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# **7ER** *to* **100** *and back*

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**THE TRUE ENTHUSIASTS PERFORMANCE BENCHMARK**

Issue 1 - Summer 2006

## **In Depth Photoshoots:**

**Murci Roadster • Vector W8 • Macca SLR • F40 • 340 America**

### **QuickDrives:**

**2007 Ford GT500**



**2006 Ford GT**



## **Track Test:** **CATERHAM**

*SUPERLIGHT* **R**

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# Future Features

Here are some sneak-peaks of some cars we are going to be covering in the coming months:



Ferrari 275GTB4



Ferrari F355



Ferrari Enzo



Ferrari F40



Ruf CTR



Porsche GT3 Cup Car

## The Zero to 100 E-zine Standard Features

Every issue of Zero to 100 comes filled with some great standard features as out lined below. These features include **navigation hotlinks**, **web hyperlinks**, **downloadable images**, **embedded video** and access to **Feature Videos**.

### Showcase Feature Videos

*Look for the Showcase Feature Video Icon in articles.*



Most of our Feature and Cover articles have an associated Video show available for download. While you are connected to the Internet, this special Video Feature is available for download by clicking on the Showcase Feature Video Icon. You will be taken to our affiliated Video Hosting Website where the instructions for accessing are available.

### Navigation Hotlinks

*Hand Cursor.*



Note that each of the **Page Numbers** and **Images** on the **Contents Page** are hotlinks that when clicked will jump directly the selected page. **CONTENTS** appears at the foot of some pages - this is a hyperlink that back to the **Contents Page**.

### Wallpaper Downloads

*Look for the Wallpaper Icon*



which indicates that a photograph is available as a Downloadable WallPaper in popular Desktop sizes.

If you are reading the Magazine while connected to the Internet, then simply click the icon to be taken to the Wallpaper Section of our website.

### Web Hyperlinks

*Web Hand Cursor*



Where possible, we have hyperlinked article content, images, data tables and advertisements directly to **our**, **partners** and **Advertisors Websites** to allow you to view extra information and data as well as products and services.

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*Look for the DiVX® logo*



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**Well, here we are** - Issue Number 1 of hopefully many more to come.

The first question to pop into everyone's mind is "What does the world need yet another Automotive Magazine for?"

My answer is simple - The world needs another automotive magazine because I could not find one I liked. We have magazines for Imports, magazines for Domestics, for Classics, for Race Cars, for Econocars, for Supercars, for Race Drivers - hell there are even magazines about NASCAR for goodness sakes.

There are magazines about automotive lifestyles, magazines for specific marques and magazines for almost everything in between.

Almost.

I couldn't find a magazine that even tried to spend the time to serve the Performance Enthusiast. I can hear you all now "But what about MT or C&D or R&T etc - they all serve the Performance Enthusiast". I do not believe they do, I believe they take a lot of time and pride in delivering great articles and content about cars that the Performance Enthusiast might be interested in if they can afford them.

They take a lot of time and pride in delivering great articles and content about the sports of motor racing and the races.

What **Zero to 100** aims to do is report on the actual Performance Enthusiasts and their cars. That's right folks - we are taking the time to go around and meet and greet

and drive WITH the Performance Enthusiasts who share our passion for Spirited Driving.

We are taking enthusiasts and their cars out onto the race track and logging data, comparing notes and delivering a verdict on exactly what your fellow enthusiasts are driving, how they are driving it and where possible, to see how close the car performs to the numbers the "Main Stream Press" publish - and does the car live up to their evaluation, if they made one.

In this issue we visit a car that has been labeled as a vicious and visceral performer that is a deadly mixture of light weight, demon handling and astonishing stopping power that in the wrong hands will turn around and slap you silly - the 200bhp, 1100lb Caterham Superlight R.

Well, at first we had the same impression - but then after taking the time to get to know the car and more importantly, sharing time with a passionate owner that knows how to

extract the performance from the car we realized that the Superlight is one of the best handling and most drivable cars ever.

So - we invite you to join us as we visit Performance Enthusiasts and get to know the cars they call their own. We will be looking at cars as varied as Porsche GT3's and Corvette Z06's, Lotus Exiges and Dodge Vipers and Ferraris, BMW's and Panoz's and everything else.

A feature we are proud to debut with in this issue, is our Dynamic Content. This content includes hyperlinks back to advertisers, contributors and in some cases, HiRes downloadable images.

But we are especially pleased with our embedded video content. This content ranges from Track Test Telemetry animations showcasing the differences in laptime to video clips and previews from our upcoming signature Videos.

Welcome aboard.

Paul

*p.s. If you want to drop us a line, visit **[nthimage.com](http://nthimage.com)** to submit your fan & hate mail.*





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# FULL TRACK TEST

[PART 1]

**CATERHAM**  
*SUPERLIGHT R*

## **Holy Smokes! What a car!**

*(Pictures & Story by Paul K)*

I want one. But I bet I would say the same thing after a go in the Radical SR3, and then again after a go in the Ultima GTR.

What strikes you the most as you approach any Lotus 7 derivative is just how little car there is. The Caterham Superlight R is no exception. You are greeted with 4 wheels, carbon fibre fenders, bug-eye head lights, press stud boot/trunk, big roll bar and very orange paint.

If the car had more exterior, I could write more about it. The car is just that compact.

One look at the interior and I am forced to coin a bit of popular Online Chat Phrasiology ROTFLMAO (Rolling on the Floor Laughing My Arse Off) - which has got to be followed up with a few chat room emoticons :P ;)

You see - All the interior consists of is 2 seat shells, 4 point cam-lock harnesses, a padded transmission tunnel, some shiny bits here

Suffice it to say the carbon nose cone, ridiculously light aluminium sheet bonnet/hood, low cut waist come elbow rests and Superlight R badging all say "What in hells name are you doing just gawking fool GET IN AND DRIVE!!!"

and there and an ignition switch hidden up under the dash attached to the steering column - oh, and not to forget the great monogrammed Lotus 7 rubber floor mats - this is a nice detail touch.

Really - that is all there is.

*(Cont.. on page 10)*

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SHOWCASE  
**Feature**  
VIDEO

**CATERHAM**  
SUPERLIGHT *R*











# FULL TRACK TEST

[PART 1]

(Cont. from page 6)

Well, there are some gauges and switches, but the steering wheel blocks the speedo and rev counter so you could not see them even if you wanted to - then again with this car you should be looking ahead to the next corner and almost not worrying about trivial things like revs and speed.

## **So how does the car drive?**

Exactly as you would imagine

it would, since the car is almost non-existent. It weighs in at a mere 1100lbs (500kg), is powered by a 190bhp Ford Zetec SVT motor and has little more than 2 seats and a steering wheel - how would you think it drives?

Almost by thought process is the easiest way to explain the way this car responds. Be very aware that you better be **ONLY** thinking about driving - driving this car - driv-

ing here on this road at this moment in time; as the car is so direct and so instant in it's response that if you are paying attention, it will reward you with a fantastic thrill ride - if you however let your mind wander you should pre-stage a med-evac team at the exit of Turn 1.

And when I say Turn 1, I am not kidding - this car is so single focused and hardcore, I am sure the people who claim to comfortably



daily drive these to work are fibbing or they work from home.

The small 11" Momo steering wheel is perfectly positioned and allows easy and quick steering of the car - so quick it reminded me of a motorcycle in the way you sort of think it, and the car goes where you wanted it to go, almost as if the steering input was a secondary reflex. Of course it isn't and failing to actually turn the wheel when you

need to will have you arse-up in a ditch in an instant - but that is how instant the steering feels.

#### **Sum up the car in one word?**

Immediate.

The same word would well describe the brakes... press the non-abs assisted brake pedal and the car stops. That's it - nothing more to say.

On that note, don't bother trying to drive this car if you don't have driving shoes or are not prepared to go barefoot - the foot well is just wide enough for 2 feet next to each other and the only resting place for those feet are the 3 pedals filling up the back of the foot well.

