

Demystifying Computers
Bonsai—A Timeless Artform

valley

MAGAZINE

JANUARY 1985 \$1.75

The Best Of
The New Bathrooms

Valley Stars
Rick and Julie Dees
Putting Their Careers Into High Gear



MITSUBISHI'S NEW
'85 Mirage is a good
alternative to Honda's
popular Civic. The luxury
SL is shown here; a hot
turbo version is available.



BEVERLY HILL'S
favorite two-seat
convertible, the Mercedes
Benz 380SL gets standard
antilock breaks and optional
(driver's side) airbag
for 1985.



THIS CUSTOM-BUILT
Toyota Celica convertible is
an addition to the higher
performance GTS series.



SUBARU'S '85 SEDANS
and wagons are all-new,
slightly larger and more
powerful, with fuel-
injection, overhead cam and
optional turbocharge
available in the top-of-the-
line versions and the GL-10
sedan shown here.



The Best Of The New Imports

By Gary Witzenburg

THE TROUBLE WITH THE JAPANESE, you see, is they're such fast-moving targets. If you let them get ahead in one way or another, while you're busy catching up, *they're* busy moving off in some completely different direction. Much of the new-car news for 1985 is coming from across the blue Pacific. There's a multi-valve engine, a new convertible, a restyled and feature-loaded luxury sedan and a mid-engine sports car from Toyota. Another feature-loaded luxury car, this one all new with front-wheel drive, comes from Nissan. Another (ho-hum) fuel-economy special comes from Honda. This year we'll also see the first new Subarus in years, and a new mid-size sedan and a sharp new compact from Mitsubishi.

Our friends from Europe haven't exactly been sitting on their hands either. There's a new VW Jetta, a new Audi 4000 series, antilock braking from Germany, a turbocharged multi-valve Saab engine, a sporty new Volvo Turbo model from Sweden, plus more turbo power from Peugeot of France. And, there's a brand new exotic 12-cylinder Ferrari from Italy.

It would be impossible to cover every detail or every import car on the U.S. market; but buckle up and hold on tight for the highlights.

We might as well mention first that the 1985 HF version of Honda's delightful Civic CRX two-seater gets the highest EPA economy numbers in the land (49

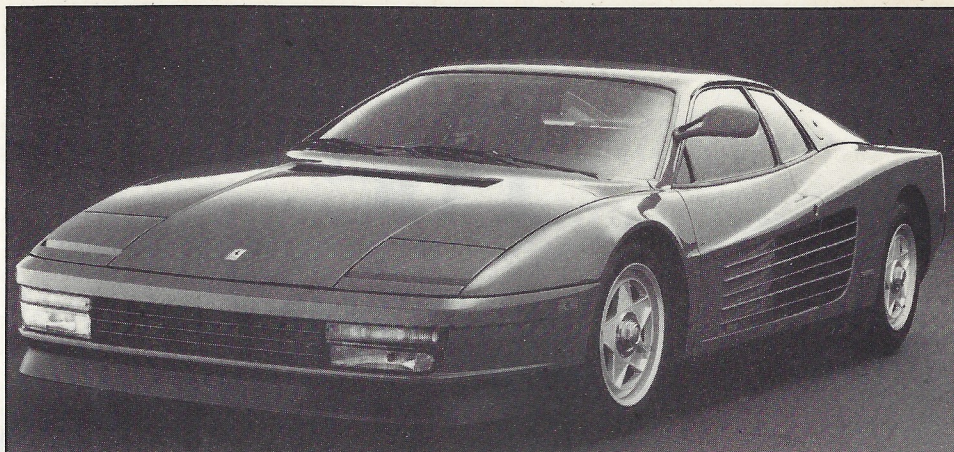
states, that is; they're a little lower in California—"just" 45 mpg city and 51 highway). It's even got a slightly larger engine and more pep.

But, besides the new Civic, check out the new Mitsubishi Mirage. It's about as good-looking as a little five-seater can get. It has surprising interior room, a good ride, excellent front-drive handling and it's peppy to boot. The fuel-injected Turbo model puts out 102 high-spirited horses and comes with your choice of 5-speed manual or an electronically controlled automatic transmission. Its turbo-charger bearings are water-cooled so they won't cook when you shut down after a hard run. The Turbo also features such niceties as sport seats and suspension, vented front disc brakes, a front air dam and a rear roof spoiler.

