MICHIGAN MIRROR

Suggest Roadside Coffee Shops to Curb Accidents

BY ELMER E. WHITE
Special Writer

Ideas for cutting down motorist fatigue and thus reducing road mishaps pour into the State Highway Department and other offices in Lansing by the dozens.

One recurring suggestion over the last several years has recently been repeated by one Michigan man with authority to help put such ideas into effect.

State Rep. Edward K. Michalski, Detroit Democrat, has renewed the proposal to provide roadside coffee shops at every highway rest area.

THIS SUGGESTION has been answered time and time again by state officials. They say it would be impossible on the freeway routes because Federal regulations prohibit commercial development on the roadsides.

Michalski contends state-owned, privately operated coffee shops on the super highways would break the monotony of driving, provide respite for passengers, and open new job opportunities for unskilled workers.

The Detroit legislator also urged a full check of off-highway facilities to be sure food, gas and lodging is available on a 24-hour basis near the high speed routes.

AS A MEMBER of the Legislature, Michalski would have a voice in appropriations to the Highway Department which would be needed to put his plan into effect.

Barring any change in Federal highway policies, however, the coffee shops in rest areas appears out of the question.

A slight modification to Michalski's plan might be feasible, however. It could instead provide for the creation of off-freeway rest areas where a motorist could drive up an exit ramp to the coffee shop and just across the road to the entrance ramp with a minimum of interruption to his trip.

Extensive encouragement to private businesses to locate eating facilities immediately adjacent to exit ramps might be advisable as a means of keeping the state out of the restaurant business.

TRAFFIC ACCIDENT RATES was not the only area of safety which took a turn for the worse this year.

State Labor Department statistics show a poor record in both manufacturing and non-manufacturing injuries during the first six months of the year.

The department has not drawn any conclusions on whether the increase in compensable workmen's injuries was attributable to the current business boom which keeps more men at work.

SOME 18,154 compensable injuries were reported to the state Workmen's Compensation Department through June this year.

This represented a 26 per cent increase in injuries over the last six months of 1963 and a 12 per cent hike over the first half of last year.

Injury rates in manufacturing and non-manufacturing were about the same. In the manufacturing firms, the increase recorded was 27 per cent over the July-December, 1963 period, and the non-manufacturing rate was a 25 per cent hike.

FAILURE OF the state Apportionment Commission to reach agreement without court appraisal this year may have provided a foretaste of a similar deadlock to be seen within the next year.

Another commission created under the new Constitution has similar earmarks of deadlock. This is the Highway Commission, to be composed of four persons with no more than two from the same political party.

The Apportionment Commission was named by the two major political parties, four members from each. The Governor will appoint the Highway Commission but must make it an evenly divided body.

ARGUMENT CAN BE MADE that the Highway Commission's job is not a political one. Its responsibility is to appoint a competent highway engineer-administrator to serve as Highway Director at the pleasure of the Commission.

It can be anticipated, however, that Republican Commission members will be able to find a person to fill the requirements of the post who has faithfully served their party during the years. The same can be said of the Democrats on the Commission.

A strong challenge lies ahead for this new Commission to avoid following the pattern set by the Apportionment Commission.

Strong hope still exists that the motoring public can be served in the future by a basically non-political highway director who has at heart the interests of the entire state because the Commission chose him without consideration of his or their political leanings.

The University of Michigan Jazz Band, an 18-member student group, will tour 13 countries in Central America and the Caribbean next year as part of the Cultural Presentations Program of the U.S. Department of State.

Cites Travel Increase By Area Residents

Douglas Brown, manager of the Auto Club's Birmingham division, reports that approximately 93,000 residents in the area, based upon Auto Club travel records, have taken auto trips during June, July and August. This is about 3,200 more persons than last summer.

"Birmingham area residents have taken three per cent more trips out of state than last summer," said Brown, "and have taken about 33 per cent fewer trips into the Upper Peninsula and 24 per cent fewer trips into the Lower Peninsula, as compared with the summer of 1963."

Approximately 3.5 million Michigan residents set a new summer travel record in 1964 by taking four per cent more automobile trips than a year ago.