#### **The positive features of the car**

Immediate steering. Immedi-  
(Cont. on page 14)





# Performance

James Own(ers) Nos

Pauls (Tester) Nos

Steves (Guest) Nos

Laptime MSR - 1:48.775

Max Track Speed - 116.21mph

Avg Track Speed - 77.83mph

Max Acceleration G's - 0.69

Max Braking G's - 1.17

Max Right Lateral G's - 1.72

Max Left Lateral G's - 1.68

0-60 -

60-0 -

Laptime MSR - 1:55.175

Max Track Speed - 111.90mph

Avg track Speed - 66.35mph

Max Acceleration G's - 0.76

Max Braking G's - 1.10

Max Right Lateral G's - 1.55

Max Left Lateral G's - 1.41

0-60 -

60-0 -

Laptime time MSR - 1:51.475

Max Track Speed - 113.20mph

Avg Track Speed - 75.83mph

Max Acceleration G's - 0.69

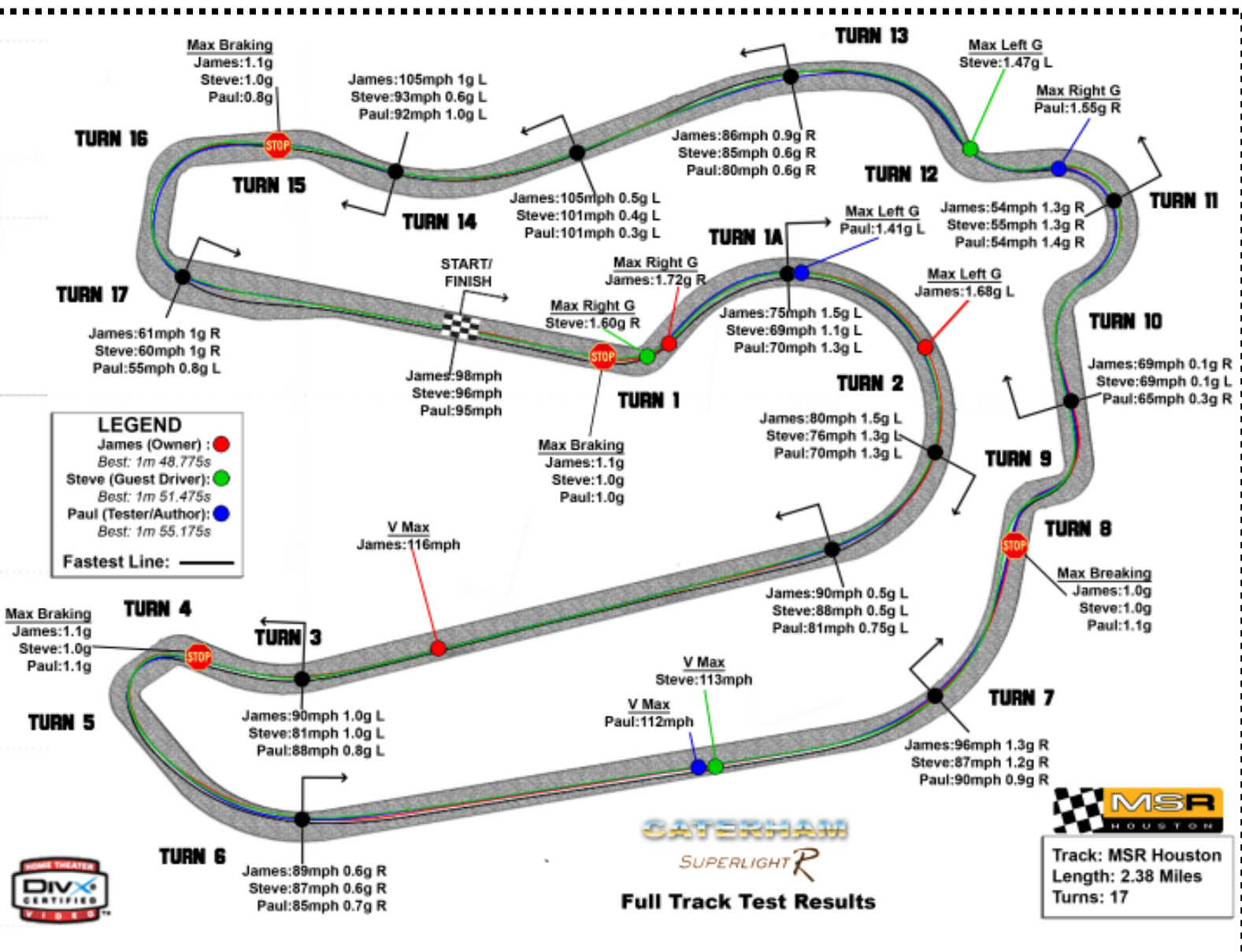
Max Braking G's - 1.00

Max Right Lateral G's - 1.60

Max Left Lateral G's - 1.47

0-60 -

60-0 -



# FULL TRACK TEST

[PART 1]



*\*\*Special Thanks to James, the proprietor of Turismo Driving Club for graciously providing access to his Caterham Superlight R and Lotus Exige for this track test\*\**

## Owner's Perspective

### 2005 Caterham Superlight R

It's not comfortable. It's not quiet. It's not practical. And the only thing between the driver and the hulking SUV one lane over is a plastic door that snaps into place. And that's exactly why I love it.

There's nothing else as responsive, elemental, or flat-out exciting as a Caterham at speed. Instantaneous response combined with fantastic power and unholy grip make this the most incredible ride imag-

inable, for a limited time only.

In Europe, some people make this car their daily driver, and I honestly don't know how they do it.

Here in the States, some hardcore enthusiasts go their entire lives without getting behind the wheel of a Super 7. *I don't know how they do it either.*

Next Issue:

## FULL TRACK TEST

Lotus Exige [PART 2]





# FULL TRACK TEST

[PART 1]



(cont. from page 11)

ate brakes. Bugs in your teeth.

## The negative features of the car

Immediate steering. Immediate brakes. Bugs in your teeth (this means the car is no use for daily commuting) - and the slight lack of power.

In yet another throw back to Online Linguistics: What?!!@ @!!! I hear your scream - *Not enough*

*power???*

Yes - I am used to being pushed forward at a rate of knots the SuperLight R can't quite deliver.... but it makes up for this by allowing you to leave that all important braking till after you pass the 500bhp car in front of you as you charge into a bend.

But that's partly because he probably weighs in at 3000lbs. Get

the Superlight up to 300hp of so and I sure it will deliver the spleen squashing forward thrust I am so used to.

Then you can drive past the 500bhp car at the exit of a sweeper onto a straight instead of only under brakes.

## Conclusion

The Superlight R is the

consummate Performance Enthusiasts car, and after living with it for multiple track sessions we can report that it is not as intimidating as it may first appear to be.

In fact if you pay attention to what you are doing, it is a hugely fun, entertaining and rewarding car

to drive hard.

And as I already said... Holy Smokes! I want one.

The End.

# CATERHAM

## SUPERLIGHT R

### Specifications

#### Construction:

- Tubular space frame with aluminum honeycomb cockpit stiffening.
- Aluminum body panels with carbon fibre nose cone and wings.

#### Dimensions:

- Wheelbase: 2,225mm (87.5in)
- Front track: 1,336mm (52.6in)
- Rear track: 1,336mm (52.6in)
- Overall length: 3,100mm (122.0in)
- Overall width: 1,575mm (62.0in)
- Height: 800mm (31.5in)
- Weight (approx.): 490kg (1080lb)
- Ground clearance: 80mm (3.15in)
- Turning circle: 10m (33ft)

#### Drivetrain:

- 2.0l Ford Zetec with Ford Sierra close ratio five-speed transmission.

#### Standard Equipment

- 3.62 Ratio Limited Slip Differential
- 10" Ventilated Front Discs with Caterham/AP Racing 4-Pot Calipers
- 9" Solid Rear Discs
- Widetrack Front Suspension
- De Dion Rear Axle
- Watts' Link Rear Suspension with Adjustable Anti-Roll bar
- Coilover Dampers with Adjustable Spring Seats
- Braided Stainless Brake Hoses
- Rear Exit Stainless Steel Catalytic Exhaust
- Carbon Fiber Wings, Nosecone, and Dash
- 13" Superlight R500 Style Magnesium Wheels with Avon CR500 Tires
- Racetech Steering Wheel with Quick Release Boss
- Black Interior with Composite/Carpet Race Seats
- Padded Vinyl Tunnel Cover
- 4-Point Harness Seat Belts
- Boot Cover
- "7" Grille
- Caterham Logo Rubber Floor Mats
- Race Aeroscreen

We chase the big HP into the bends.

And wave bye-bye on the straights



Enter Turn 1



Exit Turn 2



Apex Turn 2



Front Straight



Exit Turn 2



Apex Turn 3/4



# FULL TRACK TEST

[PART 1]







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# Can Telemetry help the average driving enthusiast?

**You bet it can.** While preparing the Full Track test of the Caterham I was discovering how hard it can be to put in good consistent laps in a new car at a new track. My 8th lap of the MSR Houston track had me putting in a frantic 2:02s laps in the Caterham Superlight. Off line, off speed and a little confused as to how on earth one can go quicker - even with a very capable car.

The answer lay in analysing the telemetry data captured with the TraqMate unit we use for data logging. I was able to look at each of my laps and observe my on track behaviour, and then overlay the data captured from James' runs. This way I was able to watch and see where and how he was addressing entrance and exit of various corners.

By my 30th lap and after analysing my first, second and 3rd sessions I am now able to click off 1m55s and can tell how good or bad the lap is going to be even before I glance over at the lap timer.

I should also give some credit having been shown the ideal line and had a couple drive alongs with some super fast drivers around MSR - but the main thing is I was able to compare my performance at various points on the track against other drivers of the same car - and observe their

line, speed, braking and acceleration performance.

