

Redstone Rocket

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October 25, 2000

New laws, Army programs combat domestic violence

Prevention is focus of Army campaign

By SANDY RIEBELING
Staff writer

She got slapped around again. Pushed, punched, kicked—all because dinner was cold when he came home... or the kids were playing too loud... or because she wanted to know where he's been... or because... she's breathing.

There is no justification for domestic violence. No one deserves to live a life of fear, wondering when the beating will start again.

The bad news is that it happens every day. In fact, it happens about six times every minute. And the FBI reports that 95 percent of the abusers are male.

The good news is that there is help—help for the victim, help for the abuser, help for the family.

Three new domestic violence laws were added to the Alabama books this year, in an attempt to protect victims and prosecute abusers.

In August, the Domestic Violence and a Crime Bill went into effect. Before this law, victims of abuse had to press charges against the abuser before an arrest would be made. This law makes abuse a crime, which means police officers can arrest



Photo by Sandy Riebeling

FIRST RESPONDERS— Members of Redstone's police force are the first to respond to calls of domestic violence that occur on the Arsenal. Virginia Dempsey, right, Family Advocacy Program manager, talks with military policemen Spec. Vaygen Trimble and Spec. Jerrod Boyd about the upcoming training session on responding to domestic violence calls.

abusers without the victim's consent or support.

The Holding Period Bill for Domestic Violence Offenders, effective Aug. 1,

allows abusers to be removed and detained for up to 12 hours after the offense, which allows the victim to assess the situation, seek help and perhaps find alternate living

arrangements.

Thirdly, the Domestic Abuse Insurance Protection Act, effective in August, provides the victim an avenue to recoup damages on personal property done by the abuser.

Police at Redstone Arsenal will be briefed on the scope and definition of these new laws plus given an overview of the First Offenders Program with the Huntsville Police Department. The special training sessions, held Oct. 24, are a part of the Army's effort to support October as Domestic Violence Awareness Month.

"I don't think the general public is aware of the potential dangers police officers face when they respond to domestic violence," Sgt. Melynda Dugdale, Provost Marshal Office investigator, said. "First responders on the scene deal with everything from injuries, to screaming children to violent spouses to possibly armed people. Their job is to stabilize the scene remove the perpetrator and call for medical services. It's a lot to handle."

While the Army is taking care to equip and prepare its police to respond, the main thrust of its effort during the month is to improve education, awareness and prevention of domestic violence situations.

In 1999 there were 7,673 substantiated allegations of family violence within
See Prevention on page 6

PAC-3 missile has another successful intercept test

The Ballistic Missile Defense Organization and the Army successfully conducted a test of the Patriot Advanced Capability-3 (PAC-3) missile Oct. 14 at White Sands Missile Range, N.M.

The PAC-3 missile intercepted and destroyed the ballistic missile target. While the PAC-2 missile did not destroy its subscale target, the drone did appear to be damaged and the kill-effects are being analyzed. Preliminary test data indicate that all other test objectives were met.

See Test on page 6

Soldiers should reopen their education account

EDUCATION CENTER RELEASE

Thousands of soldiers who have previously withdrawn money from their Veterans Education Assistance Program account should act now to ensure they retain the opportunity to convert to the Montgomery GI Bill.

Two legislative proposals currently being reviewed by Congress include changes that may affect soldiers with zero-balance VEAP accounts.

In the mid-1980s, soldiers who opened a VEAP account were encouraged to withdraw their funds and deposit them into interest bearing accounts. They understood the contributions could be added back to the VEAP account prior to separation from active duty without penalty. Time may be running out to reopen VEAP accounts before new legislation is passed.

Army educators are strongly recommending all VEAP

soldiers who have zero balance in their VEAP accounts to immediately visit their local finance office to reopen the suspended account. The local finance offices, according to Army Regulation 621-202, 4-7c & 4-8, have authority to reopen a suspended VEAP account with a recommended \$25 minimum contribution. The local finance office must confirm the soldiers initially opened a VEAP account during the VEAP era, which ran from Jan. 1, 1977 to June 30, 1985 or during the one open enrollment window from Oct. 29, 1986 to March 31, 1987.

Military members must be on active duty to take advantage of this opportunity to reopen their suspended VEAP account. For more information about VEAP, visit your local education center or access Education online at the following address: <http://www.perscom.army.mil/education>.

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Red ribbons

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Software center gets new café
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Letters to the editor

Commander's letter: There's no room for domestic violence

The Army-based campaign to prevent domestic violence is ongoing. Each year, along with citizens and public officials across the United States, we declare the month of October as Domestic Violence Prevention Month in order to call attention to the problem and to re-commit ourselves to our goal. Our campaign for 2000 declares, "There is No Room for Domestic Violence in the Army Family."

Leadership is important. Everyone at this installation must be a role model for what is right and just when it comes to domestic violence. We must continue to build strong partnerships with the civilian community so we can use Army

teamwork to share our best prevention efforts.

Our Command's commitment to domestic violence prevention is total. Violence that occurs in our military families undermines our military objectives and it undermines families. All the more reason our campaign against domestic violence must succeed.

I hereby proclaim October 2000 as Domestic Violence Prevention Month at Redstone Arsenal and call on every member of this community to join in the campaign.

Maj. Gen. Al Sullivan
commander,
AMCOM and Redstone Arsenal

Man dies from bite by rabid bat

REDSTONE ARSENAL VETERINARY CLINIC RELEASE

A Taylor County man died of rabies October 10, at the Medical Center of Central Georgia in Macon.

The 26-year-old was initially treated at Peach County Hospital in Fort Valley, October 3. He was then transferred to Macon two days later.

The Department of Human Resources Division of Public Health suspects the man was infected by bats living in the boarding house where he was staying. The owner of the house has been notified and efforts are underway to destroy all bats living in the house. Anyone who may have come into contact with the victim is being notified and counseled on any need for medical treatment.

Rabies is a serious disease caused by a virus, which is spread by animals with rabies. In the United States, the majority of human cases of rabies are caused by bat bites. Person to person transmission is extremely rare. In fact, the only recorded cases involved corneal transplants. It is possible to transmit the disease through saliva. The last known case of human rabies in

Georgia dates back to 1991 in Walker County.

The best way to prevent rabies is to vaccinate pets, keep pets on a leash and call the animal shelter to collect stray animals. Never touch unfamiliar or wild animals.

If you are bitten by an animal, wash the wound with soap and water for five minutes then call your doctor. If you suspect an animal has rabies call your local animal control.

