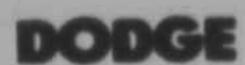
AUTOMOBILES FOR '86

(Continued from page 9)

headlamp doors recess beneath the lamps and preserve the aerodynamic lines of the car.

These new styling features have made significant contributions to improved aerodynamics and reduced drag. The result is a new Toronado that is highly aerodynamic with a drag coefficient of .36 — a 35 percent improvement over the 1985 model.

The improvement in aerodynamics has also contributed to the 1986 Toronado's better fuel economy. With the standard 3.9 - liter V6 engine and four-speed automatic transmission, fuel economy based on EPA estimates is 19 mpg city and 30 mpg highway. Zero to 60 acceleration is an excellent 11.1 seconds.



Shelby Charger

For performance car afficianados, the 1986 Shelby Charger offers bold styling and a hot turbo powered 2.2 liter EFI engine.

The Shelby Charger's high performance turbo engine produces 146 hp at 5200 rpm, and develops 170 ft.-lb of torque at 3600 rpm.

The outstanding roadability and response demanded by today's performance enthusiasts is assured by the Shelby Charger's meticulously engineered functional features. They include gas-charged front Iso-struts and rear shock absorbers, quick 14-to-1 steering, ventilated front dis brakes, large anti-sway bars, 15-inch cast aluminum Shelby road wheels, and P205/50 VR 15 blackwell steel radial tires with unidirectional tread.

Distinctively styled with a turbo bulge and louvers on the hood and special badging, the Shelby Charger is available in eye catching combinatons of silver/blue, silver/red and silver/black.

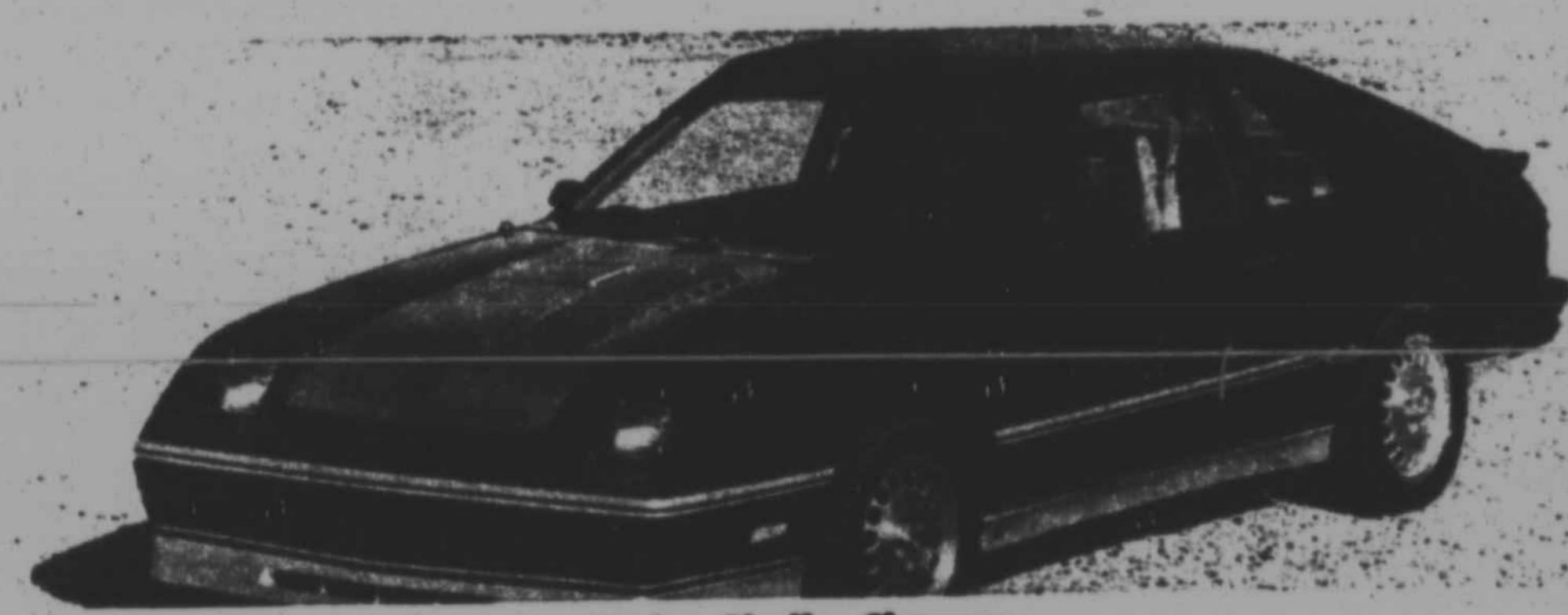
The base Charger has a wheelbase of 96.5 inches. It is 174.8 inches long, 66.1 inches wide, and 50.7 inches high.