Is this an unfair advantage for a newbie to a particular track? You bet it is... on the day I was able to chase down and pass a GT3 and an F430 that were not sure of the track - while the Superlight is a great match for those 2 on the MSR layout, the sections of track they should have dominated on, they didn't.

This is probably why today's race car drivers seem to get up to speed faster than the racing heroes of the days gone by.

New drivers simply look at previous champions/winner/test drivers data and immediately know what's possible in certain areas and then go out and have an advantage the first champs never had.

I am looking forward to using telemetry to beat up on more exotics in the future.

Stay tuned.

Paul



Surprise: Express Caterham coming through!



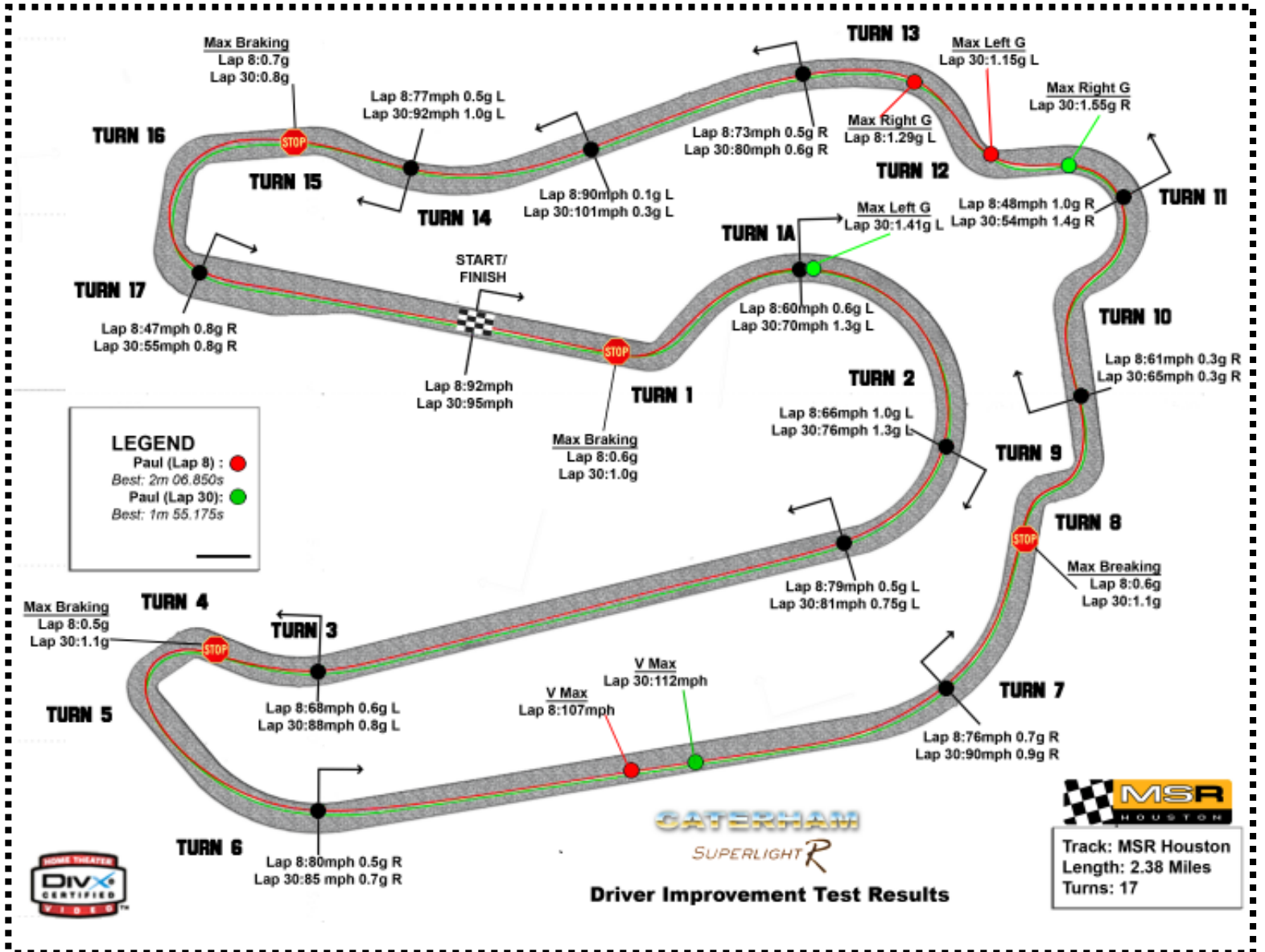
Hello: Telemetry enhanced driver in your mirror!



The temporary mounting for the TraqMate setup



Camera and GPS antenna mounted on the roll bar.



#### TRAQMATE ACCESSORIES





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**Replay Your Day** – Upload the data into Traqview. See your car on the track and your performance on the virtual dashboard.

**Instant Gratification** – See your lap times as they happen on the in-car display.

**Share and Compare** – Create virtual races with friends or with yourself from different sessions. Trade laps with your friends. Learn from them.

**Easy to Use** – No engineering degree required. The Traqmate Sensor Unit has one button. What could be easier? The Traqmate Display Unit is menu-driven with prompts in English. Just pick what you want – no typing, no memorizing buttons.

**Analyze** – Zoom in on your lap. Single step to see G loads and speed. Compare braking and acceleration points between cars and drivers. Graph data vs. time and distance.

**Grow** – Want even more information? Add sensors for digital, analog, and frequency inputs.

**Share Your Toys** – Loan your Traqmate to a friend or loan your car to a faster driver. Then compare their laps against your own. Even two drivers with equal lap times can both learn from each other.

**It Gets Better** – Traqmate's heart is a very powerful microprocessor so new features and functionality will be made available over time. Download the new software from [traqmate.com](http://traqmate.com), reprogram the unit, and you are good to go with new . Ditto for Traqview. The colorful and easy-to-use Windows software will continue to advance with user-defined graphs, performance metrics, video integration, and more.

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Forsythe Championship Racing



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Gary Mausner  
VP Tyco Thermal Controls

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Pro Spec Miata

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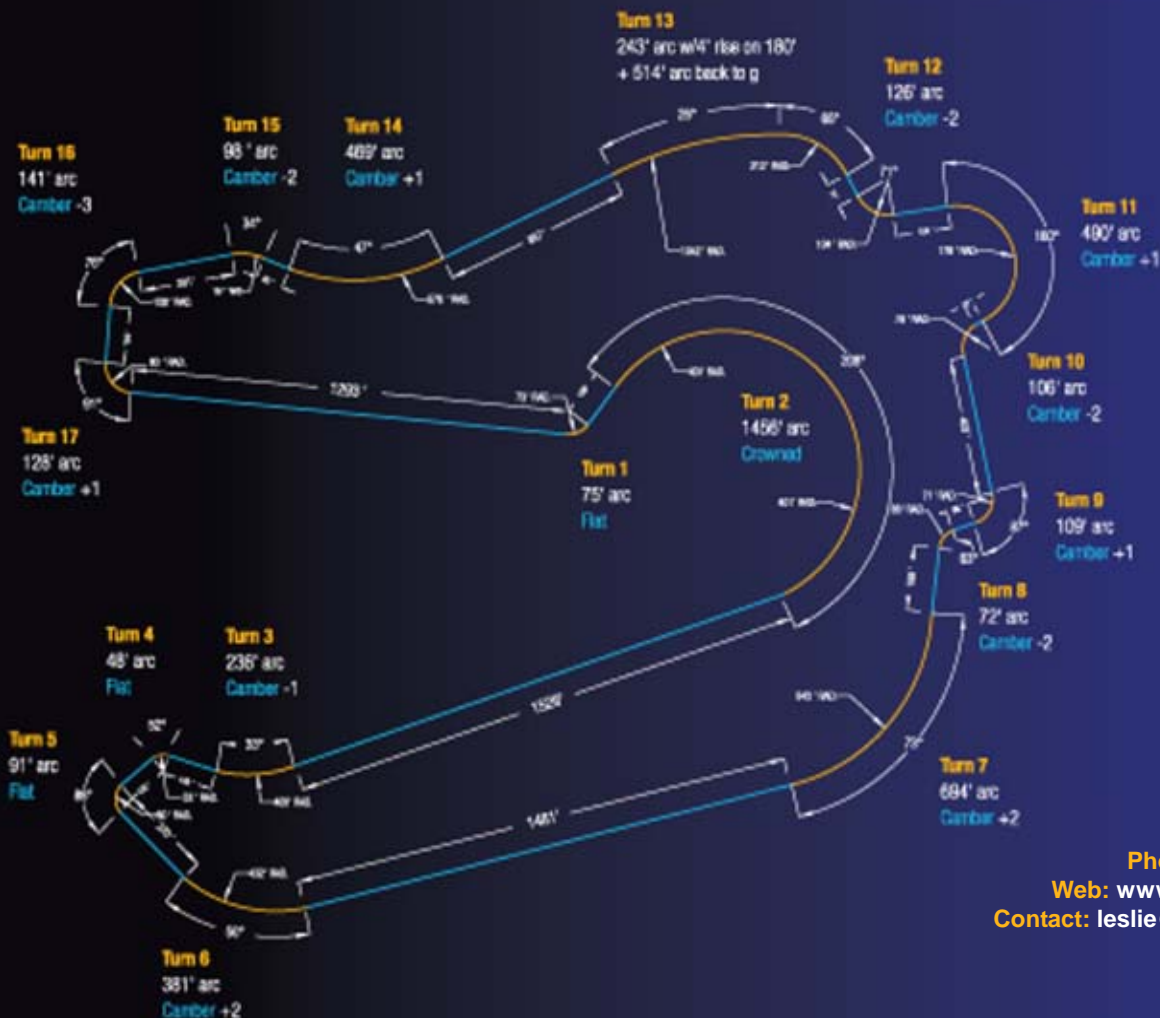
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# VECTOR W8 TWIN TURBO