Bats are beneficial animals, however it is important to minimize contact between bats and people. It's potentially dangerous if bats live in the same building as people. If a bat is living in your home, call a pest control firm for assistance getting rid of the bats and sealing any entrances and exits to prevent bats from entering the building in the future.

Symptoms of rabies in people include pain or tingling at the site of the bite, hallucinations, fear of water due to spasms in the throat, and paralysis. Once these symptoms appear, the disease is invariably fatal. That is why prevention and early treatment following an animal bite are so important.

Corporate information officials offer explanation on systems

In a recent letter to the Rocket, a reader complained about the viability of automation. "I will mention several examples of how attempts to automate something have resulted in greater degrees of frustration and lost productivity," the anonymous writer stated. Several examples were cited including the PCMS system used by IMPAC card holders, the Army FMS pricing system, developed to obtain pricing of secondary items for foreign military sales, and the Defense Security Assistance Management System.

The Corporate Information Center provided the following response. "Thank you for the Letter to the Editor you submitted for the July 26 issue of the Rocket regarding improvements needed in our automated systems. Your submission indicates that users of our automation tools need to know the procedures they can use to help get needed changes made to our systems, and reduce user frustration levels.

"Two of the systems mentioned in your letter—the Purchase Card Management System (PCMS), and the Defense Security Assistance Management System (DSAMS)—have been fielded to AMCOM by higher headquarters. Because they were fielded by higher headquarters, we are prohibited from making changes to them at the local level. However, we can submit requests for changes to the systems through our local functional proponents.

"Generally, changes to higher-headquarters systems follow structured change-management procedures. For

example, a change-management board usually reviews the suggested change for feasibility, prioritization if the change is approved, and identification of a funding source to complete the change. In the case of the problems you surfaced in your letter, the higher-headquarters functional proponent for the PCMS system is HQAMC. Requests for changes to this system may be submitted through the AMCOM Resource Management Directorate, Rebecca Simons, 876-7929, to the functional proponent. Requests for changes to DSAMS may be submitted through the AMCOM Security Assistance Management Directorate, Diane Brown, 313-6982, to the functional proponent.

"Requests for changes to the locally-developed system mentioned in the letter, AFSP, may be submitted to the AMCOM Security Assistance Management Directorate, Diane Brown, 313-6982.

"Sometimes users are unsure who to contact to obtain information about the organization responsible for a system. The AMCOM System Change Control Officer (SCCO), Landa Pennington, 876-4366, can assist users in obtaining that information.

"In summary, functional proponents are concerned about the user friendliness and effectiveness of the systems they field, and feedback from users is especially critical in ensuring that needed changes are made. We encourage you to submit requests for changes to these systems to the Resource Management Directorate and the Security Assistance Management Directorate."

Security updated for post visitors

While Redstone Arsenal is at Threatcon Alpha +, here are a few measures that will help you more easily enter the installation.

- To gain access a valid vehicle decal and a picture ID are required.
- Visitors must present a valid driver's license and a picture ID to obtain a visitors pass.
- A foreign national visiting the Marshall Space Flight Center must be on a

pre-approved visitors list. A foreign national visiting an Army organization on Redstone Arsenal will be treated as any other visitor.

- An employee that is driven to work by someone else, such as a spouse or friend, can receive a special pass from the Provost Marshal Office, building 3453.

For more information or if you have questions, call the Provost Marshal Office at 876-4444.

Redstone Rocket

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Workers have channels for submitting personal grievances

Complaint resolution can occur informally

By SKIP VAUGHN
Rocket editor

In a perfect world, everyone whistles while they work and goes around happy-go-lucky without any complaints.

But in this imperfect world, a system for handling grievances is a necessity. That's why the Army has a grievance system for its civilian employees.

"The grievance system is a process used by employees to seek formal redress of any matter of employment dissatisfaction," Jackie Bennett, supervisory personnel management specialist in the Civilian Personnel Advisory Center, said. "And employment is used generically to include any matter for which the employee feels he or she has been caused harm or disadvantaged."

The forum an employee uses in the civilian grievance process depends on whether that worker is in a union bargaining unit. The worker can file a grievance under either the negotiated contract with the union or the agency's grievance procedure for employees outside a bargaining unit.

"About 80 to 85 percent of Team Redstone's employees are bargaining unit employees, and as such would use the negotiated grievance procedure for their particular bargaining unit," Bennett said.

Employees outside a bargaining unit would generally include all personnel workers—except those involved in purely clerical work—managers or supervisors, and people involved in intelligence work. They would use the agency's grievance procedure under AMCOM Regulation 690-20.

"The first thing a person should do is try to resolve the complaint or dissatisfaction in an informal way by bringing the matter to the attention of the first-line supervisor," Bennett said. "And then if that doesn't work, the employee can opt to file formally by invoking either provisions of the negotiated grievance procedure or the agency's grievance procedure. Both of these processes have informal steps of problem resolution. In other words, there's a three-step process to grievance resolution."

The first step in either procedure is usually held with the first-line supervisor. The second step with the negotiated grievance procedure is handled by the chief of the primary organizational element in most cases. The second step under the agency's grievance procedure is held by the person designated by the commander who has



Photo by Skip Vaughn

DISCUSSING PROCEDURE— LeRoy Daniels, civilian personnel officer, discusses the grievance process with Jackie Bennett, supervisory personnel management specialist.

jurisdiction to resolve the matter. In the third step, the grievance is put in writing through supervisory channels to the commander; and the commander will make a decision in writing to the employee.

In the agency's grievance procedure, the commander can order an AR 15-6 investigation, invoke any other type of formal investigation or forward a grievance off post to the Office of Complaints and Investigations in Atlanta, Ga., for a recommendation. That recommendation is then sent back to the commander who can accept or reject it and then render his decision to the employee. That decision becomes final, ending the administrative process.

"Under the contractual (negotiated) grievances, once the decision is made at the third step the grievance can go further to arbitration if that process is invoked by the union," Bennett said.

Employees under the negotiated grievance procedure have the right to be represented by the union.

Grievances usually involve employment-related issues such as promotions, or some sort of disciplinary action. The relief sought must be personal to the employee. Larger scale complaints, such as alleged organizational fraud or abuse, are handled in another forum—like the inspector general, for example.

