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**Variety of Colors Ex.**

## Satellite Still Under Consideration

# Trustees Vote To Keep SMH In Sanford

**By GEOFFREY POUNDS**  
**Herald Staff Writer**

Seminole Memorial Hospital will stay in Sanford at its present site on First Street.

That was the pronouncement made by the SMH made by the board of trustees at a special meeting today. By a unanimous vote, the board approved a motion by Allan Keen stating that the trustees intend to pursue renovation of the hospital to assure quality medical service at the present location.

A separate motion stating that the trustees intend to "explore the feasibility of a satellite unit in a growth area of the county" also was passed by unanimous vote.

The action by the board clarifies a position taken at a May 22 meeting. However, board chairman Thomas Blayney said there appeared to be some confusion as to exactly what transpired at that meeting and the trustees should "uncloud the issues" and "make definite" their intentions.

At the May 22 meeting, the trustees voted to pursue renovation of the existing facility and explore the satellite unit in Lake Mary. However, the action did not entirely exclude the possibility of relocating the hospital since the board also approved the spending of \$25,000 for a market study that would have contained information pertaining to relocation.

The action taken today, Keen said, makes it clear that the board is no longer considering relocation as an option. To further establish its position, Blayney moved that the board delay going ahead with the additional consultant study.

Blayney's motion was approved unanimously.

"I think the issue has become somewhat clouded since we began discussing alternatives. I think we would have a problem signing a contract for \$25,000 in consulting fees, when we don't know what the feeling of the county commission is. I think we need to meet with them as soon as possible to present them with our information and get their input," Blayney said.

Blayney said the meeting with the county commissioners will focus on discussions of leasing the hospital from the county. This would be pursued if the commission approved a request to permit the hospital to change from a county-owned facility to a private not-for-profit facility.

A special bill in the legislature that would allow the hospital to reorganize has been approved in both the senate and the house and awaits Governor Bob Graham's signature. If the governor approves, the county commission could grant the hospital's request and the hospital would become a private non-profit facility.

Reorganization has been pursued for several months in order to accommodate financing arrangements that would permit renovation. As a county-owned hospital, funds cannot be raised through tax-exempt revenue bonds. But the Florida Health Facilities Authority Law permits the sale of tax exempt bonds by non-profit, private health care facilities. The sale of such bonds, hospital studies state, could finance the renovation costs, which could surpass \$12 million.

Blayney said it would be premature to proceed with any additional plans or studies until the county commissioners provide some indication of how they will act on the reorganization matter.

## Carter Policy Void

**WASHINGTON (UPI)**—A federal judge ruled today that economic sanctions used by the administration to enforce its wage-price guidelines are unconstitutional.

U.S. District Judge Barrington Parker, in a 24-page opinion, granted a motion by the AFL-CIO and 10 unions that the crucial part of President Carter's anti-inflation program be voided.

"President Carter has exceeded the authority conferred on him by the Constitution by seeking to control incomes and thereby prices through the procurement power," Parker said.

"The program establishes a mandatory system of wage and price controls, unsupported by law."

Under the Carter guidelines program, companies that violate the 7 percent wage limit per year face loss of contracts with the government amounting to \$5 million or more.

The AFL-CIO, and other unions, have maintained that the sanctions turned Carter's "voluntary" program into a mandatory set of controls, and Parker agreed.

"In summary, the defendant's (government) assertion that the guidelines are somehow voluntary has little merit and upon close analysis must fail," Parker said.

During a one-day court hearing May 15 on the challenge, Assistant Attorney General Barbara Babcock said it would be "shameful for the government to purchase from companies that are promoting inflation."

She compared the guidelines enforcement program with a similar policy toward companies that violate equal employment opportunity laws.



Roger Mathers (top) and John Fitzgerald set the stage for the bloody mock disaster.

## Local Mock Disaster: Thespians Training Too

**By SHARON CARRASCO**  
**Herald Staff Writer**

"As an actor, it's really good experience," says John Fitzgerald, a senior at Seminole High School, as he affixes something called a sucking chest wound to simulate a shotgun injury.

Thursday, Fitzgerald and other students of the Thespian drama club at Seminole High School volunteered their talents today to play the maimed and injured victims in a mock disaster.

The mock disaster is held twice a year as a portion of the final exams of the Health I and Advanced Health classes at the high school, says Jim Terwilliger, athletic trainer and health teacher.

Drama students get a chance to make themselves up as accident victims, while health students must treat their injuries under the simulated situation.

"We try to make the wounds as large and grotesque as possible," says Terwilliger as he affixes a protruding eye to one student.

"This gives the student a feeling of realism, things he would probably never be confronted with. But if he can handle himself under these conditions, then he won't panic under milder situations," Terwilliger says.

Outside in the parking lot, one health student treats an accident victim for a broken tibia and an eye injury.

Lying under a van, another student simulates an amputee from an accident. He screams hysterically as the health student patiently wraps up his arm, causing the spurting blood from the pumping mechanism to cease.

Senior Alma Smith, who says she wants to be a nurse, talks of her treating an accident victim.

"It's good experience. I have never done a gunshot wound in the neck and chest before."

As she picks up the bandages soaked with fake blood, she comments,

"I could have done a broken leg better."

## Sanford Association Opposes SMH Move

The Sanford Business Association passed a resolution this morning opposing the move of the Seminole Memorial Hospital and the Seminole County Library First Street Branch.

The business association has joined ranks with both the City of Sanford and the Sanford Chamber of Commerce in its opposition to the hospital's proposed move.

"I feel the need is too great for the hospital to be moved out," says Nora Gordon, president of the Sanford Business Association.

"The hospital move would not hurt business but it would hurt the community," Mrs. Gordon said. "If the hospital were not close, a lot of people would not get the care they need because they couldn't get there."

Jack Horner, executive manager of the chamber of commerce, attended the meeting this morning.

"The association's resolution just shows the whole community is expressing its feelings against the move," Horner said.

Bill MacLaughlin, vice president of the business association, said he made the motion to keep the hospital and the library in the downtown to maintain their easy accessibility to the community.

"If the library were moved, anybody who used it would have to drive out there in their cars," MacLaughlin explained. "They couldn't walk. This would eliminate some kids and other people aside from costing more money."

"Personally, the library wouldn't have to be downtown. I don't use it but it needs to be in a place that is more accessible to more people. Maybe we could keep the thing downtown."

The Seminole Memorial Hospital will serve more people and is easier to get to in its present location than if it is moved, MacLaughlin said.

It's easier to renovate what we have rather than start from scratch." — SHARON CARRASCO

## Barton Resigns Seat

Longwood City Commissioner Stephen Barton said he would announce at today's special meeting he will resign from his District 5 seat because he is no longer living in the city.

The meeting was called by Mayor June Lammann so the commission could set out Circuit Judge Richard Muldrew's order that he vote on whether Commissioner Larry Goldberg should vacate his seat. If they defy the order, they could go to jail for 10 days.

Barton's resignation will leave a seat open in District 5, where Goldberg now lives having moved from the district which he was elected to represent.

The commission could, conceivably, appoint Goldberg to fill Barton's seat.

Barton said since his term still has 1 1/2 years left and there is a possibility Goldberg's seat will also be vacated, he hopes the commission will call a special election rather than make an appointment.

Barton moved from the house he was renting in Sleepy Hollow subdivision to his newly completed home at 572 Whisperwood Drive, Sabal Point.

## Attorney Davis Quits

Joe Davis, the dean of city attorneys in Seminole County, has resigned the position he has held with the city of Altamonte Springs for the past 21 years effective July 31.

"The position of city attorney in Altamonte Springs has become almost a full time job," Davis, senior partner with the Sanford law firm of Stenstrom, Davis, McIntosh and Julian, said today. "And I no longer have any time to devote to my private law practice. My private clients need professional counsel and advice too."

Davis said he has no problem with any members of the city government. "But I've been thinking about leaving Altamonte for some time. I have stayed there because I felt a personal obligation to see to completion certain projects that had been started." He cited as examples the regional sewer plant that serves most of South west Seminole County and parts of Orange County, construction of the city hall and civic center and the purchase of the second civic center in the Spring Oaks Area.

The former state legislator said he has not been asked for a recommendation on a replacement and will not be recommending a member of his firm as a successor. At the same time Davis said he will be continuing as city attorney of Oviedo "as long as they want me."

## Why Don't 'Independent' Pumps Run Short Of Gas?

**By DONNA ESTES**  
**Herald Staff Writer**

How can pumps at convenience food stores and at some motels continue to sell gasoline to motorists when major oil company-affiliated stations have run out?

"The answer is simple, according to Roger Brault, area supervisor for the Cumberland Farms stores in Seminole County. "We buy gasoline from a middle man, who in turn buys it from the major companies. Sometimes we buy the gas in Taft and sometimes in Tampa, but not from any big company," Brault said.

Meanwhile, Mel Dekle, who owns and operates a Gulf Oil Co. station on French Avenue in Sanford and has been in business in the area for the past 30 years, says the oil companies are "selling some of my gasoline to independents."

"Somewhere along the way the oil companies are shipping gasoline out from under us. It's obvious the independents are not making their own gasoline. The major companies are putting gasoline on the open market," Dekle said.

Augie Morales, manager of the Cumberland Farms store in Casselberry noted,

"We get it from wherever we can. We can't really call the independent companies where we get the gasoline fly-by-night operators. They are just not the big companies. Sure we have to pay a little more."

Normal open hours for the Cumberland Farms stores in Seminole County are 7 a.m. to 10 p.m. and self-service gasoline is available during all those hours. "We are short on supplies of no-lead gasoline, but haven't had any problem with getting any of the other types of gasoline," Morales said.

The local stores, Morales said, are told which company to use as supplier by the Cumberland Farms Fire Line, Canton, Mass.

Meanwhile, Rich Hall, Southland Corp. gasoline manager for the north half of Florida, including Seminole County, for Seven-Eleven Food stores, said gasoline for the outlets he serves receive gasoline from "miscellaneous independent sources."

"There is no one supplier," he said. "The corporate office in Dallas sets it up. It is coordinated through the corporate offices." Hall said.

Many Seven-Eleven Stores See GASOLINE, Page 2A

## President Meets Oil Executives

**WASHINGTON (UPI)**—President Carter today sought the views of oil executives for the industry perspective on the gasoline shortage and rising prices. He plans a follow-up meeting with leaders of consumer groups Friday.

