

Car Of The Year

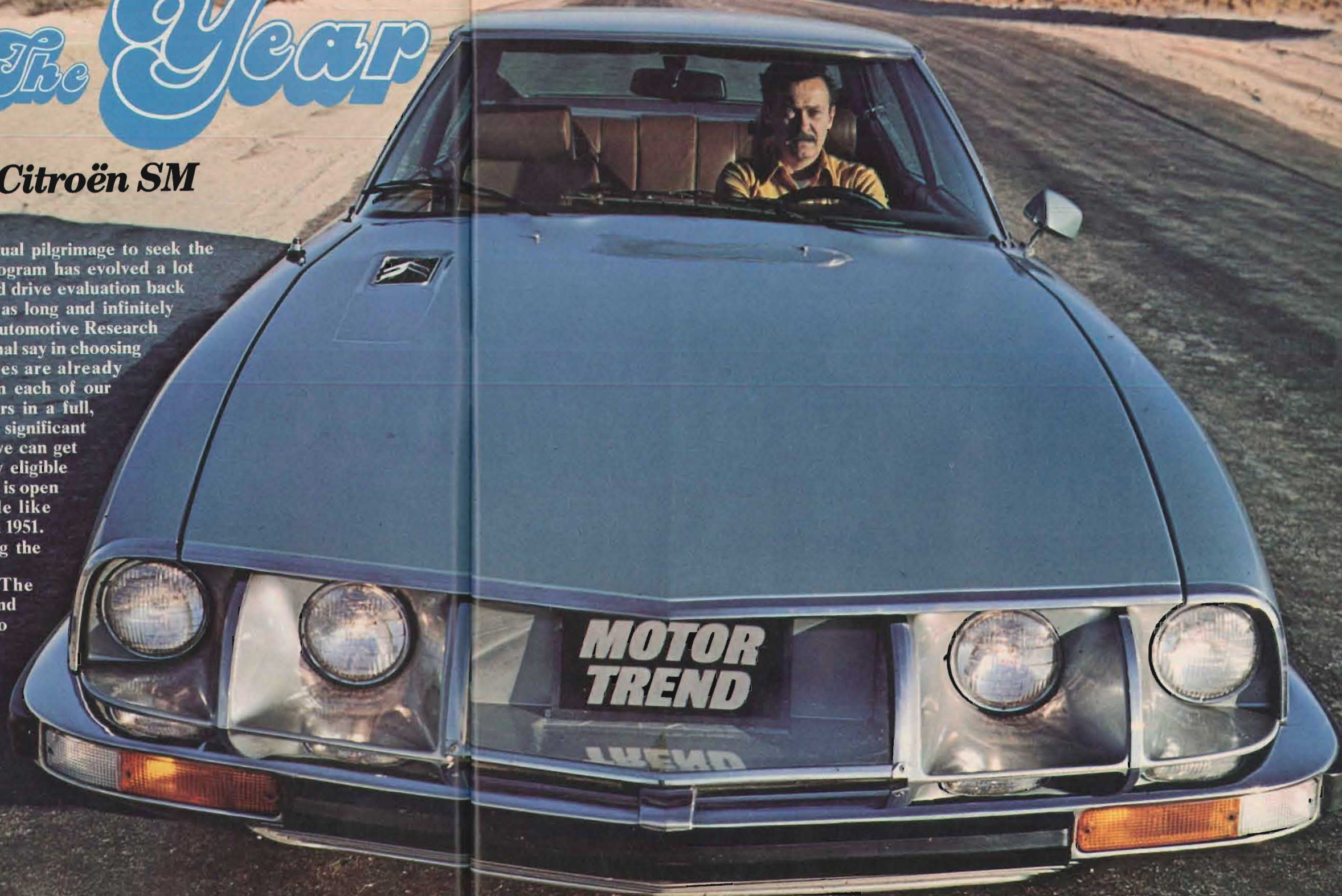


Citroën SM

Once again we were off on our great annual pilgrimage to seek the Holy Grail—the Car of the Year. The program has evolved a lot since we had our first abbreviated ride and drive evaluation back in 1968—the route is about twenty times as long and infinitely more varied; our CARS (Conference of Automotive Research Specialists) panel of experts now has the final say in choosing the Car of the Year; and, the candidates are already winners in their own right, triumphing in each of our testing categories, scoring above all others in a full, twelve-month test program. Maybe most significant of all, each and every passenger vehicle we can get our hands on to test is now automatically eligible for consideration. That the Car of the Year is open to everything sold in the U.S. is a little like starting all over again at the beginning—in 1951. Perhaps that's why it is somehow fitting the Citroën SM won.

We always came back to the SM. The Porsche 911S had its great road feel and response; the Fiat, its economy at no sacrifice to quality; the Nova 8, its blend of family sedan and econo super car; the Torino four-door, its acres of interior room; and the Blazer, its great versatility.

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Car Of The Year

But the Citroën SM had most of these features plus an irresistibly unique attraction for people who love cars.

Motor Trend's Engineering Achievement Award — remember that from 1952? In those pell-mell, optimistic, naive times of McCarthyism and the promised postwar dream cars that never were, the editors of *Motor Trend* thought that manufacturers, our American manufacturers, ought to be publicly scored for their excellence or lack of it. The cars we evaluated as Car of the Year from then on were looked to as promising directions for the automobile's evolution.

Viewed in the perspective of the last twenty-one years the SM fits more precisely into the spirit of the Car of the Year, maybe better than anything else being made in the world today.