Normally grievances must be addressed within a specified time which may vary depending on the particular agency or union contract. Under the AMCOM contract with the American Federation of Government Employees Local 1858, the employee has 10 working days to file his grievance. That's 10 working days from the act or incident giving

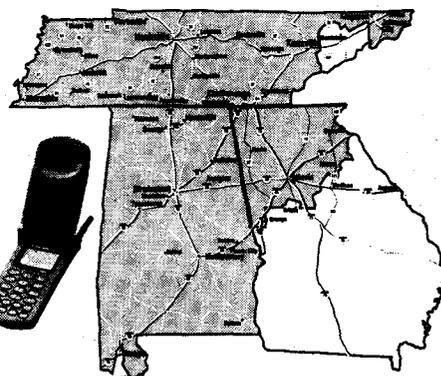
rise to the grievance; but an employee can file at any time if he or she is alleging a continuous act or condition. After submission of the grievance, the first-step supervisor must render a written decision within five working days. The employee then has five days to file a grievance report indicating a desire to pursue the case further. If the grievance is unresolved after the first step, a second-step meeting will be held within 10 working days after receipt of the employee grievance report.

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Team Redstone takes two awards in Army Ten-Miler

3rd and 5th place finishes represent best year ever

By SKIP VAUGHN
Rocket editor

WASHINGTON— Redstone Arsenal has sent a team to the Army Ten-Miler for most of the road race's 16-year history.

And Redstone has been successful, particularly in the all-comers division. But never has a Redstone team accomplished the feat of this year's nine-member group.

For the first time ever, Redstone won two team awards in the same year. Team Redstone took third and fifth place awards in the all-comers division which drew 29 teams at the race held Oct. 15 near the Pentagon.

"What? How did you do that?" post CSM Roscoe Johnson exclaimed when he heard the news.

Depth is the answer. This year's team was the deepest ever, with nine strong runners. There is an eight-member limit per team, so Redstone fielded two entries in all-comers.

Redstone-1 took third place in 4:19:02 which represents the combined time for its four finishers. Members included Capt. Morris Bodrick (59:07), PFC Thomas Heuertz (62:06), David Locker (67:08) and Alexander Steel (70:41), assistant coach. Darin Kruse was originally scheduled to run but missed the trip due to a family emergency.



Courtesy photo

TEN-MILER TEAM— From left are Capt. Morris Bodrick, Skip Vaughn, PFC Roy Gullickson, PFC Thomas Heuertz, Pvt. Daniel Maher, Nathan Graham, Alexander Steel and 1st. Lt. Chris Martinez. Not pictured is David Locker.

Redstone-2 took fifth place in 4:43:12. Members included Nathan Graham (64:32), PFC Roy Gullickson (67:55), 1st. Lt. Chris Martinez (69:23), Pvt. Daniel Maher (72:21) and Skip Vaughn (76:56), coach.

Falls Road Running team won the all-comers division in 3:47:24 followed by Third Army I (4:07:32) from Fort McPherson, Ga., Redstone-1, Panting Panthers (4:24:19), Redstone-2 and Team Boma (4:51:12).

Sammy Ngatia, 41, of Fort Carson, Colo., was the overall winner in 48:49. Naoko Ishibe, 31, of Silver Spring, Md., was the top female finisher in 56:39.

There were 11,876 finishers in the annual event presented by the Association of the U.S. Army.



Photo by Jim Laska

Smiles to spare

Bryant Campbell, 7, of Harvest, one of Redstone's own YABA (Young American Bowling Alliance) members, is the grand prize winner of the Bowl 2000 Pins to Win promotion. Campbell is the happy winner of "Striker," the 36-inch bowling pin plush toy grand prize, which he claimed Oct. 7. The Bowl 2000 Pins to Win promotion ran Aug. 1 through Sept. 30 at Redstone Arsenal's Rocket Lanes.

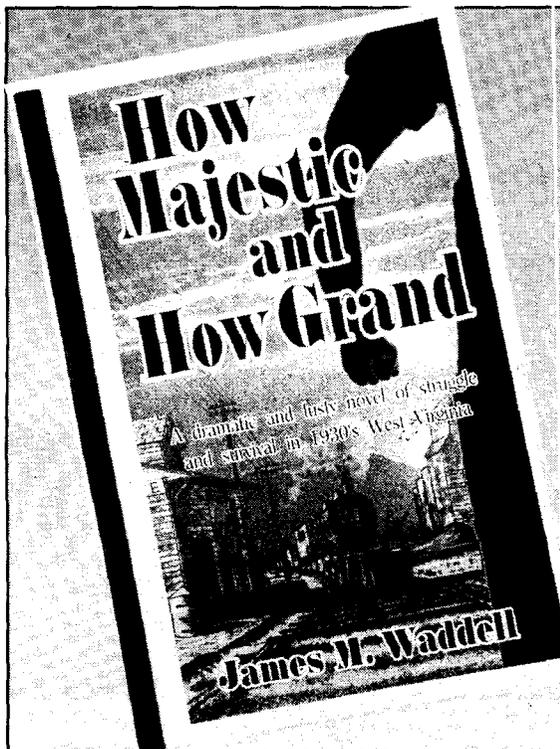
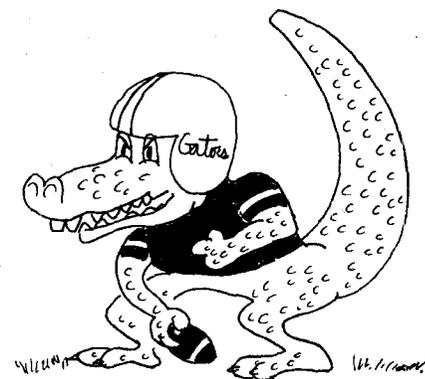
Florida Gators favored over Georgia Bulldogs

By SKIP VAUGHN
Rocket editor

Florida State at N.C. State— FSU
UCLA at Arizona— Arizona

Skip's Picks went 12-2 for the seventh week of the college football season and are 70-31 overall. Here are my predictions for selected games this week:

Alabama A&M vs. Ala. State— A&M
Central Florida at Alabama— Bama
Arkansas at Auburn— Auburn
UNLV at Ole Miss— Ole Miss
Tennessee at South Carolina— Tenn.
Air Force at Notre Dame— ND
Toledo at Navy— Navy
Nebraska at Oklahoma— Neb.
Middle Tenn. State at Miss. State— Miss. St.
Florida vs. Georgia (at Jacksonville)— Florida



Local Author

James Waddell has just published *How Majestic and How Grand*, an epic novel of one community's struggle for survival during the Great Depression of the 1930's. The novel title is taken from the West Virginia State Song which belies the actual conditions of southern West Virginia.

