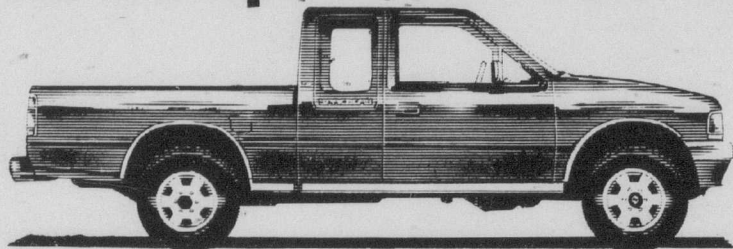


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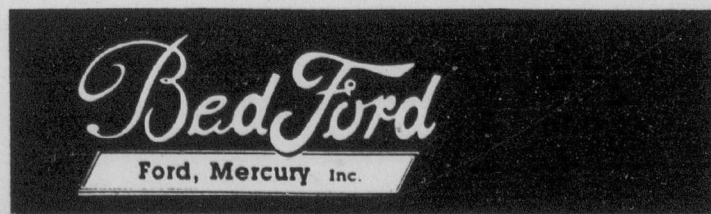


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Villeneuve's victorious at Trois Rivieres

By Dan Layton
 PRN Special

Trois-Rivieres, Que. — It was a storybook finish for the return of the historic Grand Prix of Trois-Rivieres.

Jacques Villeneuve, competing in his first Atlantic race since winning the series championship in 1981, led from start to finish in his Chris Clark Racing Swift DB-4 to claim victory at the revived street race of this Quebec city on Aug. 27.

"It was just like 1981 all over again, I feel eight years younger!" said a jubilant Villeneuve to an equally happy and supportive 'home town' crowd. "The car had super grip all weekend and I could really put the power down."

Making the most of his one-off return to Atlantic racing, Villeneuve led fellow Quebecer Claude Bourbonnais across the finish line after 75 racing miles, with Freddy Rhemrev taking a "moral victory" through his charge up to third place after engine problems in qualifying relegated him to a 15th grid position.

Meanwhile, series points leader Jocko Cunningham succumbed to overheating problems after running a strong second in the opening laps. Cunningham later reported that his car had lost power from the start of the 75-mile race. Yet he still held on to the runnerup slot for a half dozen laps, and clung to third ahead of Colin Trueman for an additional 30 tours before finally pulling into pit lane with steam pouring from his expired powerplant.

Once past Cunningham, Bourbonnais twice appeared ready to challenge Villeneuve's lead as the latter's Cosworth engine briefly stumbled, but on both occasions the misfire cleared itself before the rookie sensation could pull alongside the leader.

"I did all that I could, but Jacques' car was handling very well, and looked easy

to drive. Even the times when I got close to him, he was able to pull away again as soon as his engine cleared up," Bourbonnais said.

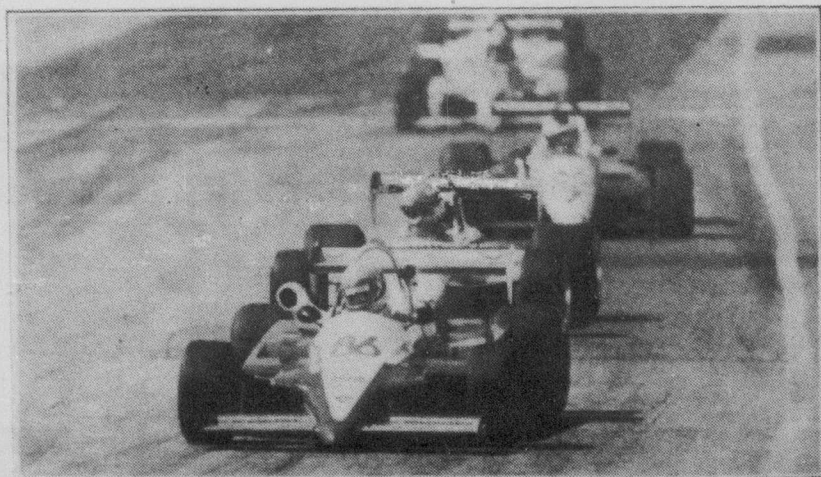
Leading Reynard driver Jeff Andretti was another to experience disappointment in Quebec, as the younger son of Mario lost a rear wheel on the opening lap and was forced to retire his three-wheeled machine on the spot.

