

INTERVIEW: BASKETBALL'S MIGHTY MOSES MALONE

PLAYBOY

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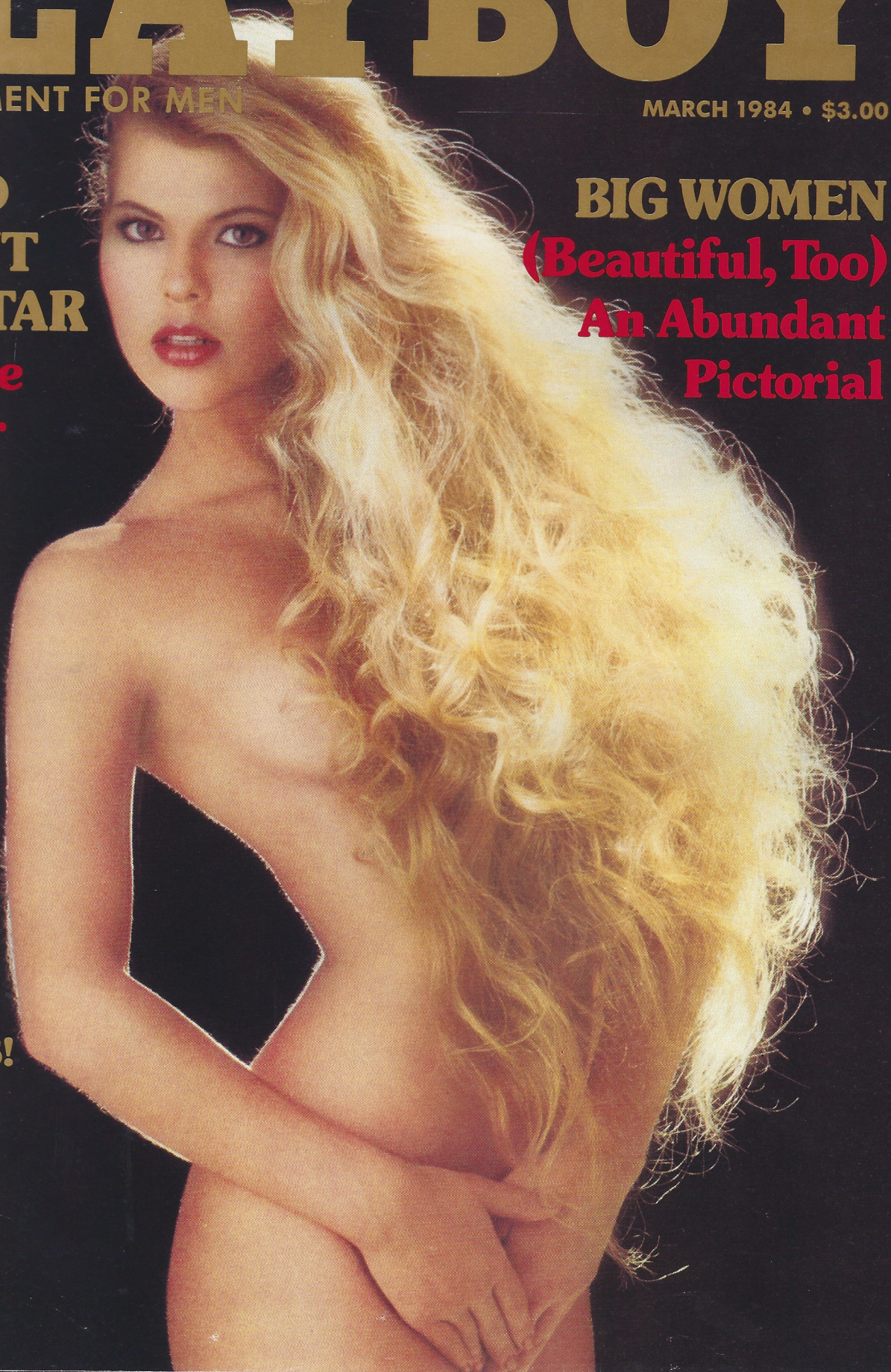
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**She'll Give
You Fever**

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(Beautiful, Too)
**An Abundant
Pictorial**