Anyone can write an epic. It takes a special effort to make it work. *How Majestic and How Grand* works beautifully.

Mr. Waddell will be available for book signing from 2:00pm to 8:00pm at:

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Bravo Company stakes claim to troop championship



GET IT RIGHT — Pvt. John Escamilla, of C Company, 832nd Ordnance Battalion, demonstrates "How to Prevent Shock" in the CTT portion of the competition.

Units compete yearly in Military Stakes

By Sgt. SHARON McBRIDE
Staff writer

Military Stakes usually means fierce competition, and this year's event was no exception.

Bravo Company, 832nd Ordnance Battalion won the competition of military skills Oct. 13.

And although the Marines were few in number, they held their own and finished second. Charlie and Delta Companies tied for third.

Here are the event results:

- M16 Shootout— Marine Detachment, first place; HHC 59th Ordnance Brigade, second; and D Company, third.

- Obstacle Course— B Company, first; C Company, second; and Marine Detachment, third.

- Common Task Training— B Company B, first; D Company, second; and C Company, third.

- Ruck March— C Company, first; B Company, second; and Marine Detachment, third.

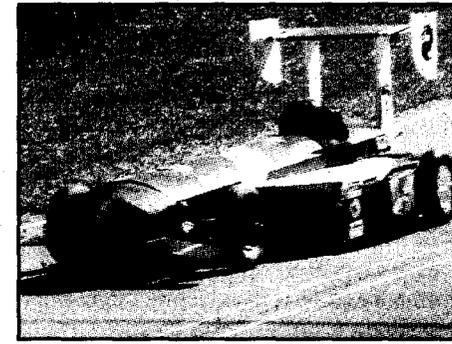
- Soap Box— D Company, first; Headquarters & A, second; and Marine

See Competition on page 6

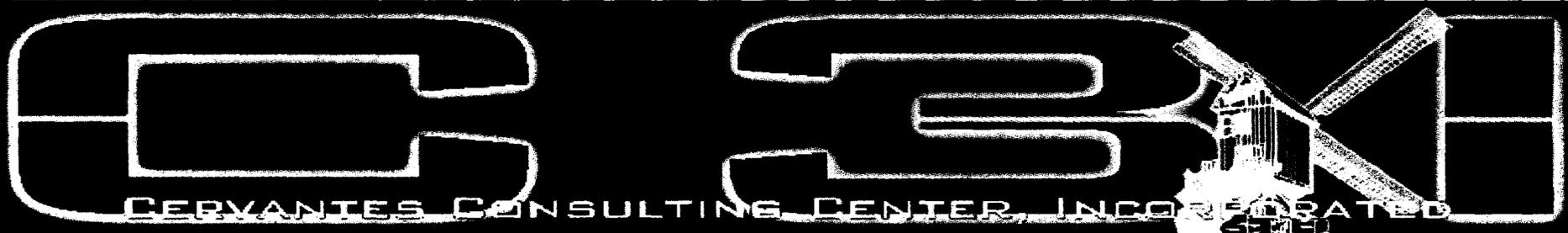


STRUT YOUR STUFF — Members of the Marine Detachment strut their stuff in the Drill & Ceremony portion of the competition.

Photos by Sgt. Sharon McBride



JUST JAMMING — Headquarters & A Company's vehicle jams down the runway in the soapbox derby portion of the competition.



Celebrating Our Third Year!

Cervantes Consulting Center, Inc. (C3I) is an Information Technology (IT) Support Company providing superior services to all our customers. Our goals are to fulfill the automation needs of our customers with cost-effective, high quality, customer-oriented service. The excellence of our services is our best marketing strategy. C3I is an experienced IT support company specializing in providing knowledge and expertise to enhance our customer's ability to reach professional excellence.

C3I is a Minority/Military Veteran Owned business. C3I is Small Business Administration (SBA) certified as a Small and Disadvantaged Business (SDB) and certified as an 8(a) Minority Owned Company. C3I is also certified as a Historically Underutilized Business (HUBZone) Company. C3I has a Federal Cage code designation for classified operations. The company is bonded and is registered as a Quality Information System's Vendor (QISV) with the State of Texas. Its personnel are cleared for Automated Data Processing (ADP) Levels I, II and III access.

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Your HUBZone/8a Certified Company!

■ PAC-3 has successful intercept

Test

continued from page 1

The test involved a simultaneous engagement using a PAC-3 and a PAC-2 missile and two targets. Test objectives included demonstrating system capability to engage and destroy a maneuvering tactical ballistic missile reentry vehicle with a PAC-3 missile and a subscale air-breathing target with a PAC-2 missile; and to demonstrate PAC-3 seeker acquisition and tracking of a target with a second object present in the seeker field of view. Targets used in the test were a tactical ballistic target and an MQM-107 drone.

The PAC-3 missile is a high velocity, hit-to-kill missile and the next generation Patriot being developed to provide increased defense capability against advanced tactical ballistic missiles, cruise missiles, and hostile aircraft. The PAC-3 missile uses kinetic energy rather than an explosive warhead to destroy its ballistic missile targets.

The PAC-3 missile has successfully completed eight flight tests. The first two PAC-3 developmental test missions did not involve targets but were structured to verify critical systems and missile performance prior to conducting target intercept flight tests. A seeker characterization flight mission was conducted March 15, 1999 to test a PAC-3 missile with a seeker. Although not a primary objective of the SCF, an intercept of the target was

achieved. On Sept. 16, 1999, a second intercept test was successful. DT-5, conducted Feb. 5, 2000, was a successful intercept of a Hera ballistic missile target. The most recent developmental test, DT-7, conducted July 22, 2000, was a successful intercept of an MQM-107 drone representing a cruise missile. Another MQM-107 was intercepted July 28, 2000 during a test not included in the developmental test program. The remaining PAC-3 missions will involve PAC-3 missiles intercepting various classes of targets.

The Patriot program is managed by the Ballistic Missile Defense Organization in Washington, D.C., and executed by the Program Executive Office for Air and Missile Defense and the Army Lower Tier Air and Missile Defense Project Office in Huntsville. Lockheed Martin Missiles and Fire Control, Dallas, Texas, is the prime contractor responsible for the PAC-3 missile segment. Raytheon Systems Company, the Patriot system prime contractor, is the system integrator for the PAC-3 missile segment. The MQM-107 target used in the latest test is managed by the Army's Targets Management Office, located at Redstone Arsenal. The TMO is an element of the Project Manager for Instrumentation, Targets and Threat Simulators, co-located with the Simulation, Training and Instrumentation Command, Orlando, Fla. The ballistic missile target is managed by the Space and Missile Defense Command in Huntsville.

