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Daily Egyptian Staff

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A “disappointingly small” turnout of students Thursday voted disapproval of the construction plan which was planned clientele of the $82,000 two- tiered parking garage planned for construction south of Parkinson Hall. At 10 p.m. Thursday, Robert Hornstein, a student government election commissioner, reported that 1,250 students cast ballots in the election. The number amounted to 7.2 per cent of students enrolled fall semester and was below Hornstein’s expected turnout of 2,000.

On the blue ball, referendum concerning the parking garage, 775 students voted their disapproval of construction while 571 said they favored construction.

A similar split indicated 758 students objecting to the proposed location of the structure and 572 agreeing with the scheduled location.

Students wanting the garage, if constructed, open to vehicles with red parking decals numbered 443, with 181 requesting to open the parking facility to blue decals only.

Results of elections to fill 24 vacant student senate posts were not tabulated at press time Thursday night. Fourteen candidate names appeared on the ballots and write-in candidates were accepted for all positions.

Vote counting ran past the projected 9:30 p.m. target and Hornstein blamed too few people working to count votes for the delay.

The student-to-student scholarship referendum gained 855 votes of approval and 225 opposing the plan. Of those who voted Thursday, 250 did not vote on the student-to-student issue.

The program would levy a student activity fee each semester which would be matched by funds from the Illinois State Scholarship Commission.

The ballot asked what amount activity fee should be collected per student per semester. Recommend no appropriation—477; $3—422; $2—246; $1—19.

Students were asked to indicate the maximum scholarship that should be allowed. Ballots were recorded as—497; $1,000—315; $750—130; $500—272; $250—90; $100—35.

Robert Seely, student senate chairman, said of the 855 vote scholarship program approval, “It’s not a tremendous victory, but it is a good indication and we will go on with it.

Final tabulations of student senate races will be published in Saturday’s Daily Egyptian.

Canut-Amoros files brief for sex bias suit

Marisa Canut-Amoros, former SIU professor of applied science, has filed a 21-page brief with the Illinois Fair Employment Practices Commission (FEPC) in support of her sex discrimination case against the University.

The brief consists of evidence collected from transcripts of the 30-day preliminary hearing held by FEPC in 1973 and 1974, Canut-Amoros said. Former President David R. Derge was among the 16 witnesses who testified at the hearings.

Submission of the brief following the hearing is required by FEPC.

Canut-Amoros initially filed suit with FEPC in May, 1972, after her employment at SIU was terminated in 1971 under circumstances disputed in the complaint. SIU is charged with discrimination in salary and promotion considerations.

The suit’s purpose is to obtain legal fees, back pay to August, 1971, and reinstatement as a tenured professor for Canut-Amoros.

SIU has until Dec. 30 to file a rebuttal brief with the FEPC. Canut-Amoros can then file a response to FEPC’s defense. FEPC’s hearing examiner will consider the evidence and make a recommendation to the commission, which will then issue an order.

By Bob Springer

Daily Egyptian Staff Writer

SIU’s newly installed president, Warren W. Brandt, said Thursday he would support any decisions the faculty made on the issue of collective bargaining.

“This is something that you, as a faculty, have got to decide,” Brandt told more than 500 persons gathered for the annual General Faculty meeting.

“We will work with you any way you want to go on this,” he said, noting that he is aware of the recent decision by schools in the Board of Governors to go ahead with collective bargaining.

Brandt cautioned the group in the Student Center’s Ballroom D, though, that a university is not like private industry.

“Industry can immediately pass cost increases on to the consumer,” he said, while a university must ask for funds from the taxpayers through the state legislature.

Brandt answered questions thrown at him from the audience after a brief address in which he said he has been impressed with the “enthusiasm and dedication of people at SIU to move this University to its own very special greatness.”

Fledging accessibility as SIU’s 11th fully-chaired chief executive, Brandt urged the faculty to see him and “hack it out” whenever problems arise which cannot be dealt with by anyone but the President.

While he would not disclose specific details of the Illinois Board of Higher Education’s (IBHE) preliminary staff 1976 budget recommendations for SIU, Brandt said, “I think it is safe for me to say we are very encouraged.”

He said he does not imagine IBHE will cut the recommendations “down very much,” and he and his administrative staff will travel to Springfield Friday to try to get the IBHE to “cut it upwards.”

“We really feel quite good” about the budget recommendations (which were presented to Chief of Board Staff James M. Brown Thursday in a systems chiefs meeting in the state capitol),” Brandt said.

Asked how SIU can justify expenditures for an “elaborate athletic program” in times of rapidly rising costs, Brandt replied that “there is probably room in a university for a lot of diversity.”

He admitted that a problem exists in deciding priorities for spending money, but said universities are being given less and less flexibility in determining how to spend state appropriations.

Brandt approached the subject of tenure with caution, saying he could not give official policy statements in answer to questions. He did note, however, that guidelines for tenure spelled out by the American Association of University Professors (AAUP) should probably be “beefed up” because of the current economic crunch.

He said he does not favor tenure quotas because they “are not applicable to this University at this time. And 100 per cent tenuring, he said, is an unhealthy situation.

“We have got to approach the tenure situation with a little bit more soul-searching than we have been required to do in the past,” Brandt said.

Asked what the status of the Affirmative Action plan drafted by the University more than a year ago is, Brandt needed the assistance of Hollis Merritt, special advisor to the president.

Merritt said SIU officials plan to meet with representatives of the Department of Health, Education and Welfare (HEW) within the next two weeks to discuss the third draft of the plan sent into Washington.

Brandt added that SIU should be more concerned with what is happening within the University than with “ad- ministrative decisions coming out of Washington.” The audience broke into applause at the end of that statement.

Brandt also pledged himself to working for increased federal funding for research and greater service to the Southern Illinois area.

“Are there people out there crying ‘bring us education,’ he emphasized.

SIU President Warren W. Brandt emphasizes a point during the annual General Faculty meeting Thursday.

Canut-Amoros files brief for sex bias suit

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Gus

Bode

Gus says he sees a building problem in the students rejecting and Brandt favoring the proposed parking garage.
SIU may hike dorm costs 10 per cent

By Ray Urchel
Student Writer

If you’re residing in University Housing, inflation is hitting where you live.
The effects of inflation have caused housing rates to increase. Everglade Terrace rates will go up 10 per cent.

Nebraska is "tentative" — "it might be lower. I don’t think it will be any higher. I wish it were zero," the housing director remarked.

He said Southern Hills rates may be increased more than Everglade Terrace rates probably will not.

"There does not appear to be an increased Everglade Terrace because the cost at that facility does not appear to have increased over last year," he said.

Settlement imminent’ for Gardiner suit

By Wesa Smith
Daily Egyptian Staff Writer

An attorney for C. Harvey Gardiner, retired SIU history professor, said Thursday an announcement is "imminent" in the defense of Gardiner’s two-year suit against SIU.

Gardiner filed suit because of alleged educational views and actions of his employer. He sued the Board in which he cited Gardiner’s and Brandt’s support at Trustee meeting.

A hearing was held in the Illinois Commerce Commission, and the case is scheduled to go before the Board of Trustees next week.

"I expect that I will probably support their recommendation when it comes, but be on the board next week," Brandt told more than 500 persons gathered for the annual General Faculty meeting Thursday in the Student Center’s Ballroom D.

Brandt said the parking garage issue first troubled him when visiting the campus one time before he took over as chief Dec. 1, and through talks with various constituencies, realized that a consensus on the topic did not exist.

Citing the demand for more parking in the area created by the new Peace Building, Brandt said the advantages of the garage "outweigh all the negatives.

He noted the cost of the facility and criticisms of its potential shortcomings as significant factors against construction, but said "in the long run," the garage is needed.

Brandt left open the option of not supporting the issue, saying his stand is not final. He said that before votes are cast within the next week which will alter his position, he will not support construction of the garage.

Students voted Thursday on a referendum to the regular Student Senate ballot asking whether they would support construction and location of the garage.

One polling judge in the Student Center said that by 5 p.m. it appeared the referendum would be soundly defeated.

Parking garage proposal may get Brandt’s support at Trustee meeting

By Bob Springer
Daily Egyptian Staff Writer

Unless something forces him to change his mind, SIU President Warren W. Brandt said Thursday he will support the proposed construction of the $907,000 parking garage near Anthony Hall.

He requested calling for the letter of commitment on the project for the Board of Trustees meeting Dec. 12 in Edwardsville in the same field.