**RIPPING
OFF
JOHN
LENNON**
**A SPECIAL
REPORT**

**SEXY CARS!
HOT CYCLES!
PLAYBOY'S
GUIDE
TO WHEELS**



PLAYBOY GUIDE

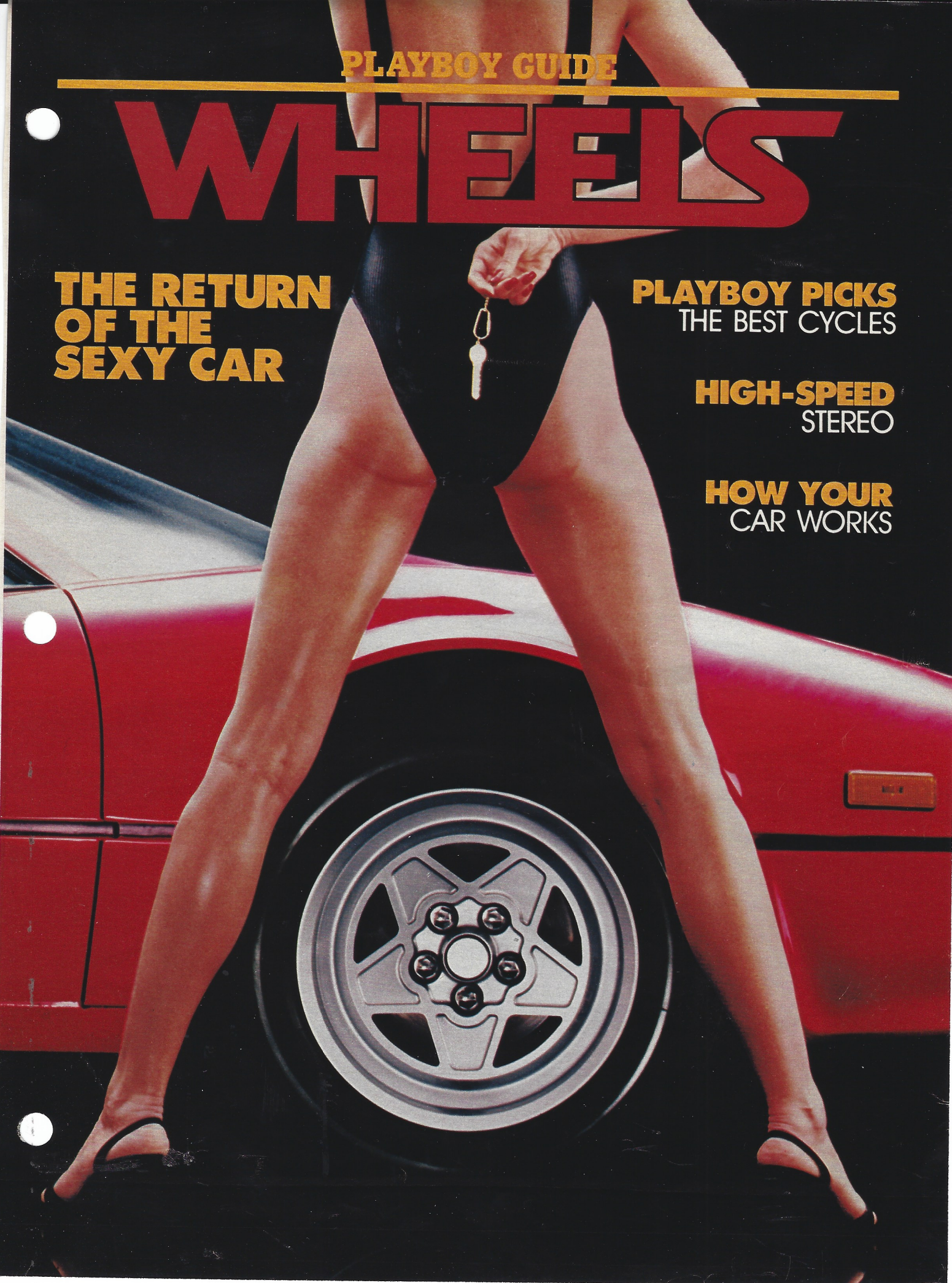
WHEELS

**THE RETURN
OF THE
SEXY CAR**

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THE RETURN OF THE SEXY CAR

with high technology and sleek design,

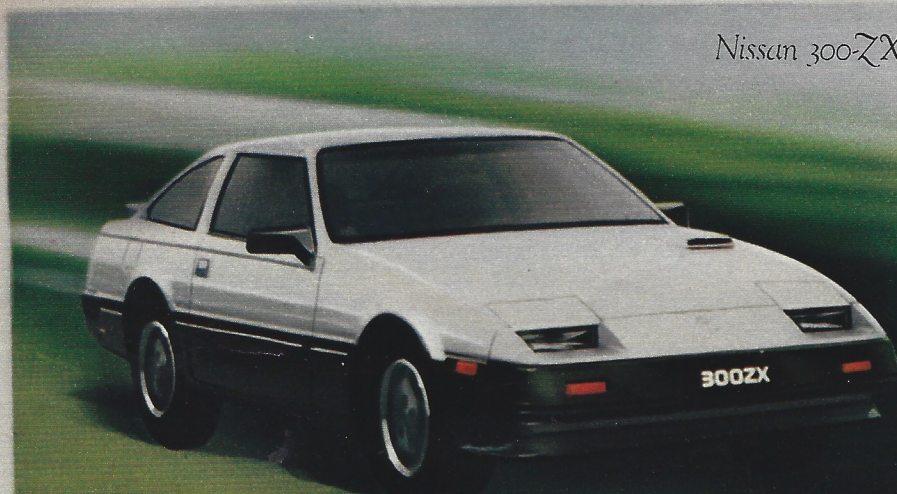
1984 signals a new age of auto lust

By GARY WITZENBURG

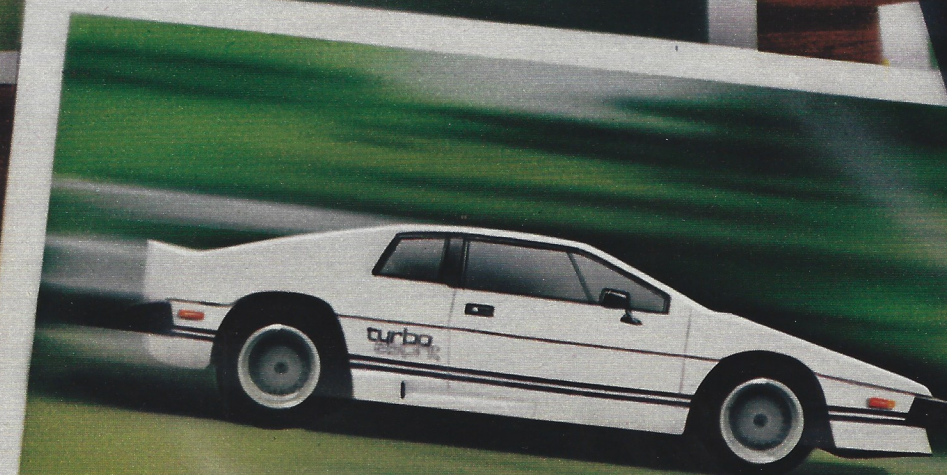
RETURN WITH US now to those thrilling days of yesteryear, when cars were cars and men were men and boxes were something you put your groceries in. For a good while there, it was starting to look as if the days of our youth were gone forever—the happy days when cars offered good performance and great styling, the days when your car would impress your friends and maybe even lure the ladies. The days of the sexy car seemed lost to more practical concerns such as fuel efficiency and kids with long legs.

The auto industry started building cars that “made sense.” That meant they didn’t look too great on the open road, but they sure fit into the parking spaces at the supermarket. Sexy styling was put into the deepfreeze. Reality, the auto makers said. Boring, we thought. Then came high technology. While outside the song remained the same, things really started

Nissan 300ZX Turbo

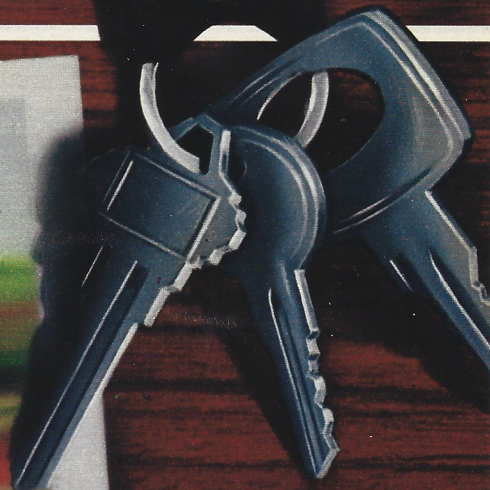
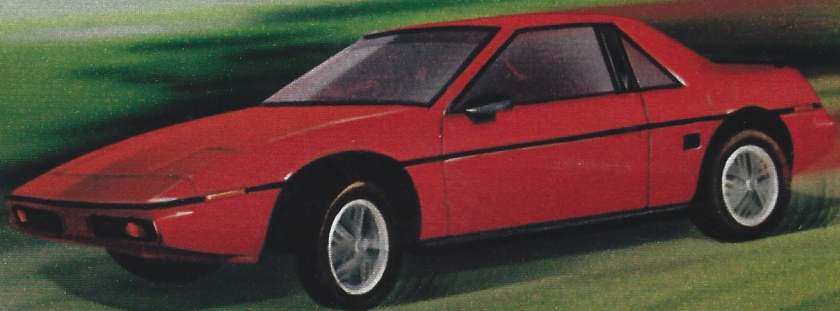