Clothes, toys, supplies wanted for Kosovo

ASMC RELEASE

The American Society of Military Comptrollers community projects committee is collecting items to be donated to needy people in Kosovo.

The 501st Forward Support Battalion Aid Station, at Camp Bondsteel in Kosovo, goes into various towns to perform medical clinics/checkups on a weekly basis. They hand out clothes, shoes, toys and candy for the local population.

The following items are needed: seasonal clothes, shoes, dental supplies, diapers, soaps, multivitamins (particularly for children and infants), candles with matches, flashlights with batteries, school supplies (pencils and paper), and durable toys (they only have a few plastic toys that break).

These items are needed immediately. ASMC plans to ship the items by Nov. 9. Let's show our support from the Redstone and Huntsville area. Please get the word out. We only have three weeks to collect all these items and mail them.

For questions or donation information, call any of the following people: Diane Caldwell, building 4100, 955-6549; Sheila Clift, building 5435, 955-6183; April Brooks, building 5300, 842-6944; Brandy Moss, building 5301, 842-6484; Dennis Summers, building 5308, 955-0011; Lisa White, building 5400, 955-6806; Tammy Bragg, building 6260, 876-0351; Tina Shields, building 5250, 842-6070; Melanie Passero, SMDC, 955-1713; Gayle Pridmore, SMDC, 955-4194; or Mary Lou Cole, UGV, 955-6994.

■ Army trying to curb domestic violence

Prevention

continued from page 1

Army ranks; 4,810 of those were spouse abuse while 2,863 were child abuse.

"We really concentrate on early intervention," said Virginia Dempsey, Family Advocacy Program manager, Army Community Service. "We have to get to the problem before it gets out of hand—before the hitting starts. And to do that, we need the cooperation of every organization across the military — ACS programs, community health nurse, behavioral medicine, platoon leaders, drill sergeants, unit commanders and so on."

Dempsey listed common stressors that could lead to violence, including financial strain, parenting issues, deployments and family separations, and job stress.

Army Community Service offers a wide variety of services ranging from identifying referral services for particular needs, to offering classes on parenting, to

management classes for money, stress and anger. It also offers employment assistance which includes improving job search skills, obtaining new skills in clerical and computer fields, job listings and referrals and youth programs.

The Relocation Assistance Program is also available to help families deal with the stress of moving and living in a different environment.

"We are here to help families," Dempsey said. "A strong family makes a strong soldier. People like to think they can handle everything, they don't need any help, they can do it all. They don't want their bosses or friends knowing when they're in trouble. But what people need to realize is that sometimes you can't handle it. You don't have all the answers and that it's OK to ask for help."

"Our programs should be used by families to open the door for a better quality of life. A strong healthy family makes a mission ready soldier."

For more information about ACS services, call 876-5397.

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■ Bravo Company wins Military Stakes

Competition

continued from page 5

Detachment, third. Judging in this event included points for originality, safety, and a time trial.

• Drill & Ceremony – Results will be announced at a later date. A committee is reviewing the videotapes of this event to determine the outcome.

The time trail portion of the soap box competition got off to a rough start after a

close call when B Company's car left the roadway and crashed into soldiers who were standing by. Three soldiers received prompt medical attention from the medics, who were positioned nearby as a part of the overall risk abatement strategy for the competition. The soldiers were evacuated to Fox Army Health Center as a precaution and were released later in the day. B Company's driver sustained no injuries as a result of the incident. C Company's car also crashed at the starting line and was unable to continue.

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Army makes effort to award to small business

Office solicits major primes for solution to problem

By BETH SKARUPA
Staff writer

What happened?

Before the Army Aviation and Missile Command came to be, the two separate commands that created it were doing well enabling small businesses to win government contracts. Now a smaller percentage of contracts are being awarded to small businesses.

AMCOM awards the majority of its contracts for the manufacture of weapon systems and maintenance and overhaul, but few of those contracts go to small businesses. Service contracts account for a smaller percentage of the total awards, but small businesses win a large number of them.

"This command is very critical to the Army's small business program. It's often said, 'As AMC goes, so goes the Army.' Within AMC, it's, 'As AMCOM goes, so goes AMC.' We probably obligate a third of what AMC obligates totally, that's why we're important."

— John Nelson, director Small and Disadvantaged Business Utilization Office

"The location of the problem is in systems and parts," John Nelson, director of the Small and Disadvantaged Business Utilization Office, said. "The deficiency is because we're only awarding roughly 5.1 percent there. On the other side we're doing very well."

Although no hard data exists, Nelson explained that a review of the Army Aviation and Troop Command's small business program found there was an aggressive program in place to examine total award packages and determine what parts they could break away from the prime contractor. Budget reductions in 1997-99 meant less manpower available to do the breakouts and resulted in fewer awards for small businesses once AMCOM was formed.

The challenge now is to determine how to increase the number of small businesses manufacturing parts and maintenance and overhaul while continuing to operate with budget constraints. The SADB

office is turning to AMCOM's major prime contractors to find a solution. Since the primes use many small businesses as subcontractors, there may be a way for AMCOM to go directly to those businesses to award government contracts.

"Just yesterday the head of the subcontracting program of Boeing in Mesa, Ariz., came in to discuss the kinds of things Boeing is considering doing to help one or two businesses in our area while still maintaining the integrity of the parts (for the Apache helicopter)," Nelson said. "Pleasingly, the primes we're talking to are interested in working on ways in which we can buy more directly from their subcontractors."

Nelson is also advocating an internal review of goals and goal setting for small business offices within the Department of Defense and the Department of the Army. Contracts awarded to subcontractors cur-

rently do not count toward the Army's goals to award a certain percentage of contracts to small businesses each year.

"In the final analysis, the color of the money is green whether it comes from subcontracting or contracting," Nelson said. "Even without the rules changing, Gen. Sullivan in a meeting with small business leaders last September said that, as appropriate, he would use his office as a 'bully pulpit' to suggest that they give the maximum to small businesses, especially locally. That's his commitment to small business. He recognizes that he can possibly help them and he will even if it's through subcontracting and he gets no credit for it."