"We get it from wherever we can. We can't really call the independent companies where we get the gasoline fly-by-night operators. They are just not the big companies. Sure we have to pay a little more."

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Many Seven-Eleven Stores See GASOLINE, Page 2A

Schlesinger will participate, were designed to give Carter information "from the perspective of both industry and the consumers ... to learn what problems they see down the road in terms of supplies on a regional or national basis," he said.

**Today**

Armed The Clock	4A	Horoscope	8A
Bridge	8A	Hospital	2A
Comics	8A	Obituaries	2A
Crossword	8A	OURSELVES	7A
Fillerial	4A	Sports	8A
Daily Aday	7A	Television	7A
Dr. Lamb	8A	Weather	2A







THOMAS W. DOYLE, Publisher
RONALD G. BECK, Advertising Director

South Korea Is Thriving

Mention South Korea these days and most Americans are likely to think of bribery on Capitol Hill and the authoritarian rule of President Park Chung Hee.

The astonishing growth rate of the South Korean economy bids fair to propel this once backward nation into the rarified ranks of the world's industrial powers.

Let this speculation be written off as hyperbole, consider that South Korea's gross national product has grown by about 10 percent a year since 1961, one of the highest sustained growth rates in the world.

By 1990, South Korea's economic planners envision an economy as large as that of France today.

Significantly, the South Koreans are rapidly moving beyond the cheap exports that fueled growth during the 1960s and early 1970s.

Ultra-modern steel mills and mammoth shipbuilding yards underscore South Korea's determination to challenge Europe and Japan for the most advanced export markets.

These are astonishing achievements for a nation considered an economic cripple less than 20 years ago.

Nor have South Korea's people been excluded from the benefits of this economic miracle. Although wage levels remain below those of Japan, they have increased by about 30 percent a year for the last four years.

Free enterprise, inspired economic planning by President Park and the South Korean government, and much hard work have raised up a dynamic economy that is fast becoming the wonder of Asia.

In dramatic contrast, Communist North Korea remains a sterile, totalitarian backwater with a slumming economy and a drab standard of living comparable with that of mainland China.

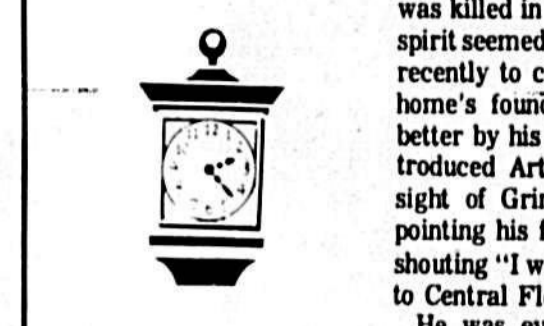
True enough, Park Chung Hee is no Jeffersonian democrat and South Korea's political life falls short of the standards that prevail in the West.

Considering the fearful price Americans paid in blood and treasure to defend South Korea from Communist conquest, that country's remarkable success ought to be a source of pride and enduring satisfaction on this side of the Pacific.

Please Write

Letters to the editor are welcomed for publication. All letters must be signed, with a mailing address and, if possible, a telephone number so the identity of the writer may be verified.

Around



The Clock

By JANE CASSELLBERRY

ANGEL-WALTERS Hospitality, Tax Money Are Abused

WASHINGTON (NEA) — Congress, which loves to talk about eliminating fraud and abuse in government programs, finally has a golden opportunity to practice what it preaches.

Legislation has been introduced in both the Senate and House to plug loopholes in current law that permit thousands of newly arrived legal immigrants to qualify for welfare assistance as early as 30 days after they enter the United States.

Although no one knows the full scope of this rip-off, a General Accounting Office report last year estimated that in five states alone abuse of a single program — Supplemental Security Income (SSI) — was running at more than \$72 million annually.

The SSI program provides funds for the aged, blind and disabled. GAO did not try to quantify abuse of other welfare programs by newly arrived immigrants but said there is good reason to believe a similar problem exists with Medicaid and Aid to Families with Dependent Children.

Immigration laws are supposed to prevent admission to this country of anyone likely to become a "public charge" within five years of entry. But the five-state GAO study found 37,811 recipients of SSI who had come here less than five years ago.

Where can you learn if you're interested in some aspect of the medical profession, an area which has until recently been traditionally closed to blind practitioners?

St. Mary's Junior College initiated a project in 1977 designed to educate blind and visually impaired students for the occupational and physical therapy assistant fields.

Jim Severy, coordinator of the allied health project for visually impaired students, said the project began because "we wanted to study the feasibility of training the blind in their jobs, placing them in the field, and then develop a model for other colleges."

Of the six students recruited in the summer of 1977 three graduated this spring. One, who has functional vision, was placed in a job at a nursing home.

That left 10 blind students in a school population of 800. Severy said the project will flourish at St. Mary's because "we have a traditional educational system here."

Patricia Miller, coordinator of the physically handicapped in science project, has adapted the science learning experience for visually impaired students. She has focused on making abstract concepts visual and tangible.

JACK ANDERSON

Oil Price Rise Could Have Been Curbed

WASHINGTON — Locked in the files of the Central Intelligence Agency is startling evidence that the Nixon administration could have stopped the disastrous oil price rise which threw the Western world into an economic tailspin in 1974.

The secret papers identify the shah of Iran as the driving force behind the great oil gouge. Saudi Arabia repeatedly urged the Nixon administration to help persuade the shah to hold down oil prices.

Even after the increases had gone into effect, the Saudis offered to force prices back down by selling oil at public auction. Economists agree this would have broken the back of the international oil cartel.

Yet the Nixon crowd made no effort to bring the shah into line. This convinced the Saudis, according to the secret documentation, that the United States was conspiring with the shah to keep prices up.

The Saudi oil minister, Sheikh Ahmed Zaki Yamani, complained in secret message to Washington: "There are those amongst us who think that the U.S. administration does not really object to an increase in oil prices. There are even those who think that you encourage it for obvious political reasons and that any official position taken to the contrary is merely to cover up that fact."

No one really doubted that the United States had the clout to stop the shah from pushing up oil prices. The shah not only depended upon the United States for military support, but he owed his very throne to the United States.

Top officials in both the shah's regime and the Nixon administration have told us that the U.S. hold on the shah certainly should have been strong enough to restrain his oil greed. Later, indeed, Richard Nixon's successor in the White House, Gerald Ford, had no trouble persuading the shah to stop his clamor for higher prices and to join the Saudis in blocking another huge increase.

Then why did the Nixon administration permit the shah to drive up oil prices, at such a terrible cost to the U.S. economy, without a protest? And why did the Nixon administration give the shah virtually a blank check to purchase more U.S. weapons than his armed forces could handle? It almost seems as if the Nixon crowd put the shah's wishes ahead of vital U.S. interests. Why?

The secret papers single out Henry Kissinger as the shah's staunchest champion inside the Nixon policy councils. He opposed using pressure tactics to stop the shah from raising oil prices.

It was through her work with General Palyt that Vicki, granddaughter of Timothy (Pappy) Wilson Good Samaritan Home president, met Grindle, who she introduced as someone who could "step on your toes without missing a step on your shoe."

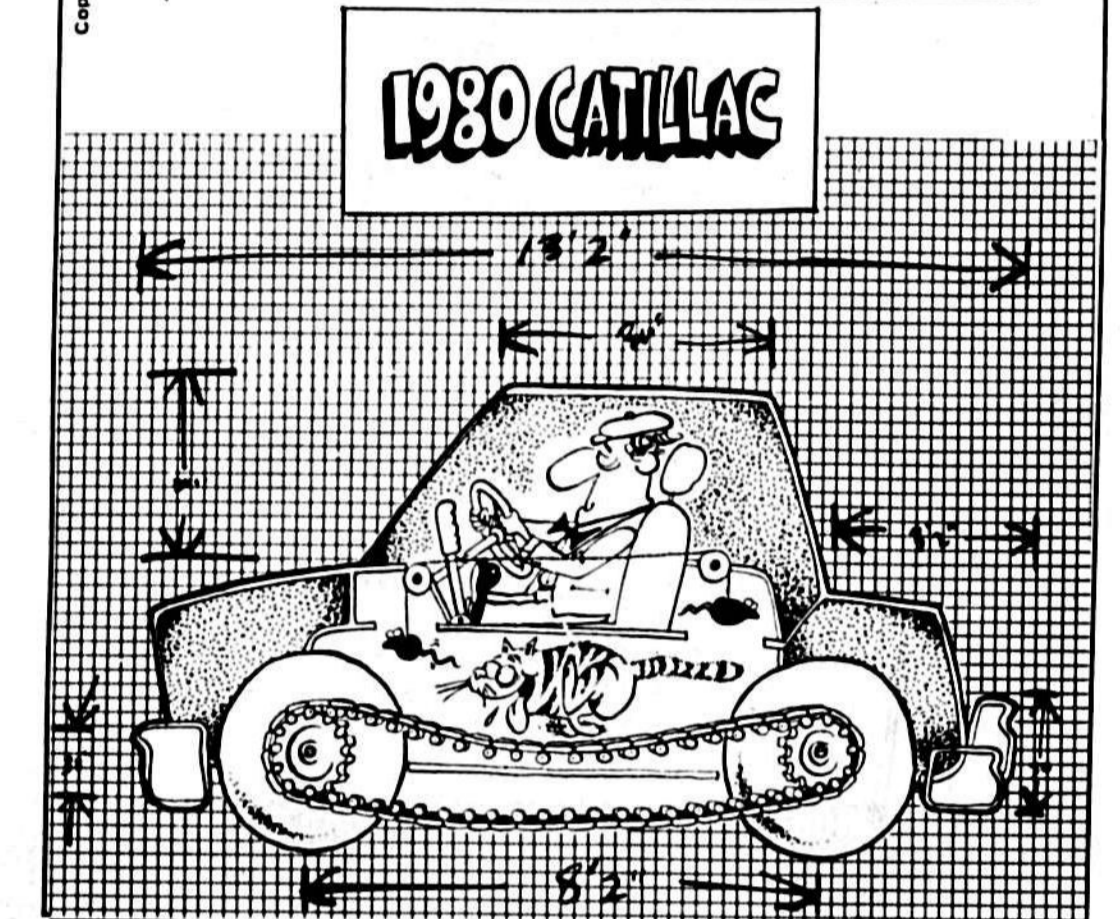
Grindle surprised a lot of people in the audience, who knew him only by his super-salesman image, when he turned out to be a darn good preacher as well.

