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# AutoWeek

FORMULA ONE: THE GRAND PRIX YEAR BEGINS IN RIO

## Killer Bees Invade US

*Banned in Paris, these European supercars are about to conquer America*



# KILLER BEES INVADE USA

*Banned in Paris, these European supercars are about to conquer America*

*By Chris Harvey*

**E**urope's supercar sale of the century is taking on some new twists, and that's good news for enthusiasts in the US.

It all began in 1983, when international motorsports' governing body, the Paris-based Federation Internationale de l'Automobile (FIA), created the Group B racing category, a class it hoped would encourage the world's major automobile manufacturers to compete in its World Championship for rallying. In order to make the category as attractive as possible, virtually the only requirement was that 200 identical examples of each machine be produced. In short order, close to a dozen manufacturers announced their intention to compete, leading to the production of some of the most amazing road-going vehicles ever. The Group B road machines, typically very light, with mid-mounted engines offering in excess of 250bhp and driving through all four wheels, boasted unprecedented performance, performance that in many cases eclipsed that of traditional "supercars."

The plot thickened last year when the FIA suddenly banned the Group B rally specials and the even more ferocious Group S machines that were to succeed them. Spectator deaths during the notoriously ill-policed Portuguese event and several appallingly violent accidents in other major rallies were cited as the main cause, but some cynics pointed out that perhaps rallying had simply become too popular. The Group Bs had begun to compete with Formula One for motorsports fans' attention, such was the spectacle of cars built to Grand Prix standards that could be driven on and off pavement with equal vigor.

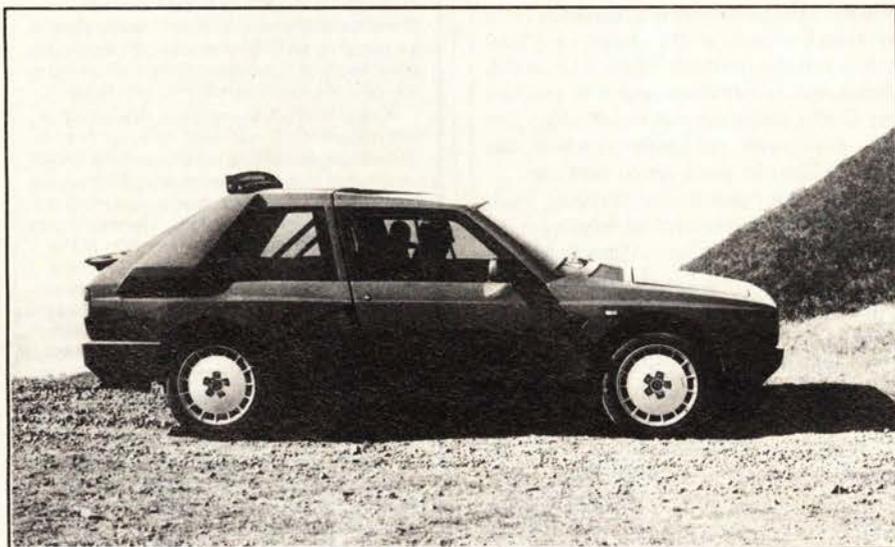
Suddenly Audi, Austin Rover, Citroen, Ford of Europe, Lancia, Peugeot and others—all companies that had built a minimum of 200 cars for homologation under Group B rules—were faced not only with an expensive fleet of 10-20 race cars for which there would be no further purpose, but also a surplus of unsold "homologation" cars—

road cars—in some cases over a hundred.

The manufacturers were not amused. The Group B road cars had been a hard sell from the outset, despite their advanced technology and performance. Technology costs money. Performance costs money. Although many Group B cars were based on their manufacturer's humblest platforms, sophisticated materials and extensive handwork made them among the most expensive cars they offered. Initially, most manufacturers hoped to sell the road versions for roughly what they cost to assemble. This meant forsaking any hope of recouping what were in some cases enormous development costs, yet even so, the prices were off-putting—\$45,000 in the case of the relatively mild Peugeot 205 Turbo 16, \$90,000 in the case of the somewhat bolder Audi Quattro Sport. Had the price of the Audi reflected development costs in addition to handwork and materials, some said, the Sport Quattro would have been priced closer to \$300,000.

