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# ROAD & TRACK

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OLD RED: HISTORY'S MOST COPIED CAR?  
48,000-mile Rabbit: The Final Verdict  
GIUGIARO-*MAESTRO* IN METAL



Bertone's Alfa Romeo  
*Navajo*

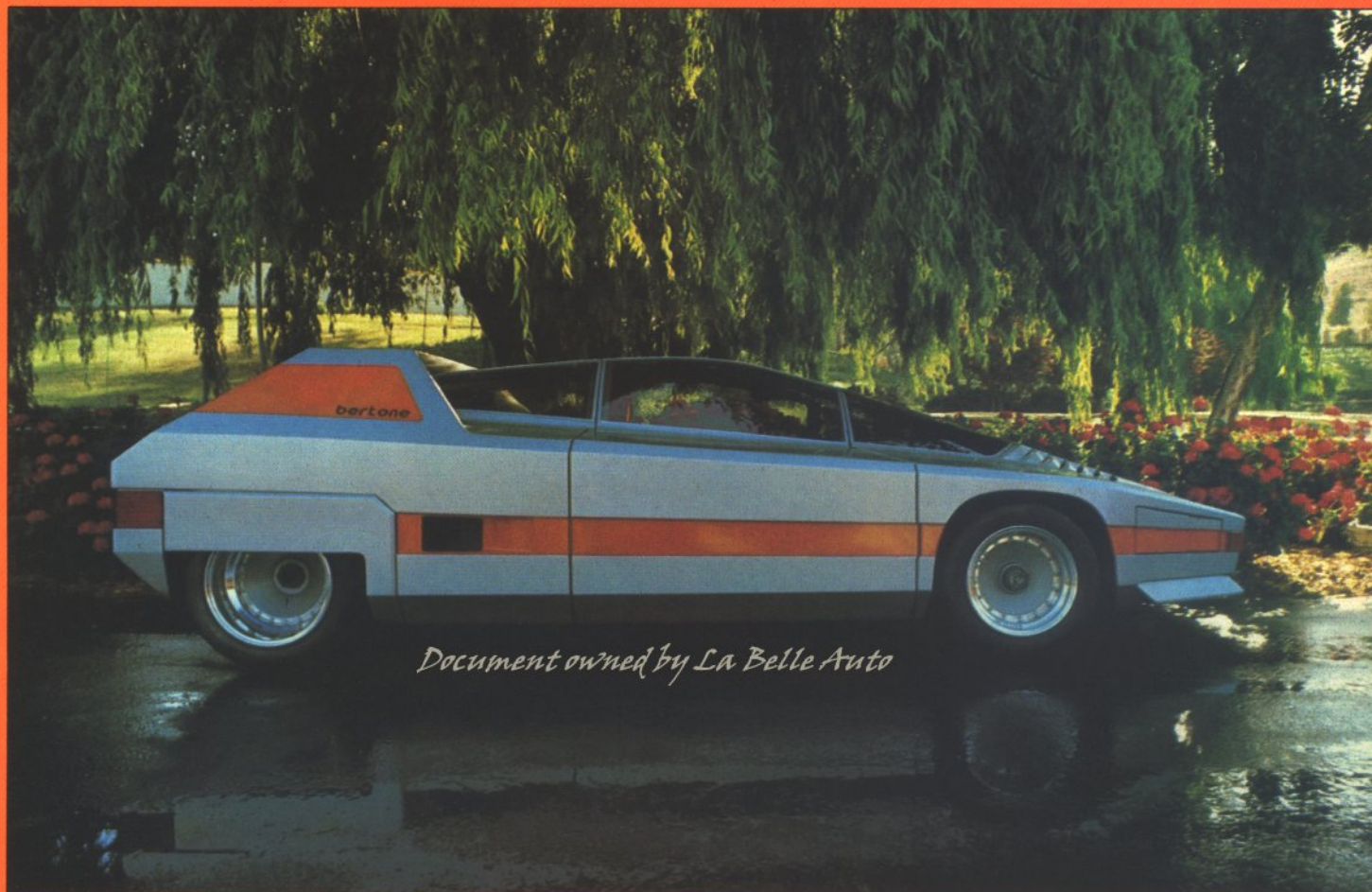
ONLY THE ITALIANS still do it right with regularity . . . build show cars, that is. You may remember there was even a time when Detroit built show cars. Some were a bit garish we admit, but they were all interesting and not just the warmed-over production cars with targa roofs and fender flares some automakers now pass off as design studies. Detroit isn't the only backslider. When was the last time you saw a great show car from Germany, France, Sweden or England? The Japanese still build them, but most end up as odd, interesting modes of transportation.

It still takes the Italians to build a mind-riveting show car that will do 200 mph on looks alone. In this case, we present the Bertone Navajo, star of the recent Auto Expo '76 automobile show in Los Angeles. Built on the tubular frame of an Alfa Romeo Type 33 race car, the Navajo is, to quote Bertone, ". . . deliberately extremist . . ." which shouldn't come as too big a surprise since that is the point of show cars. ➡

# DELIBERATELY EXTREMIST

*Bertone's newest show car, the Navajo*

PHOTOS BY JOHN LAMM



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The basic shape is today's requisite wedge, climbing gently to a rear airfoil. The body is done in fiberglass, the whole assembly weighing just over 1900 lb and stretching to 149.0 in. on a 95.4-in. wheelbase. Being a show car, the Navajo has its share of tricks. One is expected, the concealed headlights. Here, though, they don't flip up, but flip out from the sides. The front spoiler is arranged with a patented device that automatically slides it down and out to increase front downforce. It can also be adjusted manually.

Most of the fascination has been saved for the interior, more specifically the dashboard. It isn't the free-standing center console with its huge switches

that is the greatest attraction, nor is it the tubular right side of the dashboard.

Best is the instrument panel—no, make that instrument display. Along the bottom of it is a digital readout for oil pressure, oil temperature, water temperature, fuel level and amps. Above that are two graphs, the left one being a tachometer that gives engine revolutions and displays them as dots climbing on power and torque curves to help relate revs to maximum power. The speedometer graph is to the right, but reads from right to left. Again the mark

is a dot that climbs on a curve, this one relating speed to stopping distance.

At the far left is a vertical line of dots that reads out the position of the front spoiler. To the right is another set of dots, these in the shape of a cross, that are part of an accelerometer that displays forward and lateral acceleration and deceleration in gs. Spotted just above that are the odometer and trip odometer, again in digital readout form.

Now that's real dream car material, not just conventional stuff that has been rearranged and plated. We're not saying that all the gadgets on the Navajo are practical, but then dreams seldom are . . . or they wouldn't be dreams, would they?



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