One reason for the trend of only awarding a small percentage of AMCOM's total obligation to small businesses continuing in 2000 is that 85-95 percent of the systems and parts contracts are not available for small businesses. Two primary reasons are: the need to sole source the entire sys-

tem including parts back to primes and because a breakout of a part or a maintenance and overhaul requirement means the contractor or provider of the part must be pre-tested and pre-approved.

"There are limited numbers of small businesses that have been pre-tested and pre-approved because in most instances it is very expensive to become an approved source," Nelson said. "You have to manufacture a part or a set number of parts, submit it to us and run tests on them at your own expense."

"You have to either buy the equipment to test it or pay one of the companies that specialize in testing. And that only allows you to compete, it does not guarantee a contract. But if you can get on that list, you stand a good chance because normally a small business can make a part for less than the primes since they have lower overhead."

The small business office is mandated by law and executive order to work with small businesses, (as defined by the number of employees or the annual receipts over a three-year period according to varying requirements), small disadvantaged businesses (under the 8(a) program), women-owned small businesses, historically black colleges and universities and minority institutions, and businesses in a HUBZone (as defined by the unemployment rate in an identified area or the

average income of families in that county or zone within an identified county).

The office provides advice and guidance to small businesses and HBCUs/MIIs regarding marketing, contract and subcontract opportunities and procedures. It also provides advice and guidance to program managers regarding small business capabilities, acquisition strategies and contract performance.

"This command is very critical to the Army's small business program. It's often said, as AMC goes so goes the Army," Nelson said. "Within AMC, it's as AMCOM goes so goes AMC. We probably obligate a third of what AMC obligates totally, that's why we're important. We hear from our directors, 'You guys have to show up down there. As you slip, AMC is slipping.'

"I think we've clearly identified where the problem lies ... in 1998 and 1999 we only achieved two of our goals. That's clearly slippage. On the bright side, each year we have obligated more hard dollars to small business. But the amount of what you obligate — the percentage of the total award — is what matters. I'm confident with the fact that we've dissected our obligation and identified the areas where there's slippage. We're working with IMMC, RDEC and the Acquisition Center within that area of deficiency and talking to our primes."

Contracting opportunities help small business grow

Local company credits small business office for its success

By BETH SKARUPA
Staff writer

In just over a year, SEI Manufacturing went from making \$400,000 annually to making more than \$2 million. Kyu Shin, SEI president, and Bud Pagakis, SEI business development director, credit

AMCOM with much of this small business' success.

SEI manufactures parts for weapon systems such as the Stinger missile and Chinook helicopters. The company also is a subcontractor for Boeing and SCI and manufactures eight items for the Research, Development and Engineering Center here.

See Business on page 9

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Local small company benefits from Army contracts

Business

continued from page 8

Since May 1999, small business specialists Lee A. Ford, Mary Birdsong and Judith Stewart from AMCOM's Small and Disadvantaged Business Utilization Office have been reviewing jobs to determine opportunities that are within SEI's capabilities.

"About 80 percent of our work is defense related. Over half of that business is directly related to the small business office. So these folks are worth a little over \$1 million to our company," Pagakis said.

Stewart explained that she and the other specialists look for parts that are more difficult to make but are not necessarily needed in large quantities. In other words, she said, they look for precision-machined hardware that requires specialized capabilities with dependable and timely deliveries. SEI also works with some materials that are difficult to fabricate.

"If we hadn't been afforded the opportunity to produce items, we probably wouldn't have grown as quickly or as controlled. The 8(a) program has really helped us, it's been a blessing," Pagakis said. "To me, the specialists are instrumental in providing small disadvantaged companies - or even just small companies, they don't necessarily have to be disadvantaged - the opportunity to compete."

SEI's quality system is what sets it apart



Photo by Beth Skarupa

SHOW AND TELL— Bud Pagakis, SEI business development director, and Kyu Shin, SEI president, show Lee Ford of the small business office a part that their company manufactures for AMCOM.

from local machine shops. When the company first became involved with the small business office, it did not have the system.

"Because of contracts with AMCOM, we have been able to purchase sophisticated, computer-controlled measuring devices. This allows us to keep everything in-house and check our production as we go along instead of having to send it out to another contractor to be tested," Pagakis said.

The quality system has increased the company's capabilities as well. It allows SEI to engage in reverse engineering, taking a part and measuring it and making drawings

from it so it can be re-manufactured.

"Many parts don't have drawings and you need to know the dimensions. Some places only have one part that they go from. We can make up the drawing to create more," Shin explained.

The small business specialists praised SEI for being easy to work with. The company did not require any extra efforts in getting up to speed on 8(a) procedures and has had 100 percent on time delivery with AMCOM.

"They're a first rate company with a fast turnaround on anything we offer

them. They're low risk for the Army, so it's a win-win situation," Ford said.

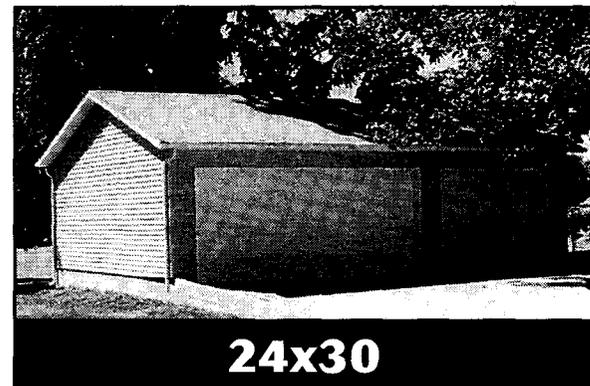
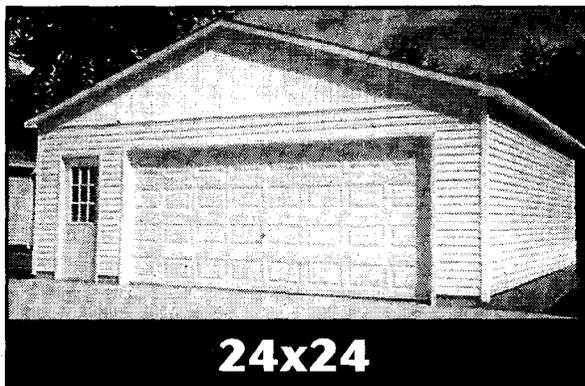
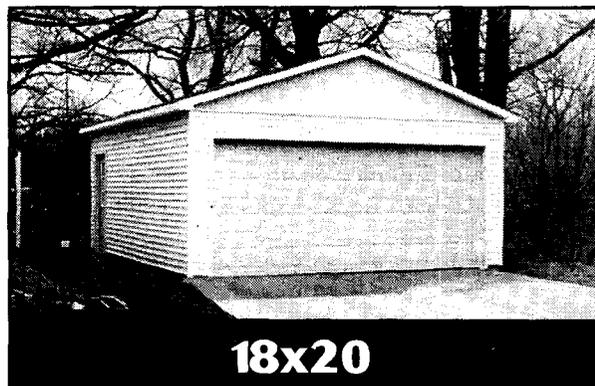
"I can't say enough about these guys, they really help us. One misnomer about the 8(a) program - it's not a give-me, not a freebie. They don't give us contracts. We have to be competitive. We have a history of being 10-20 percent lower with items than the production primes. And we're not only getting 8(a) contracts, we bid competitively on regular contracts too," Pagakis said. "Mr. Shin's come a long, long way and AMCOM's directly responsible for it."



