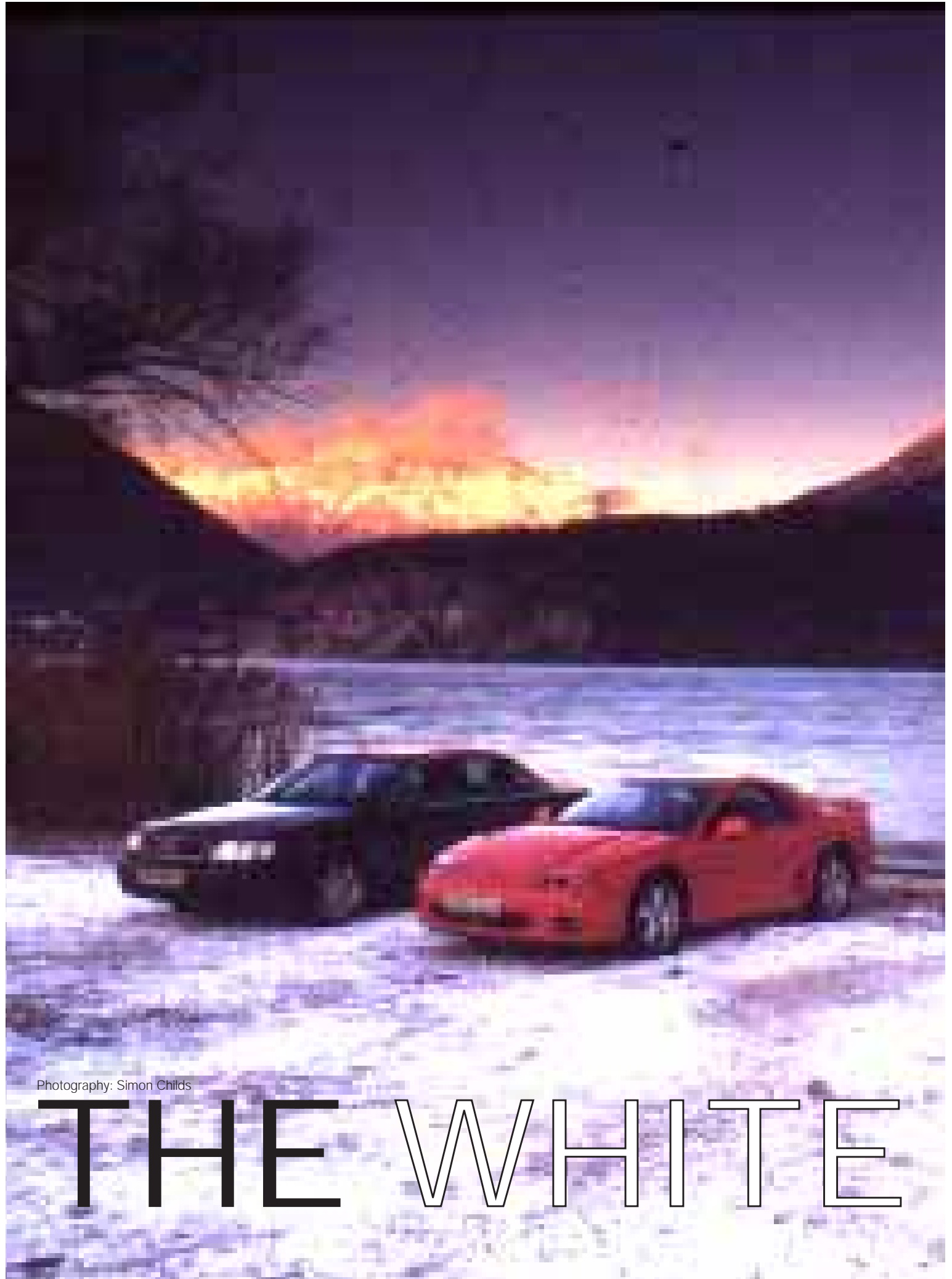


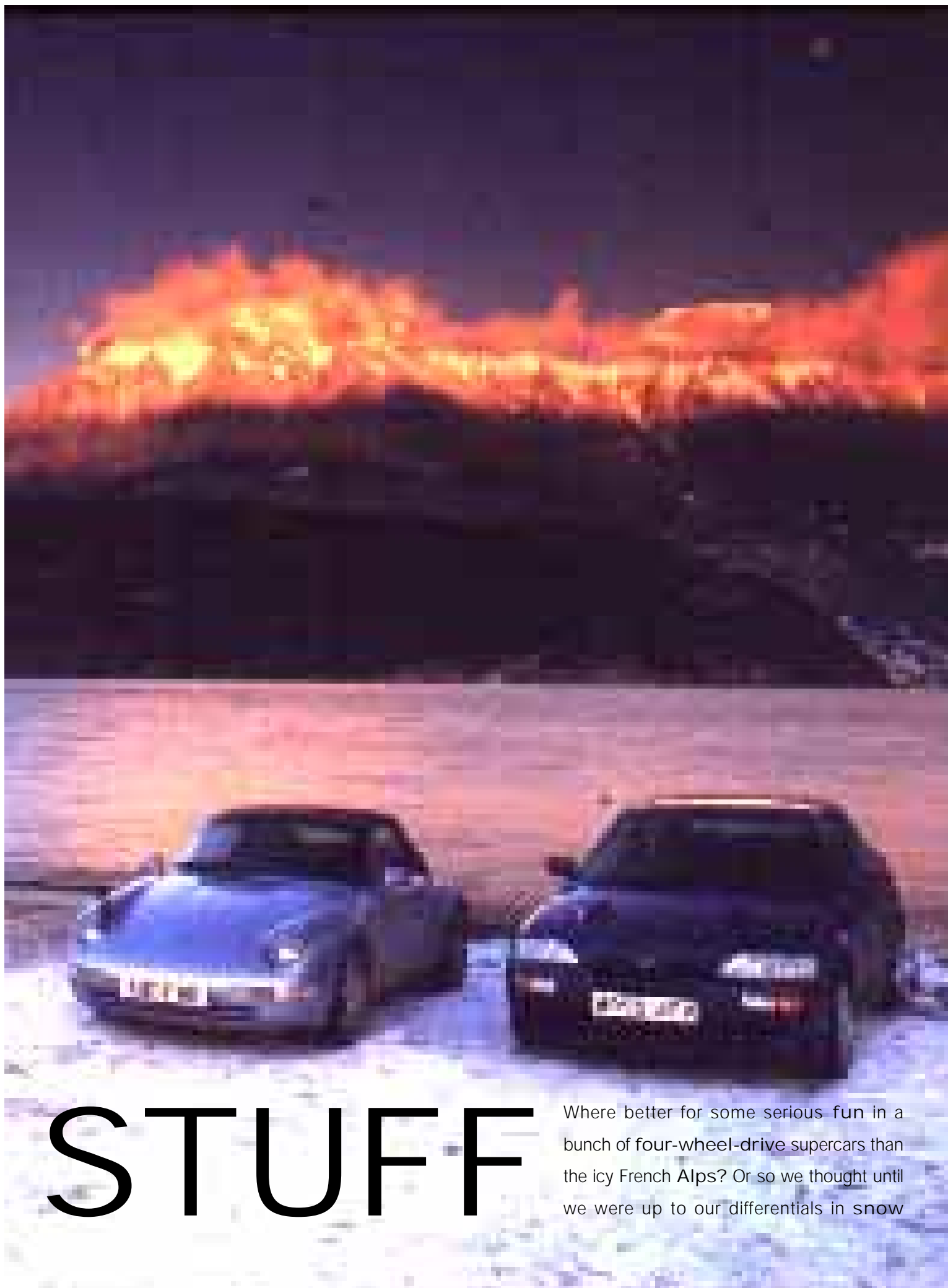
BBC
Top Gear
M A G A Z I N E

GROUP TEST



Photography: Simon Childs

THE WHITE



STUFF

Where better for some serious fun in a bunch of four-wheel-drive supercars than the icy French Alps? Or so we thought until we were up to our differentials in snow



The Audi S6 proved to be by far the most comfortable cruiser on the autoroutes down through France and its superior fuel tank capacity meant it was prepared to keep going longer than its companions



With four doors and room for five, the S6 was ideal for carrying the photographer and all his paraphernalia, as well as ferrying everyone around at night. A few too many Kronenbourgs meant the Audi was left in favour of local transport



The plan was straightforward enough. Take a mixed bag of high performance four-wheel-drive cars on a swift trip down to the French Alps, drive to a ski resort high in the mountains and, rather than ski, take a proper lesson in how to drive in snowy conditions (for this is *Top Gear* not *Winter Sports Weekly*). Take a few snaps and, using our improved skills, return safely home, rosy-cheeked and runny-nosed.

As we had no intention of straying off-road anywhere and because we wanted to travel fast and light, there seemed little point in opting for dual-purpose off-roaders like Shoguns or Mavericks. The capabilities of this type of 4x4 can and have been tested by us much closer to home. No, what we needed were cars with a God given right to permanent residence in the fast lane on the autoroutes and which would also capably ferry us from the slushy N roads of the Alpine valleys up through the clouds to a picture postcard paradise above.

