AUTOMOTIVE SECTION

Chevrolet's nominee as the industry's most-noticed new entry for '85 — the IROC-Z28, a sleek Camaro that gets some of its looks from the models specially prepared for the International Race of Champions — the race series which is to motorsports what the Masters is to golf.

Merchandised as a Z28 option, the IROC-Z is the Camaro that thinks it's a Corvette.

Somewhat more civilized than full-blown IROC racecars, IROC-Zs are only designed to pull 0.93 maximum lateral Gs on the skidpad, produce 0-60 mph times in the 7-second range and do the quarter-mile in about 15 seconds...with the available 5.0 liter Tuned Port Injection V8.

An IROC-Z may be hard to catch, but it's not hard to spot. The nose has a pair of fog lamps set into the grille opening and a low-riding front air dam. There are ornamental louvers on the hood and specific stripes circling the car at the rocker panels. An IROC-Z decal rides low on each door.

the industry's Chevrolet's noticable Camaro



Chevrolet Camero IROC-Z

A variety of new-for-'85 appearance details set this year's Z28 model apart from its predecessors — parking lamps, grilles; a deeper chin spoiler, deeper ground-effects rocker panels; hood louvers; three-element taillamps; a larger rear bumper facia; new exterior nameplates; and new speedometer graphics and tachometer gauges.

Chrysler Laser improved

For 1985, Chrysler engineers have made the Laser better with component refinements and added equipment in both the standard Laser and the premium Laser XE.

Powerplant choices in this aerodynamicallystyled two-door liftback with 2-plus-2 seating includes the standard 2.2-liter engine with single-point fuel injection or the optional 2.2Lturbo with multi-point injection.

The 2.2L turbo, with a unique water cooled center bearing housing, has proven to be the most popular, well-designed and durable turbo engine in the U.S. The multi-point injection system has a new electronic waste gate control to regulate turbo boost pressure.

A new dual rail shifter for smooth operation, and a "Fuel Pacer" upshift indicator light (in non-turbo cars) for increased shifting efficiency are designed into the standard 5-speed manual transmission. The optional transmission is a 3-speed automatic. Shifters are console-mounted.

The front-wheel drive Laser is built on a



Chrysler Laser XE

97-inch wheelbase and features a keenlytuned suspension with front and rear antisway bars and gas-charged rear shock absorbers. Ride is enhanced for '85 with rear track width increased by 0.4 inches.

The sophisticated, well-equipped interior

features low back bucket seats with dual recliners in front and individual fold down seatbacks in the rear. Laser XE is equipped with new enthusiast front seats with adustable features and increased lateral support for "high G" cornering.

Refined Dodge Daytona

The sophisticated, high-style, four-seat Daytona remains America's only front-wheel drive sports car priced under \$10,000.

Available in two price classes — Daytona and Daytona Turbo, this sleek sports car features super slippery aerodynamic styling with turbo power and performance handling in a sleek, attractive package. A Daytona Tur-

