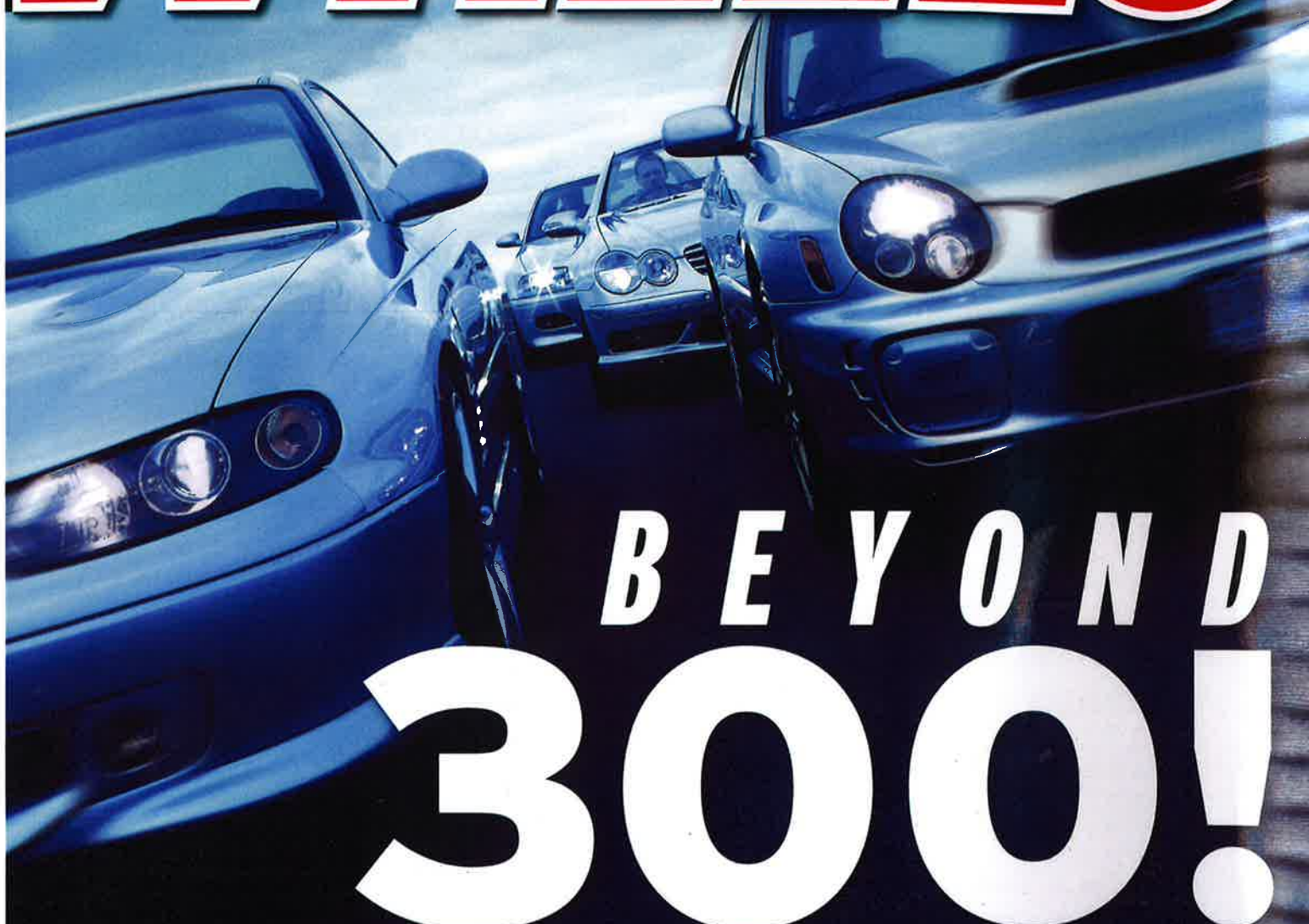


WIN! A GRAND PRIX RALLY DRIVE IN A BMW 325ti!