Lotus Esprit Turbo



ILLUSTRATIONS BY KEN ROSENBERG / WILLARDSON & WHITE

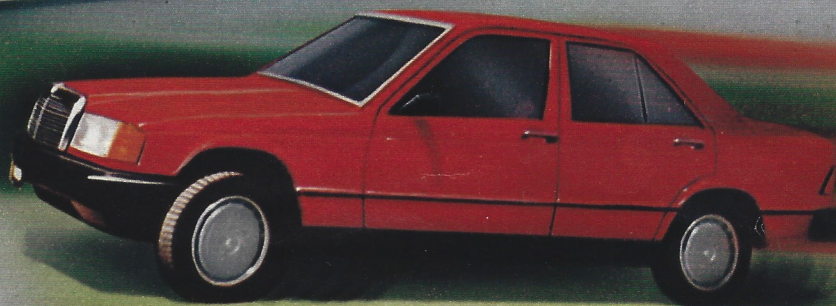
Pontiac Fiero 2M4



Chrysler Laser Turbo



Mercedes-Benz 190E 2.3



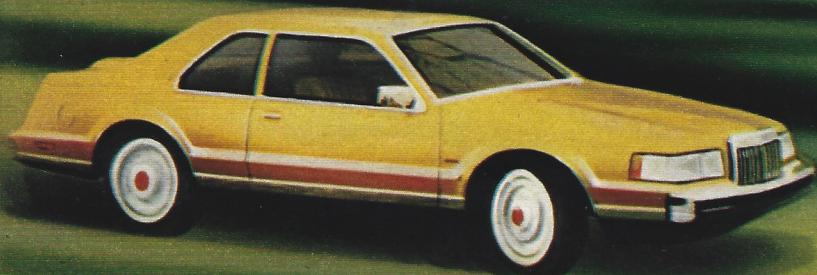
PLAYBOY GUIDE

humming under the hood. Turbochargers, lightweight materials, aerodynamic styling, electronic fuel injection, electronic idle control, electronic everything. Under the skin of those high-tech machines, computers would monitor everything from exhaust content to how far your foot pushed the throttle. They would adjust the suspension, control the cockpit climate and optimize the signal strength of your favorite stereo station. The new technology would bring cars as close to mechanical perfection as (continued on page 168)

BMW 318i



*Continental
Mark VII LSC*



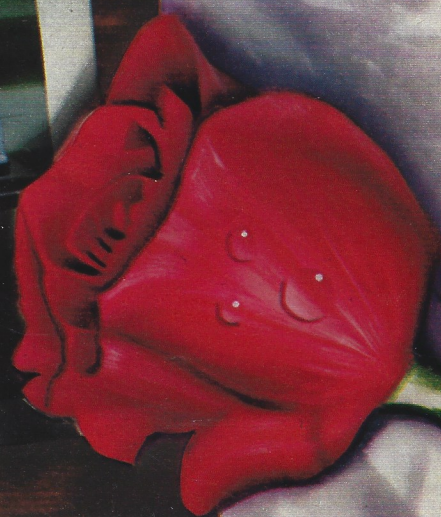
Honda Civic CRX



*Toyota
Corolla FF 5-door*



Peugeot 505 Wagon



HOW YOUR CAR WORKS

read this and you, too, can be mr. goodwrench

REMEMBER WHEN any bonehead could understand a car? You turned the key to start the engine, which was located up front, like its predecessor, the horse. You put the car in gear, stepped on the gas and it moved. You stepped on it harder, it moved faster.

No one really understood how a carburetor worked, but it was simple to find, remove and disassemble. You just cleaned all the little pieces and put it back together. If there were no little pieces left over, it was probably fixed.

Alas, an increasing number of engines these days have fuel injection instead of carburetors and computerized electronic ignition instead of easily replaceable little parts. Increasingly, turbochargers restore performance but raise the complication factor. Trans-axles (driving the front wheels) are replacing transmissions; MacPherson struts are replacing traditional springs and shocks; and you and I are not likely to be replacing much of anything ourselves anymore—except, maybe, the sparkplugs, which don't need replacing

very often, anyway.

Still, knowing the new language of cars will get you over half the hump. And Autospeak is not that tough to master. For example:

UNDER THE HOOD

All engines have *cylinders* in a cylinder *block*, in which can-shaped *pistons* travel up and down. A mixture of fuel and air is ignited by an electrical *spark-plug* in each cylinder's *combustion chamber*, above the piston. The resulting controlled explosion drives the piston downward, producing power. The pistons turn a rotating *crankshaft*, which transmits the power out through the engine block. *In-line* engines have their cylinders in a straight row, while *V6s* and *V8s* have half on each side in a V-shaped arrangement.

Atop each row (or bank) of cylinders sits a *cylinder head* containing passages (ports) through which the air/fuel mixture (charge) flows in and exhaust gases flow out after combustion. Each port has a long-stemmed, mushroom-shaped

valve to control its flow. These valves are held tightly closed by heavy *valve springs* until pushed open at the proper time by an egg-shaped *lobe* on a rotating *camshaft*.

A *carburetor* adds fuel to the intake air on its way to the *intake manifold*, which distributes it to the head's intake ports. Exhaust gases are collected from the exhaust ports by an *exhaust manifold* and are then piped through the exhaust system, which includes a *muffler* and (in most cases) a *catalytic converter* full of chemical catalysts that convert pollutants into harmless substances. *Turbocharging* reclaims energy from the hot exhaust by using it to drive a turbine attached to a pump that forces additional air/fuel mixture into the cylinders under pressure. *Fuel injection*, usually electronically controlled, mixes fuel into the intake charge more precisely than carburetors can by squirting it directly into each intake port (port, or multipoint, injection) or into a single central point in the intake manifold. Are you getting this?

UNDER THE BODY

Independent suspension means that the wheels on both sides of a vehicle are free to move up and down independently instead of being tied together by a single axle assembly. All modern cars (and most light trucks) have independent front suspension, and some are independent in the rear as well. Front-suspension springs are usually large coils (some cars have twisting *torsion bars* instead). Coils or long, beamlike *leaf springs* are used in the rear. Springs support the body and let the wheels move up and down over bumps, while *shock absorbers* (closed tubes with fluid and a piston inside) resist that motion to keep the vehicle from bouncing like a buckboard. *MacPherson struts* are essentially long shock absorbers with coil springs wrapped around them to save space.

In rear-drive vehicles, power from the engine travels through a *transmission* and a long *drive shaft* into a *differential*, which splits it outward through axles to the rear-wheel hubs and reduces rotational speed for more torque, or pulling power. A front-drive car combines the transmission and differential functions in a *transaxle* to power the front wheels. Manual transmissions use a foot-operated *clutch* to mechanically disconnect the engine from the transmission during shifting. If you drive an automatic, you don't need to know this. You just step on the gas and the car moves. You step on it harder, it moves faster.

—GARY WITZENBURG

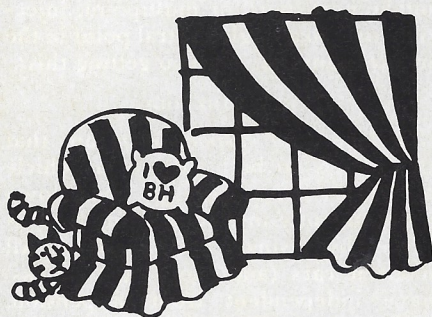
PHOTO AND PLAYBOY GUIDE COVER PHOTOGRAPHY
BY RICHARD FEGLEY



What's a Rusty Nail?



a) the rock group from New Guinea that's breaking records in America.



b) the latest decorator color that's sweeping Beverly Hills.



c) the delicious combination of equal parts of Drambuie and scotch over ice.