## 14 Years Later, Truth is Better than Fiction

*(Pictures & Story by Isaac I)*

It is today that I have been introduced to Vector W8 no. 015, and Kurt Ewald, the owner, a veteran employee of Vector Aeromotive Corporation in Wilmington, CA. Anticipating the meeting, I began researching the Vector W8 as feverishly as I could, finding as many facts as possible, as well as finding odd question points regarding the production of this car. You don't prepare for a Physics test by asking what time it is; similarly, I felt I couldn't simply ask Kurt "So, what is it?"

A little bit of Q and A reveals 90% of the facts I spent researching in front of google, and wikipedia were false, stretched truths, and outright lies. After the initial embarrassment subsided; I find that not only is Kurt possibly the best single source of info on all things Vector, his home office is a shrine to his vast collection of Vector memorabilia; the car is the real deal as well. The fin-

ish is a fine white with a blue pearl in the paint making this car a true beauty, that is, if you like the looks of the Vector W8. I for one love it.

A few questions lead to finding out the car reaches a top speed of 242 miles per hour, a speed officially recorded at the Bonneville Salt Flats driven by none other than Kurt himself. I can't help but think that my loathing of the McLaren F1 isn't suddenly becoming more and more founded! I chuckle to myself as we talk about the cars produced in the era of George Bush no. 1. Every component fit to this car is eons more advanced then anything you might find on a Bugatti EB 110, a Jaguar XJ220, or even a McLaren F1. So advanced, it wouldn't feel strange fitted to an F 117a Stealth Fighter.

242 MPH! God! I think about that again... in fifteen minutes, I could make it from Brighton to Lansing! As it turns out, this bit of press turned negative immediately for Vector Aeromotive; no car should be able to go that fast, so thought the various media sources and insurance companies, so they threatened to refused to insure Vector W8's until later claims of "200 plus" were published. Suddenly people decided it wasn't worth believing the car was capable of any of its boisterous claims. No matter, 200+ is still much faster then 99% of the cars out there in terms of a selling point.

This led me to wonder how well this car got to that point, so begins one of the few facts I got right. "What made Vector choose a GM Automatic gearbox?" Umm... Nope, I guess I got that one wrong too. After a little more red in the face, I find out the only part shared with a GM three speed is its' external housing, while everything internally is custom fabricated specifically to



meet the Vector's power curve. Redline in the car reaches a staggering 6200 revolutions each minute; which seems demonically impossible for a pushrod large displacement V8 of anytime! First gear can take you to over 80 MPH, second can take you nearly to 170 mph, and third keeps screaming until you hit a gear limited 242 MPH... What!?!? This car is gearing limited?!?!?!?!?

I ask about the aerodynamics, as researching the web proves that there are wildly over the top numbers ranging from .42 to .68 for a coefficient of drag; and looming questions about the fact it was never tested in a wind tunnel. I feel it coming again, perhaps it is 95% of the info on the web is pure BS... Thankfully, Kurt takes it all in stride. "They can say it wasn't wind tunnel tested all they want, but it doesn't change the fact that it was. It is more attune to the nature of .32 in terms of drag coefficient." So that means all the

claims that it won't top 160 mph, or 180 mph (depending on where you read) are ridiculously over exaggerated. Perhaps it would've been better to come in and ask "What is it?"

All the while, the car is sitting there, it looks light on its' feet, wide, and very low. I'm impressed with its presence, and the fact that looking from a long low angle, you clearly see nothing hanging, or drooping below the side sills, this cars underbody is completely flat from nose to tail, except for four wheels that touch the ground. The lines are extreme, eccentric, and dynamic. There really is nothing on the road like this car. Just then a passer by asks, "Is that some sort of Lamborghini?" to which Kurt is quick to reply as if second nature "No. It is faster then a Lamborghini." Which is quick to silence the onlooker as you can see the bewilderment on his face when he clearly expects a piece of candy for his design recognition. One can see the folly of the style as not so dissimilar to a Countach, which also is known for its extreme angles, and steep rake of its nose and wind-

shield. However, even at a distance, there are clear differences abound everywhere, and any thought of similarity is thrown out of the bar, taken to a back alley, and beaten to a pulp before it dies altogether. The Vector's rake is extreme, even next to a Diablo, or Countach, the rake is down right obscene. The glass continues at this steep rake to the roof line, met by a glass placement in the middle of the roof. As it turns out, the Glass is the largest automotive windshield ever made, and the dual element wiper blade is a tell tale sign of that.

The roof is flat, adjusted for lines only for the placement of the window, and the panel gaps from the doors. The steep angles are accentuated by these lines. Each one feels like it is part of the angle of the rake of the nose and windscreen, which is an elaborate way to bring out the fender flairs, which in turn bring out the triangular venting behind the front wheel, and in front of the rear wheel. Each angle simply





is supplementary to another angle, and no two angles contradict each other. The design is flawless, timeless, and ultimately infallible. This car definitely has its own soul, its own presence on the road.

Beyond design is function, and the design of each vent feels as if it has a need to be there; and as it turns out, all but one vent is there purely for functionality either for cooling, ducting, or aerodynamics. The drivers' side intake vent is purely styling, as the passenger side supplies all the volume of air needed to feed the engine and intercoolers. Asymmetry is a horrid thing on a car, any questions, and look at the new Lamborghini LP 640.

Opening the engine cover, and its immediately apparent that no expense was spared; no there may be no gold lining the bay, but that is

because it didn't need to, even with a pair of turbochargers pushing in 8 PSI of boost under normal conditions. The most obvious feature seen is the transverse mounting of the engine, few mid engine cars exist, and even fewer with a transverse mounting. Next, you see a plenum running from the intake manifold to the massive twin intercoolers. You get the feeling this engine is built by Group C race engineers. Nothing is longer, or shorter then it needs to be. Suddenly, an onlooker feels he knows about the Vector, and says "Looks like GM's TPI, there." To which Kurt details how nothing in, around, or of the block is in any way associated with GM. The intake manifold with 2" diameter runners were created by a company called "First", which GM later copied in the form of its 1" diameter runners used for Tuned Port Injection. Every line, wire and hose is aircraft quality, and

begs to be pushed hard without throwing so much as a cockeyed look at you.

Underneath, you see a massive pipe between the rear wheels, rear of the engine, this is a DeDion set up with 4 trailing arms and a lateral link; which applies the rotational torque of the axles to keep the rear end firmly planted on the ground as R's build up furiously. An interesting piece of tech I've never noticed in another automobile to date. On either side of the DeDion lie the massive Michelin XGT Plus tires measuring in at a scant 315 mm wide, riding on 16" wheels. This is a time sensitive piece of equipment on the Vector, as the molds for these tires are owned by Michelin, yet aren't produced anymore due to the low production numbers. After fourteen years, the car may as well be running any other hard plastic poly-







mer out there. If there was ever a reason to not test top speed on this car today, or pushing 1 G laterally, this is it.

Open the doors, and it's hard to point out what is noticed first; perhaps the extremely wide sills, or maybe the Electroluminescent display panel, the aircraft circuit breakers, or the embroidered Recaro seats. In each case, you can tell this is closer to an F16 then it is to a Buick; more like the Terminator who is going to Kill John Connor at all costs then Michael Moore who is determined to do something; although I haven't yet figured out what. Toggling between the four settings on the Display is interesting, revealing a great deal of information that even a massive cluster of gauges would have a hard time filling. I have to give props for its use of vertical stacking as well as displaying the precise measurement at a given

moment in the tracking arrow. For an automobile, few cars stray from the tried and true circular, and scalable diagram. These ideas are even today extremely advanced, so much so that nobody does it the same as Vector did. There is a HUD option, the first to my knowledge on any car, displaying similar information as on the display; this makes an ideal drivers car long before BMW, or Cadillac ever attempted it. Furthering the idea that nothing needs to be replaced is that there is no fuse box, just a panel of circuit breakers that pop out if there is a problem; if your horn is for some reason stuck on, simply pull the breaker to stop embarrassment; while not adversely affecting other components of the car.