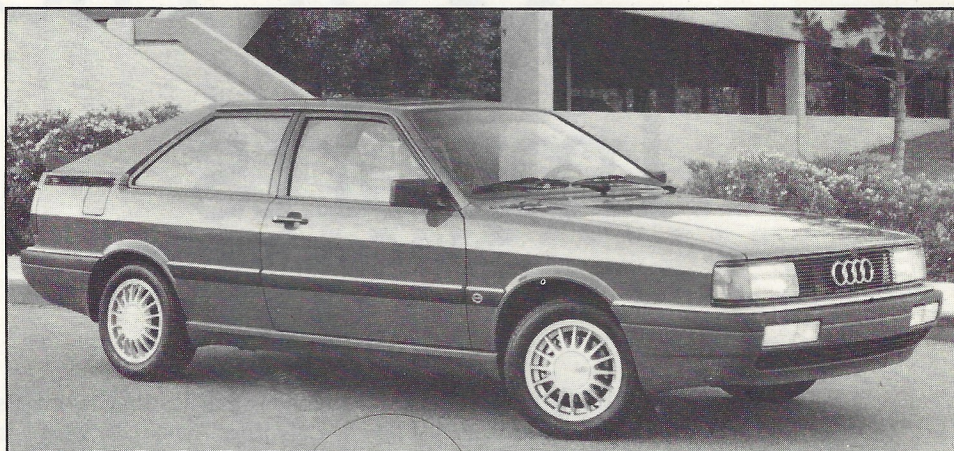
Not to be outdone, trusty old Toyota has come up with a high-tech 16-valve (four per cylinder), twin-cam, fuel-injected four for its sporty rear-drive Corolla GT-S coupe and liftback. Why four valves? Because they "breathe" better than the usual two larger ones, flowing the intake fuel/air mixture into the cylinder, and the exhaust out more efficiently. They can also operate faster for more usable engine rpm and they permit a more efficient combustion chamber.

It's only average for getting away from a stop, but downright terrific at higher rpm. This same 16-valver, incidentally,

NAMED FOR A FAMOUS
 Ferrari racer of the past,
 the ultra-exotic Testarossa
 features a 380-hp,
 12-cylinder engine and a
 180 mph top speed.



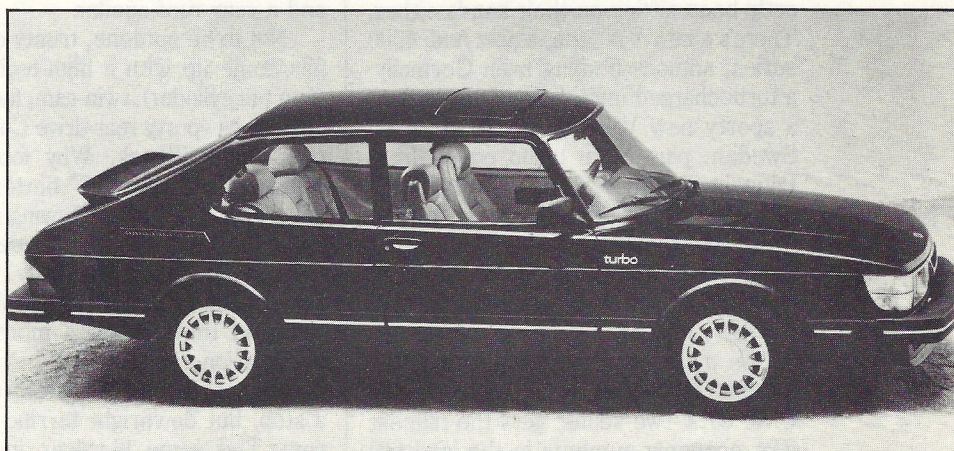
AUDI'S '85 COUPE GT
 boasts a smoother, more
 aerodynamic nose, all-new
 interior design and 9-second
 0 to 60 performance
 from its 110-hp,
 5-cylinder engine.



NISSAN
 (formerly Datsun) debuts its
 all-new Maxima sedans and
 wagons, which look like the
 old ones but are front-wheel
 drive and powered by the
 ZX sportscar's V6 engine.
 Shown here, the Euro-look
 SE sedan.