THE SEXY CAR

(continued from page 152)

possible. And that meant the auto makers could finally turn their attention back to making cars exciting again.

It would start out slowly, with softer, more rounded lines all around. Then some small fireworks. New sports cars and convertibles. And then some bigger bombshells. Ford's new T-bird and Cougar. A brand-new Corvette. A new Nissan ZX. Chrysler's entry into the sports-car field. A Pontiac mid-engine two-seater priced for the masses. But enough of the headlines. It's time for you to lean back in your bucket seat, and read all about it.

AMERICAN CARS

Surprise, surprise! General Motors has finally gotten its act in gear and has driven right off the middle of the road and into the fast lane. Perhaps spurred by the initial success of the new Corvette, G.M. has put a lot of punch and promotion behind Pontiac's new Fiero, a sexy, more affordable two-seater that promises to quicken the pulse of those who don't want to blow the ranch on the 'Vette.

At less than half the price of the Corvette, the plastic-bodied Fiero is America's first (and to date only) mid-engine car. Its 2.5-liter four-cylinder is mounted, race-car style, behind the seats, which allows room for an ultralow aerodynamic nose, which helps make for some uncommonly well-balanced handling. The car's snug-fitting plastic "skin," an easily removable set of corrosion-proof plastic panels, helps ward off the dings and dents. With a four-speed manual or optional three-speed automatic, the current Fiero offers moderate muscle, but there's more to come. Next year, Pontiac is planning to add an optional V6 version, which should turn this sporty little fuel saver into much more of a fire breather. Pontiac also has a hot new 150-hp turbocharged version of its 1.8-liter four-cylinder engine available in most models of its 2000 Sunbird series.

Not to be left in the dust in the high-tech sweepstakes, Chevrolet boasts a new-look front-wheel-drive (fwd) intermediate Celebrity, with a neat show-and-go Eurosport package on its coupe, sedan and new-for-'84 wagon. An optional 130-hp H.O. (high output) V6 gives the new Celebrity plenty of punch. Chevy's other superstrutter, the luxury Camaro Berlinetta, gets ultratech electronic instrumentation that makes the starship Enterprise look like an old Corvair.

Oldsmobile has also turned to some snazzy cosmetic surgery with Euro-look ES packages for its three-car fwd series (Cutlass Ciera, Omega and Firenza). And the top-line Toronado's changes speak for themselves through G.M.'s first talking dashboard.

Buick borrows a page (and a 1.8-liter turbo four) from Pontiac's book for its sporty fwd Skyhawk T Type. But that

doesn't mean that Buick is without original thought. It has come up with two all-new V6 power plants. One, an option in the mid-size fwd Century T Type, uses multipoint fuel injection to develop 125 horsepower. The second, standard in both Riviera and Regal T Types, is turbocharged and sequentially fuel-injected for an even more impressive 190 horses.

And if the return of the ragtop Cadillac (the first since '76) isn't enough, keep your eyes on the showrooms. Caddy will soon introduce an all-new fwd deVille, complete with a 135-hp aluminum V8. Also on the way from G.M. are new fwd Buick Electras and Olds 98s, both offering high-lux motoring with improved space and fuel efficiency.

Ford has finally given up on its barn-shaped Lincoln Continental Mark VI in favor of a sleeker Mark VII, which should shock the usually complacent large-luxury-car world. The radical new Mark is softly rounded and aerodynamically shaped. While there are still toned-down hints of the traditional Lincoln grille and Continental kit, the big styling news is the first domestic use of Euro-style flush head lamps. Under the prettier facings is a unique computer-controlled air-spring suspension that quickly compensates for changes in passenger and cargo load. The four air-bag springs make the new Mark (and its city cousin, the four-door Continental) ride and handle like no other big, plush luxury car. There's even a driver-oriented LSC (luxury sports coupe) version with stiffer suspension and high-performance *black-wall* tires on alloy wheels. Imagine that—a serious *sporty* Lincoln!

Ford offers a stable of newly turbocharged performance cars this year. They run from the handsome, quick and marvelously civilized 2.3-liter Thunderbird Turbo Coupe to the 1.6-liter versions of the little fwd Escort sedan and the EXP two-seater coupe. In between, sizewise, are a 145-hp turbo Mustang and a special new Mustang model called SVO. The latter, with a nearly grilleless aerodynamic nose, a two-tiered aero wing, a 175-hp turbo four and deeply contoured performance bucket seats, has the full treatment of Ford's Special Vehicle Operations racing department.

From Mercury (you remember Mercury), there's a new performance-model Cougar XR-7 with the T-bird Turbo's 145-hp motor and a choice of five-speed manual or three-speed automatic transmission. Then there's a turbocharged Capri RS and, yes, a 120-hp Lynx RS turbo.

Say, have you noticed that Lee Iacocca has been getting more TV time than Bo Duke? Well, he does have a lot to brag about. His turnaround of the Chrysler Corporation is one of America's greatest cliff-hanger success stories. But there's more to Chrysler these days than just a black bottom line. Its long-suffering

engineers have managed to design and develop the industry's best new engine, a tough-spirited 2.2-liter overhead-cam four, as well as some very nice fwd family sedans to put it in. In the past couple of years, the Chrysler line has expanded to include a couple of nifty convertibles and some low-buck pocket-rocket performance cars, including the Shelby Charger.

But all of that was just a warm-up for 1984, when Chrysler fires a double-barreled salvo at the competition. First comes a pair of sleek, sexy, fast and fine-handling sports cars called Chrysler Laser and Dodge Daytona. The former is a showcase for Chrysler electronics, with optional everything from digital/graphic instruments to systems monitoring, computer navigation and a more sophisticated version of Chrysler's famous talking dashboard. The Daytona Turbo Z is more all-out performance oriented, with functional racer-look aerodynamic spoilers and the best suspension yet on a front-wheel-drive car. Both the Daytona and the Laser offer an optional 142-hp turbocharged engine, the same 2.2-liter turbo that's now an option in the fwd Chrysler E Class luxury sedan and the sporty Dodge 600 ES.

Barrel number two banged big early this year with the introduction of America's first minisized vans, the Dodge Caravan and the Plymouth Voyager. These hold seven people and a fair amount of cargo and fit easily in any garage. The ruggedly handsome Caravan and Voyager drive more like cars than like trucks and can be fitted with almost any equipment available on your average modern auto.


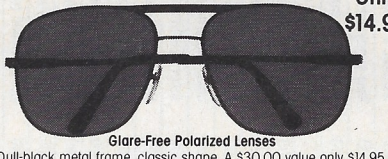
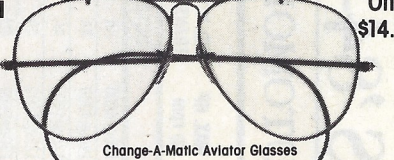


Franco-American partners A.M.C. and Renault introduce a sportier hunchbacked hatchback version (called, appropriately, Encore) of their highly successful fwd Alliance, plus an all-new downsized and modernized four-wheel drive (4wd) Jeep Cherokee/Wagoneer series. Volkswagen of America has its Pennsylvania plant geared up for production of the quick, agile and affordable Rabbit GTI, as well as an inexpensive new diesel Rabbit called Sparmeister. Watch for all-new Rabbits to hop into the showrooms later this year. Honda of America cranks up assembly of its U.S.-built Accord sedan while preparing to add the hatchback model to its Marysville, Ohio, production line. And little Avanti of South Bend, Indiana, celebrating its first full year under new ownership and management, face-lifts and upgrades its custom-built Avanti sports car with nicely integrated new bumpers, a redesigned interior, a new 190-hp Chevrolet V8 engine and substantial ride and handling refinements.

