

PEUGEOT 106 RALLYE

With the 520d as my daily wheels and other test cars to drive, the Rallye doesn't have a specific role in my motoring life, but that seems to suit it (and me) just fine. I continue to find its distinctive blue and white scheme unerringly cheery and quite irresistible, so it always tempts me back behind the wheel for some simple, uncomplicated fun. **Richard Meaden**

MORGAN 4/4 75

I don't have any children, but handing the Morgan's keys over to someone else feels (I imagine) like leaving your flesh and blood with a babysitter for the first time. There's the reluctance, the trepidation and the list of instructions: 'Make sure you tuck the side screens under the hood. Lock it like this. Both sides. Are you familiar with fly-off handbrakes? If you remove the roof, start with these poppers...' I think some wish they'd never asked. **Henry Catchpole**



Left: fly-off handbrake can need explaining to Morgan newcomers

JAGUAR XF 2.2D

The XF has had its first service. The bill was £193.09, which is pretty hefty but nowhere near as pricey as some. The pill was sweetened by Guy Salmon Jaguar Northampton collecting the car from the office in the morning and dropping it back, freshly washed and vacuumed, before 5. The technicians could find no cause for last month's engine glitch, which thankfully hasn't recurred. Maybe it was the severe cold in February. Even better, the XF now has a set of Dunlop SP Sport Maxxes (£935) in place of the Pirelli winter tyres that had started to show their limitations once the mild weather arrived. Full report on the dynamics next time. **Peter Tomalin**

INFINITI EX30d

As I cruised around the multiple roundabouts of Milton Keynes on my way to work the other morning I spotted out of the corner of my sleepy eye another Infiniti EX30d. I did a triple-take to make sure I wasn't still dreaming and then, before I knew it, we crossed paths heading in opposite directions, destined never to see each other ever again. What I do remember thinking was how cool the EX looked in Malbec Black. I am now suffering from a severe case of envy. **Sam Riley**



HARRY'S GARAGE: LAMBORGHINI COUNTACH

Date acquired September 2010 Total mileage 35,478 Mileage this month 1558  
Costs this month €2900 (power steering) mpg this month 12.2

Driving the Countach over to EZ Power Steering's HQ near Leerdam in the Netherlands has to rate as one of the dreariest trips I've ever done. Endless concrete motorways, traffic jams and speed cameras made it tedious in the extreme. So it was a huge relief to discover a few weeks later that my Countach had been utterly transformed after having one of the company's power steering conversions fitted.

Before, ridiculously heavy steering was part and parcel of owning the Countach, but it was also incredibly draining to live with. I can remember moments – particularly on track – where my arms were

crying 'enough!' at the sheer effort required to hold the Lambo on lock through a sweeping corner. In regular driving I sort of got used to it, but manoeuvring in a car park or driving up an otherwise idyllic Alpine pass was akin to torture.

The EZ conversion works by replacing a section of the steering column (the bit that telescopes in and out to allow for reach adjustment) with a new part that has a torque sensor and a gear for the electric motor to add assistance through. There's also the small electric motor itself, a speed sensor that's added to the back of the speedo and, finally, a dedicated ECU to regulate the amount of assistance according to

the speed you're travelling at. EZ ensures everything it fits is out of sight – even in the engine bay – so any converted car looks standard.

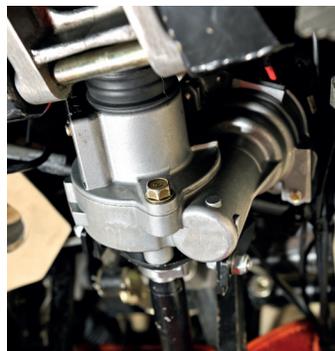
The only reason I had to travel out to Holland for this conversion was that EZ had never converted a Countach before. For most other cars there's an agent in the UK who travels to your local specialist and will do the work for you there.

Anyway, the result is that the steering on the Countach is now surprisingly light when stationary, but immediately weights up as you move off, so that by 10-15mph it feels more like the heft you'd expect in something like an LP640. Still meaty then, but a revolution compared with what it was like without assistance.

Having lived with the system for a couple of months now, I'm chuffed to bits with it. Not only has it made parking easier, but I can push the chassis that bit harder too, because the weight of the steering is no longer intimidating. My only proviso is that the car doesn't seem quite as locked on line at high speeds as before, but I want to do a geometry check before putting this down to the conversion (which can be adjusted anyway).

The biggest difference of all is that I now find myself driving the Lamborghini even more. Whether this is a good thing is debatable, as the petrol bill is proving horrific. Still, as the saying goes, you only live once. And after all, the Countach is one hell of a way to travel... **Harry Metcalfe**

*'IT HAS BEEN TRANSFORMED BY THE POWER STEERING CONVERSION'*



Left: electric motor attaches to a new part in the column. Above: dial allows amount of assistance to be tweaked