

SIGNUM DESIGN

Matt is well-known for shouting his allegiance to Courtenay from the rooftops. And, like many long-standing Courtenay customers, he seems to keep buying Vauxhalls as an excuse to return to Norfolk for more tuning goodies. 'I've been coming to Courtenay since 1993, when I had my Cavalier company car lowered and de-catted,' says Matt. 'Courtenay did engine work on my modified Mk3 Astra, and everything on my Zafira GSi that was featured in *Total Vauxhall* in 2003. I think they're the best. Their integrity can't be questioned.' Matt's latest machine is this Signum Design CDTi (featured in the last issue) with 19s, XP kit, Irmscher bits, saddle brown leather retrim, remap and VXR 345 mm stoppers. All from Courtenay, of course.



This C20LET Mk2 Astra is an ex-feature car and has a shedload of cool stuff done to it.



ASTRA VXR

So typical of today's Courtenay customers, Wayne's taken an already-amazing Astra VXR and enhanced its impressive spec. You could say there's nothing wrong with the standard machine, but Wayne's world-class upgrades make it into a real driver's car with Bilstein suspension, big brake conversion, limited slip differential, heavy-duty clutch, flywheel and aftermarket alloys. Most important of all, there's a healthy dollop of proper Courtenay power - the VXR's Z20LEH now incorporates uprated pistons, rods, cams, head, airbox and an AT turbocharger, producing about 330 bhp.



JON SHIELD COURTENAY SPORT BOSS

Jon is well-known as the main man at Courtenay Sport, so you might be surprised to learn his career began here on a YTS at £25.00 per week. 'I started in July 1984, straight from school at 16,' remembers Jon. 'It was still a Vauxhall dealership and I did spells in service reception, parts and sales. When we started the turbo conversions I was fascinated by how they made cars go so quickly. The regular salesmen weren't interested. So one Sunday when Chris wasn't around, I chatted with a customer about our turbos. Chris overheard our conversation from a back room and was impressed.'

The rest is history. Jon became Courtenay's specialist salesman - an 18-year-old lad taking customers out in boosted Novas, Astras, Cavaliers, Carltons and Senators. He then built his own project - the very first 2-litre turbocharged Nova, a green machine that found fame in *Max Power*. Jon continues, 'Thereafter transplants were my thing and I helped do the wiring and electronics in the workshop. I took over the business 10 years ago. Chris had been thinking about retiring but I'd been ignoring the hints. We had a chat and Chris told me to have a go. I thought he meant within a few years, but he didn't come in the next day.'

So, what's next for Courtenay Sport? 'Cars are changing so much,' says Jon, 'the future is always a bit scary, but the company will evolve. We'll stick with Vauxhalls, because they're what we know. We'll need to be ready for the Insignia - the market usually takes a couple of years but the Astra and Corsa VXR were instant.'

And which is Jon's favourite Vauxhall? 'I like the VX220 - especially our supercharged 2.2, which is so smooth you can drive it harder than a turbo. But closest to my heart is the Nova Sport. I love that car to bits and go gooney if I see one.' Finally then, what's the best Vauxhall in the current line-up? 'The Vectra VXR is really underrated, the Astra VXR is an animal and the Corsa VXR has a playful chassis. Ideally I'd keep the dynamics of a Corsa VXR but with a bigger engine.'



Black car/yellow wheels. Interesting combination, don't you think?