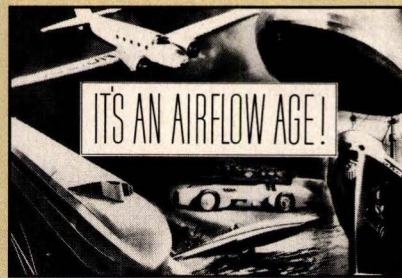
Of equal inaccuracy are assertions that the public thought the car was strange-looking and just refused to buy it. It became funny-looking after the public heard—accurately—that major problems were being found on the early models. Events of that stripe have a tendency to make any design unattractive.

The year following the death of the Airflow, I was born. Forty-seven years after that, I found myself in a De Soto Airflow



"Here It Is! The First Modern Car!"

Highlights from the original Airflow brochure.



accompanied by Jean Lindamood, running along the back roads of Washtenaw County, Michigan, on a brilliant spring afternoon. Earlier, I had co-driven a brand-new Ferrari Testarossa with David E. Davis, Jr., a different experience altogether, and one that graphically emphasized the passage of time since the days when the Airflow was big news.

The Airflow, with its whopping straight-six engine and three-speed floor shift, took us merrily along the two-lane with surprising dispatch. Aside from a clunk or two as it shifted gears, the car was amazingly noiseless and enveloped us with a feeling of complete solidity. Here was no tin lizzie. The Airflow, angered and aimed properly, would squash a Toyota like stepping on a beetle, and its solidity made it a comforting car to occupy.

The instruments were simple and old-fashioned, which means they were easy to read, and the steering wheel, only slightly shy in diameter of the car's turning radius, was a giant circle with which to keep the Airflow pointed forward. To be honest, the thing tracked quite well, aside from a tendency to take an occasional sidestepping drift, much like a horse can do when it tires of pulling a wagon in the desired direction.

Stopping the car, like starting an unwilling mule, took dedication and perseverance. No more than six to eight seconds after you stand on the brakes—which are hydraulic drums—you note a perceptible slowing. A few seconds after that and the car actually comes to rest. That's if you're going no more than 35 or so. Stopping from higher speeds takes much longer.

A tiny radio with two dozen fewer controls than today's sound systems sits in the middle of the flat dashboard. One knob turns it on and off, the other selects an AM station. The radio in our car served neither of these functions, having succumbed to old age years ago. Offsetting this loss, the car retained the sweet smell of aging mohair upholstery, an aroma that recalled



YOU CAN RELAX FOR THE FIRST TIME

In the AIRFLOW De Soto . . . no matter whether you are sitting in the front seat or the back . . . you can relax completely and utterly. The entire passenger compartment has been moved forward and you ride comfortably "amidships" . . . like this:



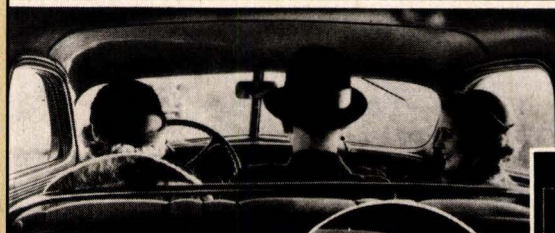
In this position, you experience no bumping, bouncing or vibration of any kind. The bumps just seem to flow under the car without reaching you. It is impossible to realize how great a relief this is until you actually try it.

For the first time in your life, you can lean your head on the back cushion just as you would in a big armchair at home. You can sleep . . . without being jarred awake every few minutes. You can read your newspaper . . . without having to strain your eyes. You can write a letter more easily and legibly than in a Pullman car! You will notice that there are no "hand-straps" in this car. No one would ever use them!

Here is a new thrill for every passenger. Riding becomes a real pleasure and distance becomes quite unimportant.

... READ A NEWSPAPER AT 80 M.P.H.!

TODAY—MORE THAN EVER IT'S "SAFETY FIRST"

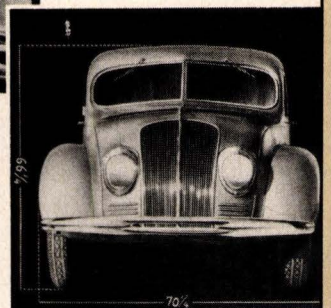


• (Below) Notice the horizontal angle of the steering column. It gives a safer and more comfortable driving position than ever before.



• Five Airwheels are standard equipment. The Coupe (above) carries its spare in a concealed compartment in the rear.

• (Left) Thanks to the construction of the AIRFLOW De Soto, better vision is obtained. The wide-angle windshield, giving an unobstructed view of the road is a vital, new safety feature.



• Notice that the car is wider than it is high. Its low center of gravity prevents side-sway. You can take any curve safely.

trips and vacations taken in childhood. "What are these things?" asked Lindamood, pointing at two chromed levers on either side below the dash.

"Those crank the windshield out," I replied, "because these cars didn't have air conditioning." It turned out that I was wrong; they opened a hood vent, not the windshield.

Looking around the surprisingly spacious interior, Lindamood was amused by the back seat. "It looks like a sofa in an airport waiting room," she said. And it did—the waiting room of LaGuardia's Marine Air Terminal, the takeoff point for the Pan American Clippers of the 1930s. The seat had arms on the sides that gave it an unmistakable art-deco air. Other art-deco touches included the chromed emblems on the fender skirts and the hood ornament. No doubt can exist that this car was in every way "modern" for its day.

The Airflow cruised easily at 60 and went around corners with no more lack of control than most postwar Detroit products. With its lower center of gravity and passenger-compartment placement, it cornered far more comfortably than the average car of the 1930s.

Acceleration was hardly an emotional experience, but neither did I feel as if I were in danger of being run over from behind—a fear generated by some diesels of recent years.

I am, of course, a sucker for "Twilight Zone" cars. I wanted to look out the window of our Airflow and see a dirigible. Or an autogiro. To know that the radio could be tuned to the NBC Red network, where the "Royal Gelatin Program" would send the golden tones of Rudy Vallee through the speaker. Or perhaps "Gangbusters," with Col. H. Norman Schwarzkopf. If radio piled as entertainment, we could take in Dish Night at the local movie palace, where Clark Gable, Carole Lombard, and Paul Muni would show us lives of excitement that lay far away from the troubles of America during the Great Depression.

After the movie, there could be a soda at the drugstore. Mixed by a lad everyone called "Scoop." The gang would congregate around the Airflow, concealing envy with disparaging jokes about how it looked like a football.

On the way home, the radio would bring music from such romantic places as the Blue Room in New Orleans's Roosevelt Hotel, or from the Astor in New York. By 11:30 or 12:00, the programming would end and static would rule the airwaves.

With the music of Jan Garber ("The Idol of the Air Lanes") playing in my head, I turned the Airflow around and headed back to Ann Arbor—a part of the world that persists in calling the Airflow a failure. Financially, it did fail. But as a car of the future, its sound design and its worth cannot be faulted.



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

Price as tested: \$1150 (1934, estimated)

Sound system: Truetone AM radio, 1 speaker

ENGINE

Type 6-in-line, iron block and aluminum head
 Bore x stroke 3.38 x 4.50 in, 85.9 x 114.3mm
 Displacement 242 cu in, 3958cc
 Compression ratio 6.2:1
 Carburetion 1x1-bbl Ball and Ball
 Emissions controls none
 Valve gear pushrods, side valves
 Power (SAE net) 100 bhp @ 3400 rpm
 Torque (SAE net) 185 lb-ft @ 1200 rpm

DRIVETRAIN

Transmission 3-speed with overdrive
 Final-drive ratio 4.11:1

DIMENSIONS AND CAPACITIES

Wheelbase 115.5 in
 Track, F/R 57.6/57.3 in
 Length 196.0 in
 Width 70.3 in
 Height 66.3 in
 Curb weight 3760 lb
 Weight distribution, F/R 53.3/46.7%
 Fuel capacity 16.0 gal

Oil capacity 6.0 qt
 Water capacity 20.0 qt

CHASSIS/BODY

Type full-length frame
 Body material ... fabric, wood, and welded steel stampings

INTERIOR

SAE volume, front seat 52 cu ft
 rear seat 54 cu ft
 trunk space 8 cu ft

SUSPENSION

F: rigid axle, semi-elliptic leaf springs
 R: rigid axle, semi-elliptic leaf springs

STEERING

Type worm-and-roller
 Turns lock-to-lock 4.8
 Turning circle curb-to-curb 44.2 ft

BRAKES

F: 11.0 x 2.0-in cast-iron drum
 R: 11.0 x 2.0-in cast-iron drum
 Power assist none

WHEELS AND TIRES

Wheel size 4.5 x 16 in
 Wheel type stamped steel
 Tires Denman Super Safety tube type, 6.50-16
 Test inflation pressures, F/R 28/28 psi

CAR AND DRIVER TEST RESULTS

ACCELERATION

	Seconds
Zero to 30 mph	7.8
40 mph	12.0
50 mph	20.0
60 mph	37.0
Standing ¼-mile	24.5 sec @ 56 mph
Top speed	70 mph

BRAKING

70-0 mph @ impending lockup 664 ft
 Modulation poor fair good excellent

Fade none moderate heavy
 Front-rear balance poor fair good

HANDLING

Roadholding, 300-ft-dia skidpad 0.57 g
 Understeer minimal moderate excessive

COAST-DOWN MEASUREMENTS

Road horsepower @ 30 mph 10 hp
 50 mph 26 hp
 70 mph 55 hp



A chance to get away. Americans look forward to those moments. Moments to unwind. 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.



REMEMBER—ALL ARE EQUAL IN ALCOHOL CONTENT

How Motorcraft Extended Tip Spark Plugs handle idle threats.



Motorcraft

Stop and go traffic can be murder with fouled plugs.

That's when sooty carbon buildup, caused by repeated cold starts, can lead to rough idle and misfire. A threat we never took lightly at Motorcraft.

Hence, our extended tip design. An engineering masterpiece that can handle power surges up to 38,000 volts without missing a beat.

A design that burns away sooty carbon as you drive.

The result: a sure, clean burn for better engine performance and better gas mileage (provided your engine is properly tuned and normally driven).

The extended tip spark plug from Motorcraft. Quality parts for all makes of cars and trucks.

Get it together — buckle up.

Motorcraft
EXCEEDS THE NEED





Cars & Concepts Mark VII GTC

The moral equivalent of a chopped-and-channeled '49 Merc.

• Every geek who's roamed the San Diego Freeway knows that California is the cradle of the custom car, but this hasn't stopped the Motor City and its Motor Suburbs from chopping tops, peeling chrome, and fattening fenders whenever the inspiration strikes. A case in point is the black built-in-Michigan bullet on these pages. The core is a Mark VII LSC by the Ford Motor Company of Dearborn, Michigan, the ebony overlay is by Cars & Concepts of Brighton, Michigan, and the muscled-up suspension is the handiwork of Jack Roush Performance Engineering of Livonia, Michigan. In contrast to the one-off metal sculpture preferred in greater Disneyland, this GTC edition is manufactured serially and may be purchased from any Lincoln-Mercury dealer who likes the color of your money. Just bring plenty: the GTC conversion costs a cool \$12,000 over and above the price of a Continental Mark VII LSC.

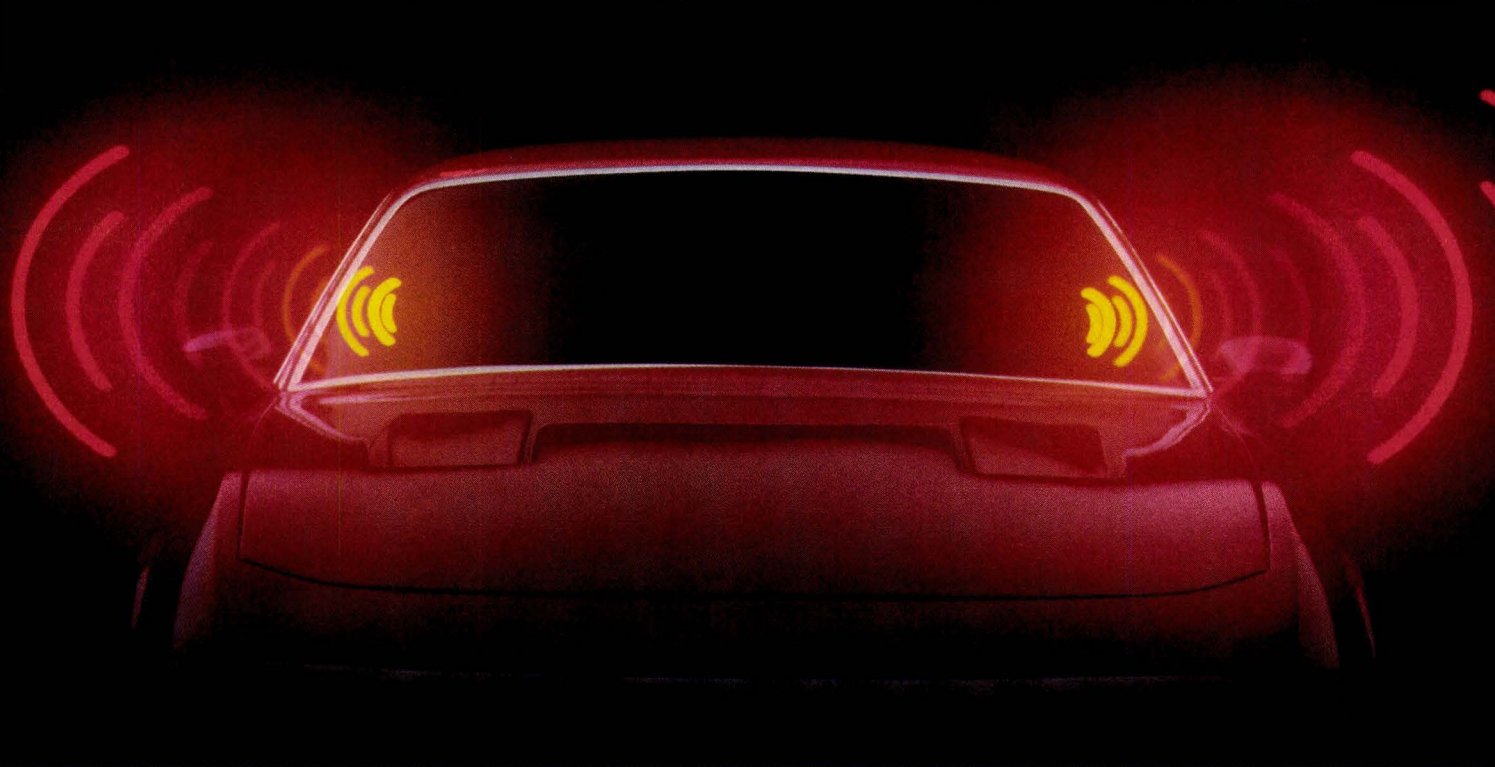
After years of chopping the tops off of

Chrysler LeBarons and Ford Mustangs to help Detroit get back into the convertible business, plumping up the Mark VII was practically child's play for C&C. In fact, the whole program started with free-time fiddling by the company's president, Dave Draper, after Cars & Concepts transformed a Mark VII into a PPG pace car for the Ford Motor Company's use on the Indy-car circuit. Draper felt it would be a shame to let that experience go to waste, so he commissioned a roadable version for his personal use. When the second experiment turned out better than expected, Draper soon saw visions of the sign of the cat shining over his creation.

Two key partners were instrumental in carrying the project through the long haul from its pace-car origins to its ultimate arrival in L-M dealer showrooms. First, Jack Roush Performance undertook the responsibility for the chassis alterations, calling on years of experience with various

FoMoCo racers and production-car developments. Second, Ford was in essence a silent partner in the plan. While the company doesn't officially condone the alteration of its products by aftermarket firms, internal support can occasionally be mustered for worthwhile projects. In the case of the Mark VII, two distinct schools of thought exist within the Ford ramparts. One group—for discussion purposes we'll call it the Mark VI set—believes strongly that a proper luxury coupe has a gentle ride, a silent powertrain, Parthenon-classic styling, and an owner who fancies pinkie rings. The second group—we'll call it the BMW bloc—would prefer that the Mark VII break new ground wherever possible with world-class performance, sophisticated ride and handling, dramatic styling, and owners who have been enticed away from BMW, Mercedes, and Jaguar dealerships.

Obviously, this split within Ford's corridors causes certain problems for the Mark



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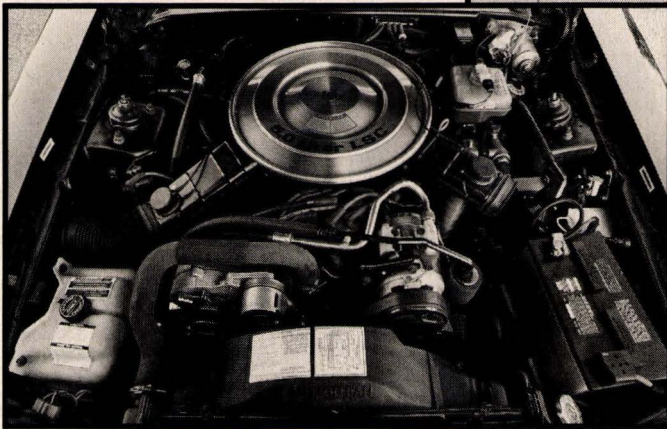
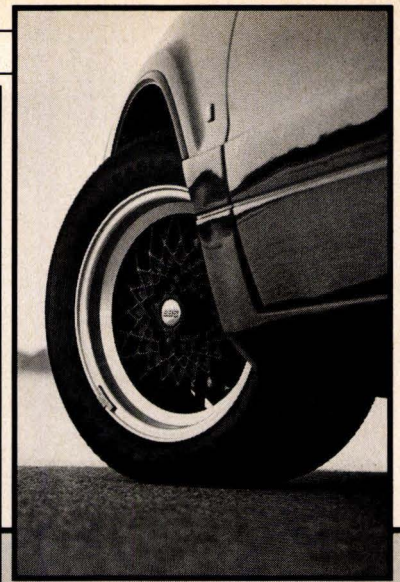
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When you want it all



VII. Sales, to be specific. On the one hand, most of the former Mark VI buyers have been driven from the fold. On the other, their replacements are yet to be convinced that the Mark VII means business in the BMW sense.

So when Cars & Concepts came knocking at Lincoln-Mercury, there wasn't much doubt about which of the two groups would show more sympathy to its cause. Of course, the BMW bloc was friendly and even eager to help craft a bolder example of the capable-road-car dream, even though its participation had to be sub rosa. Once Ford was keyed into the program, it helped establish two valuable liaisons: between C&C and the Lincoln-Mercury dealer body (for advance promotional assistance) and between C&C and the Goodyear Tire & Rubber Company (for engineering development).

