

VAUXHALL

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P R E V I E W



VAUXHALL. ONCE DRIVEN, FOREVER SMITTEN.

CALIBRA



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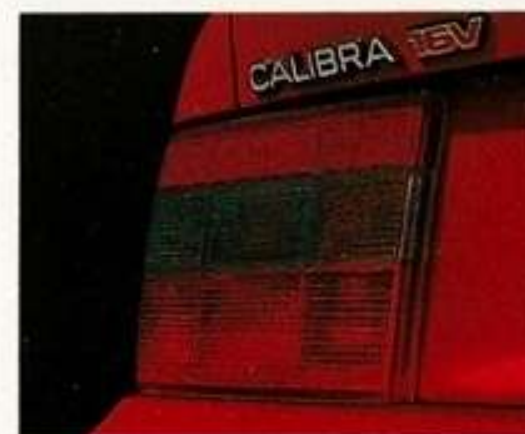
It's easy to see that this is a car that comes from the heart.

Though it was designed with the help of the most modern computer technology, no dispassionate engineering program could have conceived or created its shape.

It is quite clearly influenced by the wind-tunnel – look at that knife-edge front, or the arrogant height of the rear – but no simple quest for streamlining could have balanced its proportions so perfectly on the eye.

There's drama in every one of its smooth, curling lines, romance in the slow rise of the bonnet over the wheel-arch. There's excitement in the rake of its windscreen, adrenalin from its low, ground-hugging stance.

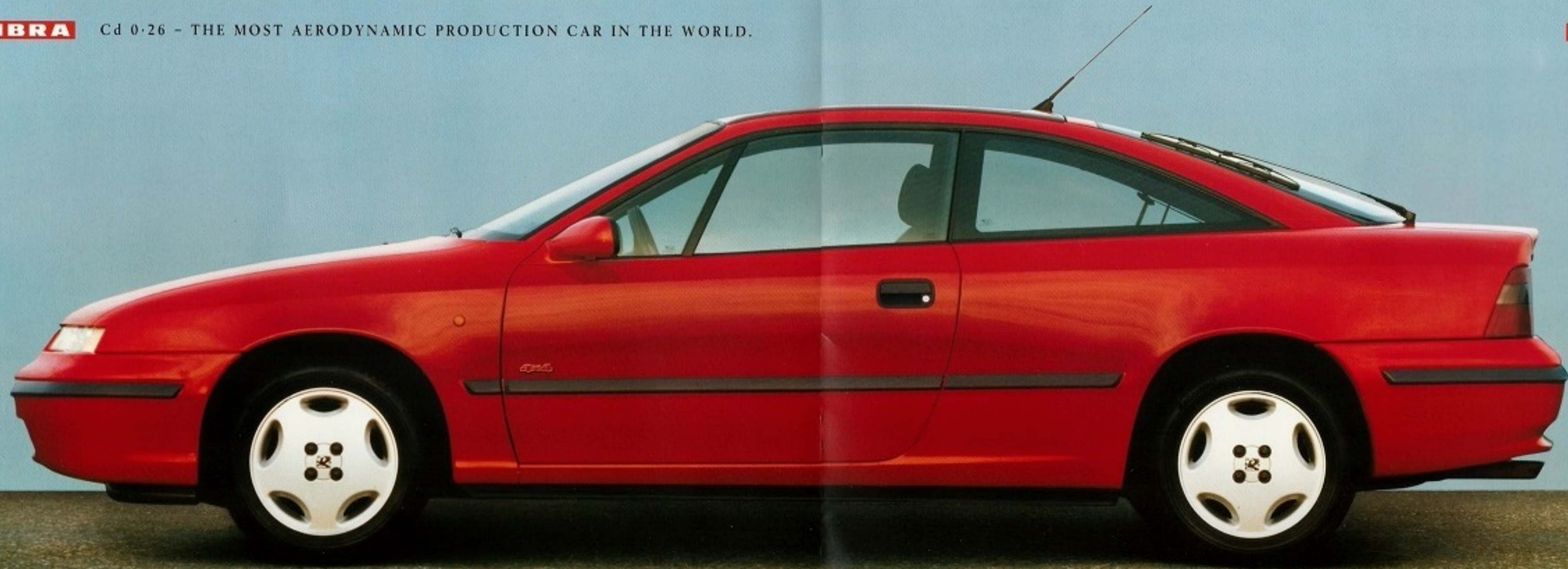
This is a car designed for the love of it, shaped for the sheer, sensual pleasure of creating a car that looks as good as a car can look. And it shows. ■



CALIBRA

Cd 0.26 - THE MOST AERODYNAMIC PRODUCTION CAR IN THE WORLD.

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It's not immediately apparent, but this is a car that makes few compromises. Because they're not needed.

Its designers have turned engineering into an artform, artists into engineers and created a car which could almost be all things to all men.

There's a temptation to believe that a car this good-looking must be wildly impractical. That it's virtually a contradiction of design purity to have made a car that looks so selfish – and isn't.

Swift and enjoyable, it's styled to please the eye with a precision that would be surgical were it not for the obvious emotional commitment of the designers.

Green as you please, with a catalytic converter on every model, and engineered to provide performance, economy and convenience in its 2-litre, eight-valve, two-wheel drive configuration, it might, were it not for the sixteen-valve engine and the option of four-wheel drive as well, almost be a sheep in wolf's clothing.

Some sheep. And what a wolf. ■



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Vauxhall Motors Limited, Luton, LU2 0SY
V7423 Published October, 1989.