## DELTA S4

*Despite nearly winning rally championship in '86, Lancia has about 100 unsold road versions of S4*



Martin Holmes photo

Jerry Stoniger photo



## RS200

Street version of Ford RS200 is one of the hottest Group B road machines; coming soon to States



Chris Harvey photo

## QUATTRO

Sport Quattro retained a front-mounted engine; a slow seller at first but now demand increasing



Martin Holmes photo



Zoom photo

## PEUGEOT 205

Most successful of all Group Bs was Peugeot 205 Turbo 16; won rally championships in '85 and '86



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A WEEK

## METRO 6R4

Arguably the ugliest of the Group Bs, the Metro sold quickly once Austin Rover slashed its price



Chris Harvey photo

Audi discovered earliest that the road cars would be a tough sell, especially when the factory rally cars, complete with monstrous wings, looked very little like the road versions. Other disadvantages included a wheelbase so short that the back seat was rendered unusable and the handling twitchy in the extreme. (For rally purposes, "twitchy" handling is desirable and a rear seat is unnecessary.) A maximum speed of around 160mph and a 0-60mph time of about 5sec was insufficiently attractive at the time to make the Quattro Sport worth more than double the price of a normal Quattro Turbo Coupe and close to 10 times the cost of a base Coupe. Heavy discounting, which brought the unofficial price down to about \$52,500, eventually shifted the surplus late last year after two years' trying.

Peugeot had better luck, perhaps because its mid-engined four-wheel-drive cars won the Group B rally category several years running. It sold its very roadable Turbo 16 more quickly—mostly to well-heeled French patriots keen to find a quick and scenic way to their Riviera playgrounds.

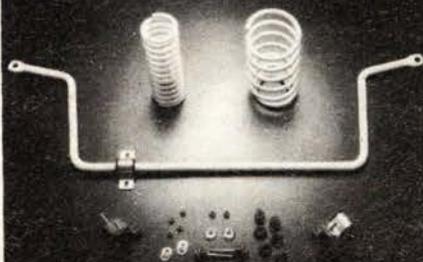
Lancia's Delta look-alike, the S4, was also successful in rally competition, but that didn't seem to help it in the showroom. Lancia still has about 100 unsold S4s, which carry an ex-factory price of about \$65,000. Lancia is hoping that buyers will eventually see the S4, with its mid-mounted, supercharged and turbocharged 16valve 4cyl engine (capable of 250hp), permanent four-wheel drive and exotic coachwork as a logical successor to its classic Stratos rally special of the mid-'70s. The world champion Stratos now trades for sev-

## CITROEN BX



The Citroen was never major factor—in rallying or in sales. A somewhat disappointing latecomer

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## PORSCHE 959

*Intended more as a street supercar than a rally contender, problematic Porsche sold out quickly*

eral times its original price (but still much less than an S4).

Citroen found itself with a very heavy and awkward four-wheel-drive BX saloon which distinguished itself not at all in international competition. It is a car that no one seems to have wanted. It appears as if the entire lot of 200 cars was buried in a mass grave at an unknown location.

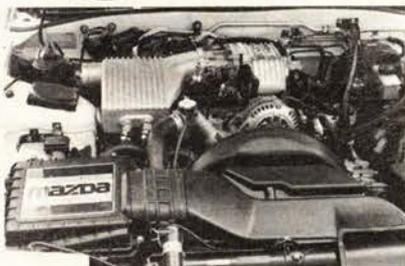
Austin Rover had equally little success in selling its Metro 6R4 at \$60,000 until it ran into a cash crisis late last year. That's when it reduced the price of the ungainly wonder by more than half. Within two months of offering 110 of the redundant rally cars at \$25,000 to anybody who could raise the



cash or a 20percent deposit, the 6R4, much to Austin Rover's amazement, sold out.

In retrospect, it seems apparent that the 6R4 was drastically underpriced at its end-of-year sale.