Photo by Beth Skarupa

MEASURING UP—A SEI worker demonstrates how an Optical Comparator is able to measure small corner radiuses of manufactured parts. This sophisticated measuring device allows SEI to keep everything in-house and distinguishes the company from local machine shops.

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Retired sergeant teaches duty, honor, country

Middle school drill team learns the Army way

By SANDY RIEBELING
Staff writer

The flag is something kids need to honor, not burn. That's why Henry Phillips took on training the state's only middle school color guard and drill team. That's why he spends Saturdays in the school parking lot marching a group of kids around until they can't go anymore.

"This program gives kids an opportunity to appreciate their country and the men and women who serve it," Phillips said. "To help them understand that the price of freedom isn't free."

Who better to instill such patriotism than a man who spent his life serving his country. Phillips, retired sergeant first class, served at Redstone Arsenal as the NCO-in-charge at the Bicentennial Chapel from 1980-85. He retired in 1989, only to get called back into service during the Gulf War. Shortly after this tour, he was asked to serve as a chaplain in Fort Leavenworth, Kan., for several months. He retired the second time in 1992.

"After I retired I worked with my home church and went to school to get a degree in education," he said.

After graduating Phillips spent a couple of years working in local educational systems before settling on a



Photo by Sandy Riebeling

CHECKING FORMATION— The drill team is led by social studies teacher Henry Phillips, a retired sergeant first class. Phillips served as the Bicentennial Chapel NCO-in-charge from 1980-85. Drill team members, from left, are Tyler Skinner, Michael Crouch, Joey Dike, Faith Johnston, Adam Bailey, Phillips, Justin Powell, Joel Cagle and drill team commander, Capt. Austin Estes.

teaching job at Meridianville Middle School.

"The principal, Terry Davis, wanted to start a drill team program, knew about my background and came and talked with me. He needed a volunteer to run the program," he said.

This is the third year for the color guard and drill team program. Since its inception, the team has marched in two Veterans Day parades, opened a basketball game at Alabama A&M University, performed in the opening ceremonies for the Special Olympics, and presents the colors before every game for the Meridianville Middle School football team.

"We're looking for things to do in the community— Fourth of July celebrations, Veterans Day and Memorial Day programs," Phillips said. "We want to stay involved. It's a way for the kids to show honor for their flag and their country."

The color guard and drill team consists of 13 students in grades 5-8. Phillips calls the program a different kind of opportunity for students.

"It's for the kids who maybe don't want to be in sports but still want to work together and be a part of team. And that's what the program teaches, teamwork, discipline, cooperation, leadership."

Students like Justin Mullen, commander of the color guard, and Austin Estes, commander of the drill team have learned many things about being leaders. That's why they have been selected for the rank of captain and duties as commanders.

"As the commander, my first responsibility is to ensure the troops are properly trained, and that they follow school policies because I'm responsible for every

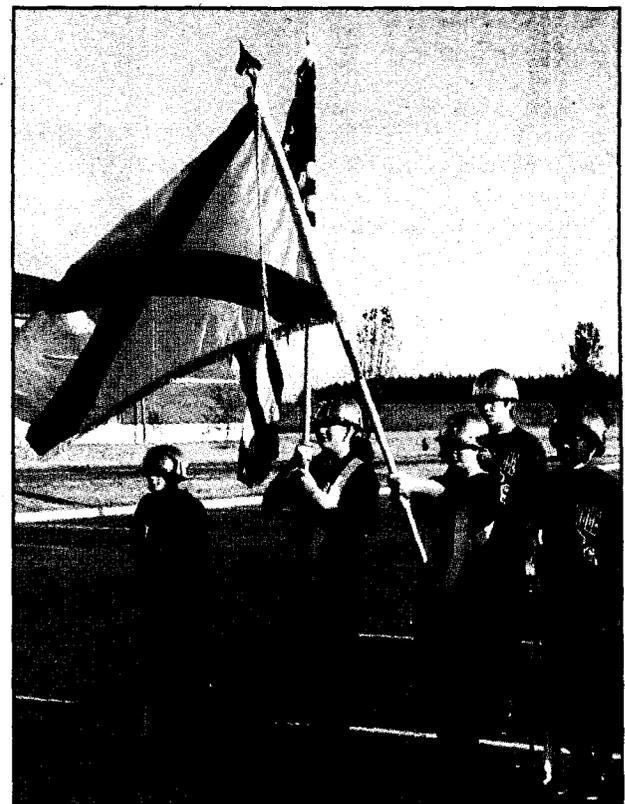


Photo by Sandy Riebeling

PRESENTING COLORS— Meridianville Middle School has the only middle school color guard and drill team in Alabama. From left are Chad Harbin, Sabrina Cacek, Kristin Camden and Justin Hardin. In back is the color guard commander, Justin Mullen.

action they do while wearing the uniform," Estes said. "Mr. Phillips is very strict. You can tell he was in the Army by the way he handles everything. Putting it plainly, he doesn't take any crap."

For Mullen, taking care of the color guard means spending a lot of time on drills for presenting the colors at sporting events and ceremonies.

"The big thing is to make sure the flag doesn't touch the ground," he said.

To be on the team, students have to maintain proper grade point averages and stay out of trouble. Commanders have to live up to a slightly stricter code than other members of the team but for all of them, getting in trouble in school means answering to Phillips as well.

"It's a great program— something that instills patriotism and pride," Phillips said. "All of these kids are either going to be leaders or followers one day. Hopefully they'll lead."

Phillips also coaches soccer and football at the middle school. His football team went undefeated this season.