In the middle of the California desert,



Above: Citroën SM is one of the most advanced cars ever built. Part of its magic is that innovation did not mean weird styling. Ride height can be any of three positions. Top: The Conference of Automotive Research Specialists, CARS. From left: Bill Milliken, automotive engineer; Phil Hill, past World Driving Champion; Karl Ludvigsen, dean of U.S. automotive technical writers; Strother MacMinn, automotive stylist; and, representing the *Motor Trend* Staff, Eric Dahlquist, editor. From the seven class finalists, this august body picked the Citroën SM Car of the Year. Right: SM interior mirrors completely modern orientation.

CARS panel member Bill Milliken summed up the feelings of the group toward the Citroën; "Although the SM may represent a branch of automotive engineering design that may not survive and even be widely copied, it is nevertheless the kind of mutation which must appear if automobile design is not to slip back into a dark age of total safety and utility. Furthermore, this car faces a number of fundamental automotive design problems — control of ride height and platform attitude hand-in-hand with problems of aerodynamic drag and lift — in an exceptionally pleasing elegant form."



So it went. In the next pages you will learn the background engineering and most important, the attitude, that created our 1972 Car of the Year. Simultaneously, you will learn that the Citroën's victory in no way demeans the individual achievements of our other six class winners, even the BMW Bavaria, which did not accompany us on the ride and drive. This was the single greatest disappointment of our entire program since the car

obviously would have been a strong competitor. BMW's problem was unique in itself — they sold all the 1971 2.8-liter Bavarias and the lone example they were able to secure was not up to their critical standards, and since we hadn't tested the updated 3-liter, it wasn't eligible. So, regrettably they decided that rather than dim the excellent image BMWs have maintained in all our tests, they would withdraw. A great pity it was, too.

The men and the ideas behind the Car Of The Year

For decades the walls of the Citroën factories and design offices have remained unscaled by journalists and photographers. The firm does have a public relations office, whose job has most often been to turn away, politely but finally, inquirers after intimate details of the company's operations. Citroën felt, and still feels, that its products speak best for the abilities of its people. Its attitude toward p.r. and promotion is best illustrated by the fact that Citroën cars had not even been advertised in France until 1969! "The cars are our best advertisement," they felt, and with good reason. For there are no others like them.

Provoked by this isolation, Citroën-watchers have often tried to explain the individuality of the company's cars in terms of a monastic cloistering of its designers, cut off from all contact with "ordinary" cars and their makers. They're so isolated, the theory goes, that their designs *have* to be different. This hypothesis breaks down, however, when confronted with the outstanding way Citroën cars perform in the real world. No blue-sky theoreticians in a Parisian ivory tower could think up cars that do as many things as well as Citroëns.

In fact the Citroën managers and engineers are stark realists, with a healthy capacity for self-criticism and a highly developed sense of humor. They have an exceptionally sound and honest understanding of how their efforts compare with those of other companies. As Managing Director Raymond Ravenel told us, with a grin, "If you don't know what the others are doing, how can you be different?" Particularly in styling they try hard to be different, while keeping a close eye on current trends.

Like very few other manufacturers, among them Daimler-Benz and Porsche, Citroën takes the attitude that it's better qualified to design cars than its customers are. Various features are built into Citroëns because the engineers feel they belong there, not because some market-researcher has concluded that they're needed to sell a few more cars. This is known as a "conscience," a commodity that is in short supply among the world's automakers. The SM is a bold expression of that conscience.

It can be costly to have a conscience, as Citroën's

owners have found. Recent years have not been kind to the company. From 1968 through 1970 the Société des Automobiles Citroën has lost a total of \$110.8 million. The worst year was 1970, in which the loss was \$68 million, indicating that Citroën lost an average of \$90 on every car it sold. The heavy losses on total sales of some \$1 billion a year are owed in part to the startup costs in two new models, the SM and the one-liter GS.

The shares of Automobiles Citroën are owned by a holding company, Citroën S.A., which also controls truckmaker Berliet and Italy's Maserati. And Citroën S.A. in turn is owned 27 percent by the Michelin tire and rubber firm, 26 percent by Fiat, and the remaining 47 percent by the public. The abovementioned losses of the Citroën automobile division have been absorbed within the holding company's financial reserves, for the present, and a year of operations in the black has been predicted for 1971.

Pierre Bercot, a long-time Citroën executive, was promoted in late 1968 from the top job in the automobile division to the chairmanship of the holding company. At the age of 67 Bercot retired from this post in January, 1971, but as a member of what has been called the "old guard" at Citroën he still stays active behind the scenes in company affairs. A Michelin man, Francois Rollier, is the successor of Bercot as the Citroën S.A. board chairman.

In Bercot's wake at Automobiles Citroën the managing directorship went first to Claude-Alain Sarre, a young marketing-minded executive who broke the rule against advertising in France and sought to accelerate Citroën's sales promotion. In April of 1970, however, Sarre resigned under pressure and was replaced by Raymond Ravenel, who is an automobile man in the Bercot tradition. Ravenel had been the Citroën works manager before being named managing director, and before that he'd come up through the ranks of time and motion study and tooling control.

That is the structure and those are the men who are concerned with setting Citroën's overall direction and giving it what it needs to do the job. How it does it is the affair of the men in Automobiles Citroën's Bureau d'Etudes, most literally the company's Design

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Top: French Q-ship, rocket ship, cruise ship all in one. Above: Panel member Karl Ludvigsen in SM during test trip. Right: Maserati V6 is smuggled up to firewall, preceded by 5-speed transmission, labyrinth of hydraulic equipment.



Office. When asked how the Office was organized, one of its top men laughed and asked in return, "In theory or practice?" and then added, in a characteristically French expression, "It's not good, but it works." Indeed it does.

Heading the Office is M. Grosseau, who presides over three distinct branches. One is the Division of Advanced Studies, under M. Estaque, with responsibility for overall planning of future models. Another is the Aggregate Division, composed of separate groups concerned with different elements of the car. Among its leading engineers are M. Allera and M. Mages, the latter a greying and bespectacled *doyen* of the Citroën technicians who bears the unofficial title of "father of the hydraulic system."