Horace Orr, president of SEDCO and member of the Good Samaritan Board of Directors, did a great job as master of ceremonies. I was surprised to learn he was born in what is now Castellberry (back before the city was incorporated). It seems his father worked for the city's founder Hubbard Castellberry in the fern business.

When I tried to introduce Orr to my husband, Leonard, he (Orr) said, "We've already met. Remember me? I'm the one you found asleep in the wheelchair."

Have you heard about the peeping Tom who wrote his autobiography and called it "The Happy Looker?"

It was through her work with General Palyt that Vicki, granddaughter of Timothy (Pappy) Wilson Good Samaritan Home president, met Grindle, who she introduced as someone who could "step on your toes without missing a step on your shoe."



VIEWPOINT

When Made In Japan?

By DON GRAFF

Americans might well ask themselves exactly what it was they wrought 34 years ago this August on the decks of the U.S.S. Missouri in Tokyo Bay.

A prostrate Japan, having surrendered unconditionally, was theirs to do with as they wished. What they did was to blueprint the rebuilding of the defeated nation according to the pattern of a Western democracy.

Under American guidance, Japan renounced its martial past and dreams of political empire to channel its considerable energies into the development of a modern industrial economy.

That rebuilding process is long since completed. Japan, although still deeply conscious of its past and devoted to many of its ways, is today a parliamentary democracy, one of the world's two or three richest nations and its second largest economy, a close political ally of the United States and the largest U. S. trading partner.

And as a consequence, relations between the United States and Japan are deeply troubled, the number one item on the agenda for currently visiting Prime Minister Masayoshi Ohira in his talks with President Carter, as they will be again in June when the Carters visit Tokyo in return.

While there are political overtones, specifically as regards policies on China, the Soviet Union and oil, U.-S.-Japanese differences are rooted in economics. They have developed and intensified during the past several years of U. S. trade imbalance. It has been a temptation, increasingly indulged in, to see Japan, which has been driving the principal profit from the massive U. S. deficits, as principally responsible.

Japan, it is widely believed, does not trade fair. While dumping television sets and taking advantage of liberal U. S. duties on a host of products from autos to calculators, it has kept its home market all but closed to American goods.

Washington has been giving ear to complaints of threatened American industries. Protectionist sentiment against Japanese products is rising in Congress and could take an ugly political turn as an issue in the coming presidential and congressional campaigns.

And it could get much worse, should the anti-Japanese mood endanger congressional acceptance of the new world trade pact just concluded in Geneva after five agonizing years of negotiation. That would be the real disaster because the new agreement, in addition to cutting world tariffs by upwards of 35 percent, for the first time cuts through the tangle of nontariff trade restrictions that are more responsible than anything else for difficulty of American exporters in penetrating the Japanese market.

Japan is well aware of the American mood and apprehensive as to possible consequences. It is currently mounting a major public relations effort — Japan Year, publicizing the nation's contemporary cultural, economic and intellectual life — in seven large cities to improve the Japanese image with the U. S. public.

It was clearly the shah's favorite bank. When Kissinger was retired from government by the Democrats, he became a consultant to Chase Manhattan. He is also chairman of the bank's international advisory committee.

Kissinger told us that he was never involved in the Rockefeller's commercial activities until he left government and that his present services for the bank are purely advisory.

Kissinger acknowledged that he had not pressed the shah to lower oil prices at first and that the shah "talked a tough game." But Kissinger contended he tried to hold down prices by assuring that oil would be plentiful. "The shah kept his daily oil production at six million barrels. We never appreciated how important this was to us," said the former secretary of state.

At President Ford's behest, Kissinger later urged the shah to stop the Saudis in holding down prices. But this, he admitted, was long after prices already had quadrupled.

He confirmed that he had made "five or six" special trips to brief the shah and insisted his letters were not "obsequious" but merely "respectful."

In future columns, we will lay out the secret documentation.

We have verified that Rockefeller channeled hundreds of millions of dollars in oil revenues and other funds through the Chase Manhattan

FLORIDA IN BRIEF

Graham Renews Threat To Veto Proposed Budget

TALLAHASSEE, Fla. (UPI) — Gov. Bob Graham today renewed his threat to veto the proposed state budget that doesn't set aside at least \$600 million he wants for tax relief.

Graham's threat complicated efforts by the Legislature to reach a compromise on the \$14 billion state spending plan and avoid a lengthy extended or special legislative session.

Advertisement for Cable Deregulation Set?

TALLAHASSEE, Fla. (UPI) — Cable television rates will no longer be set by cities and counties under a bill passed by Legislature Wednesday and sent to Gov. Bob Graham.

The bill (HB892) deregulates cable rates in all counties except Duval and Monroe where the cable companies have exclusive contracts. The bill passed 64-38 in the House and 28-8 in the Senate.

'Landmark Legislation'

TALLAHASSEE, Fla. (UPI) — A compromise bill to guarantee the financial integrity of local governments special taxing districts and local pension funds passed both houses Wednesday and is on its way to the governor's desk.

Rep. Barry Kutun, D-Miami Beach, called it "landmark legislation" that will help prevent the fiscal problems experienced by Cleveland and New York City.

The bill seeks to keep local governments solvent by requiring them to undergo reviews by the auditor general and submit periodic financial statements to the state. Pension funds are required to be actuarially sound and must filed reports regularly with the Division of Retirement.

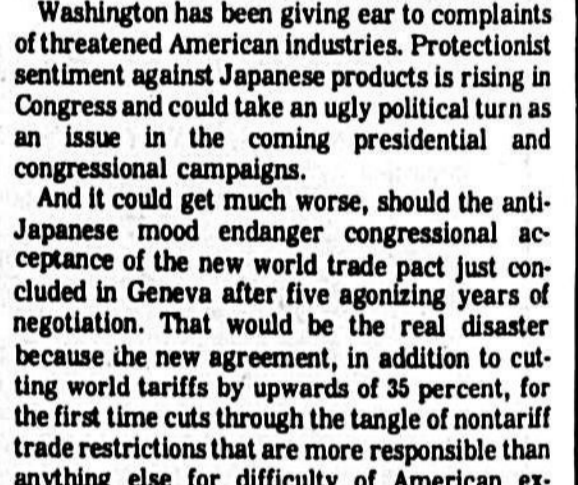
Insurance Law Passes

TALLAHASSEE, Fla. (UPI) — Legislation backers say they protect consumers if their life insurance companies go broke has sailed through the Legislature.

Both houses approved the bill (SB403) by wide margins Wednesday and sent it to Gov. Bob Graham after little debate.

Insurance Commissioner Bill Guter backed the legislation which sets up the Life Insurance Guaranty Trust Fund. Each life insurance company must kick in 1 percent of the total premiums they write in Florida. If a company goes under, money from the fund will be used to reimburse customers.

Advertisement for LAST PHASE OF Going out of Business SALE



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224 E. FIRST ST. DOWNTOWN SANFORD 322-3071 GOING OUT OF BUSINESS PERMIT NO. 1417

Sanford Commission: Trees Will Stay

A buffer zone of trees will remain uncut in a small grove between Hartwell and Marshall streets south of 25th Street due to the efforts of neighboring residents.

Some 30 residents in the area presented a petition to the Sanford City Commission Monday asking that the half-block grove of trees south of Osceola Drive remain intact to aid drainage and reduce blowing dust.

The area north of the grove to 25th Street has been cleared of brush and made into a park by the city. After receiving the petition, the commission's vote was unanimously to reappoint C. B. Franklin and J. Q. Galloway to the planning and zoning board.

Advertisement for Cable Deregulation Set?

Advertisement for 'Landmark Legislation'

Advertisement for Insurance Law Passes

Advertisement for Parents Optimistic For Siamese Twins



KING AND QUEEN

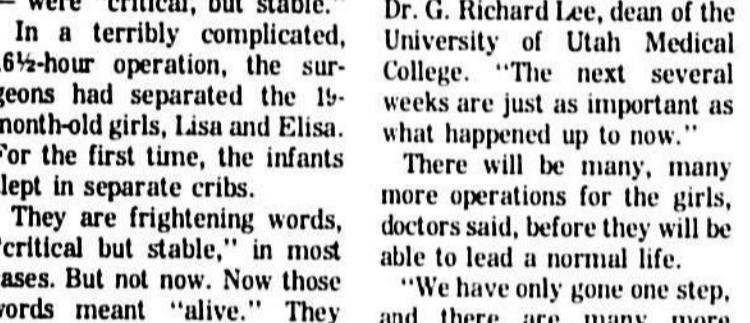
Kimberly Cooks, 4, and Willie Burke, 3, were chosen May Day king and queen at Resthaven Kindergarten, 1221 W. Seventh St., Sanford. The youngsters celebrated the day with relay races, games and at several, selecting the king and queen.

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Advertisement for Memorial Day Sale!