"I expect that I will probably support their recommendation when it comes, but be on the board next week," Brandt told more than 500 persons gathered for the annual General Faculty meeting Thursday in the Student Center’s Ballroom D.

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The weather

Friday: cloudy, occasional rain likely. High in the upper 40s. Friday night: cloudy, occasional rain likely. Low in the mid 30s.

Saturday: mostly cloudy and colder. High in the low 40s.

The chance of rain is 70 per cent Friday, 60 per cent Friday night.

filed suit claiming the denial was based on his "personal beliefs" rather than his academic credentials.

Allen, who is now an assistant professor of political science at the University of Maine, Orono, plans to come to Carbondale in January to discuss his case personally with President Brandt, according to Runge.

In legal matters, two more SIU administrators were subpoenaed to appear in Jackson County Circuit Court in the trial of Darrell Orsescanin, former University executive vice president and campus treasurer.

Subpoenaded Wednesday morning by a Joliet County judge to testify in an investigation of the university's financial practices, Runge is to be tried in connection with alleged illegal liquor purchases by the University fund.

The case is scheduled to go before Judge Peyton Kunce Dec. 11 at 9 a.m.

used education as catalyst

Prisoner wants to improve system

Editor's note: This is the second in a series of articles on one man's road to rehabilitation himself and overcome prison resistance.

By Gary Delosh
Daily Egyptian Staff Writer

Sam Hill, convicted of murder in 1966 and now serving a 15 to 25 year sentence at Carbondale's House of Glass educational release center, hopes to use the program at the institution to help others in the Illinois correctional system.

He is due to receive his Bachelor's degree in administration of justice in May. He will then continue towards a Master of Justice degree.

He is scheduled for parole hearings next April, a parole hearing which could be released "sometime in '76."

One of the areas Hill wants to see cleaned up is the state's furlough program.

Hill recently sent a letter to various media in the state in which he attacked the state's controversial correctional program. The program is designed to give inmates short-term absences of freedom as they are readied for re-entry society.

The program has come under much fire lately, especially in Cook County, where last month Robert Hall, a Menard inmate, was granted furlough and allegedly murdered his wife on Christmas Day.

Since the murder, States Attorney Leon Jaworski demanded that Alyn Seifert, Department of Corrections Director, inform him 15 days in advance of granting furlough.

This controversy, Hill claims, has led to his being denied a furlough to meet his family in Cook County and he says Cary has no legal basis to deny furloughs to worthy inmates.

The letter accused Carey of making decisions he has no right to because he doesn’t want to advertise publicity. Hill said Carey is a politician using the furlough program as a political tool.

Hill said he received no reasons for his furlough denial other than that his presence in Cook County was "definitely not" acceptable to Carey.

Hill said he had been granted furloughs for at least two previous times and Carey’s seemingly arbitrary denial is "a complete untruth." He added he wrote to the letter to the media because, since Carey has no legal say in granting furloughs, Hill has "no legitimate avenue of grievance. I had to get this done some other way.

Daniel Simons, administrator of adult field services for the Department of Corrections, said Hill's furlough was denied to avoid any publicity of furloughs in Cook County.

Simons said the furlough of a convicted "gang executioner" caused "all kinds of problems for me when neighbors in his old community saw him."

Simons said he was probably attempting to adhere to some word from Carey when he denied Hill's furlough. "We recommend Hill try to take his furlough to another community."

"We would look at furloughs we take into consideration the temper of the community," Simons said. "I realize that we cannot let furloughs go in the feeble cases when the tax payers get angry enough, the elected person decides."

Simons said he cannot predict if future appeals for a Cook County furlough will be granted by Carey.

Next—Hill continues his views of the state penal institutions and voices his criticism of the Correctional House of Glass and how it has hurt his progress.

Page 3, Daily Egyptian, December 6, 1974
ISSC application deadline extended

Students wishing to apply for an Illinois State Scholarship for next semester may do so until February 1. Joseph Zimny of Student Work and Financial Assistance said Thursday that the deadline was originally set for Oct. 1. He said students wanting to apply for next semester, should use the 1974-75 applications. The scholarships awarded in 1975 are based on qualifications at the end of the year.

He said the applications for Illinois State Scholarships for the 1975-76 school year are also available.

“Students who already have scholarships in fine shape. Thiers are good until the next school year,” he said.

Applications may be picked up at 615 W. Washington in the Washington Square Annex.
International cartels

In August of this year the U.S. incurred a record $1.13 billion foreign trade deficit as the nation's huge oil-imposed bill continued to climb. Commerce Secretary Fred Dent said the August trade deficit points out once again the massive economic impact of higher prices of imported petroleum.

Probably the largest single contributor to the economic woes of the country today is the reappearance of international cartels. A cartel is an organization of independent firms whose purpose is to eliminate competition among producers of the same product.

The one cartel which is having such an impact world wide is the 13 member Organization of Petroleum Exporting Countries (OPEC). The action taken by the OPEC to fix oil prices has led to huge balance-of-payment deficits in consuming nations, an overabundance of wealth for cartel members, a lessening of free trade, and growing fears of worldwide economic collapse. In an address to the World Energy Conference in Detroit, President Ford said, "Exorbitant oil prices can only distort the world economy, run the risk of widespread depression and threaten the breakdown of world order and safety.

In the wake of the success of the OPEC cartel, other countries are banding together to form their own organizations. OPEC members have demonstrated that underdeveloped nations can raise tremendous amounts of money without fear of retaliation from the wealthy countries to whom they sell their products. Because there are no readily available substitutes for oil, OPEC countries have been unconcerned that increased prices would lower the demand for their product. These monopolistic arrangements appear increasingly necessary because many poor countries cannot afford to buy OPEC oil without substantially raising prices of their own products. Among the commodities likely to fall under cartel control are bananas, bauxite, copper, coffee, tin, and phosphate.

In a speech to the United Nations General Assembly on Sept. 23, Henry Kissinger said, "The world cannot sustain even the present level of prices, much less continued increases. The price of commodities will inevitably rise in a never ending inflationary spiral. Nobody will benefit from such a race. The oil producers will be forced to spend more for their own imports. The fragile structure of global economic growth stands in danger of being shattered."

How are we to deal with the impact of international cartels? Among the alternatives are crash conservation programs, development of substitutes, stockpiling of oil, and finding new sources of oil.

Crash conservation attempts often fail because elected leaders fear voters will not accept such rigorous measures. Substitution is unlikely due to the lack of practical substitutes for oil at the present time. Stockpiling is impractical because it is impossible for consuming nations to stockpile the huge quantities of oil necessary to insure security.

A more promising possibility rests with the discovery of large oil reserves outside cartel countries. Oil fields in southeastern Mexico and in the North Sea off the coasts of Norway and Scotland may soon make oil more plentiful and hence less expensive. Also, the establishment of a counter-cartel, with weapons and technology as the commodities, is a possibility. The U.S., Japan, and Western Europe possess the equipment and know-how OPEC countries need to modernize. This idea has three major drawbacks, however. It assumes Western industrial nations would cooperate. It assumes that export sales would cover increased oil costs, which they couldn't. And, it forgets that the OPEC would probably use the price rise as an excuse to raise oil prices again.

For a country burdened with runaway inflation in the midst of a recession, the reappearance of international cartels is a grim prospect. In recent years the economic plights brought on by cartels, Americans can expect increased conservation measures to reduce our dependence on foreign oil, increased U.S. production of alternative fuels, and increased gasoline taxes.
Letters

To the Daily Egyptian:

As I walked past the Grand Ave. construction site last Saturday afternoon, I was showered by a hail of dirt and rock from an explosion set off within the confines of the J.L. Simmons construction area. Although I wasn't physically injured, I was rather indignant concerning the incident. I was later told by an SIU security officer that a sign had been posted warning passersby that dynamite was being used, although I saw none at the time, neither was I looking in that direction and was not even aware of the explosion or the damage that had been done by any flying particles. For the sake of balance, I guess I had the distinct feeling I was talking to an employee of the J.L. Simmons company, and unexpectedly all too obviously a danger with which the governments must deal with. A total sense of pessimism held by any individual is said, is it reasons later, to assume that a greater degree of individual safety would have been in American microeconomic policies reflect in the PLO's direct subsidy. Roosevelt administration for University construction work, and it was generally admitted, as has been the case for several years, that the amendment failed. It is, however, a political and economic decision that the American people and an economic inflation which is slowly dissolving the social contract.