For much of the race, Trueman appeared headed for the victory podium in his Budweiser/Truesports Swift ran a consistent third to Villeneuve and Bourbonnais. Rhemrev's charge, which saw the 26-year-old Atlantic Sophomore put on a relentless pursuit of any and all ahead of him, was a highlight of the day and Trueman appeared helpless to stall off the challenge as Freddy claimed third with eight laps remaining.

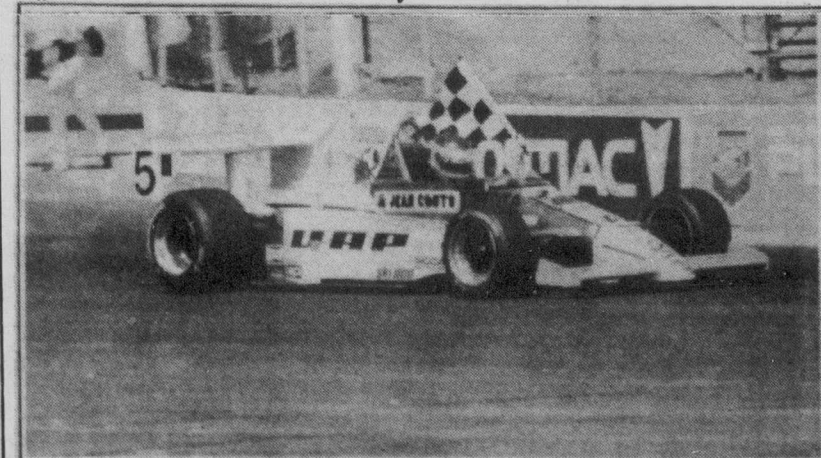
"I might have gone even faster, but the last 10 laps were all traffic, and I didn't want to take too many chances and throw the entire race away," a happy Rhemrev said at the finish. "We lost two engines in qualifying, and had to take the best pieces off each to make one whole motor for the race, so just to run well and be competitive was a 'victory' for us."

But with his fourth place finish, Trueman now assumes a narrow points lead with two races remaining, but as drivers may count only their best 10 finishes in the 11-race championship, Trueman and Cunningham remain virtually tied for the championship with two races—and the North American Toyota Atlantic Championship at Heartland Park in Topeka—remaining.

The race marked the return of the Trois Rivieres GP after a four year absence, the last previous event being held in 1985. A larger crowd was on hand all along the 1.5-mile course that runs along several streets of this Quebec city's fairground, located approximately 90 miles northeast of Montreal. ♦



Frank Allers (86) leads the pack in early Formula Atlantic action at Trois Rivieres, Quebec. But an engine oil leak ended the Canadian driver's day at the track.



Jacques Villeneuve made a triumphant return to the Formula Atlantic circuit by winning at Trois Rivieres Quebec. It was a storybook finish as the Canadian led from start to finish in his Chris Clark Racing Swift DB-4 to claim victory over fellow Quebecer Claude Bourbonnais.

Profits up at Sarich; 1,000 Orbital engines being built

By **Pedr Davis**
SPECIAL CORRESPONDENT

SYDNEY, Australia — Sarich Technologies — owner of Orbital Engine Co. — recorded a group profit increase of more than 1,000 percent to \$10.2 million (\$7.8 million U.S.) for 1988-89.

Ralph Sarich described the period as one of "dramatic changes and exciting developments."

The company is substantially debt-free.

The 1989 annual report says that 1,000 two-stroke engines will be built and tested worldwide and that the Western Australia state government is supporting the venture with \$15.3 million (U.S.) to retain an engine design and development and "signing off" facility in the state.

Noting that "a commitment to manufacture has been made by an agreement between Orbital and the

state of Michigan," the report adds that outstanding results have been achieved testing a V-6 version of the Orbital Combustion Process engine.

The company claims the engine provides a fuel-economy benefit of 25 to 30 percent for cars and 40 percent for marine applications.

The report says that production-type fuel injectors are showing better results than the laboratory types used for earlier testing.

The latest tests show that gases contributing to the greenhouse effect are reduced 30 percent for auto engines and 40 percent for marine units.

