

KENTUCKY Kerhel

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Tuesday, October 29, 1974

University of Kentucky
Lexington, Ky. 40506

Economist calls for price 'watchdog'

By TERRY VOGT
Kernel Staff Writer

A stand-by price control and rollback authority should be established as a watchdog over excessive pricing, said William A. Cox.

Cox, an economist for the Joint Economic Committee of Congress, spoke here Monday on the economy and what to do about its performance.

COX'S PROPOSED commission would have the authority to cut back high prices which are vastly out of line with reality. Also the body could curtail price increases which it deems excessive, Cox said.

Answers to the bleak economic outlook are hard to come by, because we must fight both inflation and a business slump, Cox said. Cox predicted a two or three-year struggle in overcoming inflation at the present rate.

The economist said Congress should be cautious when cutting the budget. He said a cut in the budget takes more out of employment than inflation.

COX OUTLINED some of the major points of his economic remedies as he roved around the large black desk he used to organize his papers.

Energy problems frequently popped up during Cox's talk. He called for a price rollback on oil of \$1 a barrel on

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Horizontal ladder

Stephanie Jodine, age 5, found climbing an unconventional ladder structure an adequate way to divert herself on a sunny Monday afternoon in Woodland Park. This is not a conventional ladder in that it is four sided and each end contains a circular enclosure. And instead of taking one to the top of something, this ladder is horizontal in nature.

Kernel staff photos by Brian Harrigan



Art department may reject reorganization proposal

(Editor's note: this is the first of a three-part series dealing with the reactions of the schools and departments affected by the Arts and Sciences reorganization proposal. This part deals with the art department.)

By LYN HACKER
Kernel Staff Writer

The art department faculty has not softened their opinion on reorganizing the department since they voted against the arts and sciences' reorganization proposal last spring, said Joe Fitzpatrick, art department chairman.

"It is the feeling of the faculty that the whole move toward reorganization is preoccupied with managerial considerations, and not grown out of art curriculum needs," Fitzpatrick said.

THE A & S reorganization proposal would split the art department from the College of Arts and Sciences and align it with the College of Architecture.

"The faculty understands A & S is a colossus and we're not against reorganization per se. But we are interested in groping for other possibilities," he said.

Other possibilities include aligning art with the school of communications into a College of Communication and Arts, Fitzpatrick said.

THE DIFFERENCE art and architecture is in the direction the art department is heading, he said.

Committee begins deliberations to study A&S reorganization

Deliberations on the internal reorganization of the College of Arts and Sciences began Thursday, with completion expected before the end of the semester, said James Criswell, chairman of the University Senate Academic Organization and Structure committee.

The committee has been charged by the Senate Council to study the entire Arts and Sciences reorganization proposal.

COMPLETION DATE FOR the sections on splitting up the College of Arts and Sciences are reorganizing the honors program is expected by spring, Criswell said.

The committee is studying background information of the proposal and familiarizing itself with campus reaction to the proposal before it recommends a position to the Senate Council, he said.

Criswell said there had been some opposition voiced during a University Senate meeting concerning the splitting up of the College of Arts and Sciences.

"It is a stereotype in our department that architecture is too programmed and too neat while art is a little too impious and too messy," Fitzpatrick said. "We think

The reorganization proposal, if passed, would split some schools and departments from the College of Arts and Sciences and align them with programs in existing colleges to form three new ones.

CRISWELL SAID HIS committee was setting up an organization to gauge faculty, staff and student reaction to the proposal and is to receive copies of recommendations from the various Student Advisory Committees on campus.

"We will probably have an open forum sometime this semester or next semester," he said. "We do welcome input from the University community on this proposal.

"We haven't had any problems so far, but we want to do a good job of being available," he said.

Tentative names for the new colleges are the College of Communications and Library Sciences, the College of Architecture and Art, and the College of Performing Arts.

architecture feels we're a little too funky." Aligning with the school of music is out because music is too historical and art is not, he said.

"WE COULD conceive of aligning with the theater department because the theater is 'present' oriented," Fitzpatrick said.

"But, I would feel a personal excitement if we were aligned with the College of Communication. We would really like to be able to use all the video equipment over there that we don't have," he said.

The two programs in the art department that don't want to leave A & S are art history and art education, Fitzpatrick said. "These programs feel they've been well-treated in A & S," he said.

"PERSONALLY WE don't feel threatened by any reorganization," he said. "The crucial thing is to get good people in both positions.

"We don't want to seem intransigent, but we do want to know further of the pros and cons. We have a positive attitude although there is a great deal of skepticism back and forth on both sides," Fitzpatrick said.

One of the reorganization proposals rationales for aligning arts with architecture is creative and cooperative programming.

The proposal states that reorganization would also provide clearer articulation of program objectives and appropriation assessment while strengthening further claims to priority by the art department.

Helping the Eagle

We all lost a little of our freedom when an arsonist tried to silence the Whitesburg, Ky. newspaper, *The Mountain Eagle*, last Aug. 1. Over \$850 collected Monday night at a benefit concert in Memorial Hall indicates that some people don't want to lose that little bit of freedom.

For once in a long time it's inspiring to see about 800 people show up for a purpose. Maybe some of the persons there went solely to hear the music which was more than enjoyable, but many gave money. A similar event in Louisville recently collected \$1,000 for the newspaper, published weekly by Pat and Tom Gish.

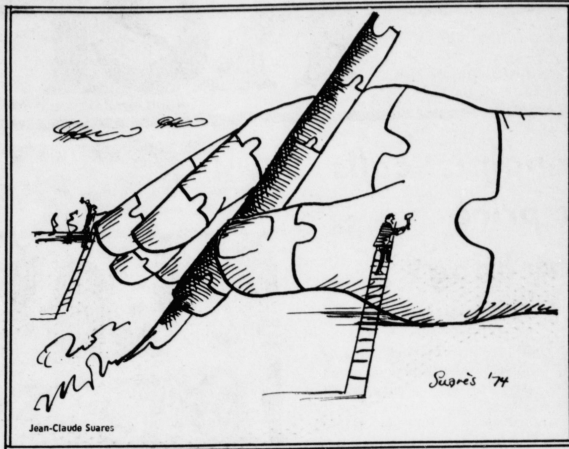
The Gishes have owned the newspaper for 17 years and haven't been afraid to take on the establishment. The newspaper has come out editorially against strip-mining, the local police and has supported the United Mine Workers strike in a way most newspapers won't dare these days. The Eagle has

been described as neither homogenized nor corporate and as personal as journalism can be in 1974.

The Mountain Eagle and Gish have been threatened and harassed in ways that seem almost unbelievable, but the Gishes and their staff persevere and are now publishing in their home not far from the office that was condemned by the local police chief the day after the fire.

It was reported a boy who was in jail at the time of the fire watched the building burn for over an hour before the siren sounded. All the *Eagle's* photo-reproduction equipment was ruined, the addressing machine water damaged, typewriters out of order, and irreplaceable files of Appalachian studies, reports, articles and local history destroyed. Total damages incurred were about \$24,000, according to the Gishes, and only \$10,000 was insured.

The money donated at Monday's benefit will be given to Gish to do with



as he pleases, said Robert Babbage, Sigma Delta Chi secretary.

It's not only encouraging to see a newspaper begin a fight and keep winning, but it is also enlightening when others help with that purpose.

We commend the Society of Professional Journalists for their efforts in obtaining money for the newspaper by sponsoring the concert and the people who showed up and made donations.

Letters to the editor

Need rational action, not 'unfounded deity'

The article written by John DeLautre is typical of the thinking expressed by many members of the "Christian" community. The answer to many of the ever-present social ills, according to DeLautre, seems to be the paying of homage to an unfounded deity. It is obvious that he has succumbed to the traditional thought that the praying to this deity will bring about the necessary social changes for the good of mankind. The changes brought about by the goodness of the Christian

religion are all too clear. Examples of this are the Crusades of the 11th, 12th, and 13th centuries, in which "Christians" killed millions in their quest for the "Holy Land;" all in the name of an all-good and powerful god. Northern Ireland is a present day model of the effects of Christianity on mankind.

His quotations from the so-called "Holy Scriptures" only serve to show the extent to which he has been totally duped by this "Christian" community. With the

translation of the Bible four times at least, into as many different languages, the significance of it cannot but fail to be diminished, if not totally outdated. It is the interpretation of this book that is the cause of so many useless and needless conflicts; i.e. the war in northern Ireland.

To say the least the article was ridiculous and inconsistent in both its nature and content. The future of mankind depends not on a deity, but on the ability of mankind and society to solve its

problems with rational action and not irrational beliefs.

Donald L. Leach II
Behavioural Science sophomore

Safe busing

One sentence stands out glaringly in the recent tragic news report about the school bus-train accident in Georgia: "The bus looked like an accordion." There are "Uni-built"

school buses being manufactured but who is buying them, replacing the sectional-riveted models so long in use?

When will the federal Department of Transportation make mandatory safety standards for school bus construction? When will citizens demand as much up-to-date construction features in the buses their children have to ride as they do in their shiny new cars?

And locally, when will parents realize that the orange crates

(Continued on page 3)

Your health

Health Service gives influenza vaccination

By BARBARA HALKER

About this time every year the Student Health Service announces that flu shots are available for anyone at the University who wants one. This includes students, faculty, and staff. Flu shots will be given at the Health Service Tuesday, November 5th, and Thursday, November 7th, from 8:30-12 a.m. and 1-4 p.m. There is always a good deal of uncertainty about whether it is a good idea to get a flu shot and so we present the following facts for your information.

Influenza occurs in the United States every year, but the incidence and geographic extent vary widely. The disease is caused by two types of viruses, type A and type B. Periodically influenza appears in epidemic form because these two types of viruses undergo minor changes which make them more virulent and also because the relative

susceptibility of the population increases. The U.S. Public Health Service has predicted no significant incidence of influenza infections this year.

FOR THIS reason and since there is no certainty that the vaccine will be effective, since new strains may continue to emerge, the Public Health Service only recommends immunization of those persons considered high risk.

Individuals of all ages who have chronic lung or heart disease, diabetes mellitus, chronic renal disease or other debilitating conditions should be immunized against influenza. Older persons in whom serious complications of influenza are more likely to occur and persons providing essential community services are also advised to consider annual vaccination. Vaccination is not generally



recommended for healthy young adults and children.

This year, because the influenza vaccines now being produced are more potent and contain antigens to protect against both type A and type B viruses, only one shot is necessary whether this is the first time a person has gotten a flu shot or whether this is an annual "booster."

INFLUENZA VACCINE protection is short lived and in order to be effective must be given by

mid-November. Flu shots will be given at the new Student Health Service building on Tuesday, November 5th and Thursday, November 7th from 8:30 to 12 a.m. and 1 to 4 p.m. The Student Health Service is now located in Medical Center Annex 4 which is the new two story building closest to Heber Field, directly across Rose Street from the Medical Center.