Bruce E. Warner
Senior
English

Letters to the Daily Egyptian

The Daily Egyptian welcomes expression of opinions from members of the University community. Neither the editor nor the晨tigator represents the views of the Daily Egyptian. The editors reserve the right to edit letters for clarity and brevity.

Gus praised

To all at the Daily Egyptian—keep up the good work, and a special salute to Gary Peterson.

He has helped brighten many a day for the thinking person.

Ray Yarbrough
Staff Purchasing

Living under the shadow of the Great Depression

By Charles G. Stalon

Third of a series. The real cause of inflation.

(Stalon is an associate professor in the SIU Department of Economics.)

It has frequently been noted that the American people, especially American businessmen, have ambitious economic and political plans and strategies for the future. These plans and strategies are often reflected in the actions of the government. American microeconomic policies reflect this ambivalence. We are a nation with the strongest an- nalist laws in history, laws which have been strengthened by Congress at frequent intervals since 1890. But, we are also a nation which has many laws designed to restrict price competition for the benefit of special interest groups.

One cannot face the problem of controlling inflation fully if he does not realize that these price increase policies of government are as deeply imbedded in the American economic and political structure as are powerful trade unions and powerful firms. To dismiss these policies as "errorneous" or "misguided" is simply to refuse to face the fact that a representative government must be responsive to the interests of its citizens. American economic and political plans and strategies are not merely a matter of personal gain or loss, but of the welfare of the government's high level of sensitivity to produce interests is that most American newspapers are more political interest in their policies than any other. In a democracy, public interest is the government's responsibility.

Leaving aside consideration of campaign financing, vigorous use of power, lobbying, and present and future income opportunities which concentrated producer groups can frequently offer an office holder and which the more dispersed consumer groups cannot match, one begins to see the government's high level of sensitivity to producer interests is that most American newspapers are more political interest in their policies than any other. In a democracy, public interest is the government's responsibility.

Surely this is because their producer interests are usually concentrated while their consumer interests are dispersed. In a complex, technologically advanced society, in which each of us is aware that a small percentage gain in the price of our product or wage will bring significant gains. Moreover, the number of similar producers is likely small within any commodity group, so the cost of organizing to pursue those interests may be easily bearable.

On the other hand, as we look at our consumer in- terest the prospects look quite different. The gains from an increase of producer prices is likely to be small, and the cost of organizing other consumers with whom one interacts is almost certainly prohibitive. It is not surprising that in our society there are only a few concentrated producer groups but countless producer groups. One can only imagine what is known to the various legislative and regulatory bodies. The argument is that producer groups usually ask for aid in a form which aggravates in- flation. First, such aid is relatively easy to use up the operating public. The most obvious question is why producer groups must come in one of three forms: a direct subsidy, a tax subsidy, or a special privilege to influence the market. A direct subsidy appears in the form of special exemptions and subsidies. A direct subsidy is, in the eyes of the government, a most painful lesson. Namely, a subsidy is a direct subsidy and the retail price of American goods to foreign buyers. Making the system work in the next few years, with the need to redirect some of the world's wealth to OPEC nations to pay for oil, is a challenge to the wisdom of Solomon. It must be done with President Ford. Failure in this dimension will have obvious implications for the 1960's and into the 1960's. They began to crumble in the late 1960's and in August, 1971, President Nixon withdrew U.S. approval of key parts of them.

The present system of flexible exchange rates has worked moderately well, largely because of the close cooperation of central banks and treasury officials of the major economic powers. Making the system work in the next few years, with the need to redirect some of the world's wealth to OPEC nations to pay for oil, is a challenge to the wisdom of Solomon. It must be done with President Ford. Failure in this dimension will have obvious implications for the 1960's and into the 1960's. They began to crumble in the late 1960's and in August, 1971, President Nixon withdrew U.S. approval of key parts of them.

Tuesday: Policy Options

Amberly Egyptian, December 6, 1974, Page 5
Journalist speaks to blacks

By Alfred King
Student Writer

A black Chicago journalist said Wednesday he is concerned about "black youth getting hung up on Superfly, partying and Greek-letter organizations" but he still has confidence in the youth.

Lu Palmer, former editor of the Black X-Press in Chicago, told about 200 persons at the Black Togtherness Organization's Fourth Annual Cultural Festival that fraternities and sororities represent an elitism blacks should shun.

"We need secret societies and sororities but we need secret societies with African rituals.

"How can you call yourselves Greeks," Palmer said. "The problem with Greek letter societies is that they produce a climate of elitism and aren't no bigger than another.

"The cultural festival, complete with cultural exhibits and posters, was held in commemoration of Fred Hampton and Mark Clark, two Black Panther leaders killed in a police raid on Chicago's westside on Dec. 4, 1969.

"We are not here to commemorate the death of Fred Hampton and Mark Clark," Palmer said. "We are here to commemorate the lives of these two men and what their lives stood for.

"Palmer is currently director of Communications Development Services in Chicago and commentator of Lu's Notebook on a Chicago radio station.

"Fred Hampton was just like you referring to the audience of young blacks, Fred believed in people. He believed in the freedom of black people," he said.

In discussing education Palmer said, "Take all the knowledge you can get from this university and use that knowledge for the liberation of black people.

"THE LONGEST YARD" is a movie that cracks a lot of jokes.
And a lot of bones.

Burt Reynolds stars--tough, sassy--and always that fire. The wrath of a woman scorned starts his trouble. However, he's got some wrath of his own. And the last 45 minutes of the film is unlike anything you have ever seen. It will have you howling and cheering like no movie ever has.

"THE LONGEST YARD" is for men, for women, for everyone.

PARAMOUNT PICTURES PRESENTS
AB ALBERT S. ROBBY PRODUCTION
STARRING,
BURT REYNOLDS
"THE LONGEST YARD"

ED LAUTER MIKE CONRAD

WEEKDAYS
6:45 9:00
SAT-SUN
3:00 6:00
6:50 9:05

3rd Bone-Breaking Week

Remember your first: Cigarette? Drunk? Big Date?

Re-live those tender moments; see THIS IS THE RILL SPEAKING by Lanford Wilson THE PRIVATE EAR by Peter Shaffer
Lab Theatre, Comm. Bldg.
Dec. 6, 7, 8 8 PM $1.50
THE WHOLE COUNTRY IS CHEERING!
"HOORAY FOR CAPTAIN SPAULDING!"

THE MARX BROS.
"ANIMAL CRACKERS"

with LILLIAN ROTH

"The humor is timeless... there is no funnier movie than ANIMAL CRACKERS for children and adults, now playing in America."
- BY THE WRAL

"They are literally rioting in New York to see this phenomenal comedy classic. Don't miss it!"
- MARVIN BECK

NEW YORK TIMES FEATURES

A UNIVERAL RE-RELEASE

At The Saluki Cinema

WEEKDAYS: 7:00 8:45
SAT-SUN: 2:00 7:00 8:45

VARSITY NO. 1 FRIDAY-SATURDAY LATE SHOW!

THE TRIPLE AWARD WINNER IS BACK!

- New York Film Critics, 1970

BEST PICTURE OF THE YEAR

BEST DIRECTOR
Bob Rafelson

BEST SUPPORTING ACTRESS
Karen Black

11:00 P.M. ALL SEATS $1.25

VARSITY NO. 2 4TH WEEK!

HELD OVER!

THE TRIAL OF BILLY JACK
It takes up where Billy Jack left off.

Starring DELORES TAYLOR and TOM LAUGHLIN

TODAY AND SATURDAY: 2:00 7:00 10:15
SUNDAY: 2:00 AND 7:30 ONLY!

CAGED HEAT!
PLUS SEE WILD WOMAN FIGHT THE BEAST "THE ARENA"

Daily Egyptian, December 6, 1974, Page 7
Registration nearing end

All continuing students including graduate students are expected to be registered by this day. Registration for new, re-entry, and continuing students who failed to advance register will be held Jan. 16 and 17. Graduate students registering on these days must walk their registration through the process.

Students registering on these dates must pay tuition and fees the same day they register. Students paying tuition and fees by mail should mail payments prior to Jan. 16. Anyone paying after this date must pay in person at the Bursar's Office in Woody Hall by Jan. 17. Registration will be cancelled if fees are not paid by 4 p.m. on this date.

