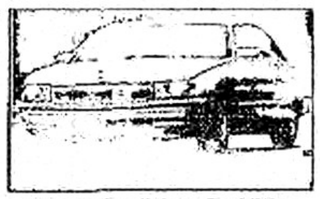
AUTOMOTIVE

Cadillac fine-tunes chassis



1995 Cadillac DeVille

Following upon last year's redesign of the De Ville Sedan and introduction of the De Ville Concours, Cadillac for 1995 is focusing on engineering refinements and expanded convenience features, such as the new wiper-activated head lamp system on front-wheel-drive models.

Engines and power trains have always been a hallmark of Cadillac. For instance, the first Cadillac engine, produced by Henry Leland, produced a whopping 10 horsepower - three times more than that of Oldsmobile's engine. Cadillac's V8 engines, introduced in 1914, incorporated advanced features such as aluminum crank cases and thermostatically controlled cooling systems.

Cadillac continues its distinguished tradition in 1995 with refinements to the Cadillac-exclusive "Northstar" multi-valve V8 engine for new levels of smoothness, quietness, durability and value.

Noise reduction is enhanced through four new power train stiffening braces for reduced engine vibration. Use of a glass-filled thermoplastic intake manifold (replacing the fluid induction system) results in boosting horsepower from 295 to 300, with an increase also in torque.

Cadillac's 5.7-litre "LT1" V8 engine is enhanced with smoother apply and release of the torque converter clutch, which translates into smoother, less discernible shifts. A quiet cam helps reduce engine mechanical noise and eliminates valve noise heard outside the vehicle.

Cadillac is fine-tuning its chassis system on Northstar-equipped vehicles by introducing the Integrated Chassis Control System (ICCS), Phase One. A sensor, which monitors steer angle, shared chassis- and vehicle-sensing data, and specially configured chassis controllers and brake actuators work in concert with one another to improve vehicle braking performance.

With traditional anti-lock brake systems (ABS), shortest straight-line stopping has been achieved by inducing tire slip. Unfortunately, tires slip(, while stopping in a turn, reducing cornering capability. With ICCS, braking and traction control are optimized when the sensor "notifies" the new ABS controller that the vehicle is in a turn and selects a specific calibration curve to suit the driving situation. This results in reduced straight line stopping distance, reduced stopping distance and increased braking stability in a high-speed turn, and reduced "false triggering" of the traction control system in low-speed tight turns.

For '95 De Ville and De Ville Concours, the standard traction control new features an "On/Off" switch in the glove compartment. This allows the driver to "rock" the vehicle out of a stuck position in heavy snow. With the system turned "off" the vehicle automatically starts up in a second gear for greater traction.

Fleetwood features traction control with disable switch enhancement that allow the customer to switch the system off and than back on without having to restart the vehicle to activate traction control as in 1993-94 models.

Wiper-activated head lamps, which automatically turn on the head lamps when the windshield have been use about 23 seconds, are now features on the De Ville, De Ville Concours, Eldorado and Seville. This feature is independent of Daytime Running Lights.

A 3-channel programmable garage door opener is offered with Eldorado Seville, and new for Fleetwood is a standard anti-lock feature that prevents keys from inadvertently being left in the "ignition off" condition by enabling power locking of the driver's door.

Year of Aurora for Oldsmobile

1995 Oldsmobile Aurora

Just two years away from Oldmobile's 100th Anniversary, the 1995 model year will be remembered in years to come as the "Year of Aurora" for GM's Oldsmobile Division. The significance of Aurora isn't only because it's an all-new model (with honors as Oldsmobile's flagship), but because it was designed to help set the stage for styling and engineering features of the entire Oldsmobile lineup in years to come.

However, the Aurora sport/luxury sedan is a remarkable vehicle on its own merits, and demonstrates a new direction for Oldsmobile. It is designed to provide the ride, handling and character of competing imports at a lower price. It's also receiving widespread media accolades as one of the most stylish new cars to come to market in recent years.

Aurora's standard features include an exclusive, 250-horsepower, DOHC 4.0-litre V8 engine, traction control, leather seating areas, automatic dual zone air conditioning, dual air bags and anti-lock brakes, electrochromic rearview mirror, PASS-Key II TM theft-deterrent system, remote keyless entry, six-way power seats with memory and two power lumbar supports, driver information centre, and a 4-year/80,000-km warranty and an extended 4-year/80,00-km Roadside Assistance program.

The Aurora features an extremely stiff (25-Hertz) body structure for superior ride and handling. There is an available Autobahn Performance Package that features P235/60R16 V-rated tires and a 3.71 axle ratio. The only other available options on Aurora include a Bose Acoustimass stereo system, Astro Roof with express open feature, and heated driver and passenger seats.

