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Discontinue Printing of License Forms
 Have you missed that machine-prepared application form for your 1959 license plates?
 If you don't know it already, those forms will not be printed in the future because of an economy drive in Lansing.
 THE STATE legislature asked the secretary of state's office to discontinue the practice because of economy measures. It will save the state nearly \$250,000.
 Application blanks can be obtained at secretary of state branch offices, AAA offices and at the Birmingham Eccentric.
 Blanks must be filled out with black ink or on a typewriter with a black ribbon. Ball point pens and colored ribbons will not be accepted.
 Deadline for obtaining your new plates is Feb. 28.
Bronson Out West
 Marine Pvt. Larry L. Bronson, son of the LaVern Bronsons of Eckford lane, Birmingham, completed four weeks of individual combat training at the Marine Corps base, Camp Pendleton, Calif.

60th Anniversary Weekly Special
3 Day Sale
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Kresge's
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 Delicious Cream-Filled
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2 lbs. 47¢
 Rich, Flaky Cookies With A Variety Of Creamy Fillings
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B'field Man Describes Family Car of 1980

Automobile roofs of "transparent steel," electromagnetic suspension systems and color-filled metals that require no polish are among many advances envisioned as possibilities for the family car of the future—perhaps as early as 1980.
 They were suggested recently by Jack E. Charipar, Plymouth chief engineer and director of product, in a paper presented at the annual meeting of the Society of Automotive Engineers (SAE).
 Crystal-gazing at the American automobile of 1980, Charipar, 3601 Northdale, Bloomfield township, predicted that it will be roomier and more comfortable without being larger, will travel even more safely at greatly increased road speeds, and will be styled to more fully utilize practical applications of aerodynamics.
 The Plymouth executive foretold a new world of revolutionary materials for the car of tomorrow. He predicted that much greater use of metals like magnesium and aluminum would make possible construction of a lighter, roomier, safer and more comfortable car.
 "The UPPER BODY areas of tomorrow's cars will have a greatly increased "showcase" effect as new transparent materials are developed, he explained.
 "One day physics and chemistry will give us a material for our automobile roofs, which we could call transparent steel."
 Also adding to increased interior volume and comfort will be the development of lighter, more compact engines. Light alloys and improved fuel technology will make it possible to increase engine output while at the same time reducing size and weight, he explained.
 Theorizing on suspension systems for the car of tomorrow, Charipar told the auto engineers there is a possibility that cars someday will be equipped with electromagnetic systems which will automatically adjust to all road and driving conditions. The suspension and ground clearance could be controlled by the driver for driving on rough roads or super highways.
 REPLACING the under-hung type gas tank will be elastic fuel cells that may fit into otherwise unused portions of the car such as fenders and quarter panels. Fuel containers could be "poured" into these spaces in the form of flexible, reinforced elastomeric shells molded to the exact shape of the available space, Charipar stated.
 Borrowing from aircraft design, the car of 1980 may well have aerodynamic braking, using flaps set into the body to control airflow over the body at certain speeds for reduced drag and improved economy and performance.
 "Instead of sprayed-on surface paints, the car of the future could have tinted oxide film coating, a color-filled metal surface which would never require polishing or repainting."
 Outlining how the car of tomorrow might be influenced by advanced structural techniques, Charipar said: "Borrowing from present racing car and aircraft practice, the body designer of 1980 may provide his car with an extruded 'space frame,' a lattice of light weight structural members placed where loads require them, and covered by stressed panels."
 WHILE THE OVERALL height of cars probably will not be reduced significantly in the future, he predicted that the day may come when stylists will be able to allow the wheels to protrude into and possibly through the body surface to make over-all lines lower over the chassis.
 "Discussing the size of future automobiles," Charipar stated that

MSUO Building Nears Completion
 The first academic building at Michigan State University Oakland is rapidly taking shape. The outside of the two-wing classroom structure is now nearly completed, including masonry, sash and glass work, according to George Karas, MSUO director of physical plant. The cover between the two wings has been completed with the actual walk scheduled for next spring. Work has also begun on a skylight for the one story wing. The boiler is to be installed next for temporary heat to enable workmen to continue through the winter months and to dry out the building. "We should be able to start moving furniture and equipment in early June, and begin occupying administrative and faculty offices by July 15," Karas said.

it seems cars have hit their maximum length and there is little likelihood they will get any longer.
 "By 1980, automotive styling and buyer taste will have outgrown present pre-occupation with size and mass as ends in themselves to concentrate on better use of space and materials," he said. However, available interior space in the car of 1980 will be more useful and comfortable.
 Through a combination of improved super highways, guidance, control, and communication systems, practical applications of aerodynamic styling to cars, more effective use of fuels and improved safety features, cars of tomorrow will travel safely at greatly increased road speeds.
 AERODYNAMIC STYLING predicted for tomorrow's cars will result in clean contours with flush windows and ornamentation. Other results of the new styling will be higher performance, and ducted high pressure cooling systems with aerodynamically located air inlet and outlet grills for the engine, the passenger compartment and for brake cooling.
 He rejected the possibility of a rear engine in the car of tomorrow on the basis of its adverse effect on car handling, future station wagon requirements, and production economies of single chassis design for all body styles.
 A major revolution in body types with possible eventual reduction to two basic body variables—the sedan and the station wagon—was outlined by Charipar. This he predicted, will come about as a result of expanded interchangeability between body types.

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 Prices Start **40¢**
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Registration Notice
 FOR
Regular Westwood Village Election
Monday, March 9, 1959
 TO THE QUALIFIED ELECTORS OF THE VILLAGE OF WESTWOOD:
 NOTICE IS HEREBY GIVEN THAT I will be at the Village Office located at 18500 13 Mile Road (Fire Station) to receive for registration the name of any legal voter not already registered in the Village of Westwood.
MONDAY, FEBRUARY 9, 1959 — LAST DAY TO REGISTER before the Election from 8:00 o'clock A.M. to 8:00 o'clock P.M. on said day.
 NOTICE IS FURTHER GIVEN that the Village Office will be open
MONDAYS through FRIDAYS from 9:00 a.m. to 5:00 p.m.
SATURDAY, February 7, 1959
 9:00 a.m. to 12:00 noon
ALICE M. SPENCER
 Village Clerk