A 90 percent reduction in hydrocarbon and carbon monoxide emissions for marine engines is also claimed.

Commenting on the General Motors agreement, the report says, "GM has been working for over

five years on the two-stroke concept, which has provided them with an excellent understanding of the engine, and they are making very good and rapid progress."

The Sarich report says that Bajaj Auto, of India, the most recent firm to sign a licensing agreement with Orbital, is the world's third-largest manufacturer of motorcycle engines. Rahul Bajaj, chairman and managing director, says the Orbital concept will cover the entire range down to 50 cc.

Bajaj expects to be producing 1.5

million engines by 1995, and Bajaj and Orbital are running a joint program to reduce the cost of the system for very small engines.

The report says that Orbital's engine plant at Tecumseh, Mich., will be acquired for a "very modest amount, payable over a number of years."

A U.S. general manager, Eric Lange, has been appointed, and John Marshall, a former vice president of manufacturing for Ford Australia, has been appointed to the Orbital board.

"Engines will be produced... for the automotive, outboard, inboard and industrial fields. It is the first time in history that the same engine can be used in all these applications," states the report.

"Discussions and negotiations with auto manufacturers indicate an initial demand from the plant for 200,000 engines per year. Demand could well require the first plant to produce 500,000 units per year with further increases in production during the next decade."

Land Rover's Discovery gives Japan new rival

By **Daniel Ward**
STAFF CORRESPONDENT

LONDON — Introduction of the Land Rover Discovery at the Frankfurt auto show marked the first assault by a European vehicle maker on a market sector largely established and dominated by the Japanese. Discovery is aimed squarely at the 4x4 leisure sector created by the Mitsubishi Pajero and Isuzu Trooper.

Land Rover estimates that segment accounted for 25,000 sales across Europe in 1983 but grew rapidly to 100,000 last year and is expected to double within the next five years. Three-quarters of the leisure 4x4s are diesel-powered. Forthcoming contenders include the Chrysler/Renault model code-named Jeep JJ and the Nissan/Ford 4x4 to be built in Spain.

Land Rover has no plans to export the Discovery to the United States, though executives do not rule it out. Charles Hughes, president of Range Rover of North America, said at Frankfurt that he was happy to continue expanding

Range Rover sales in the United States.

If Discovery is a success, it will be a milestone for the company, Rover Group Managing Director George Simpson said. Its significance is that it is Land-Rover's first new vehicle since the Range Rover was launched in 1970.

The company expects to sell 14,000 Discovery models next year. By the end of 1990, the new model is expected to boost Land Rover sales by at least one-third and help push output to 60,000 a year.

Discovery shares many components with Range Rover. The chassis, axles, suspension, transfer box, front bulkhead and windshield are carried over to the new vehicle. Chief difference is the engine range. The carburetor version of the Range Rover's 3.5-liter V-8 produces 144 horsepower, and an all-new direct-injection 2.5-liter diesel develops 111 hp.

Like the Range Rover, the body is based on a pressed steel structural frame that carries aluminum panels. A significant part of the Discovery's \$155 million cost was the investment in robot welding of the body frame. Improved tooling allows the aluminum panels to be fitted without manual filing and adjustment.

New ARCO gas called PR coup

By **Jack Keebler**
AUTOMOTIVE NEWS STAFF REPORTER

The recent introduction of ARCO's EC-1, a more environmentally benign gasoline, was described as "diabolically clever" by an auto industry fuels expert.

That cleverness is manifested in four ways, according to the expert.

● First, because ARCO sells the new fuel out of the same pumps, storage tanks and pipelines that formerly carried leaded fuel, there will be a two- to three-year purge or flush of lead into vehicles that do not require unleaded gasoline.

● Second, the older cars targeted for the fuel — and its oxygenate additive methyl tertiary butyl ether — get a much higher level of emis-

sions cleanup than newer vehicles with more sophisticated emissions systems. So the cleanup benefit for the environment appears to the press and the public to be significantly more impressive.

● Third, ARCO is severely limited in the amount of the new fuel it can make, given the present configuration of its refining system. In fact, undesirable hydrocarbon components such as benzene and aromatics such as toluene and xylene removed from EC-1 are put into ARCO's unleaded gasoline.

ARCO defends the fact that it dumps those components back into its unleaded gasoline.