Audi's shapely S6 would surely fit the bill. Since the birth of the Quattro well over a decade ago, Audi has sold a stream of 4WD derivatives, all the while singing the praises of the improved levels of safety, roadholding and handling that only 4WD can provide.

The 2.2-litre, 230bhp S6 sits proudly at the top of the new mid-sized executive A6 range and as such comes equipped with fifth-generation ABS with EBD (Electronic Braking force Distribution) plus, of course, the permanent 4WD system, now in its fourth generation, with both TCS and EDL (a new 'thinking' Traction Control System with Electronic Differential Lock). This replaces the manual system operated by pressing the button between the front seats.

Other reasons for taking the S6 included the consideration that with four doors and room for five it could ably transport our photographer and all his gear as well as serving as our minicab for evening reconnaissance of local restaurants and hostleries, once a driver had been volunteered, of course.

Next choice was the revised Ford Escort RS Cosworth. Holy Grail for thieves and boy racers maybe, but let's not forget that this Cossie was originally conceived and built to capture the laurels in international rallying where four-wheel drive has become *de rigueur*.

The Cosworth now comes with a smaller Garrett T25 turbocharger and an improved engine management system for better responsiveness (ie less turbo lag) in everyday use. Also, with the same old 224bhp potential underfoot, hatchback practicality and, in Lux spec, a CD player and air-conditioning, it certainly merited a place on this trip (not that we used the air-con much).

Casting around for a different style of car again, something with pizzazz and perhaps

even more out of the ordinary, we came up with the Mitsubishi 3000GT. First launched three years ago, it was the restyled version which tickled a few of our fancies at the Motor Show last October. Most of the changes for 1995 are purely cosmetic: new projector-type headlights, modified and simplified air intakes, new rear lights and bumper mouldings and new five-spoke alloys. To our minds this makes for a more attractive car than its predecessor, but that alone wasn't enough to warrant a place on this Alpine adventure.

It's what's underneath that decided it. Four-wheel drive? Yes. Four-wheel steering? Yes. Electronically controlled suspension? Yes. Computer controlled ABS braking? Yes. A colour VDU screen for the climate control system? Yes. A 282bhp three-litre V6 with twin turbos and twin intercoolers? Yes. A CD autochanger? Yes. Cruise control? Yes. Alright, alright, just pass the keys will you.

But wait. Porsche has just released a new 4WD version of the 911. There's been a Carrera 4 before but not since the 'new' 911 was recently introduced with smoother styling and the Z-axle rear suspension giving a much better balanced chassis. But this Carrera 4 has an all new, all-wheel-drive system which, it says here, is 50 per cent lighter than that of its predecessor and is more compact, allowing equal boot space to that of the 'Carrera 2'. Friction losses in the system have been reduced by 50 per cent and, while giving greater performance and directional stability, it also automatically offers maximum traction on wet and icy roads.

What is more, our car was fitted with an optional CD player and was a cabriolet. (Actually we'd have preferred the hard-top coupe version for driving in a sub-zero mix of salt, grit and slush, but some nerd had previously dinged the one assigned to us and it wasn't fixed in time for our departure.) But no matter, let's go.

Having been fantastically indecisive as to which car we'd all prefer to start in, we settled it by playing Russian roulette with a toy gun and a balloon. At 8am we found ourselves boarding the P&O boat to Calais and from there headed south on the marvelously uncluttered A26 toward Rheims, Dijon, Macon and Annecy.

On the Autoroute the Audi soon showed its colours. While occupants of the other three were subjected to a ride which can at best be described as sporting, the S6 wafted along as though on a thick, spongy bed of duck down. The 911 and 3000GT (the latter in sports suspension mode) were worst, closely followed by the Cosworth and the 3000GT again (in touring mode). However, while no-one complained about the 911's seating or driving position – quite the reverse, in fact – a couple of us found it difficult to get truly comfortable in the 3000GT, restricted headroom and a stretch to the steering wheel being mainly to blame.