The story didn't end there, however. Austin Rover director of motorsports John Davenport was sacked a few weeks ago amid rumors that perhaps as many as 20 Metro 6R4 rolling chassis (already sold but not delivered) were missing from their stockade in Cowley, Oxford, along with a



Pictured: Cartech's Intercooled Turbo '86 RX-7 with 270+ bhp

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## Where to buy them

Buying a Group B car won't be easy. To begin with, among the major players only Ford and Lancia still have new cars to sell. If you want a Ferrari, Peugeot or any other "Bee," you'll have to scour the classified advertising sections of the major European auto magazines.

Below are addresses for manufacturers, plus magazines in which you'll most likely find ads for used Bees:

- Ford Motor Co, Eagle Way, Brentwood, Essex CM13 3BW, UK (tel 0277 253000)
- Sun International, 577 Mary Ann Drive, Redondo Beach, CA 90278, (213) 372-4621. (The company plans to import and federalize at least 20 Ford RS200s.)
- Audi AG, Postfach 220, D-8070 Ingolstadt, West Germany (tel 49 841 896)
- Lancia (Fiat SpA), corso Agnelli 200, Turin, Italy

The magazines, by country. (The best place to look for a used Bee is in its country of origin):

### BRITAIN

- Autosport, 30/42 Hampton Road, Teddington, Middlesex (tel 01 977 8787)
- Motoring News, Standard House, Bonhill Street, London EC2 (tel 01 628 4741)

### FRANCE

- AUTO hebdo, 7 Rue de Lille, Paris 75007 (tel 42 60 34 65)

### WEST GERMANY

- Auto motor und sport, D-7000 Stuttgart 1, Postfach 1042, Leuschnerstr 1 (tel 711 20 43 241)

### ITALY

- Auto Capital, via Scarsellini, Milano, Italy

# What is a Group B car?

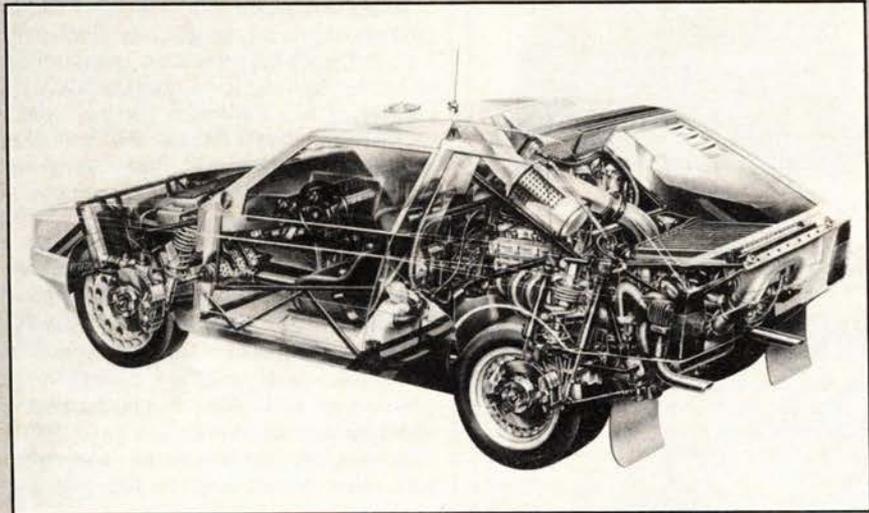
They were the underdog supercars.

At the root of the Group B cars' appeal was the fact that they resembled in many cases some of the world's commonest cars, but outperformed some of the world's most expensive cars.

Lancia's S4 was typical. It was based on the Delta, a front-engined, front-drive economy car. Underneath the skin, however, there were few similarities.

The S4 had a completely different power source. The engine, designed by Italian specialty builder Abarth, to whom the S4 project was entrusted, was a new, purpose-built all-alloy 1.75liter four that was turbocharged *and* supercharged *and* intercooled. It was mounted behind the seats, rather than up front, for improved weight distribution (45percent front/55percent rear). It was connected by a five-speed transaxle to a four-wheel-drive system, for improved traction on the loose surfaces upon which World Rally Championship events typically were contested. (Virtually all Group B cars were turbocharged, mid-engined designs driving four wheels. The exception was the Audi, which kept its front-mounted engine.)