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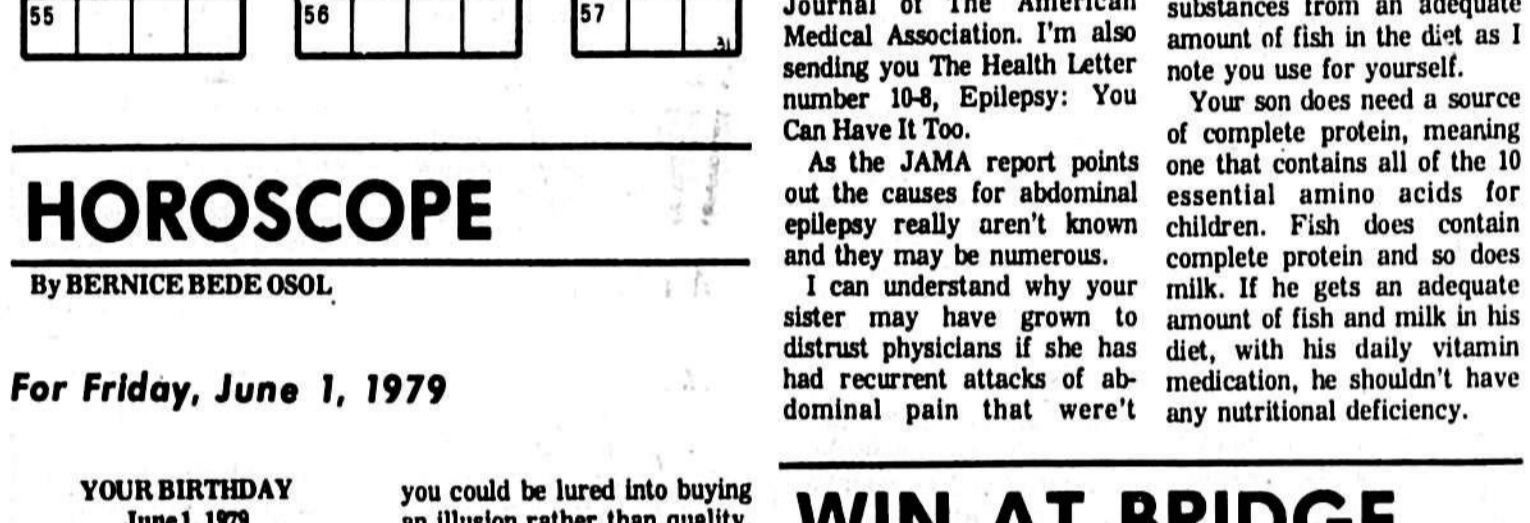
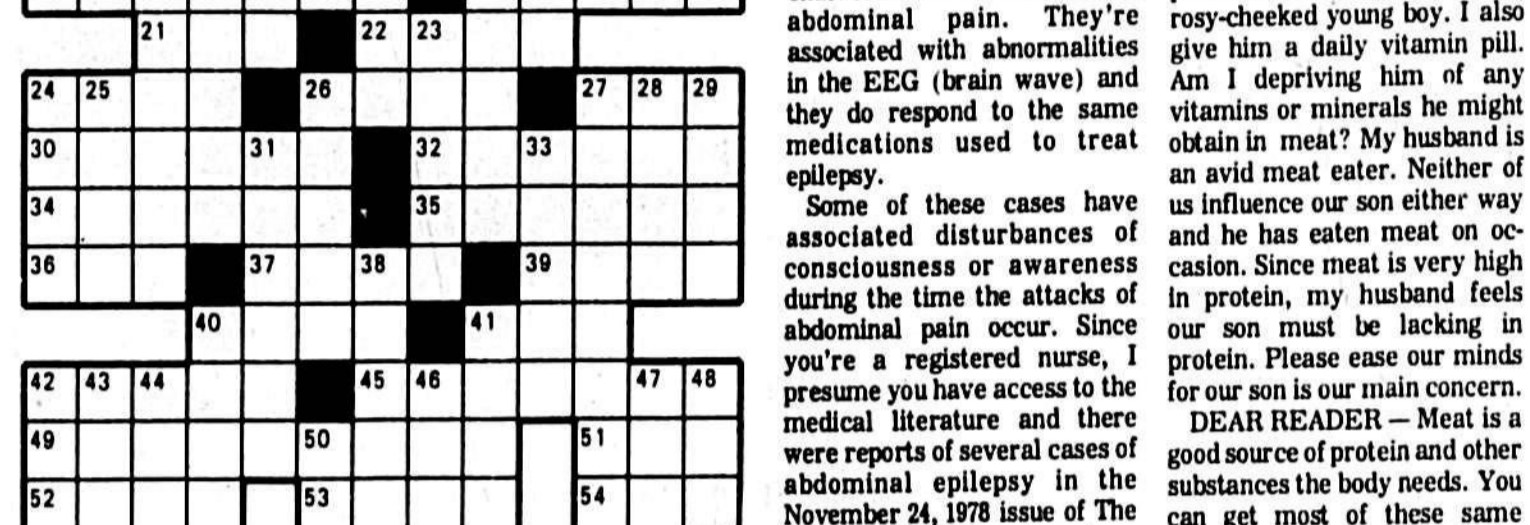
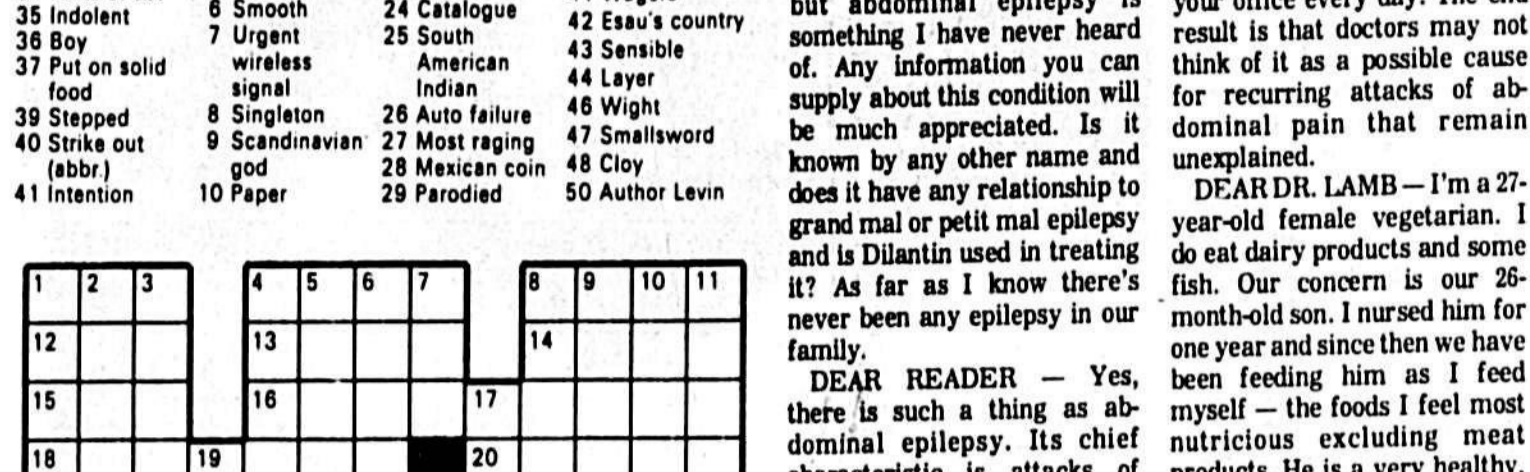
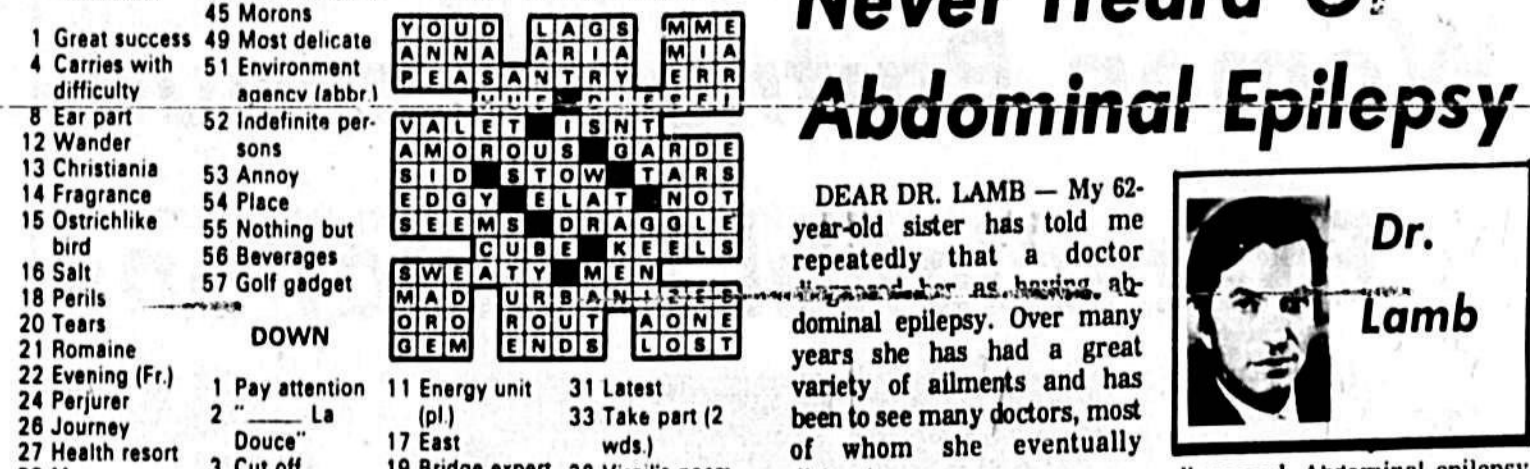
Advertisement for Save \$4 a gal.

Advertisement for Save \$4 a gal.









For Friday, June 1, 1979 YOUR BIRTHDAY June 1, 1979 This coming year a number of opportunities will be offered to you in areas of your work or career. You might have a problem trying to decide which ones to take advantage of.

SCORPIO (Oct. 24-Nov. 22) Your erratic behavior could cause complications in a relationship that is important to you. Try not to do things that throw others into a tizzy.

SAGITTARIUS (Nov. 23-Dec. 21) Too many interruptions may hamper completion of things you had your heart set on getting done today. Don't fight what you can't control.

CAPRICORN (Dec. 22-Jan. 19) Outside interests could take up much more of your time than you had planned unless you budget your hours carefully.

AQUARIUS (Jan. 20-Feb. 19) If you don't meet your commitments today your status could suffer. Be responsible.

Never Heard Of Abdominal Epilepsy



DEAR DR. LAMB — My 62-year-old sister has told me repeatedly that a doctor told her she had abdominal epilepsy. Over many years she has had a great variety of ailments and has been to see many doctors, most of whom she eventually distrusts.

DEAR DR. LAMB — I'm a 27-year-old female vegetarian. Late reports of epilepsy in the abdomen, which is not something that you see every day. The end result is that doctors may not think of it as a possible cause for recurring attacks of abdominal pain that remain unexplained.

DEAR DR. LAMB — Yes, there is such a thing as abdominal epilepsy. Its chief characteristic is attacks of abdominal pain. They're associated with abnormalities in the EEG (brain wave) and they do respond to the same medications used to treat epilepsy.