The Goodyear connection was necessary to allow fruitful alteration of the Mark VII's chassis. This car's computer-controlled air suspension (designed and developed by Ford and Goodyear) is not something one fiddles with under the oak tree with pliers and hammers. The actual components aren't too complicated—instead of conventional coil springs, the Mark VII has a rubber bladder filled with air at each corner—but Goodyear had not only years of experience with the system but also con-

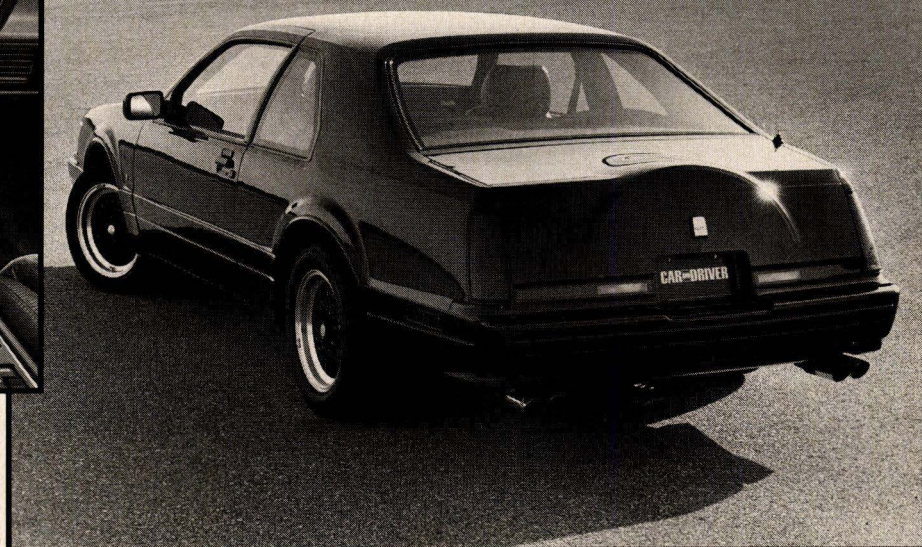
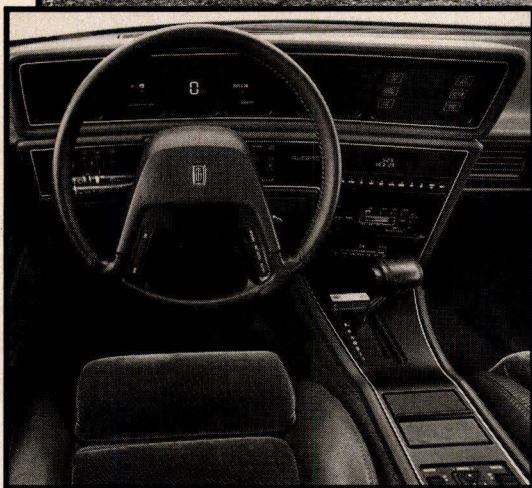
trol of the production tooling, which would be very useful in fashioning special components.

The prevailing philosophy behind chassis alterations at the Roush shop was the classic bigger, stiffer, tighter theory of design. The wheel wells were filled with the fattest tires possible, massive anti-roll bars were attached front and rear, and Koni engineers participated in the selection of the damping curves for a set of gas-pressure, externally adjustable shock absorbers. The lower-control-arm bushings were changed in the front suspension to minimize unwanted cornering-load deflections. To firm up the rear axle's locations, a Panhard rod was fitted to the rear suspension. The Goodyear connection came in handy when the Roush crew wanted to raise the spring rates for the GTC. The actual stiffness at each corner of the LSC is determined by the shape of an aluminum cone that plunges into the air-filled rubber bladder with wheel travel; it was a simple matter for Goodyear to specify a slightly different cone contour that would raise the rate by the desired amount without adversely affecting a host of other parameters.

Once the experimentation ceased, the Roush crew chose dead-stock air springs for the rear and a front rate that was more

than double over stock in some portions of the wheel's travel. Ride height is another variable that's easy to change with the Mark VII air suspension, and the GTC was lowered one inch all around. The final contribution by the Roush crew was a set of semi-metallic brake pads aimed at improving the fade resistance of the Mark VII's anti-lock braking system.

Cars & Concepts took full responsibility for wrapping the more aggressive chassis in an appealing package. According to Draper, the intention was to apply the traditional GT touches that a wide range of buyers would select if they were to go to the trouble of creating their own customs. The BBS wheels are a very familiar design that fits the more aggressive image to a tee. The Mark's shiny trim has been thoroughly blackened with baked-on urethane paint to allow the car's natural beauty to shine through in monochrome. The lower third of the body has been subtly reshaped with the addition of a set of fiberglass panels to add interest to the hemline. The slab sides of the original are flared out with some Coke-bottle shape between the wheel wells, and the new front and rear valance panels do a fine job of integrating the black bumpers with the black bodywork. The decoration is limited to a light sprinkling of



badges and shiny details: four chromed exhaust tips, machined aluminum wheel rims, a GTC badge for the deck lid, and various discreet Lincoln and C&C logos.

There were thoughts of more elaborate alterations—like shaving the vestigial spare tire from the deck lid—but Draper wisely avoided change for change's sake and steps that could have compromised quality. The panels that have been added are carefully molded in fiberglass, custom-fitted to each body, and then painted. The original factory paint job is left undisturbed. For those who feel that the midnight-black theme is perhaps a bit too somber for their self-image, C&C also offers the GTC package in arctic white.

Draper had high hopes for interior alterations, but the Lincoln-Mercury dealer body voted no on the addition of six zebra-wood overlays for the instrument panel

and the door surfaces. The veneer looked terrific but never progressed beyond the prototype stage, so interior changes are modest: a dead pedal was added for the driver, and two expensive sound systems are available as options.

The *C/D* staff was bowled over by the blockbuster looks of the Lincoln GTC, and our appetites were of course whetted for serious testing. Unfortunately, Michigan is a rough place to evaluate this package because the poor roads in our neighborhood are never very friendly to tight suspension calibrations. We soon learned that the GTC is substantially firmer than stock, and few road ripples pass unnoticed under the BBS wheels. The body structure is solid enough to absorb most of the punishment passed on by the suspension before it reaches truly annoying levels of disturbance, but there are exceptions. Bad pavement breaks or certain driveway-ramp approaches will frequently crash the front suspension to its stops in an alarming fashion. Interestingly enough, the stock Mark VII LSC has a similar tendency to bottom, though to a lesser extent. The stock sus-

pension also allows the body to pitch forward annoyingly during hard braking, but these dive motions are noticeably reduced in the GTC.

One would hope that what is lost in ride quality would pay off in superior handling, but the actual gain in roadability with the GTC is modest. Limit adhesion is up appreciably—from 0.75 g in the last LSC we tested to 0.78 g in this car—and average or better drivers should have no trouble using every last shred of grip, because the breakaway characteristics are as mild as a baby's burp. Thanks to the well-located rear axle, the fat Goodyear tires, and Roush's chassis calibrations, the front tires start to slide long before any dynamic doom besets you.

The price you pay is poorer handling below the limit. Directional stability at normal speeds (below 75 mph) is distinctly lacking. The car's nose wanders incessantly off the straight and narrow, and, even though the steering feels reasonably precise, it can't quite manage a stable heading. We've seen this effect several times before with ultra-wide tires in front. As useful as they are in

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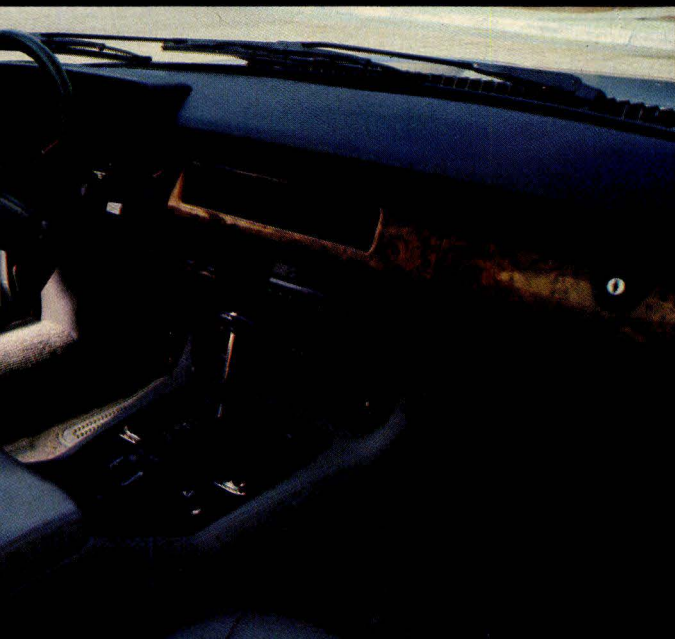
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JAGUAR XJ-S



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

Price as tested: \$38,686

Options on test car: base Cars & Concepts Mark VII GTC, \$36,332; comfort convenience package (includes keyless entry system, heated mirrors, automatic headlights, electronic AM/FM-stereo radio/cassette with premium sound system, illuminated vanity mirrors, power deck-lid pull-down), \$1079; other options, \$751; freight and handling, \$524.

Standard accessories: power steering, windows, seats, and locks, A/C, cruise control, tilt steering, rear defroster

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

ENGINE

Type V-8, iron block and heads
 Bore x stroke 4.00 x 3.00 in, 101.6 x 76.2mm
 Displacement 302 cu in, 4942cc
 Compression ratio 8.3:1
 Engine-control system Ford EEC IV with 1x2-bbl throttle-body fuel injection
 Emissions controls 3-way catalytic converter, feedback fuel-air-ratio control, EGR, auxiliary air pump
 Power (SAE net) 180 bhp @ 4200 rpm
 Torque (SAE net) 260 lb-ft @ 2600 rpm

DRIVETRAIN

Transmission 4-speed automatic with lockup torque converter

Final-drive ratio	3.27:1	
Gear	Ratio	Mph/1000 rpm
I	2.40	9.4
II	1.47	15.3
III	1.00	22.5
IV	0.67	33.6

DIMENSIONS AND CAPACITIES

Wheelbase 108.5 in
 Track, F/R 58.4/59.0 in

Length 202.8 in
 Width 70.9 in
 Height 53.2 in
 Frontal area 22.3 sq ft
 Curb weight 3815 lb
 Weight distribution, F/R 56.1/43.9%
 Fuel capacity 22.1 gal

CHASSIS/BODY

Type unit construction
 Body material welded steel stampings, fiberglass-reinforced plastic

INTERIOR

SAE volume, front seat 51 cu ft
 rear seat 46 cu ft
 trunk space 15 cu ft
 Front seats bucket
 Seat adjustments fore and aft, seatback angle, front height, rear height, lumbar support, lower side bolsters, thigh support
 General comfort poor fair good excellent
 Fore-and-aft support poor fair good excellent
 Lateral support poor fair good excellent

SUSPENSION

F: ind, strut located by a control arm, air springs, anti-roll bar
 R: rigid axle, 4 trailing links, Panhard rod, air springs, anti-roll bar

STEERING

Type rack-and-pinion, power-assisted
 Turns lock-to-lock 2.5
 Turning circle curb-to-curb 40.1 ft

BRAKES

F: 10.9 x 1.0-in vented disc
 R: 11.3 x 0.9-in vented disc

WHEELS AND TIRES

Wheel size 8.0 x 16 in
 Tires Goodyear Eagle VR50, P245/50VR-16

improving skidpad and braking performance, they can be annoying in day-to-day use unless the car in question is painstakingly engineered to compensate for their on-center quirks.

In terms of straight-line speed, there's little to report, because the GTC has a strictly stock powertrain. The high-output version of the 4.9-liter V-8 that is now standard with the LSC brings 180 horsepower to the program, but curb weight is up a bit in the GTC, so there are no major breakthroughs in speediness. The factory will offer port fuel injection next year, contributing a few more horsepower, and the powers that be at Cars & Concepts have high hopes for certifying a 5.7-liter V-8 to raise the GTC's pulse rate even higher.

In the past few months, interest in this Michigan-bred Euro challenger has been heartening, but C&C has no delusions about blowing Jaguar and BMW out of the tub overnight. Twenty-five to 30 cars are planned for the remainder of the 1985 model year and perhaps ten times as many next year, hardly what you'd call a flood on the market. In other words, no buyer should ever have to fear the sight of another GTC in his neighbor's driveway.

Functionally, the GTC could be better, particularly when you consider that \$38,000 is trading heavily into upper-crust Euro-coupe territory. But, philosophically, this ride is right for the times. A hot-rod Lincoln is the perfect way to savor the lingering days of three American mainstays: plentiful fuel, potent V-8s, and wide-open spaces.

—Don Sherman

CAR AND DRIVER TEST RESULTS

ACCELERATION

	Seconds
Zero to 30 mph	3.4
40 mph	5.2
50 mph	7.6
60 mph	10.2
70 mph	13.6
80 mph	18.0
90 mph	24.1
100 mph	32.7
110 mph	48.1
Top-gear passing time, 30-50 mph	5.3
50-70 mph	8.5
Standing ¼-mile	17.5 sec @ 79 mph
Top speed	116 mph

BRAKING

70-0 mph @ impending lockup 196 ft
 Modulation poor fair good excellent
 Fade none moderate heavy

HANDLING

Roadholding, 300-ft-dia skidpad 0.78 g
 Understeer minimal moderate excessive

COAST-DOWN MEASUREMENTS

Road horsepower @ 30 mph 6 hp
 50 mph 17 hp
 70 mph 36 hp

FUEL ECONOMY

EPA city driving 16 mpg
 EPA highway driving 23 mpg
 C/D observed 13 mpg

INTERIOR SOUND LEVEL

Idle 46 dBA
 Full-throttle acceleration 71 dBA
 70-mph cruising 67 dBA
 70-mph coasting 67 dBA



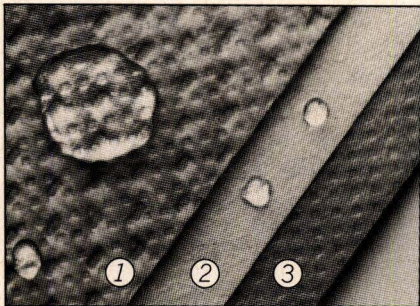
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You'll have to look for Evolution 3 fabric. But not too hard. It's very likely there are ads in this magazine for car covers made with Evolution 3 fabric. Just look for the Evolution 3 fabric name and symbol.

It's worth the trouble. Especially if you're one of those people who's interested in details when it comes to your car.



SHORT TAKE

PHOTOGRAPHY: DICK KELLEY



Ford Escort GL

Making the move from mini-LTD toward mini-Taurus.

• The past few years have seen the Ford Motor Company stake a claim as America's most progressive car company. The styling and the performance of the Tempo/Topaz, the Thunderbird, the Mark VII, the Merkur, the Aerostar, and the upcoming Taurus/Sable do indeed support the contention that Ford is thoroughly rewriting Detroit's ground rules. Unfortunately, this new image is jeopardized by Ford's older, less fashionable models, conceived before the latest design philosophies were established. It's never feasible to redesign every car line in one fell swoop, but Ford has done the next best thing: it's adopted a systematic upgrade program to keep its old cars from getting older.

A prime example is the Escort, which has been at or near the top of the compact sales charts ever since its introduction in the 1981 model year. In its second year, a

cleanly styled five-door sedan was added to the line, along with a high-output engine. A GT version with a fuel-injected engine, a handling suspension, and a five-speed transmission was introduced in 1983. And 1984 saw a restyled dashboard with softer lines and more storage space. This constant development has kept the Escort competitive in the small-car battles.

Even so, the Escort is well into automotive middle age. To give it the second wind it will need to complete its term of service, Ford has accelerated the pace of Escort improvements. The latest upgrades, introduced midway through the 1985 model year, are a major exterior face lift and a substantially modified engine.

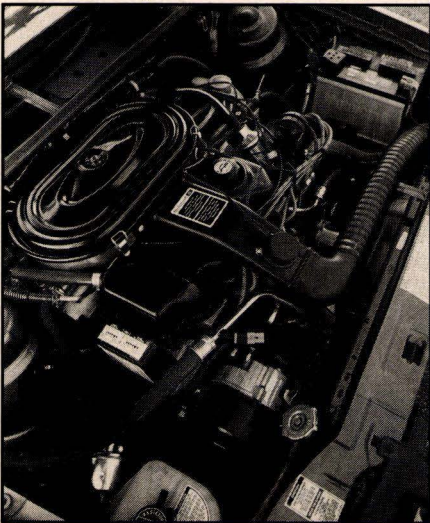
Naturally, the styling changes are in the aerodynamic fashion of the newer Ford designs: flush headlamps and a Tempo-like grille sporting horizontal vanes. In addition, there are less elaborate taillamps and longer end caps for the bumpers. The changes are all definite improvements, though the angular lines and the fairly busy trimmings make it clear that the styling of the Escort is descended from the LTD rath-

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

Price as tested: \$8793 (base price: \$6855)

Engine type: 4-in-line, iron block and aluminum head, 1x2-bbl Holley-Weber carburetor

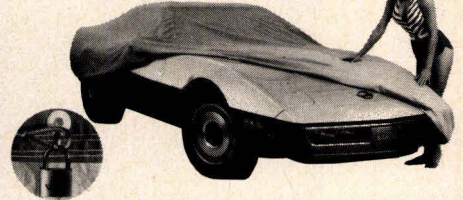
Displacement	113 cu in, 1859cc
Power (SAE net)	86 bhp @ 4800 rpm
Transmission	5-speed
Wheelbase	94.2 in
Length	166.9 in
Curb weight	2340 lb
Zero to 60 mph	11.4 sec
Standing ¼-mile	18.1 sec @ 75 mph
Top speed	99 mph
Braking, 70-0 mph	214 ft
Roadholding, 300-ft-dia skidpad	0.70 g
Road horsepower @ 50 mph	12 hp
EPA fuel economy, city driving	27 mpg
C/D observed fuel economy	25 mpg



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CHARCOAL MELLOWED DROP BY DROP

ESCORT GL

er than the Taurus side of the Ford family.

The new engine, on the other hand, is chock full of functional virtues. The big change is a displacement increase from 1598 to 1859cc. This is about the maximum expansion for a design that was originally intended to be built in 1.3- and 1.6-liter versions. Because of the tight cylinder spacing, the bore could only be increased 2.0mm, so most of the additional displacement comes from an 8.5mm-longer stroke. The new engine also has several detail changes that reduce friction and improve combustion, though its basic single-overhead-cam, crossflow-head design is intact. The results are 86 bhp and 100 pounds-feet of torque, up dramatically from the 70 bhp and 88 pounds-feet of the previous standard engine. In fact, the new engine, breathing through a carburetor, is stronger than the fuel-injected powerplant of the old Escort GT. (The 1.9-liter will get fuel injection later in the model year.)

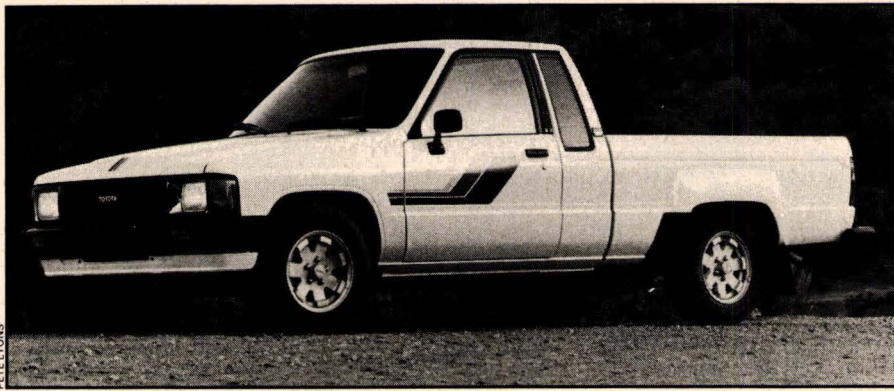
Not surprisingly, this output makes the five-speed GL the quickest Escort we've ever experienced, in spite of the fact that it's about 100 pounds heavier than the last GT we tested. An 11.4-second run will twist the speedometer needle to 60 mph, and the quarter-mile can be covered in 18.1 seconds. On the road, these figures are borne out by impressive low-speed grunt; likewise, acceleration to the 6000-rpm redline feels far less strangled than with the previous standard Escort engine.

Despite the longer stroke, the 1.9-liter engine is reasonably smooth and quiet. It is raucous above 4000 rpm, but since elevated revs aren't essential for keeping up with traffic, that isn't a serious problem. More amazing is the fact that fuel economy is fractionally improved. With all of this going for the larger powerplant, Ford has wisely standardized it for all Escorts.