Output in racing form was over 400bhp at 8000rpm. In the somewhat tamer street



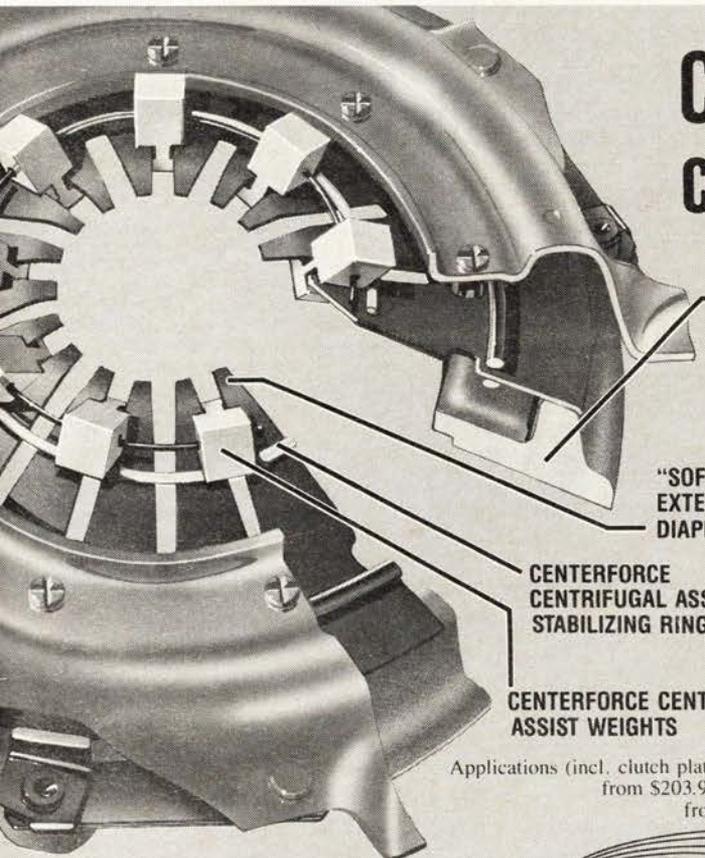
Lancia Delta S4 was typical of Group B machines; resembled econobox but expensive under skin

version, output was 250bhp.

The drivetrain was mounted in a light-weight chrome-molybdenum steel ladder frame. How light? Stripped down, it weighed under 220lb. These and other weight-saving measures helped the S4 come in at just under 2000lb.

Suspension was by double wishbones front and rear. Brakes were large ventilated discs at each wheel.

Performance was formidable, largely because gearing was for acceleration rather than top speed. Zero-60mph was achieved in under four seconds. **AW**



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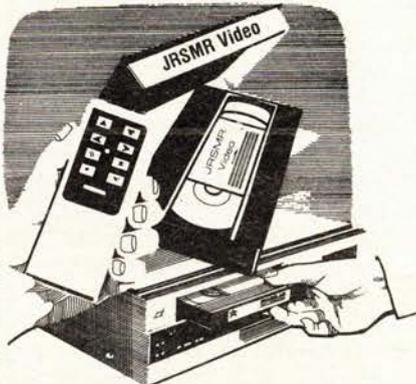
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number of engines. Last week came word that police were investigating the disappearance of perhaps only a single 6R4, but the situation nevertheless has become known, somewhat facetiously, as "Rallygate."

Seeing Austin Rover's Group B specials suddenly begin to sell quickly, chief rival Ford of Britain hoped to clear its collection of 120 similar machines, dubbed RS200, by summer, at \$75,000 apiece. The big difference between the RS200 and the Metro 6R4 was that Ford's car had British type approval (which means that it had been crash-tested and so on), and was fully assembled, so that it could be sold ready to drive away, whereas the Metro 6R4 was a kit car on which customers had to complete assembly, thus circumnavigating many awkward local laws. Few Metros have yet been fully assembled, owing to delays in supplies of vital engine parts such as valve springs, which have to be changed, original examples being of dubious quality. One company, Nick Mason Engineering, estimates

an expenditure of approximately \$5500 to make the average Metro 6R4 ready to drive.