"AT THE SAME time, state residents took fewer trips in Michigan than during last June, July and August," says Jerry E. Fisher, Auto Club's touring manager, "but motorists from other states visiting here have more than equalized this loss."

Automobile travel by Michiganians in the Lower Peninsula is down 17 per cent and down six per cent in Upper Michigan, Auto Club states.

Yet, an unprecendented 8.5 million total summer tourists spent about $610 million in this state last summer, surpassing 1963's total number of summer tourists and the amount of money they spent by 12 per cent.

"We have entered the interstate tourist exchange era because of freeways," says Fisher, "and so far this exchange has helped touch off the recent boom in Michigan's summer vacation industry.

"FREEWAYS ALONE are not responsible for the interstate travel increase," he adds. "Our prosperity is also showing, because more people are finding it economically possible to take longer automobile trips than ever before."

For instance, Auto Club estimates that 76,000 more persons from Michigan toured Northeastern States this summer than last—including the New York World's Fair—a jump of about 18 per cent. This shows the greatest numerical increase by state motorists to any section of the nation for summer travel.

The greatest percentage increase by Michigan motorists was to Mexico, up 21 per cent or 1,000 persons, over the summer of 1963.

Motorists frequently have a sickening experience while attempting to give another driver a taste of his own medicine. The best way to get even with a rude or inconsiderate driver is to "kill him with kindness." Kindness makes an aggressive driver feel foolish.

Sailor Assigned

Paul E. Chatham, seaman apprentice, son of Mr. and Mrs. Paul E. Chatham, 1186 South Eton, Birmingham, recently reported for duty at the U.S. Naval Auxiliary Air Station, Meridian, Miss.

The air station is one of the newest and most modern of its kind in the United States and trains future Naval jet aviators.

B'ham Professor To Visit Japan

Dr. Herbert A. Raskin, 4660 Pickering, Birmingham, will serve on a team of consultants to the Japanese government on the problem of drug addiction and alcoholism. He is a clinical associate professor at the Wayne State University School of Medicine.

At the invitation of the Japanese government, the team consisting of six Americans, will meet with Japanese doctors in Tokyo, Monday through Nov. 28.

The meeting is being sponsored by the Office of International Scientific Activities of the National Science Foundation.

Try an Eccentric Want Ad!

Legal Notices

BLOOMFIELD TOWNSHIP
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN, that a Public Hearing will be held by the Planning Commission of the Township of Bloomfield, Oakland County, Michigan, on NOVEMBER 16, 1964, at 8:00 O'CLOCK P.M., at the TOWNSHIP HALL, 4200 TELEGRAPH ROAD, in said Township for the purpose of considering the following changes to Ordinance No. 67, being the Zoning Ordinance:

To rezone from R-2 One Family Residential District, to R-3 One Family Residential District, the following described property:

(C143A) T2N, R10E, Section 16: South 41.8 acres of W ½ of SW ¼, except beginning at point distance N 89° 51' East 504 feet and S 2° 04' West 1288.50 feet from West ¼ corner; thence S 89° 54' East 920 feet; thence S 1° 17 30" West 470 feet; thence N 89° 54' West 926.81 feet; thence N 2° 04' East 470 feet to beginning: containing 31.85 acres.

(C143B) T2N, R10E, Section 16: Part of SW ¼ of SW ¼ beginning at point distance N 89° 51' East 504 feet and S 2° 04' West 1288.50 feet from West ¼ corner; thence S 89° 54' East 920 feet; thence S 1° 17" 30" West 470 feet; thence N 89° 54' West 926.81 feet; thence N 2° 04' East 470 feet to beginning: containing 9.95 acres.

(C144A-1) T2N, R10E; Section 16: Part of SE ¼ of SW ¼, beginning at NW corner thereof; thence S 89° 54' East 26.66 feet to Wly line of 150 feet Telegraph Road; thence along curve to left, radius 5804.65 feet, chord bears S 6° 12' 10" East 315.43 feet, distance 315.47 feet; thence N 85° 37' West 67.89 feet; thence N 1° 17' 30" East 308.52 feet to beginning: containing 0.34 acres.