JAPANESE CARS

The Japanese are not as enamored with fuel injection and turbocharging as are our domestic car makers, at least for their U.S. models. That's probably because they tend to design new engines regularly instead of

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<p>2</p>  <p>Girl Watcher Gray mirrored lenses, black frames. A \$20.00 value only \$9.95. 2 pairs for \$18.00.</p>	<p>Only \$9.95</p>	<p>8</p>  <p>Aviator Teardrop Flight Glasses Flexible cable temples, gold frames. A \$20.00 value only \$9.95. 2 pairs for \$18.00.</p>	<p>Only \$9.95</p>
<p>3</p>  <p>Glare-Free Polarized Lenses Dull-black metal frame, classic shape. A \$30.00 value only \$14.95. 2 pairs for \$28.00.</p>	<p>Only \$14.95</p>	<p>9</p>  <p>Standard Aviator Glasses Traditional stems, gold frames. A \$20.00 value only \$9.95. 2 pairs for \$18.00.</p>	<p>Only \$9.95</p>
<p>4</p>  <p>Gray Mirror Lens Glasses Gold metal rims, flexible cable temples. A \$30.00 value only \$14.95. 2 pairs for \$28.00.</p>	<p>Only \$14.95</p>	<p>10</p>  <p>Professional Driving & Shooting Glasses Wide angle amber lenses brighten visibility. Gold frames. A \$30.00 value only \$14.95. 2 pairs for \$28.00.</p>	<p>Only \$14.95</p>
<p>5</p>  <p>The Classic Black metal frames, gray lenses. A \$30.00 value only \$14.95. 2 pairs for \$28.00.</p>	<p>Only \$14.95</p>	<p>11</p>  <p>Change-A-Matic Aviator Glasses Lenses darken outdoors, change back to lighter tints indoors. Gold frame. A \$30.00 value only \$14.95. 2 pairs for \$28.00.</p>	<p>Only \$14.95</p>
<p>6</p>  <p>Change-A-Matic Flight Glasses Features lenses that darken outdoors and change back to lighter tints indoors. Specify gold or silver frames. A \$30.00 value only \$14.95. 2 pairs for \$28.00.</p>	<p>Only \$14.95</p>	<p>12</p>  <p>The Sportsman Sports-graphic on black metal frame. A \$25.00 value only \$14.95. 2 pairs for \$28.00.</p>	<p>Only \$14.95</p>

STYLE#	QTY.	FRAMECOLOR	PRICE
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2		Black	
3		Black	
4		Gold	
5		Black	
6			
7			
8		Gold	
9		Gold	
10		Gold	
11		Gold	
12		Black	

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adding new technology to old ones. But the Japanese manufacturers are big on electronics and keep trying to one-up one another in gimmickry and gadgetry.

This year, Toyota, the General Motors of Japan, splits its popular Corolla series into two entirely different lines. The first is a sporty redesign of the existing rear-drive Corolla, available in both coupe and liftback styles and dubbed (what else?) Corolla Sport. The second is an all-new

and considerably roomier fwd series (four-door sedan and five-door liftback) with styling lifted from the larger fwd Camry and some chassis pieces derived from the smaller fwd Tercel. Toyota's other all-new model for '84 is a spacy-looking Van Wagon powered by a midship-mounted 2.0-liter fuel-injected push-rod four. Its most interesting features are a highly aerodynamic (for a van) body and the world's first factory auto drink cooler and

ice maker. Why didn't Detroit think of that?

Nissan (it's going to be hard to stop saying Datsun, isn't it?) unveils a redesigned Z-car. The new 300-ZX looks much like its predecessor (the popular 280-ZX) except for a new, flat nose with partially covered head lamps. Its best feature by far is an all-new 3.0-liter fuel-injected overhead-cam V6 engine developing 160 lusty horsepower. With optional