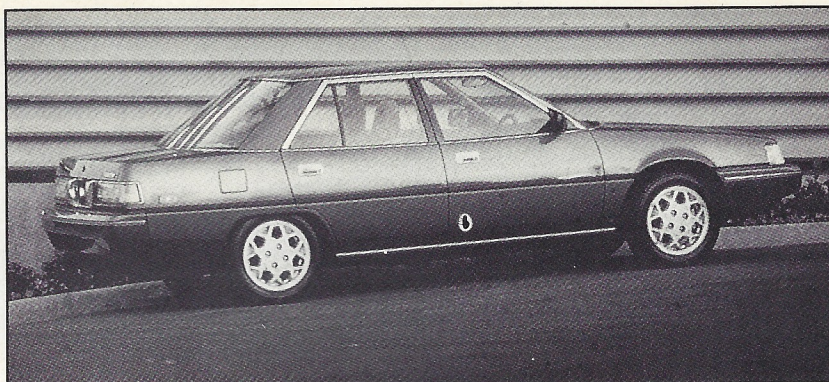
SAAB'S POPULAR TURBO
 gets 4 valves per cylinder,
 twin overhead cam and a
 strong 160-hp for '85. The
 hatchback, shown here,
 does 0 to 60 in 8.7 seconds.



will be mounted transversely behind the seats of Toyota's soon-to-come MR-2 mid-engine sports car. Other new-model news from Toyota includes a slick Celica GT-S convertible and a restyled Cressida sedan.

Subaru, that slightly eccentric Japanese maker who is headquartered on the East Coast, has redesigned its model line for only the second time. The new Subaru sedans, wagons and sporty hardtops are better-looking, roomier and more advanced in technology, especially under the hood. The odd H-shaped, flat-four engine (sort of a water-cooled VW Beetle motor) gets overhead cams, electronic fuel-injection in all but the cheapest models, and an optional turbo that boosts their output to a respectable 111 horsepower. All models offer a choice of front-wheel drive or "on-demand" four-wheel drive, and the top of the line sedan has a clever air suspension that's driver-adjustable and rises up over an inch automatically when 4wd is selected at under 50 mph.

Earlier, we mentioned no less than three new feature-loaded sedans, which represent early thrusts in Japan's efforts to move into the more profitable luxury/family-car territory, traditionally ruled by U.S. and European makers. The first is from Mitsubishi, a handsome 4-cylinder 4-door called Galant that fits in the Mazda



MITSUBISHI GALANT

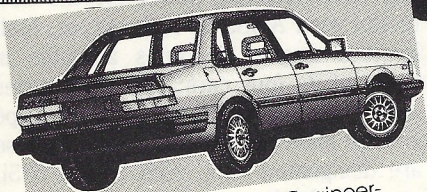
626/Toyota Camry class, but tries hard to compete with the six-cylinder Nissan Maxima and Toyota Cressida. And it does a pretty fair job at that, with features like four-speed overdrive, automatic transmission, electronically controlled suspension and more trick electronic gizmos than you can shake the proverbial stick at. For instance, there are automatically variable-speed windshield wipers that increase their interval timing with the car's speed; power windows that work for 30 seconds after the ignition is off; power door-locks that won't let you leave your key in the ignition and remote stereo radio controls in the steering wheel hub.

Nissan's Maxima is a whole new

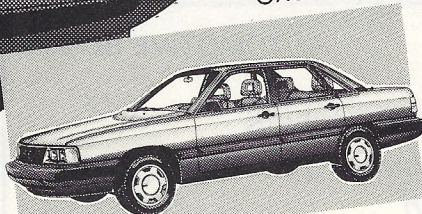
front-drive car for 1985 that—like the recent BMWs—looks almost exactly like the old rear-drive sedan it replaces. You almost have to check for the new European-style flush headlamps to tell the difference. In any case, it's more spacious inside, a little more sporty in handling and considerably faster thanks to its 152-hp, fuel-injected, V6 engine. It, too, is loaded with standard and optional features too numerous to list, including a push button-type keyless entry system. The 5-speed manual, Euro-look SE version comes with a bronze-tinted power sunroof, 6-speaker stereo with AM/FM stereo, graphic equalizer and automatic volume control (which compensates for



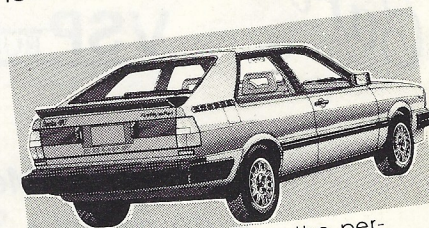
Should you choose to become the proud owner of a new '85 AUDI from RUSNAK/WESTLAKE, you will, coincidentally, be taking advantage of a very special moment in true value and excellence.



