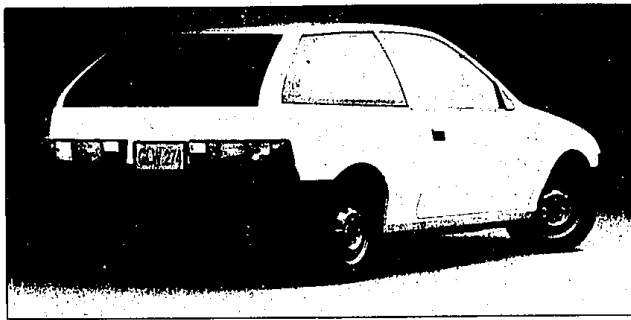


More than \$64,000 of road-eating machinery, the Chevrolet Corvette ZR-1 tops the American-nameplate price heap with enough per-

formance, speed and sportiness to impress even the most jaded auto observer. Look for it on the Cobo Center floor.



Not every car at the North American International Auto Show is designed to appeal to the Donald Trumps of the world. There are a good

many cars for the under \$10,000 crowd, including the Geo Metro XFI, the least expensive car with an American nameplate.

## U.S. fare ranges from pricey to modest

By Gerald Frawley  
staff writer

**A**ERICAN NAMEPLATE automobiles may not have the disparity in costs that some of the imports do, but car hunters and watchers at the North American International Auto Show can still find prices ranging from below \$10,000 to over \$50,000.

On the summit of the price heap is the top of the line 1991 Chevrolet Corvette ZR-1, at a whopping \$64,138.

All the things that the word Corvette conjures in the mind — performance, speed and sportiness — are back for the new 1991 ZR-1.

FOR THE purists, those who have to know how to tell a 1990 from a 1991 Corvette ZR-1, all new model year Corvettes have new side "gill" panels, wider, integrated body-color side moldings and a center, high-mounted stop lamp in the rear window.

Corvette has also made some modifications to its powertrain, including low restriction mufflers that use larger section sizes and are tuned for better exhaust note control, and a power steering fluidcooler, previously an option, but now standard.

Also featured are independent suspension, power rack and pinion steering, and front and rear, anti-locking disc brakes that can stop the nearly 3,500-pound automobile from 60 mph hour to a standstill in 125 feet.

The eight-cylinder, 5.7-liter, multi-port fuel injection has 375 screaming horses under the hood capable of propelling the ZR-1 Corvette from zero to 60 mph in a mere 4.3 seconds.

THE VALET key system, which allows the driver to gain full access to full 375 hp performance, has been revised in the ZR-1 to default to normal power on each ignition cycle.

To accommodate electronic accessories, including items like cellular phones, compact disc players and other 12-volt accessories, the ZR-1 incorporates an auxiliary power plug.

And to help avoid those expensive engine repairs, the Corvette ZR-1 incorporates a new low oil sensor that warns drivers before damage actually occurs.

Finally, just in time for the expansion of the AM band (the Federal Communications Commission is expected to approve the expansion in 1991), all Corvette radios have been expanded to reflect the availability of more AM frequencies.

WHILE THE Corvette conjures images of performance, speed and sportiness, the Geo Metro, the least expensive American nameplate car, strives to appeal to the cost and fuel efficiency conscious.

Actually, there are two configurations of the Geo Metro, the Geo Metro and Geo Metro XFI, that tie as the least expensive American nameplate cars at the North American International Auto Show.

Both Geo Metro models have a manufacturer's suggested retail

price of \$6,795, but there is a distinction between them.

The Geo Metro XFI is a five-speed, two-door hatchback with options limited to a rear window defogger.

The Geo Metro is configured slightly differently. While also a five-speed, two-door hatchback, it can be fitted with an AM-FM digital clock radio, automatic transmission

and a rear windshield wiper.

THE DIFFERENT configuration, in addition to limiting the number and types of options, allows one very important difference, gas mileage. The Geo Metro XFI EPA mileage is 53 miles per gallon city, 58 miles per gallon highway.

The Geo Metro EPA mileage is 45 miles per gallon city, 50 miles per

gallon highway.

With the exception of these differences, the two configurations are much the same.

THE Geo Metro sports new seat and door fabrics and new exterior and interior colors for 1991.

And while the Geo Metro isn't equipped with the four-wheel independent suspension and the

power steering of the Corvette, it does come with MacPherson Struts, manual rack and pinion steering, and power disc and drums.

The three-cylinder, 1.0-liter, electronic fuel injection is capable of generating a modest 55 hp.

The Geo Metro also boasts one thing (in addition to substantially better fuel mileage) the Corvette does not: front-wheel drive.

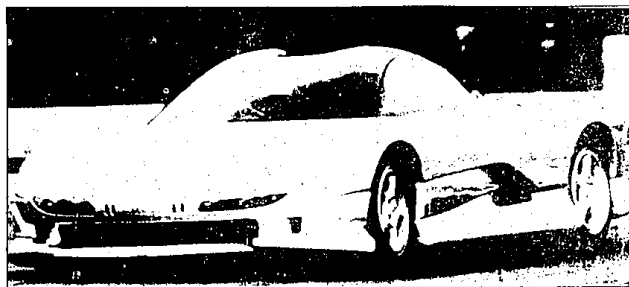
## Mitsubishi displays concept car

Mitsubishi has selected the North American International Auto Show as the venue for the North American introduction of its all-new HSR-II concept car.

The HSR-II (High Speed Research) experimental car has served as a rolling test bed for new Mitsubishi products like the 3000GT sports car and an all-luxury, four-door sedan scheduled to be introduced in mid-1991 as a 1992 model.

The technology that eventually found its way to the 3000GT was first tested on the HSR-II.

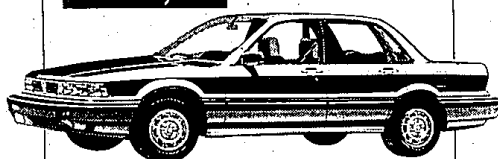
Mitsubishi engineers used the platform to perfect the 3000GT's all-wheel-drive, four-wheel steering, four-wheel electronically controlled independent suspension, four-wheel, anti-lock brakes and computerized Active-Aero system.



The HSR-II (High Speed Research) experimental car has served as a rolling test bed for new Mitsubishi products like the 3000GT sports car and an all-luxury, four-door sedan.

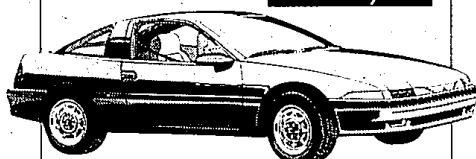
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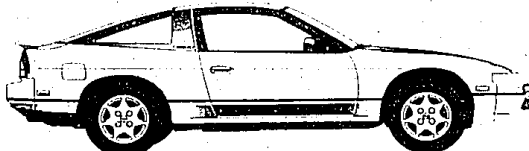
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