

A winning design for Lexus?

A car of Italian design and Japanese engineering will be making its debut on U.S. soil at the North American International Auto Show.

Aimed at the luxury performance market, the Lexus GS 300 sedan will be positioned between what the company calls the "near-luxury" ES 300 and the flagship LS 400. The GS 300 is a four-door, five-passenger car designed by Italian Giorgetto Giugiaro.

Lexus' press literature states:

"If the new Lexus GS 300 doesn't look like anything else in the Lexus lineup there's a reason . . ."

That reason, said Lexus chief designer Kunihiko Uchida, is that Toyota, as it often does, held a styling competition when working on the design of the car. This time, the Giugiaro group's design won.

The car is powered by a twin-cam 24-valve 3.0 liter inline six cylinder engine. The powerplant is mated to an Electronically Controlled Transmission with intelligence (ECT-I) which retards ignition timing during shifts, momentarily lowering en-

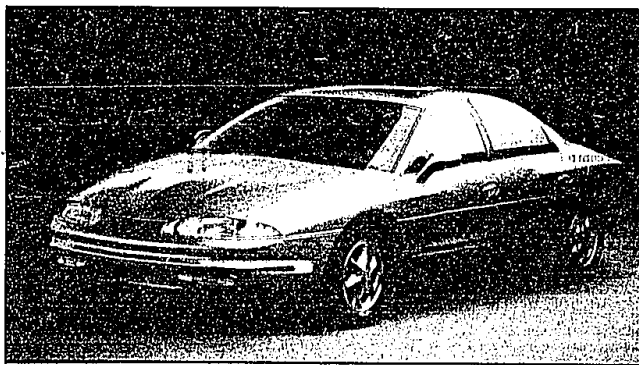
gine torque and making for "virtually unnoticeable" shifts, according to Lexus.

The car features anti-lock brakes, dual air bags, four-wheel disc brakes, genuine walnut on the console, and a telescoping and tilting steering wheel. Optional on the GS 300 is the Portable Plus Cellular phone, which Lexus says is the first system to offer voice activation in the car. The system comes with a "hands-free" command module located on the steering column, which automatically mutes the sound system and reduces fan speed noise during voice activation when a call is placed.

The 1993 Lexus GS 300.



Chevrolet's Highlander "fun runner" borrows from the S-10 Extended Cab Pickup. It features a 185 hp 4.3 liter V-6, a four speed automatic transmission, a front brush bar, fog lamps, and a front and rear winch. An automatic weather "roll top," like a roll-top desk, can cover the truck bed.



The Olds Aurora

New dawn for Olds Aurora

The Oldsmobile Aurora, the new flagship sedan that will be introduced at the North American International Auto Show, is a harbinger of things to come for the division.

The front-wheel drive Aurora replaces the Olds division's Toronado, and is aimed at "cus-

tomers seeking engineering sophistication, bold design, and refined interior appointments at an exceptional value," the manufacturer says. The car is positioned at the lower end of the luxury auto market.

Under the hood is a transverse-mounted 32-valve V-8 engine mated to a four-speed electronically controlled automatic transmission. The powerplant, the Aurora V-8, produces 250 horsepower and has a torque curve that emphasizes mid-range response.

Major engine and transmission components are made of aluminum, magnesium, or composite materials. The car features an all-independent suspension and four-wheel disc brakes with standard ABS.

"We purposely took some risks with the Aurora," said Dennis Burke, chief designer of the Oldsmobile One exterior studio. "There is no grill, no add-ons of any kind. In fact, none of the traditional luxury cues are present in this car."

"Instead, we emphasized strong muscular shapes to achieve a visual presence of substance and stability."

The Aurora will be manufactured at GM's Orion Township plant. To improve quality, some special steps are being taken with the Aurora. A silicon-bronze material will be used to fill critical body seams prior to painting. The powertrain will be installed off-line to minimize errors.

In the wake of reports that the Olds division would be discontinued by GM, general manager John Rock said the Oldsmobile product lineup will be remolded around Aurora.

"Aurora will send a strong signal that Oldsmobile will be marketing world class products in the years to come," he said.



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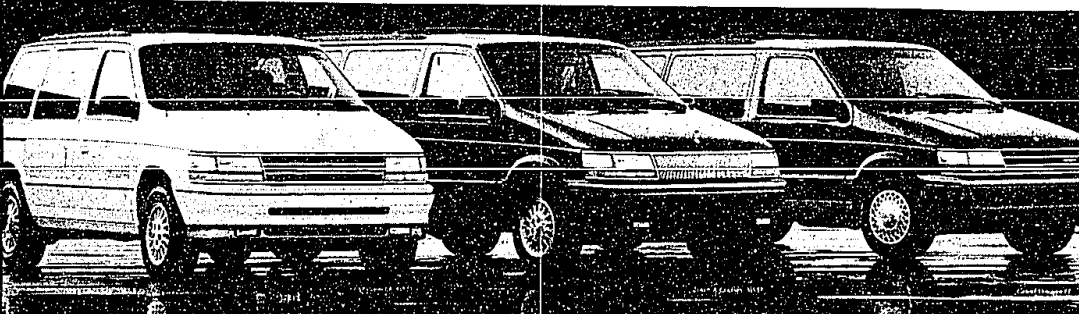
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