The Cosworth had the performance to stuff its rivals on the snow, and that, coupled with very direct steering, meant you couldn't look away for a second



Ford supplies narrower wheels and tyres for the Cosworth so you can fit snow chains without fouling the brake lines. Sadly, our test car was not fitted with such winter essentials and, as a consequence, slid unceremoniously into a ditch

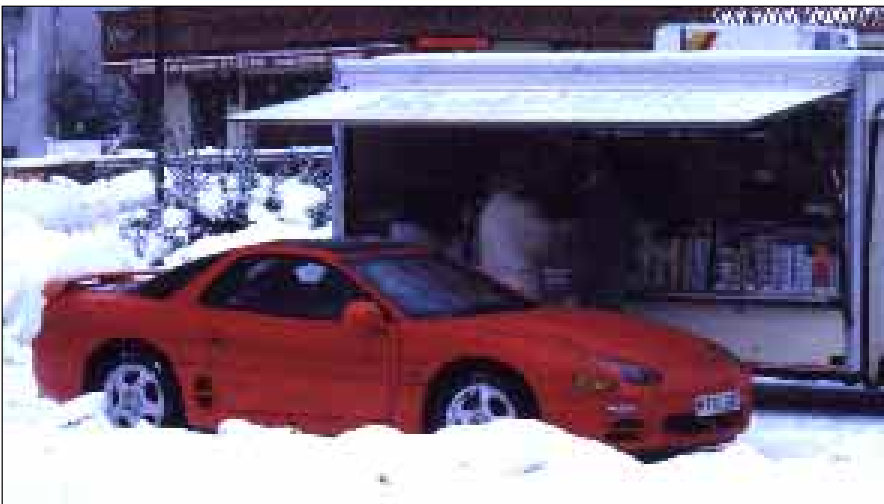




The Mitsubishi 3000GT's extrovert, supercar appearance is given full credence by an exhaust note that you could grease up liberally, dress in a leotard and call a Gladiator



Restricted headroom and a steering wheel located just within reach made it difficult to get truly comfortable in the 3000GT, although switching the suspension from Sports mode to Touring mode went some way to alleviating the strain



The Cosworth's steering is like that of a kart; always willing and able to dart off at 70 degrees to the straight ahead and should you decide to fiddle with the controls for a couple of seconds, you're more than likely to look up and find yourself right at the edge of your chosen lane, or worse. The Cossie's always saying: "Let's go cornering." It's impatient for twists and turns, demands to be steered at all times and is intolerant of anyone who thinks they can cover the miles on autopilot.

Still, after a while you become accustomed and it's possible to sink into the Recaros, post another CD and zip along at whatever speed takes your fancy.

As we headed south, we discovered a couple more of the S6's benefits. Fuel consumption appears to be about the same for all four cars (in the low 20s at our speeds), but it's the Audi's 80-litre (17.6 gallon) tank which takes it the furthest between fill-ups and, with its standard trip computer, provides the driver with useful fuel range info. The Porsche and Mitsubishi aren't far behind with their 75-litre capacity but the Escort carries 10 litres less.

Further south, the weather changed for the worst and at speed the Porsche felt a touch nervous in the wet. Some sections of France's autoroute network are now topped with a new miracle surface where, even in heavy rain, 18-wheeler trucks leave no spray whatsoever. On this amazing stuff the 911 was happy, but when the surface changed back to the norm the rear wheels seemed to wander disconcertingly.

And what of the Mitsubishi? It was just fine, the driver was content and it had the legs of everything bar the Porsche, but in this weather none of them were being stretched.

After seven hours of autoroute and service stations and half an hour on the N508, we arrived at base camp. It had been a long day but not so long that we couldn't immediately enjoy a Kronenbourg or two... or three, or was it more? Too many, anyway, to put into effect the plan to reconnoitre by Audi. "*Madame, avez-vous un taxi, sil vous plait?*"

Next morning the alarm went off about nine hours too soon but there was work to be done, if you count going to an ice driving school as work, so we were up and away, into the rain on the A21, heading eastwards and upwards towards the small, remote resort of Flaine.

What we hadn't taken into account was that rain in this part of France at this time of year means thaw and thaw means water, billions of gallons of it and much of it on the road. Neither the Audi nor the Escort or Mitsubishi were troubled. We slogged along at 80 or so, being overtaken by more nutters in brown 605 turbodiesels, but the Porsche wasn't happy. All of a sudden the back end let go completely, the car swung sideways in the outside lane, then the front end lost it too and our art director Marcel was being chauffeured by surface water

alone at 75mph towards the hard shoulder and facing the prospect of a severe personal redesign. Fortunately for him, the car got its act together without hitting anything and a quick inspection for what might have been the cause revealed that the optional (£1,075) 17in Pirelli Asimmetrico P Zero tyres as fitted to our car were considerably more worn on the rear than we'd have liked. At least this provided some explanation as to why the 911 had twitched previously, but it didn't bode too well for the more hazardous conditions to come.

Having eased the pace considerably, we arrived at the bottom of the road which should have taken us all to Flaine at the top. By now the surface was mostly covered in slush and while the S6, Cosworth and 3000GT powered to the halfway point of Carroz without too much trouble, the 911 was left way behind with all four wheels spinning fairly ineffectively.