Day classes begin Jan. 20 at 8 a.m. Advisement and registration will be open for program changes on Jan. 20, 21, and 22. Jan. 22 will be the last day to make a program change in which a course is added or a section is changed.

Students are urged to process program changes prior to the first day of classes.

George Moushegian of the Caliler Hearing and Speech Center in Dallas, Texas, will be the speaker at the Neuro Science Seminar Series sponsored by the School of Medicine Monday at 11 a.m. in Morris Library Auditorium. He will speak on “The Early Evoked Auditory Response in Man: Basic Findings and Clinical Implications.”

The SIU Broadcasting Service (WSIU-TV, WUSI-TV and WSIU-FM) will observe Public Awareness Week Dec. 6 through 15. All local shows will be directed to informing the public about the stations' programming. A special “Inquiry” will be presented at 9 p.m. Monday, December 9, entitled “Who Should Support Public Broadcasting?”

Jerry A. Sesco, a resource analyst in the U.S. Forest Service's Forest Sciences Laboratory at SIU, has been advanced to project leader in charge of improving forest products markets and marketing practices research at the Carbondale center. Sesco succeeds Ronald D. Lindmark, who was transferred Nov. 11 to Ogden, Utah, as assistant director for planning and application at the Forest Service Intermountain Forest and Range Experiment Station.

The DE incorrectly listed J.D. Webster as the president of the Libertarian Alternative in Tuesday’s paper. Webster, a senior in biology, Karen S. Brown, graduate student in recreation, John Hiland, alumnus and chairman of the Jackson County Libertarian Society, as well as other members of the Libertarian Alternative will attend the annual convention of the Illinois Libertarian Party in Chicago Saturday.

Campus Briefs

SGAC Films & SCPC Committees presents

“The Blonde Bonanzas”

Friday, Dec. 6
Moe West — in—
“Myra Breckinridge”
8 p.m. and 10 p.m.

Saturday, Dec. 7
Marylin Monroe —in—
“Gentlemen Prefer Blondes”
8 p.m. and 10 p.m.

Sunday, Dec. 8
Jean Harlow —in—
“Platinum Blonde”
8 p.m. and 10 p.m.

Admission Free
Student Center Auditorium
Jazz Quartet closes series

The St. Louis Jazz Quartet will close the 1974 fall Convocations series in Shryock Auditorium with an appearance at 8 p.m. Friday.

Featuring lead vocalist Jeanne Trever, who received three standing ovations during the group's last appearance here, the quartet also includes Terry Kippenberg on bass and base guitar, Ed Nicholson on keyboard instruments, and percussionist Charles Payne.

The quartet has reportedly received rave reviews and standing ovations from New York to Alaska since it began touring in 1971. In addition to campus appearances, the group has appeared in concert at the Kennedy Center for the Performing Arts in Washington, D.C., with the St. Louis Symphony Orchestra, at the Plaza Hotel in New York City and the Mississippi River Festival. The group recently completed a tour in Australia.

Kippenberger, a graduate of the St. Louis Institute of Music and leader of the quartet, says of the group:

"We're interested in all forms of music as long as it's good. And that includes blues, ballads, gospel, pop and rock as well as the most sophisticated sounds of Eastern and classical music, but our main interest is in the jazz field and all the other sounds we explore have a jazz flavor to them."

Vocalist Trever, a former opera student and graduate of Los Angeles City College of Music began singing jazz in Los Angeles. Currently, she performs in St. Louis supper clubs.

An informal coffee hour sponsored by Student Government will follow the performance, at which time the audience may meet the performers. Both the performance and the coffee hour are free and open to everyone.

At this program, audience members will also be given a chance to evaluate this semester's Convocations programs and make suggestions for next semester's series by way of a survey.

Recital planned

Soprano Patricia Durall and Deborah Burris on trumpet, will give a joint recital Friday at 8 p.m. in the Old Baptist Foundation Chapel.

Durall will sing "Three Moravian Songs for Soprano" arranged by Johnson and E Cable. She will also sing arias by Haydn, Schubert and Cherubini. Durall will end the recital with "Caro nome" from Verdi's "Rigoletto." Terry Martin, pianist, will accompany her.

Burris will perform Haydn's "Trumpet Concerto" and the "Aria" from Bach's "Canone No. 71 and 47." Burris will be accompanied by pianist Lyn Strotlun.

The public is invited to attend.

Music class set

Students interested in taking a beginning recorder class are invited to attend an organizational meeting Friday at 1 p.m. in the Old Baptist Foundation, Room 106.

Jervis Underwood, associate professor of Music, will teach the course during spring semester. Prospective students must provide their own recorder and be able to read music.

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You've been wanting a calculator. Now's the time to buy one, while we're having a sale on selected models. 10%–20% off regular price. Come talk to our calculators. They'll talk savings.

University Book Store

Booby's wise saying of the week

EDUCATION ATTEMPTS TO DESTROY SPONTANEITY

PROFESSOR LOREN J. FRIEDMAN
Spring chess tourney planned by S-Senate

By Jim Murphy
Student Writer

With the aid of Student Senate action Wednesday night, a chess tournament matching a top grandmaster against all challengers will tentatively take place at SIU spring semester.

The senate approved an allocation of $125 to pay for the travel expenses necessary to bring the chess pro to Carbondale. Also approved was a $500 allocation that will be used by the chess club to guarantee a tourney prize fund.

Sen. Phillip Horne, chairperson of the Senate's finance committee, said, "We think this will be a good thing for regenerating interest in chess."

On constitutional matters, senators approved a by-law amendment that will shift the STC senate seat to the West Side non-dorm district. The action was in order, according to the amendment's sponsor, Leonard Swanson, because the dormitory on the STC campus is no longer used as a residence hall.

The senate voted to send to the internal affairs committee an amendment that would have made one or two senate meeting absence per semester an "immediately impeachable offense." According to the student government constitution, a student senator is allowed two excused absences based on the quarter system before impeachment action can be undertaken.

Also at Wednesday night's meeting, the 13 senators present unanimously chose Swanson as new president pro-tem of the senate. He replaces Duncan Koch who resigned from the Senate last month.

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$1.00 PITCHERS
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Well if you haven't, you will when AL GOLDSTEIN

...comes to SIU

Al Goldstein is Executive Editor of "SCRÉW" magazine. Goldstein calls "SCRÉW" the most successful underground publication in the world.

He will be speaking on:

Obscenity and the First Amendment
8 p.m. Mon. Dec. 9th Student Center Ballrooms

*refer to October issue of PLAYBOY magazine

GATSBY'S BAR PRESENTS
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"ScrÉw leads the league in trashiness. Our photos are filthy, our articles are disgusting. Our stone is true. We feel free. The dead live: a theme to us. We need love! Beer!"

"My partner, Jim Buckley, feels that I'm a clown, an exhibitionist, a dangerous monster to society, that I should be hauled down and thrown a pound of tar must before I go to bed at night."
Dancers outdo previous efforts in current show

By Deborah Singer
Daily Egyptian Staff Writer

Movement is just an empty skeleton for expression.

It takes the skill and training of dancers and choreographers to put meat on the bones and turn movement into dance. And the student dancers and choreographers who put together the current dance show, "Dancing Organs Through Portholes," have composed a concert that is hefty—both technically and creatively.

Having worked with members of the dance company in one capacity or another for the past few years, I can honestly say that this semester's concert demonstration, at least choreographically, just how far they have come. The concert being held Friday at 8 p.m. in Pur Auditorium, reaches levels of creativity seen previously at SIU only from professional companies and faculty members of the dance department.

This is not to say that the choreography is flawless, but just that much of it is better than what has gone before. Members of the Southern Illinois Repertory Dance Theatre, as well as non-members participating in the show are dancing together as a company worthy of attention now. And the attention should only stimulate the growth being experienced by this company.

Deserving special attention in the concert are the dances choreographed by Diana Cutxthy, Lisa Thompson and Marilyn Rossiter. Each woman has created a piece distinctly different from other dances in the show. In the past, student dance concerts have suffered from repetitious choreographic movements, but new precedents of originality have been set.

Cutxthy's dance, "Aquarium I. Aquarium II" closes the first act of the concert. She has taken movements of fish and incorporated them into patterns executed by five dancers. Sometimes they are crude, and sometimes they are neat, but they are often funny and usually interesting.

Thompson has two dances in the show and both deserving of attention. The first dance in Act I was choreographed for four women and is titled "Saturna." Making use of animal imagery, the piece obviously requires great strength from its dancers. They are called on to perform lifts and movements usually only executed by male dancers. And these women not only do it, but they do it well.

