

WHENEVER you talk to the Brothers Bolwell, the Italians creep into the discussion.

It's not that they dislike Italians or anything like that, but that Italians play a big part in their lives; present and future.

The Brothers Bolwell, Campbell, 29, and Graham, 28, are intent on removing small, but prestigious, part of the export market currently enjoyed by that voluble, fascinating and rapidly growing industrial nation.

The two men, along with computer expert, Linley Hughes, 28, run the only Australian company producing Australian cars for Australians.

## Australian

And while debate is raging in all walks of Australian life about the amount of Australian equity in the automotive giants of this country, this small, totally Australian, company is quietly gearing itself to, in a sense, take on the world.

The Brothers Bolwell from their factory at Mor-dialoc made 50 cars last year for Australian consumption; a decidedly different number from the amount that spews from the factories of General Motors Holden, Ford Australia and Chrysler Australia.

But then the Brothers Bolwell's cars are decidedly different from the Holden Belmont, the Ford Fairlane or the Chrysler Charger you and I might drive.

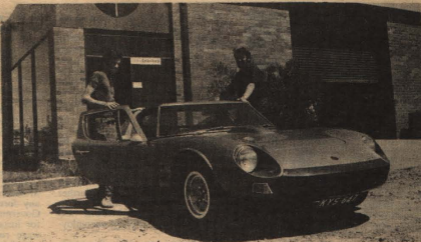
Their factory down by the sea produces only one model which while inconsequential in the marketplace, could beat the pants off any of the local products Ford, Holden, or Chrysler would care to line up against it.

## Complex

And this small fibreglass bodied two seater will etch itself just as clearly on memory of anyone who drives it just as forcefully as any car the giants care to name.

It is, in short, a brutally fast, superbly safe car that is destined to help the Brothers Bolwell relieve the Italians of some of the sales of what Americans call exotics.

Not that the Brothers Bolwell really see themselves producing vehicles like the Ferrari 330 GT or the Lam-



THE BROTHERS Bolwell with their automotive masterpiece, the Nagari. Designer Graham Bolwell is on the left and Campbell is on the right.

# Brothers

## Australians producing

orghini Mura, it is just that they hope to exploit a flaw in the Italian approach to supercars.

And when the discussion turns to Italian thoroughbreds of the Ferrari, Lamborghini and Maserati ilk, Campbell Bolwell says: "The Italians have a Michelangelo complex."

By this he means that those mastercraftsmen who react on any subject like verbal bren guns in the automotive meccas of Modena and Milan will not compromise themselves to build a car that is less than perfection.

These gesticulating geniuses set out to create cars that must be the best, use only exotic quad camshaft V-12 engines and couchwork from the fabled studios of Pininfarina and Bertone.

The result is machinery so perfect, so finely bred that only the brash new rich of the United States and snooty old rich of Europe can afford them.

But the Brothers Bolwell can use finely honed Australian fibreglass techniques and the brute power of cheap, mass produced Australian Ford engines to create a car that can do almost Italian things at a middle-class price.

Thus, when Campbell Bolwell went overseas 18 months ago to examine the market, if any, for the Nagari he returned home excited with high hopes.

"The potential for the Nagari was greater than we ever dreamed it would be."

Now, the Brothers Bolwell are planning to go international with a product that will be geared to suit the conditions for the countries at which it is aimed.

## Designer

For example, the Bolwell Nagari for South Africa will have a V-6 engine instead of the customary V-8 for in Australia, while the one sent to Singapore will be a \$12,000 wealthy Chinese businessmen's express.

"The Singapore car will have airconditioning and all sorts of other things that open and shut" said Graham Bolwell, the engineer and designer in the trio.

Graham Bolwell is the man responsible for the way this 140 mph supercar goes. It was he who designed the strong steel backbone chassis, it was he who thought up the suspension geometrics and it was his fertile brain that conceived that sexy curves of the body.

Graham Bolwell, according to people who

know him intimately, is a genius with a pencil and paper. In no time flat his creative brain can put onto paper a hypothetical car design that leaves one boggled eyed at the sheer cleverness of it all.

He has had some fine training in the business. He worked for some time for Lotus Cars in Britain, who, without doubt, are the foremost car engineering innovators in the world.

Under the strict guidance of Colin Chapman, Lotus Cars have shaped design thinking in Formula One racing cars for the past decade.

The number of contributions Chapman and Lotus have made to racing and sports car design is so immense that it is impossible to recall, let alone list.

His innovations have affected all sections of the car, the aerodynamics of the body, the suspension, the driving position, chassis and mechanical design.

There is hardly a car designer in the world who has not been touched by the genius of Colin Chapman. And, as one would expect from a man who worked close to Chapman and his team of designers, Graham Bolwell has been influenced.

Chapman's influence in the Bolwell is quite clear