AUTUMN MOTORING

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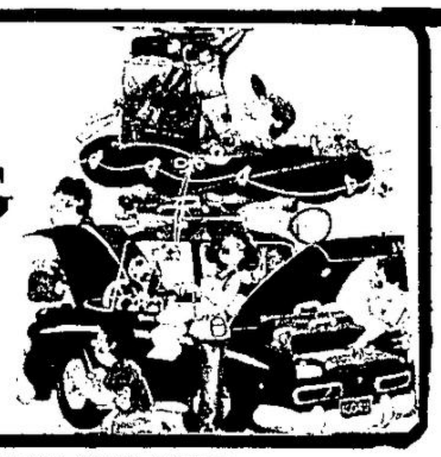

1979 CHEVROLET LIGHT-DUTY TRUCKS

LIGHT-DUTY CHEVROLET TRUCKS ... feature extensive powertrain changes designed to reduce emissions and improve economy and driveability. There is considerable added corrosion treatment to the line through the use of corrosion-resistant steels in strategic areas of doors, hood and pickup box. New carburetor, cylinder head and dual takedown exhaust manifold reduce emissions and improve performance on the standard 4.1 litre (250 CID) L-6 engine. Carburetor changes and other modifications improve driveability of the larger engines. The conventional model grille (above) is revised for a new front appearance, plus the hood's aerodynamic slant provides for additional fuel saving. Also designed to help save fuel are the use of radial tires as standard equipment. New front undercarriage air deflectors for half-ton Pickups up to 6000 lbs. GVW and a seal between the hood panel and radiator support reduces air intake into the engine compartment for increased fuel economy.

1979 Chevrolet Light-Duty Trucks

OSHAWA, Ont. - Chevrolet's 1979 light-duty trucks have extensive powertrain changes to reduce emissions and improve driveability.

Other value improvements include added corrosion-resistant treatments and improved heavy-duty braking systems.

Improvements go to the practical, to the heart of the vehicles. New carburetor, cylinder head and dual takedown exhaust manifold reduce emissions and improve performance on the standard light-duty, 4.1 litre (250 CID) L-6 engine. And carburetor changes and other modifications also improve driveability of other engines.

Areas of additional corrosion-resistant treatment are featured in light-duty models. Generally corrosion treatments come from the increased use of corrosion-resistant steels in strategic areas of doors, hood and pickup box.

Appearance modifications take somehwat of a back seat to engineering, but there are interior and exterior color and trim changes.

The conventional model grille area is revised for a new front end appearance, and the hood is revised for aerodynamic changes in addition to style. The front hood header area of the pickup, Blazer and Suburban has been revised to provide better air flow.

Other areas of change for fuel economy illustrate attention to detail in current truck design efforts: front undercarriage air deflectors plus a seal between the hood panel and radiator support cut air intake into the engine compartment of half-ton pickups with up to 6,000 lbs. GVW ratings. And radial tires are standard on all half-ton two-wheel drive pickups, half-ton Chevy Van and half-ton Sportvan models, primarily for fuel economy considerations.

Most truck engines have modifications for improved driveability and emission control.

Powertrain changes include use of catalytic converters on most models with GVW ratings up to 8,500 lbs., with the exception of P-series forward control models. Canadian-produced domestic market two-door cab pickups, vans and sportvans with GVW's over 6,000 lbs. and up to 8,501 lbs. equipped with the available 5.7 litre four-barrel V-8 engine do not use a catalytic converter and run on unleaded or regular fuel.

The 4.1 litre L-6 is standard in the pickup, Blazer, Suburban and Van models. Generally the 4.1 litre engine is used in models with gross vehicle weight up to 6,000 lbs., while the 6.6 (400 CID) and 7.4 litre (454 CID) V-8 engines are now available primarily in vehicles over 6,000 lbs. GVW.

The V-8 engines are also refined for better performance and driveability, featuring the "Mod-Quad" carburetor, previously used only in engines powering vehicles up to 6,000 lbs. GVW.

The 4.1 litre L-6 has a "Varajet" staged 2 bbl. carburetor along with new integral cylinder head and intake manifold, for better performance and driveability in all speed ranges. And a new "Pulsair" emission system replaces the Air Injection Reactor (A.I.R.) system. With Pulsair, no air pump is needed as the natural vacuum in the exhaust manifold introduces outside air into the manifold, after combustion, for a cleaner burn. A dual takedown exhaust manifold reduces exhaust backpressure for another improvement in power output.

The 5.0 litre (305 CID) V-8 engine uses the "Dualjet" 2 bbl. carburetor which features more accurate fuel and air monitoring.

A new screw-on fuel tank filler cap that is easier to use and reduces evaporative emissions is common to the line, along with a revised fuel filler pipe.

Both two and four-wheel drive light-duty trucks have improved heavy-duty brakes. A middle range brake has new rear lining material to improve stopping distances. The top range brake has metallic front linings replacing organic linings for improved durability, and a brake lining wear sensor is now part of all brake systems.