Audi advances the art of Engineering with the launching of the new 4000S Quattro.



Audi's new aerodynamics represent a remarkable synthesis of design in a 5000S Turbo.



The Audi GT Coupe is the performance car Road and Track ranks as the "Best Sports Coup of the 80's".

RUSNAK / WESTLAKE
DEALERSHIP OF EXCELLENCE
3832 Thousand Oaks Blvd.
Westlake/Thousand Oaks Auto Center
(818) 991-6340 (805) 496-6500



PEUGEOT 505 TURBO

wind, engine or road noise at higher speeds), theft deterrent system, cruise control, driver adjustable suspension (similar to the 300-ZX Turbo's), power everything, alloy wheels and four-wheel disc brakes. You can tell the SE by its front fog lamps, rear deck spoiler and more aggressive performance tires.

Toyota's competing Cressida is mildly restyled. Now, it has more room inside and gets more performance from its 156-hp, twin-cam straight six engine, but remains rear-drive for the moment. It, too, like the Galant and Maxima, sports enough high tech to please the most jaded gadget fan. Digital electronic instrumentation is optional, but there's a security system

and a handy "memory" tilt steering wheel (which returns to where it was before you raised it to get in or out). The slightly sportier, 5-speed manual version also comes with more contoured, more supportive, adjustable bucket seats compared to the softer, plusher ones in the 4-speed automatic model. Toyota's variation on the electronic suspension theme, called TEMS (Toyota Electronic Modulated Suspension), is also standard on the 5-speed version and it lets the driver select either "normal" or "sport" ride characteristics, then automatically adjusts for driving conditions.

There are fewer new models on the European side, but a lot of technical ad-

vancements. VW's Jetta is all-new and, like the U.S.-built Golf it's derived from, has a much-improved ride, room, performance and handling, as well as a modern slightly wedge-shaped new look. Three engines—gas, diesel and turbodiesel—are available in the regular 2-door and 4-door models, and the high-performance GLI version has a more powerful (100-hp) four-cylinder engine, plus an excellent sport suspension, sport seats, gauges and more.

One step up from the Jetta is the Audi 4000 series (also imported by VW of America), which has always languished in the shadow of its beautiful and glamorous luxury cousin, the 5000. No more. A lovely, more rounded new body with Euro-style headlamps and full-width tail-lamps gives the 4000S a more exciting (and expensive) look. An upgraded 102-hp fuel-injected 4-cylinder gives it a lot more punch. The versatile and fun-to-drive 4wd 4000S Quattro gets 115 hp from its injected 5-cylinder engine, and the slick Coupe GT, along with its new styling, has a 110-hp version of the same engine.

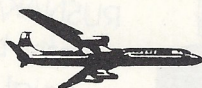
Sweden's Saab, like Toyota, has gone the four-valve-per-cylinder route to coax more performance and fuel efficiency from its third-generation turbocharged 2.0-liter engine. The new 160-hp 16-valve turbomotor, complete with intercooler to cool the intake air for more power and less heat stress on the engine, is available in either the 3-door or the 5-door Saab hatchback models. Volvo, too, has livened up its conservative-looking line with optional turbo power in recent years. The regular intercooled Volvo turbos (coupe, sedan or wagon) have to be driven to be believed—they're *fast*! The larger, luxury 760 GLE Turbo, with 160-hp at the other end of its throttle cable, is also quick for its size. And the latest Turbo Volvo, a sportier and less expensive "740" version of the 760, should be quicker still. Not to be outdone, France's Peugeot has a new 142-hp turbo version of its excellent 505 luxury sedan for 1985.

BMW offers both more engine power and safer stopping power for the new model year. A 185-hp high-output, fuel-injected engine becomes available in three of its four cars: the big 7-series sedan, the beautiful 6-series sport coupe and the mid-range 5-series sedan. These are designated 735i, 635CSi and 535i, respectively. A computer-controlled, anti-lock braking system, called ABS, becomes standard in all of these larger BMWs and optional in the smaller 3-series models.

