

Buying a new car, con't.

complete a job of keeping that back window clear.

PAINTS

A car's color can be important, too. Most new fire trucks are either white or bright yellow, because red has very poor visibility at night.

Light colors are more visible at night and in poor visibility conditions. If you don't order "air" consider a light color which will reduce interior temperatures dramatically. Light colors will always reflect the sun's rays more than dark colors.

RADIATORS

Air conditioning, power steering, automatic transmissions, and anti-pollution equipment all contribute to increased temperatures under a vehicle's hood.

A heavy duty radiator option should be available for most cars in '75, and it might not be a bad idea to order the optional cooling equipment as an added precaution. Most trailer towing options contain such radiator equipment already.

REAR AXLES

Special fuel-saving rear axles are readily available for 1975. Rear axle ratios that are lower numerically (2.73:1 as opposed to 3.73:1) allow

the engine to work less at the desired speed.

Acceleration suffers noticeably though, when trying to enter freeways or in similar power situations. Most people with big cars go with the numerically lower axle ratios; they lose some acceleration but are also able to get improved mileage on the highway.

Also, there is a limited-slip rear axle available on most cars. The standard rear axle drives only one rear wheel, while the limited-slip drives the rear wheel having the most traction. For example, if the right rear wheel is on ice but the left rear wheel is on a dry surface, the limited-slip would allow the free left rear wheel to continue driving the car. When driving in an area that has snow and ice during the winter, the limited-slip rear axle is another option to consider.

SUSPENSIONS

Detroit, in most cases, has come a long way in the past few years with regard to suspension development. Following Europe's lead, Detroit has redesigned its suspension systems to take advantage of the radial tire.

Maneuverability of our cars has been greatly improved as a result.

However, "ride and handling" suspension packages that can improve a vehicle's handling performance even more, are available on many cars from Detroit.

These packages consist of improved springs and shock absorbers along with anti-sway bars. Heavy-duty suspension or the "ride and handling" package is what is commonly called an "active" safety item.

"Active" means it increases a vehicle's ability to avoid an uncomfortable situation on the road before it occurs. This is the exact opposite of the "passive" safety equipment for cars that one hears so much about.

Passive safety items — air bags, five-MPH bumpers, etc., protect you from accidents, the assumption being that you won't be able to avoid it.

It is likely that most people would like to be able to avoid a nasty situation, rather than plowing straight ahead into one! Ride and handling packages, quicker steering, disc brakes, and a good set of tires all contribute to the "active" safety program.

These suspension packages are relatively inexpensive, but extremely worth while and strongly recommended.

TIRES

Are radial tires as good as everyone says they are?

No, they are better than that.

Radials corner better, stop quicker, give better traction in rain and snow, have less rolling resistance, give better fuel economy and last a lot longer.

It can't be emphasized enough that radial tires, along with the improved suspension systems that come with them, should be ordered on a new car. Never mix radials and regular bias belted tires on the same vehicle, however. Radial tires handle and react differently from bias belted tires in varying road conditions. Mixing them will adversely affect a vehicle's stability.

TRANSMISSIONS

Automatic transmissions are just about standard equipment on most new cars sold today. However, a great many small cars do not take to their automatics very well.

The small car's engine works hard as it is, but with added "air", power steering, power brakes and an automatic transmission, it might not be able to get out of its own way. If looking for a small car, test drive both versions, manual and automatic, then decide. Manual transmissions are lighter, run cooler and give better fuel economy. A small car's transmission can make a critical difference in performance.



Toronado Custom Coupe



Ninety-Eight Luxury Coupe
'75 KACS-121



Starfire Sport Coupe
'75 KACS-104

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