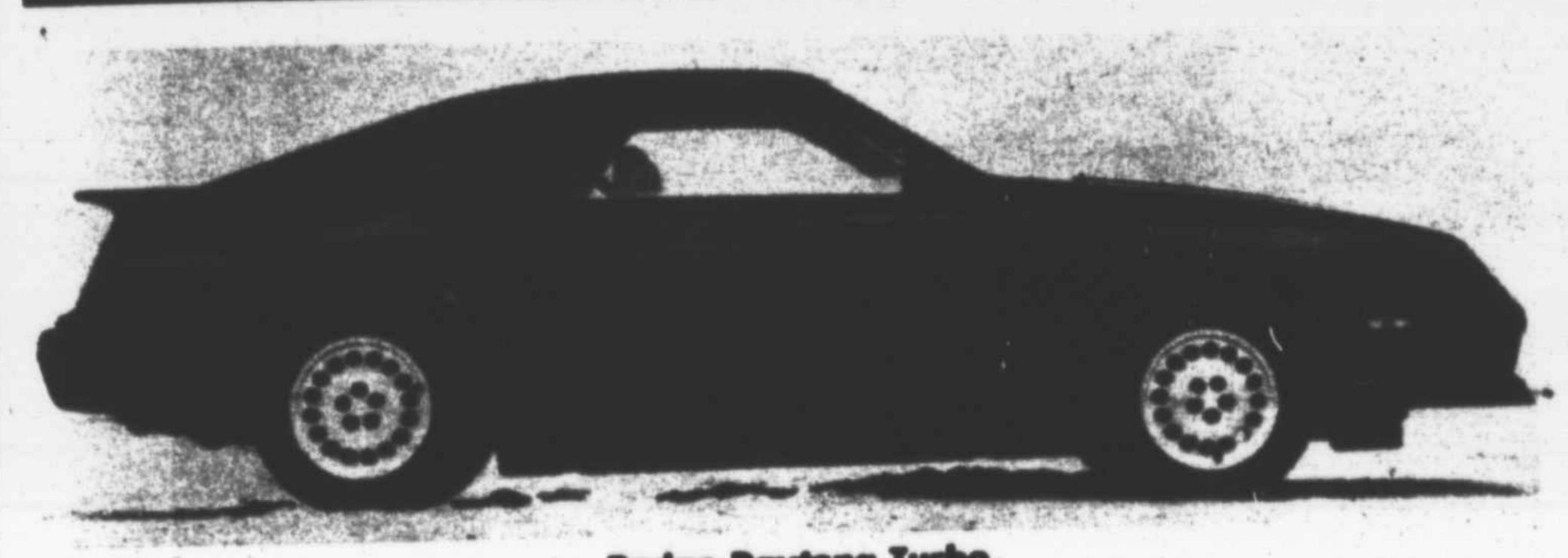
bo Z package with unique spoiler and ground effect skirts is available.

The standard Daytona can be orderd with either the standard 2.2-liter four-cylinder engine with electronic fuel injection (EFI), or the sizzling 2.2 liter EFII turbocharged engine. The standard engine develops 99 horsepower; the turbocharged version 146 horsepower.

Among the improvements to the Daytona's 2.2 liter turbo-powered engine is a new electronic boost control with its transient overboost which increases turbo boost under rapid acceleration from seven PSI to nine PSI in cars equipped with automatic transaxles and to eight PSI in cars with manual transaxles.

This overboost lasts for up to 10 seconds and

AUTOMOTIVE SECTION



Dodge Daytona Turbo

is controlled by a chip in the engine's electronic brain which also operates the improved "derate system." In 1984 when spark knock was detected, the system retarded the spark on all four cylinders simultaneously.

For 1985, the derate system retards the spark only at the cylinder or cylinders that are knocking, while, at the same time, reducing the turbo boost. The spark at each cylinder can be retarded in increments as many as seven times as the electronic control seeks to eliminate the knock.

When the conditions that produced the knock are eased, the electronic control returns the spark and boost to normal for the driving conditions.

Also new for 1985 are flashing front-side marker lamps which work in conjunction with turn signals, a new Turbo Z-type rear spoiler and new liftgate and fuel filler door cable release system.

Buick's Luxury Compact

The 1985 Somerset Regal shares the name and tradition of excellence of Buick's highly acclaimed Regal. But there the similarity ends.

The new front-drive Somerset Regal is unique...the newest example of Buick design and engineering technology.

In interior and exterior dimensions, Somerset Regal is positioned between the Buick Skyhawk and Century. Length is 180 inches, width 66.6, height 52.1, wheelbase 103.4. Estimated curb weight is 2,542 pounds.

With an EPA interior rating of 90, Somerset Regal is classified as a compact and, again, interior dimensions are between the Skyhawk and Century.

The design that contributes to those dimensions is highly aerodynamic, with sloping windshield, rounded rear corners, and flush-mounted glass.

Standard on the newest Buick is a new version of the 2.5 liter 4-cylinder transversemounted engine with throttle body fuel injection. A manual five-speed transmission is standar, a three-speed automatic is optional.

