# Race driver techniques could show us something

Wear. We more than 1.3 trillion miles last year.
With more than 107 million cars and 26 million trucks and buses in a population of 216 billion people, the United States is the most motorized nation on the earth, the National Geographic Society says. Although Americans drive more miles with few-racidents than most people, the American Automobile Association reports that 45,800 persons were killed and more than 1.5 million injured in traffic accidents last year. Lower's speed limits, improved highway systems, Lower's speed limits, improved highway systems, clearly control to the control of the contro

greater use of seat belts and more safety features designed into new cars are credited by authorities for a recent downward trend in auto deaths.

Todays' automobiles and roads may be better than the motorists who use them, even though driver education is good in this country and keeps getting better.

American manufacturers believe that their customers rarely use — or learn how to use — more than a small percentage of the performance built into their cars.

SOME EXPERTS contend highways would be afer if drivers adopted a few of the techniques of race drivers. They refer to alertness and car han-

dling, not speed.

One proponent of this view is race car driver Janet Guthrie. She advocates what she calls "sensuous driving," or finely tuning all five sense when behind the wheel of a car.

The Delta 88 Royale Brougham joined the Oldsmobile lineup for 1980. A lower front end, small spoiler on the rear deck lid, curve dif-ferences on front fenders, wheel lips and rear

quarters and flatter wheel covers reduce

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Miss Guthrie recommends, for example, entending sight to include observing what is developing ince car's abead, knowing where all the cars around you are, and using your peripheral vision to watch anything happening on sidewalks or in and between cars parked or stopped at the curb.

Similarly, a driver should listen to his or her car while driving, not only for warnings of possible breakdowns but for changes in the sound of the tires on the road that indicate a difference in troad surface, such as wet spots or loose gravel.

Touch is important in alerting the driver to changing road conditions. And the driver's "feel" for the car often provides the first clue on when to slow down.

SMELL ALSO plays its part in signaling overheating or other problems under the hood or behalf of the signal of the

watening for a good misse speople to take their cars out once or twice to "a big, wet, empty parking lot" and try a few skifts to learn when the car will skift, what it feels like, and how to steer out of a skid, shat and the skift of the skift of the skift of She said many drivers just brake and slide into accidents they could have steered around because

aerodymnamic drag by eight percent over 1979 models. With the standard 3.8-liter en-gine, Eighty-Eights are expected to earn 18

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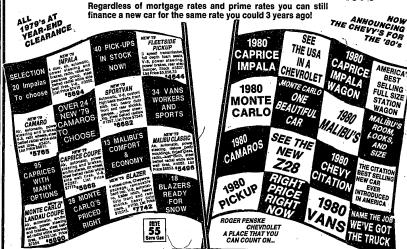
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