Climbing in and out is much less a chore then I anticipated; sit on the wide sills, bring your legs

in, then slide your ass in. Easy as pie. Unfortunately for me, I found a design flaw in the W8, and presumably in the W-2 and WX-3 as well. The car is built for Jerry, not me. I am 6' 2" floor to head, and I find I must choose where I want to look rather then feel free to look around. Conversely, I have plenty of legroom, and elbowroom is second to none! An extra inch might be enough to do the job for my height.

Reverse is a might bit tricky, as rear visibility consists of looking at the intake runners; so a similar style of backing with the door open, and sitting on the sill is not so difficult; granted you have a spotter, or know the specific terrain. The gear lever is slightly sticky going from park to reverse, and out of reverse; but isn't a sign of any real troubles, thankfully.

(Cont. on Page 32)





## 1992 Vector W8 Twin Turbo Specifications

### Engine:

6.0 Liter Resleavable Aluminum Rodeck Y- Block  
Ported and Polished Aluminum Heads  
OHV 2 Valves per Cylinder  
600+ hp (749\*) @ 5700 RPM  
600+ ft. lbs. @ 4900 RPM

### Drivetrain:

Aluminum Racing Manuel/Automatic clutchless ratchet shifter  
Custom Helical Spur Gears,  
Final Ratio: 2.43:1

### Body:

Carbon Kevlar, and S-glass Unidirectional Fibers in Epoxy Resin Matrix

### Chassis:

Semi-Monocoque 4130 Chrome Moly Tube Steel Roll Cage  
Aluminum Monocoque Epoxy and Cherry Max Riveted



## 1992 Vector W8 Twin Turbo Specifications

### Suspension:

Front: Unequal A-arms, fully adjustable shock absorbers

Rear: DeDion Tube with four Trailing Arms and lateral link. Fully adjustable shock absorbers

### Brakes:

Four Wheel vented disc brakes, 13" four piston aluminum calipers

### Wheels/Tires:

Front: 16" x 9.5".....3-piece modular, machined billet aluminum

255-45ZR16.....Michelin XGT Plus

Rear: 16"x 12".....3-piece modular, machined billet aluminum

315-40 ZR16.....Michelin XGT Plus

### Dimensions:

Wheelbase:.....103"

Length:.....172"

Width:.....76"

Height:.....42.5"







**VECTOR**  
TWIN TURBO



## Owner's Perspective 1992 Vector W8 Twin Turbo

How do you sum up Vector W8 ownership and its rewards? Is it the satisfaction you get from looking out in the garage every day and seeing something amazing that you have strived all of your life to own? Or when someone pays you a complement when they see your car for the first time and are awe struck by its appearance, never imagining how low and wide the car would be in person?

Possibly it's the first time you start the car and the roar of its soul is heard. Feeling 700+HP when you hit the throttle and rev the engine. Knowing that once you apply the right foot that this machine will catapult you from 0-60mph in 3.9 seconds. Possibly it's the first time you approach that 25 mph off ramp at 72mph and the car feels as though its tires are glued to the pavement.

What ever it is that stirs your

soul and makes you feel as though you are part of the machine, is what makes supercar ownership so special.

I place much of my value on the operating cost of such a beast. Where Ferrari owners live 2500 miles at a time with each service running from \$2500 to \$7500.00. I don't believe you should have to spend that kind of money to own, operate or maintain a vehicle you just laid down \$448,000.00 to purchase. After all you just spent half a million dollars to acquire the car, why should you have to buy the car a second time over the life of the vehicle through by paying the service department unbelievable sums?

I have owned Vector W8 015 for over 6 years, I change fluids semi annually and make sure every last item was functioning flawlessly. Don't get me wrong I

won't pretend to say that I have not replaced a single item on the car. I have changed 3 items to date. One battery, a cooling fan motor, and one Steering Column slip disc.... to date a grand total of \$1000.00 in parts. Other general maintenance items such as belts, spark plugs, Oil, Filters have run about \$1500.00. So in 6 years of owning what is now a 14 year old car, I have spent a grand total of \$2500.00 to own operate and maintain my W8.

This says a lot about the parts that were selected during the Vector W8's development and production. The no compromise approach instilled at the factory has made for a vehicle you will be able to enjoy for a lifetime without having to give up the dream of owning other Supercars along the way.



# VECTOR W8

## TWINTURBO

(Cont. from Page 27)

Strap in, sit down, look forward, and maybe glance at what I can read from the dials. Nope, this is a drivers car; and Both Kurt and I chuckle as the light prepares to turn green. This is where things get interesting... we turn right at about 10-15 mph before going on t h r o t t l e . Ohmygawdohmygodohmygod! The Power of this car is unmistakable at well over 700 hp, and under the W8's extremely tall gearing, the acceleration feels like it will never end. 1st gear, second gear is an all-new wind! Unlike manual gearboxes, this car stays on boost between shifts; and you can feel that wave of torque hits you like a 50 lb. sandbag tossed at you by the local iron man. At this point, I know that beyond the words, beyond the rhetoric bull out there, and the illogical truths... I instantly know that the way this car accelerates to 147 mph is much faster than any car I've ever been in. There is no growing aerodynamic wall; the noise isn't from the

wind, but rather from the intoxicating Twin Turbo Rodeck Y block behind me. This car is obviously faster than the 600 HP Ford GT I was in last week; and that car ran 212 MPH at Nardo's Famous high speed bowl! " h h h g h - p s s t - t - t - t ."

Seemingly just as quickly as it began, its all over; and I cannot wait until the next opportunity arises that I might be in another Vector W8. It's a terrible tragedy that the future of Vector Aeromotive was never realized. Today, the natural evolution might have seen the worlds first 1000+ HP car on pump gas, lighter weight materials, pushrod suspension, a 6 or 7 speed paddle-shift gearbox, and multiple levels of cars; ranging from \$100,000, through over \$1,000,000. We could've even seen a successful race campaign... A million "could've, or would've" comments come to mind; and all of them ultimately don't mean a thing. It is clearly amazing that the car even made it to where it did, and it is clearly one of the greatest cars

ever made. Well done Kurt, David Kostka (Vectors VP of Engineering) and well done Vector Aeromotive.

### Highs

Brutal acceleration, unending power, perfectly tuned suspension, head turning styling, reliability, build quality, fit and finish, usability, comfort, gearing, 3 speed automatic, Electroluminescent display, fighter jet feel, engine note, second to none craftsmanship, hand built masterpiece, better than all of the competition in almost every way.

### Lows

Cramped neck space, 3-speed gearbox, tall gearing, hard-as-plastic 14-year-old tires.

### Conclusions

Very possibly the greatest car ever built! The few who are privileged to own one have both a unique part of automotive history, and a great product from vision to delivery. Somehow, someday I will own one!









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  - 2: **to be the embodiment or personification**
  - 3: **to make personal** or individual; specifically: to mark as the property of a particular person
- <personalized home>



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**It's simple, we say yes more.**



# QUICKDRIVES

## 2006 Ford GT

(Story & Photos by Isaac I)

A year ago, I had the opportunity to drive Ford modern interpolation of its spec race champion from the 1960's, and found it to be one of the greatest creations on the earth; even with the limited time I was in the car... a mere five minutes, I knew it was something incredible with a secured place mark in history. This time, I'm invited to ride as co-driver along some of the most unforgiving road surfaces this side of Wayne County.

There was a soft downpour this morning, wetting the roads, and drowning my excitement just a hair too much for comfort. I ease in to the rendezvous point, and take a few photos. We are limited by time today. Thankfully the roads have nearly dried up to the point of ethereal enjoyment of the massive 315's in the rear.

Getting in is quite possibly one of the easiest supercars I've been acquainted with; just watch your head. The seats are comfortable, and supportive. The car is quiet, roomy, and in all honesty... it feels exactly as it should. Oh, I didn't notice there isn't a glove box either.

How fast is Ford's halo supercar? More controllable than I could even imagine. You cannot



hear the supercharger, it's a mute thought, however as it makes nearly no noise. The driver guns it, tires spin; and my chest is crushed. Clutch in, and we're bouncing on the limiter, shift into second, rinse and repeat and into third. First gear feels tall, but still perhaps on the short side, as it feels its over too quickly. If first is too short, then so is second gear, while third gear is right.

The torque is unending; although you can feel it taper off the last 500 revs before the limiter. The more impressive thing is the way this car is taking these Michigan potholes in stride. It's something that's been written about, but it must really be experienced to appreciate. There are holes of all sizes all over the south east of the state; this road included. The GT takes them in stride. In fact, I offer the GT takes them better than most of the cars,

trucks, and SUV's I've ever driven.