(C144A-2) T2N, R10E, Section 16: That part of SE ¼ of SW ¼ lying West of Telegraph Road, described as beginning at a point distance N 85° 37' West 1349 feet and N 5° 22' East 741.30 feet from S ¼ corner; thence N 5° 22' East 294 feet; thence S 81° 32' 46" East 66.59 feet to a point on Westerly line Telegraph Road; thence along curve to left, radius 5480.89 feet, chord bears S 4° 39' 02" East 265.4 feet to point on said Westerly line; thence S 80° 54' 01" West 116.34 feet to point of beginning: containing 0.58 acres.

(C144A-3) T2N, R10E, Section 16: Part of SE ¼ of SW ¼ beginning at point distance N 85° 37' West 1349 feet and N 5° 22' East 396.30 feet from S ¼ corner; thence N 5° 22' East 345 feet; thence N 80° 54' 01" East 116.34 feet to Westerly line of Telegraph Road; thence along said Westerly line along curve to left, radius 5480.89 feet, chord bears S 6° 19' 36" East 54.95 feet and along curve to left, radius 3493.09 feet, chord bears S 8° 54' 40" East 280.03 feet; thence S 81° 09' West 198.95 feet to beginning: containing 1.20 acres.

(C144B) T2N, R10E, Section 16: Part of SE ¼ of SW ¼ beginning at point distance N 85° 37' West 1052.70 feet from S ¼ corner; thence Northerly along Westerly line Telegraph Road on curve to left, radius 2789.93 feet, chord bears N 7° 19' 15" West 378.29 feet, distance 378.58 feet; thence N 11° 12' 30" West 74 feet; thence S 81° 09' West 198.95 feet; thence S 5° 22' West 396.30 feet; thence S 85° 37' East 296.30 feet to beginning: containing 2.40 acres.

(C159A) T2N, R10E, Section 17: Part of NW ¼ of SE ¼ beginning at point distance N 2° 57' West 242.10 feet and North 4° 13' West 188.95 feet and North 1° 46' West 9.16 feet from SE corner of NW ¼ of SE ¼; thence N 87° 50' West 247.15 feet; thence N 81° 52' West 278.15 feet; thence N 1° 52' West 318.04 feet; thence N 86° 41' 30" East 200 feet; thence N 1° 52' West 261.34 feet; thence N 87° 15' East 107.36 feet; thence N 86° 37' East 205 feet; thence S 2° 45' East 558.44 feet; thence S 1° 46' East 98.93 feet to beginning: containing 6.22 acres.

(C159B) T2N, R10E, Section 17: Part of SE ¼ beginning at point distance S 80° 58' 15" West 1454.85 feet from E ¼ corner; thence S 87° 50' 30" West 200 feet; thence S 0° 42' East 260 feet; thence N 86° 41' 30" East 200 feet; thence N 1° 52' West 261.34 feet to beginning: containing 1.20 acres.

(C159C) T2N, R10E, Section 17: Part of NW ¼ of SE ¼ beginning at point distance N 88° 28' 30" West 393.09 feet and N 88° 35' West 140.95 feet and N 1° 52' West 235.45 feet from SE corner thereof; thence N 1° 52' West 161.81 feet; thence S 87° 42' 30" East 315 feet; thence S 77° 43' 20" East 140.30 feet; thence S 48° 00' West 146.92 feet and S 36° 01' West 106.17 feet along center of road; thence N 76° 39' 30" West 282.39 feet to beginning: containing 1.60 acres.

(C159D) T2N, R10E, Section 17: Part of NW ¼ of SE ¼ beginning at point distance N 88° 28' 30" West 393.09 feet from SE corner thereof; thence N 88° 35' West 140.95 feet; thence N 1° 52" West 235.45 feet; thence S 76° 39' 30" East 282.39 feet; thence S 36° 01' West along center line of road 214.88 feet to beginning: containing 1 acre.