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BRIEFLY: U.S.-Japan methanol pact irks Nader

By Mary Ann Maskery
AUTOMOTIVE NEWS STAFF REPORTER

Chevrolet is unlikely to be at a competitive disadvantage because air bags are offered on only three 1990 cars, said General Manager Jim Perkins.

Only the Chevrolet Corvette and Camaro and the Geo Storm come equipped with standard air bags for 1990; the remaining models have automatic lap and shoulder safety belts. Half of Ford Motor Co.'s 1990 models and all of Chrysler Motors' cars have air bags and both automakers had higher 1990 price increases to reflect the added costs.

Chevy, which represents more than half of General Motors' sales, decided to take a different route because consumer demand for air bags is low while the cost of installing the systems is high, Perkins said.

"There is still the issue that any person who pays over the price for anything on a car wants to be able to see, feel, hear, touch or smell it," Perkins said.

Chevrolet will not move toward wider use of air bags until the price is "more reasonable," Perkins said.

JACKIE STEWART'S NEW JOB:

Bridgestone Corp., the Japanese tire manufacturer, announced that three-time world champion race car driver Jackie Stewart has signed a five-year consulting contract with the company. That was news to the public relations department at Ford Motor Co., which has had Stewart as a consultant and ad spokesman since 1964. Last November, Ford signed a five-year contract with Stewart. A Ford spokesman said the company is not aware of a conflict with Stewart's contract with Bridgestone. Quipped one Ford public relations rep: "The last car I saw Jackie in had Michelins on it."

TRAVEL BROADENS THE MIND:

Robert A. Lutz, Chrysler Motors president, saw Detroit's winter auto show change this year from a regional dealer event into an international affair. How does the new Motor City show stack up against the version he visited in West Germany this month? "Compared to the Frankfurt show, it's really still bush league," he told reporters at the Chrysler press introduction last week.

AUTOMOBILE BILLIONAIRES:

Scanning pages of Forbes magazine for the name of your favorite billionaire — that's with a "b"? Of the 157 listed in the world, six are connected with the automobile business. Herewith a tally: Johanna Quandt and family, BMW, \$3.6 billion; H. Ross Perot, formerly of EDS fame, \$2.9; Giovanni Agnelli, Fiat, \$1.7; Kanichiro Ishibashi, Bridgestone Corp., \$1.5; Josephine Ford and William Clay Ford, Ford Motor Co., \$1.3; and the Benetton Family, Formula One race car sponsors, \$1.3.

TOKYO — The Japanese government has agreed to develop a methanol-fueled car in a joint research project with the United States.

Ralph Nader, who was in Japan talking to Japanese consumers, called it "a bad sign." He said a joint project indicates "they have already agreed on a certain direction and they are not about to compete."

He said cooperation on methanol is one way to "head off a competitive fuel situation which would involve engine product competition."

The idea for an international project on methanol was proposed at an international conference by a Japanese oil company, and picked up by the EPA which asked for Japanese cooperation, according to the Ministry of International Trade and Industry.

Most Japanese auto companies have done their own methanol research for more than a decade. In 1986, MITI set up an umbrella group for cooperative research in Japan.

The methanol project with the United States will be a four-year program starting next April with a

50 million yen (\$345,000 145 yen to the dollar) first-year budget.

Nader, who would rather see research on ethanol as a cleaner fuel, said methanol is the auto companies' "insurance card. It keeps the fuel cycle inside the club. The oil industry. The coal industry. The auto industry."

Nader cited the Japanese automakers for lagging in pollution control, fuel efficiency and safety.

"The technology is stagnating," he said, because the Japanese work more on production efficiency and dash panel gadgetry, rather than safety, fuel efficiency and pollution control.

Before, he said, Japanese makers were at least doing advanced research. "It was usable politically. Now we can't even use it politically. There is nothing to point to."

The Japanese are trailing U.S. makers in air bag use, Nader said. They are gradually installing them in products for the United States, but they may not be concerned about the same safety features in Japan.

"I don't get the impression they'll have the same proportion (of air bags) in this country," Nader said. "I think they're going to try to say seat belts are good enough."

There is no consumer pressure in Japan to make them take action, he said.

"But it may become a publicity issue. It's one thing selling cars abroad cheaper than they're sold here. It's another thing having a double standard for protection of life. I don't see how that's going to play."