WIN AT BRIDGE NORTH 4-31 WEST 2-1 EAST 1-1 SOUTH 1-1

BUCS LAUNCH N.L. MOVE Louisville defeated New York, 7-3, Los Angeles edged San Francisco, 6-5, and San Diego edged Atlanta, 19-2, in the first round of the playoffs.

BARBS Phil Pastoret When you're 20, warm summer nights were so romantic; after 40, they're just cause for heat rash.

HARNESS RACING SEMINOLE WEDNESDAY NIGHT First Race: 3:30 3:40 3:50 4:00 4:10 4:20 4:30 4:40 4:50 5:00 5:10 5:20 5:30 5:40 5:50 6:00 6:10 6:20 6:30 6:40 6:50 7:00 7:10 7:20 7:30 7:40 7:50 8:00 8:10 8:20 8:30 8:40 8:50 9:00 9:10 9:20 9:30 9:40 9:50 10:00 10:10 10:20 10:30 10:40 10:50 11:00 11:10 11:20 11:30 11:40 11:50 12:00 12:10 12:20 12:30 12:40 12:50 1:00 1:10 1:20 1:30 1:40 1:50 2:00 2:10 2:20 2:30 2:40 2:50 3:00 3:10 3:20 3:30 3:40 3:50 4:00 4:10 4:20 4:30 4:40 4:50 5:00 5:10 5:20 5:30 5:40 5:50 6:00 6:10 6:20 6:30 6:40 6:50 7:00 7:10 7:20 7:30 7:40 7:50 8:00 8:10 8:20 8:30 8:40 8:50 9:00 9:10 9:20 9:30 9:40 9:50 10:00 10:10 10:20 10:30 10:40 10:50 11:00 11:10 11:20 11:30 11:40 11:50 12:00 12:10 12:20 12:30 12:40 12:50 1:00 1:10 1:20 1:30 1:40 1:50 2:00 2:10 2:20 2:30 2:40 2:50 3:00 3:10 3:20 3:30 3:40 3:50 4:00 4:10 4:20 4:30 4:40 4:50 5:00 5:10 5:20 5:30 5:40 5:50 6:00 6:10 6:20 6:30 6:40 6:50 7:00 7:10 7:20 7:30 7:40 7:50 8:00 8:10 8:20 8:30 8:40 8:50 9:00 9:10 9:20 9:30 9:40 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# Scotty's Spring Into Summer Savings



## Wood STEP STOOL

Sturdy 24" step stool for use around the home or workshop.

**4.29** Each

Reg. Price (each) . . . . . 5.19

## GAS GRILL

Aluminum body and hood. Stainless steel burner. Heavy duty welded grate. Volcanic briquets and 20 lb. tank included.



**86.95** Each

Reg. Price (each) . . . . . 98.88

## SYNTHETIC LAWN TURF

Rich, cool Green indoor/outdoor turf in 6' and 12' widths. Resists mildew, weather and chemicals.



**2.69** Sq. Yd.

Reg. Price (sq. yd.) . . . . . 3.19

## Bungalow PANELING

5/32" x 4' x 8' panels have simulated wood-grain printed finish that will add warmth to any room . . . at a budget price.

Georgia-Pacific

**2.99** Panel

Reg. Price (panel) . . . . . 3.39

## Washerless Single Lever KITCHEN FAUCET

Guaranteed "drip-free" for 5 years. Extra long spout covers more sink area. No. 07229.

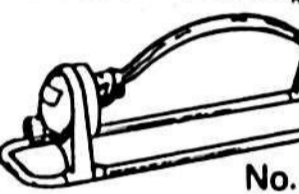


**17.99** Each

Reg. Price (each) . . . . . 19.99

## Oscillating SPRINKLER

Sealed self-lubricating motor. 4-position dial for selecting watering pattern. Covers 2200 sq. ft. Safety arm feature disengages if accidentally dropped.



**4.49** Each

Reg. Price (each) . . . . . 6.99

## CONCRETE MIX

Premixed sand, gravel and cement. 40 lb. bag makes 1/3 cu. ft.

**99¢** Bag

Reg. Price (bag) . . . . . 1.29

## SAW HORSE BRACKETS

Easy to assemble — take down. Folds for easy storage. Gray enamel finish.



**99¢** Pair

Reg. Price (pair) . . . . . 1.39

## TOILET TANK FILL VALVE

Save water. Save money. New, during Fillpro's 1st sale. Buy a Fillpro Fill Valve. Get a Flap Jack for just 1¢.

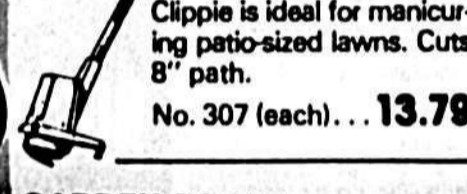


**4.79** Each

Reg. Price (each) . . . . . 5.19

## Electric Grass TRIMMER

Trimmer has a limited 1-year warranty. Cripple is ideal for manicuring pet-sized lawns. Cuts 8" path.



**13.79** Each

Reg. Price (each) . . . . . 15.99

## GARDEN TOOLS

Round BOW RAKE

Has 14 curved teeth on 13 1/2" head, 54" handle.

**3.98** Each

Reg. Price (each) . . . . . 4.99

## STEEL SHELVING

Has five adjustable shelves. Constructed of heavy gauge steel. Strong ribbed posts and sway braces for added rigidity. Use as a single unit 36" x 73" high, or as two units, each 36" x 37" high.

**15.99** Each

Reg. Price (each) . . . . . 19.99

## Double Bowl STAINLESS STEEL SINK

Self-rimming. Chip, rust and stain proof. 33" x 22".

**24.88** Each

Reg. Price (each) . . . . . 29.95

## 5' Adjustable Aluminum SHOWER ROD

Chrome adjustable flanges. Polished aluminum rod is 1" diameter. No screws necessary.

**2.95** Each

Reg. Price (each) . . . . . 3.99

## 3-Piece SCREWDRIVER KIT

Contains 3 flat blades and 3 Phillips head screwdrivers, a screw starter, punch and handle. No. PSK-3.

**59¢** Kit

Reg. Price (kit) . . . . . 1.19

## WD-40 LUBRICANT

Clean, easy to use. For sliding doors and windows, locks, hinges, lawn mowers or tools.

**88¢** Can

Reg. Price (can) . . . . . 1.39

## 3-Tab No. 240 ASPHALT

Sealed down by the sun's heat to create a solid, one-piece roof. White and Colors.

**6.66** Bundle

Reg. Price (bundle) . . . . . 7.99

## 3-Tab No. 235 ASPHALT

Sealed down by the sun's heat to create a solid, one-piece roof. White and Colors.

**6.09** Bundle

Reg. Price (bundle) . . . . . 7.99

## 3-Tab No. 2025 ASPHALT

Sealed down by the sun's heat to create a solid, one-piece roof. White and Colors.

**6.75** Bundle

Reg. Price (bundle) . . . . . 7.99

## 1 x 12 SHELVING

Soft, easy to use. Will accept paint or stain. 8" through 18" lengths.

**49¢** Lin Ft.

Reg. Price (lin ft.) . . . . . 59¢

## 2 x 4 x 8' SPRUCE STUDS

Strong construction grade lumber.

**1.87** Piece

Reg. Price (piece) . . . . . 2.49

## 2 x 4 x 92 1/2" SPRUCE PRECUT STUDS

Soft, easy to use. Will accept paint or stain. 8" through 18" lengths.

**1.82** Piece

Reg. Price (piece) . . . . . 2.49

## SHEATHING PLYWOOD

Agency Approved

Sheet

3/8" x 4' x 8' CDX . . . . . 6.70

1/2" x 4' x 8' CDX (3 ply) . . . . . 7.49

1/2" x 4' x 8' CDX (4 ply) . . . . . 7.93

5/8" x 4' x 8' CDX . . . . . 10.62

Reg. Price (sheet) . . . . . 11.99

## GRID CEILING PANELS

2' x 4' panels for suspended ceilings.

Lava - 1/2" . . . . . 1.75

Corinto - 1/2" . . . . . 1.83

Fresco - 1/2" . . . . . 2.05

Silentex - 5/8" . . . . . 2.38

Saltude - 5/8" . . . . . 2.45

Saltude Fireshield - 5/8" . . . . . 3.03

## FLOOR TILE

Standard gauge, vinyl asbestos 12" x 12" tile. PPI-1 Gold Chip, PP-20 Spring Green, PP-23 Pebble Beige.

Each Tile . . . . . 22¢

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100% nylon level loop carpet. Foam back. Lovely colors, 12' widths.

**2.99** Sq. Yd.

Reg. Price (sq. yd.) . . . . . 3.99

## Storm and Screen DOOR CLOSER

Adjustable, pneumatic closer gives quiet, sure closing power. Aluminum finish. Complete with all installation hardware.

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Fits perfectly into the suspended ceiling grid system. Provides a soft, diffused light when used with indirect lighting fixture. 2' x 4' panels.

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## Plastic Asbestos ROOF CEMENT

For patching cracks and holes in roofing, flashings and gutters.

**8.95** 5 Gallons

Reg. Price (5 gal) . . . . . 11.99

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5 Gallons

**8.95** 5 Gallons

Reg. Price (5 gal) . . . . . 11.99

## WD-40 LUBRICANT

Clean, easy to use. For sliding doors and windows, locks, hinges, lawn mowers or tools.

**88¢** Can

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## 3-Tab No. 240 ASPHALT

Sealed down by the sun's heat to create a solid, one-piece roof. White and Colors.

**6.66** Bundle

Reg. Price (bundle) . . . . . 7.99

## 3-Tab No. 235 ASPHALT

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Reg. Price (bundle) . . . . . 7.99

## 3-Tab No. 2025 ASPHALT

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**6.75** Bundle

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Soft, easy to use. Will accept paint or stain. 8" through 18" lengths.

**49¢** Lin Ft.

Reg. Price (lin ft.) . . . . . 59¢

## 2 x 4 x 8' SPRUCE STUDS

Strong construction grade lumber.

**1.87** Piece

Reg. Price (piece) . . . . . 2.49

## 2 x 4 x 92 1/2" SPRUCE PRECUT STUDS

Soft, easy to use. Will accept paint or stain. 8" through 18" lengths.