Initial response to the Fords was weak. One possible reason: The Metros—which outblasted the far prettier Fords with a 4sec 0-60mph capability—were still selling at one-third the price. Soon Ford men, who once said with conviction, "The biggest crime here is to lose money," were turning around and trying to start RS200 sales rolling with substantial discounts. Still, they didn't intend to follow Austin Rover's example by offering closeout prices. One British dealer, who managed to buy a batch of a dozen Metro 6R4s for an undisclosed sum, confidently bid \$2,688,000 for 60 RS200s (\$44,800 each), and was turned down. Today over a hundred RS200s remain, 59 of them left-hand drive models.

As Ford program manager Mike Moreton says: "The value of the RS200 goes up as the number for sale goes down. We'd like to auction off the last one for Rally Aid."

It is the 59 remaining left-hand drive

## Group B's legacy:

Seldom have any cars captured so utterly the imagination of auto enthusiasts the world over as the Group B-category rally and road cars.

The Group B cars were to international rallying what Mark Donohue's Porsche 917-30 was to the Sports Car Club of America's Can-Am series of the early and mid-'70s. The difference is that the Group Bs are likely to be as remembered for the controversy and tragedy that enveloped them as for the splendid expansion of imagination they engendered.

The Bees were born in 1983. "Rally Weapons" they were called, a term soon to be soaked in blood and irony. They were lightweight, tube-framed "funny cars" bursting with power, so immensely capable as to charm even the disinterested observer, yet so brutally fast they posed a seemingly unmanageable threat to competitor and spectator alike. Stand near one as it rounded a turn, engine wailing at a low howl, all four wheels scratching, clawing at the earth and you could feel the trees shake. You could feel your heart tremble. In the end it was this gut-wrenching performance—and the failure of sanctioning bodies and organizers to control it—that brought about their demise.

Understand the context. When the "Bees" arrived, major international rallies were still—are still—run on public roads, complete with bridges and tunnels and trees, often with unrestricted and unprotected crowds "hanging 10" over the edges of the roads. It became not a question of "if" there would be a disaster, but "when" and "where."

The tragedies began in Corsica on the first weekend of May, 1985. Italian driver



'85 Argentina crash nearly cost Ari Vatanen his life

Attilio Bettega was killed when his Lancia 037 went off the road and into the trees in the opening stages. Later in the event Finnish champion Ari Vatanen had a huge accident which saw his car end up some 40ft off the road, but from which he escaped unharmed. Jean-Marie Balestre, head of international sanctioning body FISA remarked the following week that Bettega's accident had nothing to do with the power and speed

RS200s that have caught the eye of Denver lumberman Robert Sutherland. Sutherland is putting together a program that he hopes will see at least 20, perhaps as many as 40 RS200s offered for sale in the US in federalized form. He says he has exclusive rights to the North American market and says of Ford of Europe: "They're cooperating in every way they can."

Robert Howe, of Ford's United Kingdom competition department, confirms that his group is cooperating with Sutherland.

One issue yet to be resolved is that of product liability, says Howe. Legal counselors for Ford have been slow to warm to the notion of RS200s roaming the US, where liability laws are more formidable than in Europe. Howe says he is stressing to Ford legal departments here and in Europe that few prospective owners will likely use their RS200s on a regular basis since they will by necessity be wealthy and will own several vehicles. Will the legal eagles be moved by this rationale? Howe thinks yes. "I suspect

we will get away with it," he says.

Anticipating that approvals will be given, Ford of Europe already is sharing its internal crash and safety test data with Sutherland's group, information which is vital to certification (see sidebar, page 28). Also, Sutherland says, Bosch is "ready, willing and able to help with the EPA stuff" on its Motronic system.