# WHEELS



## BEYOND 300!

AUSTRALIA'S FASTEST CARS RACE THE SPEED GUN



**FERRARI'S SUPER COUPE**  
DESIGNED BY ITALY,  
BUILT BY HOLDEN



**CATERHAM 7**  
STAHLY LETS LOOSE IN A  
RAUCOUS, RETRO ROCKET

**OLD >**  
We drive the \$750K  
Mercedes Gullwing

**NEW >**  
Mitsubishi Colt –  
why it's a bolter

**BORROWED >**  
Long-term test:  
BMW 318ti

**BLUE >**  
Honda Jazz hits  
a high note



# acking the code The chart lists all the info you need on (almost) every car available in Australia

Does not include on-road costs, which vary state to state. Information supplied by manufacturers and importers. **Engine type:** Configuration (L=In-Line, V=Vee, F=Flat, R=Rotary), Number of cylinders or rotors. Other information (T=Turbo, S=Supercharged, D=Diesel, H=Hybrid) **Engine size:** Litres **Power:** Kilowatts **Torque:** Newton metres **Transmission:** Type (M=Manual, A=Automatic, S=Sequential manual, C=CVT), Number of speeds **Wet weight:** Kilograms **0-100km/h:** Seconds. Numbers in standard type are **Wheels test results.** Bold figures are manufacturers' claims - not all can be trusted. **0-400m:** Seconds. See previous explanation **Fuel consumption:** Litres/100km **Warranty:** Years/kilometres **Resale:** RedBook predicted percentage of purchase price, not including on-road costs, retained after three years **Tested:** Month and year of most recent **Wheels test**

	price	engine type	engine size	power	torque	transmission	wet weight	0-100km/h	0-400m	fuel cons.	resale	tested
dr	\$23,800	L4	1.4	55	126	A4	1150					
dr	\$23,500	L4	1.4	55	126	M5	1065					
dr	\$25,500	L4	1.4	55	126	A4	1150					

## LVO 3yr/unlimited www.volvocars.com.au

### VO/V40 Volvo keeps trying to get the suspension right. And keeps failing

	\$39,950	L4	2.0	100	190	M5	1275			9.0	60	
	\$41,950	L4	2.0	100	190	A4	1275			9.0	60	
SE	\$47,950	L4	2.0	100	190	M5	1299			9.5	61	
SE	\$47,950	L4	2.0	100	190	A4	1299			9.0	61	
	\$41,950	L4	2.0	100	190	M5	1299			9.0	60	
	\$43,950	L4	2.0	100	190	A4	1299			9.5	60	
SE	\$49,950	L4	2.0	100	190	M5	1324			9.5	60	
SE	\$49,950	L4	2.0	100	190	A4	1324			9.5	60	
	\$51,950	L4T	2.0	121	240	M5	1321			9.0	61	
	\$51,950	L4T	2.0	121	240	A4	1321			9.5	61	
	\$53,950	L4T	2.0	121	240	M5	1340			9.0	60	
	\$53,950	L4T	2.0	121	240	A4	1340			9.5	60	
F4	\$56,950	L4T	2.0	147	300	M5	1321			10.0	61	
F4	\$56,950	L4T	2.0	147	300	A4	1321			10.0	61	

### VO Volvo's best-looking car, but the suspension is hard to love

	\$49,950	L5	2.4	125	230	M5	1529				62	
	\$52,450	L5	2.4	125	230	A5	1529				62	
	\$56,950	L5	2.4	125	230	M5	1529			9.5	62	
	\$58,950	L5	2.4	125	230	A5	1529	10.0	17.3	10.5	61	09/02
	\$66,950	L5T	2.4	147	285	M5	1559			10.0	61	
	\$66,950	L5T	2.4	147	285	A5	1559			10.5	61	
	\$68,950	L5T	2.4	147	285	A4	1597	9.3	16.5	61	61	08/02
	\$84,950	L5T	2.3	184	330	M5	1577	7.7	15.6	10.0	62	03/01
	\$84,950	L5T	2.3	184	330	A5	1577			10.5	62	

### VO Volvo's best. Versatile, clever, safe, but dull-to-drive load-carriers

	\$59,950	L5	2.4	125	230	M5	1487			9.5	64	
	\$61,950	L5	2.4	125	230	A5	1487			10.0	64	
	\$69,950	L5T	2.4	147	285	M5	1528			10.5	64	
	\$69,950	L5T	2.4	147	285	A5	1528			10.5	64	
	\$87,950	L5T	2.3	184	330	M5	1528			10.2	63	
	\$87,950	L5T	2.3	184	330	A5	1528			11.3	63	

### VO Cross Country See above. Dirt-road handling should be more secure

	\$68,950	L5T	2.4	147	285	M5	1700	10.2	17.3	12.5	64	11/00
	\$68,950	L5T	2.4	147	285	A5	1700			12.5	64	

### VO With or without roof? With or without body flex?

	\$88,000	L5T	2.4	176	330	M5	1422			11.0	58	
	\$88,000	L5T	2.4	176	330	A5	1422			11.0	58	
ertible	\$98,000	L5T	2.4	176	330	M5	1547			11.0	58	
ertible	\$98,000	L5T	2.4	176	330	A5	1547			11.0	58	