Other changes for 1995 throughout the Oldsmobile lineup include a new, balance-shaft-equipped, 2.3-litre DOHC L4 engine standard on Achieva, along with a new "spring-on-centre" rear suspension for improved ride and handling. Variable-effort steering is being introduced on models with the V6 engine. Achieva also has a single, two-sided key for ignition and all locks.

The 1995 Cutlass Supreme receives a passenger-side air bag, new instrument panel, console and door trim. A dual zone automatic heating and air conditioning system is now available.

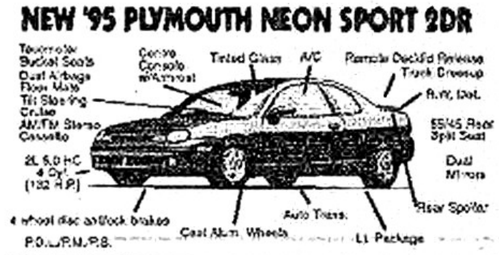
Oldsmobile Eighty Eight receives the enhanced powertrain performance of the new 3.8-litre "3800" Series II V6 engine (205 horsepower). A supercharged, 225-horsepower version is available on the LSS.

The Ninety Eight Regency Elite sedan also receives the new 3800 Series II V6 engine, plus flash to pass feature.

Both Eighty Eight and Ninety Eight feature the use of lifetime automatic transmission fluid and rear child shoulder belt comfort guides.

FREEDOM 30

NEW '95 PLYMOUTH NEON SPORT 2DR



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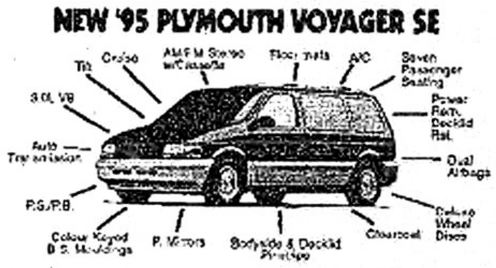

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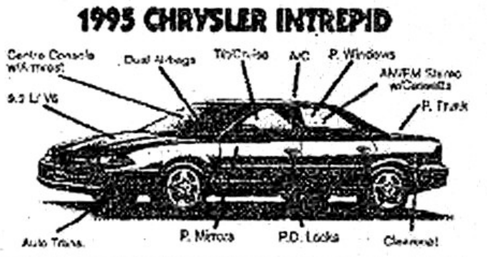
1995 CHRYSLER INTREPID



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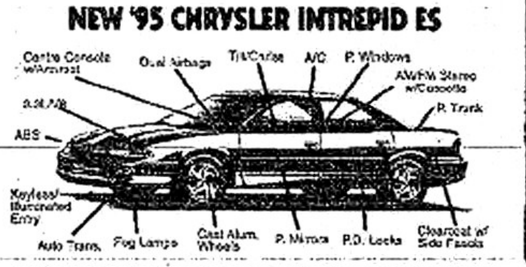
NEW '95 CHRYSLER INTREPID ES



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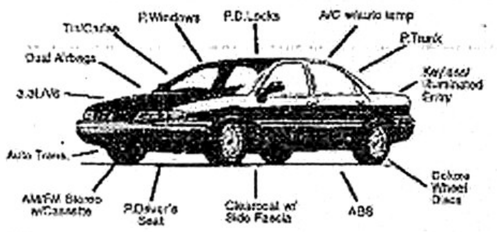
NEW '95 CHRYSLER CONCORDE



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RV Show swings into Hamilton on weekend

The 8th Annual R.V. Show comes to Hamilton Feb. 17, 18 and 19.

Hamilton's Copps Coliseum will once again host the area's annual showcase of recreation vehicles. The show is sponsored by the Ontario Recreation Vehicle Dealers Association (ORVDA), and will feature 1995 newest array of:

- motor homes
- fifth wheels
- camping trailers
- travel trailers
- truck campers
- van conversions
- campgrounds/R.V. resorts and accessories

Add to this a value-packed Used R.V. Corral, plus a helpful first-time buyers' film showing continuously, and you've got what organizers bill as the Golden Horseshoe's number one R.V. supermarket, with something for the whole family.

"People today demand value for their hard-earned money and R.V.s deliver," says Bill Mallatratt, ORVDA executive director.

"Buyers also realize just how inexpensive and fun-filled a family vacation in their R.V. can be — for a weekend, week, month, or longer. And let's not forget about first-time buyers. New this year is an ongoing informational film with helpful tips for new owners. And, on-the-spot financing makes it easier to buy."

Admission is $7 for adults, $6 for seniors and $3.50 for children 5 to 15. Children under 5 are admitted free.

The Hamilton R.V. Show will be held at Copps Coliseum (Bay Street at York Boulevard), Hamilton, on Fri. Feb. 17: noon to 9 p.m.; Sat. Feb. 18: 10 a.m. to 9 p.m.; and Sun. Feb. 19: 10 a.m. to 6 p.m.