The Porsche did make it, but by that time we realised that we were no longer in a hurry. A gendarme informed us that the road to Flaine was blocked by an avalanche, that it wouldn't be cleared for several hours and, in any case, we weren't going any further without fitting snow chains. With that news we sat down to enjoy a coffee, a *croque monsieur*, a mini pizza, another coffee, took some pictures and unwrapped our shiny new pair of Austrian-made Pewag snow chains.

As Audi recommends, we fitted the chains to the front wheels of the S6, all piled in and made our way ever upwards. Here the surface was compacted snow and while grip, steering and braking were good at the front, the rear wheels were still receiving a healthy dose of power. Consequently the standard Dunlop Sport SP2000s were sliding around as though on ball bearings marinated in diesel, so it was almost impossible to negotiate a hairpin without the tail flailing around like a barn door in a gale. Frankly, in this particular situation we'd have fared better with a front-wheel-drive A6.

Having suffered the humiliation of a 270 degree spin right in front of a convoy of six-wheel-drive, chain-clad army trucks, we arrived at the ice driving school, safe in the knowledge that none of our 4WD cars would have stood the remotest chance of reaching the circuit without either special snow tyres or chains. With front-wheel drive, rear-wheel drive or even four-wheel drive you can't and won't go anywhere except down without grip.

On our way back down the mountain, ignoring all the lessons just learnt and relying instead on low speed and extreme caution, we pondered some words of warning from our editor before we left. "Remember, don't confuse traction with grip." It's gibberish, but it did at least serve to remind us, as if it were needed, that we were in a precarious situation.

Coming up the hill towards us was a nutter on a big, single-cylinder trail bike. With the



Worn tyres made the Porsche a bit of a handful but we did come close to getting a new Art Führer out of it



With nobody in it the 911 became even more unpredictable. When it decided it was time to go it just went, slip sliding away down the mountain, and only a flimsy barbed wire fence prevented it from joining the Dangerous Sports Club





The S6 ferried everyone to the ice driving school and back without serious incident as the snow fell thicker and thicker



True to its rally origins, the Cosworth showed most enthusiasm for the slippery stuff, though that wasn't saying much

FOUR-WHEEL DRIVE IN A NUTSHELL

"Dad, how does a four-wheel-drive system work?"

"Well, son, it's like this..."

"A car is only as good as the amount of power it can put down. Even a low-powered car can spin its wheels easily in bad weather. High-performance cars like these four have to put power down carefully, even in the dry, and four-wheel-drive can be a big help. Unfortunately, all four wheels on a car travel at slightly different speeds when cornering, so cars with permanent four-wheel drive need a sophisticated system to let this happen. (Off-roaders, on the other hand, only need the extra grip when crossing muddy fields, so they can usually make do with simple, selectable systems and run in two-wheel drive on the road.) Cars with permanent four-wheel drive split the engine's output between front and rear via a central differential. This also splits the engine torque unequally – more of it usually goes to the rear since a car squats under acceleration so its rear end can take a bigger share of the output. The four cars in this test have variations on this common theme. The **Audi S6** has an ingenious Torsen (from torque sensing) centre differential which normally delivers drive equally to both axles, but can vary this by up to a 75:25 ratio front to rear or vice versa. This means that on slippery surfaces up to three quarters of the available power is progressively transmitted to the axle with the most grip. In addition, a new electronic traction control system enables the car to be driven away from standstill on a surface that is slippery on one side only. The **Ford Escort RS Cosworth** has a centre differential which splits the drive 34:66 front/rear combined with a viscous coupling. This is a multiplate clutch device encased in high viscosity (thick) silicone fluid. If a driveshaft on one side spins because the front or rear wheels are

spinning then the fluid increasingly stiffens to lock the unit and stop the power spinning away uselessly. A second viscous coupling in the rear differential prevents the Ford's rear wheels from excessive spinning. The **Mitsubishi 3000GT** has a similar set-up which splits the power 45:55 front/rear. The really clever bit on the 3000GT is its rear-wheel steering. From 31mph upwards, a pump actively steers the rear wheels progressively in the same direction as the front ones to a maximum of 1.5 degrees. They said all this technical stuff was a bit dry, so here's a joke. A man goes into a shop and says: "I'd like to buy a wasp, please." The shopkeeper says: "I'm sorry, I don't sell wasps." The man replies: "Well, you should – you've got one in the window." Boom Boom. Meanwhile... Unlike the others, the **Porsche 911 Carrera 4** does not have a centre differential. Under normal circumstances it is, effectively, rear-wheel drive, with 95 per cent of its power going through to the rear wheels, where a mechanical limited-slip diff does the usual job of preventing one wheel spinning grip away. Its four-wheel drive takes up only when the rear wheels start to lose grip. A viscous clutch stiffens and links drive to an output shaft to the front wheels. Up to 50 per cent of torque can progressively be transferred this way. This is combined with what Porsche calls Active Brake Differential, which uses data from the ABS sensors on the rear wheels to trace loss of traction at individual wheels. A control unit then applies momentary braking to the wheel concerned, thus transferring drive to the wheel with grip. Finally, the Porsche rear differential lock has been set up so that any sudden lifting-off of the throttle creates a yawing force which gives it a tendency to understeer and counteracts the 911's natural oversteer characteristics. **Got that? Good.**