Suddenly a series of bends approach, Hard on the brakes, but the GT shaves off speed so smoothly, and quickly.... But Oh My God! We haven't slowed enough. There isn't so much as a squeal of the tires as we round these bends... the driver is taking it easy, and I'm eating it up. The difference between a muscle car and a supercar is unmistakable, and Ford has unequivocally made just that. Nothing from these shores has felt so complete like this since the early 1990's in Wilmington CA.

The drive is over too soon, and I eagerly await my next drive, for a proper Track test of this car, and it can't come soon enough.

-Isaac



CONTENTS



# 2003 Ford Cobra:

(Story & Photos by Isaac I)

24 hours with 400 hp

It's Thursday morning, and I have an appointment with a 2003 Mustang Cobra. Ford's definitive answer to the SN95, and in a world without an archrival for the first time since it's the muscle car era. But this isn't what this drive is about, and it most certainly isn't about to go by the wayside as my first prolonged drive of anything with more than a turbocharged 4 banger. The weather is clear, as are the roads. This is going to be fun!

The clutch is heavy, as is the prowess of the car. It doesn't feel small in any sense of the word, or light on its' toes. No, these aren't words to describe the outdated 20 year old platform. But, God, it is good. Plan no. 1 is to immediately drive my favorite route of twisties, hills, and straights. A drive by the lake is a nice way to prepare for what this car is capable of in my hands. I feel as if these roads are Brighton's best kept secret; winding road, after winding road.

Before going on throttle, I keep in mind that I've been driving a 3800 lb, 185 HP SUV for the past few years, with only invitations to drive cars that are unmistakably much closer to firecrackers, then George Benson \*\*\*YAWN\*\*\* Right, so I strike the loud pedal with absolute authority; and immediately begin yelling obscenities, wholly drowned out by the mashing, and smashing of air in the roots type



supercharger. That thing is farging loud! Mustang has always had the engine note a breed above the others... a baritone in a world of lopey V8's, I cannot tell. But HOW THE HELL IS 400 HP LEGAL!!!! This is simply way too much fun; surely the powers that be shall strike this as unnecessary.

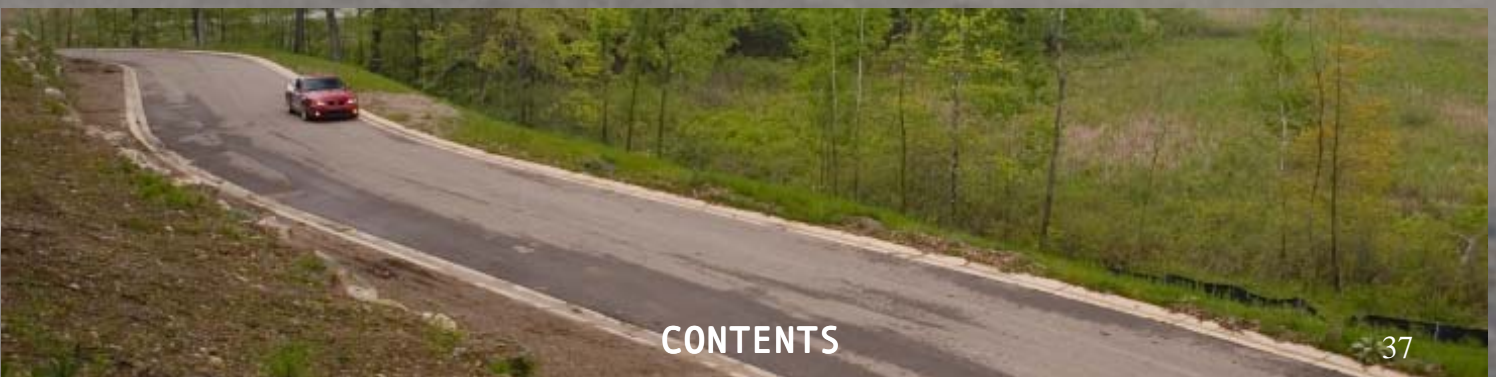
The horizon moves closer... up a hill, down a hill. How fast was that? Oh, 4th gear, but it could've been better, 1st is vague and hard to find. 2nd is silk smooth, and could not be better. A chirp of the tires lets me know. 3rd feels clumsy, but you must trust its third, and not 5th gear, as 5th isn't hard to find at all. 4th is a no brainer. All in all, it could be better, but it could be the 26,000 miles, and three years taxed upon the power train.

Power out of corners feels absolutely right in this car; but it feels to heavy to sprint into them. There is more than enough torque to play hooligan in the tighter of bends, but not enough run off to try it at speed. She swings her tail gracefully, and

gradually grips again in a very predictable way. No sudden jerks, or misbehavior to be found. That cannot be said about the chassis, as it does creek, and rattle just a little. But it's as tolerable as cold day in July. The feel of the car isn't quite fit rite, the seat of my pants is on top of the car, not in it. It has prowess, but make no mistake, the Cobra is no sports car.

Standing starts are a blast, stopping feels like it could be better, and the tires are most definitely up to the task of anything you ask of them. And even if this is just another Mustang; people know, and people look... in fact, perhaps this is the secret I never knew, Cat calls galore with a Mustang... and I'm still scratching my head trying to find out why... Well, I should've had this car years ago with all these looks; with the phone numbers dropping in my lap rather than doing the asking!

I strike the throttle again, and again, and again. The tank is drained of its life force. Fill-up with some more petrol, and off again, but







## 2007 Ford GT500

(Story & Photos by Isaac I)

It started back in late 2004 with the introduction of the first all new Mustang in over 20 years, and immediate thoughts floating around in enthusiasts heads about what the next SVT Cobra might be. Rumors abound by its engine, its power, its displacement for two full years before we were told the realities about it. Now, just a few months away from consumer availability, we know the truth about this car.

this time to do a few photos downtown. A few night petrol officers ask about the car, and are surprisingly interested. There is no ticket to issue, and the driver isn't having more fun than them.

By mid day Friday, it is already time to take her back. A day ago, the car felt too fast, to powerful, and too fun. This is the car that people would have if not for their additional children, this is the car that a generation promised themselves to buy; but found a minivan in the space meant for it. Today, I feel as if it isn't enough. There isn't enough power, tight enough suspension, and there isn't more then I could throw at it. I can definitely see putting down a few hundred extra ponies for daily use.

-Isaac

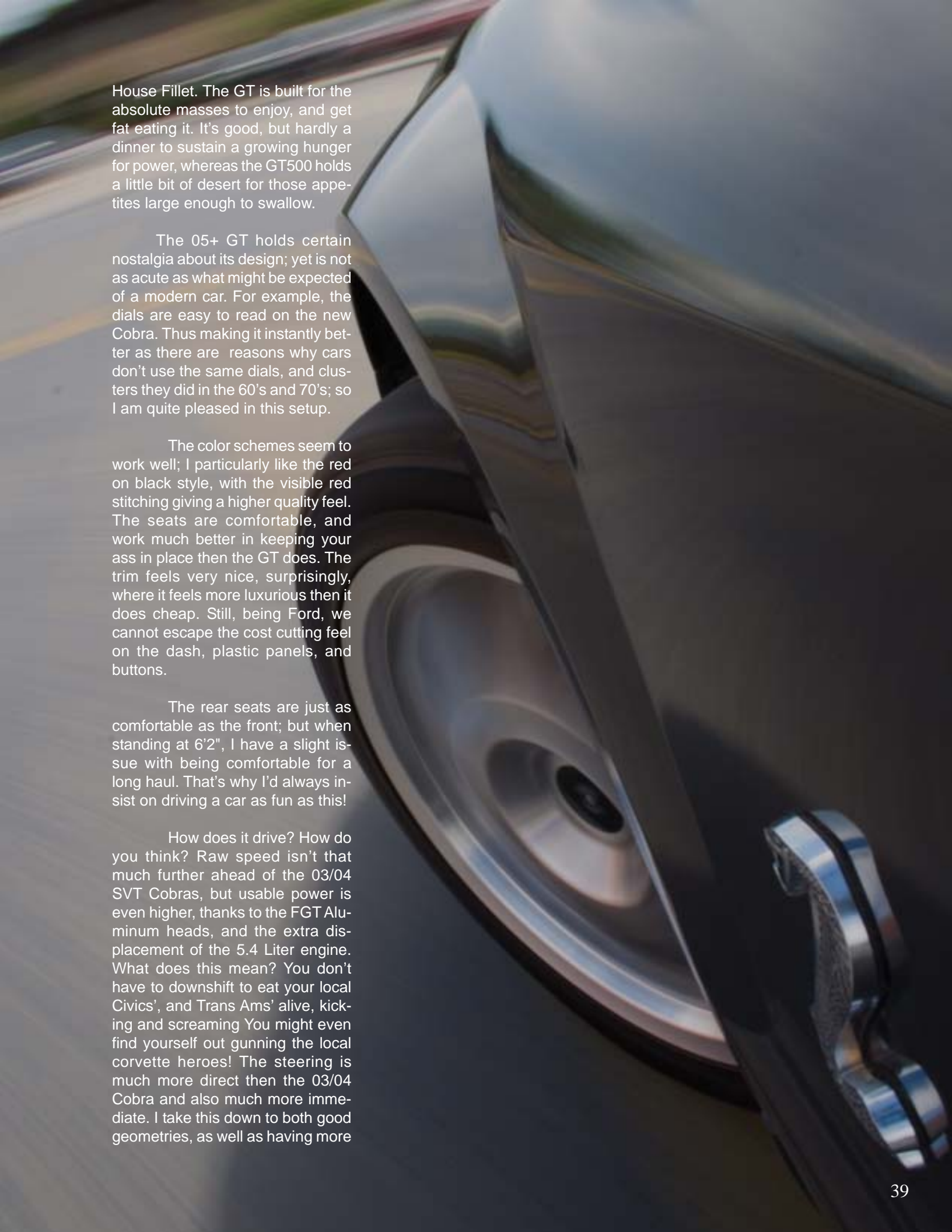


The shape cannot be mistaken for anything else on the street, save another Mustang. But, a second glance shows this is no tuner body kitted pony car; but something much more sinister, with its more aggressive, and aerodynamically functional front fascia, the aluminum hood, and the rear spoiler.