The company that will do the conversion work for Sutherland is Sun International, a Southern California company in business since 1969. According to its owner, Tom Cahalane, Sun is somewhat of a specialist in federalizing Group B cars. According to Cahalane, Sun has converted 75 Renault R5 Turbos, two Peugeot 205 Turbo 16s, one Metro 6R4 and has just received its first RS200. In addition, he says, Sun has converted about 35 Ferraris, three Countaches and a few Alpina BMWs.

The plan is to have the RS200s imported by their buyers as race cars and then converted by Sun at a cost currently estimated

## Glory gone asunder



Martin Holmes photo

of the Group B cars. Said Balestre, "there is no question of modifying the rules in the near future." Lancia, however, withdrew from the championship to develop its successor car, the Delta S4.

The next incident was another Vatanen crash, this time in Argentina, from which the Finn barely escaped with his life.

The following year saw no improvement. In fact, things got worse. Much worse. It

started with the Portuguese round of the World Rally Championship. The Portuguese event had long been the vehicular equivalent of the "Running of the Bulls" in Pamplona. Crowd control was almost nonexistent and warnings of an imminent disaster had gone unheeded even before the Group B era. Tragedy struck on the very first stage when Ford RS200 driver Joachim Santos veered into the crowd. Ironically, he did so to avoid a clot of spectators in the road in front of him. Four spectators were killed, many more were injured; all the top drivers withdrew immediately.

The final blow came in Corsica. Rally leader Henri Toivonen and co-driver Sergio Cresto were killed in an accident which saw their Lancia Delta S4 explode and burn after a 60mph impact. What was left after the fire burned itself out was unrecognizable. Said the normally staid British magazine *Autosport*, "This was the crash of an aircraft, not a car."

Reaction was instantaneous. FISA banned Group B, effective at the end of the season, and replaced it with the somewhat heavier, less powerful Group A cars.

The sudden action was a violation of FISA's own rules. Critics argued that the spectator deaths would have occurred in any case. They further argued that the Group A cars would soon pose as significant a threat. (Their charge was somberly reinforced at this year's Portuguese Rally, when a Group A car went out of control, killing one and injuring a dozen more.) French automaker Peugeot went so far as to sue FISA, winning damages (although this might be overturned in appeal). But the decision stands.

Group B is dead. **AW**

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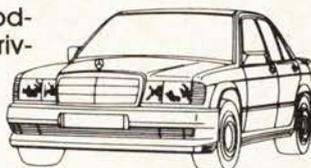
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Continued on page 28

at about \$10,000, which will be included in a sale price of between \$90,000 and \$100,000. Sutherland warns that "That's iffy," depending on what the conversion ultimately involves. The current minimum price being quoted in Britain for an RS200 is \$67,200, going up to \$102,500 for one with all-leather trim, electric windows, air conditioning and a custom color scheme.

Sun hopes to have approval papers on the initial conversion submitted to the proper federal agencies "within 30 days." Sutherland estimates converted cars could be ready for sale 60days after approval; that could take anywhere from an additional 30 to 180days, assuming all goes well and Cahalane doesn't have to rework any of the computer models he's developing to demonstrate the car's compliance with US crash standards.

"We are determined to get it done," Sutherland says. "We're confident." But then he adds, "It's not going to be easy."

Meanwhile there are already scores of "Group B" cars on US streets from an unlikely source—Ferrari. Although never intended for rally competition, Ferrari's recent 328-based GTO model was built to Group B standards. Ultimately, some 272 GTOs were produced and, in utter contrast to the Group Bs previously mentioned, immediately sold. Although Ferrari did not intend the car for the US—it was built without consideration of US safety and emissions standards—at least 60 have been purchased in Europe and brought here. Connecticut conversion specialist Amerispec has handled 24, according to the firm's Dick Fritz. Other converters have handled smaller numbers and some cars have been brought in without being federalized (which is permissible as long as they are not intended for street use).