(C159E) T2N, R10E, Section 17: Part of SE ¼ beginning at point distance N 2° 57' West 242.10 feet and N 4° 13' West 188.95 feet from SE corner of NW ¼ of SE ¼; thence N 1° 46' West 9.16 feet; thence N 87° 50' West 247.15 feet; thence N 81° 52' West 278.15 feet; thence S 1° 52' East 77.09 feet; thence S 87° 42' 30" East 315 feet; thence S 77° 43' 20" East 140.30 feet; thence N 48° 00' East 92.12 feet to beginning: containing 0.70 acres.

(C160) T2N, R10E, Section 17: Part of SE ¼ beginning at SW corner of "Supervisor's Plat No. 3", thence S 1° 16' East 493.6 feet, thence S 89° 35' East 314.6 feet, thence N 6° 45' East 574 feet, thence S 76° 14' 10" West 156.48 feet, thence S 77° 57' 30" West 229.12 feet to beginning: containing 4.30 acres.

(C161A) T2N, R10E, Section 17: Part of SE ¼ beginning at point distance N 2° 57' West 242.10 feet from SW corner of NE ¼ of SE ¼, thence S 88° 26' 30" East 269 feet, thence N 3° 55' 30" East 375.05 feet, thence N 89° 35' West 314.60 feet, thence S 1° 46' East along center line of Echo Road 174.09 feet, thence S 48° 00' West 120.86 feet, thence S 44° 02' East 149.46 feet to point of beginning except N 66 feet in Exeter Road: containing 2.22 acres.

(C161B) T2N, R10E, Section 17: Part of SE ¼, beginning at SW corner of NE ¼ of SE ¼, thence N 2° 57' West 242.10 feet, thence N 44° 02' West 149.46 feet to center line of Echo Road, thence S 48° 00' West 118.18 feet, thence S 36° 01' West 321.05 feet, thence S 88° 28' 30" East 393.09 feet to beginning: containing 1.91 acres.

(163A) T2N, R10E, Section 17: S 6.10 acres of NE ¼ of SE ¼, also the S ½ of SE ¼, except beginning at S ¼ corner; thence N 3° 17' West along ¼ line 373.40 feet; thence N 62° 41' East 177.75 feet; thence N 65° 37' East 285.04 feet; thence along center line of Echo Road S 9° 12' West 120.47 feet and S 8° 33' East 468 feet to section line; thence N 88° 45' 10" West 446.76 feet to beginning; also except beginning at point distance S 86° 49' East 607.80 feet and S 9° 12' West 223.80 feet from NW corner of S ½ of SE ¼; thence S 81° 20' East 155.06 feet; thence N 71° 01' East 128.52 feet; thence S 6° 01' West 162.04 feet; thence S 12° 57' West 185.40 feet; thence N 89° 59' West 269.27 feet; thence N 9° 12' East 327.42 feet to beginning; also except that part platted into "The Junipers", also except beginning at point distance N 88° 20' 40" West 1200 feet and N 8° 25' 40" West 866.09 feet and N 13° 14' East 185.40 feet and N 6° 18' East 162.04 feet from SE section corner; thence N 6° 18' East 108.84 feet; thence N 86° 34' West 229.98 feet; thence S 38° 08' West 71.30 feet; thence S 9° 12' West 84.18 feet; thence S 81° 03' East 155.40 feet; thence N 71° 18' East 128.52 feet to beginning; also except beginning at point distance N 88° 20' 40" West 1200 feet from SE section corner; thence N 88° 20' 40" West 398.18 feet; thence along Echo Road N 7° 57' West 468 feet and N 9° 52' East 388.10 feet; thence S 89° 42' East 269.27 feet; thence S 8° 25' 40" East 866.09 feet to beginning: containing 46.93 acres.

(C163B-1) T2N, R10E, Sections 17 and 20: Part of S ½ of SE ¼, Section 17, and part of N ½ of NE ¼, Section 20, beginning at S ¼ corner of Section 17; thence N 3° 17' West along ¼ line 373.40 feet; thence N 62° 41' East 177.75 feet; thence N 65° 37' East 285.04 feet; thence S 9° 12' West 120.47 feet; thence S 8° 33' East 468 feet to South section line; thence S 5° 50' East 271.3 feet; thence West 509.14 feet to North and South ¼ line Section 20; thence N 7° 07' East along ¼ line 281.80 feet to beginning, except beginning at point in center line of Echo Road distance S 5° 47' West 281.80 feet and North 88° 30' East 509.50 feet and N 7° 20' West 210 feet from S ¼ corner; thence S 86° 40' West 185 feet; thence N 46° 04' West 102 feet; thence N 34° 25' 30" East 219.90 feet; thence S 65° 03' East 113 feet; thence along center line of Echo Road S 10° 03' East 135 feet and S 7° 20' East 61.30 feet to beginning: containing 6.70 acres.