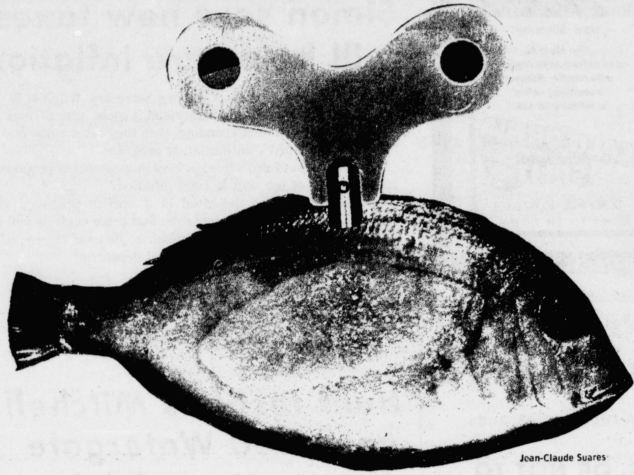
Students who have paid the fall semester health fee will be

charged \$1.00 to cover the cost of the vaccine. Students who have not paid the health fee and faculty and staff members will be charged \$2.00.

SPECIAL NOTE: Influenza vaccine is prepared on egg cultures so anyone who is allergic to chicken or eggs should not receive this immunization.

Mrs. Halker is a nurse practitioner at the Student Health Service and is in charge of the flu shot program.

comment



Jean-Claude Soares

Student directory fishy

By DAVE FERGUSON

I was surprised and appalled by the use of the front of our student directory for political propaganda. I find it extremely unpleasant to see the words of these two corrupt politicians every time I want to find a phone number.

It seems to me that any student who has read the newspapers would know by now that this election offers no real choice. We, who are tired of political corruption, are compelled to choose between one of Nixon's boys, who is obviously still of the Watergate mentality, and a down-home boy who has created all kinds of little scandals all his own.

NEITHER CANDIDATE dares criticize the other for accepting special favors from corporate powers such as Ashland Oil because both have done it. Both have long histories of exchanging favors with political friends. It becomes increasingly clear that no matter who wins, the only people who stand to be represented are those who are wealthy or powerful enough to return political favors.

Their similar stand on all the major issues (except Red River Dam) has denied the people a

voice in such things as unconditional amnesty and cutting the defense budget. The debate over Red River dam is designed to distract our attention from more important issues.

Voting in this election is like trying to choose between a little hog and a big pig, when what you really want is a lamb.

EVEN IF ONE DOES feel strongly about Red River dam, should he endorse the candidate as a whole? Should he give his vote to one who is certain to work against his best interests? I think not.

The only thing to do is to free yourself from the illusion that you have a choice, and take pride in not voting. Then, if you have an overwhelming desire to flip levers you can turn lights on and off or something. This would be every bit as meaningful as voting, and you will have washed your hands of the corrupt politicians. While you probably cannot stop political corruption, you can at least abstain from giving it your vote of support.

Dave Ferguson is a BGS sophomore.

School buses bumble along

Continued from Page 2
bumbling along Lexington streets are retired only after 10 (ten!) years of use, while Lextran shows off its new fleet of air-conditioned 747's and a new bus garage for the little beauties?

Why isn't Kentucky a member of the Vehicle Equipment Safety

Commission? (46 states belonged as of March, 1973).

Why do I have a letter from the Division of Pupil Transportation, Dept. of Education, Frankfort, assuring me, "It is significant that several Kentucky school buses have been involved in some very heavy impacts during the

past 10 years and none of them have been torn to shreds and these have resulted in few, if any, permanent or serious injuries"? Good news in small doses, I presume.

Mrs. Joann C. Cazden
1245 Eldermere Rd.

memos

"ON PREJUDICE": Bill Cosby's film, followed by informal discussion. Room 306 D, Complex Commons, Oct. 31, 8:00 p.m. Sponsored by Religious Advisors Staff. 29031

HALLOWEEN PARTY. All College of Nursing, Dentistry, Allied Health, Medicine, Pharmacy and Social Profession students welcome. Two Keys, Thurs. Oct. 31, 9 p.m. Health Interprofessional Council. 29031

UCM LUNCHEON FORUM presents: Dr. John Carpenter, "First Hand Report on World Campus Afloat", Koinonia House, Oct. 29, 12:11 (snack lunch, free to students)

ATTENTION ALL HISTORY MAJORS: The History Undergraduate Advisory Committee will hold a very important meeting Tues. Oct. 29, Room 251 of the Student Center. Please attend. 25029

LINGUISTICS CIRCLE MEETING — Tuesday, Oct. 29, 7:30 p.m., 245 Student Center. William Magretta will talk on "Language and Woman's Place: A Review of Some Linguistic Perspectives." 25029

THE SCB CONCERT Committee "NOT INSANE!!" Do they really exist who are they? Wednesday, October 30 at the Student Center Theatre from 12 Noon until 3 PM.

PUBLIC LECTURE: Have We An Obligation to Obey The Law? by Professor R.M. Hare, Oxford University, 8:00 p.m. Thursday, October 31, 1974. Sponsored by the Philosophy Club and the Department of Philosophy. 29031

"FUTURE EDUCATION OF Health Professionals at UK": Peter Bosomworth, V. Pres. Medical Center, Thurs. Oct. 31, 7:30 p.m., Hospital Auditorium. Everyone welcome. Health Interprofessional Council. 29031

CHEMISTRY DEPARTMENT SEMINAR — Dr. John R. Blackburn, Georgetown College, on "Stereo-selective Effects of Amino Acid Coordination to Transition Metal Ions in Solution", Tuesday, Oct. 29, 4 p.m., CP 137.

FREE INFORMATION ON the International Association for the Exchange of Students for Technical Experience's Traineeships Abroad, contact the Office for International Programs, 104 Bradley Hall, tel. 258-8646.

GUITAR SING-ALONG. Relax from studying. Room 306-D, Complex Commons, Oct. 29, 8:00 p.m. Sponsored by Religious Advisors Staff. 25029

THE UNIVERSITY OF Kentucky's Barnhart Gallery, 601 S. Broadway, will feature paintings by Robert Tharsing from October 27 through November 15. Reception on October 27, 7:30-9:30 p.m. only. 25029

UK GERMAN CLUB presents Ms. J. Peters, speech and slide presentation on German art, Oct. 29, 7:30 p.m. at the Koinonia House. Everyone welcome. In English. 25029

UK THEATRE: "At Random" Series. RED CROSS and SLOW MEMORIES Laboratory Theatre, Fine Arts Building, October 29 (Tuesday). Performances at 4 p.m. and 10 p.m. Admission is free. 25029

BIOLOGICAL SCIENCES SEMINAR by R.A. Macleod, Professor of Microbiology, McGill University, Canada "Studies on Biochemical Physiology of a Marine Bacterium" 3:30 p.m. Tuesday, October 29, 211 Funkhouser. 25029

ALTMAN'S FILM BREWSTER McCloud will be shown by the English Department on Wednesday, Oct. 30, in CB 118 at 6:30 and 8:30 P.M. Admission is free.

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Times: 2:15, 4:45, 7:15, 9:30

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news briefs

Simon says new taxes will help cure inflation

DALLAS, Tex. (AP) — Treasury Secretary William E. Simon said Monday that if the American people are serious about controlling government spending, then they must raise new taxes for President Ford's anti-inflation program.

Simon said that Ford's five per cent income surtax proposal "is a supreme test of our will to fight inflation."

The secretary also indicated in a speech prepared for the Independent Petroleum Association that price controls will not be lifted from all domestic oil production in the near future, although he is known personally to favor total decontrol.

He said to the oilmen, "I cannot give you a target date for decontrolling domestic oil prices. As you know, that decision must be made within the context of an inflationary economy, and as of today, the overwhelming majority of our people agree that inflation is our No. 1 domestic problem."

Hunt testifies Mitchell approved Watergate

WASHINGTON (AP) — Watergate conspirator E. Howard Hunt Jr. testified today that he was told two months before the June 1972 Watergate burglary that "the big man — former Atty. Gen. John N. Mitchell — had given his approval for the break-in."

Testifying at the Watergate cover-up trial, Hunt said fellow conspirator G. Gordon Liddy told him in April 1972 that "the big man has given his okay to go."

Asked who Liddy was referring to, Hunt said: "There's only one big man involved in the planning and preparation...the biggest man rank-wise and stature-wise was Mr. Mitchell."

He said Liddy has referred to Mitchell in previous conversations about the plans that led to the break-in as "the big boy" and the "big man."

Conservatives advance in German elections

BONN, West Germany (AP) — Chancellor Helmut Schmidt's prestige has suffered a sharp setback in his socialist party's first electoral test since he replaced Willy Brandt in May.

The conservatives gained in two major state elections Sunday. The chief factor was believed to be fear of unemployment and uncertainty about the economy despite Schmidt's repeated reminders that West Germany has lower unemployment and inflation rates than any other industrialized country.

In traditionally left-leaning Hesse, the opposition Christian Democratic Union ran first for the first time in the state. But Schmidt's Social Democratic party and its coalition partner, the Free Democratic party, retained narrow control of the state legislature.

PSC grants gas rate hikes

FRANKFORT (AP) — The Public Service Commission has approved gas rate increases of \$3.5 million, mostly to Columbia Gas of Kentucky, to reflect high prices charged by suppliers.

Columbia Gas got an increase of \$3,452,850 to recover higher rates charged by its supplier, Columbia Gas Transmission Corp. The Wiser Oil Co., which also is supplied by Columbia Gas Transmission, got an increase of \$28,676.

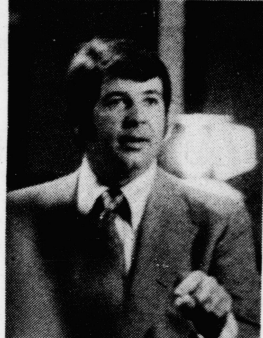
London Gas Inc., which is supplied by Wiser Oil, got a raise of \$6,546.

ITT admits altering documents

NEW YORK (AP) — Federal investigators are looking into charges that some key documents in a \$12 million civil suit against International Telephone & Telegraph may have been chemically altered, the New York Times reported in Monday's editions.

The Times said well-informed sources said the Securities and Exchange Commission was looking into the alleged alterations of ITT date stamps on correspondence between some European companies that were buying and selling ITT stocks, and between ITT and an Italian bank, Mediobanca.

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THE KENTUCKY KERNEL

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Henry Clay

Clay monument crumbles due to lack of maintenance funds

By LYNNE POSANTE
Special to the Kernel

Henry Clay Monument stands colossal and crumbling in Lexington Cemetery on W. Main because Henry T. Duncan didn't have any foresight.

Duncan was the first and only president of the Henry Clay Monument Association. Formed shortly after Clay's death in June 1852, the sole objective of the association was to raise enough funds to erect a monument for the grave of the Great Compromiser.

Well, the association managed to get its statue built, but it neglected to start a trust fund for the maintenance of the monument.

Technically, the association still owns the vaulted chamber in which Clay's body lies. The association, however, has been defunct since the unveiling of the statue in 1861.

Throughout the years, therefore, the burden of repairing the statue has been left to the state legislature, which at times has been less than cooperative.

When the head and shoulders of the statue were shattered by lightning in 1903 for example, the state refused to appropriate funds. For several years the monument stood headless and mutilated.

Currently, the monument is badly in need of restoration. Several stones have been knocked loose by lightning, and one corner of the base has crumbled away. Crevices in the stones have filled with soil

allowing several small trees to grow out of the roof of the chamber.

The monument is constructed of several large pieces of stone cemented together. Water has seeped into these joints and frozen, causing cracks on the once smooth column. Vines are growing around the base of the column, and moss covers much of the chamber.

The grated iron doors of the chamber are rusted and badly deteriorated. Dan Scalf, assistant cemetery manager, said the back coors to the vault have not been opened in four or five years for fear that they will fall off. A large piece of scrollwork, apparently fallen from the ceiling of the chamber, lies on the floor of the vault.