The whole car is extremely solid, and well planted, one might think this car is more attune to the stiffness of our favorite wooden actor, Keanu Reeves. In fact, this might actually be a stolen German chassis! It is that solid, and I am told that early on, the car was so rigid, that movement was designed into the chassis. Overall rigidity has been increased by a factor of three over the SN95 Fox platform.

When comparing the interior against the Mustang GT, these two cars couldn't be more different then macaroni dinner, and the





House Fillet. The GT is built for the absolute masses to enjoy, and get fat eating it. It's good, but hardly a dinner to sustain a growing hunger for power, whereas the GT500 holds a little bit of desert for those appetites large enough to swallow.

The 05+ GT holds certain nostalgia about its design; yet is not as acute as what might be expected of a modern car. For example, the dials are easy to read on the new Cobra. Thus making it instantly better as there are reasons why cars don't use the same dials, and clusters they did in the 60's and 70's; so I am quite pleased in this setup.

The color schemes seem to work well; I particularly like the red on black style, with the visible red stitching giving a higher quality feel. The seats are comfortable, and work much better in keeping your ass in place then the GT does. The trim feels very nice, surprisingly, where it feels more luxurious then it does cheap. Still, being Ford, we cannot escape the cost cutting feel on the dash, plastic panels, and buttons.

The rear seats are just as comfortable as the front; but when standing at 6'2", I have a slight issue with being comfortable for a long haul. That's why I'd always insist on driving a car as fun as this!

How does it drive? How do you think? Raw speed isn't that much further ahead of the 03/04 SVT Cobras, but usable power is even higher, thanks to the FGT Aluminum heads, and the extra displacement of the 5.4 Liter engine. What does this mean? You don't have to downshift to eat your local Civics', and Trans Ams' alive, kicking and screaming You might even find yourself out gunning the local corvette heroes! The steering is much more direct then the 03/04 Cobra and also much more immediate. I take this down to both good geometries, as well as having more



then 3x as much chassis rigidity as the previous generation.

Handling is eons above the 03/04 IRS Cobra... In fact, it's surprising how much so, mid corner speeds are much higher. It is surprising that Ford could make this car handle as good as it does for being a 3900 lb. car. Well done! If I can make my gripes known, the GT500 is a heavy car, and for whatever reason, the engine note is all wrong. It is somewhat confusing, as the Mustang has always been the greatest sounding small block for the last 40 years; and for the first time; it's not the top of the line Mustang. Thankfully, the standard GT remains in production too.

Nothing touches the Mustang Shelby GT500. Perhaps in a year, others will be close (a SRT-8 Challenger, and the rumored Camaro SS). Even then, the 09 revised Mustang will be here right after, keeping fresh while the others lay wayside as Mustang sales continue to soar. The fact is, where it counts on the street, the better driver will win.

-Isaac





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# photo shoots

## SLR

While the Mercedes-Benz SLR McLaren was an “impressive testament to the competence and experience of Mercedes-Benz and our Formula 1 partner McLaren in the development and production of high-performance sports cars” (so said the Mercedes-Benz Press Release) the SLR as it turned out is more “eye candy and high speed express train” than Formula 1 for the road.

The not-quite gull-wing doors borrowed from the Formula 1 Silver Arrows, harkens the to the days of the famous SLR race cars of the 1950s. The carbon fibre composite bodied Mercedes is supposedly only able to be serviced by specially equipped and trained Mercedes Benz locations. Arriving equipped with cutting-edge race

car technology designed to ensure a high standard of safety and still be daily-drivable, the SLR creates a distinctive image and presence liek few other automobiles do.

The 620bhp supercharged V8 idles with a slight rumble, almost so quiet it belies the quite massive Benz’s ability to accelerate from 0 to 60mph in 3.9s - but there is no doubt that the SLR can charge all the way to its advertised top speed north of 205mph.



## Murci

Presented in concept at the 2003 Detroit Auto show, the latest offering from the House of the Raging Bull was received with open arms and generated enough interest from Italian supercar enthusiasts to allow the production version of the Murciélago Roadster to make its official debut at the 2004 Geneva Show.

The Murciélago roadster obviously takes it's inspiration from the great traditional Italian open vehicles while retaining an exclusive, extreme and aggressive appearance.

Designer Luc Donckerwolke could so easily have simply “lopped the top off” a Murciélago Coupe, but he chose to impart on the roadster its own sensational appearance. But by continuing the tradition of Lamborghini's 12-cylinder roadsters (including the Miura and the Diablo) and creating the Murciélago Roadster as a direct descendent of the coupé – the Murciélago Roadster stands out as truly unique model with immediately recognizable family heritage.





# Veyron

An in Focus Look at the Fastest Car on Earth.

I first met the Veyron earlier this year under less than ideal circumstances; but still managed to come away both pleased, and disappointed. The Veyron, capable of speeds limited to 254 MPH, and perhaps given the right car, and no limiter, 260 could be possible. It has spent more time in development with a seemingly limitless budget to have the Germans feel comfortable selling this car to anybody with a wallet large enough, and patience to satisfy their hunger.

We all know the Veyron is the most insane street car, designed for the street in existence. What isn't known is how it got to that place in history. High speed testing of the mega-advanced ESP systems in the deserts of the USA, top speed runs, and full deceleration at some points stopping with excess of 2 g with the flap fully deployed.

But that isn't what I'm interested in so much. Where can you logically go top end? According to a source close with Bugatti, the second you turn the key to the "top speed" setting, you instantly void your powertrain warrantee. What a kill

joy that would be for your Italian originated, French built, and German designed 1.4 million dollar car. How unfortunate; unfortunate that the car still isn't ready, and it is already in the hands of numerous owners. This is something I would expect from Christian Koenigsegg rather than Ferdinand Piëch .

## F40

Introduced in 1987 and named "F40" in honor of the 40th anniversary of Ferrari being a car-builder under his own name, this is the supercar of it's time. This car brought Ferrari's 1980's formula 1 technology and know-how to the street. Now, almost twenty years after its introduction, despite many advances brought about by computer technologies, the F40 is still a genuine supercar alongside some arguably "better" or at least equally capable cars that are perhaps more refined.

This 1991 build F40 still commands as much visual attention today as the launch car did when it was unveiled for the world to admire in 1987.

## 340

In a series of individual and unique cars, this Ferrari 340 America Number 0126/A Berlinetta Touring "Le Mans", is a car that is truly unique today. This was the last even-numbered Ferrari chassis to receive a variation on Carrozzeria Touring's "Le Mans" styling that placed a fast-back roof on top of their famous "Barchetta". In all, the "Le Mans" variations of the competition engine softened slightly for road racing, hill climbs and sporting street use. Even considering the thirteen additional similarly styled "street cars" - here were none with the big-block engine. The one similar "competition" car (0122/A) was very quickly re-bodied , so this is the only big-block version remaining. It is unique!

Although it is shown here in a very nice Racing Red it has worn since the 1950's, the original color was an elegant Cloud Grey and blue interior. This car will be returned to the original colors and will make a re-appearance in these pages at that time. An abbreviated track test might not be out of the question either.