Don't look for any GTO bargains. Although GTOs originally listed for about \$84,000, today they trade commonly at prices in excess of \$200,000. Also, don't look for Ferrari to produce any more GTOs. The Maranello firm is already developing the GTO's successor, which it will designate the LM, or "LeMans." Likely it will sell for upwards of \$200,000 from the factory, about what Ferrari probably wished it had charged for the GTO in the first place.

One more Group B car deserves mention—Porsche's 959. Although it, too, never competed in the Group B rally category, it, like the Ferrari, was built to the racing category's specifications. The 959 competed at LeMans last year, where it finished 7th overall. Production was delayed time and again due to engineering problems. Finally, 959s are being delivered to customers.

Although cars like the 959, GTO and Sport Quattro sold out a long time ago, it is still possible to buy any of the Group B specials—secondhand. Advertisements from private owners appear often in the world's larger automotive magazines. A recent ad in leading German enthusiast publi-

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cation *Auto Motor und Sport* asked a staggering \$550,000 for a 959. A recent ad in the French enthusiast magazine *Auto Hebdo* sought \$34,000 for a Peugeot Turbo 16 with "fewer than 10,000km." According to *Auto Capital*, the leading Italian monthly, a used Delta S4 is worth about 15 percent less than a new one.

A startling new development is word that one manufacturer is considering putting its Group B special back into production. Audi has been nagged by Europeans who want it to bring back the Quattro Sport. Predictable requests to the naggers to put their money where their mouths were has so far raised nearly enough deposits within weeks to make another run of 200 a possibility. Existing Quattro Sports have promptly soared

in value, with the most recent example to be sold in Britain—the center of most European wheeling and dealing in anything collectible, from world record-priced paintings to redundant competition cars—fetching \$109,000.

Will other Group B cars begin to appreciate as well? Almost certainly, but with the exception of the GTO (which was probably underpriced from the start), the process is likely to be slow. Taking previous situations where there have been redundant competition cars for sale, investors will probably have to hang on to their machinery for about 20 years to maximize profits. The Jaguar XKSS road-going version of the 1950s D-type took 15 years to appreciate considerably after a factory fire made supplies scarce, while the early 1960s' lightweight Healeys

## Federalizing a Group B car

If you ask the National Highway Traffic Safety Administration about importing a Group B car, a nameless voice will likely tell you. "It's very difficult to get a final clean approval."

The reason?

"It's very difficult to convince us that these vehicles meet the federal standards."

Why?

Because, came the answer, the law requiring the car to meet the federal motor vehicle safety standards makes no distinction between the multinational car companies and private individuals, and if those mega-guys have to crash their cars to prove all the safety stuff works, then so should the little guy.

Which isn't that major an obstacle if the car being imported and converted is simply a Euro-version of a car the original manufacturer imports and sells through its regular channels. In that event, the federal safety agency has or can get the crash test data. With that, NHTSA's physics experts can look at the converter's computer models of its safety modifications and readily see whether they'll likely do the job.

A prime illustration of this is the latest Ferrari GTO. Although not certified for the US, of the factory's 272 unit run of this newest bearer of the famous logo, at least 60 have been converted, 24 by Dick Fritz' Amerispec in Connecticut. The GTO is built on a stronger version of the 328 and 308 frame, Fritz said, and NHTSA is readily accepting his conversions.

Other Group B cars, the NHTSA spokesman continued, are another matter. There are no comparable versions coming in through the manufacturers' normal channels to provide a comparative data base, and most manufacturers are reluctant to offer a helping hand of crash test data to people bringing into the US a car the company has decided it doesn't want here. Without that

help, the voice said, "it's going to end up in a penalty situation."

Translation: People importing a non-conforming car have to post a bond equal to the car's purchase price plus duty with US Customs. When the car's conversion is completed and NHTSA and the federal Environmental Protection Agency release it, the bond is returned and the car is free to go. A penalty situation arises when an importer doesn't complete the conversion but convinces the federal agency a good faith effort was made, that to do the job right would be an unreasonable burden.

In that event, one or both of the agencies may decide to recommend to Customs that it assess a penalty equal to some percentage of the bond. When that's paid, the importer gets the car—although without its formal release by NHTSA and/or EPA, which can be a problem later on in a state that wants those releases before registering the car.