To restore the monument, Scalf said, several stones and the doors must be completely replaced, and all the joints must be repaired. He said the entire structure needs to be thoroughly cleaned, including the marble sarcophagi of Clay and his wife, which are badly discolored.

Restoration plans also call for the installation of a radio-activated lighting rod that would protect the statue and surrounding area.

The last estimate for a complete restoration of the monument was \$6,000, made in 1972. Scalf said, however, that the repair job would probably cost more now because of inflation.

Hopefully, the monument may soon get the attention it needs.

The Urban County Council has appropriated \$35,000 of revenue—sharing funds for the monument's restoration, and the state legislature has indicated that it would apportion an additional \$50,000. Scalf said, however, that the state has given no official word at this time.

The original monument was designed by a Lexington civil engineer and architect, Julius W. Adams. The plans stipulated that the monument was to be composed of "a Corinthian column 120 feet high, surmounted by a colossal figure of Clay."

A noted Kentucky sculptor, Joel T. Hart, made a model of the statue that was carved in four sections by two Cincinnati artisans, Giacorno Bossi and Garabin Giannini. The base and column of the monument were built by John Hailey.

The stone used in the construction of the monument is native Kentucky limestone. It was quarried at Grimes Quarry on Boone's Creek, about 16 miles from Lexington on the Athens-Boonesboro Road.

On July 4, 1857, the cornerstone for the monument was laid, but it was not completed for four years while funds were sought.

We goofed

A story in Monday's Kernel incorrectly reported that the benefit concert for The Mountain Eagle is to help the paper resume publication. The editor moved the paper into his home after the fire and publication was not interrupted.

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EXPERIENCED DRIVER NEEDED — transporting children, Monday-Friday, 2:00 - 3:30 p.m. Apply in person, YWCA, 161, N. Mill. 28030.

PART-TIME HELP wanted. Apply in person only. Shakeys Pizza, 2197 Nicholasville Rd. 29029

BURGER CHEF, 265 Euclid, needs part-time help for both day and night shifts. Apply in person. Store hours — 9 a.m. - 12 midnight, Sunday - Thursday, 9 a.m. - 2 a.m. Friday and Saturday. 23029

FEMALE ROOMMATE to share two bedroom furnished apartment with one other girl. 278-8083. 24030

MODELS NEEDED — attractive, personable, no experience necessary, will train. Call 278-2221. 9031

WANTED - PERSON to help groom and condition thoroughbred hunting horse. Should be experienced rider - 254-5531. 29N1

LOST AND FOUND

FOUND - brown key case near Complex. Call 252-5800. 29031

FOUND - FEMALE KITTEN, calico with black paws. Found in Rose Lane area. 254-1490. 28030.

FOUND CLINTON WATCH in Hagg in Hall area. Call to identify. 278-4587. 28030.

GOLD FILIGREE WEDDING band. Reward, call 254-2261 or 269-6519. 24029

KEYRING WITH LEATHER strap with about nine or ten keys: lost on campus. 257-1905. 28030.

LOST: ID, driver's license, red make up kit. Reward, 278-0238. 29031

LOST CAIRN TERRIER puppy - very small blackish female, answers to Rocky. Picked up on Colfax St., Pralltown. Reward. No questions asked. Call 252-5195 or 254-9673.

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TRANSCENDENTAL MEDITATION — FREE Public Lecture, Wed., Oct. 30, 7:30 p.m., room 337 Classroom Bldg. 28030

UNIVERSITY STUDENTS YOU may qualify for low cost life insurance protection. For only thirteen dollars quarterly you receive \$10,000 of protection with \$50,000 of guaranteed insurability. To see if you qualify, call 266-3194, Ext. 43. 24031

ABORTION, BIRTH CONTROL info and referral - no fee - up to 24 weeks. General anesthesia. Vasectomy, tubal ligation also available. Free pregnancy test. Call PCS, non-profit, 202-26-7995. 3031

PART TIME EVENINGS

We Are Looking For A Male Business Administration Student To Work In Our Credit Dept. From 5 - Closing For Nov. And Dec. Apply In Person To Mrs. Roberson.

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Friday, November 8
8:00 P.M.

Tickets on sale

October 24 - November 8

Room 203 Student Center

Ticket Prices: \$4.50, \$3.50, \$3.00, \$2.50



*Love is....
giving her
a Flower.*

The Horticulture Club is growing and preparing chrysanthemums for her Homecoming corsage.

We will be taking orders Oct. 30 — Nov. 8
at the Student Center from 10:00 — 3:00 and
at the Agricultural Science Center from 11:00 — 4:30
and at the Blazer and Complex Cafeterias
from 11-1 p.m. and 4-7 p.m.



Brian Conn at the console.

Kernel staff photo by Chuck Combes

WBKY's 'After Midnight' is better late than never

By JAY BENNETT
Kernel Staff Writer

Late at night, after buildings close and lights are out, there are still a few people out and around. Custodians do whatever they do, the Kernel gets put together and at 11:30 WBKY's After Midnight begins.

After Midnight is the station's late night program. The music is slightly progressive, mixed up with a little jazz, and whatever else the DJ on that evening feels like adding to the program. The four DJs are Phil Miller, Brian Conn, Edgar Jelly, and Mark Roman.

A MIXTURE OF students and professionals all have expressed the desire to continue in the FM music field. Their experience is varied.

Mark Roman, the station's newest DJ, is a full-time music director for a local AM station. But for others, like Phil Miller, this marks their first actual experience on the air.

The program is actually an expansion on an earlier program, Night Cap. The earlier show was exclusively jazz.

IN 1970, station manager Don Wheeler, seeking a larger student audience, conceived the change.

With the help of Danny Dorsett and Jim Wientjes, he developed the program into its present format. The program now reaches an audience of over 3,000 nightly.

Conn had duty on Wednesday, which is the only "request" night. Needless to say, he stays active wheeling his chair between the two turntables, and answering a phone that stays busy. Sandwiched between these activities, and running down the hall for more albums from the library, he manages to read, do the intros and chat with the few souls who drop in. He might even get in a cigarette.

As the hours creep on, things move more slowly. Fewer people call and thoughts of morning classes are bothersome.

CONN PUTS together a short newscast around 1:30 a.m. and plays a few more numbers; then at 2 a.m., he reads the newscast and signs off.

In Conn's case, his work is done until Saturday, when he hosts the "Feature Album" night. The feature album is played straight through, to give people a chance to tape it.

Conn's main complaint — which is echoed by the other DJ's, is a lack of feedback from listeners, on the station's programming. Right now, according to station releases, the bulk of programming is classical, and news programming, with a 30 per cent slice of jazz and progressive rock folded in.



LeRoy's 65th
JEWELERS Anniversary Sale



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Every precious piece of diamond jewelry in every LeRoy's store

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A representative will be on the campus Tuesday

November 5, 1974

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AMERICAN GRADUATE SCHOOL

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Interviews may be scheduled at

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sports

Swope wins as Cats capture state cycling championship

By JIM MAZZONI
Kernel Sports Editor

The Kentucky Intercollegiate Cycling Championships, held Saturday at Eastern Kentucky (in Richmond), had three outstanding features:

- a runaway winner
- great comradery
- and beautiful scenery.

Brad Swope, the runaway winner, who helped create the UK cycling club earlier this fall, led the field nearly the whole way and ultimately his Wildcat teammates to the state (collegiate) title.

HE COMPLETED the 40.4 mile course in one hour and 34 minutes, and though the Louisvilleian considered that a slow time, it was still fast enough to be three minutes ahead of the next two finishers, Tom Knight and LeMauer Roberts, both from EKU.

In addition to Swope, Kentucky won the team title by virtue of the following finishes - Al Smith (fourth), Kim Swecker (sixth), Gil Fowler (seventh), Tom Lyons (eighth) and Paul Wells (12th).

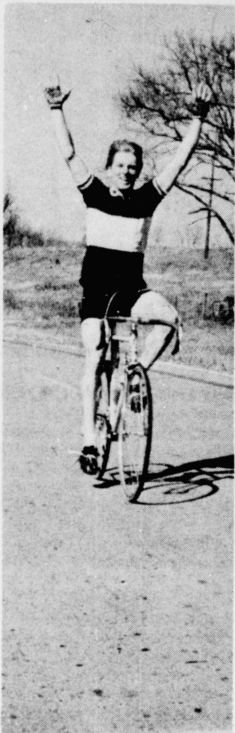
After he finished and as he waited for the rest to linger in, Swope explained how things went.

"IT WAS really a pretty course - I love riding along the river bank," were Swope's first words, referring to the course along Tates Creek Road (starting approximately two miles from the EKU campus) that offered a wide variety of the central Kentucky countryside.

"And then, when we went over the valley, everybody almost stopped to take a look at it.

"It was really pretty and fun to ride," he added. "It's always more fun to ride when you have pretty scenery."

BUT WHAT about the race, Brad?



BRAD SWOPE
All alone at the finish

"For the first eight miles we were all together and then I broke away with one EKU guy - and then I broke out alone," he said, not at all perturbed by the sudden change of subject.

"They call it time trialing," Swope added in reference to when he broke off to himself.

"WE (KENTUCKY) were trying to work together as a team and pull each other along," he said. "It's not just strength,

there's a lot of strategy involved in cycling. You try to break off into little packs and pull each other along.

"But I felt strong and felt like I could go out alone and stay there."

THAT'S EXACTLY what Swope did, thus erasing any hopes the crowd had of seeing an exciting sprint.

He had triumphed in the sprint (stretch drive) just the week before when he battled Bill Gallagher, the national time trial champion, in the Land Between the Lakes Bicycle Road Race.

"This guy (Swope) is going to be nationally known, you just wait and see," said Stan Hoffman, a UK student and novice rider, as a pack of cyclists crossed the finish line to the encouragement of Swope and a group of about 20 bystanders.

"ANYBODY THAT finishes you have to respect," Swope threw in, hinting at the inter-squad comradery involved in cycling. "It's a long hard haul."

Then Swope delighted in switching the subject back to what had impressed him so much during the course of the race.

"THAT COURSE is just fantastic," he said.

Hoffman, who came specifically to cheer Swope on, then made an attempt to explain Swope's preoccupation.

"That's (the scenery) really a disadvantage of road racing that the spectators don't really get to enjoy - the old farmhouses, all the kids running out to see what's going on, the creeks, the rivers..."

As long as 55 minutes after Swope had finished there were still cyclists on the course - but the crowd waited patiently.

If it wasn't a matter of Swope outclassing the rest of the field, maybe the scenery was - JUST TOO MUCH.



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KERNEL ARTS 257-2910

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Wed. Oct. 30
12-3 p.m. SC Theater

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air your views . . . be heard . . . get violent . . . meet the 25 degenerates who always select the wrong concert at the wrong time. All students and aliens welcome.

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options for Learning

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Several opportunities exist for students who are interested in living, working, serving, and learning for academic credit in Eastern Kentucky in:

- journalism
- community recreation
- community mental health
- city government
- legal services
- and other areas

See Dave Walls in the College of
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Economist calls for stand-by price control authority

Continued from page 1

oil (oil from outside the U.S. and therefore not under direct federal controls) and \$4 a barrel on approximately 0.9 billion barrels of "new" oil (processed in the U.S.). He said such action could result in a \$7.1 billion savings for consumers.

Cox also called for a rollback in the spot-market coal price which would end up in a \$1.2 billion savings for coal buyers.