Other engineers overseeing vital portions of the car are M. DeBladis, in charge of power units, and M. Opron, whose sphere is body engineering, styling and aerodynamics. Once finalized, the efforts of all these groups are processed by the third major branch reporting to M. Grosseau, the Division of Industrialization. It handles the final transition from designs and prototypes to production.

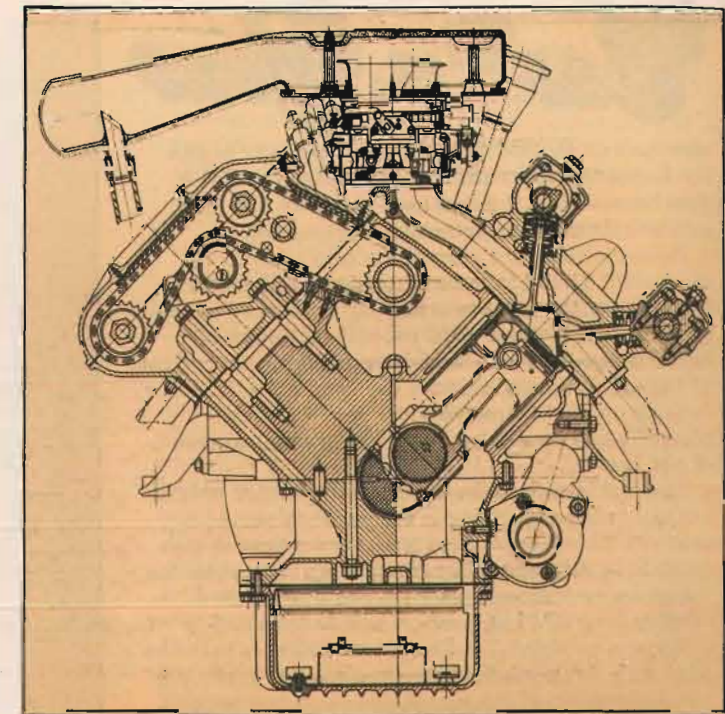
Citroën also has its own vehicle test facilities, its own proving ground in Normandy, and its own wind tunnel suitable both for models and for full-size cars. Some 1,000 men are engaged in designing and testing Citroëns, 800 of them being engineers. "At present we are spread out a lot," one of them told us, adding that they hope to move in 1972 into a new research center at Velizy from their present locations in offices around Paris. The styling and prototype assembly operations have already been moved to Velizy.

For a completely new car like the GS, Citroën would build as many as 100 different experimental cars embodying different features they wanted to try out. From what they learned they'd make 10 more, then four more, then three after that, and finally one car that summed up the best ideas they'd developed. Then of that single basic design they'd build some 30 prototypes for durability testing, each of them differing from the others in some small details. A program this extensive wasn't needed for the SM, which carries over some major assemblies from the well-proven DS sedan series.

"We give our designers a great deal of freedom to try new things," emphasizes Raymond Ravenel. "They begin the design of a new car literally from scratch." In the conception of the SM, which was planned as a luxurious and stable high-speed touring car to fill a gap in the French market that had existed since the demise of Talbot, Delahaye, and Bugatti, they remained with the time-proven layout of the DS and its forebears, that of front-wheel drive with the engine placed behind the front wheels.

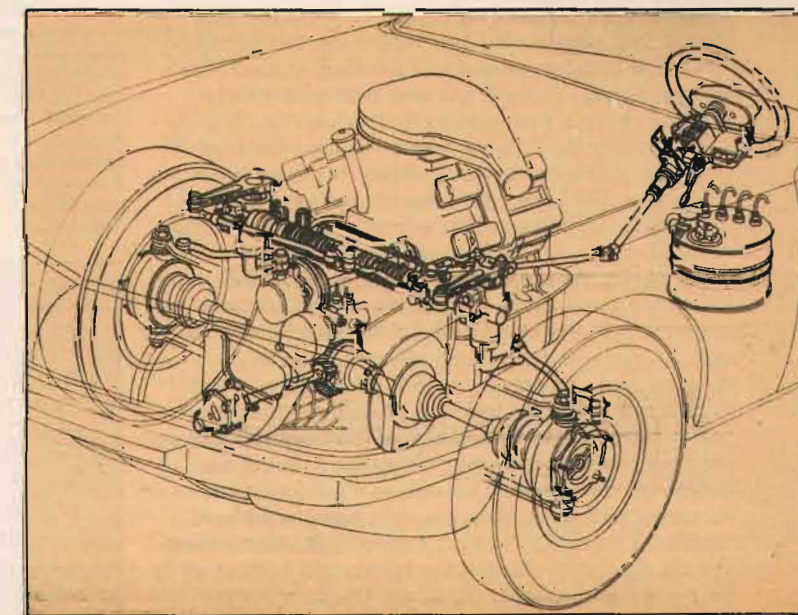
Logically enough, the initial testing of the new SM drive train was carried out in a DS chassis with the bodywork modified to a two-door style. The SM carries over the DS principle of a sheet steel platform frame stiffened by very deep sills along the sides, and it uses the DS trailing-arm rear suspension in almost unchanged form. The DS front suspension is also used in the SM, but in quite a different way.

Instead of wishbones, each front hub is carried by two forged steel arms that curve outward from pivots that are offset to one side. The pivots are part of a massive cast housing that also carries the oil-operated air suspension springs. On the DS models these housings are at the rear of the wheels, and the arms curve forward and out from them. To make room for the wider vee engine the housings and pivots are placed ahead of the SM's wheels. This required a much longer and heavier forward extension of the car's >>>



"We give our designers --- freedom to try new things"

Raymond Ravenel



Top: Maserati V6 power plant is unusual 90-degree design. With chain-driven twin overhead cams and hemi head design, it weighs 308 pounds and is 12 1/4 inches long. Bottom: SM front drive/suspension layout is basically the same as proven DS-21 design. Engine is mounted behind transaxle, disc brakes are inboard, and steering is power-assisted rack and pinion.