### VO Volvo's luxury model is jam-packed with safety features

	\$81,950	L6	2.9	147	280	A5	1637			11.5	52	
	\$98,950	L6T	2.8	200	380	A5	1675			11.0	53	

#### WHEELS BMW GRAND PRIX RALLY PROMOTION TERMS AND CONDITIONS

Prizes are based on how to enter and prizes form part of these Conditions of Entry. The promotion is open to residents of Australia. Employees of the Promoter and their immediate families and agencies associated with this promotion are ineligible to enter. Prizes are directly coded both coupons, one each from the December 2002 and January 2003 issues of Wheels magazine and sent to you with your entry coupon to Wheels BMW Grand Prix Rally Competition. (PO Box 4286, Sydney, NSW 2001). Prizes commence Wednesday 27 November 2002 at 9:00am EST and closes Wednesday 29th January 2003 at 5pm EST. The draw will take place at midday EST on Friday 24th January 2003 at Wheels Office Level 1, Stocklands House, 175-181 Castlereagh St, Sydney, NSW 2000. Winners will be notified by registered mail and their names will be published in The Australian newspaper on Monday 10th February 2003. Judges' decision is final and no correspondence will be entered into. Prizes include: 1st prize: BMW 325i, 2nd prize: BMW 325i, 3rd prize: BMW 325i. Prizes also include BMW driver training for the driver and instructor together with helmets, safety apparel and entry fee to compete in the event. Also included are travel and accommodation and meals for the driver and instructor. 4th prize: BMW 325i. Prizes also include 10 Straight Transponder Passes to the 1000 Australian Grand Prix prize valued at \$50,000. The first 20 runners up will win a BMW 325i. Prizes include a backpack, cap, mud, key ring and umbrella valued at \$275. Total prize pool valued at \$97,500. Prize valued at \$4,000. The promoter is not responsible for any change in the value of the prize occurring between 24/01/03 and the date the prize is claimed. Prizes must be over the age of 18 and hold a valid driver's licence and be prepared to participate in the Grand Prix Rally to collect the prize. The promoter takes no responsibility for the mechanical reliability of the vehicle provided for the winner to drive in the event. Prizes are not transferable or exchangeable and cannot be cashed in. Prizes shall not be liable for any loss or damage whatsoever that is suffered (including but not limited to indirect or consequential loss) or for any personal injury suffered or sustained as a result of, or in connection with, the prize except for any liability which cannot be excluded by law. Prizes may be awarded to such further draw at the same place as the original draw as are necessary on 30th April 2003 in order to distribute any prizes unclaimed. Prizes shall be subject however to any relevant Government laws under Reg 37 of the Lottery and Gaming Regulations 1993 (SA). Promoter is ACP Publishing Pty Ltd ABN 18 053 273 546, 54 Park Street, Sydney NSW 2001. Ph: 02 9282 8000. Printed under NSW Permit No 17001 (exc. VIC, NT, QWA, ACT, TPO, QLD, NT, 02) (exc. SA, TAS)



## GOD OR DOG

### Fantastic or forgettable? A blast from the past



A dark-haired, strapping Micmac shows he's no duffer when it comes to note taking



## FIAT X1/9

Although Fiat built its empire on a staple diet of family sedans, its history includes many prized sports models. The '60s, for example, launched several spirited coupe/spider pairings including the stylish, rear-engined 850, the Ferrari-inspired Dino, and various iterations of the highly regarded 124 Sports. The 124 Spider was widely seen as Italy's twin-cam, five-speed finger to the MGB. Then, in 1972, Fiat set enthusiasts a-buzz with the spunky little X1/9. Porsche and VW put mid-engines into practice in 1969 - with the 914/4 and 914/6 - but the X1/9 was more affordable, much better looking, and a much bigger seller.

In the best showcar-makes-good tradition, the X1/9 grew out of a provocative concept exhibited by Bertone in 1969. Named 'Runabout', the doorless fun-car used the transverse engine from the A112 Autobianchi, a Fiat spin-off. Fiat liked the idea and a few years later, the X1/9 was ready to roll. Bertone built the bodies, Fiat did the rest. Now complete with doors and a windscreen, the Runabout's wedgy profile and sculpted roll-over bar remained. The detachable roof panel stowed under the bonnet - leaving some soft-luggage space to augment the modest rear boot. Each corner had strut suspension and disc brakes.

The four-speed 1.3-litre engine from Fiat's 128 Sport had its forward inclination reduced from 20 degrees to 11 degrees for firewall clearance. But with only 54kW on tap, the early X1/9 was no sprint star and the simply brilliant chassis cried for more power, which came with 1978's ex-Ritmo five-speed, 59kW 1.5-litre lump. This cemented the X1/9's place as one of the all-time best driver's cars, with exactly the sort of gifted handling/power synergy that helped make the MX-5 a success. Bertone acquired manufacturing rights to the X1/9 in 1982 and production continued in his name with some cosmetic changes and mechanical tweaks until 1989. At last count, the score was over 180,000. Pity it was so susceptible to the dreaded Italian tin-worm.

MIKE MCCARTHY