Putting the new Somerset Regal truly in a class by itself is the optional engine: the all



Buick Somerset Regal

new 3.0 liter Buick V-6 with Multi-port Fuel Injection (MFI).

The new powerplant is lighter, shorter, and narrower than the 3.0 liter V-6 used in the Century, and weighs only 50 pounds more than the standard 2.5 liter four-cylinder. Net installed horsepower is 125 at 4,900 rpm.

The MFI system uses a Bosch fuel rail, with injectors fed by a high pressure pump in the

fuel tank. The intake manifold is cast

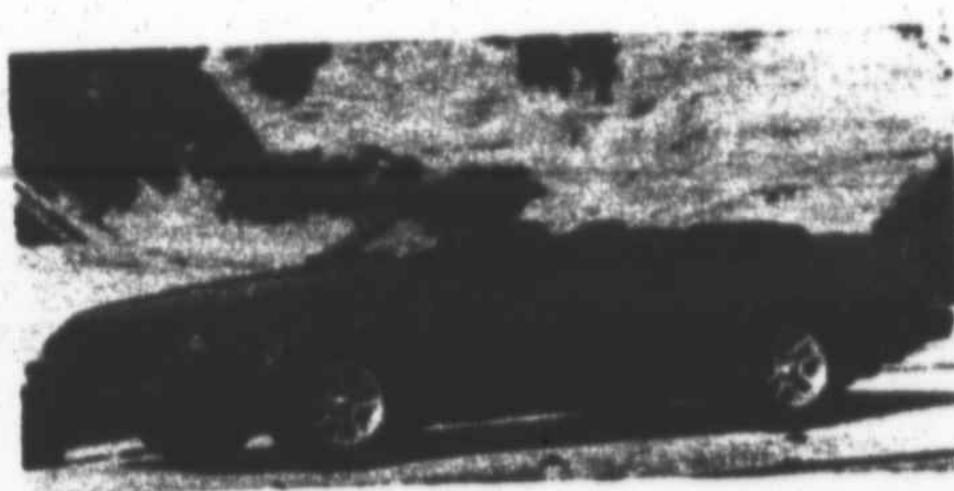
The re-designed cylinder head, with a new fast-burn combustion chamber and a centrally located spark plug, produces a 9:1 compression ratio.

The new design contributes to both performance and economy by providing higher specific output.

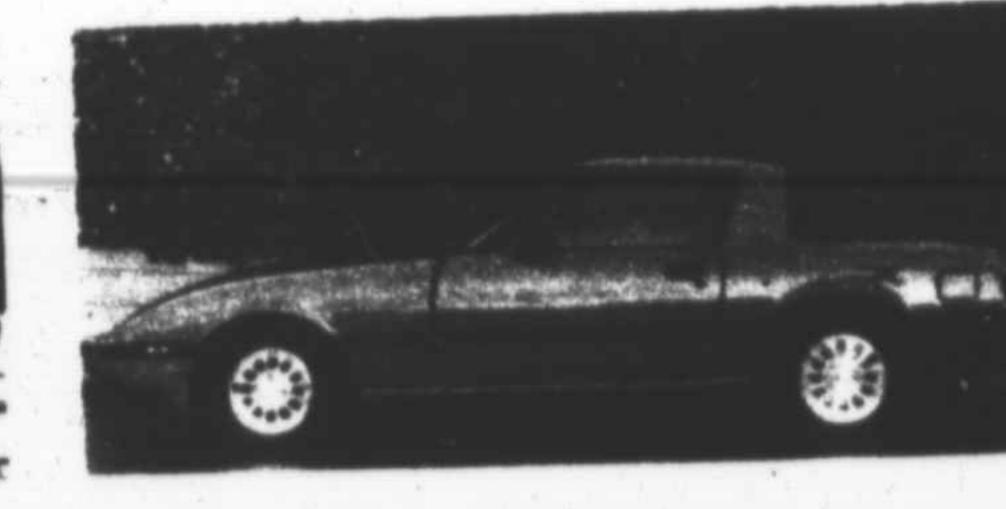
The Imports



leuxu Impulse



Toyota Celica Convertible



Manda RX-7 GSL-SE