The EPA's Motor Vehicle Emis-

sions Control Laboratory in Ann Arbor, Mich., is examining a wide variety of Japanese vehicles powered by methanol. Just some of the M100 (100 percent methanol) and M85 (15 percent gasoline and 85 percent methanol) vehicles tested recently were a Nissan Sentra, a turbocharged Nissan Sentra, a Toyota LCS-M Carina, and a Toyota Cressida.



Country Golf

The Golf Country, which debuted at the Geneva Auto Show, has Volkswagen's "synchro" four-wheel drive. Production of the Country begins in 1990 for the European market. At the same time, the similar Golf GTI Rallye heads for the United States.

Brand New Nozzles Vs. Rebuilt

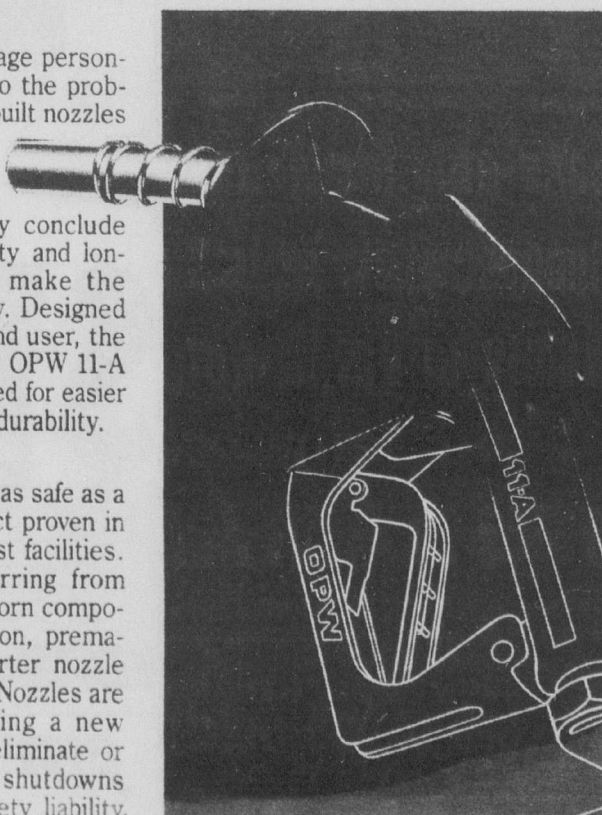
A Clear Choice

Service stations and garage personnel are saying farewell to the problems associated with rebuilt nozzles and switching to a brand new OPW 11-A Nozzle.

Citing many reasons, sources in the industry conclude that the improved quality and longevity of the product make the OPW 11-A a smarter buy. Designed specifically for today's end user, the lightweight and compact OPW 11-A Nozzle is better engineered for easier handling and longlasting durability.

Brand New Is Safer

The rebuilt nozzle is not as safe as a brand new nozzle — a fact proven in factory tests at OPW test facilities. Rebuilt problems occurring from mismatched parts and worn components can result in run-on, premature shut-off and a shorter nozzle life cycle. All OPW 11-A Nozzles are ULC certified. Installing a new OPW 11-A Nozzle will eliminate or greatly diminish pump shutdowns and station operator safety liability.



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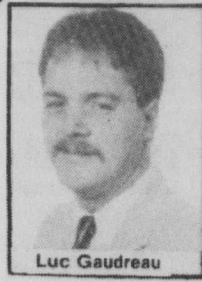
By choosing the OPW 11-A Nozzle over a rebuilt, station personnel, contractors and jobbers no longer have to deal with the handling of hazardous, used cores and fluctuating core values. New nozzles mean no mess and no financing of rebuilt cores.

The Preferred Choice

The OPW 11-A Nozzle offers "Accu-Stop" poppet, one-hand hold open control, easily replaced spout, insulated trigger and full all-weather resistant hand insulator. Because the OPW 11-A Nozzles are engineered for operating excellence and safety, they have become the preferred choice of customers and station personnel and are now specified by all major oil companies throughout Canada.

When it comes to brand new nozzles versus rebuilt, the consensus is clear — the OPW 11-A Nozzle is the preferred choice.