Car of the Year

structure on the SM than the DS, especially to give the frame necessary stiffness in torsion. The SM is thus heavier than it might have been, but also has additional crash-absorbing structure up front.

Revising the front suspension also allowed the engineers to build in some dynamic anti-dive effects by inclining the pivot axes slightly downward as they go forward. "We seek a 100 percent correction of braking dive," we were told, "depending on the weight of the car. While in America the front anti-dive is for braking only, at Citroën we also derive an 'anti-plunge' effect on acceleration. This is an advantage of our layout."

The SM is entirely in the Citroën tradition of leading rather than following in the improvement of car controls. This is hazardous territory for anyone who dares to be different. Chrysler gave up its pushbutton transmission controls because it felt they made it tougher for a GM car owner to make the switch to a Chrysler product. Yet Citroën continues to buck the odds with its floor-level pressure-sensitive brake control, its non-cancelling turn signals, and now with its super-fast steering on the SM.

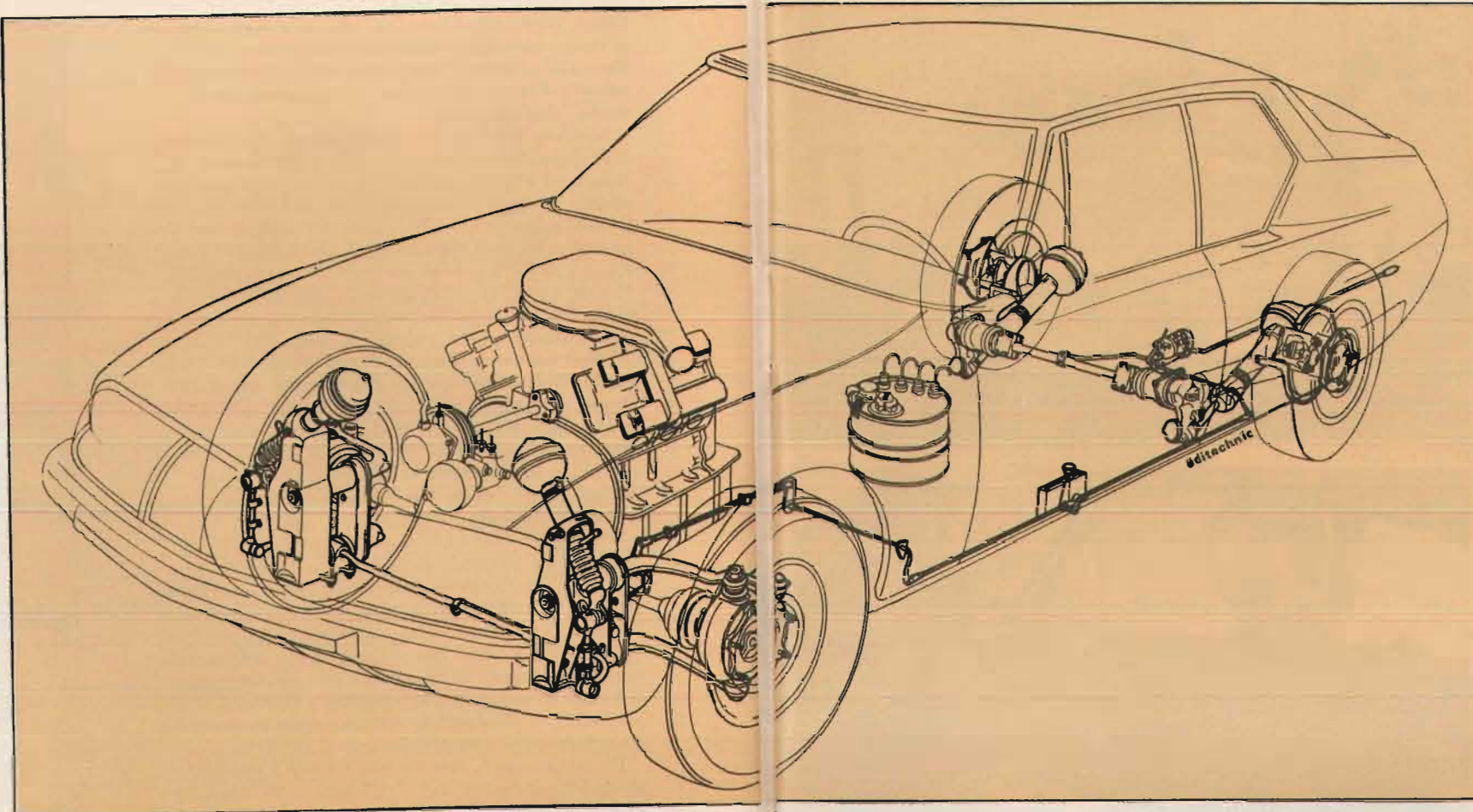
Power-assisted rack-and-pinion steering has been a feature of the big Citroëns since the DS was introduced in 1955. The main novelty built into the SM was a much faster steering ratio, 9.4:1 instead of 14.7:1, to make this not-so-small car really easy to drive fast on difficult roads. Yet for complete safety it was necessary to provide steering which, as Citroën says, "was capable of responding precisely and rapidly to the finest movements of the steering wheel, but which would nevertheless not react to the small involuntary movements the hands may make."

To keep this fast steering from being overly sensitive, especially at high speed, the Design Office developed a powered self-centering control that's completely separate from the power steering itself. Geared to the steering column is a heart-shaped cam, against which a roller is forced by hydraulic pressure. The cam is laid out so that the vee at the top of the "heart" is nearest its center of rotation, so the roller is always trying to force the cam, and with it the steering column, to return to that point.