Arch-rival Mercedes also brings ABS antilock braking—which maintains steering control during hard braking by keep-

FOR THE EXECUTIVE WHO DEMANDS THE BEST . . .

Carter's
INC.



VSP BURBANK AIRPORT PARKING

AUTOMOTIVE REPAIR

*Reservation Memberships
Auto Repair • Shuttle Service
Smog Inspection*

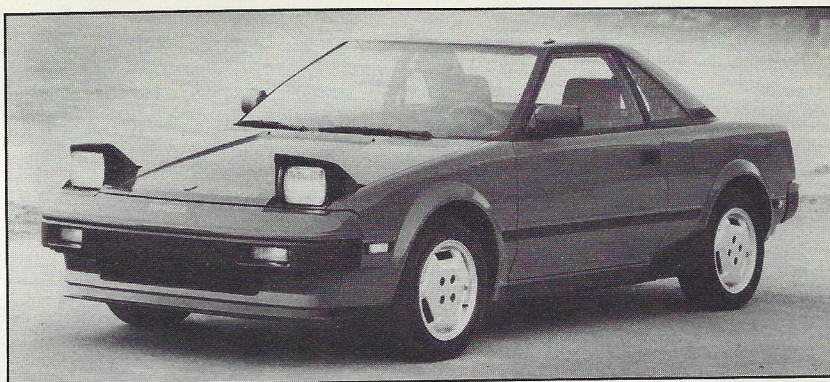
. . . a highly personalized service

(818) 842-5702

2616 Hollywood Way • Burbank, California 91505

ing the tires from "locking up" and sliding—to U.S. buyers. It is standard in high-line models, optional in the "Baby Benz" 190E and 190D sedans. The supplemental restraint system (SRS), which consists of an airbag on the driver's side and an automatic belt tensioner for the right front passenger, becomes standard in the topline 500SEL sedan and 500SEC coupe and optional in other models. Automatic belt tensioners, which tighten up for added protection in a crash, become standard for both front occupants in all Mercedes cars except for the 300CD diesel coupe.

Finally, for the super-rich enthusiast, bored with run-of-the-mill Ferraris and the like, there's always the new Ferrari Testarossa. The name means "red head" and comes from the red engine valve covers on the original Testa Rossa V12 racing cars of the 1950s. But this new Testarossa of the 1980s owes nothing but its 12-cylinder, flat "Boxer" engine's 4.9-liter displacement to that famous Ferrari of three decades ago. The engine is a "Boxer" because its pistons (as in the VW and Subaru flat fours) reciprocate back and forth opposite each other like sparring boxers' fists. It has four cams, two for each bank of six cylinders, and four valves per cylinder (a total of 48!).



TOYOTA MR2

It generates some 380 hp. The aluminum-bodied, mid-engine Testarossa can be propelled from 0 to 60 in less than six seconds and to a top speed approaching 180 mph!

This car replaces the legendary 512BB (Boxer Berlinetta) in Ferrari's European lineup and should begin being legally imported here sometime this year. The price was not announced at press time, but it should be well into the "if you have to ask you can't afford it" territory—probably \$110,000 or so. The styling is controversial due to the huge "cheese grater" vents that feed air to the twin side-mounted radiators and the matching bold horizontal grid-line theme that fair-

ly covers its sensuous shape. But with that sort of performance and status appeal, few fortunate enough to own one should complain.

From the affordable and practical Honda Civic to the hyper-exotic and expensive Ferrari Testarossa, there's a lot of exciting new stuff at the import-car dealers for 1985. Shop carefully, compare competing makes and models, don't ever buy *any* car on impulse or without test-driving it first, and you're sure to find the right new car to suit your lifestyle. All it takes to put the right one into your garage is the desire, a little time invested in research and shopping, and (of course) the finances. **WM**

Let Ellis Introduce You to the New Voyager Magic/Camper From Chrysler/Plymouth

Now you can answer the
call of the great outdoors
with the fun and
convenience of the new
Plymouth Voyager

The Camper with the Magic Tent Features:

- 8x10 Tent attaches to the Voyager or stands independently
- Camper's Converta-Bed Bench sleeps two
- Curvilinear Tent Design provides added strength and stability plus excellent headroom

Buy a Magic Camper and get a Magic Tent at no extra cost

JACK ELLIS
CHRYSLER-PLYMOUTH

21422 Roscoe Blvd. Canoga Park
348-7510