

## MONITOR Motoring: (Continued from Page 12)

lineup this year.

### CADILLAC

In case you haven't noticed, there has been a change in the way Cadillac packages its product. That they design and build luxurious motor cars for the upper crust of our society is a given.

Producing vehicles for the driving enthusiast is quite another story. Effectively responding to the needs of this select group, the '87 Cadillac lineup includes a refined Cimmaron as well as an optional touring suspension for El Dorado, Seville and Deville.

It is also evident that Cadillac will not sit by idly as some customers decide to "move up" to certain European luxury cars. The clearest example of this strategy is a luxury sports car designed by master automotive stylist Sergio Pininfarina. It's called Allante.

**Allante:** The story of Cadillac's new "ultra-luxury" two-seat sports car actually began over 50 years ago. In 1932, Battista Pininfarina, father of Sergio, collaborated with Cadillac to develop the now classic dual-cowl V-16 Paneton.

This cooperative effort produced an enduring relationship that spanned the decades. And now, it is responsible for the reality of Allante.

The concept of the car from an engineering standpoint is unique: It is the only vehicle in its class possessed of front wheel drive. Also exclusive to Allante is a transversely mounted 170 hp 4.1 liter SFI V-8 mated to four-speed automatic transaxle.

Additionally, Allante has one of the most sophisticated and powerful vehicle data gathering and analysis computer systems. Further, the car is a convertible of three personalities: soft top up, top down and hard top.

The most intriguing aspect of Allante is its production on the world's longest assembly line. The bodies and interiors are built in Pininfarina's Turin, Italy manufacturing plant. They are then shipped 3,300 miles via *Lufthansa* or *Alitalia* to GM's ultra-modern Detroit-Hamtramck Plant.

Here, specially trained technicians weld body, chassis, and powertrain utilizing state-of-the-art robot assembly techniques. Each car is exhaustively tested and driven before being released for shipment.

"I do not overstate when I say that Cadillac has set uncompromising quality objectives for Allante," said John O. Grettenberger, Cadillac General Manager and GM Vice President. "No automaker anywhere has produced a car in this way." Competitively positioned against Mercedes-Benz 560 SL, Allante's projected cost is about \$55,000.

Some months ago, this writer extensively tested several Allantes at GM's Milford, Michigan Proving Grounds. Although production prototypes, the cars felt tight and solid. We count Allante's road-holding capabilities surprisingly com-


petent. The Recaro designed seats were comfortable and supportive. Just what you need for that long trip to your favorite vacation spot! A specially tuned V-8 insures exhilarating acceleration.

Expect Allante at your dealer soon, but don't expect to see many: anticipated first-

year production is about 2,800 units.

We asked Sergio Pininfarina, who also designed Rolls-Royce Carmague and Ferrari Testa Rossa, how he felt Allante would be received. His reply: "I am not an objective judge, I am a man who loves this car."

*(To be continued.)*



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