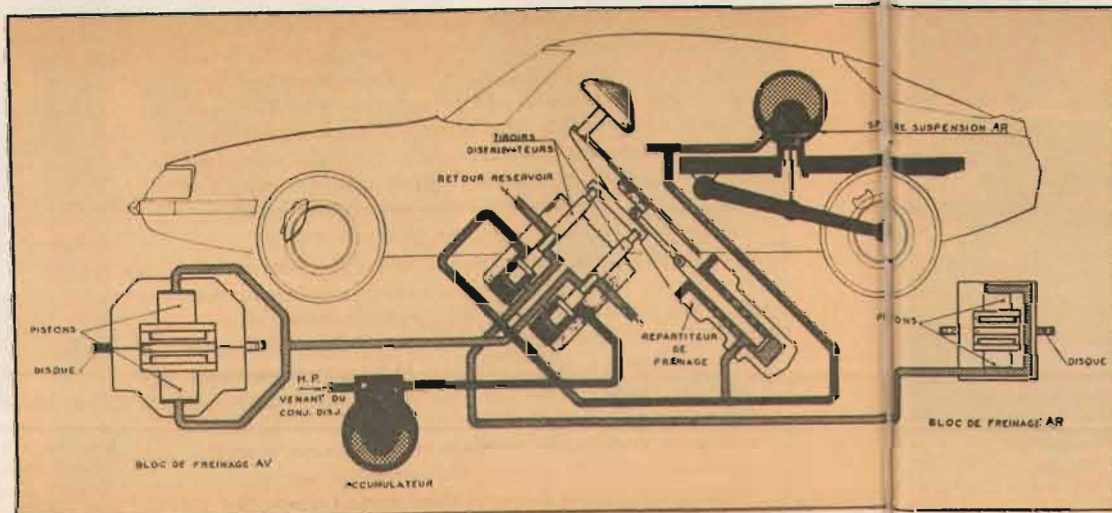
The harder the roller is pressed against the cam, the more the steering wheel will try to center itself. The amount of hydraulic pressure against the roller is varied by a governor that's driven from the gearbox so it's always spinning in proportion to the SM's drive wheels. As the car goes faster, the governor allows more and more of the SM's central hydraulic pressure to be delivered to the roller that centers the cam. Thus the self-centering effect is made to get stronger and stronger as the SM goes faster.

This self-centering feel is independent of the main power steering system and also of the front-end geometry, which has the steering pivots right on the centerlines of the wheels. This cuts to a minimum any shocks or jolts to the steering from bumps and hard braking. Powered by the car's main hydraulic system, the creation of M. Mages, the brakes are discs at all four wheels, inboard at the front. The front/rear brake effort proportioning is varied automatically, as the load in the car changes, by the shifts in fluid volume in the air/oil suspension system.

For a sporting power unit the Design Office turned to Citroën's new business partner, Maserati of Modena, Italy. "We have had a very good collabor-



Above: Reservoir, just behind front left wheel, mounts under the hood. A high pressure pump (shown mounted on the front of the engine) keeps the "spheres" at each corner of the car pressurized and the front and rear suspensions act and react with one another. On heavy acceleration, a height regulator levels car by sending more push to the rear spheres. Ground clearance can be selected manually from within the cockpit. Left: Nothing crude or old fashioned about this Citroën GS assembly plant. SM receives the same attention to detail. Bottom: Cross section of sphere shows it to be a fluid/air sandwich. Four-wheel disc brake system is tied into suspension system to eliminate chassis dive under heavy braking.



ation," says M. DeBladis of his work with Ing. Giulio Alfieri, the Maserati chief engineer. Maserati was told that Citroën wanted a six-cylinder engine, that it had to come within the 2.8-liter size above which French road taxes sharply increase, and was given various lesser technical requirements. From there on it was up to Alfieri, who produced one of his characteristically ingenious yet practical designs.

As a 90-degree V6 the Maserati C114-1 engine — as it's officially known — is unusually arranged; most vee-sixes have used the 60-degree included angle. Alfieri's choice produced an engine that's light at 308 pounds and remarkably short at only 12 1/4 inches end to end, and one that could also be adapted to future volume-production tooling for both the V6 and the staple Maserati V8's.

In its detail design the V6 owes little to the existing Maserati eights. The inclined overhead valves are more steeply angled, at 37° for the inlets and 40° for the exhausts instead of the 30°/30° inclination of the production V8. The combustion chamber is also much more compact, having a substantial squish area around its periphery instead of the eight's open chamber. Like the eight it uses an aluminum block and aluminum cylinder heads (the same head casting works on both sides) and a Gerotor-type oil pump.

The engine is full of unusual features. One is the half-speed hollow jackshaft that runs down the center of the vee. It has integral sprockets that drive chains to the respective banks of camshafts, and it directly drives the water pump at the rear of the engine and the distributor and the shaft forward to the accessories, at the front. At the bottom end the caps for the four main bearings are all part of a single aluminum "girdle," and the pickup for the oil pump is nicely enclosed within a box with counter-weighted trap doors that help keep the oil where it's needed most.

That this engine of only 2670cc and 170 net bhp is able to propel the SM to speeds in excess of 130 mph is a tribute to the coupe's excellent aerodynamics. M. Opron explained to us that the SM and the GS were the first cars to benefit fully from the Citroën wind tunnel, which was set up about six years ago. Made in a scale of 1:5, he said, "the models of the cars are very precisely, exactly made, including all the details of the ventilation air entry and exhaust."