Thompson's second dance is a solo called "Seabath." It is the last dance in the concert. High energy, technical proficiency and good use of stage space are the outstanding qualities marking this talented dancer's solo.

Rossiter has choreographed a duet for herself and Mike Murray. Called "Entangled," the dance makes use of a piece of elastic stretched the length of the stage. The shapes created by the intertwining of Rossetter's and Murray's bodies with the elastic are often strikingly beautiful.

The dreamlike qualities created in the dance "A Sunday Afternoon on the Island of La Grande Jatte," by David Zaiser are often captivating in their simplicity. The piece is executed at times by too much action, and an incessant chatter noise coming from the dancers. Despite this, it contains some of the more original choreography in the show.

Three short studies provide humor and act as an interesting diversion from the longer dances in both acts. In the first act is a dance that was originally choreographed as a new study for a class. In it, a figure in a purple velvet blanket swallows a person who appears to be suffocating in an army camouflage shirt and orange lights.

The other short pieces are both in act II. The first is a space study, and the second is a three-act study. Both were originally choreographed for a class. The light touch exhibited by both dances humorously breaks up the action of the longer pieces.

A Review

Other dances in the concert have been choreographed by Raymond Bremner, James Dash, Susan McGrath and Marilyn Ravel.

There is also an untitled mixed-media presentation in the concert which is the film of a dance by Douglas Bush and James Sanders III.

Admission to the dance show is 50 cents, and Friday will be the last performance.

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MONDAY, FREE IN THE SMALL BAR
T. HART DUO
DON'T MISS THE BEST MUSIC IN C'DALE THIS WEEKEND AT MERLINS

Daily Egyptian, December 6, 1974, Page 11
Candle lighting opens Hanukkah celebration

The first night of Hanukkah, the Jewish festival of lights, will be celebrated at 6 p.m. Sunday with a traditional dinner at the Hillel Foundation, 725 S. University Ave.

The 2,000-year-old celebration will begin with lighting the menorah, a special Jewish candelabra, according to Rabbi Eizenstat. One candle will be lit each night of the eight-day festival.

Ethnic identity speech topic

By Carl Flowers
Daily Egyptian Copy Editor

The recent trend toward ethnic identity is directly related to the rise of the black movement of the mid-60s, according to Nathan Glazer, professor of education and social structure at Harvard University Graduate School of Education.

Speaking to about 100 persons Wednesday in the Home Ec Lounge, as part of a five day visit to SIU, Glazer said a large share of the American white population recognized the pride generated by the black movement of the mid-60s and began to demand for similar ethnic identities.

"From the mid-60s it was better to be an ethnic than an American," Glazer said. "The black revolution sharpened a lot of ethnic identities."

Germans, Irish, Italian and Polish ethnic identities were among the most prominent to evolve during the period, he said.

Glazer said that prior to the late 60s, most census surveys had been general in their informational requests, such as "Are you foreign born and what is your race?" The surveys, he said, should have posed more specific questions such as "Are you Irish or are you German?"

He said the trend toward ethnic identity also is one of the primary causes of conflict between blacks and whites in America. "A threat is seen by other ethnic groups in the language and customs of blacks."

The management of those conflicts will determine the future direction of ethnic backlash in America, he said, and added, "We are in a situation where issues are being worked out. A politically acceptable solution to most of the problems can be worked out."

Currently co-editor of the journal, "The Public Interest," Glazer is co-author of seven books, including "Beyond the Melting Pot," which won the Anisfield-Wolf award for the best book of 1979 in race relations, and "Remembering the Ancestors: Essays on the American Jewish Past."

On Friday, Glazer will conduct two seminars. The first, from 1 to 3 p.m. in Activity Room A of the Student Center, will be for faculty and students of the College of Liberal Arts. From 3:30 to 5 p.m., Glazer will meet in Activity Room D with faculty and students from the College of Human Resources.

PEPPERMINT LOUNGE

HAPPY HOUR

With Jami and TERRY

30c 12 oz. Drafts
50c Speedrail Drinks
3:00-7:00

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RICELAND'S EXTRA LONG GRAIN RICE

COME AND SEE OUR SPECIAL CHRISTMAS GIFTS

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NEXT TO EMPEROR'S PALACE
Weekend Activities

Friday

Recreation and Intramurals: Pulliam gym, weight room, activity room 4 to 11 p.m.; pool 8:30 to 11:30 p.m.; Women's Gym 7 to 10 p.m.
EAU-N Coffeehouse: Wesley Community House, free entertainment, 9 p.m. to 1 a.m., 816 S. Illinois.
Hillie: ride to temple, 7:30 p.m., 715 S. University.
IVCF: meeting, 7 to 9 p.m.; Student Activities Rooms C and D.
Students for Jesus: prayer meeting, 7:30 p.m., Upper Room, 407 S. Illinois.
Campus Crusade for Christ: Bible study, 6:30 p.m., Student Activities Rooms A and B.
WRA: beginning and intermediate varsity gymnastics 4 to 6 p.m., varsity synchronized swim 3 to 6 p.m.
SGAC Lecture Series: 2 to 4 p.m., Student Center Mississipi Room forenoon.
PSigma Epsilon: meeting, 4 p.m., Student Center, Illinois Room.
Delta Kappa: meeting, 6:30 p.m.; Student Center Ballroom D.
 Lambda Org.: meeting, 7:30 p.m., Student Center Mackinaw Room.
Convocation Series: St. Louis Jazz Quartet, 8 p.m., Shryock Auditorium.
Black Affairs Council: dance, 9 p.m. to 12:15 a.m.; Student Center, Ballrooms A, B and C.
Carbondale Peace Center: alternative Christmas program, weaving, crocheting, 1 to 5 p.m., Student Christian Foundation, 815 S. Illinois.
General Educational Development Tests: 8 a.m. to 5 p.m., Morris Library Auditorium.
Air Force Officer's Qualification Test: 9 a.m., Aerospace Studies 867 S. University.
Southeastern Players: "The Private Ear" and "This is the Hill Speaking," 8 p.m., University Theater, Communications Building.
School of Music: student recital, Detlev Burrows, trumpet, Patty Durall, soprano, 8 p.m., Old Baptist Foundation Chapel.
Blonde Bomber Film Org.: "Myra Breckenridge," Max West, 8 p.m., University Center Auditorium.
Mississippi Student Association: prayer meeting, noon to 1 p.m., Student Christian Foundation.
Latter Day Saints: meeting, noon to 1 p.m.; Student Center Activities Room A.
Forestry Club: Christmas tree sale, noon to 5 p.m., N.E. of stadium, near info booth.
Kappa Omicron Phi: meeting, 4 to 6 p.m., Home Economics Lounge.
Intervarsity Christian Fellowship: meeting, 7 to 9 p.m.; Student Activities Rooms C and D.
Science Club: lecture, "Introduction to Psychology," 7:30 p.m., 411 S. Illinois.
Iranian Student Association: meeting, 8 to 11 p.m.; Student Activities Room B.
Alternative Holiday Celebration: 7 p.m., Student Christian Foundation.
Chemistry and Biochemistry: seminar, John Voogt.
Biochemistry of Nitrification by Blue-Green Algae, 4 p.m., Neckers 218.

Saturday

Lost anything? Check the lost and found, Student Center Information Desk.

Southern Players: "The Private Ear" and "This is the Hill Speaking," 8 p.m., University Theater, Communications Building.

General Educational Development Tests: 8 a.m. to noon, Morris Library Auditorium.
College Entrance Examination Board: 8 a.m. to 1 p.m., Lawson 151.

Sunday

Southern Players: "The Private Ear" and "This is the Hill Speaking," 8 p.m., University Theater, Communications Building.
Benefit Fashion Show for Kenneth Garrison: 1 p.m., Student Center Ballroom D.
Recreation and Intramurals: Pulliam gym, weight room, activity room and pool 11 to 11 p.m.; Women's Gym 2 to 5 p.m.; SHI Arena 7 to 11 p.m.
Students for Jesus: worship, 10 a.m., Upper Room, 407 S. Illinois.
Hahlo Club: meeting, 8 to 11 p.m.; Student Activities Room B.
Free School: introductory phenomenology, 7 to 9 p.m.; Student Activities Room D.
Canterbury Foundation: student program, 7:30 p.m., 414 W. Mill St.
Andrews Episcopal Church: Student Health Advisory Commission: meeting, 9 to 11 p.m.; Student Activities Room B.
Hillie Student Council: meeting, 6 p.m., University Center Ballroom.
Phi Beta Sigma: meeting, 2 to 4:30 p.m.; Student Activities Room C.
Phi Delta Kappa: meeting, 4:00 p.m., Student Center River Rooms.

