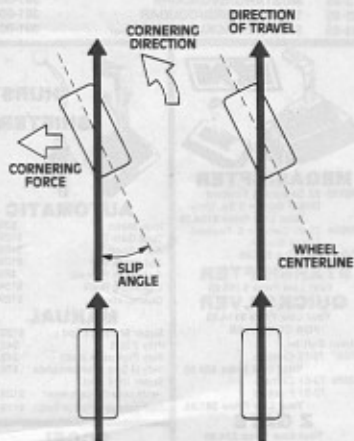


YOKOHAMA

TECH TALK

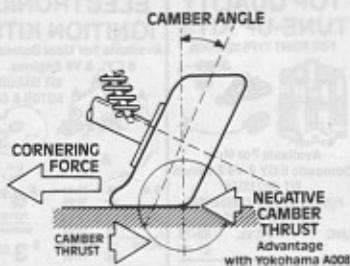
A CONTINUING SERIES

During cornering the front tires generate forces which cause the vehicle to turn in the desired direction. As a general rule, improved cornering forces are generated by design and construction, e.g. radials vs bias ply; steel radials vs textile radials; and 50 series (low profile) vs 80 series.



The A008 is Yokohama's low profile steel radial performance tire, which combines these design factors to maximize cornering force.

Another factor affecting cornering is **Camber Thrust**. Camber Thrust is also generated by the front tires but is normally opposite to the direction of cornering force.



The A008 tread design is asymmetrical, the outside shoulder having a small "square" radius while the inside shoulder is "round." This causes a *negative Camber Thrust* which adds to the cornering force, increasing the overall turning force effect.



A008
45/50/55/60/70 Series

TRENDS



Merkuracing

The Ford Sierra (Merkur XR4Ti in the U.S.) won its first-ever race in the British saloon car championship just four days after it was homologated. Although pleased with the victory, Ford claims this racer is only a chassis development and is putting its money on the soon-to-be-homologated '86 16-valve twin-cam Cosworth RS Turbo. With some 320 hp under its hood, next year's Sierra is expected to absolutely walk away from the V-8 Rovers and Toyotas that have dominated the series.

—Michael Cotton

Jaguar XJ40 Delayed Again

Jaguar has pushed back the introduction of the XJ6 replacement, the XJ40, to at least late 1986. With sales and profits running at record rates, Jaguar is in no hurry to replace the XJ6, but there's another reason for the delay. The engine bay apparently has to be redesigned because the V-12 scheduled for the car won't fit. The reason: Back in the '70s,

when the XJ40 was in the concept stage and Jaguar was still part of British Leyland, there was strong pressure from above to use the Rover V-8 engine. Jaguar designers were so appalled at the notion that they deliberately made the engine bay too narrow. Now they're living with the consequences of that design.

—Michael Cotton

None Dare Call It Rover

Is the U.S. market ready for a traditionally British car with the technical innovation and reliability of a Honda? The folks at Austin Rover (nee British Leyland) seem to think so. Beginning in the fall of 1987, that company will be shipping a projected 20,000 units of the yet-to-be-named Honda/Rover collaboration to a network of 100 Stateside dealers.

Mechanically the vehicle is a virtual duplicate of one of the upcoming models in the new, upscale Honda-owned Acura line. The British-assembled car will be a 4-door notch-back sedan with a Honda V-6 engine power-

ing the front wheels. According to Harold Musgrove, chairman of Austin Rover, "The new car will be distinctly different from the Honda version in the exterior, and will offer a traditionally English interior of leather and wood."

In the past the British have often called in Italian designers to style their cars, but this time the design comes from AR's own studios. Presently dubbed the XX and characterized as an "executive luxury car," the new vehicle will be marketed as an alternative to Audi and BMW.

—Jack R. Nerad

VW 16-Valve Debut



After untold delays, VW's long-awaited engine seems finally ready for production. Recently spotted around the VW works in Wolfsburg was this 16-valve 136-hp Scirocco. The current Scirocco, along with the new GTI, will get this motor even though an all-new Scirocco is scheduled for introduction in 1986.