

Automakers shooting for 30 mpg car fleet by 1985

The nation's automobile manufacturers are betting more than \$60 billion that the fleet average of domestic cars will be 30 miles per gallon by 1985.

"That expenditure for retooling facilities and products the next five years means that fuel efficiency is the number one goal of our industry," said V.J. Adduci, president of the Motor Vehicle Manufacturers Association.

The federal government's standard for 1985 is 27.5 mpg for the average automobile produced by any one corporation.

"Manufacturers project that they will beat it by at least three miles per gallon," he said. While the manufacturers are working on the cars of tomorrow, the record since 1974 has been dramatic. The 1981 cars are 70 percent more fuel efficient.

The solid gain was achieved through some spectacular research and engineering developments by the industry and its suppliers. Among the improvements:

- Catalytic converters, which first appeared in 1975 cars, helped improve fuel economy 1.6 miles per gallon in the year.
- Weight reduction — by far the biggest factor in fuel economy — was stepped up. Hundreds of pounds have been shed from cars since downsizing started in the mid-Seventies, and manufacturers project that the average car will be in the 3,000-pound weight class by 1985 — nearly 25 percent lighter than today.

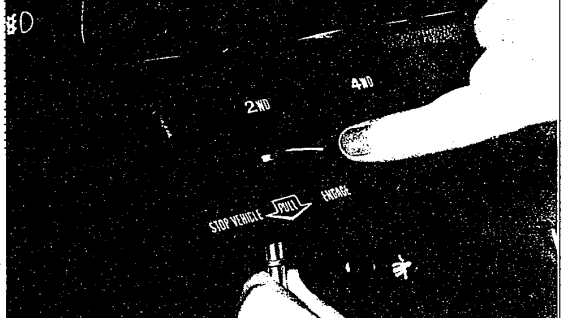
• Use of smoother rolling radial tires can result in a gasoline savings.

• Designers pay particular attention to aerodynamic styling to reduce wind resistance — another fuel economy foe, especially at high speeds. Wind tunnels have been employed to a far greater degree in the last few years.

• The V-8 engine, though still in production, is ending its reign as king of the highway. Smaller engines, generally, consume less fuel. The six — V-shaped or in-line — is coming on strong. But the power plant that probably will dominate the highway some time in this decade is the four-cylinder engine. It is now the chief power source of subcompact and compact cars.

• Diesel engines, more expensive than gasoline engines as original equipment, do consume less fuel. Diesel fuel, which costs less, is becoming readily available throughout the nation. Five years ago, fewer than 2 percent of the service stations sold diesel fuel to passenger cars. Today, more than 12 percent sell diesel fuel to passenger cars.

• Overdrive, an economy feature of the period prior to World War II, has returned and has been linked with the automatic transmission in some cars. Other automatic transmissions automatically slip into overdrive, or at least make a solid connection between engine and drivetrain, at highway speeds. This prevents the loss of mileage typical of automatic transmissions at high speeds.



Fingertip 4-wheel drive

The Select Drive option on 1981 American Motors Eagle cars allows easy switching between two-wheel and four-wheel drive. With

the car stopped, the driver just pulls down on the release pin and then moves the dash-mounted control lever to the proper position.

860 Ford

1977 NOVA, 4 door, V-6, automatic transmission, power steering & brakes, radial tires, AM/FM stereo, 11.500 miles. **JACK CAULEY - CHEVROLET - ORCHARD LAKE RD. - 655-9700**

1979 CAMARO, automatic transmission, air conditioning, AM/FM stereo, 11.500 miles. **JACK CAULEY - CHEVROLET - ORCHARD LAKE RD. - 655-9700**

1979 CAPRICE CLASSIC, station wagon, AM/FM stereo, power windows, tape deck, digital clock, air, low mileage, excellent condition. **TOM SULLIVAN - VOLKSWAGEN - 354-4000**

1979 CAMARO, automatic transmission, air conditioning, AM/FM stereo, 11.500 miles. **JACK CAULEY - CHEVROLET - ORCHARD LAKE RD. - 655-9700**

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864 Dodge

CORONET, 1975 Brougham, air, 13,000 miles. **JACK CAULEY - CHEVROLET - ORCHARD LAKE RD. - 655-9700**

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870 Jeep & Other 4-Wheel Drives

BLAZER 1978, good condition. **455-2255**

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874 Mercury

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