(Continued on Page 14)
HANNUKAH: The Festival of Lights
Menorah lighting, festival music and traditional “latke” supper
Hillel House Sunday, Dec. 8 at 6 p.m.

2,300 years ago, the small Jewish nation drove hostile enemies from her homeland. That was the world’s first struggle for self-determination. That was Hannukah.

That struggle continues today. Israel is again threatened by overpowering enemies. As we light the Menorah this year, we pray for another miracle...that peace will finally be ushered in for all mankind.

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Large Selection...Highest Quality
At Very Reasonable Prices

To Be Shown

Leonard’s Interiors
207 South Illinois Carbondale 11 a.m. to 5:30 p.m.
Morris Library extends hours starting spring

Morris Library will be open until midnight on Friday and Saturday nights spring semester.

Dean of Library Affairs, Ralph McCoy, said the extension of hours is the result of numerous student and faculty requests and is made possible by the release of about $7,500 from the Vice President for Academic Affairs.

Mc Coy recently closed at 6 p.m. Friday and Saturday.

McCoy said the extended hours will go into effect on an "experimential basis" until April and will be continued beyond that date if usage warrants the additional staffing and consumption of energy.

McCoy said "we can't be sure if there's going to be a lot of business but, it's worth a try."

McCoy also released the library's hours for final exam week. Friday, Dec. 13, it will open at 7:45 a.m. and close at midnight.

Saturday, Dec. 14, Morris opens at 8 a.m. and closes at midnight.

Sunday, it will open at 2 p.m. and close at midnight.

The library will open at 7:45 a.m. and close at midnight from Dec. 16 thru Dec. 22. It will open at 9 a.m. and close at 6 p.m.

Hours for the semester break, Dec. 22 through Jan. 30, are as follows: Dec. 22, 23, 24, 31, Jan. 3, 4, 10 through 13 and 17. Morris will open at 8 a.m. and close at 6 p.m.

Dec. 30, Jan. 4, 11 and 18, the library will open at 2 p.m. and close at 6 p.m.

The library will be closed Dec. 22, 25 and 26, Jan. 1, 5, 13 and 19.

Regular hours resume Jan. 30, the first day of spring semester.

McCoy said students and faculty are urged to make use of the library on Friday and Saturday nights next semester to ensure continued service.

He also said the library is seeking specialized graduate students to staff the library in the extended hours.

Workshop slated for handicapped

Career Workshop for physically and visually impaired students will be held Saturday, from 10 a.m. to 12:50 p.m. at the Baptist Student Center.

Co-sponsored by Specialized Student Services and Career Planning and Placement Center, the workshop will attempt to cater to individual student needs and questions, according to Ron Blosser, workshop co-chairman.

"Career consultants from Placement, toning, and counseling, will be represented," Blosser said.

No reservations or costs are necessary. Students needing transportation should contact Specialized Student Services at 603-3738.
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Women travel to the Ozarks with hopes of improving act

By Dave Wieczorek
Daily Egyptian Sports Writer

After a disappointing weekend at the Midwest Open Gymnastics Championships, the SIU women's gymnastic team will attempt to improve their act at Friday's Ozark Invitational at Southwest Missouri State.

Coach Herb Vogel was disappointed in the team's last outing but was not too upset because most of the girls were in the midst of new routines.

"We could have performed a lot better, but we're just still doing the stuff that we know," Vogel explained, "but that wouldn't help our progress towards the end of the year. These early meets are a good time to work on new tricks and if the girls don't do it now they won't do it later in the year when it really counts."

Even though the team is the national champion, the girls have some fears of new tricks and psychological barriers to cross and Vogel said the early meets are the best opportunities to iron out any problems.

As for this weekend competition, the coach is confident his girls will do well. But even though some are nursing minor injuries and the team practice schedule was shortened this week by the varsity basketball game.

Along with Southern, Southwest Missouri State (SWMS), Indiana State and Missouri State University young College will be at the invitational.

Vogel doesn't expect the competition to be any tougher than what they faced at Midwest mainly due to several injuries suffered by other teams.

Cheryl Diamond of SWMS, should provide the stiffest test for SIU. Diamond was an elite class gymnast last year with a 9.1 average.

"Most of our competition will be among ourselves," Vogel said. "We're going to work on some more new routines and some of the things we messed up at the open. Some of the girls will be doing things they don't have complete confidence in so our biggest problem will be handling ourselves.

Looking ahead to future meets, Vogel said he and the girls have set a goal for all meets.

"We want to get four out of our six girls into every final, if we don't, we'll consider the meet a failure. So you could say the Midwest was a failure because we didn't reach that goal. This week, we hope to win all the events."
Saluki tankers picked to win

By Dave Wexner
Daily Egyptian Sports Writer

A squad of young and healthy SIU men's basketball players will try to bring home the hardware in the Illinois State Relays. They are favored to win seven of the 14 events and are seeded second in two more.

She's not first on men's team

BADDIN, N.C. (AP) - Gandys Memisev made history as the first woman to play in a National Collegiate Athletic Association men's varsity basketball game, but Nancy Benhour Gamewell made her mark 38 years ago as one of the first, if not the first, woman to play on a men's college team.

Mrs. Gamewell, now a 10-year-old North Carolina elementary school counselor, went out for the High Point College team at the request of Coach Virgil Yow during her senior year in 1944. She played in all but one game that year.

"At the time, it was just something I wanted to do," said Mrs. Gamewell. "I loved basketball and participated in every sport they offered for women. I never worried about the battle of the sexes."

Much like Miss Memisev, who says women's liberation is not the reason she's playing for Pratt Institute, Mrs. Gamewell disclaims any connection with causes in regard to her playing on the Panther team.

"I think of myself as a person who will fill a job if I'm needed," Mrs. Gamewell said. "I felt it was right for me at the time.

Out of the 12 teams entered in the relays, SIU can expect their toughest competition coming from the University of Cincinnati and Miami of Ohio.

Coach Bob Steole was out of town Thursday so was unavailable for comment, but one of his assistants, Bruce Seiner said. "We are expecting some good competition but probably won't see too much depth among the other teams.

SIU is charging women's liberation on the starting line but a men's varsity team is not first, if not the first.

Mrs. Gamewell disclaims any connection with causes in regard to her playing on the Panther team.

The Salukis will hold its annual fall banquet Sunday, Dec. 8, at 8:00 p.m. The dinner will be held at the Peoria Hotel. The banquet is being held at the request of Coach Virgil Yow during her senior year in 1944. She played in all but one game that year.

"At the time, it was just something I wanted to do," said Mrs. Gamewell. "I loved basketball and participated in every sport they offered for women. I never worried about the battle of the sexes."

Many like Miss Memisev, who says women's liberation is not the reason she's playing for Pratt Institute, Mrs. Gamewell disclaims any connection with causes in regard to her playing on the Panther team.

"I think of myself as a person who will fill a job if I'm needed," Mrs. Gamewell said. "I felt it was right for me at the time.

Gamewell disclaims any connection with causes in regard to her playing on the Panther team.

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Daily Egyptian, December 5, 1974, Page 19
SIU off to Vandy

By Bruce Shapin
Daily Egyptian Sports Editor

SIU will shoot for offensive improvement Friday night when they take on the Redbirds in the first round of the Vanderbllt Classic in Nashville, Tenn.

"Our starting line-up against Austin Peay was disappointing on the front line," Saluki coach Paul Lambert remarked Thursday. "We have to give some offensive movement as a team while trying to match up well with the other team.

"Austin Peay, who last scored against us, will try to fly with the pros, still has several regulars who helped provide two consecutive Ohio Valley Conference titles.

"They are extremely quick defensively and are very physical too," Lambert commented after watching Austin Peay win its season opener 94-92 over Southern Illinois University Tuesday night.

"Austin Peay has good size on the front line. They do an excellent job of pressuring the ball causing the offensive movement as a team while trying to match up well with the other team.

"No, but then neither are the others," Lambert replied.

"We need a Paul Lambert, a Charlie Vaught who played for SIU from 1959-1962, holds the Saluki career scoring title with 2,088 points.