OPW 11-A is a registered trademark of Dover Corporation



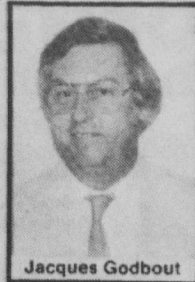
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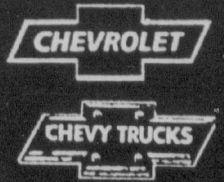
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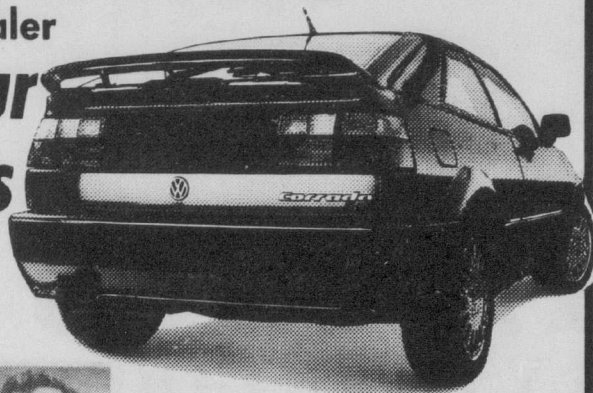
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Rev. Moon's church behind Panda Motors plant in China

The Unification Church has joined a former U.S. diplomat and a major Korean industrial concern in an effort to create China's biggest car manufacturing facility.

The project, promoted by the little known Panda Motors Corp. of

By Automotive News Staff Correspondents Stephen Vines in Hong Kong and Oles Gadacz in South Korea and Staff Reporters Diana T. Kurylko and Arthur Flax in Washington and Virginia.

Vienna, Va., calls for production of 300,000 passenger cars a year by 1995 at a factory in Guangdong Province.

The factory's entire output — more than 10 times that of Volkswagen-Shanghai, currently China's biggest automaker — is destined for export as "the least expensive, most durable car on the world market," said a U.S. government source.

The official China News Service reported the first stage of the \$250 million project will be completed in 1995. The first cars were scheduled for production next year, but sources close to the project now say they will not appear until 1991.

The car — for which a retail price of \$4,000 has been mentioned by U.S. government sources who are following the project — will be powered by a four-cylinder engine in the 1,250 to 1,500 cc category.

Corporate registration documents filed in Delaware reveal that the treasurer of Panda Motors is Pak Bo-Hi. He is also chairman of Newsworld Communications, which publishes the Washington Times and is controlled by the Unification Church. Pak, a former South Korean military attache, is the chief aide to the founder of the Unification Church, the Rev. Sun Myung Moon.

Although Chinese officials last week confirmed plans for a 300,000-unit assembly plant and few other details, some U.S. and Korean trade officials remain sceptical. The doubt centers on the apparent absence in the project of an established automaker to supply technology and components, and the uncertainty of operating in the People's Republic of China.

One reason for Korean investors to operate through a U.S. corporation like Panda Motors is that South Korea has no diplomatic relations with China.

By establishing the plant in the name of a U.S. company, the investment benefits from guarantees and protection afforded by the host of bilateral agreements between China and the United States.

Furthermore, a U.S.-registered company avoids the screening and approval process recently instituted by the South Korean government on South Korean investments in the Communist Bloc.

Until the Sept. 16 China News Service report, the only details of the project to emerge were from officials of Guangdong Province.

Zheng Yonghe, the head of

Huiyang County where the plant is being built, originally said Panda will invest \$1 billion in the project.

There is no confirmation of this amount, and the New China agency report spoke of an investment of \$250 million. Whatever the ultimate amount, Panda is still likely to be the biggest investment by an overseas company in China.

Zheng said the plant will be in Huizhou City about 50 miles from Hong Kong and that a new deep water port is being developed in nearby Aotou from which cars would be shipped to Hong Kong for export.

He said Panda had tried to get permission to build in major centers such as Beijing, Shanghai, Tianjing, Changchun (the center of the Chinese auto industry), Wuhan and Canton.

Panda Motors was established in Delaware in September last year with a registered capital of \$100 million. The sole shareholder is Charles Kim, an American-naturalized Korean, who is listed in the Delaware filings as president and chief executive officer.