The new engine and styling aside, the Escort remains the sensible economy car that over 1.5 million buyers have found attractive over the past five years. Space utilization is top-notch, and several detail improvements to the seats have made them as good as those in any economy car.

Only when the going gets brisk do we find the Escort wanting. The standard suspension and the Goodyear Corsa GT all-season tires are not happy during hard cornering. The relatively weak grip that this combination is capable of generating upsets the Escort's poise. Charge hard into a bend and the Escort responds with annoying porpoising motions and lean angles more appropriate to a sailboat than a car.

It is in this regard that the Escort is furthest away from the well-rounded capabilities of Ford's newer offerings. Even so, its strengths outnumber its weaknesses. The Escort is not a champion handler, but the combination of a freshened face, a stronger powertrain, and a still-attractive price should firmly anchor the lower-priced end of Ford's new order. —Csaba Csere



PETE LYONS

Toyota SR5 Turbo

Maxi-performance in a mini-pickup.

• What do turbos and sex have in common? They are the two most exciting ideas car manufacturers have ever found to associate with their products. Even though we're now in something of a turbocharger age, with more and more automakers sticking "Turbo" on their cars, the word still carries an exotic connotation.

But for all your Turbo coupes and Turbo sedans pandering to the automotive market's turbo fever today, a clear-eyed examination of the highway scene will probably show that most turbochargers are whistling away in the bowels of . . . trucks. The turbo and the long-haul diesel truck are a marriage made decades ago.

In the past couple of years the mini-truck world has turned toward turbos, too. Toyota, Mitsubishi, Dodge, and Jeep have been offering various forced-induction engines in certain models of pickup and utility vehicles for some time. These are diesels, though. No factory—not even one of those truckmakers that also make gas-turbo cars—has put a turbocharged gasoline powerplant into an American-market small truck. Until now.

Strange, perhaps, that this innovation should come from Toyota. And that Toyota should first turbocharge one of its trucks, not one of its cars. Such an event can only prove to us how commonplace (and, we hope, reliable) turbos have become.

It is Toyota, of course, that has often advertised its sport truck as a "sports car with a big trunk"; the SR5 Turbo takes that concept a step further. However, the Turbo may be only a stopgap for Toyota. The boosted engine is currently offered on only one model, the long-cockpit Xtracab with two-wheel drive, and only with an automatic transmission. Whether application will be broadened later is uncertain, as Toyota's future appears to lie along the more-cylinders, more-valves path.

Basically, the turbo is bolted to the side of the 2.4-liter 22R engine long familiar in

Celicas as well as trucks. This version puts out sixteen percent more power, to 135 bhp at 4800 rpm, far more than any other mini-truck today. The torque is up by 24 percent. Alterations to the combustion chambers have reduced the compression ratio to 7.5:1 (from 9.3). There are also intake and exhaust valves made of tougher material, stronger piston pins, and additional oil passages in the block. Water-cooling lines run to the turbine bearing housing (a life-enhancing idea Toyota engineers claim to have invented and licensed to other manufacturers), and the recommended oil-change interval is cut in half, to a still-reasonable 5000 miles. The existing electronic fuel injection, which itself breathed so much new life into the old engine a year ago, has been recalibrated.

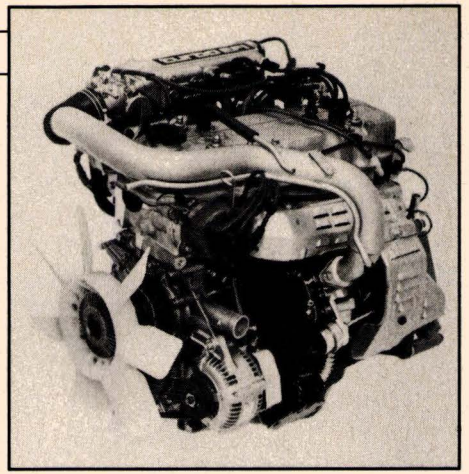
The result is enough fresh power to revise your notions of mini-truck performance completely. Really, it's a new world. Sixty mph comes up from zero in just over ten seconds. On a two-lane road, you can now safely pass in places that are out of the question for a normal mini. Eighty and even 90 mph appear very easily. The turbo truck will even hold 80 mph going uphill on part throttle. And it's real: if traffic drops the needle to, say, 45, a bootful of gas once you're by will soon show you 80 again—still going uphill. And in this case the siren sounds are more often than not

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

Price as tested: \$12,072 (base price: \$10,378)

Engine type: turbocharged 4-in-line, iron block and aluminum head, electronic fuel injection

Displacement	144 cu in, 2366cc
Power (SAE net)	135 bhp @ 4800 rpm
Transmission	4-speed automatic
Wheelbase	112.2 in
Length	184.1 in
Curb weight	2800 lb
Zero to 60 mph	10.6 sec
Standing ¼-mile	17.7 sec @ 77 mph
Top speed	105 mph
Braking, 70-0 mph	217 ft
Roadholding, 300-ft-dia skidpad	0.68 g
EPA fuel economy, city driving	21 mpg
C/D observed fuel economy	22 mpg



PETE LYONS

from under the hood.

The four-speed automatic transmission has Toyota's push-button "economy" and "performance" modes, which merely govern the upshift rpm points. It is a smooth-shifting unit, but if left to its own microprocessing devices, it takes its time about downshifting, which can combine with the mild but distinct turbo lag to cause a pronounced sluggishness out of corners. Better to use the shift lever manually, to be ready in the gear you're going to need. Then do your best Jim Hall-Chaparral imitation, with your left foot on the brake and your right foot pressing the gas, and get the boost up before you slash by the apex for a satisfying lunge out.

Unfortunately, the rest of the Turbo is less satisfying for sports driving. The cockpit, while roomy and comfortable, has a rather haphazard control-and-indicator layout. This is still a truck, after all, and it has every dynamic fault that implies: harsh ride, tippy stance, slow steering, unbalanced handling, archaic tires, and directional vagueness. In tight corners, all that modern torque going through the very vintage rear suspension causes the same kind of inside-wheel spin we used to see when MGAs raced.

Such antics are not all bad from an entertainment point of view, for they do force the driver to stay right on the job, and the wonderful acceleration is always a friend. In fact, you can hustle this ungainly pickup package to some remarkable over-the-road velocities.

So if you want a \$10,000 performance car, buy one of the excellent sports sedans that abound today—some with turbos. But if what you really want is a performance truck, Toyota's SR5 is the sexiest loadbed out there.

—Pete Lyons

Which one's the one for you? Mobil 1[®] 5W-30 or new Mobil 1 Formula 15W-50?

They're both 100% synthetic, they're both the same unbeatable quality and they're both turbo and race-proven. Only their viscosity is different.

For years Mobil 1 5W-30 has been taking the checkered flag in SCCA endurance and sprint racing. And now, new Mobil 1 Formula 15W-50 is being used in top Indy race cars. Its higher viscosity gives sophisticated high-tech engines superior high-temperature protection and delivers optimum protection for turbocharged engines, even under extreme

operating conditions. Both Mobil 1's help protect engines against friction and wear better than any conventional motor oil, so they help engines stay cleaner and last longer. And neither one will thicken up like conventional oil, even way down at 35° below.

So now you have a choice. Mobil 1 5W-30, or if you prefer or require a higher viscosity motor oil, new Mobil 1 Formula 15W-50. Whichever one you choose, one thing's for sure. You can't get better engine protection than these two Mobil 1's.

Mobil 1 and Mobil 1 Formula 15W-50. You can't give your car better engine protection.

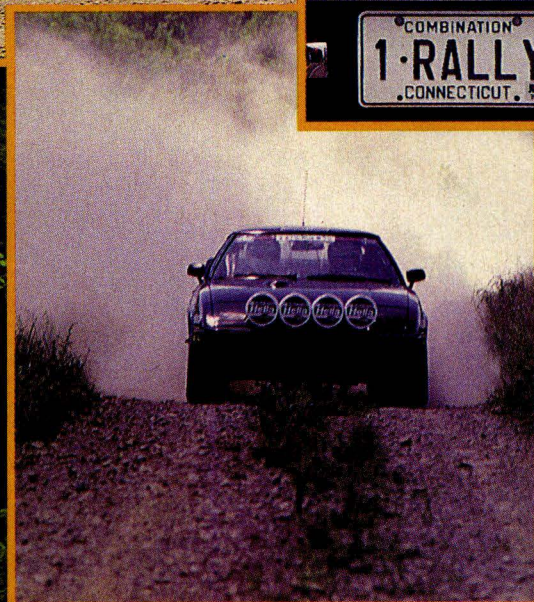
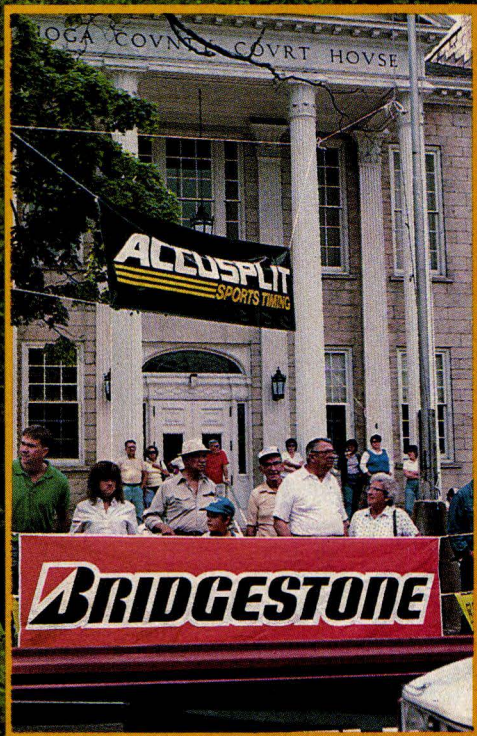
Now there's one for everyone.



Save \$5-buy 5 quarts of Mobil 1 and get a \$2.50 rebate and \$2.50 worth of coupons on your next 5 quarts from participating retailers through Sept. 15, 1985. (Plastic containers only.)

PRO RALLY

SCCA Pro Rally Champions tell how to improve and maintain your street performance car



“There are no rules, and you go as fast as you can”

Imagine springtime high up in the Olympic mountains of Washington State, or the Susquehannock mountains of Pennsylvania. It's dusk, and the sharp smell of pine blends with the sweetness of mountain laurel and rhododendron. The only sound is of an ice-cold brook playing with some rocks at the edge of a narrow, two-lane gravel road.

Then you see the light rays, an aurora borealis of shifting patterns through the trees. Next you hear the unmistakable noise of a racing engine at full chat...a hard, metallic hum that gets louder and louder until the playful brook is a memory. Like a deer, you're pinned in place by the blinding glare of a million candles aimed right at you.

The light materializes into a racing sports car in the midst of a magnifi-

cent four-wheel drift, rooster tails of dirt spraying high into the trees from all four wheels, a funnel of dust obscuring the forest behind. The driver is a whirl of arms; the passenger can't be bothered to lift his eyes from the map he is reading.

A quick glimpse of bright colors, and the car springs for the next corner, devours it and is gone. In the sudden silence, the babble of the stream is deafening. The dust hangs in the air, and it all begins to seem magical...as though the racing car in the middle of the woods at night was not really there at all. And then the lights appear in the trees again.

This is the seductive, ethereal world of Pro Rally, surely the most beautiful of all motorsports. Also

the most unfortunately named. Pro Rally has *nothing* to do with SCCA types in rusted-out MGs averaging 36.27 mph between the K-Mart parking lot and Steak 'n Stein. *That* is a Time/Speed/Distance rally, and it is a harmless alternative to golf.

Pro Rally is *racing*, racing the way it was done in the early days of motoring. As John Buffum says, “There are no rules, and you go as fast as you can”...over public roads lined with trees, rocks and cliffs, obscured in a cloud of dust from the racers ahead. The events go on for hundreds of miles and dozens of

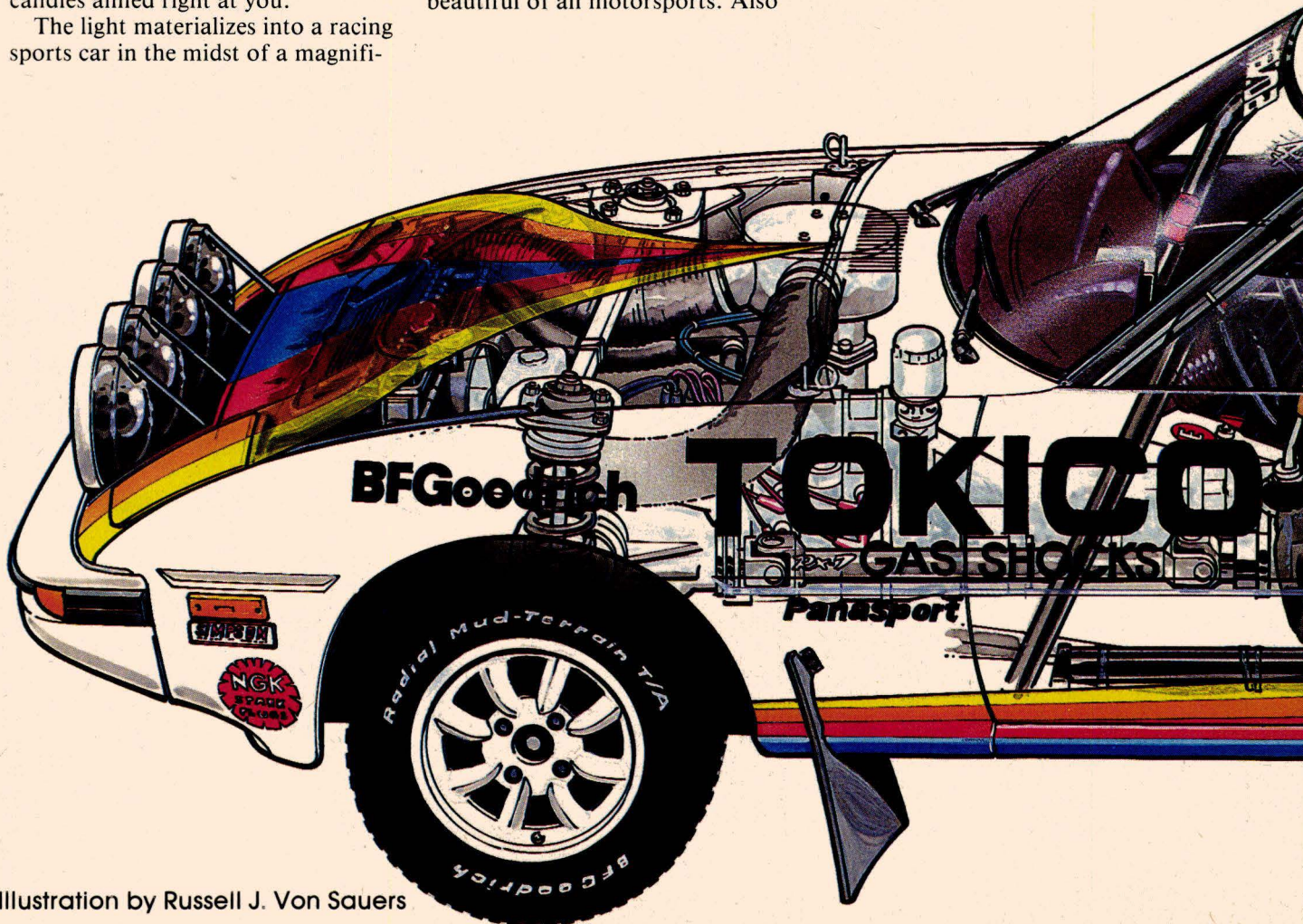


Illustration by Russell J. Von Sauers

hours at up to 150 mph, and a casual observer would say "You have to be nuts to do that."

Each Pro Rally car carries a driver and a co-driver armed with a route book with which he tells the driver what's about to happen. "Sharp right in a quarter-mile, followed by immediate sharp left with a drop-off," he'll say. "Sharp right in two hundred yards...sharp right NOW." Neither of them have ever seen this road before, and one mistake, even of inches, can put them off in the trees.

The cars in Pro Rally are started at one minute intervals, fastest first, in order of their current standings. There are timed stages—races through the woods—ranging from

ten to thirty miles long, connected by transit stages run on public roads at legal speeds. A fast car who has a little trouble early on could find himself passing a dozen cars on each stage...on one-lane roads, in the dark, deep into triple figures, with dust so thick you steer by the angle of the tree tops. This is definitely not golf.

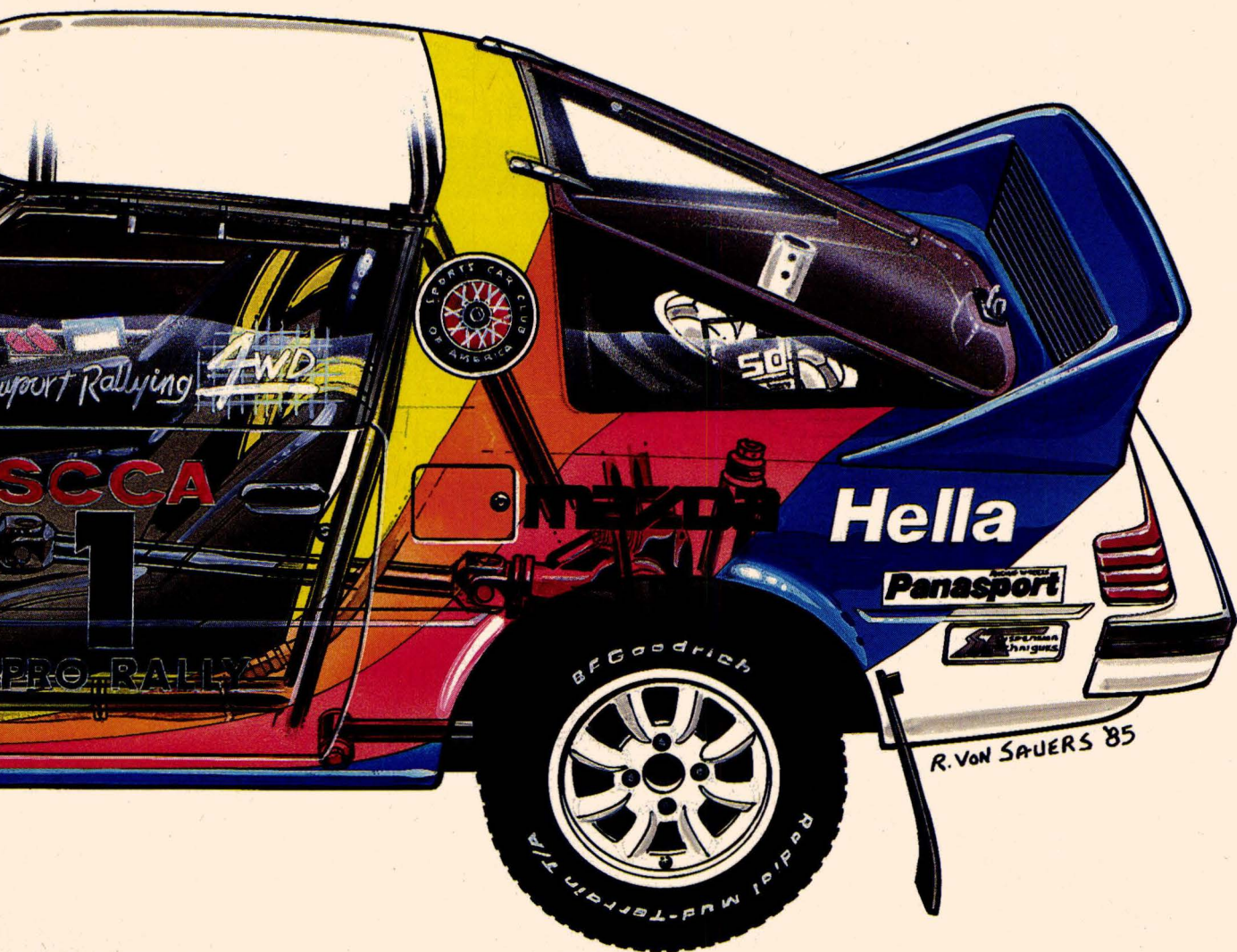
There are three levels of Pro Rally. The World Championship is literally that...contested between factory teams from Audi, Porsche, Lancia, Opel, Peugeot, Ford and Nissan, ranging from New Zealand to Kenya to the Acropolis. World Champions like Hannu Mikkola are as famous as soccer stars in Europe, and their four-wheel drive factory prototypes are 500 hp, 2000 lb.

racers built to FIA Group B specs.