CHRYSLER

1986 Chrysier Laser: POWER AND PERSONALITY

An added new engine choice, new center high mounted stop lamp, new head restraints





Dodge Shelby Charger

and engineering refinements are provided in the 1986 model Laser, Chrysler's sleek frontwheel drive sports car, which also offers turbo power, fuel injection and high-tech

Laser, a two-door hatchback with seating for four, is offered in two price-equipment levels for 1986; the base Laser and Laser XE, plus a more performance oriented Laser XT

Chrysler's 2.2-liter turbo is featured powerplant and one of three engine possibilities. The standard engine in the base model is a non-turbo 2.2 liter. Chrysler's newly-developed 2.5-liter engine is standard on laser XE and is optional with the base model. All four-cylinder engines feature electronic fuel injection.

A 5-speed manual transmission is standard and a 3-speed automatic is optional.

XE standard equipment includes an adjustable steering column, electronic instrumentation, 21-feature electronic monitor, and an Electronic Navigator. The XT performance package provides gauge instrumentation but not the Navigator.

Front air dam, rocker panel extensions, and body side surround mouldings also are

New equipment on all models includes a center high mounted stop lamp in the rear spoiler, and travel switches for power door locks, power windows, and rear window defogger and wash/wipe controls.

A T-bar roof or sunroof is available for all (Continued on page 14)



Chrysler Laser XT



Mercury Sable



Accept no substitutes.

While other full-size cars are compromising, this one retains its classic stature. Caprice Classic. There is no substitute for this kind of luxury. This kind of room. It was engineered to uncompromising standards to provide you with everything you expect from a full-size car.

Room, comfort, power and more...Compare Caprice to its higher-priced competition and you'll see. While some are downsizing, Caprice retains its generous room for six adults. Caprice still has over 20 cubic feet of trunk space. And Caprice keeps all the horsepower, torque and towing capacity you've come to expect from a full-size car. Why settle for a downsized compromise, when you can get all this in Caprice?

So classic because it's so contemporary. Caprice uses the most advanced technology to give you the most traditional benefits. It slips smoothly, quietly, confidently down the road. Its computer-designed independent full-perimeter frame uses 16 cushioning body mounts to achieve limousine-like road isolation. Precise variable-ratio power steering makes for virtually effortless control. Its three-speed automatic uses a nonslip torque converter dutch for smooth cruising. Its advanced swirl-port-inducted 4.3 Liter V6 uses some of the highest engine technology GM offers to give you power that rivals a V8.

The advantages of a conventional drive design. It's no coincidence that Caprice's powertrain parallels the design of premiere world-class luxury cars. Some people simply prefer the beautifully balanced handling and cornering of rear drive. Not to mention the excellent towing power.

That legendary Caprice ride. Simply put, road irregularities are smothered in an intelligent mesh of stabilizer bar, computer-selected coil springs, finely tuned shocks and carefully thought-out suspension geometries. In other words, it's a joy to ride.

The highest level of interior luxury ever available in Caprice. We recommend you treat yourself to the new Brougham interior: isotonically correct "pillowed" seats, luxurious velour and plusher carpeting, simulated rosewood accents and even more acoustic insulation. A person could get spoiled.

The final test. Once you've explored the incredible detail of Caprice Classic and taken your first sumptuous drive, you'll never want to settle for anything less. You'll see why, though it's not the most expensive luxury sedan in America, it is the most preferred.

CAPRICE CLASSIC. THE UNCOMPROMISED AMERICAN CLASSIC.

TODAY'S CHEVROLET aware