It didn't used to be this complicated. As recently as a few years ago, all the safety agency wanted was the computer models. Then the agency crash-tested some converted cars, and none passed all the tested standards. Among the failures, the one that bothered NHTSA most, said agency head Diane Steed, involved Federal Motor Vehicle Safety Standard 301, which limits fuel leaks when a car is turned upside down after a 30mph rear end collision.

Because of those test results, and also partially in response to pressure the agency was under at the time by the original manufacturers and Congress to tighten up on after-market conversions, NHTSA started insisting on better data on the crash-test related standards.

There are upwards of 10 such standards. In addition to FMVSS 301, there are things like accelerator return requirements (FMVSS 124), head restraints (202), steer-

have just come on to form. The more glamorous early 1960s' Ferrari 250 GTOs are already in the past-master class, with the Ford GT-40 approaching the same level.

Ford likes to compare its stockpile of RS200s with the situation it faced some 22 years ago when there were few takers for its newly built GT-40s. Priced then at \$7875, Ford heaved a sigh of relief when the last one was sold a year later for \$5250, then watched them climb in value to \$90,000 in 1980 and about \$225,000 today. Austin Rover—then British Leyland—sold off its secondhand Healey 3000 rally cars at about \$1125 each (depending on dents). Recently, one pristine example fetched \$63,000 at auction. Ferrari 250 GTOs, selling as job-lots for \$4500 each in 1965—the year of their redundancy—are more likely to raise

\$750,000 now.

Obviously there is money to be made in cars of such classic appeal. The risk associated with the Group B cars is in their exaggerated numbers and relatively modest competition histories. In the cases of the RS200 and 6R4, for example, these factors could stifle any hopes of near-term appreciation. With 200 or more of each in existence and not a single World Rally Championship victory between them they pale in comparison with the much rarer GT-40, which won LeMans twice, and the 250 GTO, which won three world championships.

Still, the "Killer Bs" are among the most sensational street cars ever offered, and that alone is likely to maintain and improve their salability as time goes on. **AW**

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## isn't easy but it can be done



About 60 Ferrari GTOs have come to US, despite fact they weren't built to comply with US standards

ing wheel column collapse (203) and displacement (204), occupant protection (201 and 208), hood retention (209), windshield retention (212), side door strength (214) and roof crush resistance (216).

All of which makes things sound pretty bleak for people wanting a Group B car. But one thing about the importation and conversion market that hasn't changed, though: There are two sides to the story, the government's and the market's. We found a shop that touts itself as specializing in Group B conversions whose owner said he has yet to fail to get NHTSA's unconditional release or to have to crash a car to get that release.

Tom Cahalane, owner of Sun International in southern California, said he's converted 75 Renault R5 Turbos, two Peugeot 205 Turbo 16s and one Metro 6R4, in addition to some 15 Ferrari Boxers and 20 400s, three Countachs and a couple of Alpina BMWs, since starting in the business in 1969, all by selling NHTSA on his computer models. His current project is the Ford RS200, and he expects that to go much more easily because he's working with the people from Ford of Europe who developed the car in the first place.

"We're doing the engineering very care-

fully," Cahalane said, to the tune of about \$50,000 worth of front end research and development by aerospace engineers. He said he will do "whatever it takes to prove each one," referring to the conversion's compliance with the safety standards, including going "back to the drawing board" as often as necessary to avoid having to crash a car. That, he concedes, would kill the project because the cost simply could not be amortized.

He's confident it won't come to that. He's had NHTSA recommend penalty situations on previous conversions but said he's "gone back to them and cleared it up" and gotten unconditional releases.

But don't count on picking up an RS200 if you live in California. Not because of the safety modifications, but the exhaust emissions. Dealing with California's clean air regulations, which would require virtually a full 50,000-mile test certification, "is too impractical," Cahalane said.

NHTSA says it'll be difficult for the rest of the country, too, but Sun International plans to do it anyway. And if you've got around \$100,000 to spend on a car, you can help the company make its point.

—Tom Lankard