PLAYBOY CARS '84-VITAL STATISTICS

SPORTY, SEXY, HIGH-TECH AUTOMOBILES, BOTH FOREIGN AND DOMESTIC

MAKE & MODEL	OVER-ALL WHEEL-BASE LENGTH (inches)	DRIVE* SYSTEM	STANDARD** ENGINE	MAX. HP @ rpm	STD.*** TRANS.	0-60 MPH (sec.)	EST. EPA ECONOMY (city/hwy mpg)	APPROX. BASE PRICE	DESCRIPTION & FEATURES
UNITED STATES									
Avanti	194.4	109.0	F-R	5.0-V8 H.O.	190@4800	4A	8.5	18/29	New version of custom-built, high-performance classic
Buick Riviera T Type	206.6	114.0	F-F	3.8-V6 EFI/T	190@4000	4A	10.5	16/27	Personal luxury coupe with more turbo power
Buick Electra T Type	196.2	110.8	F-F	3.8-V6 EFI	125@4400	4A	12.5	20/33	Sporty version of soon-to-come all-new fwd luxury sedan
Buick Century T Type	189.1	104.9	F-F	3.3-V6 EFI	125@4400	4A	11.5	20/33	Mid-size sporty sedan with new fuel-injected engine
Buick Skyhawk T Type Turbo	171.3	101.2	F-F	1.8-4 EFI/T	150@5600	4M	8.5	24/36	Turbocharged sporty subcompact
Cadillac Eldorado Convertible	204.5	114.0	F-F	4.1-V8 EFI	135@4400	4A	14.5	18/28	Revival of the open-air Eldorado
Cadillac Cimarron	173.1	101.2	F-F	2.0-4 EFI	88@4800	5M	14.0	27/43	Cadillac's little luxury sedan
Chevrolet Celebrity Eurosport	188.3	104.9	F-F	2.8-V6 H.O.	130@5400	3A	12.0	21/33	New sporty version of mid-size fwd with H.O. V6 power
Chevrolet Camaro Z-28 5.0 H.O.	187.8	101.0	F-R	5.0-V8 H.O.	190@4800	5M	7.5	16/28	The ultimate high-performance Camaro
Chevrolet Corvette	176.5	96.0	F-R	5.7-V8 EFI	205@4200	4M	6.8	16/28	Major redesign of the classic fiberglass sportster
Chevrolet Cavalier Type 10 Coupe	172.4	101.2	F-F	2.0-4 EFI	88@4800	5M	14.0	27/43	New sporty version of small fwd hatchback coupe
Chrysler E Class Turbo	187.2	103.3	F-F	2.2-4 EFI/T	142@5600	3A	9.9	22/30	New turbo power for fwd luxury sedan
Chrysler Laser Turbo	175.0	97.1	F-F	2.2-4 EFI/T	142@5600	5M	8.1	22/35	All-new turbocharged fwd sports car, heavy on electronics
Continental Mark VII LSC	202.8	108.5	F-R	5.0-V8 EFI	140@3200	4A	11.5	17/27	Sexy, aerodynamic performance-look Lincoln
Dodge Caravan	175.9	112.0	F-F	2.2-4	101@5600	5M	14.5	24/39	America's first fwd minivan
Dodge 600 ES Turbo	187.4	103.3	F-F	2.2-4 EFI/T	142@5600	5M	9.2	22/35	Euro Sport sedan gets turbo power for '84
Dodge Daytona Turbo Z	175.0	97.1	F-F	2.2-4 EFI/T	142@5600	5M	8.1	22/35	Ultimate version of all-new turbocharged fwd sports car
Ford Thunderbird Turbo Coupe	197.6	104.0	F-R	2.3-4 EFI/T	145@4600	5M	9.0	21/33	Classy turbo transportation in sleek aero body
Ford Mustang SVT	181.0	100.5	F-R	2.3-4 EFI/T	175@4400	5M	7.6	21/33	The ultimate street Mustang from Ford's racing engineers
Ford Escort GT Turbo	163.9	94.2	F-F	1.6-4 EFI/T	120@5200	5M	9.0	26/42	Turbo power packed in a small fwd hatchback
Ford EXP Turbo	170.3	94.2	F-F	1.6-4 EFI/T	120@5200	5M	9.0	26/42	Escort-based two-seat sportster with new turbo power
Mercury Cougar XR-7	197.6	104.0	F-R	2.3-4 EFI/T	145@4600	3A	10.5	20/28	Mercury's answer to T-bird Turbo
Mercury Capri Turbo RS	179.1	100.5	F-R	2.3-4 EFI/T	145@4600	5M	9.0	21/33	Mustang-based sports coupe with new turbo power
Mercury Lynx Turbo RS	163.9	94.2	F-F	1.6-4 EFI/T	120@5200	5M	9.5	26/42	Mercury version of Ford's small fwd hatchback gets turbo, too
Oldsmobile Cutlassiera ES	188.4	104.9	F-F	3.8-V6 EFI	125@4000	4A	11.5	20/36	Sporty fuel-injected fwd mid-size sedan
Oldsmobile Firenza ES	176.2	101.2	F-F	1.8-4 EFI	82@5200	5M	14.6	29/46	Small, sporty fwd sedan
Plymouth Voyager	175.9	112.0	F-F	2.2-4	101@5600	5M	14.5	24/39	Plymouth version of America's first fwd minivan
Pontiac 6000 STE	188.1	104.9	F-F	2.8-V6 H.O.	130@5400	3A	12.0	21/33	High-performance fwd Euro sedan
Pontiac Firebird Trans Am 5.0 H.O.	189.9	101.1	F-R	5.0-V8 H.O.	190@4800	5M	7.2	16/28	The ultimate Firebird, with new H.O. V8
Pontiac 2000 Sunbird Turbo	173.7	101.2	F-F	1.8-4 EFI/T	150@5600	4M	8.5	24/36	Small fwd sporty coupe with standard turbo power
Pontiac Fiero 2M4 SE	160.7	93.4	M-R	2.5-4 EFI	92@4400	4M	12.5	26/40	America's first mid-engine plastic sports car
Renault Encore	160.6	97.8	F-F	1.4-4 EFI	55@5200	4M	14.5	38/52	AMC/Renault's hatchback version of fwd Alliance
Volkswagen Rabbit GTI	157.3	94.5	F-F	1.8-4 MFI	90@5500	5M	9.7	26/36	High-performance bunny is back for second year
JAPAN									
Dodge/Plymouth Colt Vista	174.6	103.3	F-F	2.0-4	88@5000	4+2M	12.1	28/36	New, high, stubby fwd wagon from Mitsubishi
Dodge/Plymouth Conquest	173.2	95.9	F-R	2.6-4 EFI/T	145@5000	5M	8.7	21/31	Chrysler's version of Mitsubishi Starion turbo sports car
Dodge/Plymouth Colt GTI Turbo	156.9	90.6	F-F	1.6-4 EFI/T	102@5500	4+2M	8.2	30/39	Inexpensive pocket rocket for U.S. audience*
Honda Prelude	169.1	96.5	F-F	1.8-4	100@5500	5M	9.7	26/38****	New fwd sporty coupe, introduced late '83 model year
Honda Civic S	150.0	93.7	F-F	1.5-4	76@6000	5M	10.5	35/45	All-new economy Civic series
Honda Civic CRX	144.6	86.6	F-F	1.5-4	76@6000	5M	9.7	36/49	Quickness and supereconomy with 1.3-liter engine
Isuzu Impulse	172.6	96.0	F-R	1.9-4	90@5000	5M	12.0		Exotic Italian body over rear-drive econocar chassis

turbocharging, make that a lusty 200 horses and an equally lusty \$18,200 price tag. Five-speed manual transmission is standard, with computer-controlled four-speed automatic optional. A stretched 2+2 body style remains available for those with small kids and/or dogs. Inside is an excellent eight-way adjustable driver's bucket (power-operated in the top-line GS model), three-way electronically adjustable suspension (available only with

the turbo engine) and (with optional leather interior) the industry's best-yet digital/graphic instrumentation. Coming later this year from Nissan is an all-new, optionally turbocharged 200-SX.

Competent and calculating as ever, Honda follows its terrific new Prelude sporty coupe (introduced last spring) with a revolutionary all-new Civic series that's likely to send competing commuter-car makers back to their drawing boards.

Four body styles are available: a squared-off two-door hatchback (which looks like a tiny wagon); a fairly conventional four-door; a bizzarro-back four-door wagon; and a neat little two-seat, two-door sports coupe called CRX. The base hatchback and a supereconomy version of the CRX (would you believe 51 mpg city and 67 highway EPA ratings? Neither do we) are powered by a 60-hp 1.3-liter engine, the rest by a much livelier but fuel-efficient