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Reg. Price (piece) . . . . . 2.49

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Agency Approved

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1/2" x 4' x 8' CDX (4 ply) . . . . . 7.93

5/8" x 4' x 8' CDX . . . . . 10.62

Reg. Price (sheet) . . . . . 11.99

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# Mechanics: Maybe Time To Specialize

By BECK BECKWITH  
Special to The Herald  
As an educator at Seminole Community College I am extremely concerned with student learning problems which in many cases seem to emanate from the lack of comprehending basic concepts presented early in the educational process.

One alternative is to specialize to the point that the mechanic feels confident and yet will not specialize himself out of a job when the next technological advance comes down the pike, out-dating his knowledge bank. (The shift to electronics is causing this very problem with large numbers of experienced mechanics.)

Another alternative, which seems to be more durable in the long run, is resorting to the building up or strengthening of the conceptual knowledge bank.

Your vehicle has failed to start after repeated attempts to start it. The starter is functioning properly, yet it fails to start. As any good mechanic would do, you open the hood (after you check the gas gauge!) and begin to take basic troubleshooting steps to locate the problem. There is gasoline in the carburetor and available to the engine. You then remove a sparkplug wire and place it near a suitable ground, checking for a spark when the engine is cranked over. Aha! No spark! Somewhat

pleased with your diagnostic skills to this point you proceed to remove the distributor cap to examine the points.

What points? There's no points in there like you've ever seen??? Stupified, you hesitantly recall something about this car being equipped with an electronic ignition. Oh well, no shame.

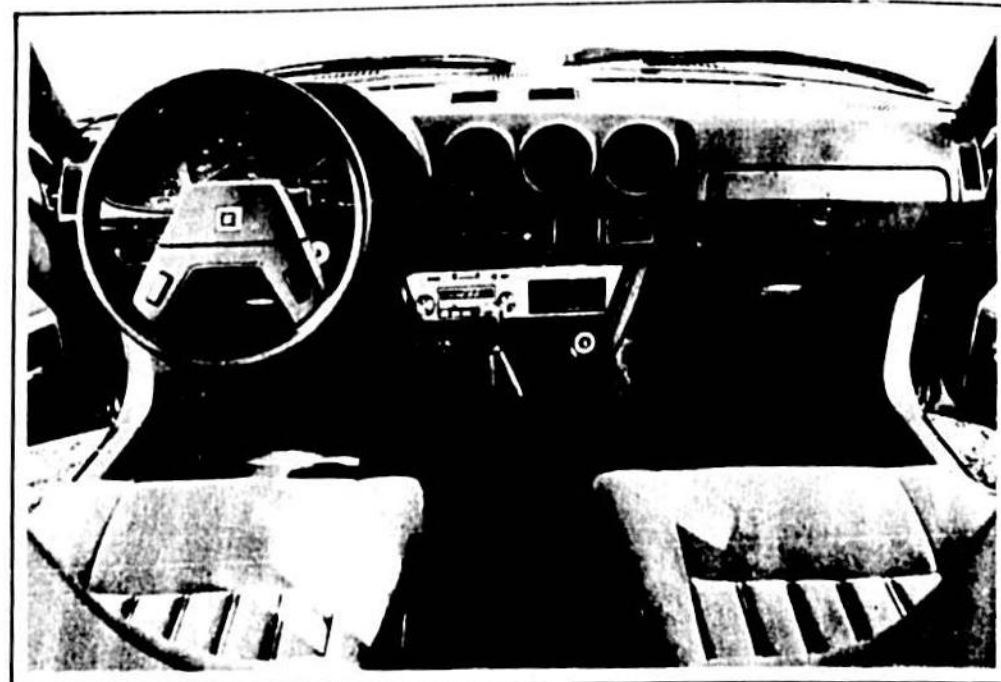
If you in this instance had only paused to consider the problem in a conceptual light, you probably would have quickly realized that while it was indeed an electronic ignition system, the concept of operation was no different than you were accustomed to in the good-old-days of the standard point ignition system. More specifically, both systems employ or utilize a step-up transformer known as an ignition coil designed to take 12 volt primary (battery) voltage and step it up to the 20,000 or more volts required to ignite the fuel-air mixture in the engine. In both cases, the distributor primary circuit is designed to act as a switch to turn on and off the current allowing the ignition coil to build up the voltage and subsequently release it to the secondary circuit for firing the fuel-air mixture.

The concept we are dealing with here, simply stated is: the primary circuit of the distributor is merely a switching device for the functioning of the ignition coil.

The pictures illustrate obvious physical differences between the electronic distributor (top) and the standard point ignition distributor (bottom). However, it should also be obvious that the concept of "the distributor as a switching device" is as valid for one as for the other. This should be evident if note is taken of the component to the right in each picture — the ignition coil. In fact, the same coil could be utilized in both systems with equally good performance.

Summarizing, it should be evident that a pause to consider the concept (s) involved may have led to the next logical step, rather than a formidable roadblock, of checking the ignition system at the coil to see if indeed our switch (distributor-electronic or otherwise) was performing its function. However, specifics coupled with elements of fear may have clouded over the underlying concept and the subsequent diagnosis of the problem.

Please be advised that I am not against specifics, details and the likes, however, to borrow from an old cliché — we must learn to walk before running. Specifics are eventually required to rectify the problem for sure, but the diagnosis many times is best facilitated by sticking with the concepts.



This is the Datsun 280zx, named Import Car of The Year by Motor Trend. The car set all kinds of records against other import models competing for the title.

# Learning To Start Your Car Properly

By JOHN MEYER  
Special to The Herald  
Nothing is more basic to driving than starting the car. But, surprisingly, many motorists do not know how to start their vehicles properly. Most cars with carburetors are equipped with automatic chokes. But "automatic" doesn't mean the choke works all by itself. When the car's engine is cold, the choke must be set for the car to start and continue to run.

The first step in setting the automatic choke — and the fast idle that accompanies it — is to depress the accelerator firmly to the floor. Then release it.

On popular cars with carburetors, there are no exceptions to this procedure. Of course, this isn't true for cars equipped with hand chokes or fuel injection or for cars whose automatic chokes are out of adjustment. Check your owners manual to be sure of your car's cold-starting mechanism.

The tricky part is determining when the engine is cold. Generally, cold means the engine temperature is below 100 degrees.

Engines warm up and cool down at different rates depending on size and construction materials.

Obviously, the air temperature also has an effect. When the engine temperature is high — after a long drive for example — do not attempt to set the choke. However, the engine often will not warm up after a short trip to the store. Don't drive off immediately after setting the

automatic choke. The car might stall, and the sudden strain is hard on its transmission, engine and drive train. Give the car time to warm up and get its oil circulating. The minimum necessary is 30 seconds; two or three minutes are even better.

## Paying The Low Price Not Always Best Deal

By FARRIS CATO  
Baird-Ray Datsun  
At a time when high prices are the norm rather than exception, bargains and special look real good. But, when is a deal a deal? The lowest price is not always the best bargain.

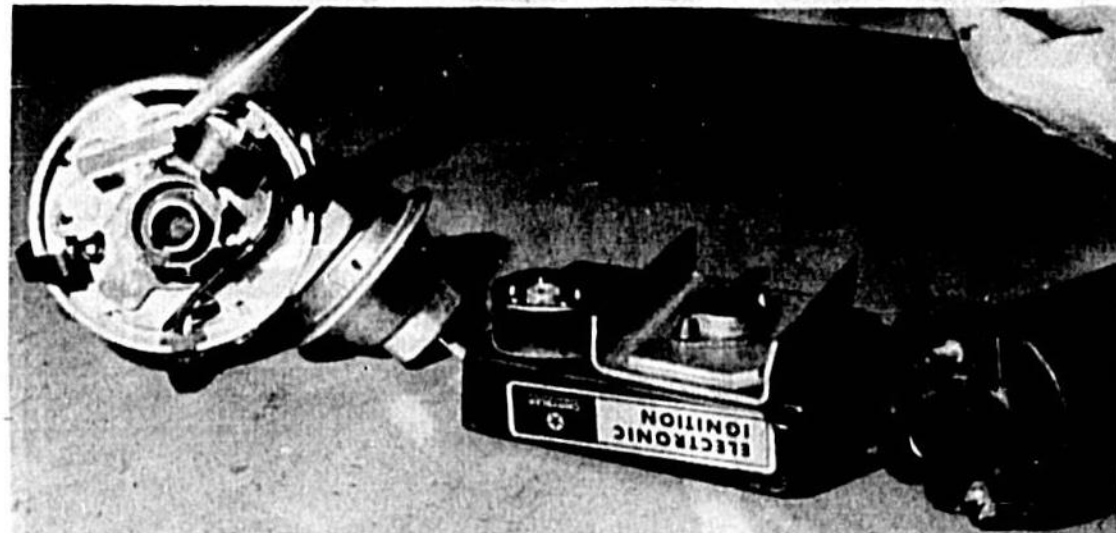
What costs \$10 at one place and \$15 at another may not be the better "deal". Ten dollars may be the better monetary bargain but \$15 the true value bargain. Know with whom you are dealing. Not just the dealership but also service managers and technicians — make friends.

Check the odometer when you leave your car and again when you pick it up. This will ensure you that the car has been road tested.

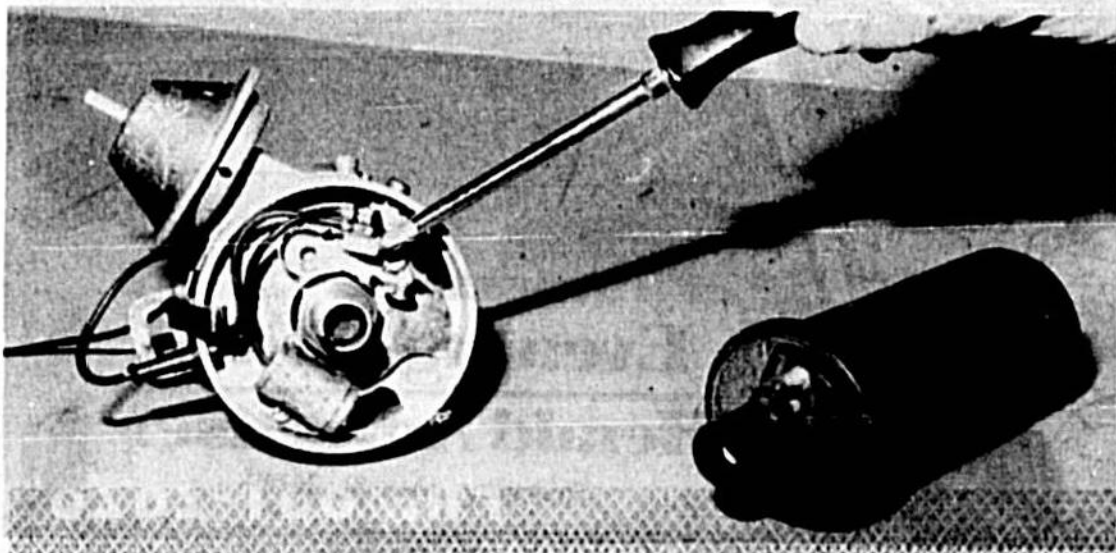
Also ask to have all old parts returned to you. Many dealers and garages have special plastic bags for this purpose.

