

MPG comes hard

'There's no magic way'

Saying it had taken 70 years to double average fuel economy, a Chevrolet engineer questioned whether it could be doubled again as required by law by 1985 without restricting what Americans can buy to meet their transportation needs. Kenneth G. Hanson of Birmingham said there was no easy way to achieve the recently approved mandatory fuel economy standards, which start at 18 mpg in 1978, 19 mpg in 1979, 20 mpg in 1980 and up to 27.5 mpg in 1985.

"There are no magic carabottles. There are no magic gasoline pills. The laws of physics, chemistry and thermodynamics have to be respected," Hanson said. "There is no magic way of improving fuel economy—period."

THE ONLY WAY the auto industry knows how to achieve 27.5 mpg is to build almost exclusively small, lightweight cars he said. The Chevrolet Chevette is the only automobile built in America today that averages 27.5 mpg.

"Despite our unprecedented commitment of manpower and money, I don't know whether we will be able to continue to provide the wide range of cars—the different sizes, shapes, capacities and features—that people want today and surely will continue to want in the future," Hanson said. "I hope we can, and we're going to do our very best. But I don't know."

Clean knobs

Auto batteries need at least some attention. A survey of 370 auto repairmen showed many motorists ignore battery cables—until their cars won't start.

Especially vulnerable are the connections on the battery itself. Corrosion looks like a coating of greenish frost. You'll see this corrosion build up on the connectors on the top of the car battery. Where you don't see it, however, is where it does the most harm.

Between the connector posts and the cables that clamp onto these posts, a thin layer of corrosion accumulates. This is caused by gases from the battery electrolyte.

If enough of this stuff builds up, it cuts off the flow of electricity.

This is a fairly common malady. Of 364 cars surveyed, more than half had corroded battery cables or battery trays.

You can tell if your car's battery cables are corroded. Just raise the hood and look.

If your battery has a rubber protector of the connector, lift the protector to be sure you're sure everything.

What do you do about corrosion? It's a matter of removing the cables, scraping surfaces clean, washing them down with a weak solution of baking soda, applying a protective coating to them and clamping them back in place.

Cables should be examined, too, since prolonged exposure to corrosive deposits eventually will eat away the cables.

1974 Lincoln
MERCURY 1974 4 door hard top, Mark Brest exterior paint, chrome wheels, interior, 130,000 miles, rear view mirror, \$36,900.

1974 Mercury
CIVIC 1974 1 door hard top, air conditioning, 100,000 miles, Tom Hester Ford Farmington.

1974 Oldsmobile
DELTA 1974 4 door 1.8 liter, 100,000 miles, Tom Hester Ford Farmington.

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DUSTER 1974 4 door hard top, 12,000 miles, 100,000 miles, Tom Hester Ford Farmington.

1974 Pontiac
FIREBIRD 1974 4 door hard top, 12,000 miles, 100,000 miles, Tom Hester Ford Farmington.

1974 Volkswagen
12 MONTHS 12,000 MILES WARRANTY

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