"This weekend's tournament begins a four-game, six-day basketball grin for the Salukis. Monday, SIU faces Missouri Western at the Arena. The Griffons are ranked third in small college pre-season ratings. Jeff Bowne, a 6-4 forward, leads the Griffon attack. Defending Big Ten champion, Michigan, visits Carbondale Wednesday. The Wolverines have lost the services of Campy Russell to the pros, but are still rated in the top 20. Last year Michigan defeated SIU, 86-74.

"We would sound pretty corny saying we intended to play one game at a time, but this is exactly the situation," Lambert said. "We're not looking past Austin Peay.

"The key to the new procedure is the stipulation that if there still is a tie, the most recent team to represent the conference in the Rose Bowl will be determined from consideration.

"The key to the new procedure is the stipulation that if there still is a tie, the most recent team to represent the conference in the Rose Bowl will be determined from consideration.

"No specific action was taken, but the new procedure will be discussed in future meetings," said Duke.

"It's quite likely the subject of playing in other bowl games will be discussed at Pasadena in January when we get together with the Pacific Eight," said Duke.
The prospect of buying a new car intimidates a lot of people. Since a car is an expensive purchase that will be around a long time, it's important to make sure you're getting a good deal. But there are many factors to consider when choosing a new car, and it's important to do your research before making a decision. Here are some tips to help you make the right choice:

1. **Research before you buy.** Before you go shopping for a new car, do your research. Read reviews, compare prices, and check out different models. This will help you make an informed decision.
2. **Consider your needs.** Think about what you need in a car. Do you need a lot of space for passengers or cargo? Do you need good fuel economy? Make a list of your priorities and look for cars that meet those needs.
3. **Set a budget.** Determine how much you can afford to spend on a new car. This will help you narrow down your options and make the decision-making process easier.
4. **Visit multiple dealerships.** Don't be afraid to shop around. Visit multiple dealerships to compare prices and options. This will give you a better idea of what's available and what you can get for your money.

By following these tips, you can make an informed decision when choosing a new car. Remember, the car you choose should meet your needs and fit your budget. Good luck on your car shopping journey!
Financing

Very few new car buyers keep suf ficient savings on hand to meet this large cash payment. As a result, two thirds of all newly purchased cars are financed to some extent through a credit agent.

The financing of a car occurs from the time you get the loan to the moment you have to pay in interest:—is something many people might not think about until they are enthusiastic. Financing is not incidental if you are purchasing; in fact, the financing terms can effect the total cost of a new car. 

Financing essentially involves three considerations: which credit agent to use, how much interest you will 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 (when available) offer lower interest rates than automobile dealer finance plans. Briefly, here’s how it works:

CREDIT UNIONS: You generally have to be a member. A credit union has to be eligible for a loan. Some people feel that if your parents are members you can arrange the loan through them. 

BANKS: Usually as part of the deal you will have to make a down payment of 25 percent of the retail cost of the car, though this can vary. Also, many banks will let you arrange the loan for the amount 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.

If there are obviously a number of ways to finance a car, and interest rates do vary from one source to another. They can 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.

How much interest will you have to pay? That depends on a number of factors, primarily the credit rating of the person borrowing—are you a good credit risk?—and the state or country of residence. For example, smaller banks might offer slightly lower rates to good credit risks to gain business. Dealers might extend lower interest rates to remain competitive with area dealers.

Selecting the right financing plan for your car is easier now with the passage of the Truth in Lending Law. Under this law, auto dealers 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 fees); and two, the annual percentage rate (the annual interest 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 agencies now offer 42- and 48-month plans. Which plan you choose affects how much you will pay each month and how much you will pay in interest. As a rule, the shorter the payment period the less your monthly payments but the more you pay in interest.

For example, let’s suppose you need to finance $9,000—not an uncommon price for a used car.

There’s no excuse for bad credit on your car’s premature depreciation. Supposedly, service maintenance is too often handled by either a self-styled mechanic or the owner’s own tool box. Here are four basic steps to a longer, happier car’s life:

TUNEUP. At least once a year your car should undergo a routine inspection. This process essentially involves reading the car’s owner’s manual, checking the battery and terminals, and examining and replacing the PCV valve and air filters.

Every 12 months or 15,000 miles, whichever happens first, you should have a complete check up. 

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 to one year. Consult your owner’s manual for exact time specifications.

If you own a V-8 engine, consult the manufacturer’s manual. 

ALIGNMENT. Car wheels are perfectly aligned with one another. 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 little brake lining may exert too much stress on the drum and necessitate a very costly repair. Some cars have rear drum brakes only, so check on these. 

With some patience and care a little inspection can result in a perfectly adequate brake job. You should make it a point to find a reliable garage or brake specialty shop. Expect to pay around $80.

American Motors Gremlin

The American Motors Gremlin for 1975, available in two-door sedan form, is powered by a 232 cubic inch six-cylinder engine and comes with full front and rear disc brakes and power steering. Optional equipment includes both automatic transmission and power brakes. Measuring 179.3 inches overall, the Gremlin is all steel belted radial tire equipped. 

Chevrolet Vega

Powered by a 140 cubic inch, four-cylinder engine, the Chevrolet Vega for 1975 comes in four models: two-door hatchback coupe, two-door hatchback coupe, two-door station wagon and a panel express. Standard on the Vega is all forward synchromesh, three-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, the Vega comes equipped with steel-belted radial tires. Selected optional equipment includes power steering, reclining front seats, electric rear window defogger and a fuel economy gauge. Manufacturer’s 1974 suggested retail price is $2,500.

Buick Skylark

The newest entry in the Buick line for 1975, the Skylark 2 , which is priced at $2,307 , is powered by a 305 cubic inch, V-8 cylinder, engine. All synchromesh four-speed manual transmission and front disc and rear drum brakes are standard on the Skylark. This four-speed automatic transmission comes at an option. Also included are power steering and all standard equipment.

Chevrolet Nova

The little Nova for 1975 is powered by a 231 cubic inch engine, V-8 cylinder, engine. All synchromesh four-speed manual transmission and front disc and rear drum brakes are standard on the Nova. This four-speed automatic transmission comes at an option. Also standard equipment includes power steering and power brakes. Measuring 179.3 inches overall, the Nova comes equipped with steel-belted radial tires. Three-speed manual and three-speed automatic transmissions are available as options. Four Choices of optional equipment include power steering, air conditioning, tinted glass and radio.
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-compression engine, the B-210 series have all-synchronised 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.

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 1,290 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 synchronesh 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, $3,800.

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 15)
In 1790, Comte de Sivrac introduced the world's first bicycle — a long, two-wheeled wooden scooter christened a "dandyhorse." This 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 "demi-kar." Then 23 years later, Scottish blacksmith Kirkpatrick MacMillan added foot pedals. A century after the dandyhorse appeared, J. K. Stanley 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 riding 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're only 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'll be traveling any long distances or climbing hills, buy a ten-speed.

A helpful salesman who knows bicycles may be able to help you select a model, too. It's really up to you, however, to gather the information necessary to make a wise purchase. The following seven-point checklist 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 maneuver reasonably. Welded steel heavy 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. Stand over the bike, your knees should be at least one-half inch behind the seat tubes between you and the top of the center pull brake hanger. Finally, rest on the seat to see if the handlebars are comfortably within reach.

**GEARS**

Three-speeds employ a four-speed bicycle gear system housed in the rear wheel hub and operated from a lever usually located on the handlebars. This handlebar system works well on mild grades but is not satisfactory for steep hill climbing.

The 10-speed derailer transfers 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 bike you're riding is in good condition and 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 upset the ride, possibly dropping particularly miserable.

**Handlebars**

Touring or straight distance handlebars are fine for short distance riding. If you plan on making long rides, 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 regular pedal or, for commuting, platform or toe-clip pedals. Toe clips can be hard to grip, especially in the rain. The lightweight serrated metal pedals often supplied on 10-speeds are fine for distance riding or racing, but they can be more dangerous confining in stop-and-go city traffic.

**TIRES**

The most durable all-purpose tires are 1 1/4 to 1 3/4 size tires. They withstand rough roads and city pavement with minimum wear and provide the smoothest ride. Bicycle tires are used for children's bikes and have harder rubber; they are also much cheaper. 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 and are usually standard on most three-speeds and all 10-speeds. Recent testing has shown center pull brakes to be somewhat superior to side pull brakes.