When you are satisfied with the job done — always ask for the same technician on later visits, to work on your automobile. You will be surprised at the little extra pains and pride they will take with your car.

In most cases they will do a bit more than the job calls for so that you will ask for them again. This is value.



Electronic (Top) standard ignition distributor (bottom)



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# Knowing Car Care Improves Gas Mileage

No matter if it guzzles gasoline or merely sips it, your car will reward you with its best gas mileage if you maintain it well and drive it wisely. And, with gasoline prices soaring ever upward, a little care could provide big savings.

For instance, say the engineers at Consumer Reports, a tune-up can cut gas consumption by as much as 10 percent. Just how does that translate into dollars and cents? Let's assume you drive 15,000 miles a year in a car that averages 15 miles per gallon when it's well-tuned. You'd have to buy 1,000 gallons a year to get around. Given a gas price of 80 cents per gallon, for example, you'd be spending \$800 a year at the pumps.

Now, let's assume the same car is so out of tune that gas economy has been reduced 10 percent, cutting miles per gallon to 13.5. At that rate, you'd spend \$888 a year.

Improved mileage is good enough reason to keep your car in tune, but there are other bonuses as well: the engine lasts longer, and emissions are kept to a minimum.

A proper tune-up includes checking — and, where appropriate, adjusting or replacing — plugs, points, air filters, choke, carburetor and engine timing.

While gas economy can be improved with some under-the-hood work, still more savings can be gained by adjusting wheel alignment and keeping tires inflated properly. Because badly adjusted wheels and under-inflated tires prevent your car from rolling down the road as easily as it could if it must expend extra energy to keep moving.

Here, too, there's a bonus aligning the wheels and

maintaining correct tire pressure will help your tires wear evenly and last longer.

That said, you'll save still more gas money if you're careful about the way you start and drive your car. For example, Consumer Reports' engineers say you're simply wasting gasoline if you "warm-up" the engine for more than a minute.

Once you leave your parking space, fuel economy rests with your own two feet. By maintaining steady pressure on the accelerator pedal and using the brakes only when absolutely necessary, you'll cut gas consumption.

Your right foot should have a light touch. If your car has an automatic transmission, you'll drive most efficiently by going as slowly as conditions allow without letting the transmission shift into lower gear. If your car has standard shift, you'll achieve the greatest economy by driving as slowly as you can in high gear.

When you're on the road, try to maintain enough space in front of you and to your left so you can safely pass a vehicle that slows down or stops suddenly. Obviously, driving this way will save fuel by reducing the number of times you have to brake and accelerate.

Finally, if you're taking the trouble to increase your car's fuel economy, keep in mind that a lot of money can be saved at the pump. Buy the lowest-priced gasoline your owner's manual allows. It makes no sense to buy premium gas for a car that can run on regular. And most cars made today are designed to run on regular gasoline.



**HAL MOUGHTON PROMOTED**

Jack Prosser, president, Jack Prosser Ford announces the appointment of Hal Houghton to the position of Finance and Insurance Manager. Houghton was formerly a member of the Prosser sales department and has been associated with automobile dealerships for the past nine years.

## Condition Important, Too

# Supply-Demand Affect Car Prices

Have you ever read the classified ads while shopping for a used car? If so, you may be mystified by the fact that cars that sound like carbon copies of each other can have such a wide difference in price.

Or perhaps you have a car to trade but are reluctant to do so because the dealers won't even allow you close to what you think your car is worth. After all, if one '74 Chevy two-door is selling for \$2,500 it stands to reason that any '74 Chevy two-door should be worth the same. Right?

Well, it sounds good, but it doesn't work out that way. Professional used car appraisers base their value estimates on two simple criteria: Market value and condition. These two items determine what your car is worth in trade, and what you'll have to pay to get the car you want.

Market value is not something that can be controlled by an individual. If you bought a big gas guzzler last year and want to trade it or sell it now, you are in for a serious economic shock. If you bought a little car when gas was plentiful and want to sell or trade it now, you are in for a pleasant surprise. Supply and demand are the "big guns" when it comes to market value, and there is nothing you or I can do about it.

But we can do something about the overall condition of our vehicles. If you don't believe how important condition is to the value of a used car, just look at these figures: According to the May 21st edition of the Black Book Official Used Car Market Guide, the market value on a full size two-year-old Oldsmobile can vary as much as \$1,915 based on condition alone. Similar variations exist on all makes and models. Condition is extremely important when evaluating a used car.

What can you do about the condition of your car? What

**By KEMP HOWLAND**  
General Manager  
Blue Book Cars

are the rituals you must go through in order to keep the value as high as possible on the car you drive? And what can you expect in return for diligent cosmetic and mechanical maintenance?

First impressions are always the most important. Unfortunately first impressions are always visual: what you see often determines whether or not you are interested. So cosmetics are a big part of retaining the value of an automobile. Used car appraisers are turned on by a car that looks well cared for. A car that is washed and waxed regularly, has clean carpets and seats, has a dust-free instrument cluster and dashboard and a clean trunk and engine compartment will really get an appraiser's enthusiasm. A car that looks "lived in," has dull paint and chrome, dings and dents, soiled or ripped upholstery and strange odors in the passenger area will turn the appraiser off.

A regular cleaning schedule will keep the value up on any vehicle. The trick is to do your cleaning before it actually needs to be done, and do it as often as possible. Of course the cleanest car in the world won't be worth a nickel if it doesn't run right. Regular preventative maintenance is the best way to protect your investment.

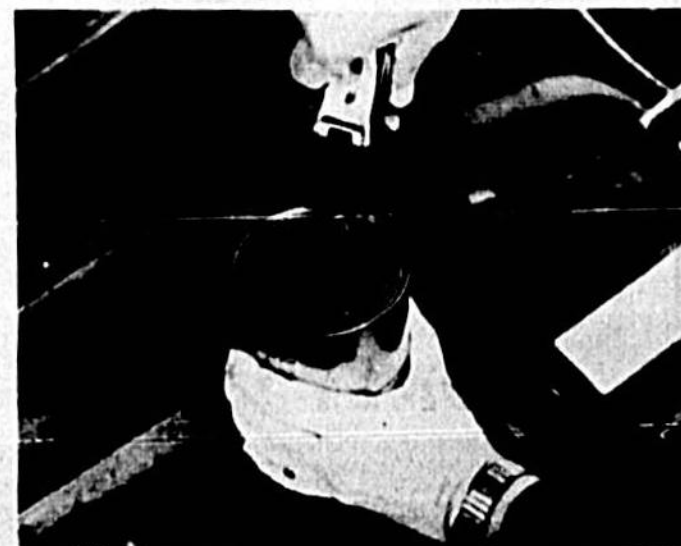
This means regular routine system checks, fluid and filter changes, tune-ups, tire rotation, etc. It is important to solve little problems before they can become big problems. It is also less expensive. If you hear an odd squeak or clunk, get it taken care of. Don't wait until your transmission falls out. Have any problem looked at immediately, no matter how insignificant it may seem at the time. Keep all systems in good working order. Squirt oil on door and hood hinges. Spray silicone or other lubricant on control, cables. Keep freon in the air conditioner, water in the battery, and coolant in the radiator. Learn to check oil levels yourself and do it once a week. Spend an hour or two with your car every week and you'll have hundreds of dollars more to work with at trade-in time.

The bottom line is that the less a dealer has to spend on your trade-in in order to make it saleable, the more he can allow you for the car in trade. When you consider the difference between the value of a well kept, clean looking car that runs like new, and a dirty, rough looking car in need of mechanical repair, it makes sense to take care of your car. Be a maintenance fanatic!!

Vacuum and wax and clean 'til you're blue in the face. Get everything working and keep it working. It's just like money in the bank.

**Evening Herald**  
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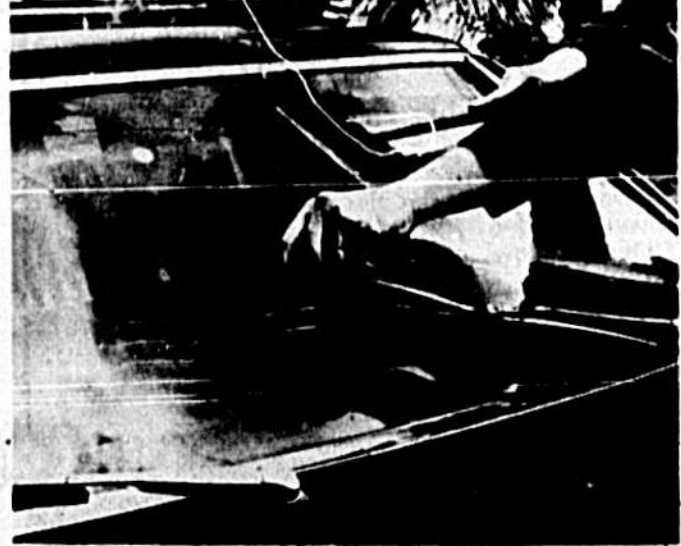
## ROAD RIP-OFFS TO AVOID THIS SUMMER



Engine oil you don't really need or no oil at all is what you'll get if you don't get out of your car and keep your eyes open. This quart "can of oil" is empty to begin with.



By not fully seating the engine-oil dipstick, warns Popular Mechanics in the June issue, an attendant can actually "show" that you're down a quart.



Didn't notice your bent wiper blade, mister? Maybe it got that way while windshield was being cleaned.