rear wheel way out of kilter, he nailed the throttle and shot past us at 60mph plus. A minute later he flew past us again, downhill this time and going just as fast. Surely he'll never slow for that turn... but he did and, with the tail out again, disappeared from view. Then he repeated the whole process but faster still. We decided that he was either a breathtakingly skilful local or came from another planet where gravity and friction and stuff like that just don't play any part. We concluded the latter.

While we can't properly account for the alien motorcyclist, we were having to come to terms with the fact that the locals in their Pandas, Unos, 205s and Renault 4s and 5s were also making their way up, down and all around without any fuss or bother at all. Even the buses and trucks were coping better than we were. Why were we so slow and slithery? Was it simply us and our inexperience or was it perhaps our cars? Tomorrow would tell.

Tomorrow brought snow. Tons and tons of it consistently fell from the grey sky in flakes as big as pizzas. And it was settling on more snow already a couple of feet thick. It was cold too, very cold; down to minus 12, according to the Escort's temperature gauge. Today we would have to exercise caution like never before. We already knew that the Audi with chains could go anywhere other cars went and that the Cosworth and 3000GT would certainly go anywhere the Porsche could, so if the 911 went first, we'd be alright. Right?

Wrong. For a start, while the Porsche could just about scabble its way up a given gradient, it wouldn't necessarily be able to turn around if required and nor would it be able to descend with any degree of control because, even with all the ABS in the world, without any grip you can't stop until you reach the bottom or hit something firm on the way. It's all schoolboy physics but we were reminded the hard way.

During a photo session on a fairly minor incline the weather deteriorated still further. The 911 was left unattended with the hand-brake firmly on while the driver walked off to tend to something else. Simon, our snapper, was adjusting his exposures and focusing on the cars when he looked up and screamed: "The Porsche's moving!" Sure enough, the unoccupied 911 was slowly sliding backwards downhill. Thankfully it only managed a few yards on its own before resting against a snow bank.

A military-style command decision was immediately taken to abandon this shoot and get all the cars back to the relative safety of level ground. But it came too late. Within seconds, and with someone now along for the ride, the 911 had pirouetted, blocked the road and only a barbed wire fence of uncertain breaking strain prevented our £63,245 Cabriolet from disappearing down a steep bank. Meanwhile, the S6 had slipped sideways across the road into the bank on the other side (you don't want to see

the Audi in all the pictures with its snow chains on, do you?) and the Cosworth, also ignoring its driver's commands, had gracefully slid into a shallow ditch. In the midst of this mayhem was a charming Italian girl who drove past twice while offering assistance from inside her rusty little front-wheel-drive supermini. It was tempting just to drive off somewhere else with her and leave our cars to their own devices.

While the 3000GT escaped this particular episode without incident and we managed to evade complete disaster in the others, we had certainly learnt by now that if we weren't in the wrong cars then we were demonstrably on the wrong tyres. The 911, once back down on the level, was incapable of being driven at any more than 40mph, in even shallow slush, before the front end took control of its own destiny and the driver involuntarily became a passenger.

However, big-name tyre companies offer winter/snow rubber and both Ford and Porsche GB can provide narrower winter driving wheel and tyre combinations for the Cosworth and 911, precisely for these conditions. With this equipment fitted, specific chains can also be used. The 3000GT's standard Dunlop SP Sport 8060s can also be fitted with chains on the rear and, by crikey, we wished we'd had the lot. That or some rusty little front-engined, front-wheel-drive, narrow-tyred hatchback.

The next day, in spite of it being Friday 13, we subjected ourselves and the cars to more of the same. We dealt with frozen windscreen washers (all bar the S6 which has heated nozzles) and frozen windscreens (all bar the Cosworth which has an electrically heated screen) and looked forward to heading home, where hopefully the roads would be grey, dry and simply bursting with both grip and traction.