# McLaren SLR



CONTENTS































# Murci Roadster











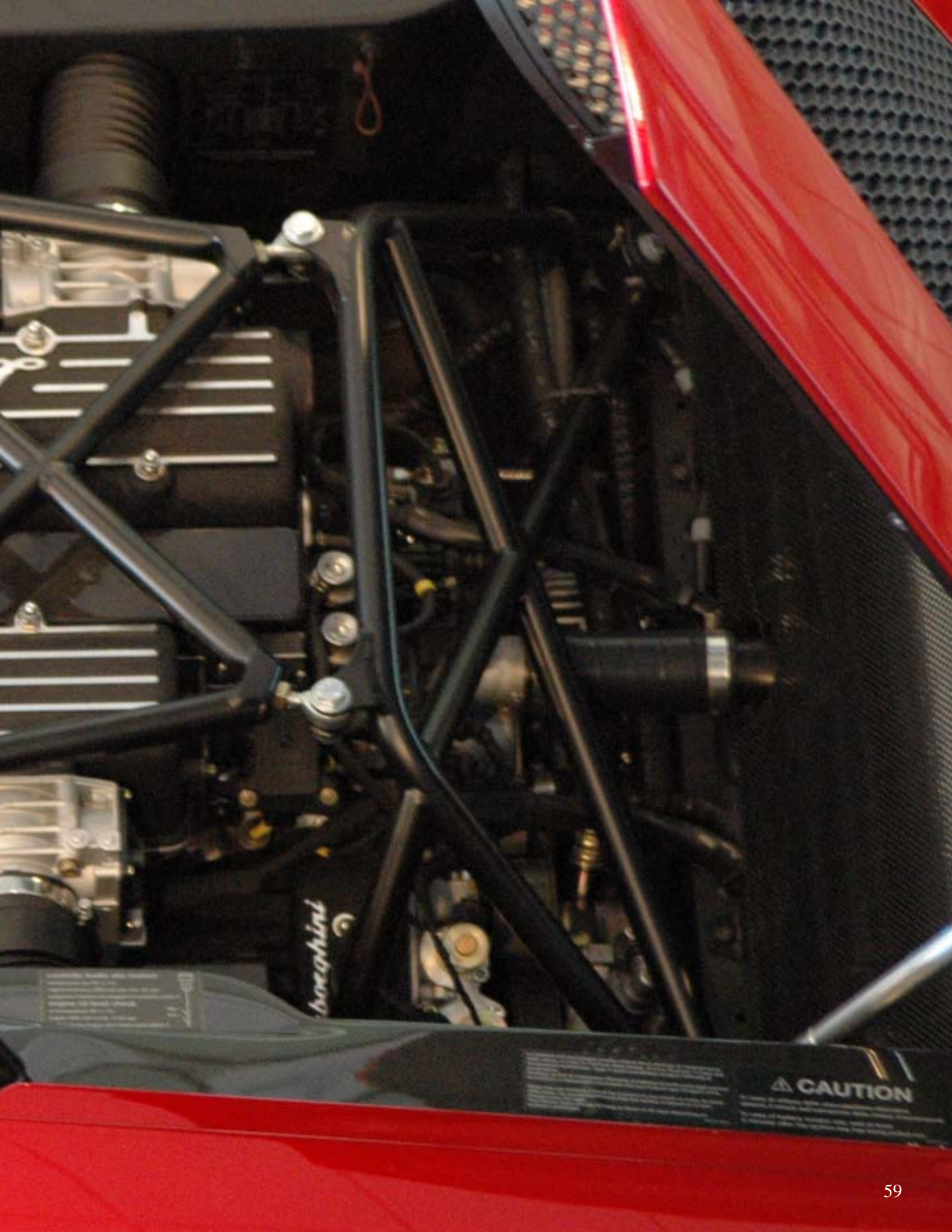














# Bugatti Veyron























































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# Ferrari F40

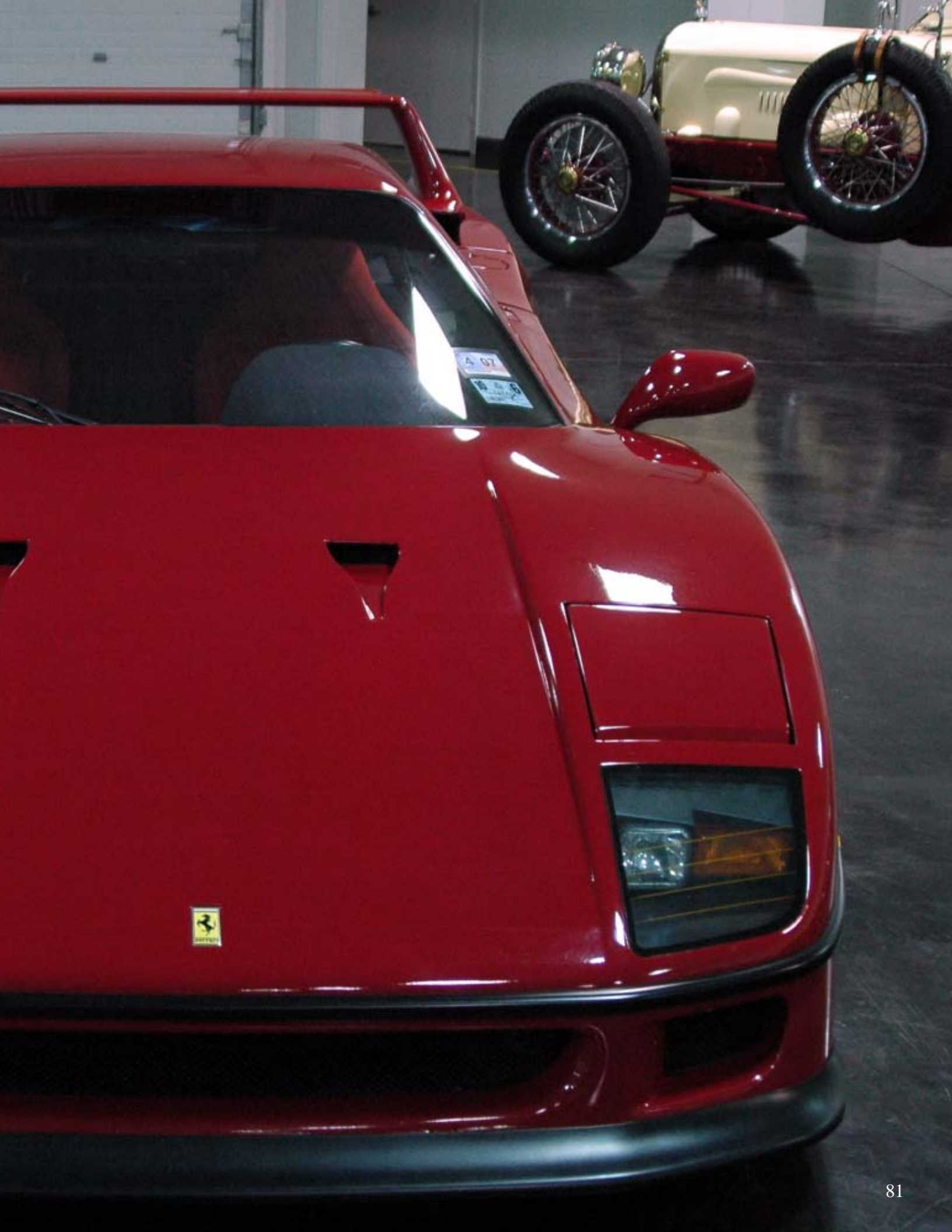














































# Ferrari 340





































# MAKER'S MARKS









# Promotor Fidei

Now you have come to the final page of our first issue. By now, I hope you've enjoyed the read cover to cover; and a repeat reader is made. Pass the links on, tell your friends, and that is the best possible thing I can hope for in the near term, besides bringing you more articles on the rarest, fastest, and most unbelievable cars on earth.

What brought about this experiment? The Autozone [ On 14, and Woodward]. It's more than just the place; but the people I have gotten to know, the cars they bring; and the stories told. An early Saturday morning presents itself one day to the sight of a Ferrari 275, a Vector W8, a series of French rally cars. The thunder of Detroit muscle fills in the gaps of high pitched small displacement European cars. The newest exotic will stop in, as well as some

of the original exotics from years past. This is one of the best kept secrets of Michigan.

It was at first the cars that brought me in, but over time, I have gotten to know many of the repeat croissant eaters. It is the kinship that we all share, a deeply rooted passion for all things automobile. There is more knowledge stored in this collective brain than any one person could attain. There is more experience, more first hand knowledge, and honesty than in any other group I've been a part of thus far in my life. No trivia buff is safe.

My fellow enthusiasts have provided a compass as these pages develop, and will continue to do so. Even so, I cannot say we haven't had our disagreements. In a day and age of black and white, red and

blue shears; cars bring is back together every weekend, keep us in touch during the week, and finish our beers together late Friday night. It doesn't take a war to bring us together, and tear us apart... but all the while, it is a passion that sews these threads which are stronger than the polarizing dogma that break so many.

No, these cars don't bring victory, and they don't bring peace. They don't curb the OPEC Cartel's price margins, or the windfall taxes we pay at the pumps. I have found that the kinship of enthusiasm in us all that knows no bounds.

We promise never to bring you mundane family cars that fill the others' pages.

-Isaac

Steve Pastiner's Helldorado in front of the Eric Pastiner's Autozone - This is what it's all about.





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