INCREASES in the rates of natural gas were championed by Cox because of the price disparity between natural gas and fossil fuel. He said the increase could cost Americans \$4 billion, but would stop a run on natural gas.

The grey-suited economist cited the Oil Producing and Exporting Countries (OPEC) for its excessive and monopolistic control over the energy needs of America and the world. He said the oil prices are responsible for about three per cent of the present 12 per cent inflation rate.

In his hour-long lecture, Cox said both tax reform and economic structural reform were necessary to curb inflation.

IN THE TAX reform package, Cox said the oil depletion allowance should be outlawed. The additional revenue could bankroll 200,000 to 300,000 public service jobs and provide funds for housing he said.

Cox's plan for economic structural reform was aimed at inequities and inefficiencies in the economic system. The elimination of laws, regulations and union practices which prop up prices would contribute to structural reform, Cox said.

The abolishment of the fair trade law — which gives much power to influence retail prices — was the first of Cox's three-pronged reform effort. More than 20 states, including Kentucky, have such a law.

COX USED A price comparison



WILLIAM A. COX

of bourbon in Kentucky and the city of Washington as evidence of the pricing laws' effect on an industry's rates. Kentucky's higher bourbon prices reflect the fair trade law's way in the liquor market.

As a second measure, Cox said that the repeal of the Davis-Bacon Act is also necessary. The act states that relatively high wages must be paid to construction workers on federal projects. Cox said the higher wages add to inflation.

Finally, Cox called for a reform of the Civil Aeronautics Board and the transportation industries in general. He said that trucking and railroading efficiency leaves something to be desired.

Medical association may sue naturopath doctor

Legal action may be taken against Dr. K. C. May, doctor of naturopathy, by the Fayette County Medical Association over May's advertisement in the Lexington Herald (and the Kentucky Kernel) offering treatment of prostate problems. Dr. David Stevens said.

Stevens, orthopedic surgeon, is on a committee of the American Medical Association which investigates doctors, notably chiropractors and naturopaths.

MAY, WHO HAS a degree in naturopathy from Midwestern University in St. Louis, defined a naturopath as a doctor who treats illness with herbs, supplements, vitamins and proper diet.

May said he had not heard of any legal action against him but expected the charge, if any, to claim that I'm practicing medicine.

Stevens said the Medical Society would challenge May's ability to treat prostate patients because he has no degree from an accredited medical school.

"Naturopaths have been pretty well discredited and are no

longer recognized," Stevens said. He added he considers it unethical for doctors to advertise.

MAY SAID all doctors advertise indirectly through drug stores and that he did not consider his advertisements improper. May said there are about 20,000 naturopaths in the country and four or five schools which offer a degree in naturopathy.

Last day for absentee ballots

Today is the last day to submit applications for absentee ballots for persons wishing to vote in the Nov. 5 general election. Ballots may be obtained from the Student Government office, Room 210, Student Center.

The absentee ballot will be mailed to the applicant, provided he is a registered voter in his prospective county. The completed ballot must be returned to the county clerk of that county no later than 3 p.m. on the day of the election.

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417
fits your lifestyle...

The body-fitting solid color 417 shirts by Van Heusen will add dash to your lifestyle on campus and off. Let the color of your choice and the superb tapered fit reflect your personality in doing your own thing in your own way.

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We have corduroy SLACKS
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pink, purple, white, Dark Blue
Light Blue, yellow, Rust, and
orange — Men's 36⁰⁰ Ladies 30⁰⁰

And we have sweaters to
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styles — Dean & Scotland's
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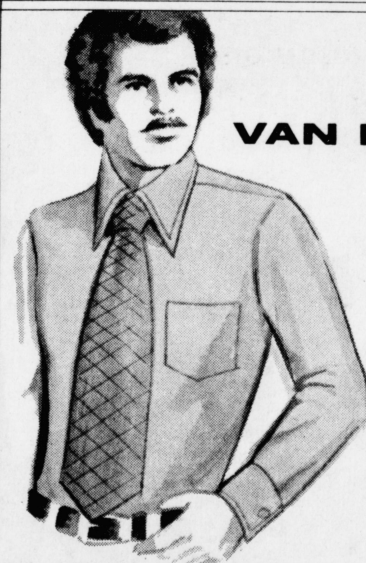
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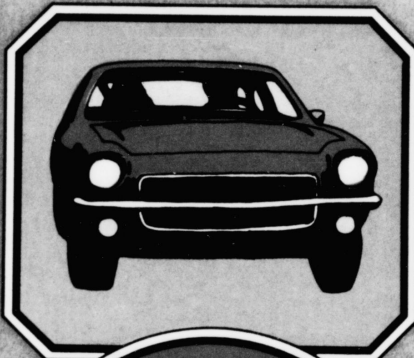
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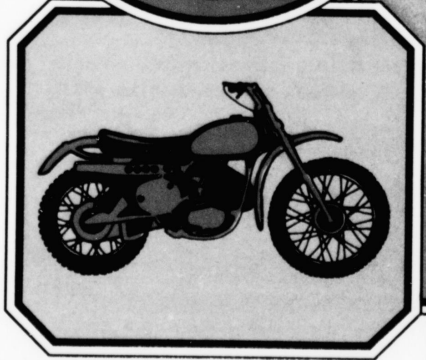
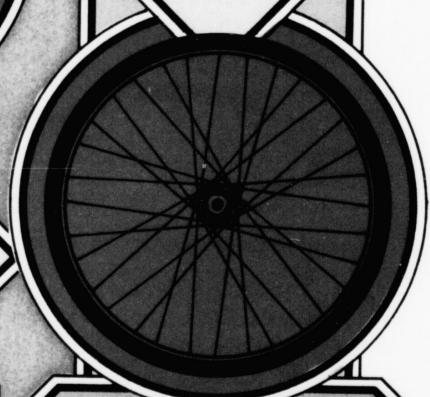
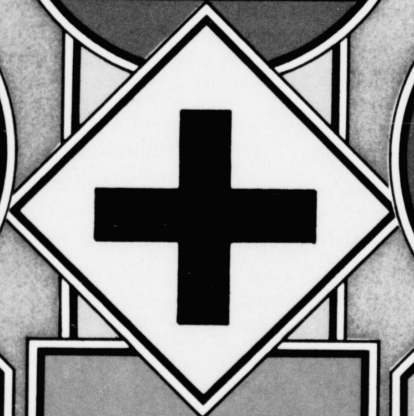
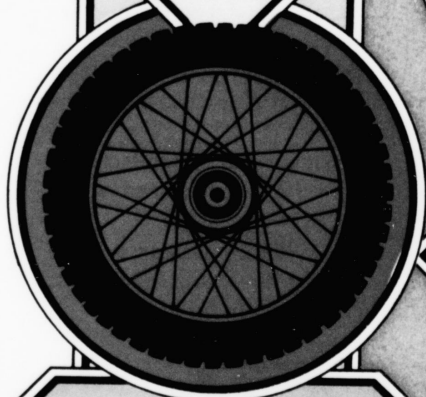


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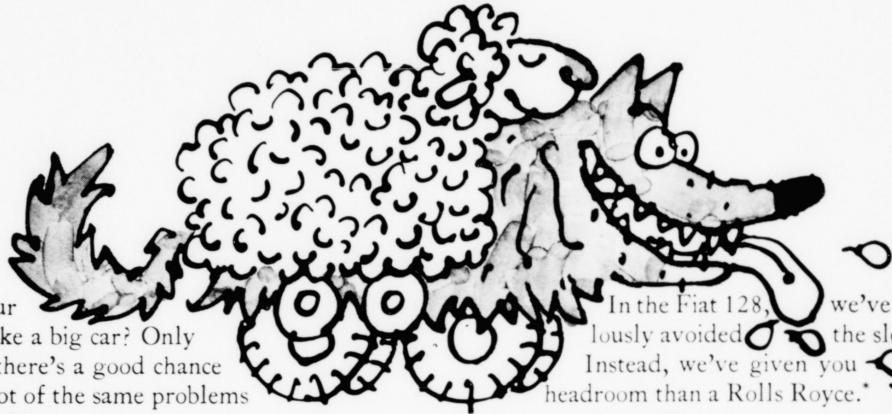
Cars 3

Bicycles 8

Motorcycles 9



Be careful. Your small car may be a big car in disguise.



Does your small car look like a big car? Only smaller? Then there's a good chance it'll give you a lot of the same problems as a big car. Only bigger.

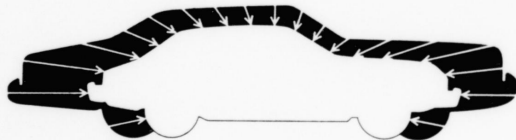
At Fiat, we've been building small cars for 70 years. If we've learned one thing in that time, it's that what works for a small car usually doesn't work for a big one.

Unfortunately, every car maker hasn't learned that yet. So a lot of small mistakes are on the road.

Here's how to tell if yours is one.

Does your small car have a long hood? It shouldn't. In a small car, the room you give to the engine you take away from the people.

In the Fiat 128, only 20% of the car is for the



A small car shouldn't be a big car made smaller.

engine. The other 80% is for you and your luggage. As a result, the 128 not only has more legroom than any other small car, it has more than most big ones. More even than a Cadillac Eldorado, a Lincoln Continental, and a Chrysler Imperial.*

Does your car have a racy low roof? It shouldn't. In a small car this can create an awful case of claustrophobia.

*Automotive News Almanac 1974

In the Fiat 128, we've scrupulously avoided the sleek look. Instead, we've given you more headroom than a Rolls Royce.*

Does your small car have power steering? Power brakes? Power windows? Power aerial? It shouldn't. Things like that make a small car expensive to run, wreak havoc on gas consumption, put an awful strain on a small engine, and just plain aren't needed.

In the Fiat 128, instead of all this gadgetry, we give you things that actually make the car perform better.

Rack-and-pinion steering, front-wheel drive, an all-independent suspension, front disc brakes, and radial tires are standard equipment. Some of these things you can't get on big cars. Even as options.

Does your small car cost almost as much as a big one? It shouldn't.

Unfortunately, when some car manufacturers reduced the size of their cars, they forgot to reduce the size of their price.

The Fiat 128 is priced like a small car, not like a big one. Our car isn't a big car in disguise because we're not big car manufacturers-in disguise.

FIAT

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For more information, see Reader Service Card on page 9.



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T01 HOOD REAR EDGE MOLDING	651	5.00
J20 LUGGAGE LAMP	652	3.00
U00 DUAL HORN	681	4.00
U35 ELECTRIC CLOCK	722	15.00
V31 FRONT BUMPER GUARDS	751	15.00
V32 REAR BUMPER GUARDS	752	5.00

WILDERNESS GREEN-BLACK

TRIM 250

Car Buying Pragmatics

The prospect of buying a new car intimidates a lot of people. Since a car is an expensive purchase, for many shoppers getting a good deal is as important as getting a good car. And simply choosing the make and model from the vast selection of stylings, standard equipment and optional features can be confusing, or worse, frustrating.

Confidence in buying a car, however, is mostly a matter of being well prepared before you enter the showroom. Before shopping, you need to do some basic research on the models and consider some basic factors. First, your price range—what can you afford? Second, the type of car you would like to have—compact, sports car, wagon, lightweight pickup, what?