Panda Motors last week moved from Arlington, Va., to an imposing new office tower in the fast developing area of Vienna, Va. Its office is unmarked, the only clue as to its identity being two small toy pandas on a reception desk.

According to U.S. government sources, Panda Motors is a subsidiary of Virginia Business Enterprise Group of Arlington, whose chairman is also Charles Kim.

Among other Panda Motors officials are Ronald T. Tisch, secretary; Grace N. Parke, assistant secretary; Hyobon Robins, corporate treasurer; Ambassador Douglas MacArthur II, director; and Peter Kim, director.

MacArthur has a long service record. He was ambassador to Japan in 1957-61 and to Belgium in 1961-65. He became assistant secretary of state in 1965, ambassador to Austria in 1967-69 and to Iran in 1969-72. MacArthur, 80, is the nephew of the late U.S. Gen. Douglas MacArthur.

Tisch and Parke are attorneys at Graham & James, of Washington, D.C., attorneys for Panda Motors.

Parke told Automotive News last week, "I don't know if we want to comment on the company at this time. We have confidential information we don't want to publicize."

She said the car is not Korean and the funding for the venture is not coming from Korean sources.

Parke said Panda is seeking investors and will not begin a marketing plan until funding is in place.

Craig H. Deeb, vice president of administration, said Panda Motors is a U.S.-based corporation that plans, in the long run, to produce a car of its own design. "The goal of the company is to build a car from the rubber up," he said.

Honda a year away from jumping on Accord wagon

By Lindsay Chappell
and David Versical
AUTOMOTIVE NEWS STAFF REPORTERS

NASHVILLE, Tenn. — With its all-new Accord just off the assembly line, American Honda Motor Co. is setting the stage for an encore to the nation's best-selling nameplate: an Accord wagon.

At its 1990 model introduction, Honda said the new wagon has been designed and developed and will be built only in the United States. Slides shown briefly to the press revealed a stylish wagon that would appear to be an obvious challenge to the Ford Taurus and Mercury Sable wagons. Production will begin in Marysville, Ohio, in about a year.

The new wagon is expected to provide about 50,000 sales a year, Honda officials said. It will also help answer Honda dealers' pleas for larger vehicles. The company has no minivan, pickup or utility vehicle. And Honda says it will stay out of those segments for now.

But this year's redesigned and more powerful Accord sedan provides a bigger weapon in the crowded family sedan market.

The 1990 Accord sedan carries a new 2.2-liter, 16-valve four-cylinder engine. It is longer and taller than last year's model and also boasts a longer wheelbase. The wagon will use the same platform as the sedan.

Honda believes the redesigned sedan will help boost its U.S. sales by about 5 percent in 1990, even if

the industry experiences flat or declining sales for the year, as many analysts forecast.

The company is targeting Honda division sales of about 690,000 next year, compared with a projected 660,000 this year. That will break down to about 260,000 Civic/CRX models and 50,000 Preludes, said Tom Elliott, executive vice president of automobile operations.

He's looking at 1990 Accord sales of 380,000, a 20,000-unit increase over expected 1989 sales of 360,000. Since the nameplate's introduction in 1976, Accord sales have topped their year-ago totals in every year but one. Through the first 11 months of the current model year, Accord stood as the best-selling car in the nation.

"It would be impossible for us to achieve this (expected) growth without the new Accord model change," said Takeo Okusa, a senior vice president at American Honda. "Our chief competitors are Toyota and Nissan, and they are carrying on a strong model development program."

Officials downplayed what some observers see as two weaknesses in the new Accord: anti-lock brakes aren't available, and the styling breaks little new ground from last year's design.

Cost and questions about capacity — Honda makes its own ABS systems in Japan and won't buy the technology — were cited as reasons for not offering ABS.

Cadillac readies LSS concept for debut at Detroit auto show

By Michelle Krebs
AUTOMOTIVE NEWS STAFF REPORTER

DETROIT — Cadillac will showcase a concept car on the 1990 auto show circuit that is almost identical to its proposed Eurosedan, the LSS, that is expected to be produced in the 1993-1994 timeframe.

The concept car that mimics the proposed LSS — short for luxury sport sedan — will debut at the North American International Auto Show in Detroit in early January, sources familiar with the project said.