(C163B-2) T2N, R10E, Sections 17 and 20: Part of SE ¼, Section 17, and part of NE ¼, Section 20, beginning at point in center line of Echo Road distance S 5° 47' West 281.80 feet and N 88° 30' East 509.50 feet and N °7 20' West 210 feet from S ¼ corner; thence S 86° 40' West 185 feet; thence N 46° 04' W 102 feet; thence N 34° 25' 30" East 219.90 feet; thence S 65° 03' East 113 feet; thence along center line of Echo Road S 10° 03' East 135 feet and S 7° 20' East 61.30 feet to beginning: containing 0.96 acres.

(C163C) T2N, R10E, Section 17: Part of SW ¼ of SE ¼, beginning at point distance S 86° 49' East 607.80 feet and S 9° 12' West 223.80 feet from NW corner thereof; thence S 81° 20' East 155.06 feet; thence N 71° 01' East 128.52 feet; thence S 6° 01' West 162.04 feet; thence S 81° 18' West 291.17 feet; thence N 9° 12' East along center of Echo Road 189.20 feet to beginning: containing 1 acre.

(C163D) T2N, R10E, Section 17: Part of SW ¼ of SE ¼, beginning at point distance S 86° 49' East 607.80 feet and S 9° 12' West 413 feet from NW corner thereof; thence N 81° 18' East 291.17 feet; thence S 12° 57' West 185.40 feet; thence N 89° 59' West 269.27 feet; thence N 9° 12' East 138.22 feet to beginning: containing 0.99 acres.

(C163E) T2N, R10E, Section 17: Part of SE ¼ beginning at point distance N 88° 20' 40" West 1200 feet and N 8° 25' 40" West 866.09 feet and N 13° 14' East 185.40 feet and N 6° 18' East 162.04 feet from SE section corner; thence N 6° 18' East 108.84 feet; thence N 86° 34' West 229.98 feet; thence S 38° 08' West 71.30 feet; thence S 9° 12' West 84.18 feet; thence S 81° 03' East 155.40 feet; thence N 71° 18' East 128.52 feet to beginning: containing 0.86 acres.

(C163F) T2N, R10E, Section 17: Part of SE ¼ beginning at point distance N 88° 20' 40" West 1200 feet from SE section corner; thence N 88° 20' 40" West 398.18 feet; thence along center line Echo Road N 7° 57' West 468 feet and N 9° 52' East 388.10 feet; thence S 89° 42' East 269.27 feet; thence S 8° 25' 40" East 866.09 feet to beginning: containing 7.15 acres.

(C188) T2N, R10E, Section 20: Part of N ½ of NE ¼ beginning at NE section corner, thence S 1° 32' 45" West 490 feet, thence S 84° 56' 40" West 140 feet, thence S 80° 54' West 620.64 feet, thence N 64° 56' 40" West 889.22 feet, thence N 5° 14' West along center line Echo Road 271.30 feet, thence S 88° 20' 40" East 1598.18 feet to beginning: containing 17.97 acres.