Mazda 626 Cou	177.8	98.8	F-F	2.0-4	84@4800	5M	11.3	8,300	Mid-size fwd coupe, sedan and 5-door hatch available
Mazda RX-7 GS	170.1	95.3	F-R	1.3-R EFI	135@6000	5M	8.0	15,100	Mazda's sports car with larger, more powerful rotary engine
Mitsubishi Starion ES	173.2	95.9	F-R	2.6-4 EFI/T	145@5000	5M	8.6	14,600	High-tech turbo sports car
Mitsubishi Cordia Turbo	173.0	96.3	F-F	1.8-4 T	116@5500	5M	9.3	9,400	Coupe and Tredia sedan get optional turbo power
Nissan 300-ZX Turbo	170.7	91.3	F-R	3.0-V6 EFI/T	200@5200	5M	6.3	18,200	Third-generation Z-car with new turbo-V6 power
Nissan 200-SX Turbo	174.4	95.5	F-R	1.8-4 EFI/T	170@5200	5M	10.0	11,000	All-new sporty coupe, optional turbo power
Subaru Turbo-Tracton Hardtop	167.9	96.7	F-4wd	1.8-4 EFI/T	95@4800	3A	12.6	11,100	Optional turbo power for unique 4wd small car
Toyota Van Wagon	175.4	88.0	F-R	2.0-4 EFI	90@4400	5M	15.0	9,000	Toyota's aerodynamic answer to '84 Chrysler minivans
Toyota Supra	183.5	102.9	F-R	2.8-6 EFI	160@5600	5M	8.8	15,700	High-performance hatchback coupe with twin-cam six
Toyota Celica GT-S	176.8	98.4	F-R	2.4-4 EFI	105@4800	5M	11.8	10,600	The poor man's Supra, face lifted and improved for '84
Toyota Corolla 5-Door	166.3	95.7	F-F	1.6-4	70@4800	5M	14.0	6,700	All-new fwd; also available as 4-door sedan
GERMANY									
Audi 5000S Turbo	192.7	105.8	F-F	2.1-5 MFI/T	140@5500	3A	10.6	19,280	Turbo power for aerodynamic new sedan
Audi Quattro Turbo	178.2	99.5	F-4wd	2.1-5 MFI/T	160@5500	5M	7.5	17,128	High-performance 4wd turbo sports coupe
Audi 4000 Quattro	176.6	99.4	F-4wd	2.2-5 MFI	115@5500	5M	9.5	21,280	New 4wd sporty version of mid-size fwd sedan
BMW 633CSi	193.8	103.5	F-R	3.2-6 EFI	181@6000	5M	8.0	19,129	Classic luxury sports coupe
BMW 533i	189.0	103.3	F-R	3.2-6 EFI	181@6000	5M	7.7	19,129	Midrange 6-cylinder sedan with "Who needs turbo?" performance
BMW 318i	176.8	101.2	F-R	1.8-4 EFI	101@5800	5M	10.3	16,400	New last year, 6-cylinder and 4-door coming this year
Mercedes-Benz 500SEC	199.2	112.0	F-R	5.0-V8 MFI	194@4500	4A	9.0	15,120	New 5.0-liter engine for status coupe
Mercedes-Benz 190E 2.3	175.0	104.9	F-R	2.3-4 EFI	113@5000	5M	11.0	23,370	All-new small sedan, gas or available diesel power
Porsche 928S	175.7	98.4	F-R	4.6-V8 EFI	234@5250	5M	6.8	17,127	Porsche's flagship V8 sports car
Porsche 911 Carrera	168.9	89.5	F-R	3.2-6 EFI	200@5900	5M	6.3	20,320	More power and classic Carrera name for rear-engine Porsche
Porsche 944	168.9	94.5	F-R	2.5-4 EFI	143@5500	5M	8.2	22,350	Higher-priced for '84 but still a great sports car
Volkswagen Jetta GLI	167.8	94.5	F-F	1.8-4 MFI	90@5500	5M	10.0	27,360	Rabbit-based sedan gets high-performance Rabbit GTI engine
Volkswagen Scirocco	165.7	94.5	F-F	1.8-4 MFI	90@5500	5M	10.0	27,360	Sports coupe, now with Rabbit GTI's performance engine
ITALY									
Alfa Romeo GTV 6/2.5	171.2	94.5	F-R	2.5-V6 EFI	154@5500	5M	8.1	21,340	Much-improved high-performance V6 GTI coupe
Alfa Romeo 2000 Spider Veloce	168.8	88.6	F-R	2.0-4 EFI	115@5500	5M	9.8	23,350	Classic Italian roadster, improved performance and economy
Bertone X/CEL	156.3	86.7	M-R	1.5-4 EFI	75@5500	5M	11.0	26,370	New name, same loads-of-fun mid-engine Italian sports car
Ferrari Mondial Cabriolet	182.7	104.3	M-R	3.0-V8 EFI	230@6800	5M	7.7	11,119	New convertible version of 4-seat mid-engine Ferrari
Ferrari 308GTSi	174.2	92.1	M-R	3.0-V8 EFI	230@6800	5M	7.1	11,118	60,000**** Quattrovalvole engine, added power for this sensuous exotic
Maserati Biturbo	165.8	98.9	F-R	2.5-V6 TT	192@5500	5M	6.9	15,250	The fabulous twin-turbo Maserati is here at last
Pinninfarina Spider 2000	163.0	89.7	F-R	2.0-4 EFI	102@5500	5M	10.5	25,360	New name for slick (former Fiat) convertible sports car
GREAT BRITAIN									
Aston Martin Lagonda	208.0	115.0	F-R	5.3-V8	300@5600	3A	8.2	10,115	Hyperexotic hand-built 4-door sedan
Jaguar XJ-S	191.7	102.0	F-R	5.3-V12 EFI	262@5000	3A	7.8	14,722	V12-powered luxury coupe; we're still awaiting the convertible
Jaguar XJ6	199.6	113.0	F-R	4.2-6 EFI	176@4750	3A	10.6	17,240	Smooth-as-silk luxury sedan
Lotus Esprit Turbo	169.0	96.0	M-R	2.2-4 T	205@6000	5M	6.1	14,250	Turbo power for wedge-shaped mid-engine exotic
FRANCE									
Peugeot 505 Wagon	198.9	114.2	F-R	2.0-4 EFI	97@5000	5M	13.5	22,310	Tough and plush new wagon version of highly refined 505
Renault Fuego Turbo	176.8	96.1	F-F	1.6-4 EFI/T	107@5500	5M	10.2	26,400	One of the original imported turbo coupes
SWEDEN									
Saab 900 Turbo	186.6	99.1	F-F	2.0-4 MFI/T	135@4800	5M	9.6	21,240	The original turbo hatchback; room like a wagon
Volvo 760 GLE Turbo	188.4	109.1	F-R	2.3-4 EFI/T	157@5300	5M	8.0	23,300	Volvo's flagship luxury sedan gets new turbo power
Volvo Turbo	188.8	104.3	F-R	2.1-4 EFI/T	162@5100	4M + OD	7.9	20,290	New standard intercooler gives increased turbo power

NOTE: The above chart is a representative sampling of the world's most desirable makes and models; it does not list all models nor attempt to be comprehensive. Domestic car prices are 1984 factory-suggested retail; foreign prices are port of entry. They do not include state or local taxes, transportation or dealer-preparation charges. Prices and some other figures for cars not yet introduced are estimates; price is for model and power train listed, and all cars are 2-door models unless otherwise noted. Some horsepower figures are estimated.
 *Engine placement/drive wheels (F = front, R = rear, M = mid)
 **Standard or recommended (T = turbocharged, TT = turbo-turbo, D = diesel, R = rotary, H.O. = high output, EFI = electronic fuel injection, MFI = mechanical fuel injection).
 4M = 4-speed manual, 3A = 3-speed automatic, OD = overdrive, etc. *1983 model.

76-hp 1.5-liter unit. Best of all are the new Civics' prices: from less than \$5300 for the base hatchback to about \$7400 for the sedan with automatic transaxle.