As with the engine, so also with the styling of the SM, Citroën availed itself of the services of a consultant. Henri deSegur Lauve, a veteran of the GM styling staff of the Fifties, helped establish the striking and shapely feel of the new car. On both the GS and the SM the interior, the panel in particular, was developed as much as a work of sculpture as it was as a piece of machinery. Few car interiors are as consistently designed and beautifully integrated as that of the SM.

Quite apart from its cost, the SM will remain a seldom sight on the world's highways. Production arrangements at Modena and at the old Citroën plant on the left bank of the Seine limit the output to some 6,000 units a year. This allows the SM to serve as a test bed for new ideas that might later see broader use in other Citroëns. One such is its energy-absorbing plastic fuel tank. Another is its fast power-centered steering.

Yet another advanced idea has been tried on SM's that have been prepared by Citroën for rally competition. They've run successfully on fiberglass-reinforced plastic wheels that weigh only 9.3 pounds, compared to 21 pounds for the stock steel wheels of identical size. Developed by Michelin technicians, such wheels would drastically reduce unsprung weight and eliminate problems of corrosion.

Raymond Ravenel confirmed to us that a four-door model of the SM can be expected in the future, and an automatic transmission is also being planned. "We feel it will be coming," the Citroën engineers told us, "also because many women are driving. We see that buyers and writers are not liking to move the manual gearbox, so we are starting to come to the automatic. The road tests show that; the testers are trying to run the cars from low speeds in fourth gear."

In more distant view is the Wankel engine, which Citroën has been actively developing together with NSU. At the outset the French engineers did some basic planning work to help decide what was needed. Then NSU carried out the Wankel design and construction, handing the engines back to Citroën for development work. Some 50 engineers are currently on that assignment, working especially on improvement of the combustion chamber shapes and seals.

With or without Wankel power the present and future offerings of Automobiles Citroën are and remain desirable property, the SM the most desirable of all. We were reassured to learn that Citroën plans to remain a factor in the American car market in spite of the way we keep making it more difficult for them to stay.

"We feel we have a good name in the United States," said Raymond Ravenel. "We have a small but strong and independent dealer network. We recognize the major problem of service. With the SM and later the GS, we plan to concentrate on the east and west coasts and the main markets between them." That will successfully accommodate a lot of Americans who would like to own and enjoy this Car of the Year—and the others that are all too likely to emerge in the future from the imaginative minds and creative hands of the men of Automobiles Citroën.

Car Of The Year

Ride 'n Drive

Thirty-odd minutes late, *Motor Trend's* third annual Car of the Year Ride and Drive rolled out of Los Angeles, east heading for Palm Springs. Our first stop was just short of Riverside — forty miles perhaps, but already the sifting and winnowing process had begun. Hoods were being lifted, back seats sat-in, doors slammed, fit and finish examined. The next section of road led to Palm Springs and what was to be a late lunch. Before the waitress had even taken our orders, the shop talk began: "Say, Bill, have you tried the back seat leg room in the Fiat?" "What did you think of the SM's steering?" "That Torino sure is quiet." "Anyone get a ticket yet?" The last section of the day lay to the south, undulating down along the Salton Sea and then into the desert and on to La Casa del Zorro Motel in Borrego Springs.

On the map, the road to the motel looked straight. And it was except it had been laid over a long series of swales whose crests and troughs varied from around sixty feet to five or six. As we drove down the slope of the first depression at about 65 mph it was like riding the face of a giant black wave and it looked as if we were overcommitted, that the Blazer's suspension would never be able to take the compression force on the approaching slope. But it did, with consummate ease, inducing us to go faster to find the machine's limit.

Bill Milliken was just ahead in the Torino going about 55 and we came up on him, standing off his left rear corner for a time watching the Ford's suspension go through its entire travel, dead against the stops in the hollows and stretched completely on the crests. The SM was better of course, cruising at 80 but no more than that was possible. Working with Citroën's hydraulic suspension the wheels moved in a different rhythm than the Torino, adjusting to the undulations as best they could. We pegged the Blazer then to just over a hundred and headed for the motel.

Since you're reading this, it can be assumed that you have more than a passing interest in automobiles, right? Now imagine being dropped into a dinner situation with these four gentlemen, our 1972 CARS Panel: Bill Milliken, safety expert, known for his work at the Cornell Labs and for having crashed badly in his Bugatti during the first through-the-streets race at Watkins Glen. Strother MacMinn, design expert, who can tell you things about the design of a car you never thought were important. Phil Hill, America's World Driving Champion and antique car collector. Karl Ludvigsen, journalist and group catalyst, ready to talk with authority on anything automotive. We talked about the Car of the Year candidates, gathering preliminary impressions, first thoughts, making mental notes of others' comments to be confirmed tomorrow.

We were up early Saturday for section two of the ride and drive. After breakfast, we struck out on a route that would alternate between desert and mountains for 320 miles, some twisty, some straight, some two lanes, some eight. There were six stops for driver changes — a chance to make notes and score the car just driven. Every so often, each person was made a passenger with time to just ride and discuss

continued on page 40



Ford Torino — *"This car has been developed to a remarkable degree to suit its purpose. In spite of this, the steering is much too unresponsive..."*

Porsche 911S — *"It is difficult to find fault with the car as an honest GT car. However, its price, in my opinion, is not commensurate with quantity received."*

Fiat 128 — *"... is a thoroughly delightful little car."*
PHIL HILL



Rally Nova 8 — *"Lively and responsive, an enjoyable car."*

Fiat 128 — *"For safe, enjoyable, economical and spacious travel in town, the 128 is hard to surpass."*

Porsche 911S — *"... is really in a class of its own."*
KARL LUDVIGSEN



Porsche 911S — *"Very fast steering response."*

Fiat 128 — *"Rear leg room good for car of this size."*

Ford Torino — *"A pleasant car to drive under normal cruising conditions-probably not good in emergency maneuvers."*

BILL MILLIKEN



Ride 'n Drive

the car with the driver, together pinpointing new credits or debits to be listed on the score sheet. That sheet listed 43 checkpoints under eight major headings: exterior, interior, safety features, engine and driveline, handling, under hood, luggage space and overall quality check.

