



1973 Porsche 911T



1973 Dodge Challenger

## How to Rotate Radial Tires

**DETROIT** — If your car is equipped with new radial tires, you should know how to rotate them to get the maximum mileage, which manufacturers say is 40,000 miles.

The larger 1973 model cars come equipped with radials as standard equipment, and the new tire now accounts for about 10 per cent of domestic tire sales. There are estimates that radials will account for 50 per cent of all tire sales within four years.

Tire buyers have already been warned not to mix radial tires with conventional tires because they give a car different types of traction.

Because the radial tire's fabric or cord beneath the tread runs parallel to the tire's radius, rather than at an angle like conventional tires, a different pattern of rotation is recommended by the Rubber Manufacturers Association.

The traditional cross-switch practice for conventional bias and belted tires has been changed.

The association recommends that in a four-tire rotation, the front tires are cross-switched to the rear with the rear tires moving straight forward to the front. Previously, the general practice has been to move front tires straight back to the rear, with the rear tires cross-switching to the front.

But cross-switching is not recommended for radial tire tires. In a four-tire rotation, the front tires are moved

### WIPER WHINES OUT

Quieter windshield wipers are found in 1973 Dodge Dart, eliminating another distraction and annoyance, among little helps totaling a lot.

### DRIVING COMFORT

Comfort is the watchword for '73 Dodge Dart, as the popular compact will have a higher capacity heater and improved air conditioning with reheat features.

### FRONT APPEALING

It's what's up front that counts, especially on the '73 Dodge Dart Swinger, Sedan and Custom Sedan, which sport a new front end exterior appearance.

## Choice for Car Buyers: Seat Belts or Air Bags

**DETROIT** (UPI) — New car buyers will get their choice — bags or belts — when they shop for a 1974 model this fall.

The General Motors Corporation will offer air bags as an option on its top-of-the-line models next year. The cost has not been determined and will probably be sold at less than production cost to get people to buy the units.

For new car buyers who do not want air bag-equipped cars, they will contend with the new seat belt interlock system that will be required on all cars and add about \$50 to the cost of each one. The interlock system prevents the driver from starting the car until the combination lap and shoulder belt is fastened.

Test fleets equipped with air bag passenger restraints have logged 12 million miles without a malfunction, according to Douglas W. Toms, former administrator of the National Highway Traffic Safety Administration.

### Air Bags in 100,000 Cars

George Elles, general manager of G. M.'s Buick Division, says the company expects to produce about 100,000 cars with air bags during the 1974 model year.

The Federal Government requires that all cars built after July, 1975, be equipped with "passive" restraint sys-

tems to protect drivers and passengers in accidents. Passive systems are devices that require no action on the part of drivers or passengers. The Government is working on new test procedures so that the law can become effective on 1976 models.

For the next two years, however, most drivers will be faced with the seat belt interlock system, which some automotive engineers expect will cause some headaches for drivers.

To start a car equipped with the seat belt interlock, a specific sequence of operations must be completed by the driver and front-seat occupants. First, they must sit down on the seats, then buckle up the lap and shoulder belt restraints, and finally turn the key in the ignition.

If they turn the key before they buckle up, or take off the belts, buckle them together and stuff them inside the seat behind them, the car will not start.

A complicated electrical and logic module system is involved.

"It's nearly impossible to build 10 million cars a year and expect the seat belt interlock system to work every time," one official said.

"There's going to be some mighty sore people."

## An Urban Car Is on Display

Attempting to combine practical design and safety with economy and attractive lines, engineering students at Pratt Institute in Brooklyn have come up with what they call an urban car — now on display at the International Auto Show.

Essentially a modified Subaru station wagon, the car is about the size of a Volkswagen Squareback — about 160 inches long and 60 inches wide. But the additions are what equip the car for the trials and dangers of urban driving.

To improve the driver's rear-view vision, the students mounted a television camera on the rear of the car with a 150-degree view that automatically adapts to lighting conditions.

To protect the driver from himself, there is a Drunkometer, consisting of a brake pedal time-reaction test that the driver must pass or the car will automatically lock itself for 15 minutes. At that time, the driver has another chance to pass the test.

Another feature is the crash-resistant battery, which contains acid-neutralizing chemicals and is housed in semi-foam material.

The automobile's instrument panel enables the driver to monitor all of the car's functions at the same time.

Finally, vinyl bands reinforced with steel tubing protect the passengers in the event of a side collision.

## Pontiac's '73 Model Grows In Popularity

"Our customers are showing more interest in individualizing their cars, and the variety of striping groups Pontiac offers is the perfect way to accent a new car," said Edward C. Kennard, general sales manager of the division.

The biggest increase in stripe groups in 1973 has come in the vinyl pressure-sensitive body stripes which are offered on most Pontiac lines.

"These attractive stripes are available in a wide variety of complementary colors," said Kennard. "With the increased popularity of more colorful and complicated stripes, the use of flexible easy-to-apply vinyl has become more common," he added.

The classic new Grand Prix has been the 1973 leader for vinyl stripes. Standard on the SJ option, the accent stripes have been included on about 70 percent of all Grand Prix built to date.

The newly re-styled LeMans series, including the Grand Am, has also been popular for accent stripes with about 35 percent of cars sold including the stripe group.

Newest of the Pontiac stripe options is now available on the GT option. A smart wide stripe in two colors runs along the body side from front to rear and includes bold GT letters.

Vinyl stripes have also proven popular on the Ventura with installation rates running about 28 percent on 1973 models.

Another use of pressure-sensitive vinyl is the large Firebird hood emblem that is optional on the Trans Am for 1973.