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. Some dealers, for example, charge more for Harleys than for the standard, and the residence location of the rider. For unmarried men under 25, these specialists can cut premium costs to about 1/60th 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 doesn't prevent bikes from becoming very high-risk merchandise. 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 potently dangerous for the unprotected bike rider. It's true that many accidents as cars, but the chances of being killed or seriously injured as a rider are much lower. As a result you'll be hard-pressed to find an insurance policy that covers all unusual, and as great for the bike rider.

Motorcycles are a one-constant of all automobile accessories. It should be capable of absorbing severe impact shock absorbed and is where the creature is not a quality helmet. Whatever kind of helmet you buy, be sure to replace it at least every four years, as well as great for the bike rider.

The following information is offered to help you buy a bike that will best suit your needs.

**Buying Considerations**

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

Size considerations are linked to your riding purpose. For example, you can't buy a true light touring bike because it can never withstand the continual shocks inherent in long-distance riding. You do have some choice of engine size within the different categories, though. As a rule, select an engine that will meet your needs in consumption and cruising range. The engine must be safe, economical and able to meet your needs in consumption and cruising range.

The engine that will meet your needs in consumption and cruising range. The engine must be safe, economical and able to meet your needs in consumption and cruising range. The engine must be safe, economical and able to meet your needs in consumption and cruising range.

The engine that will meet your needs in consumption and cruising range. The engine must be safe, economical and able to meet your needs in consumption and cruising range.
**Bicycle and Motorcycle Insurance**

In 1790, Count de Sainz de la Maza introduced the bicycle—a two-wheeled two-wheeled vehicle—on the streets of Paris. The bicycle was initially considered too radical to be widely accepted. However, it gradually gained popularity, especially among the young and the wealthy. By the late 19th century, bicycles were a common sight on the streets of Europe and the United States.

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**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. Also, 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 buy a truly light touring bike because it could never withstand the continual shocks inherent in long-distance touring. On the other hand, many companies do offer a choice of engine size within the different categories. As a rule, select an engine that will meet your needs. In either case, be sure to test the bike fully before your final decision.

**Motorcycle Insurance**

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 record and purpose, 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 insurance 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 risks. This is especially true of motorcycles that cost $2,000 or more, which make up nearly one-third of the bikes total.

**Safety**

The slightest collision looms potentially dangerous for the unprotected bike rider. The problem of motorcycle safety is receiving as much attention as many accidents occur in the streets as cars, but the chances of being killed or seriously injured as a result of a collision are three to four times as great for the bike rider.

Most important, carry a label to comply with the standards established by the National Highway Traffic Safety Administration. The Foundation's criteria is more demanding than the government-established regulations, and as a result only a few high-quality helmets have been certified. Whatever kind of helmet you buy, be sure to replace it promptly if it is ever involved in an accident or any time cracks or stress lines begin to appear.

A motorcyclist's most important 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. An attempt to conserve 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.
How To Choose a Motorcycle

Motorcycles are everywhere. The outstanding feature of the bike has vanished for the most part, leaving in its wake "new breeds of riders, from commuting businessmen to two-time equestrians to ecomotoring students. Bikes are now designed to fit the unique demands of every user. These bikes can cut significantly the transcontinental traveler to the backwoods fishermen.

Bicycles separate to three basic categories—street or expressway, touring and off-road.

Street: 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 have been built, 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 and suspension 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 specially built to endure dirt roads, trails, or desert terrain. Their light, high frames insulate riders from the bumps and energy in mud and sand. The special engineering design of m.o.t.o r cycle off-road touring bikes precludes even a short cruise down city streets. They are purely recreational vehicles.

Buying Considerations

When the decision is in choosing in which a bike should be the riding purpose. And contrary to some manufacturers' claims, an image can still exist. Occasionally a model will claim to be the shock absorber, but the suspension is made for the bike is built for both street use and light trailing. Also, these capability will range from merely - the bike you either will either be better for street riding or for the trail surface. Size considerations are linked to your riding purpose. For example, you may buy a certain long hauling bike, because you can buy a low running cost. Your choice of engine size between the different categories, though. As a rule, select an engine that will meet your performance demands but not waste power or increase fuel consumption.

For be sure to take the time to shop around, such as bargaining factors as salesmanship, stock, and service. The Department of Transportation agreements can cause prices to vary even between dealers of the same model. 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, for low 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. This rule for the recent equitable credit policies of new small street and off-road motorcycles. With a responsive public, many manufacturers now use 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 of this, many insurers can no longer guarantee mortgage loans for even a non-depreciating asset like an off-road 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 these lawyers and dealers to get the best possible (not minimum) interest rate for as low a down payment as possible. If you can find a bike that they comply with the standards established by the Smell Memorial Foundation. The Foundation's criteria is more demanding than the government-established regulations, and as a result, most dealers will offer you an interest rate as good on that bike if they are at all possible. Insurance can also be negotiated with the local dealer or with the salesperson under the "authorization" part of the bike's price.

The lowest premium costs will be found for those who have the most experience in riding motorcycles. Here rates are computed on the basis of the bike's size and speed capabilities, including damage for safety reasons, the model of the bike, and the residence location of the rider. For unmarried men under 25 the rate is about $100 to $150 per year, for a $5000 insurance policy, although this varies by state to vary from $150 to $200 or more, depending on the area in which the bike is ridden. For married women or men over 25, the rate is the same. In some states the maximum is limited to $50,000 and in others to $100,000. Contact your local insurance agent for 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 handguards 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: $1,548 with faring, $3,375 without.

Honda XL-250

Honda 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: $210.

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, the XL-250) a good small woods bike are features like a flip-up seat for easy maintenance, a single leading shoe brake for off-road holding, a primary kick starter for starts in any of five gears, and a manageable 202 pounds weight. Manufacturer’s 1974 suggested retail price: $161.

Harley-Davidson G-3

The Harley 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 170 pounds on a 45.3 inch wheelbase (a little small for hard riding) means excellent handling and maneuverability. The G-3 is a good bike for both beginners and around-town riders. Manufacturer’s 1974 suggested retail price: $490.

Kawasaki G-5

The Kawasaki G-5’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-5 can go a long way. Its light 170 pounds on a 45.3 inch wheelbase (a little small for hard riding) means excellent handling and maneuverability. The G-3 is a good bike for both beginners and around-town riders. Manufacturer’s 1974 suggested retail price: $490.

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 camshafts and four valves per cylinder. Weighing 333 pounds, it has a top speed of over 110 mph. The engine has an advanced four-stroke design that develops peak power at 5800 rpm, and a five-speed transmission. The XS 500B has a standard electric starter and a hydraulic disc brake standard up front. Manufacturer’s 1974 suggested retail price: $1,702.

Kawasaki S-1

At 339 pounds (dry), the 1975 Kawasaki S-1 is one of the heaviest 200’s around, but its 249 cc two-stroke, three-cylinder engine can reach speeds over 95 mph. In its third year of availability in the U.S., the S-1 has a five-speed transmission that gives the kind of acceleration that high-exlayway 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 water-proofing suit the S-1 for daily commuting. Manufacturer’s 1974 suggested retail price: $975.

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."

See how much truck your money can buy.

TOYOTA

Small car specialists for 40 years.
For more information, see Reader Service Card on page 1.
Volkswagen Announces The $2499 Love Bug:
A Specially Equipped, Limited Edition Beetle

Little One Down!
For more information, see Reader Service Card on page 9.

Volkswagen

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the

$2499

Love

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Specially

Equipped,

Limited

Edition

Beetle

(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 synchronized 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 synchronesh 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 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 hatchback, slant, three-door 2 + 2 and the Mach 1. Powered by a 140 cubic inch, in-line four-cylinder engine, the Mustang II has fully synchronized 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 static ignitions and front bucket seats. Optional equipment includes companion 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, the Astre has a 140 cubic inch, four-cylinder engine. All forward synchronesh, 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 steel-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, four-way power window, four-wheel independent suspension and front disc brakes. Air conditioning, radial-ply tires and Hondaomatic 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 synchronesh 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 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.

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 synchro- transaxle manual transmission and self-adjusting front disc and rear drum power brakes. Standard equipment on the Dasher includes front-wheel drive, rack and pinon steering and radial-ply tires. Selected optional equipment includes tinted glass, sunroof and radio. Manufacturer's 1974 suggested retail price: $4,200.
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 HEADLIGHTS. 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.