If your acceptable price range conflicts with your automobile fantasies—you're a \$3,000 maximum with a \$4,500 GT fetish—it's best to simply study all the choices, practical and impractical (but fun). Look at each model closely for its cost, standard equipment and performance ratings; then weigh all these things in terms of your own needs. To narrow the choice, it sometimes helps to break each model into its advantages and disadvantages.

Next, what optional equipment if any, will you want? Optional equipment adds to the total cost of the car and may not add much to its resale value. Some options such as factory air conditioning, power steering and luxury trim contribute to resale value. Others—disc brakes and speed control, for example—add nothing. And a standard transmission, high performance engine and standard steering actually diminish your car's real worth.

Finally, when you're ready to visit the showrooms, be selective about which ones you go to. Your selection of a dealership should be determined by its

service facilities, location and reputation. New car warranties usually require that servicing be done at the dealership. You want to know in advance that the dealer you buy the car from has diagnostic equipment, guarantees his work and perhaps offers a loaner car during extended repair periods. The dealer's location and hours should be convenient in case you do need servicing. In any case, check around with the local Better Business Bureau and the dealer's customers (find them at his service area).

Once on the showroom floor, you can put all your preparation to good use. Tell the salesman your specific model requirements. If the floor models don't meet your specifications, then inquire about cars available through the dealer's locator service. This new-car trade system linking local showrooms beats factory delivery time by several weeks. If you find a model, take it for a test drive. Don't hesitate to spend an hour or more in various driving situations—highway, stop-and-go, steep grades, city traffic should all be tested.

Getting Down to Price

Once you find a possible purchase model, it's time to discuss price. All new cars have a federally required window tag which gives the manufacturer's suggested retail price for the car and itemizes the prices of built-in features. Price bargaining, however, has become a tradition in car buying. A recent federal survey shows that almost half of the new intermediate and full-sized models sell for 10 to 20 percent below sticker price. How much bargaining power you have depends on the actual wholesale cost of the car to the dealer and the dealer's minimum markup. With smaller cars, for example, the dealer's markup is lower and there is much less room for price bargaining.

If you are trading in a car, settle the new car price before discussing the trade-in. Expect to be offered no more than your used car's wholesale value. You can find wholesale estimates listed in the National Automobile Dealer's Association's *Official Used Car Guide* or the *Kelly Blue Book* on the West Coast.

Before you have the dealer appraise your used car, be sure to repair all minor dents and rust spots, replace light bulbs and give your car a good wash and wax. Ignoring these details can greatly decrease the car's trade-in value.

Finally, get the sales manager's written approval on all serious price quotes. In most cases, only he can officiate a deal.

Contracts

Standard sales contracts finalize most new car purchases. These are easy to understand, and you should read your contract carefully. The contract lists transaction basics: an itemized price list of the car and its options; charges for taxes, freight and dealer preparation; down payment total separated into trade-in allowance and cash; and the unpaid balance. Add up these figures and check against the total price.

Make sure the contract does not include any hidden or delayed charges. You should not have to pay any price increase on the specified total unless the manufacturer increased his price to the dealer. And in this case, you should be left with the option to cancel the entire deal.

To avoid any possible conflict in the future, have all verbal agreements included in the written contract. Finally leave the dealer a reasonable deposit—but not one so large that you would have trouble getting it back if you cancel the deal.

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Financing

Very few new car buyers keep sufficient savings to finalize a deal with one large cash payment. As a result, two-thirds of all newly purchased cars are financed to some extent through a credit agent.

This whole area of financing—from where to get the loan to how much to pay in interest—is something many people simply overlook in their shopping enthusiasm. Financing is not incidental to a purchase; in fact, the financing terms can effect the total cost of a new car tremendously.

Financing essentially involves three considerations: which credit agent to use, how much interest you'll have to pay and which payment plan to adopt. There are three basic sources of credit—commercial banks, credit unions and automobile dealers. In some states savings banks can make consumer loans. Consumer finance companies are also a loan source. They charge the highest interest rates, though, and should be considered only as a last resort.

In most cases, credit unions, commercial banks and savings banks (where available) offer lower interest rates than automobile dealer finance plans. Briefly, here's how each works:

CREDIT UNIONS: You generally have to be a member of the credit union to be eligible for a loan. Sometimes if your parents are members you can arrange the loan through them.

BANKS: Usually as part of the deal you have to make a down payment of 25 percent of the car's retail cost, although this can vary. Also, many banks will let you arrange for the loan before you begin shopping; you don't pay any interest until you've purchased the car.

DEALER FINANCING PLANS: About half of all financing is done with the car dealer. This method is convenient, but it can also prove somewhat more costly than a bank or credit union loan. Few dealers actually finance the loans themselves; instead, they turn the loan over to a lending institution to handle. The larger auto makers, for example, have their own finance subsidiaries to manage loans.

There are obviously a number of ways to finance a car, and interest rates do vary from one source to another. They can even vary from one bank to another or one dealer to another. In the long run, it definitely pays to spend some time looking for the best possible rate before you buy the car.

How much interest will you have to pay? That depends on a number of factors, principally your acceptability as a borrower—are you a good credit risk?—and the state of the market at the time. For example, smaller banks might offer slightly lower rates to good credit risks to gain business; dealers, too, might extend lower interest rates to

remain competitive with area dealers.

Shopping for the lowest possible interest rate is easier now with the passage of the Truth in Lending Law. Under this law, financiers must provide you with two facts if you ask for them: one, the *total finance charge* (the total dollar amount you will be paying in interest); and two, the *true annual percentage rate* (the annual interest rate you're paying stated in a percentage form).

Once you decide on a credit agent, the next step is to determine which payment plan to use. Most new cars are purchased on a 24- or 36-month payment plan, although some agents now offer 42- and 48-month plans. Which plan you choose affects how much you will pay each month and how much you pay in interest. As a rule, the shorter the payment period the greater your monthly payments but the more you save in interest.

For example, let's suppose you need to finance \$3,000—not an unreasonable

sum given today's automobile costs. At 8 percent interest, a \$3,000 loan for two years would cost approximately \$480 in interest. Your monthly payment would be about \$145. That same \$3,000 loan over a three-year period would mean monthly payments of \$103- and \$720 in interest. You would save approximately \$240 in interest going with the two-year rather than the three-year payment plan.

Other things such as compulsory insurance premiums (most lenders require collision and comprehensive coverage on the car) can increase the total cost of the loan. Before you sign a loan, then, read the contract and check that you understand specifically:

- The total amount being financed
- The total finance charge in dollars
- The true annual percentage rate
- The number, amounts and dates of payments
- Penalties for late or defaulted payment. W

Basic Car Maintenance

There's no excuse today for a car's premature deterioration. Simple service maintenance can be easily handled by either a professional mechanic or the owner himself. Here are four basic services to save your car's life:

TUNEUP. At least once a year your car should undergo a tuneup. This process essentially involves readjusting the carburetor and the ignition system. You will probably have to replace a few inexpensive parts such as spark plugs, points and condenser. A garage mechanic conducting a routine once-a-year tuneup should generally do the following:

- check all fluid levels
- clean the battery and terminals.
- examine and if necessary replace the PCV valve and air filter
- replace all spark plugs
- replace and adjust breaker points using a dwell meter
- inspect the distributor cap, rotor, condenser and spark advances
- set break-point gaps
- check ignition timing
- check automatic choke
- replace fuel filter
- adjust engine idle
- run a compression check on the engine.

A tuneup will ordinarily cost about \$20. With a few moderately priced tools, you can perform the tuneup yourself. If you prefer to bow out to professional hands, an independent garage is the cheapest and most reliable choice.

LUBRICATION. The car chassis is supported by a number of bearings

and close-fitting joints that require greasing at regular intervals. Most fittings need lubrication every six months. Consult your owner's manual for exact time specifications.

Even the most inexperienced mechanic can perform a lube job. With a grease gun and a supply of the proper lubricant you can finish the job at home in about a half hour. Most service stations also handle this simple chore for a relatively low price.

ALIGNMENT. Car wheels are precisely aligned with one another. This delicate positioning can be altered by any forceful blow to the front end—such as hitting a curb or driving quickly over a rut. Extreme misalignment can ruin a new set of tires in a matter of weeks. If tires show any uneven wear, have the alignment checked immediately and corrected in a garage or wheel specialty shop.

BRAKES. Since they are constantly in use, you should inspect brake drum linings at least every 20,000-25,000 miles. A thin brake lining may exert too much stress on the brake drum and necessitate a very costly repair. Also check the wheel cylinders and return springs every 40,000 miles and the brake drums every 100,000 miles.

With some patience and care a novice mechanic can perform a perfectly adequate brake job. If you prefer leaving it to an expert, find a reliable garage or brake specialty shop. Expect to pay around \$80.

Automotive Review '75

The following review of selected cars includes both American and import models which will be available this fall. American auto manufacturers release their new lines in early fall, while most imports do not announce new models until late fall. For this reason, the discussions here include both 1974 imports and 1975 domestic models. Among the domestic cars, you'll find some new entries discussed here—notably the Chevrolet Monza 2 + 2, the Pontiac Astre, Buick Skyhawk and Oldsmobile Starfire. Due to space restrictions,

however, we have limited our discussions to selected models in the subcompact, compact, sports and small truck categories.

A word about price: At the time we went to press, domestic car manufacturers had not announced their 1975 prices, and thus we must list here approximate 1974 prices. These prices are given as guidelines only. Prices on 1975 models are expected to increase several hundred dollars over the 1974 prices.



American Motors Gremlin

The American Motors Gremlin for 1975, available in two-door sedan model, is powered by a 232 cubic inch, in-line six-cylinder engine and comes with full forward synchromesh, three-speed transmission (shift on the floor or column). Self-adjusting all-drum brakes are standard equipment on the Gremlin, as is electronic ignition. Three-speed automatic transmission, front disc brakes and power brakes are available as options. Other optional equipment includes bucket seats, steel-belted radial tires, power steering, air conditioning, grid rear-window defogger and a fuel economy gauge. Manufacturer's 1974 suggested retail price: \$2,500.



Chevrolet Monza

The new 1975 Chevrolet Monza 2 + 2, a two-door hatchback coupe, has a 140 cubic inch, four-cylinder engine, all forward synchromesh, four-speed manual floorshift transmission and self-adjusting front disc and rear drum brakes. A 262 V-8 engine is optional, as is a three-speed automatic transmission and power brakes. Measuring 179.3 inches overall and weighing 2,763 pounds at the curb, the Monza 2 + 2 comes equipped with steel-belted radial tires. Selected optional equipment includes power steering, reclining front seats, electric rear window defogger, air conditioning, tinted glass and radio.



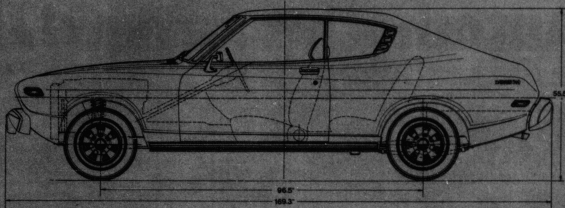
Buick Skyhawk

The newest entry in the Buick line for 1975, the Skyhawk 2 + 2 sport coupe is powered by a 231 cubic inch, V-6 cylinder engine. All synchromesh four-speed manual transmission and front disc and rear drum brakes are standard on the Skyhawk; three-speed automatic transmission comes as an option. Also standard equipment for the 1975 Skyhawk are solid state ignition, steel-belted radial tires, space-saver spare tire and Accutron steering. Available options include front bucket seats, fuel usage indicator, tilt steering wheel, power steering, rear window defroster, air conditioning, tinted glass and radio.