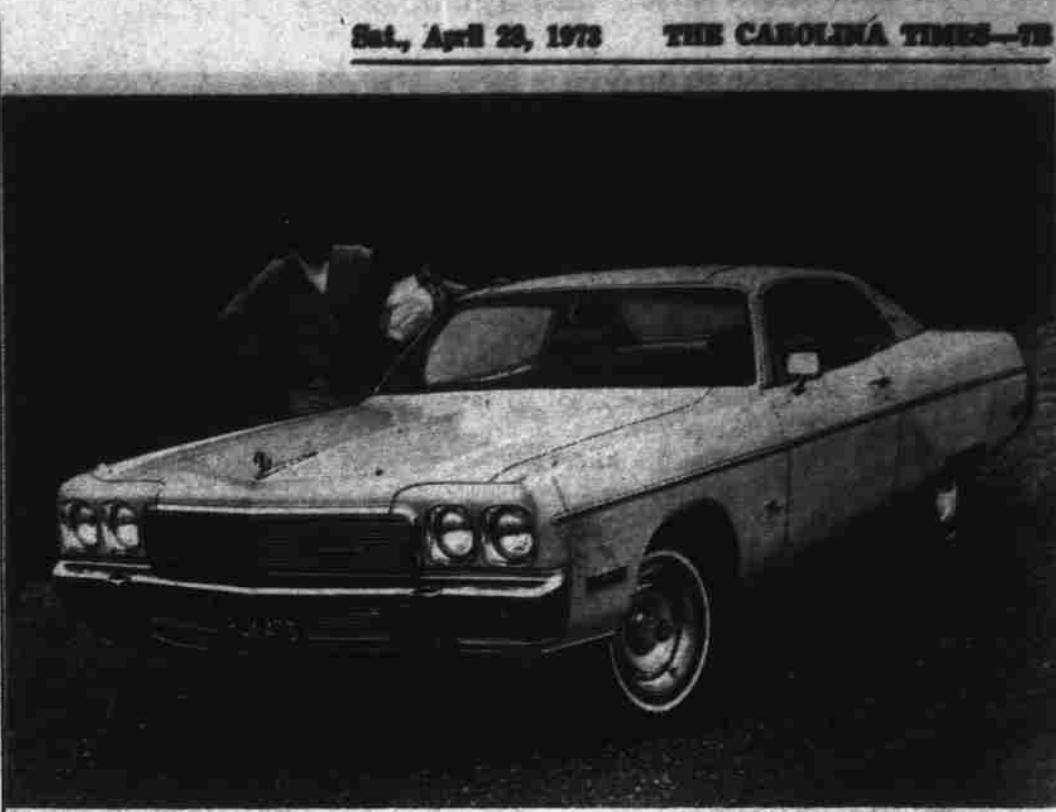
Color-keyed door handle inserts of vinyl add a definite styling touch as standard on the Grand Ville, Bonneville, Luxury LeMans, Grand Am and Firebird Esprit.

Another notable change on both Beetles and Super Beetles — is the enlarged, circular taillight complex, com-

bining stop light and turn signal. Both Beetles have stronger bumpers, designed to withstand 5-mph frontal collisions and 2.5-mph rear collisions.

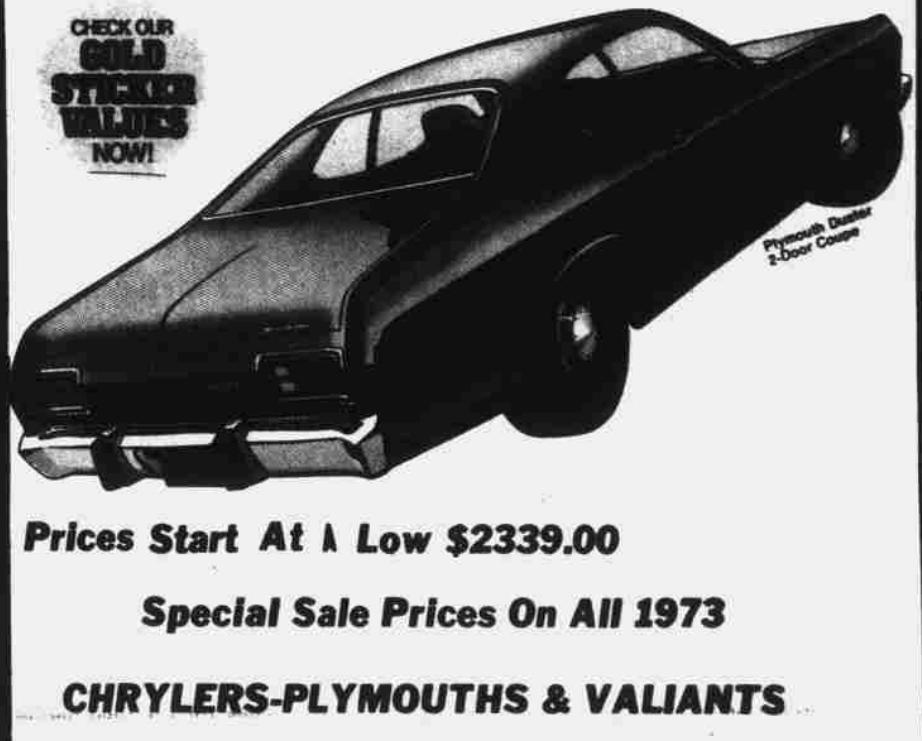
The Beetle and Super Beetle are available in automatic Stick Shift or a standard four-on-the-floor transmission. The Super Beetle is also available as a convertible or with a sliding steel sunroof.

All VW products are covered by a 24-month, 24,000-mile warranty.



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