



CARLTON CDX ESTATE

This is proper old school - and perfectly shows Courtenay's turbocharging and transplanting roots. It began life in 1990 as a 3.0 CDX estate, modified by Courtenay with a T3 turbo, chargecooler and water injection.

Later additions included a GSi bumper and grille, genuine Lotus Carlton bonnet, limited slip differential and R28 manual gearbox conversion from a Carlton 24-valve. But all that wasn't enough, so a rare Irmscher 3.6 engine was sourced, along with an Irmscher inlet manifold and airflow meter. A set of BMW M5 fuel injectors, Diamond leather interior and output of over 250 bhp at 8 psi boost make it a pure, classic Vauxhall - in the Courtenay tradition of being built for great on-road performance.



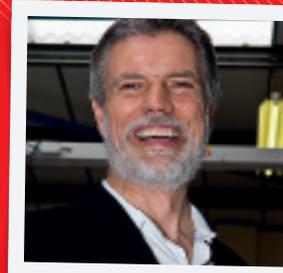
Courtenay have a long history of tuning Vx220s.



Those wanting to improve performance were able to get on the rolling road.

CHRIS COURTENAY COURTENAY SPORT FOUNDER

Without this man, the Vauxhall tuning industry simply would not be what it is today. In fact, without Chris Courtenay, Vauxhalls might not even be modified at all - such was his influence on performance GM products in the 1980s. Remarkably modest and ever engaging in conversation, Chris can not only describe to you the theory of engine mapping, he'll manage to do so while incorporating a tale of four-wheel drifting a Cavalier Turbo at 160 mph...



Although Chris sold his company to Jon Shield 10 years ago, he likes to keep in touch. He says, 'I still miss the business and I have to confess I occasionally Google it to keep an eye on what's happening. I'm incredibly proud of what Jon's done with my company. The market has changed so much, but if I was still involved I'd like to think it would be as it is now. In my day it was engine swaps and turbo conversions. Our first was a Cavalier convertible - I was used to driving a Monza 3-litre and didn't want the slow 1.8. We then went through every model in the range. I was always far more interested in torque than power

figures and it's the same with suspension - our roads have bumps. We built road cars and were never interested in building competition cars with number plates.'

So, does Chris still dabble with the tuning world? Sadly not, although it's clear he still sparkles with fascination for it. Chris admits, 'If I open my toolbox I look at the treasures in the bottom drawers - a water injection pump, MBE ECUs; they're old things too good to throw away but absolutely useless. Now, I'd like to go out in Jon's supercharged VX220 - I think I deserve an adrenalin shot.'



Even the trusty parts van got a chance to shine!