Chevrolet Vega

Powered by a 140 cubic inch, four-cylinder engine, the Chevrolet Vega for 1975 comes in four models: two-door notchback coupe, two-door hatchback coupe, two-seat station wagon and a panel express. Standard on the Vega is all forward synchromesh, three-speed manual floorshift transmission, self-adjusting front disc and rear drum brakes and steel-belted radial tires. Four-speed manual and three-speed automatic transmissions are available as options. Other selected optional equipment includes power steering, air conditioning, tinted glass, electric rear window defogger and radio. Manufacturer's 1974 suggested retail price: \$2,400



More than an educated guess. Datsun 710.

At Datsun, we're not in the habit of making educated guesses. In fact, before our new 710 ever hit the drawing boards, we took a really close look at America's driving habits and needs.

We found out people were looking for a rugged little handler that wouldn't rickie-and-dime them to death. A car with styling, economy, and enough performance to keep them out of trouble on the open road.

Well, what America wants, America gets. Datsun 710. Its rugged dependability, superior handling and performance evolved from our two-time Trans-Am Champion 510. Much of the

styling and comfort came from our luxurious 610. And the economy? That's been synonymous with Datsun for more than 42 years, and it's kind of like second nature to us by now.

So, now it's your move. Put all that together with tinted glass, electric rear window defogger, power-assist front disc brakes, fully reclining front bucket seats, plus your choice of a 4-speed stick or optional 3-speed automatic—then compare. A little homework will tell you Datsun 710 belongs at the head of its class. No ifs, ands, or buts about it.

Datsun saves



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Datsun B-210

The Datsun B-210 series, first introduced in 1974, is available in two- and four-door sedan and hatchback models. Powered by a 1,300 cc overhead valve, high-cam engine, the B-210 series have all synchromesh four-speed manual floor-shift transmission and power-assisted front disc/rear drum brakes. (Three-speed automatic transmission optional). Selected standard equipment includes tinted glass, reclining front bucket seats and electric rear window defogger. Air conditioning, radial tires, tachometer and AM/FM radio are available as options. Manufacturer's 1974 suggested retail prices: two-door sedan, \$2,400; four-door sedan, \$2,500; hatchback, \$2,600.



Dodge Colt

The Dodge Colt, manufactured in Japan and marketed in the U.S. through Dodge, is available in five body styles for 1974: two-door coupe, hardtop and hardtop GT, four-door sedan and station wagon. Powered by a 1600 cc engine, Colt has four-speed fully synchromesh transmission and front disc brakes. Inside hood release, adjustable tilt steering column and electric windshield wipers are standard equipment. A new 2000 cc engine, automatic transmission and power disc brakes are options as are (depending on body style) vinyl roof, air conditioning, tinted glass, radio and whitewall tires. Manufacturer's 1974 suggested list price: \$3,200.



Fiat 128

The Fiat 128 for 1974 comes in four body styles: a two-door sedan, four-door sedan, two-door Sport L Coupe and station wagon. Powered by a new 1290 cc, four-cylinder in-line engine, the 128 series cars now offer a new power brake system as well. Safety features include hydraulically controlled front and rear bumpers, seat-belt shoulder harnesses and a new ignition interlock system. The 128 sedan measures 96.4 inches along the wheelbase and has an overall length of 151 inches. Manufacturer's 1974 suggested retail price: \$2,700.



Datsun 610

In its second year, the 1974 Datsun 610 comes in three models: a two-door hardtop, four-door sedan and five-door station wagon. The 610's come equipped with a 1,952 cc in-line four-cylinder engine, up from the 1,770 cc engine version in the 1973 models. All synchromesh four-speed manual transmission with floor-mounted shifter is standard as are power-assisted front disc and rear drum brakes. A three-speed automatic transmission is available as an option. Selected standard equipment includes reclining front bucket seats, rear window defogger, tinted glass and all-independent suspension. Radio, air conditioning and tachometer are available as options. Manufacturer's 1974 suggested retail price: four-door sedan, \$3,400; two-door hardtop, \$3,500; and station wagon, \$3,600.



Ford Pinto

The Ford Pinto enters its fifth year with three models—two-door sedan, three-door runabout and station wagon. Standard functional improvements for 1975 include a 2.3 liter, in-line four-cylinder engine, solid state ignition, steel-belted radial-ply tires and a station wagon liftgate warning system. Rack and pinion steering and bucket seats are standard equipment. A 2.8 liter, V-6 engine for station wagons is optional for the first time in 1975, as are power steering, (Ford Pinto continued on page 13)

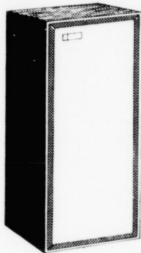
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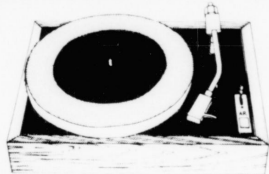
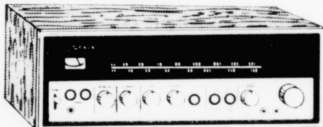
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Bicycle Buyer's Checklist

In 1790, Comte Mede de Sivrac of France introduced the world's first bicycle—a long, two-wheeled wooden scooter christened a "dandyhorse." This first bike was rather useless, though, since it could not be pedaled, steered or braked efficiently. Baron Karl von Drais added a steering bar to the front wheel in 1816 and called the improved vehicle a *draisine*. Then 23 years later, Scottish blacksmith Kirkpatrick MacMillan added footpedals. A century after the dandyhorse appeared, J. K. Starley introduced a fully practical, recognizably modern bicycle with brakes, adjustable handlebars, equal-sized wheels and a chain and sprocket set-up. A mere seven years later, at least four million Americans were rolling on two wheels.

More popular than ever before, bicycles today run the gamut from relatively simple one-speed bikes for casual riding to sophisticated machines designed for efficient transportation or long-distance touring. This means that before purchasing a bicycle you should figure out where, why and how often you'll be riding. If you'll only be riding short distances on an even surface, consider a one-speed coaster brake bicycle. Three-speeds can handle more difficult grades and are usually more practical for city traffic. If you're going to be traveling any long distances or climbing hills, buy a 10-speed.

A helpful salesman who knows bicycles may be able to help you select a model. It's really up to you, however, to gather the information necessary to make a wise purchase. The following seven point check list will help you decide on a bike that will best suit your needs.

FRAME. The frame must be capable of supporting your weight yet light enough to insure maneuverability. Welded heavy steel frames are generally acceptable for one-speed coaster brake bikes. Quality three-speeds and 10-speeds have alloy or light steel lugged frames with reinforced joints. The lighter the frame, the higher the price.

Before buying any bike, see how the frame fits your body. Straddle the bike: there should be at least one-half inch clearance between you and the top frame tube. Adjust the seat so that the distance from its top and the bottom pedal equals your inseam measurement. Finally, rest on the seat to see if the

handlebars are comfortably within reach.

GEARS. Three-speeds employ a fairly simple epicyclic gear system housed in the rear wheel hub and operated from a lever usually located on the handlebars. This system works well for mild grades but is not satisfactory for strenuous hill climbing.

The 10-speed derailleurs transfer the chain to the variously geared rear wheel sprockets. This system is both more efficient and more complicated. When test riding a 10-speed make sure that the gears are comparably set to your leg strength. Even some beginner bikes are geared too high for novice riders.

SEAT. Always use a narrow metal seat. It may feel uncomfortable at first, but time in the saddle and a small amount of padding will provide eventual all-around riding ease. Wide seats tend to chaff, irritate and make long trips particularly miserable.

HANDLEBARS. Touring or straight distance handlebars are fine for short distance riding. If you plan on making any long hauls, however, invest in a pair of good downward-curved drop bars. Drop bars add to riding comfort by transferring body weight to your arms and relieving your back of the extreme pressure.

PEDALS. For general riding purposes use ordinary rubber pedals. Plastic pedals can be hard to grip, especially in the rain. The light serrated metal pedals often supplied on 10-speeds are fine for distance riding or racing, but they can prove dangerously confining in stop-and-go city traffic.

TIRES. The most durable all-purpose tires are 1 1/4 to 1 3/4 inch clincher tires. They withstand rough roads and city pavement with minimum wear and provide the smoothest ride. Balloon tires are used for children's bikes and heavy load specialty bikes such as tandems. Sewn tires are easily punctured and should be left to racers.

BRAKES. Reverse pedal coaster brakes are contained within the rear wheel hub of one-speeds and some three-speeds. Obviously these direct pressure brakes are not made for quick stopping. Rim brake shoe units are standard on most three-speeds and all 10-speeds. Recent testing has shown center pull rim brakes to be somewhat superior to side pull brakes. (W)

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manufacturers now put cosmetic "gim-
micks" on the bikes which add little to
the real worth and are soon out of style.
The problems of such models, then,
have turned most low-interest lending
institutions against all bikes. As a result
you'll be hard pressed to find an attrac-
tive bank loan for even a non-depreciat-
ing investment like a heavy touring bike.

Unless you have an unusually strong
credit rating, you will probably have to
deal with someone who specializes in
motorcycle financing. Specialists work
both independently and in conjunction
with dealers, and all demand high
financing rates. Charges of 16 percent
are not at all unusual, and 10 percent is
considered a very good rate. In addition,
you may be required to buy credit life
insurance which will pay off the bike
and financing charge in the event of
your death. Obviously financing should
be undertaken only after an exhaustive
look at all the possible sources.

Insurance can also be expensive.
Most insurance companies combine
automobiles and motorcycles into a
"motor vehicle" category for cost eval-
uation purposes. This means bike riders
pay premiums comparable to those of
car owners. Most companies do offer a
50 percent discount on liability insur-
ance to bikes weighing under 300
pounds.


The lowest premium costs can usu-
ally be found at companies specializing
in motorcycles. Here rates are computed
on the basis of the bike's size and speed
capabilities; driving frequency and pur-
poses; and the residence location of the
rider. For unmarried men under 25
these specialists can cut premium costs
to about 1/10th of those offered by
regular companies.

The most expensive portion of
motorcycle insurance is theft coverage.
That's because it's simply impossible to
protect a bike from determined thieves.
Even the use of heavy chains and elabo-
rate alarm systems hasn't prevented
bikes from becoming very high-risk
insurance items. The recovery rate in
many big cities is about one in 10, so
urban dwellers should expect to pay
particularly high premiums (sometimes
close to one-third of the bike's total
cost).

Safety

The slightest collision looms poten-
tially dangerous for the unprotected
bike rider. Bikes are not involved in as
many accidents as cars, but the chances
of being killed or seriously injured as a
result of a collision are about 15 times
as great for the bike rider.

A helmet is the most important of all
motorcycle accessories. It should be
capable of absorbing severe impact
shock and resisting puncture. Fiberglass
and polycarbonate are the most accept-
able construction materials, but you
should inspect any helmet carefully for
design durability. The best helmets
carry a label certifying that they comply
with the standards established by the
Snell Memorial Foundation. The
Foundation's criteria is more demanding
than the government-established regula-
tions, and as a result only a few high-
quality helmets are cited. Whatever kind
of helmet you buy, be sure to replace it
at least every four years, after an
accident or any time cracks or stress
lines begin to appear.