Then there is the European Championship, made up of similar rallies—and occasionally the same drivers—but run in Europe, one event in each country. Finally, there are National Championships—the British, the Swedish, the Italian—made up of ten or a dozen events run within that one country.

Pro Rally has been going on in Europe for decades, but the American National Championship started only in 1972. There are only three American FIA-graded drivers—John Buffum, Rod Millen and Jon Woodner—allowed to drive Group B cars in World Championship events. They're the best rally drivers in America, and as good as any rally drivers in the world.

In America, they compete in the Open Class. Open means vaguely





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.

Introducing Bosch Platinum Spark Plugs. They're not just new plugs. They're the *ultimate* plugs.

They'll outperform conventional copper-core plugs by *far*. At 0 mph or flat-out, in high temperatures or cold.

That's because the combination of platinum and our new extended insulator design results in

The 99.9% pure platinum center electrode plus our new extended insulator design gives the Bosch Platinum plug a wider heat range than any copper plug. And the effective gap between its electrode and tip remains virtually unchanged over the life of the plug.

a lower ignition voltage requirement and wider heat range than the copper or nickel that's found in





Platinum Spark Plug.
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conventional spark plugs.

So at higher temperatures, where many plugs foul, the Bosch Platinum Spark Plugs merely burn themselves clean.

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You enjoy better starting and miss-free acceleration. Plus a maintenance-free plug. And, because our new design affords the spark better access to the fuel/air mixture, you save more fuel too.

Pick up a set today. There hasn't been a breakthrough like this in 125 years, but you can feel the difference in seconds.

The Ultimate Spark Plug.



BOSCH

JOHN BUFFUM Audi Quattro, Open Class



“My father was killed in World War II, and I was brought up by my mother and grandmother. I was sent to Choate, then to school in Switzerland. That got me away from home, I learned to speak French fluently and I discovered Europe. I had no interest in cars at all.

I went to Middlebury College in Vermont. A friend and I borrowed an MGA from a fraternity brother and went on a TSD rally. We liked it so much we did some more rallies, and then I did some with Frank Churchill, and then I did some with my wife Vickie.

I went in the Army, got sent to Germany and did sixteen rallies in Europe in an ex-training car I bought from Porsche. I even did the '69 Monte Carlo rally.

I came back to the U.S., and there weren't really any rallies worth talking about. So I did some road racing in '70-'74, with a BDA-powered Escort, and then a 3-liter BMW CSL.

At the same time, I dabbled in rallies. I tried to go fast, but I didn't have the experience, so I

inevitably went off the road. That's when I earned the name of 'Stuff'em Buffum.'

In '75, Vickie and I entered the Canadian Winter rally, and we won. I've been rallying full-time ever since. I had my own Escort and Porsche the first two years, then Triumph got involved, and then Audi. Today, I suppose it costs about \$250,000 a year for us to run the one Audi.

I would love to do a full season of European rallies or World rallies, and I think I can drive competitively for another five or ten years, at least. But this is a crossroads year for American rallying. It needs one person in charge, one person to be the 'rally czar' of American rallying and run it properly.

If rallying were to slip backwards, that would be a sad day for American motorsports. We need the equivalent of John Bishop at IMSA or Bill France at NASCAR.

I might give up driving and become that person. You have to have somebody who has the respect and knowledge to do this, and there's nobody in the United States...except perhaps John Buffum.”

stock-bodied like a Trans-Am car, but running a full-race chassis and engine underneath. The only Open Class cars you're likely to see in America are the four-wheel drive Audi Quattro, Mazda RX-7 and Peugeot 205. They're putting about 400 hp into 2500 lbs.

Then there's Group A. Group A is similar to what SCCA production racing used to be, or Improved Touring is today. The body and frame are stock, but the engine and suspension are modified...within limits. Typical Group A cars are the Saab Turbo of Ola Stromberg and the Toyota GT-S of Clive Smith. Figure 200 hp in a 2500 lb. car.

New last year were two Production classes, the rally equivalent of Showroom Stock. Production is for cars like the VW Rabbit GTI or Dodge Omni GLH; Production GT is for 300ZXs, RX-7s, Shelby Charger Turbos...the same cars you find in SCCA Showroom Stock A and B. And they're as stock—or as non-stock—as your typical SSA racer. Figure 150 hp and 2500 lbs.

Pro Rally in 1985 is at a turning point. If all goes well, the first World Championship event ever held in America will be the July, 1986 Olympus Rally in Tumwater, Washington. For the first time, all the international Group B stars will have to come to America. Since there's no way a back-marker can get in the leader's way, even a neophyte driver in a Production car will be able to compete in this World Championship event.

It's about time that Pro Rally got some attention, if nothing else because it's such a *neat* sport. You can also learn a lot from Pro Rally, because these guys are taking production street machines and racing them through the woods at insane speeds over impossible roads.

We figured that if they can build a car to withstand the rigors of Pro Rally, they ought to have something interesting to say about how to set up and take care of your passenger car. Even if you never run an event more demanding than the morning shuttle down the San Diego Freeway, you'll have to learn something useful.



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

Because Bridgestone's Potenza is one serious performance radial.

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

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

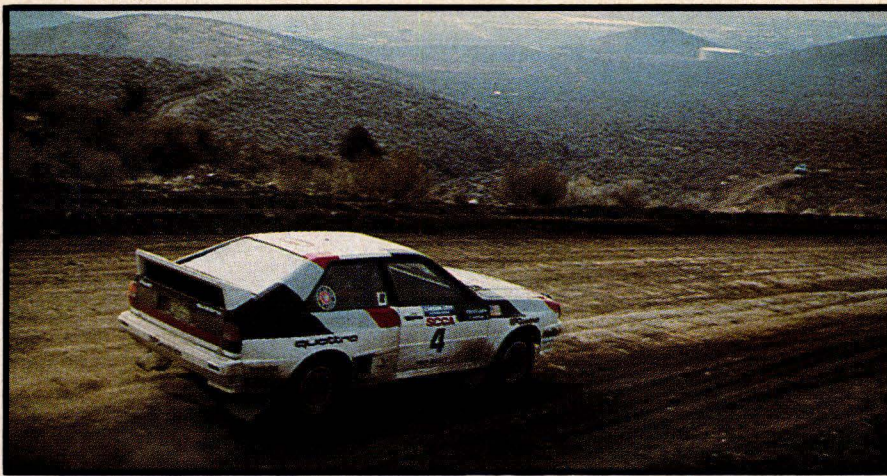
It adds up to serious performance. That's why you'll find our tires under some of the top performers on the road—and on the track—today.

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

See your Bridgestone retailer.

BRIDGESTONE





To help us out, we assembled a premier group of Pro Rally stars. First off, of course, is John Buffum. In many ways, John Buffum *is* Pro Rally in America. He's won the National Championship eight times, and he's the only American to ever successfully compete in World Championship events.

Buffum's only competition is expatriate New Zealander Rod Millen. While Buffum has a highly-complex Audi Quattro built for the European factory team, Millen has a four-wheel drive RX-7 he built himself. It's a model of simplicity...and it beats the extravagant Quattro often enough to be taken very, very seriously.

Former Formula 5000 star Jon Woodner is currently driving a second Millen-built RX-7 4x4, while waiting for a Peugeot 205 to arrive. Then there's Doug Shepherd, one of the greatest co-drivers in rallying, as well as an absolute demon driver and engineer. He won the Production Class last year. Finally, we called in Clive Smith, who has one of the few Group A cars in this country, a Toyota GT-S.

PRO RALLY SUSPENSION

As Doug Shepherd says, "The point of maintenance on a car—any car—is to keep it as fresh as the day it was built." Not unexpectedly, on a rally car most of the "keeping fresh" is aimed at the suspension, which takes a terrible beating. Explains Shepherd, "The rough roads wear out suspension bushings, bend components and make things unscrew themselves. We have to go through the car after every event."

Like any racer, a Pro Rally driver wants his car to be much more stable and predictable at high speeds than a stock passenger car. Since Production, GT and Group A cars aren't allowed to change major suspension components, they do a lot of chassis tuning with bolt-on parts and altered suspension settings. This is a technique that's directly applicable to improving the handling of your passenger car.

For example, Clive Smith says, "I

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Gumout® Jet Spray is America's best-selling carb cleaner, number one with do-it-yourselfers and professionals alike.

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Nothing cleans faster, better or more professionally than Gumout Jet Spray. Available in 5 oz., 13 oz., and new 19 oz. sizes.

GET YOUR HANDS
ON SOME.



Doug Shepherd On How to Be A Brilliant Rally Driver

“There are three steps to learning how to be a really brilliant rally driver. The first one is driving technique. This is the same as you need for road racing, and it’s something that you can learn pretty quickly at any competition driver’s school. Most of the champion rally drivers spent years in road racing, refining their driving technique.

The second thing you need is car control. Car control comes from knowing what the car feels like, balanced in a neutral condition, when it’s going around a corner. People can show you car control, but it can’t really be taught. It’s something you’re either born with or you’re not.

One of the keys to car control is learning that you don’t solve problems with the brakes, but that you have to drive the car out of trouble. Most people don’t ever get to that point, and it’s the critical turning point in learning to be a driver. If you can master that, and get your driving techniques down, you can go fast.

Left-foot braking is essential. You can adjust what the car is doing very quickly by using the brakes. With left-foot braking, you can simultaneously control slip angles at both ends of the car...decreasing the front slip angle and increasing the rear. You can’t do that with the throttle.

And then you need to know how to read the road. We call it ‘reading the road,’ but that’s not totally accurate. It’s developing the ability to visually pick out what’s going to happen next, a little bit quicker than the next guy.

I can’t ever tell you how I do it, but if we go down to the woods and look at a corner from a hundred or a hundred and fifty yards away, I bet I’ll be a lot better at telling what that corner does than the average person. The only way to develop it is to look at thousands of corners.”

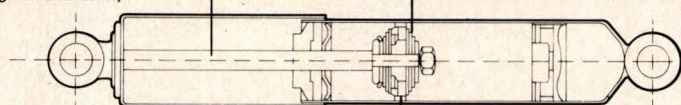


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Mirror-finish hard-chrome piston rod for unequalled strength and durability

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Race-proven components ensure optimum performance on your vehicle

Highly-refined piston designed for precise response to all driving conditions

Exclusive seamless, extruded body-tube for flawless internal working surface

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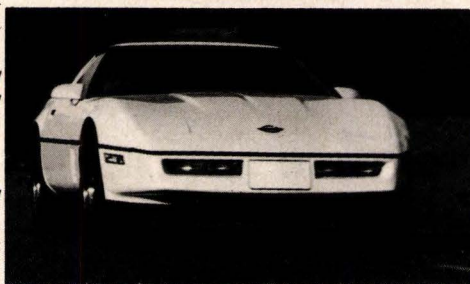
Bilsteins normally operate with up to 99% efficiency at 100,000 miles with no adjustments. There isn't another shock absorber on the market with that adjustment-free record. But then there isn't another shock absorber engineered and manufactured like Bilsteins either.

Bilsteins are the original seamless, gas-pressure shock absorbers developed more than a quarter century ago in Europe. They're the only shock absorbers that are extruded into a single tube from the highest quality steel. Because they're extruded, they have

none of the flaws of welded shocks.

Bilsteins' proven performance has made them standard equipment for top-of-the-line European cars like Mercedes Benz, BMW, Porsche and for special versions of American cars like Cadillac Cimarron, IROC Camaro, Corvette and the S-10 Blazer, pick-up and GMC trucks. That's also why more and more American car

owners are requesting Bilsteins, the only shock built for stress.



BILSTEIN

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NAME	CAR
ADDRESS	
CITY	STATE ZIP



ROD MILLEN Mazda RX-7, Open Class



“I was brought up on a farm in New Zealand, and from the age of about six I raced home-made go-karts. Then we moved near the coast, and I started surfing and sailing. But all the good surf spots were at the end of back-country roads. Eventually I realized that I was enjoying the drive over these dirt roads more than the surfing.

At eighteen I started road racing. I was working as a land surveyor, and I used the company van as my tow vehicle. I started rallying in 1972. Rallies were so much better than any other motorsport. You came back after an event with so much knowledge, so much experience on different roads.

In rallying, it didn't seem to matter whether you had the best equipment, you could still do well. If you were a good driver, you could beat cars that were far more powerful and expensive. I couldn't do that in road racing. There seemed to be a lot more skill required to go rallying.

In 1978 I went to England to

compete in the RAC. I wanted to move there, but I also wanted to continue with the Mazda, with which I had five years experience. Mazda England couldn't give me the necessary support, and I could see that starting from scratch in Europe was going to be a battle.

So I came to the States. Mark Howard from Newport Datsun sponsored me for a year, and then I put together the deal with Mazda. We have our own shop, with five employees. We supply parts and fabricate race cars for other drivers, many of them overseas. And every week we have some engineers from Mazda coming through to see what we're doing.

We designed and built the first four-wheel drive car in four months. That was three years ago. We had complete freedom to build it, and we made it as simple as possible. We've done a lot of experimenting to get it right. It's exciting, because it's all-new technology that will soon show up in passenger cars.”

run nitrogen gas shocks. These are a special rally shock with a larger diameter piston and adjustable spring platform so we can vary the ride height. Similar gas shocks will dramatically improve the control of most passenger car suspensions, and the expense is negligible. Shocks make a big difference.

“I also use much different springs. On a passenger car for smooth-road driving, you usually want higher spring rates than stock. For the rough roads of rallying, we use a much softer spring. My Toyota has 150 lb. front springs and 120 lb. rear springs, and even these are a little too stiff. We're going to do an intensive testing program, and I think we'll end up going with softer springs and stiffer shocks than we have now.

“You can radically change the way your car handles by changing the suspension settings. We have almost 5 degrees of caster and 1.25 degrees of camber. We put a rose joint on the lower suspension arm so we can adjust the camber more accurately. What I'm after is a car in which the front and rear suspensions work together, so it feels stable in a corner.

“The Group A rules say that we're not allowed to shift our suspension mounting points, but with an adjustable bottom arm and adjustable strut mounting plate, we can set pretty much any front geometry we want. You could do the same thing with a street car with very little expense. You can buy adjustable strut mounts and arms for almost any car.

“We may have to do some work on the rear suspension geometry. With a solid rear, you wouldn't think there'd be much you can do, but the ride height changes the angle of the control arms. And that can make a big difference in handling. It changes your roll center, and all sorts of things. That's something you never think about on a street car, but you can adjust the ride height pretty easily and dramatically change the handling.

“The GT-S came with a rear sway bar for street driving, and we took that off for rallying. The front sway

IF YOU CAN DRIVE IT, AUTOLITE MAKES A COPPER PLUG FOR IT.

England is a country renowned for building unusual cars.

But, even there, this one raises a few eyebrows.

It's the Aston Martin Lagonda Bulldog, and it's propelled by an extremely modern, highly-efficient engine. Which, like all modern, high-revving engines, whether British, Japanese, or German, can develop a problem. If you use the wrong kind of spark plug.

When you do a lot of short trips, ordinary plugs can develop something called "carbon fouling." This means that carbon can build up at the spark plug tips and cause misfiring, or even prevent the engine from starting at all. The answer? Autolite *copper* spark plugs. Autolite makes plugs for today's smaller engines that not only have copper in the center electrode, but they also have a longer insulator, to help burn off carbon fast.

And they also have something no other major American-made plug has.

Copper either in the seal or the gasket, because it does a great job of conducting heat and electricity.

The result is a plug that helps cars like this Aston Martin perform as beautifully and efficiently as they were designed to.

A plug that will perform equally well in your car.

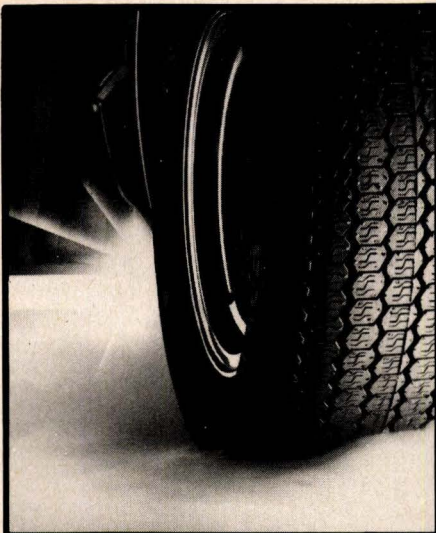
Autolite *copper* spark plug.

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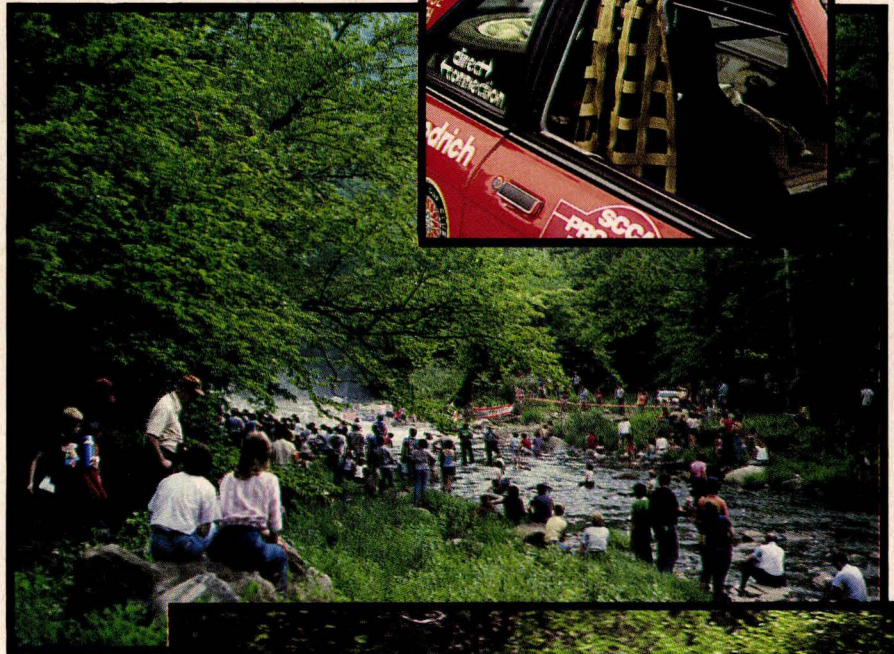
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Jon Woodner On How To Be A Brilliant Co-driver

“What makes a brilliant co-driver? Incredible attention to detail. An ability to transmit, non-verbally, a sense of urgency or a sense of well-being to the driver. An ability to reaffirm the driver's confidence, or to sound an appropriate note of caution. A good co-driver sets the pace.

Your co-driver is reading from the notes, and he says 'Flat right over crest.' Your mind is saying, 'I'm going 120 mph, I can't tell what's in front of me and this buffoon doesn't know any more than I do. Flat right, my ass.' I tell you, it takes a lot of trust to keep your foot flat on the floor.