Cooling system hose is slit and "conscientious" attendant brings leak to your attention. You're stuck for new hose, a gallon or two of antifreeze and labor.



A no-start condition is easy to rig while an attendant is under your hood. If you're not aware of loosened ignition wire, you could be sold a complete tune-up.



Plop-plop, fizz-fizz treatment with antacid tablets neutralizes battery acid. Attendant will gladly sell you a battery—"Will that be cash or charge?"

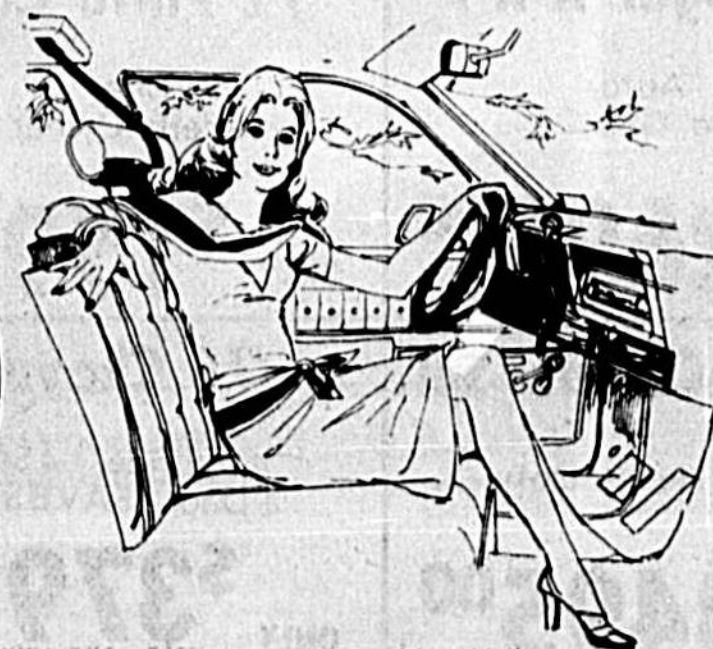
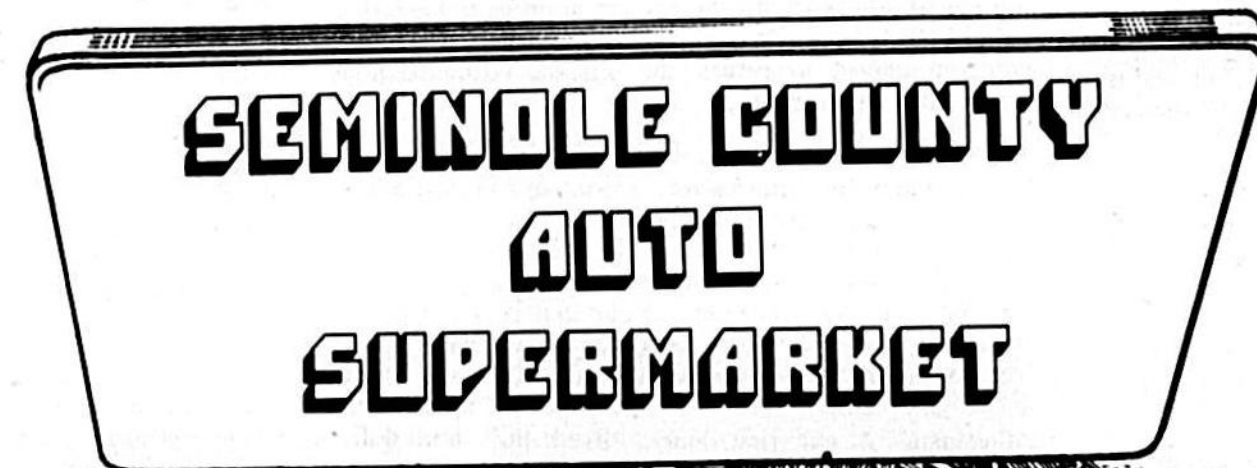
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<b>'69 Firebird</b> All It Needs Is Paint <b>\$1195<sup>00</sup></b> ONLY	<b>'75 Monza Hatchback</b> V-8 - Auto. Air <b>\$2695<sup>00</sup></b> ONLY	<b>'74 Cougar X-R-7</b> Air - Auto. Reg. Gas <b>\$2695<sup>00</sup></b> ONLY	<b>'72 Pinto Coupe</b> One Careful Owner <b>\$1595<sup>00</sup></b> ONLY
<b>'76 Granada Ghia</b> 6 Cylinder - Auto Air - Sharp <b>\$3795<sup>00</sup></b> ONLY	<b>'74 Duster</b> Slant Six Auto. - Air <b>\$2295<sup>00</sup></b> ONLY	<b>'75 F-350 Camper Spl.</b> Super Heavy Duty <b>\$3495<sup>00</sup></b> ONLY	<b>'78 Chevette</b> 4 Cylinder - 4 Speed 4-Door - SAVES GAS <b>\$3795<sup>00</sup></b> ONLY



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For American Consumer

## Peugeot: French Firm's Sophisticate

The prestigious Peugeot 604 SL V6, equipped with a larger engine for 1979, is the top-of-the-line model offered by Peugeot Motors of America and represents the most sophisticated automobile the French manufacturer has ever sold in this country.

Precision-sized on the outside, the Peugeot 604 is a four-door, truly five-passenger sedan, skillfully engineered to provide maximum interior space and comfort. Styled by the Italian master Pininfarina, it is a sleek, refined car that blends high performance with luxury and safety. The overall impression is one of understated elegance.

An incomparably smooth ride is perhaps the most outstanding feature of the Peugeot 604. MacPherson strut front suspension combines with independent rear semi-trailing arms, anti-sway bars, and oversized patented shock absorbers to produce stability and ease of handling at almost any speed, on almost any terrain. The orthopedically designed, contoured seats are individually tuned to the suspension, resulting in long-trip comfort and rideability, without "mushiness."

The 604 is powered by Peugeot's own advanced version of the 90-degree V6 Euro-Engine — the same version that allowed Peugeot to dominate the African rallies in 1978 with impressive victories in the Bandama and Safari. Front-mounted, it is a 2.9 liter (174 cu. in.) aluminum-alloy powerplant with two overhead camshafts and electronic ignition. Two Solex carburetors are used:

a single-barrel primary and a double-barrel secondary that is automatically deployed when more power is needed. This system has the advantage of combining cruising economy and high performance.

With its high torque (162.5 lb.-ft. at 3,000 rpm) and a 55-45 front-rear weight distribution, the 604 is responsive to driving situations that call for something extra. The sporty, predictable feel is evident to the driver, whether passing on high-speed expressways or climbing steep mountain roads.

The 604 rates extremely high in passenger safety.

The all-steel unitized body



PEUGEOT 604 SL V6



and chassis support the roof with six steel pillars. The passenger compartment is protected by progressively deformable ends and affords the driver with a remarkable 294-degree peripheral visibility. Central pneumatic control of the door locks and placement of the ignition switch on the left of the steering column ensure

maximum childproofing. A unique Gallic touch is the use of the righthand control stalk for turn-indicator and horn, while the left stalk provides finger-tip control of light and wiper systems. Convenience lights abound in front and rear, and the full-sized, flat-floored trunk offers 13.6 cubic feet of useable space.

Most "options" are standard on the Peugeot 604: power-assisted rack-and-pinion steering, power-assisted four-wheel disc brakes, newly developed Michelin TRX high-speed radials, air conditioning, power windows, rear window defroster and tinted glass all around. Also standard are

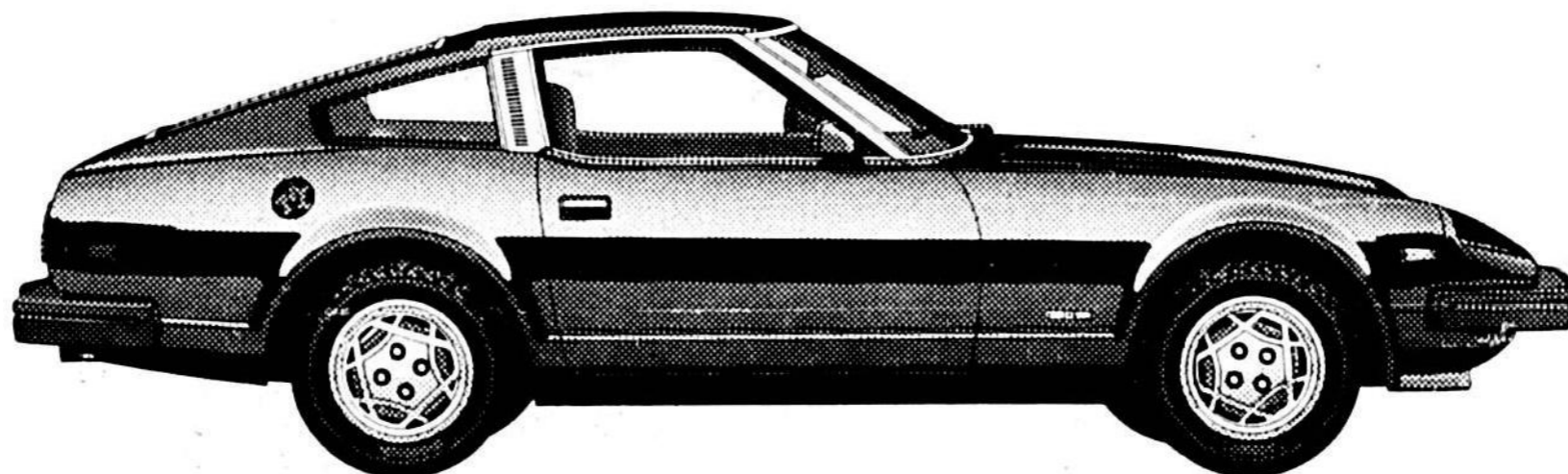
those little extras to be expected of a first-class luxury sports sedan: fully reclining front bucket seats, padded steering wheel, tachometer, quartz clock, built-in rear head rests, retractable rear central arm rest, and more. The Peugeot 604 is available with a fully synchronized five-speed manual

transmission or an optional three-speed automatic. Other major options include a choice of two shades of genuine leather to replace the plush velour seats, electric sunroof, cruise control, and a selection of five two-stage metallic paints, as well as white, dark blue and black.



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