

Increase driving precautions

(Continued from page 8 column 3)

Studded snow tires on the rear wheels (where their use is permitted) reduce stopping distances on ice by about 19 per cent.

The old-standby—reinforced tire chains—is still best. They reduce braking distances on ice by 50 per cent. They produce from four to seven times the pulling ability of conventional tires on snow and ice.

Some new models—down-sized and front wheel drive—require limited clearance chains (type PL chains). Your dealer or mechanic can recommend the proper type.

Another caution Easton emphasized is the fact that snow tires must be radials if the other tires on the non-drive wheels are radials. Otherwise a dangerous "fish-tailing" or other instability can result causing the driver to lose control of the vehicle.

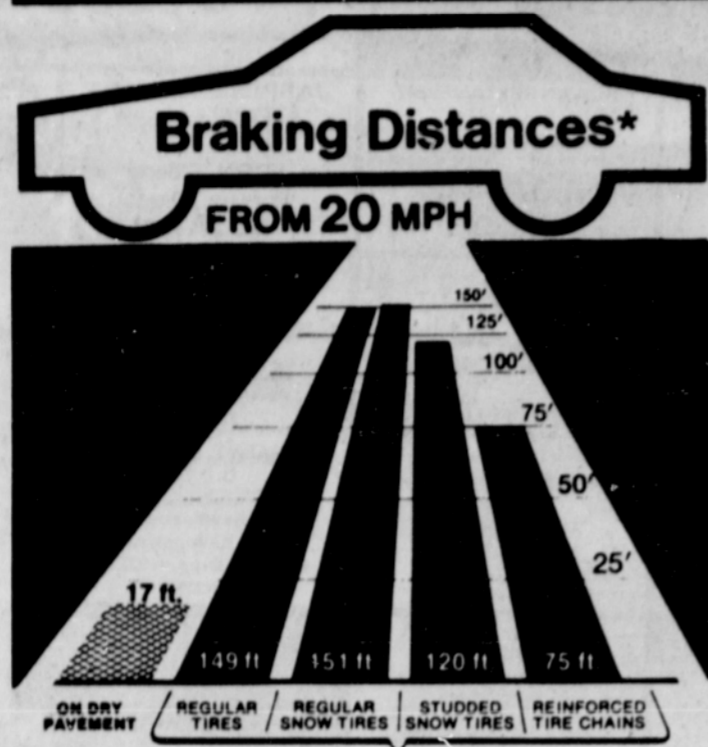
"Regardless of the type of traction aid used," Easton warned, "at no time on snow or ice will the resulting traction be near that of conventional tires on dry pavement."

As an example of the differences, Easton commented that 20 mph on an icy stretch may produce a stopping distance equal to that resulting from a speed of 60 mph under normal dry pavement conditions.

Getting the "feel" of the road is recommended—gently trying the brakes or using short bursts of acceleration to find out if and when the tires slip or spin. When they do, the driver must slow down and do all maneuvering with a delicate touch—on the steering wheel, on the accelerator, and on the brake pedal.

Easton concluded: "The driver who understands how to improve traction and reduce risks stands the best chance of avoiding skid accidents on winter slick road surfaces."

CAN YOU STOP IN TIME?



*TESTS BASED ON REAR DRIVE VEHICLES.

Pointing up the extreme hazard of driving on glare ice, tests by the National Safety Council at Stevens Point, Wisconsin, show that stopping on glare ice may take as much as nine times the normal, dry pavement distance. The tests also disclose that conventional snow tires are of no help in stopping on ice, while studded tires reduce braking distance by 19%, and reinforced tire chains by 50%.

Nissan Stanza earns top reviews

Although barely two months old, the new Nissan Stanza already has passed the test of the automobile industry's toughest critics—the three best-selling car magazines.

Road & Track, Motor Trend, and Car and Driver magazines, made their judgements on the five-passenger, front-wheel-drive Nissan Stanza based on performance and other consumer benefits.

"It combines space comfort, per-

formance, roadability and fuel economy to a degree that can only be labeled state of the art," noted Road & Track. "Seldom has a new sedan made as positive an overall impression on R&T staff members."

Car and Driver magazine said the new Nissan Stanza "gives nothing away to the competition in credentials and called it "one of the plush-riding small sedans on the market."

Motor Trend magazine looked at the car's "high state of finish" combined with EPA mileage estimates of 32 mpg in the city and 46 mpg on the highway and concluded the Stanza "just may very well be the best all-around Datsun."

The Nissan Stanza, priced at \$6,799, is available at 1,106 U.S. Datsun dealers, including Jim Fisher Datsun in Portland.

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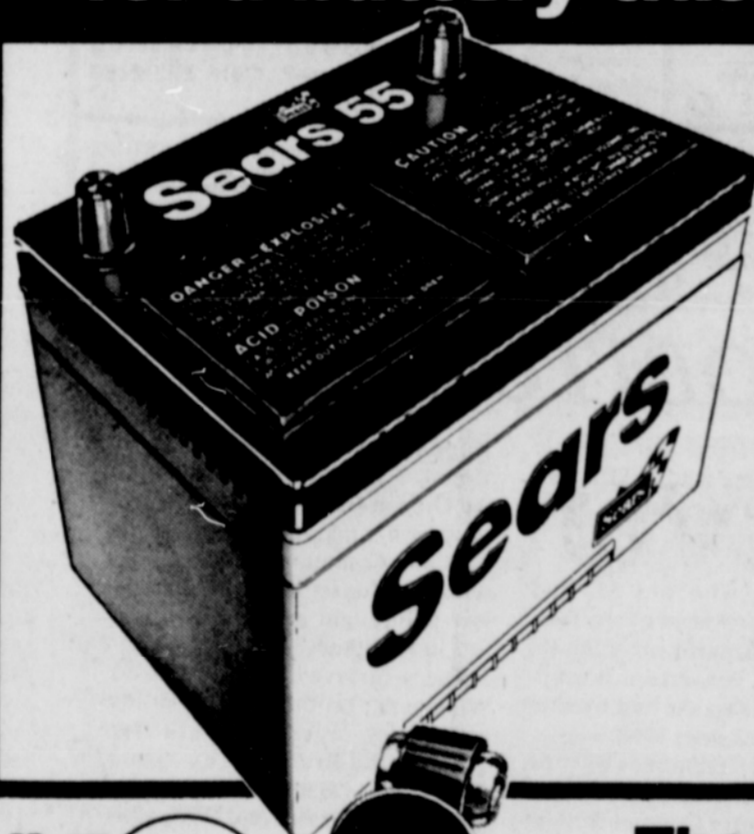


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