Changes to individual truck series include:

EL CAMINO

The sporty pickup has several styling and engineering changes. A new 4.4 litre (267 CID) 2 bbl. V-8 is available, replacing the 5.0 litre (305 CID) 2 bbl. V-8. For those customers requiring more power than the base 3.3 litre V-6 or new 4.4 litre V-8 delivers, a 5.0 litre (305 CID) four-barrel V-8 is offered.

A restyled grille with graduated rectangular openings and more pronounced vertical centre bar and revised back-up lamp placement for wider taillamp appearance are exterior styling changes.

A new "Royal Knight" option is also available, replacing the "Black Knight" introduced last year.

PICK-UPS

Most models with up to 8,500 lbs. gross vehicle weight are equipped with a catalytic converter and other light-duty emission equipment. Canadian-produced domestic market one half and three quarter ton 2-door cab pickups equipped with the 5.7 litre (350 CID) 4 bbl. V-8 do not use a catalytic converter and run on unleaded or regular fuel. The 4.1 litre L-6 has Chevrolet's new staged 2 bbl. carburetor with new cylinder heads that have improved porting and new dual takedown exhaust manifold for better performance.

The optional 5.0 litre (305 CID) V-8 has a new Dualjet 2 bbl. carburetor and a new exhaust gas recirculation valve. The 5.7, 6.6, and 7.4 litre engines all have the new Mod-Quad carburetor with hot air choke for improved driveability.

Front disc brake lining wear sensors are now standard for all units. Previously they were standard on vehicles up to 8,400 GVW. Power steering is now standard on all four-wheel drive models.

Increased use of corrosion-resistant steel is made in such areas as inner door panels, front fenders, cab back outer panels and hood outer panel.

The front header of the hood has been recontoured for appearance and aerodynamics improvements, and a new hood seal and underbody air deflector for pickups up to 6,000 lbs. GVW are other aerodynamic improvements contributing to fuel economy.

BLAZER

All Blazer models now have catalytic converters and added emission equipment. The four engines available have extensive changes: the standard 4.1 litre L-6 has the new staged 2 bbl. carburetor; the 5.0 litre (305 CID) V-8 has new Dualjet carburetor, EGR valve and trapped vacuum spark system, and the 5.7 and 6.6 litre V-8's have the new Mod-Quad carburetor with hot air choke.

Power steering is standard on all four-wheel drive models. Addition of a steering column lock with manual transmissions and a wider vent window pillar helps improve security. (This also applies to Suburbans and Pickups.)

1979 CADILLAC SEDAN DE VILLE

1979 Cadillac

OSHAWA, Ont. - The all-new front-wheel drive Eldorado with four-wheel independent suspension heads Cadillac's 1979 lineup.

Cadillac again is offering seven models in four series: De Ville; Fleetwood; Seville and Eldorado. Three "Special Editions" - De Ville Phaeton, Eldorado Biarritz and Seville Elegante - will personalize Cadillac's luxury appeal.

The lineup for 1979:

ELDORADO

Every inch an Eldorado and every inch a Cadillac, this new generation Eldorado possesses a combination of enviable features not found on any other car, anywhere in the world: four-wheel independent suspension; front-wheel drive; four-wheel disc brakes, electronic fuel injection and electronic level control with a diesel engine as an option.

The '79 Eldorado rides and handles better than its larger ancestors, and retains the feeling of a big car.

New advances in Cadillac engineering and design compared to last year's give the '79 Eldorado:

- More passenger leg and head room, with 94 mm more leg room in back.
- More usable trunk space, 75 percent more.
- Easy-to-reach, easy-to-see instrumental panel.
- All new transmission, lighter by 25 kg.
- New, semi-trailing arm independent rear suspension.

Cadillac improved overall vehical performance in the Eldorado by using the GM 5.7 litre (350 CID) V-8 electronic fuel injected engine as standard. This, combined with the GM 5.7 litre (350 CID) diesel engine, gives the Eldorado owner a choice of the two most sophisticated engines available.

Cadillac literally engineered the weight out, retained structural integrity and made the car more efficient. The all-new chassis, designed for better utilization of space and weight, is 100 kg lighter than 1978 Eldorado's body, 508 mm shorter than 1978 and rides on a 304 mm shorter wheelbase. The track is 111 mm narrower in front and 76 mm narrower in the rear. The turning circle is approximately 1 524 mm tighter than the 1978 model for curb-to-curb and wall-to-wall manoeuvres.

The newly-redesigned power steering system was reduced in size and weight with the use of a re-proportioned pump and gear box. To a large degree, the outstanding manoeuvrability of this car is attained by the fast 14:1 ratio gear box.

Eldorado's new independent rear suspension system made it possible to locate the rear wheels about 254 mm further forward than last year. That, coupled with a vertically-mounted stowaway spare tire, increased the usable trunk space dramatically. Another plus: ride and handling are enhanced.

A new concept in wheel bearings is being introduced with this Eldorado. Ball bearing assemblies on both front and rear wheels do not require the usual field adjustment or re-greasing. These integral spindle bearings are pre-adjusted, greased and sealed at the factory for the life of the bearing. This eliminates contamination by dirty or incorrect grease as well as field misadjustment possibilities.

Eldorado's new metric tires, in addition to their metric size designation, are characterized by an aggressive tread that contributes to the all-weather traction qualities for which the Eldorado is famous.