The most vital safety precaution
remains well-developed riding skills.
Various hospital surveys have shown
that over 60 percent of motorcycle
accidents occur during the first six
weeks of riding. In an attempt to reverse
this trend Yamaha, Honda and Kawa-
saki manufacturers have all initiated
rider instruction courses offered free to
all new owners. Contact your local
dealer for information concerning the
nearest instruction center. 

riding with anything smaller than a tour-
ing bike would be an excruciating ordeal
for the pavement-shaken driver.

Off-road bikes are specialty models
built to endure dirt trails, woods or
desert terrain. Their light, high frames
insure ground clearance and maneuver-
ability in mud and sand. The special
engineering design of most off-trail
bikes precludes even a short cruise down
city streets. They are purely recreational
vehicles.

Buying Considerations

Your first consideration in choosing
a bike should be the riding purpose.
And contrary to some manufacturers'
claims, an all-purpose bike simply does
not exist. Occasionally a model will
claim to be dual-purpose, which usually
means the bike is built for both street
use and light trail riding. Alas, these ca-
pabilities will not rate equally—the bike
will either be better for street riding or
for the trail.

Size considerations are linked to
your riding purpose. For example, you
can't buy a truly light touring bike
because it could never withstand the
continual shocks inherent in long-
distance highway riding. You do have
some choice of engine size within the
different categories, though. As a rule,
select an engine that will meet your



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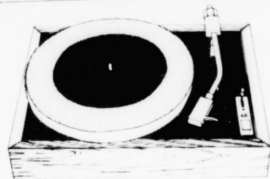
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Bicy

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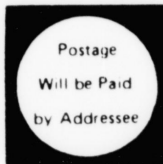
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APPROACH 13-30 CORPORATION
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How To Choose a Motorcycle

Motorcycles are everywhere. The outlaw image of the biker has vanished for the most part, leaving in its wake new breeds of riders, from commuting bankers and sports-minded physicians to economizing students. Bikes are now designed to fit the unique demands of everyone from the transcontinental traveler to the backwoods fisherman.

Motorcycles separate into three basic categories—street or expressway, touring and off-road.

Street and expressway models can meet most ordinary transportation needs. These practical, moderate-sized bikes handle well in both heavy traffic and open stretches. While all expressway models are street-legal, not all street bikes prove safe for expressway riding. Generally expressway bikes are required to carry at least a 175 cc engine, although restrictions may vary by state.

Touring bikes are designed for long hauls on the open highway. They're equipped with powerful engines beginning at 50 horsepower and a heavy frame strong enough to absorb road shocks at high speeds. Cross-country riding with anything smaller than a touring bike would be an excruciating ordeal for the pavement-shaken driver.

Off-road bikes are specialty models built to endure dirt trails, woods or desert terrain. Their light, high frames insure ground clearance and maneuverability in mud and sand. The special engineering design of most off-trail bikes precludes even a short cruise down city streets. They are purely recreational vehicles.

Buying Considerations

Your first consideration in choosing a bike should be the riding purpose. And contrary to some manufacturers' claims, an all-purpose bike simply does not exist. Occasionally a model will claim to be dual-purpose, which usually means the bike is built for both street use and light trailing. Alas, these capabilities will not rate equally—the bike will either be better for street riding or for the trail.

Size considerations are linked to your riding purpose. For example, you can't buy a truly light touring bike because it could never withstand the continual shocks inherent in long-distance highway riding. You do have some choice of engine size within the different categories, though. As a rule, select an engine that will meet your

performance demands but not waste power or incite reckless driving.

Be sure to take the time to shop around, since such bargaining factors as overhead, stock and dealer-manufacturer agreements can cause prices to vary even between dealers of the same make. Established volume dealers offer the lowest prices and are also obliged to maintain their reputation by providing competent servicing. Check out prospective dealers with the local Better Business Bureau and Chamber of Commerce. Or better yet, solicit the opinions of experienced customers.

When it comes time to bargain, follow the showroom tactics prescribed for car buyers. Never hesitate to ask questions. Any points concerning performance capabilities should be answered *before* the purchase.

Financing and Insurance

Motorcycle financing is generally both costly and difficult to obtain. The reason for this lies with the recent popularity of small street and off-road bikes. With a responsive public, many manufacturers now put cosmetic "gimmicks" on the bikes which add little to the real worth and are soon out of style. The problems of such models, then, have turned most low-interest lending institutions against all bikes. As a result you'll be hard pressed to find an attractive bank loan for even a non-depreciating investment like a heavy touring bike.

Unless you have an unusually strong credit rating, you will probably have to deal with someone who specializes in motorcycle financing. Specialists work both independently and in conjunction with dealers, and all demand high financing rates. Charges of 16 percent are not at all unusual, and 10 percent is considered a very good rate. In addition, you may be required to buy credit life insurance which will pay off the bike and financing charge in the event of your death. Obviously financing should be undertaken only after an exhaustive look at all the possible sources.

Insurance can also be expensive. Most insurance companies combine automobiles and motorcycles into a "motor vehicle" category for cost evaluation purposes. This means bike riders pay premiums comparable to those of car owners. Most companies do offer a 50 percent discount on liability insurance to bikes weighing under 300 pounds.


The lowest premium costs can usually be found at companies specializing in motorcycles. Here rates are computed on the basis of the bike's size and speed capabilities; driving frequency and purposes; and the residence location of the rider. For unmarried men under 25 these specialists can cut premium costs to about 1/10th of those offered by regular companies.

The most expensive portion of motorcycle insurance is theft coverage. That's because it's simply impossible to protect a bike from determined thieves. Even the use of heavy chains and elaborate alarm systems hasn't prevented bikes from becoming very high-risk insurance items. The recovery rate in many big cities is about one in 10, so urban dwellers should expect to pay particularly high premiums (sometimes close to one-third of the bike's total cost).

Safety

The slightest collision looms potentially dangerous for the unprotected bike rider. Bikes are not involved in as many accidents as cars, but the chances of being killed or seriously injured as a result of a collision are about 15 times as great for the bike rider.

A helmet is the most important of all motorcycle accessories. It should be capable of absorbing severe impact shock and resisting puncture. Fiberglass and polycarbonate are the most acceptable construction materials, but you should inspect any helmet carefully for design durability. The best helmets carry a label certifying that they comply with the standards established by the Snell Memorial Foundation. The Foundation's criteria is more demanding than the government-established regulations, and as a result only a few high-quality helmets are cited. Whatever kind of helmet you buy, be sure to replace it at least every four years, after an accident or any time cracks or stress lines begin to appear.

The most vital safety precaution remains well-developed riding skills. Various hospital surveys have shown that over 60 percent of motorcycle accidents occur during the first six weeks of riding. In an attempt to reverse this trend Yamaha, Honda and Kawasaki manufacturers have all initiated rider instruction courses offered free to all new owners. Contact your local dealer for information concerning the nearest instruction center. 

Motorcycle Sampler '75

1975 offers a wide variety of motorcycles—trail, street, touring. Below is a selected review of models to give you an idea of what is on the market. This list is only a beginning, since there are many competitive machines available; so if you're considering a purchase, round up information yourself on all the models that interest you. Note: prices for the 1975 models had not been released by press time, so the 1974 suggested manufacturer's retail prices are given for each model.



Harley-Davidson FLH-1200

In optional full-dress (windshield, saddlebags and more) the Harley-Davidson FLH-1200 King of the Road model weighs well over 700 pounds. That kind of weight means the FLH-1200 is the heaviest bike ever mass-produced—and makes for real touring stability. Standard features like low footboards, a high (33-inch) heavily upholstered saddle, sensible handlebars and a throttle that can be set at cruising speed guarantee solid on-the-road comfort. Powered by a four-stroke, 1200 cc two-cylinder engine, the FLH-1200 can reach speeds approaching 100 mph, and with a five-gallon fuel tank, it can cruise all day. Manufacturer's 1974 suggested retail price: \$3,548 with fairing; \$3,375 without.



Honda CB-125

The Honda CB-125 looks surprisingly like a big bike. Powered by a 122 cc four-stroke single-cylinder engine that can reach speeds of slightly over 70 mph, the CB-125 comes equipped with such features as tachometer, mechanical front disc brake and five-speed transmission. It handles well at 210 pounds, and with a total fuel capacity of 2.3 gallons, the CB-125 goes about 160 street miles on a tank of gas. An efficient, mid-priced motorcycle for commuting, the CB-125 presently lists for \$650.

10 WHEELS



Honda XL-250

The XL-250 has a quiet 248 cc four-stroke single-cylinder engine that can hit 80 mph on the street, and a 2.1 gallon tank to go on. Weighing 284 pounds, the XL-250 is good for street stability but heavy for the trail. However, the bike's large engine is well suited for pulling through difficult terrain and for climbing, and the adjustable rear shock and skid plate are helpful for trail riding.

Manufacturer's 1974 suggested retail price: XL-250, \$1095.



Kawasaki G-3

The Kawasaki G-3's engine is mid-sized among bikes for street transportation. The well-designed 89 cc two-stroke, single cylinder engine, however, yields a top speed rated around 65 mph. Fitted with a standard 2.1 gallon fuel tank, the G-3 can go a long way. Its light 178 pounds on a 45.3 inch wheelbase (a little small for hard riding) means excellent handling and manageability. The G-3 is a good bike for both beginners and around-town riders. Manufacturer's 1974 suggested retail price: \$490.



Kawasaki S-1

At 339 pounds (dry), the 1975 Kawasaki S-1 is one of the heaviest 250's around, but its 249 cc two-stroke, three cylinder engine can reach speeds over 95 mph. In its third year of avail-

ability in the U.S., the S-1 has a five-speed transmission that gives the kind of acceleration that high expressway speeds demand. From a standing start the S-1 does the quarter mile in a quick 15.5 seconds, and the large 180 x 30 mm brakes provide adequate braking. The fuel tank has a full 14 liter capacity, and new improvements like waterproofing suit the S-1 for daily commuting. Manufacturer's 1974 suggested retail price: \$975.




Suzuki TS-100L Honcho

Suzuki makes the mid-priced TS-100L Honcho and more woods bikes for off-road touring and camping than just about anyone else. The Honcho comes equipped with universal tires for on- and off-road riding and a two-stroke 97 cc single-cylinder engine that develops enough horsepower for about-town use (with a 1.7-gallon tank). What makes the Honcho (and its near-twin, Blazer) a good small woods bike are features like a flip-up seat for easy maintenance, a single leading shoe brake for all-terrain holding, a primary kick starter for starts in any of five gears, and a manageable 202-pound weight. Manufacturer's 1974 suggested retail price: \$610.



Yamaha XS 500B

The 1975 Yamaha XS 500B offers some of the most sophisticated engineering found on any street and day touring bike of its size. The XS 500B is powered by a 498 cc engine with double overhead cams and four valves per cylinder. Weighing 433 pounds, it has a top speed of over 110 mph. The engine has an advanced four stroke design that develops peak power quickly, and a five-speed transmission. The SX 500B has a standard electric starter and a hydraulic disc brake standard up front. Manufacturer's 1974 suggested retail price: \$1702. 



“1974 Pickup Truck of the Year”

Pickup, Van & 4-Wheel-Drive Magazine
James T. Crow, Publisher

“After careful consideration and testing of all the pickup trucks offered for sale in this country, it is the unanimous opinion of the staff of *Pickup, Van & 4WD Magazine* that the Toyota Hi-Lux is the Pickup Truck of the Year for 1974.”

“The longer pickup bed [increased from 70.2 in. to 86.0 in.] offered all sorts of practical possibilities to increase the vehicle's utility. It made a better base for a camper, for instance. Or it would haul more motorcycles. Or more bulky gear of any type.”