Sometimes, it's obvious that it's going to be a bad rally...it's raining, it's foggy, a lot of people are going to drop out...and we're going to just try to finish.

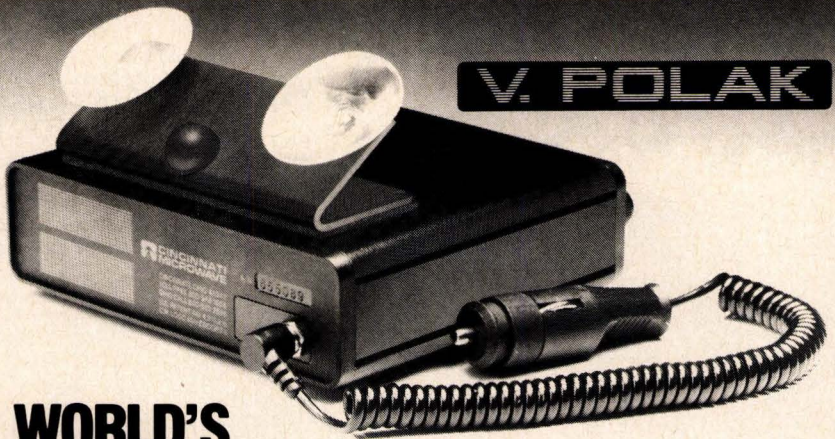
Another time, it might be six o'clock in the morning, we've been racing since two o'clock in the afternoon the day before, we're five seconds behind this guy we've been chasing all night, there are two stages to go...and we're going to go for it.

That's where you depend on your co-driver to say 'This is a seven-tenths rally,' or 'This is a ten-tenths rally...ten-and-a-half-tenths, if you can do it.'

Fred Gallagher co-drove for John Buffum in the Acropolis International rally last year. Buffum said it was the most unpleasant rally he'd ever driven, because the whole time Gallagher was saying, 'You're going too fast, you're going too fast.'

But at the end of the rally, Buffum in a privately-entered Quattro was fifth overall, the highest-ever finish for an American or a private-entry. And on street tires, at that. It was magnificent.

This year, Gallagher won the East African rally with a driver who'd never been to Africa before. He's obviously a brilliant co-driver.”



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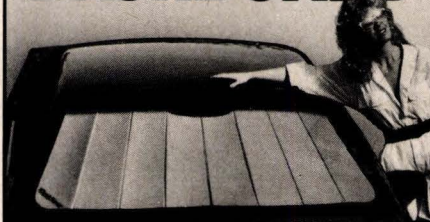


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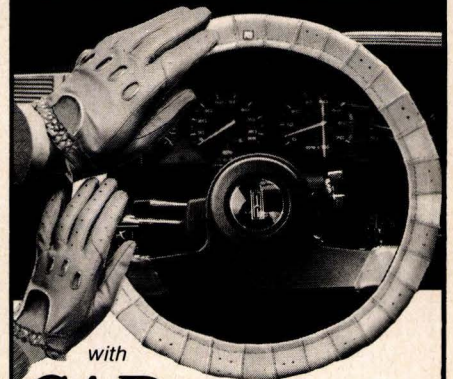
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JON WOODNER Mazda RX-7, Open Class



"I grew up and went to prep school in Manhattan, then went to Berkeley. After two years I quit and started road racing full-time in 1968. I won a National championship in an MG, ran a year partnered with Sam Posey, a year partnered with Danny Ongais. I was supporting myself on my racing, but I was driving a '56 Chevy station wagon with no brakes and sleeping on people's couches when they'd let me.

In 1977, my father drafted me to replace my uncle in the Washington office of our family real estate firm. I realized that I wasn't going to be a Formula One star, and I wasn't interested in Indy or IMSA. At the same time, club racing was a step backwards.

So I called up John Buffum and said, 'Tell me everything you know about rallying.' And he said, 'Well, there are no rules and you go as fast as you can.' It was terrific. Rallying was affordable, it was professional, it was relatively safe and it looked like it was easier than it turned out to be.

Still, with a limited budget I

could compete with the National Champion on an equal basis. And even though I'd never done it before, I wasn't in some preliminary race. I was in the main event of the day. I learn something new each time. Driving in the Michigan woods is very different from driving in the Nevada desert or the Pennsylvania mountains.

Rallying gives you an intimate relationship with the countryside and with the spectators. And because you're competing against the road rather than another driver, there isn't the conflict of egos you get in circuit racing. Rallying is down-to-earth.

I don't see why I can't go on for years. Drivers don't quit motorsports because they get too old, they quit because the rewards are no longer worth the grief. I enjoy it immensely, and there are things I haven't done.

My goal is to compete in Europe. In Europe, a rally is like the Indy 500, a soccer championship and a bullfight all rolled into one. It's the most incredible experience."

bar we've shaved from 22mm to 16mm. The GT-S rally cars in Europe run a 12mm front sway bar. That's very soft, of course, because we want as much wheel travel as possible. On a street machine, you'd fit larger-than-stock sway bars front and rear to control body lean on smooth corners."

There are no secrets to a high-performance suspension, whether it's a soft, bump-absorbing cushion for beating down a gravel road or a hard, tightly-controlled platform for strafing an asphalt apex. It's just a matter of selecting the proper components designed to do the job you need, and then allowing them to work together in harmony.

For a high-performance street machine, stiffer shocks, springs and swaybars front and rear should accomplish all that your stock frame can handle. Add adjustable mounting plates so that you can dial-in more camber and caster, and you can set up your chassis for the optimum geometry front and rear.

There are some simple, inexpensive ways to stiffen your chassis, too. A pair of braces connecting the shock towers to the firewall plus a bar across the engine compartment connecting the shock towers makes a significant difference on almost any street machine. Similar braces are available to connect the shock towers on cars with rear MacPherson struts. The cost is very little, and the increased chassis stiffness is remarkable.

If you're more serious yet, a properly designed four-point rollbar or six-point rollcage will add torsional stiffness, too. Thanks to the popularity of Showroom Stock racing, bolt-in SCCA legal rollbars and cages are available off the rack for a nominal fee to fit virtually any contemporary sports car or mini GT.

Rally car builders, like most racing car constructors, also weld all the seams together to make the unit body/chassis more rigid. This technique has been picked-up by the manufacturers. For example, all the seams on the new Mustang GT are bonded with aircraft adhesives to provide more rigidity. Something similar could be done for a street

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Next time you see a wax guaranteed for 2 to 3 years, read the fine print! You must keep applying a "restorer" every few months to keep the guarantee in effect. Don't be fooled by 'way out' statements.

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Mark Beckham, Decatur, IL says... I have a 69' Boss 429 Mustang & a 69' Shelby Mustang that I show quite often. One question that I am asked a lot is, "What kind of wax do you use?" I have tried your product and I really like it, and am enclosing money for 2 more cans. I am always glad to pass along a good product to others when I can.

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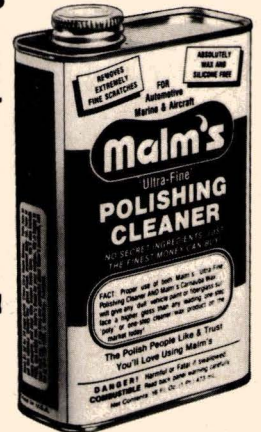
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machine, but the cost/benefit ratio would be way out of line.

More practical—though still towards the extravagant end of the scale—is welding or bolting stiffening plates and gussets into the chassis to strengthen high stress areas. This isn't exactly high-tech, but it does work...if you know the right places to strengthen. A chat with the local race car builder ought to be enough to acquire a working knowledge of chassis stiffening. After that, it's up to you and your pocketbook. Of course, you could always go to a full tube-frame...but even Pro Rally cars don't have those yet.

PRO RALLY FOUR-WHEEL DRIVE

Some day soon, we'll all have another aspect to factor into chassis tuning...four-wheel drive. On street machines. It's no secret that most of the manufacturers involved in rallying—and many that aren't—are working on four-wheel drive passenger cars. Within this decade, you'll be able to buy everything from a four-wheel drive sports car to a 4x4 van.

As Rod Millen says, "Pretty much everything we find out, Mazda in Japan wants to know about. When it comes to them building a production car which may be four-wheel drive, they'll know what was the best balance in a racing application. That will help them in a street application...and give them an immense advantage over other manufacturers.

"I think rally cars are much closer to passenger cars than the cars in many other motorsports. Rally cars are highly modified, of course, but there's not the emphasis on high-speed aerodynamics that there is in other motorsports. We rarely see over 130 mph, for example.

"But we're driving over real roads, using real tires, in real weather conditions. I think we've proved that four-wheel drive is superior in most of these conditions...you can't win a rally without it. This is something that

will directly relate to improvements in passenger cars...someday perhaps all cars will be four-wheel drive."

PRO RALLY TIRES

Tires are an incredibly important part of Pro Rally. World Championship teams carry six to eight different tire sets, in varying widths and tread patterns to suit everything from deep snow to high-traction pavement. And just as in circuit racing, you can win or lose depending on the tires you choose.

Most American rally stages are run on a fairly consistent compacted dirt road with an overlayer of rock, gravel or mud, depending. So the average Pro Rally driver carries a choice of just three tire types, all of them variations on the snow tire theme. Typically, there's a passenger car radial Mud/Snow tire, a knobby with an open, blocky tread and a high-traction tire with a tighter tread for smooth, dry surfaces.

This is another example of using the appropriate equipment for the conditions involved. On a passenger car which spends all its time on pavement, you want the highest-traction tire you can find. Anything else is a compromise. In general, for street use you want the largest footprint you can manage...which means a tire which is as large in diameter and as wide as practical, with stiff, short sidewalls for optimum tread control.

Pro Rally tires are just as specialized, it's just that the conditions are totally different. For example, Clive Smith says, "On our GT-S, we run a 175-13 Bridgestone Potenza. We have our choice of three rally tires, depending on the conditions.

"There's the RE-38, which is an open tread design with a soft compound, the RE-41 with a closed tread design and harder compound and the M/S snow tire. We're actually going to switch to a 165-13, because the 175 is too wide for our car. The narrower tire will give us better bite on soft surfaces...we hope."

Doug Shepherd runs his Omni on production, off-the-shelf Goodrich

Mud/Snow steel-belted radials. As he says, "Compared to a real rally tire, I don't see any difference in the speed you can get down the road. We have the option of using Mud/Terrain tires, but on our car, they don't fit as well.

"We use about 35 psi, front and rear...the same as you'd use on your passenger car. Our only real concern is rolling a tire off the rim, otherwise we could use even softer pressures. We could probably go to 32 psi. A tire actually has optimum traction at around 26 psi, but then you'd roll the bead right off the wheel. So even though you had the traction, you wouldn't get very far.

"Pro Rally is tough on tires. You hit a rock hard, and you're going to damage the tire, no matter what kind of tire it is. That's the price you pay. There's a place that was on the Olympus Rally this year. You start the stage, you go about a mile and three-quarters, and there's this canyon that comes out into a clear-cut. There's a wonderful view...a long way off to the opposite side of the canyon.

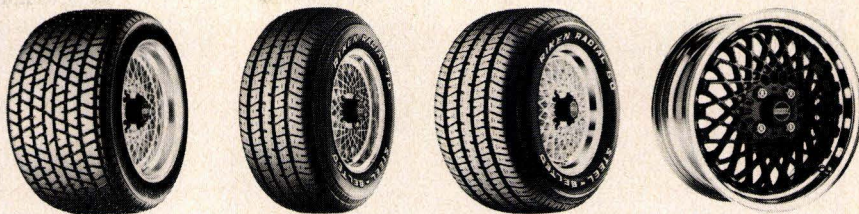
"There's a lot of cemented, sharp shale in the road right there. And if you don't slow down, you'll get a puncture. Then you have to drag a flat tire for seven miles to the end of the stage.

"We did that last year. By going just a hair slower, this year we went through there with no trouble. It's just a matter of common sense. With your passenger car, if you run into curbs all the time, you'll damage your tires. If you're a little bit more careful, you won't. It's that simple."

"We usually use Goodrich Mud/Terrain tires," says Rod Millen, "though sometimes we'll use the Trailmaker tire as well. It depends on the event. These are radial street tires right off the shelf, though we do hand-groove them to obtain what I like and what the car likes.

"I think we'll see Goodrich making some changes to this tire, different tread designs and compounds, because of the things we've learned running them in rallies. In fact, right now they're making us a new set of

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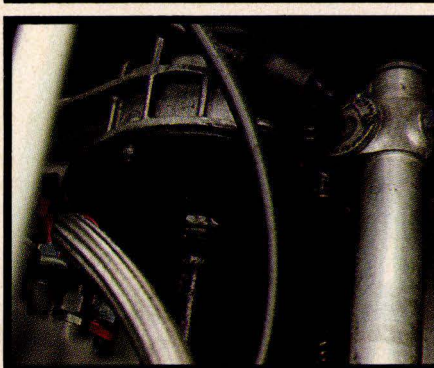
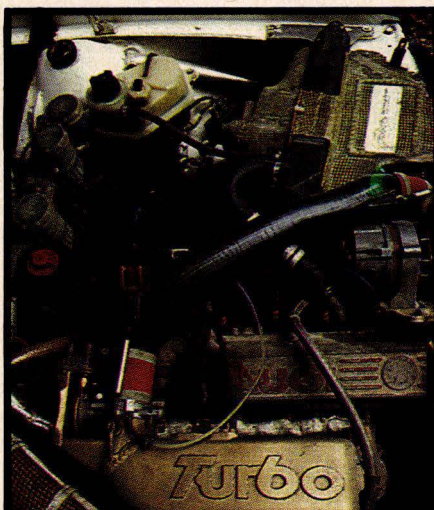
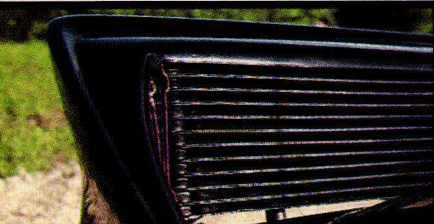
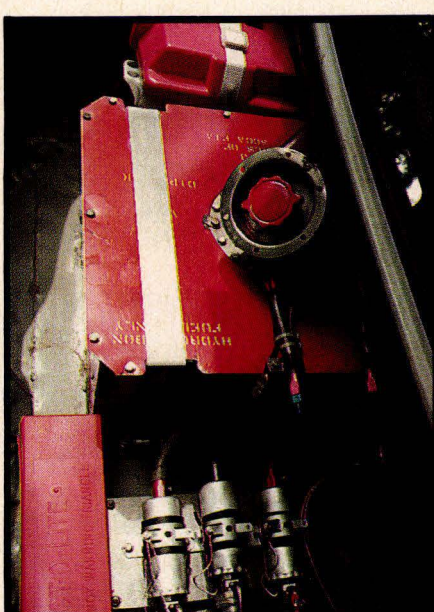
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DOUG SHEPHERD Dodge Omni GLH, Production



"I've lived my whole life on the west side of Detroit, including five years at U of M to get a mechanical engineering degree. I joined Chrysler in 1977, managed to stay there through the crunch, and now I'm senior engineer on tire design and development.

I started rallying courtesy of the Boy Scouts of America. They had this program with Mercury for TSD rallies. I met some people from the SCCA, and they brought me to the Press On Regardless in the fall of '72. When the first car came sliding around a corner in the woods, with all those lights and a rooster tail of dirt, I knew.

I worked checkpoints for a couple of years, and then Bob Hurlihan asked me to be his co-driver. I did that for a couple years, and then Vickie Upjohn retired and John Buffum asked me if I'd ride with him, starting in 1978. We had six great years together.

What impressed me about John was that he was going much faster than Hurlihan, but it wasn't any scarier. I decided I wanted to try driving myself. So I put together a Colt, since the parts were easy for me to get, and I won my first divisional rally, the Tulip 200. After that, I continued driving half-a-dozen events a year, all the while co-driving with

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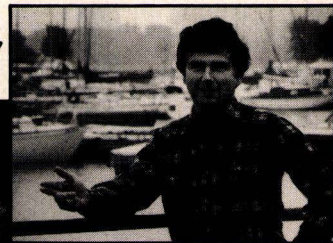
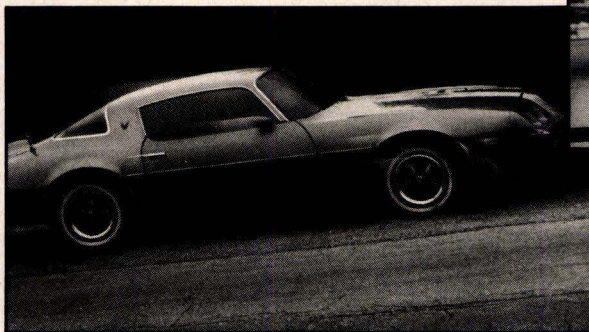
Buffum for the Pro Rally series.

Last year I started driving full-time, with a Shelby Charger. This year I have an Omni GLH. It's normally aspirated, not a turbo. I think it does so well because it's got a good suspension, good brakes, reasonable power-to-weight ratio...and I know how to drive it.

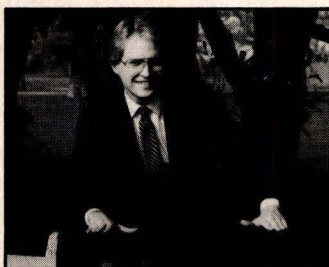
There are three things you need to be a good rally driver...driving technique, car control, and 'reading the road.' You can learn driving technique and car control in circuit racing, but learning to know what's going to happen around a blind corner in the woods takes experience. You can learn that just as well as a co-driver...riding with Buffum shortened my learning curve as a driver. "

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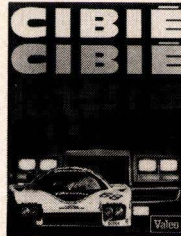
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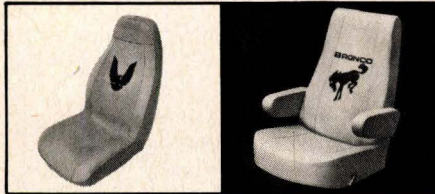


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"I'm from Auckland, New Zealand—the same town Rod Millen is from—and I started out running hillclimbs as a teenager. A friend brought me out, he was interested in it, and he got me interested. I had a little English Ford, and I ran that a few times and thought it was good fun.

Then a rally came up, so I ran that. And I finished tenth overall, with no brakes, in this stock English Ford. I thought that was pretty good, so I bought a Mini, and then an Escort. I owned a used car sales company, and that paid for my rallying and supplied me with cars.

I came to the States in 1979, opened a repair shop, and bought one of Buffum's old TR-8s. It was a lot faster than any car I'd run before, and I finished fourth in my first U.S. rally.

I ran the Canadian series in '82, and Ford asked me to run a factory Lynx in '83. The Lynx had the makings of a good car, but they wouldn't let us work on it, and we

never got more than three stages without breaking. Last year I scurried around trying to make something happen.

Bridgestone had this Toyota built by TRD, and they hired us to campaign it in Group A for the 1985 season. Right now, it's basically a stock GT-S. All the trick pieces for it are being developed in England. We've ordered the proper computer and pistons for it, and when we get those in we should have 160 hp. Right now, it's so stock we could run it in Production if we wanted to.

Next year I'd like to get myself into an Open car. I think it's time for me. There are rumors of a four-wheel drive Toyota Celica coming along, and I'd like to have a shot at that.

Bridgestone is very keen to have an outright win, rather than just Group A. I've come from Open class back to Group A, so I don't think it'll be a problem for me. I'm sure it will take a full season to get used to four-wheel drive, but after that I think I'll be winning rallies."

tires to try...prototype tires. If these work the way we expect, they'll incorporate those changes into the production tire which anyone can buy for their passenger car.