(C189A-1) T2N, R10E, Section 20: NE ¼ except beginning at N ¼ corner, thence S 7° 21' West 686.92 feet, thence S 89° 55' East 601.97 feet, thence N 5° 45' West 404 feet, thence S 65° 57" East 888.10 feet, thence N 80° 35' East 622.40 feet, thence N 84° 12' East 140 feet to East section line, thence N to NE section corner, thence West to beginning, also except beginning at E ¼ corner, thence S 89° 45' 20" West 577.95 feet, thence N 0° 55' West 1575 feet, thence E 429 feet, thence S 83° 02' 05" East to East section line, thence S to beginning, also except beginning at point distance S 7° 33' 35" West 281.29 feet and S 89° 49' 50" East 509.42 feet from N ¼ corner, thence S 65° 42' 55" East 427.86 feet, thence S 4° 04' 30" West 452.21 feet, thence N 78° 53' 20" West 307.48 feet, thence N 6° 51' 55" West 23.33 feet, thence N 5° 35' 50" West 547.22 feet to beginning, also except beginning at point distance N 84° 30' 15" West 2316.46 feet and N 7° 39' 25" East 691.04 feet from E ¼ corner, thence N 7° 39' 25" East 162 feet, thence N 7° 10' 50' East 153 feet, thence S 81° 30' 35" East 820.09 feet, thence S 4° 52' 15" West 107.22 feet, thence S 18° 11' 55" West 220 feet, thence N 81° 03' 35" West 802.08 feet to beginning: containing 72.18 acres.

(C189A-2) T2N, R10E, Section 20: Part of NE ¼ beginning at point distance S 7° 33' 35" West 281.29 feet and S 89° 49' 50" East 509.42 feet from N ¼ corner, thence S 65° 42' 55" East 427.86 feet, thence S 4° 04' 30" West 452.21 feet, thence N 78° 53' 20" West 307.48 feet, thence N 6° 51' 55" West 23.33 feet, thence N 5° 35' 50" West 547.22 feet to beginning: containing 4.02 acres.

(C189C) T2N, R10E, Sections 20 and 21: Part of NE ¼ section 20 and part of NW ¼ section 21, beginning at E ¼ corner section 20, thence S 89° 45' 20" West 577.95 feet, thence N 0° 55' West 1575 feet, thence E 429 feet, thence S 83° 02' 05" East 754.45 feet, thence S 638 feet, thence S 11° 21' 50" West 832.88 feet, thence S 86° 18' 58" West along ¼ line 411.47 feet to beginning: containing 40.54 acres.

(C199) T2N, R10E, Section 21: That part of E ½ of NW ¼ lying Westerly of Westerly line of Telegraph Road: containing 8.30 acres.

(C200) T2N, R10E, Section 21: Part of NW ¼ beginning at NW corner of section; thence southerly along West section line 490 feet; thence N 84° 12' East 1350 feet; thence N 0° 30' East 326.2 feet to North section line; thence Westerly along North section line to beginning: containing 11.70 acres.

(201A) T2N, R10E, Section 21: That part of West ½ of NW ¼ lying Westerly of West line of Telegraph Road, except a parcel beginning at NW corner of Section; thence Southerly along West section line 490 feet; thence N 84° 12' East 1350 feet; thence N 0° 30' East 326.2 feet to North section line; thence Westerly along North section line to beginning; also except beginning at West ¼ corner; thence N 86° 18' 58" East 411.47 feet; thence N 11° 21' 50" East 832.88 feet; thence North 638 feet; thence N 83° 02' 05" West to West section line; thence south to beginning; also except beginning at point distant S 89° 48' East 506.45 feet from West ¼ corner; thence N 22° 58' 20" East 829.84 feet; thence S 78° 27' 20" East 408.08 feet; thence S 22° 58' 20" West along Westerly line of Telegraph Road 742.77 feet; thence N 89° 48' West 433.81 feet to beginning; containing 38.68 acres.

Except 450 feet parallel and westerly of centerline of Telegraph Road from Exeter Road to Lone Pine Road which will be zoned R-1, One Family Residential District.

The text of said proposed amendment or change and accompanying maps are available for public inspection at the office of the Township Clerk during regular business hours.

FREDERICK A. CHAPMAN, Chairman
Bloomfield Township
Planning Commission

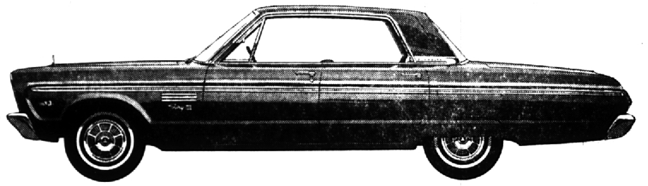
(37)

Spend a week at your Plymouth Dealer's!