Thankfully they were, even at Millbrook, where the testers rejoiced in celebration of the copious quantities of adhesion available as blue smoke billowed from wheel-arches and tyres screamed in pain. It's a little unfair to make direct comparisons between these cars here as they differ in price by almost £38,000 and their ultimate objectives differ considerably, other than to sell in profitable numbers, of course.

But suffice to say that the Carrera 4 is extremely quick, although on a dry, grippy surface our experience shows it's no quicker than the rear-drive version, and it corners and handles with supreme confidence. Stuff it into a turn and the car hangs on rigidly. Go a little quicker and the front will push out just a little and with still more power the tail will step out and, if you've the skill, will stay out at your command. Just like the rear-drive car, in fact, but better. We also noticed that the Carrera 4 is easier to trickle about in traffic than the Carrera 2s we've driven with a less abrupt and altogether smoother clutch take-up.

The revised Cosworth disappointed a little. Not in handling or grip, where a safety net of



While the other three misbehaved disgracefully in front of the camera, the Mitsubishi stood its ground like a good lad



Shortly after aquaplaning down the autoroute and just before sliding down the mountain, the 911 looks quite serene

HOLIDAY ON ICE



For most of us, driving in icy conditions is at best an unnerving experience and at worst completely terrifying. We were all beginning to feel the strain of our slippery trip up the twisting mountainside road by

the time we reached Eric Carton's ice driving school at Flaine. Eric is a partially retired rally driver and for the past 12 years has been the boss of his own *Ecole de Conduite sur Glace*. The main difference between Eric's operation and some others in the region is his is primarily a school for anyone who wants to learn how to accelerate, brake, corner and generally handle a normal road car on the slippery stuff, rather than a racing circuit where professionals tear around, hell-bent on destruction, in purpose-built, high-horsepower 4WDs. At Flaine you have the choice of using either your own car (provided it's equipped with suitable tyres) or, at extra cost, one of the school's fleet of brand new Renault Twingos, Clio's or Lagunas. We elected to go for one of the school's cars and were all taken on a couple of initiation laps by our instructor Cyrille Cabal. His English was no better than our French so dialogue was restricted, but nonetheless he managed to communicate a few of the basics. Then it was our turn.



Firstly, don't approach a corner too fast. Even though the Laguna's Michelin XM+S Alpin tyres give tremendously good grip, (especially

compared with the cars we drove to the Alps), the circuit was almost too slippery to walk on and a measure of care is required. At the entrance of the corner, long before the apex, turn the wheel through 90 degrees, then immediately grab the handbrake while keeping your feet clear of the pedals and your eyes continuously on the road ahead. The tail of the car should gracefully slide way, way out of line with the front as you drift sideways most of the way through the turn. As the car's nose becomes square on to the straight road ahead you then release the handbrake and give it a little throttle and a moment later much more. While all this is going on Cyrille will be shouting "little, little, much!".

Once you've mastered that, which shouldn't take more than 10 minutes or so, you may then progress to more complex tasks like setting up pendulum motions at the back end before powering the car at the bend in true Didier Auriol style. Needless to say this is all terrifically good fun and, this makes a change, safe as houses. So safe that Cyrille even forbids you to wear a seatbelt. And we'd naively come all this way with our full-face crash helmets in readiness. Fees vary depending on how much tuition you require and so forth, but half an hour in a school car with instruction presently costs about £25 (FF200) Should you tire of skiing one day it's well worth a visit. Go for it, it's a hoot and you'll certainly learn from it. But make sure there's snow first... Flaine is up the hill from Cluses, which is situated just north of the A40, between Bonneville and Chamonix. Tel: (010 44) 50 90 82 59, Fax: 50 90 84 59.