"One of the difficulties we have is tire testing. It's difficult to get repeatable test numbers with a rally car, because the conditions are constantly changing. Unlike a paved circuit, the road either improves or deteriorates...it never stays the same.

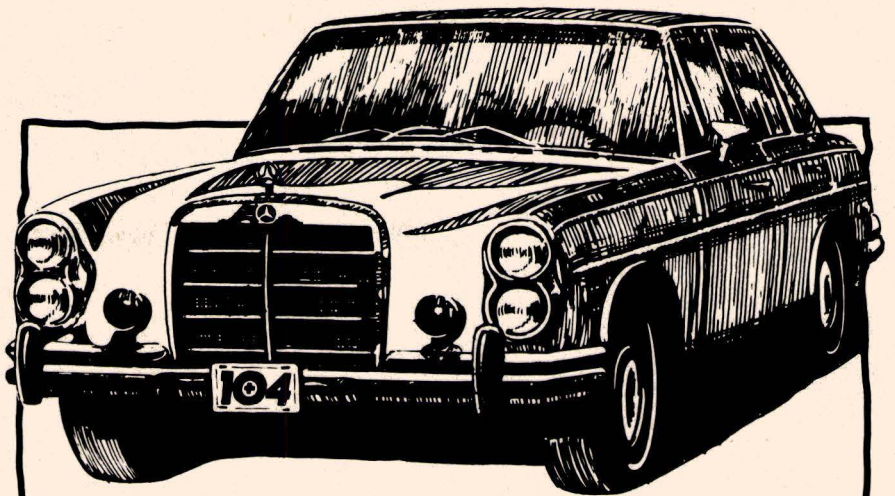
"In order for us to do a tire test, we have to use a set of baseline tires. We run them periodically throughout the test, alternating them with the tires we want to test. You keep evaluating, and you have to run the road several times to get an average. The longer the road, the better it is, because changes will be more pronounced.

"You also have to learn the road thoroughly first, because you can't be learning the road and going faster yourself. When we do our testing, we do it on a road I know backwards, and we just keep doing it over and over. Of course, if we're testing for traction on different surfaces, then we've got to go to a different road and test there as well. It's much more difficult than tire testing on a road circuit."

PRO RALLY ENGINES

According to Rod Millen, "At this point in our development, we simply maintain the engine. We're not trying to extract more horsepower, because we want as flat a powerband as possible, not maximum horsepower. We sacrifice some torque for horsepower, but we have a workable powerband now, so we don't do much to it. We have a reliable 350 hp. And that seems to be enough for the moment."

Doug Shepherd's Production Omni GLH goes almost as fast as Millen's Mazda...with one-third the horsepower. He says, "We send the engine back after every third event and have it rebuilt. Basically, this is a very good Showroom Stock engine. We don't have to run a catalyst, so we make a little bit more



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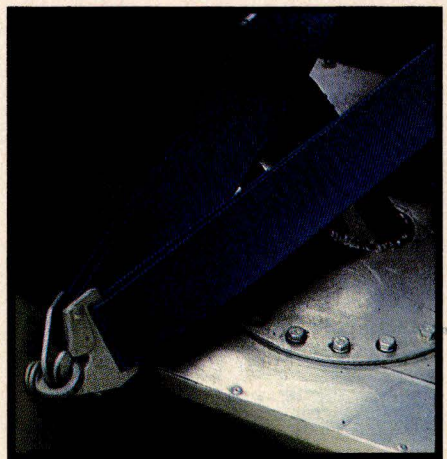
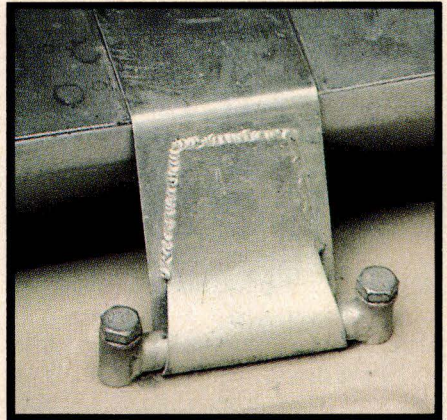
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"We take our engine out for preventive maintenance, but a private entrant doing this on his own could go all year without ever taking the engine out of the car. As long as you change the oil and filter after every event, change the plugs and keep the engine in sharp tune, you'd be fine.

"Gearboxes are the same way. Because I left-foot brake, I can't always use the clutch for a down-shift. This you can do, no problem, but it wears the synchros out. So we change gearboxes periodically, and have never had any problems. We also use a synthetic lubricant in the gearbox, which seems to help."

PRO RALLY OIL

Pro Rally is a real testing ground for oil, particularly in the desert events where temperatures skyrocket. Open class cars are designed for these conditions, with plenty of oil coolers and extra oil capacity. The challenge is to make a stock engine in a Production or GT car live under punishment for which it was never designed.

Doug Shepherd has the solution. He says, "We use synthetic oil, and it's been great. The reason we started using synthetic oil is because last year I didn't have an oil cooler. We were seeing oil temperatures of 310 degrees, so we switched to synthetic oil. It held up to the heat without a problem.

"I think synthetic oil is also good for horsepower. It seems to create less fluid drag, and the engine puts out that little bit more oomph. This synthetic oil holds up very well, no problem.

"One of the best things you can do for your car is add an oil cooler.

This year we fitted a little water-to-oil cooler off a Mustang—slickest little thing you can put on your car—and we don't see 270 degrees anymore. It didn't cost anything, you can't even see it, and it splices right in. Best thing I ever did."

PRO RALLY

One of the neatest parts of Pro Rally is that even as a neophyte, you can run in the same event with John Buffum, Rod Millen, Jon Woodner, Clive Smith and Doug Shepherd. It's the Pro Rally equivalent of getting out on the course with Mario Andretti and Danny Sullivan, except you won't be in anyone's way.

For Production or Production GT, you can start with virtually any sports or economy car...approved cars are on the SCCA's Pro Rally list. Then you'll need a rollcage, aftermarket seats, racing seat belts, safety equipment, M/S tires, and a couple of the largest driving lights you can find.

Sure, you'll have \$10,000 or more invested before you ever start a rally. But compared to any other racing series in the whole world, that's dirt cheap. Besides, your car will still have to be street legal, so it's perfectly possible to use it as a "dual-purpose" sports car between rallies. Your girlfriend will love it.

Even better, they don't call it "Professional Rally" for nothing...which means there is money to be won, not just silver cups. Where else can you end up in the money in your first event? To get started, contact the Sports Car Club of America, 6750 South Emporia, Englewood, CO 80112 (303) 790-1044.

Then next year, instead of waiting and watching for the light beams through the trees, you'll be the one blasting sideways, riding the berm, skirting the fine edge of disaster as you chase through the darkness and the night, rooster tails of dirt spraying up from all four wheels, the hot metallic sound of your engine bouncing back off the trees. Remember what John Buffum says, "There are no rules and you go as fast as you can."



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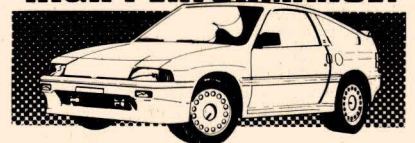
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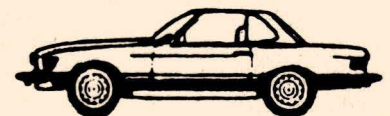
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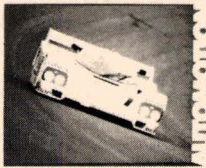
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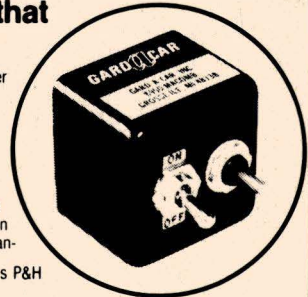
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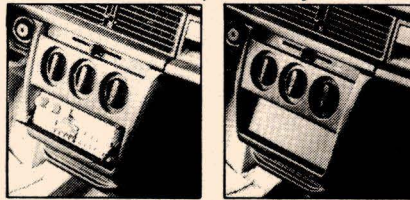
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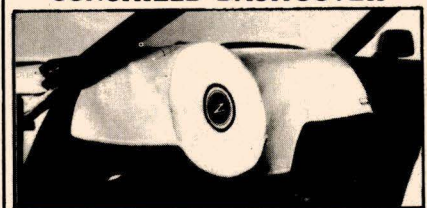
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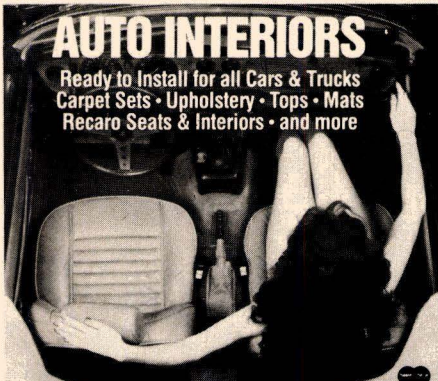
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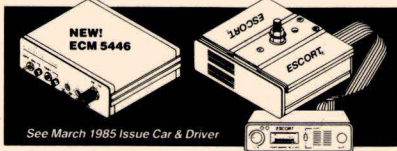
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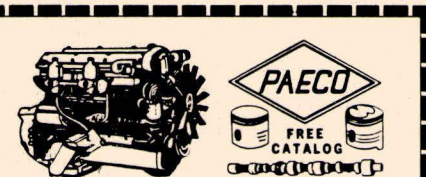
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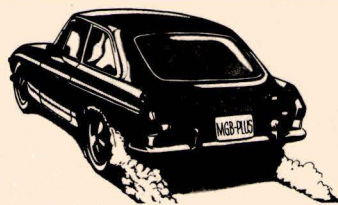
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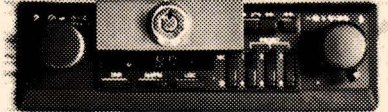
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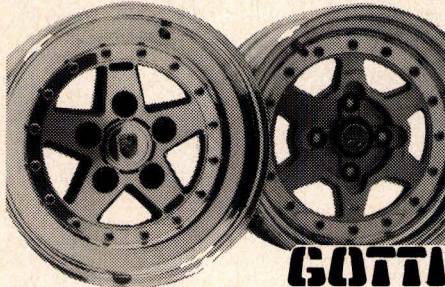
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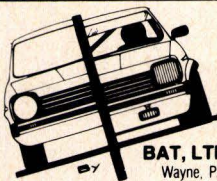


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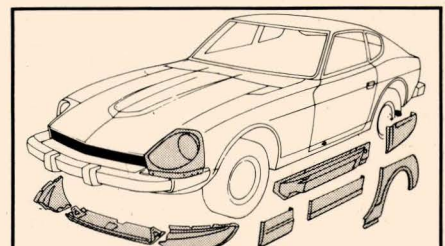
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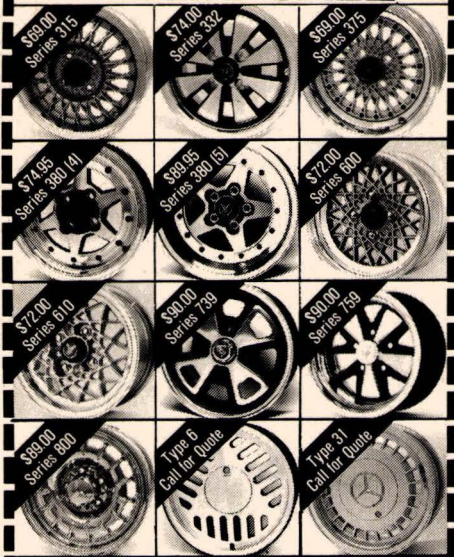
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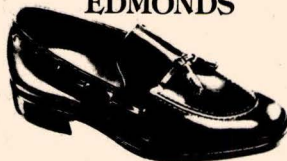
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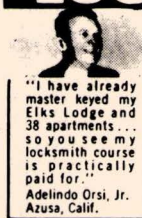


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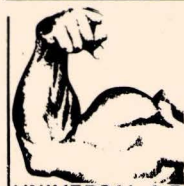
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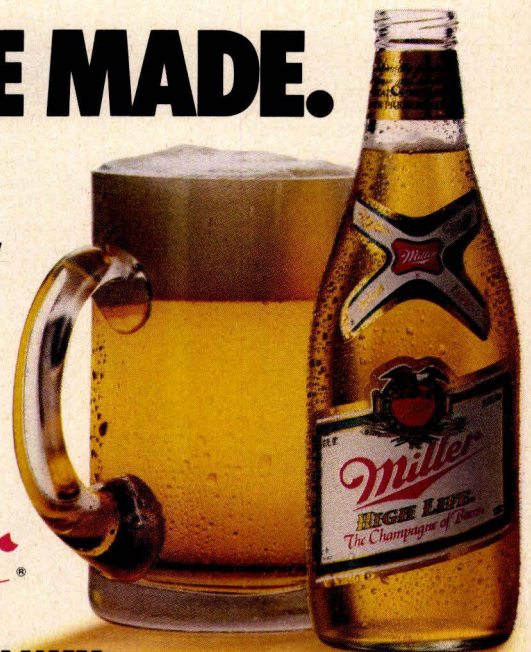
It's hard to find anyone or anything more American than Bobby Allison, NASCAR racing, or Bobby's beer.

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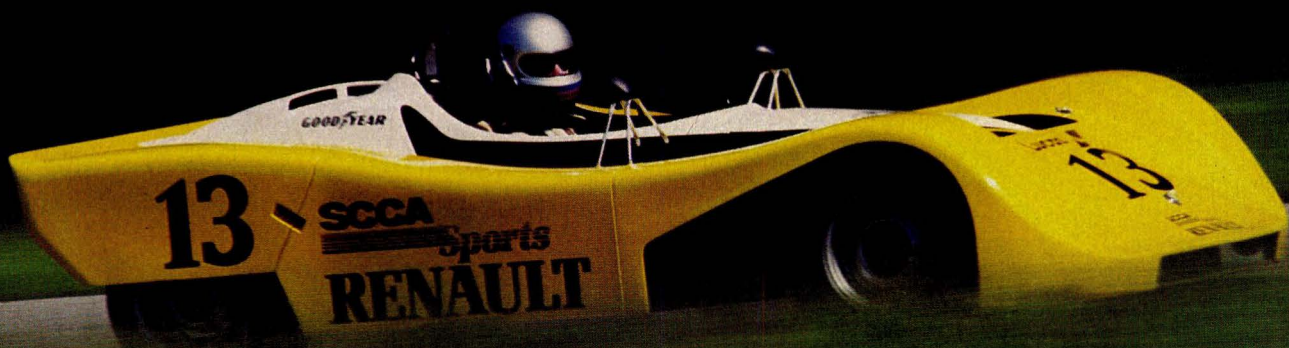
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• Scratch the surface of any racer and you'll find a guy trying to be a money machine. Not because he wants to get rich quick. It's just that automobile racing sucks down cold, hard cash for breakfast, lunch, and dinner. It's the one thing racers everywhere come unglued about. You don't hear them moaning about increasing speeds. They slough off danger with a shrug. But ask them about the price of running up front and you'll get a tirade for your trouble.

There's an old saying in motor racing, one of dozens about money, that goes: "Money equals speed. How fast do you want to go?" Facing up to this axiom year

BY RICH CEPPOS

in and year out has always been tough, especially for those paying for their racing habit out of their own pockets.

We're referring here primarily to the Sports Car Club of America's legion of amateur road racers, which is now 7500 strong. These are the little guys, the ones who are lucky to get sponsorship from the local auto-parts store, let alone from a multinational corporation. They bring family and friends to help them at the track in lieu of a professional crew. Some have aspirations to stardom; most don't. In either case, they're coming up with the cash

the hard way, robbing Peter to pay Paul.

It's no wonder that every three minutes another cockeyed optimist surfaces with the latest and greatest scheme for Cheap Racing. In the past twenty years, though, a handful of cut-rate classes have actually taken hold. The mid-Sixties gave birth to the Formula Vee car (a four-wheeled sausage with a Beetle-derived drivetrain and suspension). The late Sixties saw the dawning of the Formula Ford (a Ford Pinto engine stuffed into a space-frame chassis, running under tightly controlled rules to keep costs down). In the early Seventies, Showroom Stock racing stepped into the low-rent limelight—and this magazine

“Micro Eye was at the top of the heap, number one in sensitivity to X Band radar... proved remarkably sensitive in the real-world tests.”

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

“UNQUESTIONABLY, THE BEL MICRO EYE IS A TOP PERFORMER!”

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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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With endorsements like these, it's obvious that 1985 is the year of the MICRO EYE®. If you're considering a radar detector, you now have the facts to make the right choice. Dash or remote-mount. The decision is yours. Either advanced

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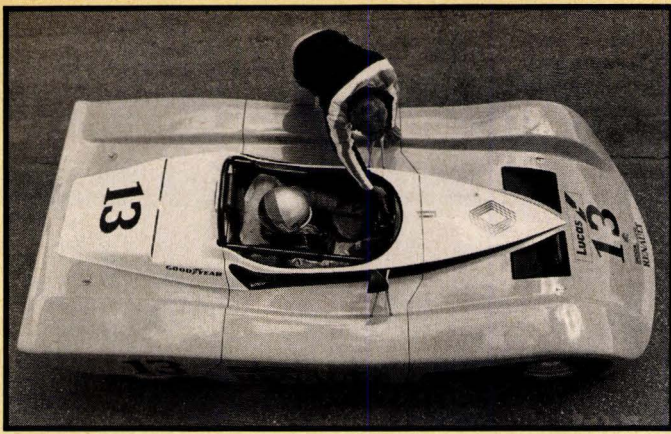
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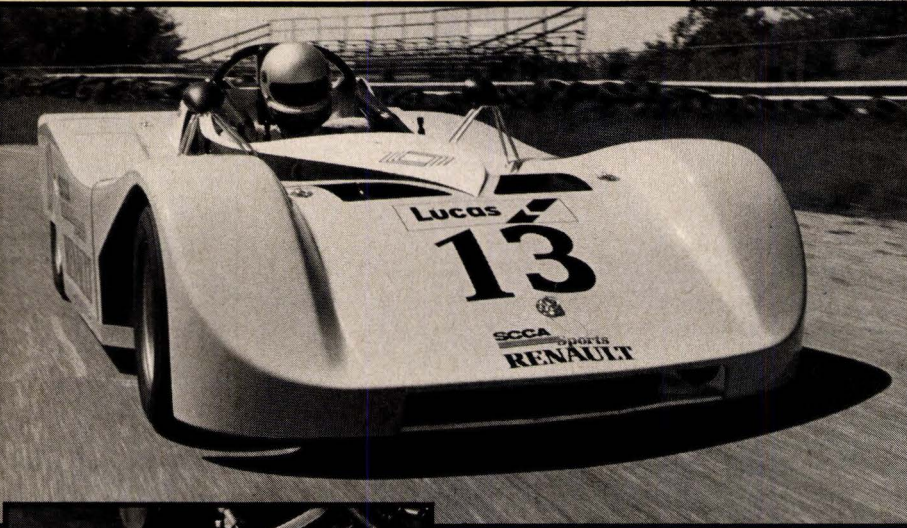
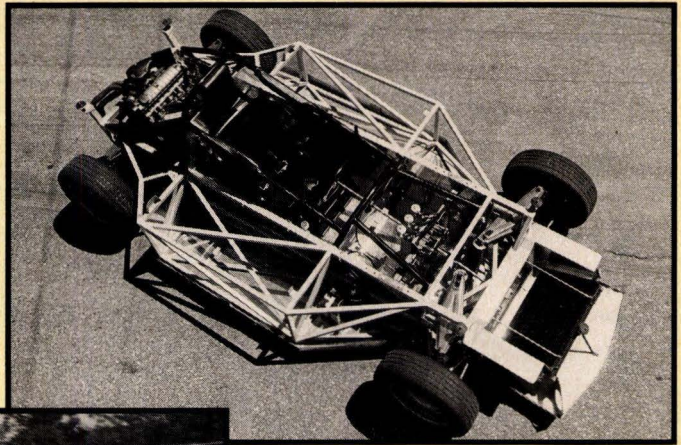
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The skin and bones of Sports Renault: a classic sports-racer body shell over a tube frame. The stout side pods improve driver safety.