Take your time, then take your pick. There are 4 new kinds of Plymouths...60 models to choose from.

Full-size '65 Plymouth

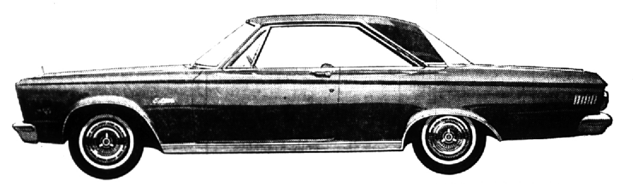
Fury is the biggest, plushest Plymouth ever. Overall length: 209.4". Power choice ranges from powerful 225-cu.-in. standard "6" to optional 426-cu.-in. spurt-away Commando V-8. 22 models starting at $2376.*



PLYMOUTH FURY. Fury III 4-dr. Hardtop.

Intermediate '65 Plymouth

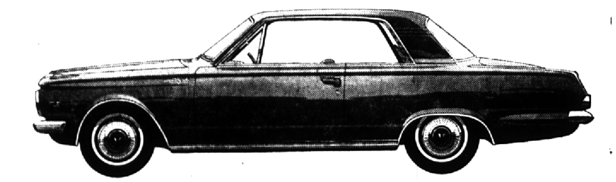
Belvedere is a new way to swing without going out on a limb. Plymouth Belvedere gives you more length, more weight—more car for your money than Ford Fairlane or Chevrolet Chevelle. 18 models. Overall length: 203.4". Priced from $2226.*



PLYMOUTH BELVEDERE. Satellite 2-dr. Hardtop.

Compact '65 Plymouth

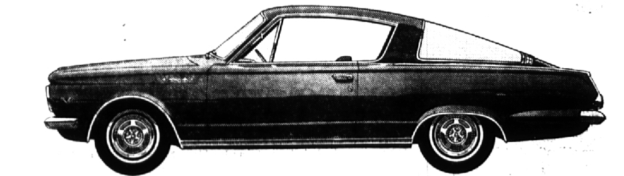
Valiant is the compact that hasn't forgotten why you buy a compact. Low price. Economical operation. Easy handling and parking. Overall length: 188.8". 18 models. Get a new Valiant for what you'd pay for a recent model used car. Prices start at $2004.*



PLYMOUTH VALIANT. Signet 2-dr. Hardtop.

Fastback '65 Plymouth

Barracuda is the fast-moving fastback that seats 5. Bucket seats up front. Flip-down rear seat for 7 feet of cargo space. Overall length: 188.8". 225-cu.-in. standard "6" or 273-cu.-in. standard V-8. Priced under $2500.*



PLYMOUTH BARRACUDA. 2-dr. Sports Hardtop.

THE ROARING '65s
FURY
BELVEDERE
VALIANT
BARRACUDA
Plymouth

EVERY PLYMOUTH HAS THIS STRONG 5/50 WARRANTY: Chrysler Corporation warrants for 5 years or 50,000 miles, whichever comes first, against defects in materials and workmanship and will replace or repair at a Chrysler Motors Corporation Authorized Dealer's place of business, the engine block, head and internal parts, intake manifold, water pump, transmission case and internal parts (excluding manual clutch), torque converter, drive shaft, universal joints, rear axle and differential, and rear wheel bearings of its 1965 automobiles, provided the owner has the engine oil changed every 3 months or 4,000 miles, whichever comes first, the oil filter replaced every second oil change and the carburetor air filter cleaned every 6 months and replaced every 2 years, and every 6 months furnishes to such a dealer evidence of performance of the required service, and requests the dealer to certify (1) receipt of such evidence and (2) the car's then current mileage.

*Comparison based on AMA specifications and Manufacturer's Suggested Retail Price for models designated exclusive of state and local taxes, if any, destination charges, whitewalls, wheel covers, and other optional equipment.

PLYMOUTH DIVISION CHRYSLER MOTORS CORPORATION

BIRMINGHAM CHRYSLER-PLYMOUTH, INC., 912 S. Woodward