I N D E E P

	Audi S6	RS Cosworth Lux	Mitsubishi 3000GT	911 Carrera 4 Cabrio
Performance				
0-30mph (secs)	1.8	2.5	1.9	1.9
0-40mph (secs)	3.3	3.9	2.7	3.0
0-50mph (secs)	4.7	5.2	4.2	4.1
0-60mph (secs)	6.2	6.7	5.7	5.3
0-70mph (secs)	8.7	9.1	7.4	7.3
0-80mph (secs)	11	11.4	9.9	8.9
0-90mph (secs)	13.7	14	12.5	11.3
0-100mph (secs)	17.7	18.2	15.3	13.8
0-110mph (secs)	21.8	22.5	19.2	16.9
0-120mph (secs)	27.7	28.3	24.8	21.1
Max Speed (mph)	147.1	141.7	148.8	157
Standing 1/4 mile (secs)	14.8	15.1	14.4	14.0
Terminal speed (mph)	93.2	93.3	97.4	101.1
30-50 in 3rd (secs)	3.5	4.3	4.6	4.2
30-50 in 4th (secs)	4.7	8.0	7.6	5.5
50-70 in 5th (secs)	5.5	7.1	8.6	6.9
50-70 in 6th (secs)	6.6	n/a	n/a	9.9
30-70 thru' gears (secs)	6.9	6.5	5.5	5.3
Braking 70mph-0 (feet)	162.7	154	158	154.6
Costs				
List price	£34,211	£25,825	£42,409	£63,245
Test/Euromix mpg	21/26	20.9/27.3	19.4/24.9	21.1/25.2
Insurance group	19	20	20	20
Service interval/Warranty	10k/1yr unltld.	10k or 1yr/1yr unltld.	9k/3yrs unltld	12k/2yrs unltld

understeer should protect you from the eventual sudden oversteer and the cornering capability is awesome. And not in braking, which is also quite stupendous. Nor in throttle response, which is indeed significantly improved over the previous model, but in straight-line acceleration. Ford claims the new car has the same 0-60mph capability as the old, big turbo car of 5.9 seconds. We were just two tenths off that pace when we tested it in Issue 5, but the new version only managed a 6.7-second average. Revising our launch technique may have shaved a few tenths off, but after only a few runs the clutch was roasting on a spit and further abuse would have spoiled the crackling.

There were no such problems with the 3000GT. It corners with uncanny determination, although feedback through the wheel is springy and artificially self-centering.

Despite carrying a 10bhp advantage over the 911 and having gobs more torque passing through its Getrag five-speed gearbox, it loses touch with the Carrera from 75mph upwards at the test strip because of its greater weight. If that's a problem, take heart; the 3000GT costs almost £16,000 less and its unashamedly flash



supercar looks are thoroughly aided and abetted by a truly muscular exhaust note.

Last but not least comes the Audi S6. For an enthusiastic driver its highly assisted, light-weight steering isn't in the 911 or Cosworth league but the S6 will hustle through a corner quicker than most. And, bearing in mind it's a plush five-seater executive cruiser, just have a glance at those acceleration times, most especially the in-gear ones. They're much quicker than the six-speed 911 or indeed the performance king of supersaloons the BMW M5, tested last month. All this for just £34,211.

In conclusion we're bound to say that in normal conditions all four cars are mightily able and easily exceed what any rational owner could expect. However, in extreme conditions and standard showroom spec they all fell well short of our expectations. Without taking any undue risks they all got into trouble. Next time we'll go better prepared. And if you're heading for the slush and snow, please do as we say, not as we do



Pewag snow chains from Brindley Chains of Warrington. Tel. 01925 825555

I N D E E P E R

	Audi S6	RS Cosworth Lux	Mitsubishi 3000GT	911 Carrera 4 Cabrio
What you get				
Central locking	yes	yes	yes	yes
Radio cassette/CD	yes/no	yes/yes	yes/yes	yes/option
Sunroof	yes	yes	yes	n/a
Alarm & immobiliser	yes	yes	yes	yes
Air conditioning	option	yes	yes	option
Power steering	yes	yes	yes	yes
Trip computer	yes	no	no	option
Anti-lock brakes	yes	yes	yes	yes
Twin airbags	driver's side only	yes	yes	yes
Cruise control	option	no	yes	no
Heated door mirrors	yes	no	yes	yes
Technical				
Engine	5cyl, 20v, dohc, turbo	4cyl, 16v, dohc, turbo	V6cyl, 24v, dohc, twin turbo/intercoolers	flat 6cyl, 12v, dohc, aircooled
Capacity	2,256cc	1,993cc	2,972cc	3,600cc
Max power (bhp/rpm)	230/5,900	224/5,750	282/6,000	272/6,100
Max torque (lb ft/rpm)	258/1,950	220/2,500	300/3,000	243/5,000
Transmission	6 sp manual	5 sp manual	5 sp manual	6 sp manual
Brakes	vented discs	vented discs	vented discs	vented & drilled discs
Front suspension	Ind. struts, coils	MacP struts, coils	MacP struts, coils	Ind. McP struts, coils
Rear suspension	multilink, coils	semi-trailing arms, coils	trailing arms, coils	multilink, coils
Wheels	7.5x16	8x16	7.5x17	F: 7x17, R: 9x17
Tyres	225/50 ZR16	225/45 ZR16	225/50 ZR17	F:205/50, R:255/40 ZR17
Dimensions (inches)	L189 W71	L166 W68	L180 W72	L167 W68