One-by-one, the candidate's personalities came through, as did some patterns. Invariably, the driver of the Fiat would climb out after his first stint and ask, "Are you sure that price is right?" or some variation. Everyone was a bit skeptical that any manufacturer could put together a car like that for just over \$1,800 base. The ride and handling belonged to a more expensive car, the rear seat leg room was too much for even the high-buck candidates.

Our GT winner, the Porsche 911S stirred everyone's juices. There are several stretches of lonely, twisty boondock highway and the driver that drew the 911S for any of those areas was considered lucky. Often the drivers of the Porsche and Citroën SM would engage in an informal fox and hound chase, both fun and interesting, contrasting the rear-engine, rear-wheel-drive 911S to the front-engine, front-wheel-drive SM.

The SM was the most popular prime mover. That steel-blue French rocket ship had everyone agog, right from their first twist of the super-fast steering. They could nit-pick over the car, but question the panel on overall concept and engineering and the SM couldn't be denied.

Torino wasn't the match of most cars on the twisty section, but had its own forte. Put it on a stretch of straight road, roll up the windows and listen to the lack of noise. Perhaps Phil Hill brought it all back into perspective with his comment that, "This car has been developed to a remarkable degree to suit its purpose." What more can one ask.

The Nova managed to draw a bit on all the other cars, the utility of the Fiat, the quietness of the Torino, the ruggedness of the Blazer, and the handling of the Porsche and Citroën. It wasn't their equal in any one field, but borrowed enough from each to make it a nice pleasant package.

Sunday was a free day, time to take any car for another quick run, and an interesting pattern was established. The CARS Panel members would climb into one car, two or three at a time, and all go for a fifteen-minute drive, then come back and change drivers and cars and do it all over again. They would hurry through a twisty mountain section, returning along a road with serious dips and bumps to measure suspension. Enroute, they would test the brakes, trying high speed stops to induce any potential lockup, instability or fade. Then back to the motel to stop and talk about it for awhile. Just after 1 p.m., we all headed for a river wash to try our utility candidate, the Blazer, in its proper environment. Through deep sand and rocks, everyone charged the class winner up, around and over the cactuses and back. Those who had never tried it before were shocked at how much fun they were having. No one was satisfied with only a single turn at the wheel.

We had a late lunch/early dinner just at sunset, taking the dinner time to finish any comments we had and fill out the ballots. The staff only had one vote as a group and caucused for their selection. Editor Eric Dahlquist met with the CARS Panel and the ballots were counted. With the voting, the ride and drive was officially over.

/MT



Blazer — "It's like driving a good-looking anvil. This offers rough road capabilities beyond your wildest expectations... and still is outfitted better than a lot of sedans. **Rally Nova 8** — "Perhaps the fastest, best handling common sense car made in the U.S. today... a tack the economy dictates." **ERIC DAHLQUIST**



On styling — Blazer — "Good, strong masses, well-proportioned, almost gives it an oversized coupe look."

Ford Torino — "Successful reorientation of popular and contemporary sheet metal envelope forms that achieve coherence and some distinction to support the image the name implies."

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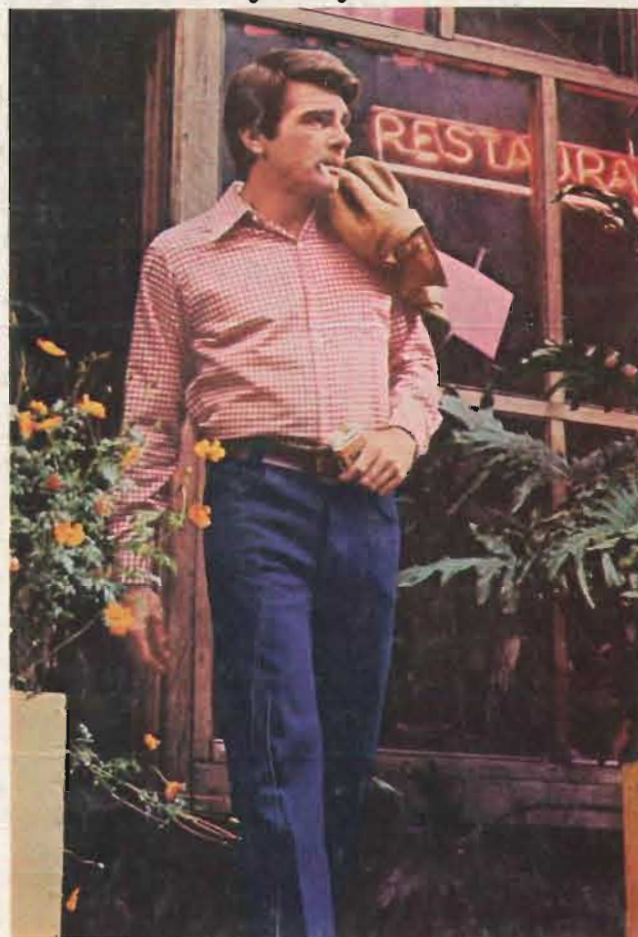
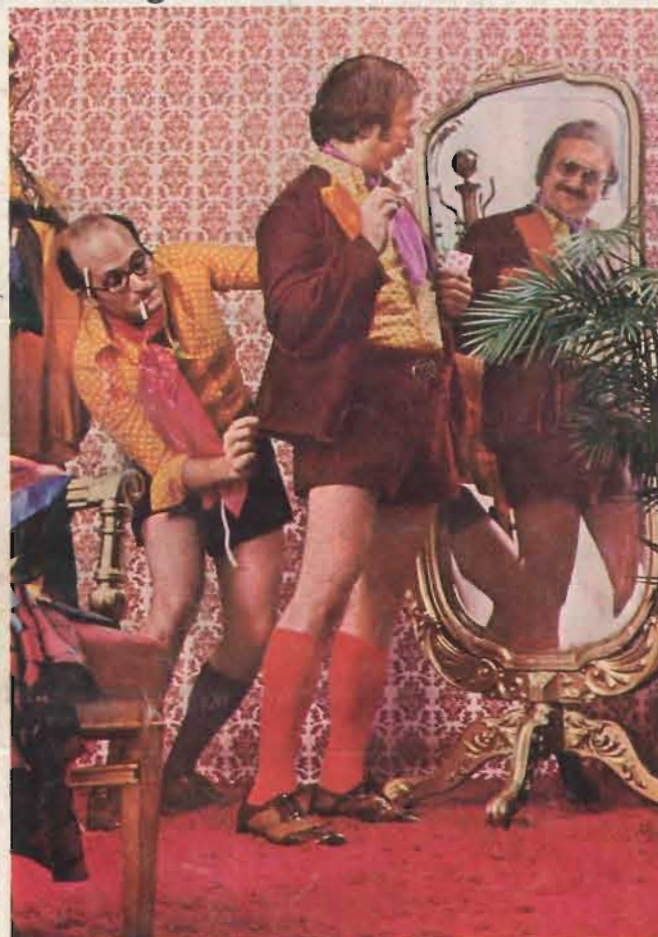
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Car of the Year '72