Mazda has a hot new version of its unique, rotary-powered RX-7 sports car called GSL-SE. The heart of this high-performance rocket is a new 135-hp "13B" rotary engine that generates 0-60 acceleration in the very impressive 8.0-second range. All RX-7s for '84 get a new four-speed automatic transmission, variable-ratio power steering (both optional) and upgraded instrumentation. Subaru, the pioneer of affordable 4wd cars in this country, adds a new dimension of performance with a turbocharged version of its unique flat-four engine. Isuzu stands pat with its gorgeous Impulse sports coupe and practical I-Mark sedans.

Mitsubishi adds optional turbo power for its fwd Cordia coupe and Tredia sedan and neatens up the styling on its turbocharged Starion sports car. Long a supplier to Chrysler, Mitsubishi also provides excitement at Dodge and Chrysler-Plymouth dealers by turbo boosting its sprightly little fwd Colt coupe. A version of the Starion called Conquest also goes to Chrysler, as does an all-new tall-profile seven-passenger wagon (almost a minivan) called Vista. The Starion/Conquest is fast, fine-handling, feature-loaded and highly civilized. The fwd five-door Vista beats Chrysler's own larger, more vanlike Caravan and Voyager to the showrooms by several months and provides a snappy-looking, nice-riding alternative to conventional wagons for import-oriented buyers.

GERMAN CARS

Volkswagen adds the very peppy 90-hp Rabbit GTI engine (now standard in the Scirocco sports car as well) to two more of its German-built products, the funky, fashionable Rabbit convertible and the GLI, a new performance version of the Jetta sedan. VW also lowers base prices almost across the board to become more competitive with low-buck econocars from the U.S. and Japan. The Porsche Audi division, on the other hand, adds equipment, boosts prices on its best-selling sports cars and replaces the legendary Porsche rear-engine 911SC with a new 200-hp 911 Carrera version. There are also three fine new Audi products: a 140-hp turbocharged version of the aerodynamic 5000S sedan, a stylish new 5000 wagon and a Quattro version of the smaller 4000 sedan, with 115 hp and 4wd.

Mercedes-Benz adds a larger (5.0 liter *vs.* 3.8), more powerful (184 hp *vs.* 155) V8 engine for its big sedan and luxury-coupe models and introduces two all-new "Baby Mercedes" small sedans, called 190E and 190D. Considerably smaller in length and price than current U.S. models, both have four-cylinder engines. The D is a diesel. Both versions offer a choice of

five-speed manual or four-speed automatic transmission and Mercedes' new 48-month or 50,000-mile warranty. You'd be hard pressed to tell these smaller sedans, with typically solid Mercedes comfort, ride and handling, from their larger brethren if you rode in one blindfolded—unless you rode in the much smaller rear seat.

With the late-'83 introduction of its new small 318i model, BMW continues on the same conservative styling path it took with the redesigned economy-minded midrange 528e. Last year's good news was the later addition of an expensive but much faster 3.3-liter 533i version of the 5-series car. This year's bright note will be the midyear addition of a six-cylinder hot-rod 3-series called 325e. A new four-door 318i is also on the way for a late-'84 debut. Rest assured, however, that while more contemporary shapes don't seem to be in the cards at the moment, each new BMW boasts substantial engineering improvement over the car it replaces.

ITALIAN CARS

When the U.S. branch of Italy's automaking giant Fiat decided to quit importing sports cars last year, the void was filled by a new company called International Automobile Importers, headed by none other than former Subaru importer and Bricklin-sports-car maker Malcolm Bricklin. I.A.I. began shipping in improved versions of what used to be the Bertone XI/9 and Spider 2000 convertible just last August. The former, a still-stylish little wedge of a mid-engine two-seater, is now called Bertone X/CEL. It gets 75 horses out of its injected 1.5-liter four and sells for a cool \$16,000. The latter, a dated but still curvaceous convertible roadster by Pininfarina, is powered by a fuel-injected 2.0-liter four generating 102 hp and also goes for 16 grand. Both feature standard five-speed manual transmissions.

Ferrari began offering its new 230-hp *Quattrovalvole* (four valves per cylinder) 3.0-liter V8 engine in its U.S.-market cars several months ago. Now there's an exciting new model to go with it. Joining the sensuous 308 GTSi Targa-top sports car and the four-seat Mondial is the Mondial Cabriolet, Ferrari's first full convertible since the 1969 Daytona Spider. Both mid-engine exotics were extensively refined a year ago, and Fiat North America (curiously) continues to import them.

Alfa Romeo offers a substantial list of improvements to its snappy GTV 6/2.5-liter sports coupe and the aging but still enjoyable 2000 Spider Veloce convertible. Addition of digital electronic ignition and shorter gearing to both cars increases performance and economy. The GTV 6 gets a new leather interior with very nice Recarolike seats, a standard sun roof, and transaxle synchronizer and shift-linkage improvements. Exoticar maker Maserati, meanwhile, finally begins importation of its 192-hp twin-turbo Biturbo sedan (a move forecast on these pages last year).

BRITISH CARS

A new company called Lotus Performance Cars has taken over importation of exotic English-built Lotus products, including the superfast 205-hp Esprit Turbo. This little wedge-shaped bullet, the latest version of the car that once sprouted fins and carried James Bond to a miraculous undersea escape, is turbocharged and capable of nearly 150 mph flat out. It's also much improved inside and accommodates tall, fat-footed American drivers better than earlier Esprits, thanks to increased headroom and rearrangement of the pedals and the foot-box area. Jaguar plans a March introduction for its hotly anticipated XJ-S Cabriolet convertible (which features a new six-cylinder engine and five-speed manual transmission) while enjoying record sales of its ultrarefined XJ6 sedan and V12-powered XJ-S coupe, the latter with a new standard trip computer for '84. Aston Martin continues importation of tiny quantities of its hyperexpensive hand-built cars, including the Volante convertible and the ultraexotic, wedge-shaped \$150,000 Lagonda sedan, while Rolls-Royce has little new to offer this year save slightly lower prices due to the favorable dollar-to-pound currency relationship.

FRENCH CARS

Renault keeps its nice Sportwagon (formerly the 18i) and aerodynamic Fuego and Fuego Turbo sports coupes around for '84, but the only *new* car news from France this year is Peugeot's long-awaited 505 station wagon. Powered by a choice of 2.0-liter gas or 2.3-liter turbodiesel engine, this refined and roomy mid-size beauty holds 79 cubic feet or 1125 pounds of cargo, whichever comes first. Both volume and weight capacities are the highest of any imported wagon on the market. The excellent ride and handling qualities of the 505 sedan are retained in the wagon. And the interior is about as plush and comfortable as a European import gets.

SWEDISH CARS

All-new cars from Sweden come around about as often as tax cuts, but Saab boasts some 30 minor changes and improvements to its 900 and 900 Turbo lines, while rival Volvo adds an intercooler to its available turbocharged engine, as well as automatic transmission for its turbodiesel 760 model. The intercooler (also available as an after-market kit) boosts the horsepower of Volvo's 2.1-liter turbomotor from 131 to a tire-frying 162. And just over the horizon is a 157-hp 2.3-liter turbocharged four, also intercooled, for Volvo's luxury flagship, the 760 GLE.

And there you have it. This year's car crop promises to bring back excitement we haven't seen in years. The sexy, high-tech cars are finally here. We think you'll find them well worth the wait.