A key cost cutter is the use of Goodyear Eagle GT street radials, which wear like iron shoes.

cars, more lavish use of tires, and professional levels of preparation eventually drive off the small-timers who originally supported the class.

Oh, you can still compete in most of these divisions on a shoestring—word is that Formula 440 hasn't priced itself out of the market yet—but be prepared to bring up the rear. Even if you drive like Mario, mid-pack is probably the best you can hope for if you're pinching pennies.

By way of example, consider that the latest estimate for a top-line Formula Vee powerplant—a carefully blueprinted but virtually stock Beetle engine, mind you—is now about \$3300. It's said that some Formula Ford drivers in pursuit of the national amateur championship spend upwards of \$100,000 in a single season. Remember, there's no prize money at this low altitude. And the price tag for running with the leaders in the prestigious pro Showroom Stock endurance series can be as high as \$150,000 per season for a one-car team.

But if you're one of those racing hopefuls who are wondering where all that money is going to come from, take heart. The high price of getting into the thick of it has come down again. For one thing, it's given birth to a couple of rent-a-racer series, run by the Skip Barber and Jim Russell racing schools.

happily did its share by sponsoring an annual econobox racing extravaganza at Lime Rock Park for five years. A few seasons back, Formula 440 appeared. Its oversize go-karts, powered by snowmobile engines, prove that in the quest for low-dollar racing even the bizarre will flourish.

Unfortunately, each and every one of these classes is afflicted with the same problem: they grow up. Which is to say, they all get expensive. As the starting fields grow, engineer/entrepreneurs appear at trackside with their newest go-faster hardware, and—poof!—there goes the money for the new dinette set. New and better

For those of you who'd like to fly low with your own race car, the news is doubly good. The cost escalations in the cut-rate divisions have opened up a slot for—you guessed it—another class that promises to be the last word in low bucks.

As a matter of fact, the yawning void at the bottom end of the racing world has already been filled—and by a most welcome participant. So meet and greet the latest cheap little Renault, officially called Sports Renault. It's a real sports-racing car. You can own it for a song—about ten grand, race-ready. Upkeep is negligible, and it comes with its own private pro race series as standard equipment. If you're really good, you can actually win money with this car. Now, that's our idea of a long deal on a set of hot wheels.

The Sports Renault story starts back in 1983, when both Renault and the SCCA were looking for something. Renault U.S.A. wanted a new company-backed race series to add more luster to the corporate image. The new class, it was hoped, would serve as the next step for drivers who wanted to graduate from Renault's successful Showroom Stock Alliance and Encore series. The original intention was to slot the new race car's performance one notch below that of Super Vee—which is one of the most serious training grounds going.

Part of Renault's motivation was to build a road-racing farm system in the U.S., modeled after its proven European competition organization. That setup includes the Renault-supported Winfield racing school and three racing series: one for Renault 5GT Turbos, a second contested in Alpine V-6 sports cars, and a third run in Renault-powered single-seaters. The effectiveness of the system is well proved. Currently, Renault can take credit for spurring the careers of Formula 1 aces Alain Prost, René Arnoux, Jacques Laffite, and Patrick Tambay.

The SCCA, for its part, was after a new brand of low-buck racing: a one-design class in which the driver, not the car, would make the difference. The involvement of only one race-car manufacturer would eliminate competition among different factories and the inevitable spiraling costs that



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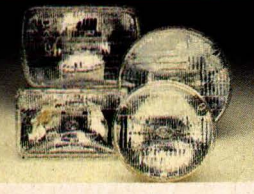
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come from improving the breed.

The SCCA also had three other requirements. The cars had to be extremely safe, meaning no open-wheel designs, they had to list for not a penny more than \$10,000, and the price and the specifications had to remain frozen for at least five years. The SCCA might as well have asked Congress to balance the budget.

Nevertheless, Renault/Jeep Sport pulled off what many thought impossible. Within a year after the agreement with the SCCA was struck, the ten-grand Sports Renault was unveiled. In June of 1984, the first batch of cars was baptized in a race on the Detroit Grand Prix street course. Since then, more than 240 Sports Renaults have been delivered, each and every one an ex-

act duplicate of the first. That makes Renault/Jeep Sport one of the biggest, if not the biggest, race-car manufacturers in the world.

Looking at a Sports Renault racer up close and personal, it's clear that most of the original objectives have been met. Peel off the sleek three-sectioned fiberglass body and you find one stout race car underneath. The chassis is a maze of one-inch and one-and-a-half-inch square tubing, MIG-welded to form a cocoon around the driver. Riveted aluminum panels enclose the cockpit and stiffen the structure. Massive side pods, triangulated for extra

strength, jut out between the wheels to ward off incursions from other competitors' cars. This car looks strong enough to take a hit from an Amtrak liner.

It's also got all the real-racer hardware grafted onto it, from a fully adjustable suspension to a four-wheel disc-brake system with twin master cylinders for easy front-to-rear balance adjustments.

But here's where the spark of genius comes in: the thing that holds the Sports Renault's sticker price down to about half a Formula Ford's is that about twenty percent of its parts are Renault passenger-car pieces, straight off the production line.

Racing around the Corner

AUGUST

- 16 SCCA Michigan National PRO Rally, Battle Creek, Mich.
- 16 NHRA Quaker State North Star Nationals, Brainerd, Minn.
- 16 SCORE Off-Road World Championship, Riverside International Raceway, Riverside, Calif.
- 18 Austrian Grand Prix, Österreichring, Austria
- 18 CART/PPG Domino's Pizza 500, Pocono International Raceway, Long Pond, Pa.
- 18 IMSA Renault Cup East and West, Sears Point International Raceway, Sonoma, Calif.
- 21 FIA 1000 Lakes Rally, Jyväskylä, Finland
- 23 Twelfth Annual Monterey Historic Automobile Races, Laguna Seca Raceway, Monterey, Calif.
- 24 NASCAR Busch 500, Bristol, Tenn.
- 25 Dutch Grand Prix, Zandvoort, Netherlands
- 25 SCCA Bendix Brake Trans-Am Championship, Watkins Glen Circuit, Watkins Glen, New York
- 25 Pebble Beach Concours d'Elegance, The Lodge at Pebble Beach, Pebble Beach, Calif.
- 25 IMSA Camel GT, Champion Spark Plug Challenge, and Kelly American Challenge, Road America, Elkhart Lake, Wis.
- 28 NHRA U.S. Nationals, Indianapolis, Ind.
- 30 Auburn-Cord-Duesenberg 28th Annual Festival, Auburn, Ind.
- 31 SCCA Playboy United States Endurance Cup, Lime Rock Park, Lime Rock, Conn.

SEPTEMBER

- 1 NASCAR Southern 500, Darlington, S.C.
- 1 CART/PPG Escort Radar Warning 200, Mid-Ohio Sports Car Course, Lexington, Ohio
- 1 SCCA Bendix Brake Trans-Am Championship, Trois Rivières Circuit, Trois Rivières, Quebec
- 8 Italian Grand Prix, Monza, Italy
- 8 NASCAR Sanforset 400, Richmond, Va.
- 8 CART/PPG Molson Indy, Sanair Super Speedway, Saint Pie, Quebec
- 8 SCCA Bendix Brake Trans-Am Championship, Mosport Park, Bowmanville, Ontario
- 8 IMSA Camel GT, Champion Spark Plug Challenge, and Kelly American Challenge, Pocono International Raceway, Long Pond, Pa.
- 12-22 Frankfurt International Auto Show, Frankfurt, West Germany
- 13 NHRA Keystone Nationals, Maple Grove, Pa.
- 13 NASCAR Delaware 500, Dover, Del.
- 15 SCCA Bendix Brake Trans-Am Championship, Saint Louis International Raceway, East Saint Louis, Ill.
- 21 SCCA Budweiser Forest PRO Rally, Chilli-cothe, Ohio
- 22 European Grand Prix, Brands Hatch, England
- 22 NASCAR Goody's 500, 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, 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

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P185/70R13	43	P205/70R14	59
P185/70R13	49	P185/70R15	55
P185/70R14	47	P215/70R15	63
P185/70R14	53	P225/70R15	68
P195/70R14	49	P235/70R15	71

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P185/70R13 43
P205/70R14 59
P185/70R13 49
P185/70R15 55
P185/70R14 47
P215/70R15 63
P185/70R14 53
P225/70R15 68
P195/70R14 49
P235/70R15 71



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P195/60R14	\$77	P205/60R15	\$81
P225/60R14	86	P215/60R15	87
P195/60R15	78		

E91 Potenza UTOG: 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 UTOG: 280AB. Radial. 2 steel belts, 1 polyester body ply. SR speed rated. Blackwall. Tubeless.

145-13	\$32	175-14	\$41
155-13	36	175/70-14	48
165-13	41	185/70-14	48
165/70-13	40	195/70-14	54
175/70-13	45	155-15	41
185/70-13	50	185/65-15	54

MICHELIN

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

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

185/60-14	\$70	195/60-15	\$81
195/60-14	74	205/60-15	84

CONTINENTAL

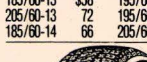


CH 51 UTOG: 150AA. Radial. 2 steel belts, 2 nylon caps, 1 or 2 rayon body plies. HR speed rated. Blackwall. Tubeless.

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

CH 41 UTOG: 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 UTOG: 160-200AB. Radial. 2 steel belts, 1 nylon cap (some sizes), 1 or 2 rayon body plies. SR speed rated. Blackwall. Tubeless.

175-14	\$42		
145-13	\$27	P255/70-13	34
155-13	30	175/70-13	38
165-13	34	185/70-13	42
165-14	40	185/70-14	46

TS 771 UTOG: 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	155-15	\$36
175-13	40	165-15	49
185-14	46	195/70-14	48
185-14RF	51		

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XGT UTOG: 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.

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

185/60-14	\$70	195/60-15	\$81
195/60-14	74	205/60-15	84

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PIRELLI

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

145-10	\$18	155-15	\$29
155-12	24	165-15	31
145-13	21	165/70-13	28
155-13	26	175/70-13	32
165-13	28	185/70-13	35
165-14	31	185/70-14	37
175-14	32	195/70-14	40
185-14	33	185/70-15	40

PG UTOG: 130-140AA. Radial. 2 steel belts, 2 nylon caps, 2 rayon body plies. Metric 65 & 60 series. HR speed rated. Blackwall. Tubeless. † = VR speed rated.

185/60-13	\$39	225/60-14	\$94
205/60-13	74	185/70-15	94
185/60-14	67	195/60-15	79
185/65-14	62	205/60-15	85
195/60-14	75	215/60-15	106
205/60-14	89		

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

175/50-13*	\$62	285/40-15	187
205/60-13*	99	345/35-15	214
205/55-14*	114	205/55-16	154
225/55-14*	123	225/50-16	166
205/50-15	134	265/50-16	187

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

P175/70R13b	\$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 UTOG: 200AB. Radial. 2 steel belts, 2 rayon 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	56
185/65-14	44	205/65-14	61
175/65-14	45	185/65-15	54

YOKOHAMA

A008 UTOG: 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	185/60-15	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

BF GOODRICH

Comp T/A UTOG: 140-160AA. Radial. 2 fiberglass belts, 2 nylon caps*, 2 rayon body plies. Metric & P-Metric 70, 60, 55 & 50 series. VR speed rated. Blackwall. Tubeless. * = 50 & 55 series only.

205/50-15	\$77	205/60-15	\$145
205/60-13	83	205/60-15	114
185/70-14	93	215/60-15	121
195/60-14	82	225/50-15	164
205/70-14	99	P245/50R15	177
185/60-14	108	P265/50R15	191
185/70-15	87	205/55-16	170
195/50-15	112	225/50-16	181

SEMPERIT

MS01 UTOG: 160AB. Radial. 2 steel belts, 2 rayon body plies. SR speed rated. Blackwall. Tubeless. RF = reinforced.

155-12	\$24	185-14RF	\$46
145-13	26	165-15	36
155-13	29	165/70-13	32
165-13	31	175/70-13	36
165-14	33	185/70-13	38
175-14	38	185/70-14	39
185-14	42		

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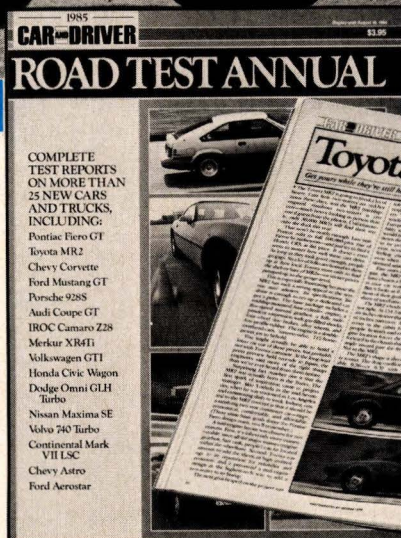
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 - Nissan 740 Turbo
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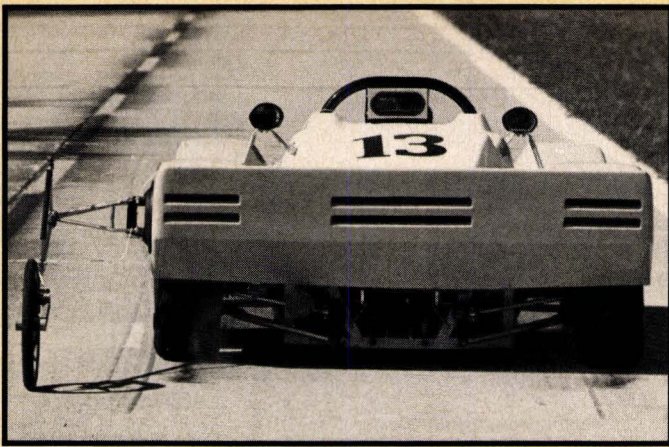
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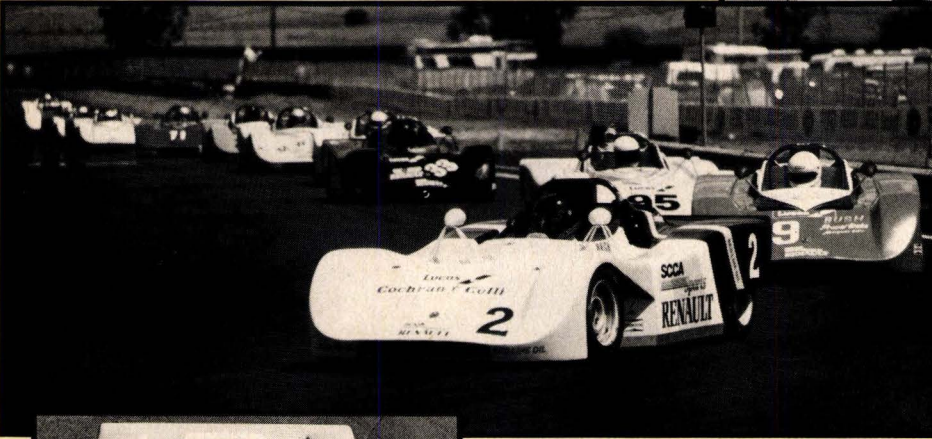
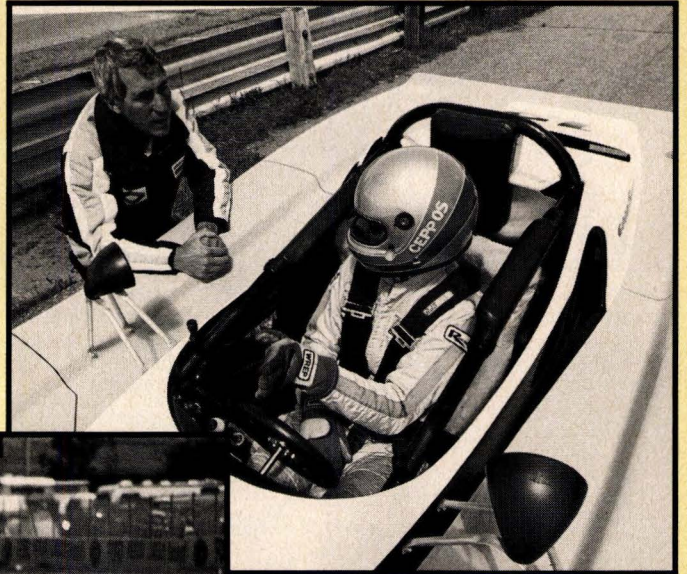
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Below: Sports Renault races are rarely runaways. With all of the cars using identical engines and tires, it could hardly be otherwise.



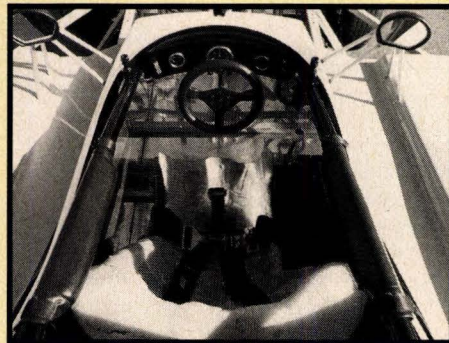
half the battle in Cheap Racing, however. It's still all too easy for an owner to spend a bundle hot rodding his machine on the sly in order to get the racer's edge. The SCCA and Renault both understand this, as evidenced by the strict rules.

The basic premise is, you can't change anything. *Nada*. Adjusting the suspension through its full range in pursuit of optimum handling is allowed. Replacing worn or broken parts, such as brake pads or tires, is also okay. And you can paint your car any color you want. Otherwise, you must race your Sports Renault as it came from the factory. Exactly. Substituting trick parts or treating your engine to expensive machine work is strictly prohibited.

To ensure that there's no fooling around, every engine is sealed at the factory. You can't even remove the valve cover for inspection without breaking a lead-and-wire seal. If your engine does develop a problem and needs to be taken apart, it must be inspected for correctness by a customer-service rep when you're done. If it's within the rules, it will be resealed and sent back into the fray.

Furthermore, Renault and the SCCA reserve the right to pull any component for inspection at any time. This is frequently done. Renault also has the power to issue any part to any racer, up to and including a new engine, at its discretion. In other words, if you're suspiciously fast, you're going to get examined. And if you're caught cheating, look out. The first time, you'll get hit with a 30-day suspension and a \$500 fine. The second time, you're out of Sports Renault. Forever.

Not only have Renault and the SCCA created a good car and a potentially thorough policing system, they have also provided three series for you to race in. The first two are within the SCCA's standard amateur-class framework. Sports Renault is now sanctioned as both a regional- and a national-level class—the latter culminating in a race at the season's-end runoffs at



All the essentials but nothing more: a form-fitting seat, a small wheel, and a few gauges.

The engine sitting behind the driver is the same 1.7-liter four-cylinder that comes as an option in the Encore. It even uses the stock alternator and bracket. The only differences from street stock are that the intake manifold and carburetor it breathes through are European-spec and that it sends its spent exhaust gases out through a four-into-one header and a racing muffler.