The Best All-Around Automobile In America Today

1971's Fifteen Great Crashes

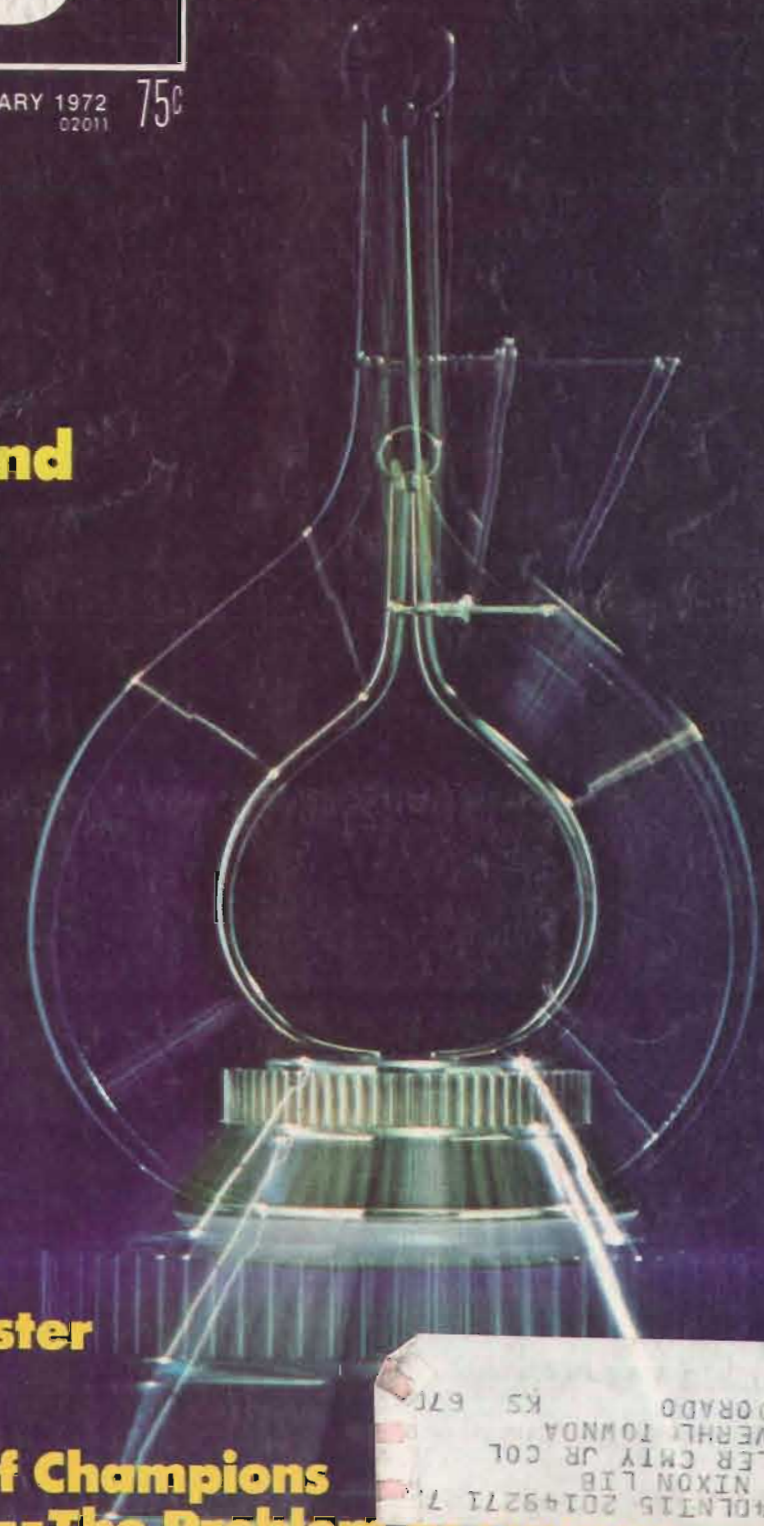
Turin Auto Show

ROAD TESTS:
Ford LTD vs.
Chevrolet Caprice

New Luxury Hit
Jensen Interceptor

CLASSIC:
'30 V16 Cadillac Roadster

RACING:
American Road Race of Champions
NHRA Supernationals--The Problem at Ontario



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