Sources also say that the rear-wheel-drive LSS will be built on the same platform as the Opel Senator. It is likely to be powered by the General Motors-Lotus-developed North Star engine, expected to be a Cadillac exclusive. It is a 32-valve V-8 with a double-overhead cam on each cylinder bank.

Cadillac General Manager John O. Grettenberger wouldn't reveal details about the LSS product proposal except that it is a rwd model built on an existing GM platform. It is a high-performance, luxury car aimed at a younger buyer than the typical Cadillac owner, he said. Proposed volume is 20,000 units

annually, and the price will likely be less than \$35,000.

Grettenberger said the LSS remains in the first — and longest — phase of GM's four-phase product development process. It hasn't received approval for production.

"If we have a strong business case, which we're working on, it will gain approval," Grettenberger said. "If we don't, it won't be approved."

"Or it may be more natural for another division to move in that direction," he said, implying that Oldsmobile and Pontiac might have a shot at the LSS concept. Grettenberger argued that another division could not command the price or the prestige that Cadillac could for the LSS.

Until the debut of the LSS, Cadillac will battle the luxury imports from Europe and Japan with versions of existing models that have so-called European features such as sportier handling and a stiffer suspension.

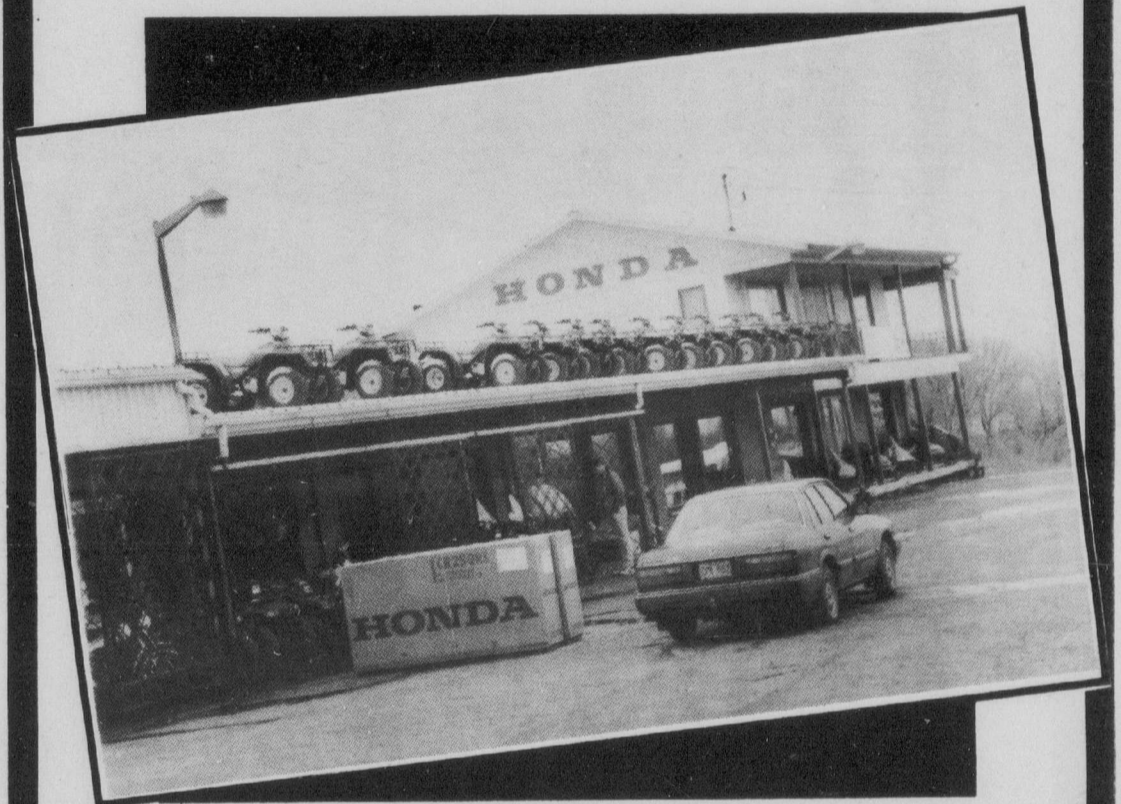
Cadillac introduced the Seville STS in the spring of 1988. Next spring, it will introduce a second family of Eldorado models, called the Eldorado Touring Coupe.

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