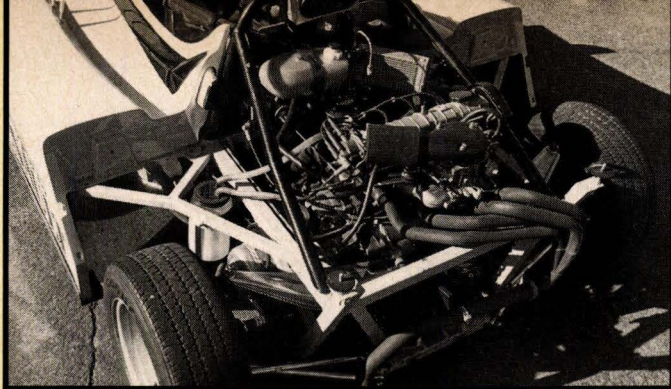
The next major cost cutter is the gearbox. No expensive Hewland race unit here. Instead, the Sports Renault uses the standard Alliance/Encore four-speed transaxle. There are numerous other off-the-shelf items as well, including the front- and rear-suspension uprights, the disc-brake rotors and calipers, the oil cooler, the radiator overflow tank, and the clutch. Even the

tires—normal Goodyear Eagle GT street radials—are specified by the rules to keep costs down.

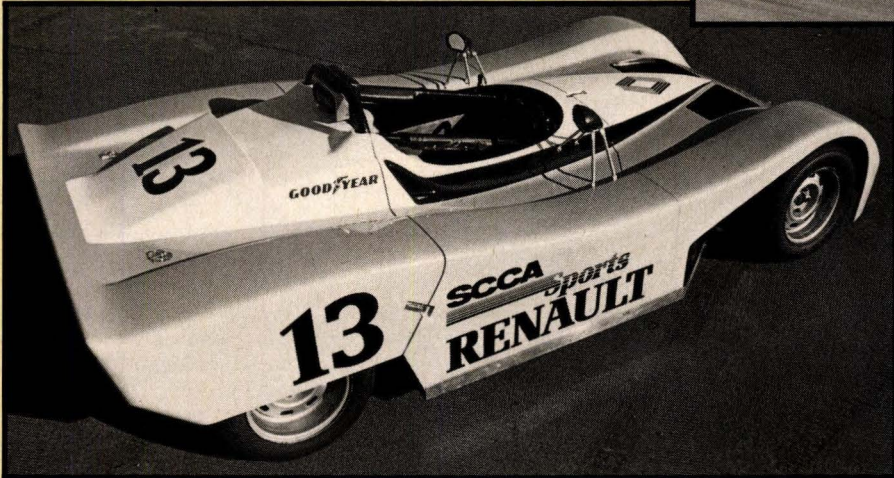
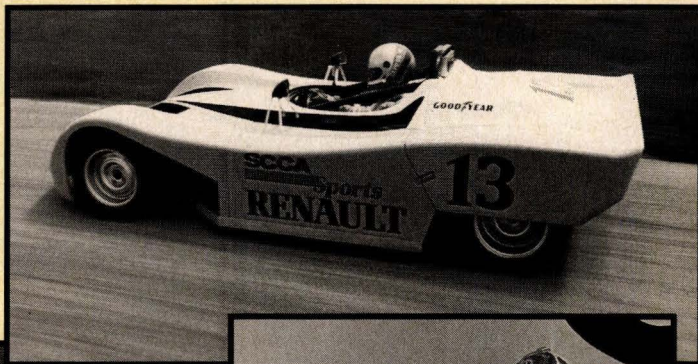
The final money saver is that you do the assembly yourself. The entire car—every last nut, bolt, and hose—is shipped to your doorstep from the Sports Renault factory in Livonia, Michigan, in a crate. The body panels are still virgin-white gel coat, but the engine, the transaxle, the fuel cell, and the radiator are in place.

Renault/Jeep Sport claims that you should be able to have it together in 80 hours. We're not so sure. If you'd rather not build it yourself, many of the Sports Renault customer-service reps scattered across the country are capable of handling it. We got a quotation of \$1000 for a full buildup, including a familiarization day at the track.

Building a budget-priced race car is only



Passenger-car parts make this racer cheap. The Sports Renault's business end is filled by a stock Encore four-cylinder and transaxle.



Road Atlanta, which crowns a national amateur champ.

Now here's the dividend: you can also win actual cash money with your Sports Renault. The SCCA has organized a nationwide pro Sports Renault series that's backed by Lucas Industries, the British alternators-to-aerospace firm. The pro series is run wherever possible in conjunction with big-time events like Trans-Ams, so there's plenty of exposure.

There are fourteen pro races in all, divided among three regional divisions—Atlantic, Midwest, and Pacific. Then there's a season finale at Road Atlanta that will decide a pro champion. And you're allowed to switch back and forth between the pro and amateur events at will without jeopardizing your eligibility.

Pro-series entry fees are stiff—\$250 per race—but if you're good enough, you can make that back and more. A typical purse runs to about \$12,000 per race, some \$2200 going to the winner. At the first race, the paybacks stretched all the way to twentieth place.

All this sounded so delicious to us that we decided to take a taste for ourselves. The first step was a few hot laps around the twisty Waterford Hills racecourse near Pontiac, Michigan. There, under the watchful eye of Renault/Jep Sport racing manager Vic Elford—yes, *that* Vic Elford, of Formula 1, sports-car, and rally fame—we found the Sports Renault to be a delightful piece of work. And later, at the Chrysler Proving Grounds, we found out exactly how well this spec racer goes, stops, and turns by running it through a full

battery of instrumented track tests.

The handling is pure race car—cat quick and dead-nuts accurate. It's so reassuring, it should also make a great trainer for beginners. But make no mistake, there's plenty here for an expert to work with.

The power level, however, is closer to Showroom Stock than Super Vee. (The cars have to weigh a hefty 1540 pounds, driver included, after each race.) So as an intermediate step up to the pros, Sports Renault is a little short of the mark. Still, you can go plenty fast enough to get into trouble. And if your Sports Renault isn't a land rocket, well, the next guy is in the same boat.

The bottom line is what the racers think of all this, so we visited the second pro race of the year, held at Sears Point International Raceway. The first problem was finding someone to talk to. The corner of the paddock where the Sports Renaults were gathered was virtually deserted. No one was working on the cars. Finally, we came across racer Bob Merrill, kneeling behind his car, cleaning the muffler. Competitor Dave Rice was looking on from a lawn chair.

"Bob felt like he ought to do *something* to his car," said Rice with a chuckle, "so I thought I'd come over and watch." Rice's car was parked nearby. No one was working on it, either.

"This is the best value around in racing," beamed Merrill, 33, who came back to Sports Renault after a nine-year hiatus from racing. He admitted to spending about five hours on the car between races, a fraction of the time most racers have to devote to the cause. "Hell," Rice piped in,

"I only spend about an hour and a half."

Merrill said his car had already survived two drivers' schools and fourteen races, with nothing more than a brake-pad replacement or two. He was just about through his second set of tires. Even though he'd never seen the Sears Point track before, he still qualified the old gal mid-pack.

"I've learned a lot from racing with these guys," said Mark Wyborny, a Sports Renault racer we encountered a little later, lazing under the awning of his dad's motorhome. Wyborny, 21, had qualified fifth at Sears Point after finishing second in the first pro race of the season. He's looking to move up to bigger and better things. "I've already made \$3200 in pro racing, so I'm ahead here." But he's also already run eighteen Sports Renault races, looking for any experience he could find. You can tell Wyborny is serious. He buys a new set of tires for almost every race. But no one works on his car all day, either.

The Sports Renault guys are a good bunch. After Saturday morning's qualifying session, they hang around and chat through the afternoon. The main topic of conversation is what will happen to the winner of the first pro Sports Renault race, who was caught loosening up his muffler for more power. For the most part, though, they believe that no one is getting away with anything blatant.

They also agree that the driving talent is deep in the pro Sports Renault ranks. Competitors have migrated from every SCCA class from Showroom Stock to Formula Ford. "What we're getting here," opines Merrill, "is the cream of a lot of different crops."

Sunday's race is a doozy. Pole sitter Ray Kong conks out on the first lap with a bad rear-axle bearing. Mitch Wright, last year's

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Renault Cup champion, comes out of nowhere and starts running away with it. After an accident at the halfway point—ten laps—the pack bunches up, and Wright has to do it all over again. Back in the pack there's plenty of hard driving and body contact. Merrill spins. Wyborny slips from second to fourth. On the last lap, Wright runs out of fuel within sight of the checked flag and coasts across the line third.

All in all, it looks like a whale of a good time. Except maybe for Wright, who in addition to losing the race must hand over his cylinder head for inspection.

Then again, no one is complaining. In

fact, a group of happier racers you won't find anywhere. Which leads us to believe that this new class may be the real thing.

Unfortunately, though, it could already be in danger. Massive budget cuts at AMC have forced Renault/Jeep Sport to pull out of IMSA racing. The Jeep off-road team may be next. Elford claims that Sports Renault is safe, but you never know.

We prefer the rosier outlook. It's been a long while since a new racing class has offered so much value per dollar. Identical cars, equal performance, close racing, low maintenance—Sports Renault is racing minus the masochism. One can only wonder

how long it will be before the rest of the SCCA's weekend warriors discover that racing can be more fun than hard work, more sport than spending spree. ●

Vehicle type: mid-engine, rear-wheel-drive, 1-passenger sports racer

Price as tested: \$9995 (kit)

ENGINE

Type	4-in-line, iron block and aluminum head
Bore x stroke	3.19 x 3.29 in, 81.0 x 83.5mm
Displacement	105 cu in, 1721cc
Compression ratio	9.5:1
Carburetion	1x2-bbl Weber
Emissions controls	none
Valve gear	belt-driven single overhead cam
Power (SAE net)	90 bhp @ 5000 rpm
Torque (SAE net)	108 lb-ft @ 3000 rpm
Redline	6200 rpm

DRIVETRAIN

Transmission	4-speed		
Final-drive ratio	3.29:1		
Gear	Ratio	Mph/1000 rpm	Max. test speed
I	3.73	5.3	33 mph (6200 rpm)
II	2.05	9.6	60 mph (6200 rpm)
III	1.32	15.0	93 mph (6200 rpm)
IV	0.90	22.0	118 mph (5350 rpm)

DIMENSIONS AND CAPACITIES

Wheelbase	92.0 in
Track, F/R	57.4/57.0 in
Length	147.0 in
Width	66.0 in
Height	39.0 in
Ground clearance	3.0 in
Curb weight	1391 lb
Weight distribution, F/R	36.5/63.5%
Fuel capacity	7.0 gal

CHASSIS/BODY

Type	steel-tubing space frame
Body material	fiberglass-reinforced plastic

SUSPENSION

F:	ind, unequal-length control arms, adjustable coil-shock units, adjustable anti-roll bar
R:	ind, unequal-length control arms, adjustable coil-shock units, adjustable anti-roll bar

STEERING

Type	rack-and-pinion
Turns lock-to-lock	1.4
Turning circle curb-to-curb	47.3 ft

BRAKES

F:	9.4 x 0.5-in disc
R:	9.4 x 0.5-in disc
Power assist	none

WHEELS AND TIRES

Wheel size	F: 5.5 x 13 in; R: 7.0 x 13 in
Wheel type	stamped steel
Tires	Goodyear Eagle GT, F: P175/70HR-13; R: P205/60HR-13
Test inflation pressures, F/R	34/32 psi

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Richardson, Texas 75081

C/D Test Results

ACCELERATION

Zero to 30 mph	Seconds
40 mph	2.1
50 mph	3.4
60 mph	4.9
70 mph	7.1
80 mph	9.6
90 mph	12.9
100 mph	18.1
110 mph	25.8
Standing ¼-mile	15.4 sec @ 86 mph
Top speed	118 mph

BRAKING

70-0 mph @ impending lockup	191 ft
Modulation	poor fair good excellent
Fade	none moderate heavy
Front-rear balance	poor fair good

HANDLING

Roadholding, 300-ft-dia skidpad	0.92 g
Understeer	minimal moderate excessive

FUEL ECONOMY

Typical racing	8-11 mpg
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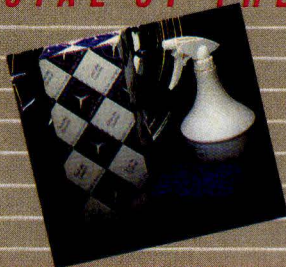
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TAN DURASOFT® CAR COVERS: Easily installs to protect your vehicle from the sun & other harmful elements. 3M Scotchguard water repellent and mildew resistant • Won't rip, tear or shrink. Specially woven 8 oz. (most covers on the market today are 5 oz.) soft cotton blend fabric is machine washable and dryable.

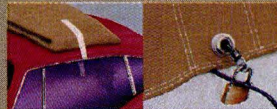
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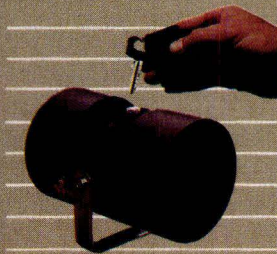
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• The problem, gentlemen, is foreign cars. We know what they mean to us as car guys: terrific variety in the showrooms, keeping our lust up, and terrific competition in the market, holding the sticker prices down. It's a wonderful time to be a car guy.

But what do foreign cars mean to us as Americans? What do they do to our industrial base? Our employment situations? Our overall standard of living? Do they signify the end of America as we know it?

Lee Iacocca has said yes. In his politicking last winter for continued restraint of Japanese imports, he said, "Why anyone should be agonizing over a decision on passenger-car quotas, when our trade balance in goods has gone from \$40 billion positive to \$123 billion negative in just four years, is beyond me." Protect the market, he's saying. But is protection the right idea?

A Chrysler exec explained the situation to me this way: "Until recently, the markets of various nations have been quite insular. The U.S. largely catered to itself and built up quite a good standard of living doing so. But now we're facing a world market rather than a national market, which means that manufacturers have to compete on a world basis. We can't afford to pay twenty dollars an hour for union labor if we have to sell against cars built for half that. Therefore, opening our markets to those cars will inevitably mean a lower standard of living as we either pay lower wages here or source our labor out of the country."

He made it very plain that Chrysler wasn't going to be left behind. The company has struck a deal with Mitsubishi for a joint venture to build small cars here, and it plans to import more Japanese-made cars. Moreover, Chrysler is working out a deal

with Korea's Samsung to produce parts. Chrysler's strategy is to become a low-cost producer. If its U.S. suppliers of spark plugs, ball joints, shock absorbers, turbochargers, brake linings, etc., can't compete, then they'll be replaced. The foreign ventures saddened this executive, but he thought drastic cost cutting was the only way the corporation could survive.

Hearing the future in these terms scared me. I'm still left with the hopelessly romantic notion of America that was instilled in me as a kid just after WWII: a nation of right-thinking men who, when the gloves are off, can't be beaten; Yankee ingenuity, the most potent force since Christianity. Have the foreigners finally found the antidote? I started asking others.

Michael Losh is general manager of the Pontiac division. He's young, only 38, but already he's jumped from engineering to finance to international operations to mahogany row, so he knows how the world works. Did he think the future belongs to the low-cost producer? Yes, probably, he said, if you go way out in the long term, because you have to assume that everybody will figure out how to make good cars; then whoever sells them cheapest wins. In the meantime, however, having the right car in the market might be more successful than having the cheap car.

Do lower wages in the auto industry—and layoffs where necessary—mean a lower standard of living in America? He thought this was impossible to forecast. For some individuals, yes. For America as a whole, perhaps not. It depends on whether the work force seeks its own level, like water, or whether you get piles of unemployment around depressed industries. No one knows the liquidity of labor.

I asked Howard Freers, one of the chief engineers at Ford, if we could compete with the foreigners, the Japanese. He said, for quality, yes. For general desirability of the cars in the market, he thought so. For cost, he didn't know. He didn't think Ford knew the limit of its capability yet. They were going to keep working on the problem, and he wasn't pessimistic.

I asked Byron Warner, Pontiac's chief engineer, if he thought America could compete on cost. He said, "Well, we only have to get within \$600, because the Japanese have to pay that much on top of their manufacturing costs to ship their cars here." He wasn't pessimistic either.

When I finished asking live people, I went up to the ivory tower and asked common sense. Common sense says no one can forecast the cost-competitiveness of the American auto industry, because no one can forecast the value of the dollar. The West German mark, in my memory,

has ranged from over four to the dollar to well under two. The Japanese yen has ranged from well over 300 to the dollar to barely over 200. I can remember when the mark was so strong that VW had to open a U.S. plant to remain competitive. Now the dollar is so strong that the Westmoreland plant is a drag on profits. Common sense says one thing is certain: off-shore production comes with no guarantees.

There is a trap in focusing on low-cost production. The industry took this approach in the Sixties and Seventies. But in concentrating on taking money out of the cars, they forgot to take care of the customers. Chrysler nearly went broke building cheap cars, because nobody wanted them. Price, by itself, is not the issue.

Human nature says buy the best for the money, regardless of where the car comes from. When Iacocca and the others demand protection, they are really asking the government to make the consumers pay a higher price than is necessary, and pay it to them. They are asking for a government-enforced transfer of wealth from the consumers' pockets to theirs. That's hard to sell to thinking voters. When the defense budget comes up for debate, we are constantly hearing that we have enough nukes to kill every Soviet ten times. So why do we need more? Iacocca's salary and bonuses last year amounted to \$1.19 million, and the average auto worker's pay and benefits added up to \$19.94 an hour, compared with \$12.82 for the average American manufacturing worker. Why, you might ask, do they need more? Why should other Americans, who make less, be expected to subsidize uncompetitive wages and salaries in Detroit? Iacocca himself, in justifying Chrysler's off-shore sources, has said, "Under free trade, if you don't go to the lowest-cost source, you're a fool." With such logic, how does the man justify his own position? In a thinking democracy, he can't; that's why the quotas have been relaxed.

Still, he tries, and that's why he poses cheaper workers in foreign factories as the only solution. But if cars can't profitably be built here, how come Toyota, Nissan, Honda, Mazda, and Mitsubishi are constructing American plants? Obviously, they think they can compete.

It's getting to the point where Detroit has no place to hide. Certainly not in Michigan. That state is offering fat inducements to Japanese companies to locate there. Mazda reportedly will receive \$150 million over ten years in combined federal, state, and local concessions. If Michigan won't protect Detroit, why should the rest of us?

Mazda will get concessions from the UAW, too. This is the same UAW whose Chrysler members are complaining that they don't get paid as much as those at GM. Moreover, they're vowing to get even at contract time.

Everybody wants to get even, but nobody wants to get competitive. Common sense says the worst is yet to come. ●



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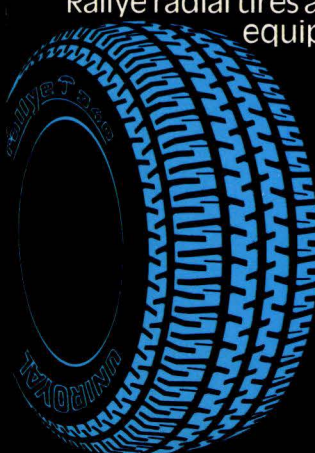
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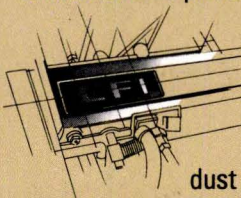
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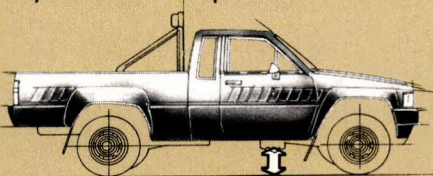


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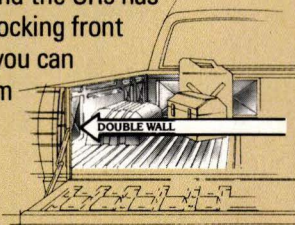


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*OFF ROAD, March 1985
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