“The additional inches in the

cab area [4 in. more legroom] made it possible for an oversized American driver to be comfortable even during long periods behind the wheel!”

“So what we have with the 1974 Hi-Lux is a very practical small pickup of good load-carrying ability, the choice between a standard-length pickup box or the longer bed, the best performance in the small pickup field, a 4-speed all-synchro or automatic transmission, air conditioning, bucket seats (with the automatic) or bench seats—and sufficient room for the occupants to be comfortable.”

“The Hi-Lux has the largest [piston] engine of all, offering a full 2-liter engine with more horsepower and consequently greater performance than any of the others.”

“We like its looks, we like its performance, we like its comfortable driving position. We also like its air of efficient ability, its compact size and its modest thirst for fuel. And, after we'd used a Hi-Lux to establish a new world's record for off-pavement travel, we had no doubt that it had to be the Pickup Truck of the Year for 1974.”

See how much truck your money can buy.

TOYOTA

Small car specialists for 40 years.

For more information, see Reader Service Card on page 9.

BIG THREE UP!

G.M., Ford, Chrysler Hike Prices.

DETROIT—To keep up with recent rises in the price of steel, the Big Three auto manufacturers announced new increases on cars and options this month. This is GM's seventh price rise since the end of the '73 model year. Increases have included not only the basic vehicle but extra standard equipment, optional equipment and destination charges. The increases average over \$550 per vehicle over final '73 model prices.

Ford and Chrysler, hiking their prices a total average of \$584 and \$458 respectively. **Extraordinary Increases**—The multiple price increases put into effect by the auto makers are unusual for the industry, which in the past tried to limit increases to one per model year. However, the recent rises in the cost of materials have forced the auto makers to raise prices as quickly as possible.



Little One Down!

For more information, see Reader Service Card on page 9.



Volkswagen Announces The \$2499 Love Bug.

A Specially Equipped, Limited Edition Beetle.

© Volkswagen of America, 1974. *Love Bug P.O.E., Suggested Retail Price, Local Taxes and Other Dealer Delivery Charges Additional.

(continued from page 7)

power brakes and a low vacuum warning light. Air conditioning, manual sun roof, vinyl roof and radio are other selected options available. Fully synchromeshed four-speed manual floor-mounted shift and manual front disc, rear drum brakes are standard equipment on the Pinto. Manufacturer's 1974 suggested retail price: \$2,500.



Oldsmobile Starfire

The 1975 Starfire, an all-new car for Oldsmobile, is offered in one body style—a sport coupe—and comes equipped with a 231 cubic inch, V-6 engine and a console-mounted four-speed synchromesh transmission. Power front disc and rear drum brakes are standard, as are steel-belted radial tires, tachometer and front bucket seats. Air conditioning and power steering are available as options. The styling of the Starfire includes dual rectangular headlamps mounted in a soft plastic front end panel that flexes with the energy-absorbing front bumper in minor impacts and returns to its original shape.



Ford Mustang II

For 1975, the Mustang II which was first introduced in 1974 will be available in four models: the two-door hardtop, Ghia, three-door 2+2 and the Mach I. Powered by a 140 cubic inch, in-line four-cylinder engine, the Mustang II has fully synchromeshed four-speed manual floor-mounted shift and hydraulic front disc and rear drum brakes. Selected standard equipment includes rack and pinion steering, white sidewall steel-belted radial tires, solid state ignition and front bucket seats. Optional equipment includes competition suspension, 3.5 gallon auxiliary fuel tank, tinted glass, manual sun roof and air conditioning. Manufacturer's 1974 suggested retail price: \$2,900.



Pontiac Astre

The Astre is Pontiac's entry into the subcompact field. Available in two-door hatchback coupe and two-seat safari wagon models, Astre has a 140 cubic inch, four-cylinder engine. All forward synchromesh, three-speed manual transmission (on-the-floor-shift) is standard, as are self-adjusting front disc and rear drum brakes. Four-speed manual and three-speed automatic transmissions and power brakes are optional. Standard equipment on the Astre includes bias-belted tires and front bucket seats. Selected optional equipment available: steel-belted radial tires, power steering, rear window defroster, AM/FM radio and air conditioning. GT and Custom Safari packages are also available.



Honda Civic

The 1974 Honda Civic comes in two basic body styles—a two-door sedan and a three-door hatchback model. Averaging an EPA record 29.1 miles per gallon, the Civic is powered by a four-cylinder engine. Standard features on the Civic include front-wheel drive, rack and pinion steering, anti-sway bar, four-wheel independent suspension and front disc brakes. Air conditioning, radial-ply tires and Hondamatic transmission are available as options. Manufacturer's 1974 suggested retail price: begins at about \$2,400.



Toyota Corolla 1200

The two-door sedan Toyota Corolla 1200 for 1974 is powered by a 1166 cc four-cylinder engine and comes with all synchromesh four-speed manual floorshift transmission and front disc and rear drum brakes. Standard equipment on

the Corolla 1200 includes tubeless whitewall tires, reclining front bucket seats and rear window defogger. Air conditioning and radio are available as options. Manufacturer's 1974 suggested retail price: \$2,300.



Triumph Spitfire

The 1974 Triumph Spitfire 1500 convertible has as its chief new styling feature an aerodynamic "spoiler" mounted under the front bumper to add to driving stability and provide improved engine cooling. A unique Spitfire feature is its one-piece hood and front fender construction, which allows hood and fenders to be swung forward and up as a single unit. This gives complete access to the engine compartment and front suspension, brakes and steering components. Powered by a 91 cubic inch, four-cylinder engine, the Spitfire has all synchromesh, four-speed manual transmission and front disc and rear drum brakes. Standard equipment on the 1974 Spitfire includes rack and pinion steering, tachometer and reclining bucket seats. Radial-ply tires, overdrive, fully independent suspension, removable hardtop, tonneau cover and radio are options. Manufacturer's 1974 suggested retail price: \$3,400.



Volkswagen Dasher

The 1974 VW Dasher comes in two- and four-door sedan models as well as a station wagon. Powered by a 89.7 cubic inch, four-cylinder engine, the Dasher has a four-speed synchor-transaxle manual transmission and self-adjusting front disc and rear drum power brakes. Standard equipment on the Dasher includes front-wheel drive, rack and pinion steering and radial-ply tires. Selected optional equipment includes tinted glass, sunroof and radio. Manufacturer's 1974 suggested retail price: \$4,200.

14 WHEELS



Volkswagen Beetle

The two-door sedan VW Beetle for 1974 is powered by a 96.66 cubic inch rear-mounted four-cylinder engine, and has four-speed synchromesh manual transmission and self-adjusting front disc and rear drum brakes. Telescopic steering column, all independent suspension and adjustable front bucket seats are standard equipment; automatic stick shift, radio and sunroof are available as options. Manufacturer's 1974 suggested retail price: \$2,800.



Datsun Pickup

The Datsun pickup for 1974 has a 1770 cc in-line, four-cylinder engine and a new four-speed manual transmission, the same transmission used in the Datsun 240-Z. All drum power brakes are standard; a three-speed automatic transmission is optional. The 1974 Datsun pickup comes equipped with electric windshield wiper and washer, flow-through ventilation, heavy-duty tires and three-point adjustable seat belts. Air conditioning and AM/FM radio are available as options. Manufacturer's 1974 suggested retail price: \$2,815.



Toyota Pickup

The Toyota Half-Ton Pickup for 1974 comes in two models, both two-door: a standard deck, measuring 70.3 inches; and the Long Bed 2000, with a deck of 86.1 inches. Both are powered by a four-cylinder, 120 cubic inch engine and have all synchromesh four-speed manual floorshift transmission and all power drum brakes. The 1974 versions, additionally, have a larger cab and repositioned foot pedals to provide up to four inches increased legroom. Selected optional features include radio, front bucket seats and air conditioning. Manufacturer's 1974 suggested retail price: \$3,000.

W

You may win up to \$1000 in Datsun's first student travel-writing competition. (For not-so-famous student writers.)

So you like to paint pictures with words. Well, that's exactly what Datsun's first student travel-writing competition is all about, so now's your chance.

America, The Datsun Student Travel Guide, is the first annual travel guide written strictly for students. Over a million copies of the '74 Guide were passed out free on more than 150 college campuses. And now you, too, can be a part of **America's** service and success, with a chance to bag up to \$1000 in cash or a 3-month Internship next summer working on the '76 edition. Not to mention being published for real in the '75 Guide.

Liberty and Justice for all writers.

The competition is wide open:
2500-word essays for students
who'd rather write than talk;
100-word paragraphs for

everyone. Essays can be fiction, humor, personal experiences, interviews, whatever. Paragraphs should be about an experience, a place, restaurant, city, park, situation, or how to do something, etc. Either way, all entries must relate to student travel. Those are the only rules, except that entries must be post-marked no later than midnight, December 1, 1974.

Mail to: Datsun's Student Writing Competition, c/o Approach 13-30 Corporation, 1005 Maryville Pike, Knoxville, Tennessee, USA 37920. Non-winning material will be returned to you

if you send a stamped, self-addressed envelope with your entry.

Essay Competition:

First Prize - \$1000 or a 3-month Internship with **America** in the summer of '75 to work on the '76 Guide. Plus publication of your work.

Second Prize - \$150/Award certificate/Publication, space permitting.

Third Prize - \$50/Award certificate/Publication, space permitting.

Paragraph competition:

First Prize - \$250/Publication.

Second Prize - \$150/Publication.

Third Prize - 10 \$25-awards/Publication.

PLUS - 15 Honorable Mentions/Publication, space permitting.

All winners will be notified by February 1, 1975.

For more information,
see Reader Service Card on page 9.



Chevrolet announces a very new small car.
The Monza 2+2



THE SMALL CARS TO COME, WON'T COME AS A SURPRISE. Not after you've driven the new Monza. It's one of them that happens to be here a little early.

2+2 EQUALS COMFORT AND CONVENIENCE. The standard Monza interior is everything you'd probably ask for, plus a few things you might not think of. Like getting a handy little wagon by folding down the rear seat back.

A 4.3-LITRE ENGINE. Besides the standard 2.3-litre 4-cylinder, a new small displacement V8 is available.

WAY-AHEAD FRONT END. The body-color panel looks like metal, resists minor dings.

POWER VENTILATION SLOTS. Outside air is drawn in by blower, exhausts through special side louvers.



AN IMPRESSIVE SPORTS SUSPENSION. A new rear torque arm helps isolate driving and braking forces from the body. Stabilizer bars are standard.

RECTANGULAR HEAD-LIGHTS. Expensive European cars have looked great with them. Now a not-so-expensive American car looks great with them.

GM-SPECIFICATION STEEL-BELTED RADIALS. Monza's suspension has been carefully tuned to them, adding to handling.

A LONG-DISTANCE FUEL TANK. Approximately 18½ gallons, for extended cruising.

CHEVROLET'S NEW EFFICIENCY SYSTEM. It's like the one that's helping most of our other 1975's run leaner (more economically), run cleaner and save money every mile. It's a series of engineering improvements including a catalytic converter, High Energy Ignition, GM-Specification steel-belted radial tires and other engine refinements.

The 1975 Monza 2+2. Like we told you, it's a very new small car. See it soon at your Chevrolet dealer's.



Chevrolet makes sense for America.
 For more information, see Reader Service Card on page 9.