Army awards \$78M Apache contract

The Army has selected Team Apache Systems— Lockheed Martin and Boeing — to conduct engineering, manufacturing and development for the Apache's Modernized-Target Acquisition Designation Sight/Pilot Night Vision Sensor.

Following this phase, production starts in late 2003 with first units fielded in early 2004.

The sensor uses advanced-technology, electro-optical targeting and navigation systems to improve the ability of Apache pilots to fly and fight in day, night and adverse weather, to increase flight and targeting, performance and reliability.

The sensor's high-reliability design and built-in test features will cut operating and support costs.

Also, the sensor's advanced pilotage system will provide better image intensification for improved situational awareness. Flexibility for future improvements include image fusion and wide field-of-view helmet-mounted displays. The system uses digital video to enhance recording capability and facilitate still-frame video imagery transmission to the ground commander or another aircraft.



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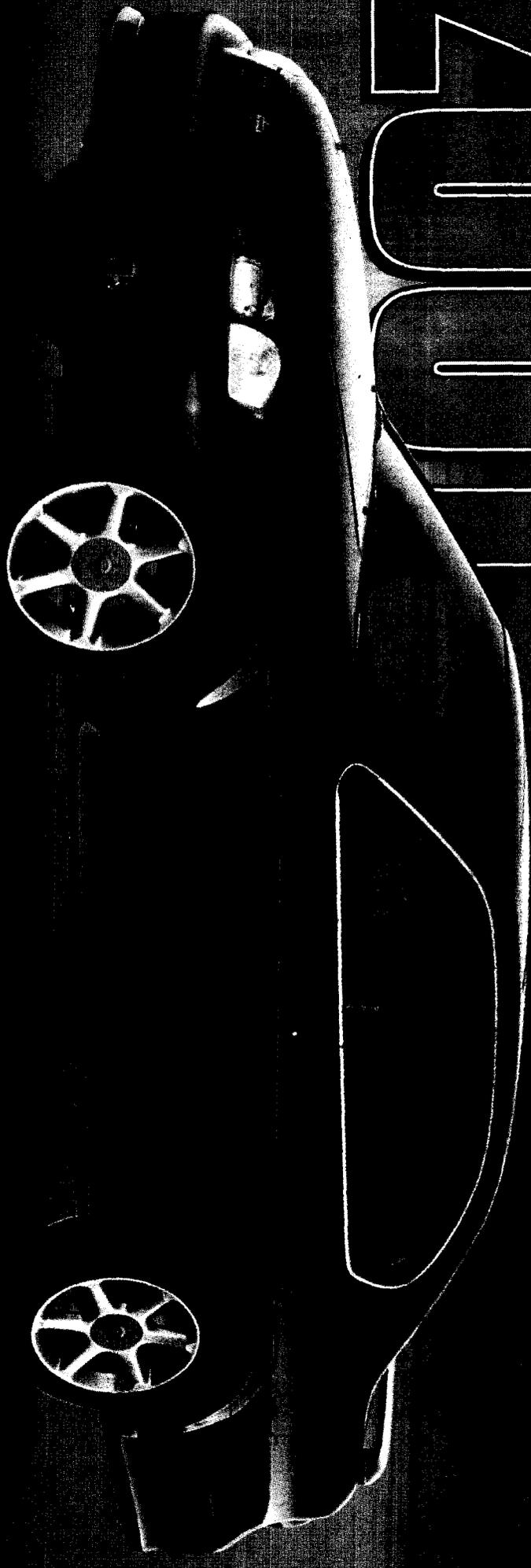
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2001 NEW GM VANS, SUVs



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New roles for new vehicles

By Bob Plunkett
Special to The Times

Scan the catalog of vehicles comprising the automotive Class of 2001 and you may detect in several instances new functions and new roles for cars, trucks and wagons.

The most obvious concerns pickup trucks containing four car-like doors up front and a briefer-than-normal bed in back.

This so-called hybrid design enables the vehicle to combine traits of family-oriented sedan with the rugged look of a sport utility wagon but the hauling ability of a pickup truck.

First in this line of hybrid wagon-truck vehicles came last year with Nissan's Frontier Crew Cab. It was soon followed by the Dodge Dakota Quad Cab and this year with two Ford designs — the F-150 SuperCrew and a compact edition, Sport Trac, as well as two General Motors designs with the Chevrolet S-10 Crew Cab and GMC Sonoma Crew Cab, and Toyota's Tacoma Double Cab.

These hybrid wagon/truck designs apply conventional front doors plus full-size back doors that attach at center pillars by front-edged hinges. Each has a handle inside and out and may be opened independently of the front door.

In profile, the vehicles look essentially like a four-door sport-utility wagon from the front bumper and back to the third pillars behind the second side doors. Beyond these posts, however, the wagon's enclosed cargo compartment is replaced with the sawed-off bed of a pickup.

The shortened box extends for approximately four feet or so in length



File Photo

The Ford F-150 Super Crew combines the traits of a family-oriented sedan with the rugged look of a sport-utility and the hauling ability of a pickup truck.

and stretches between wheelwells. It obviously does not approximate the bed of a conventional pickup and it won't accommodate truck load standards like 4x8 sheets of plywood. Yet it will provide room for a pile of sports gear, even a dirt bike or two or snowboards and backpacks.

A second trend in designs for the Class of 2001 involves another type of hybrid vehicle that looks like a con-

ventional truck-based sport-utility wagon but rides and handles more like an easy-to-drive sedan.

The typical sport-ute rides on a truck chassis with its body stacked on a flat platform. Because chassis and body are two separate parts, the joined structure is inherently weak and therefore twists and bends when set in motion, no matter how tight the welded joints. Such a design guaran-

tees sloppy handling traits — and a truck's rough ride quality.

In these new hybrid designs, a front-wheel-drive car chassis rather than the conventional wagon's rear-wheel-drive truck platform is employed, then the vehicle is equipped with lively independent suspension elements and crisp rack and pinion steering to fashion a ride quality that's smooth and comfortable for passen-

gers yet also nimble and responsive.

Examples come from new products like the Acura MDX, Ford Escape, Buick Rendezvous, Ford Escape, Hyundai Santa Fe, Mazda Tribute, Pontiac Aztek and Toyota Highlander. They join pioneering models that led this class, such as Honda's CR-V, Subaru Forester, Toyota's RAV-4 and the Lexus RX300.

Then there's a third type of hybrid vehicle for 2001 — ones that employ both a gasoline-powered engine and an electric motor to maximize fuel efficiency and lower engine emissions.

Toyota serves up the first mass-produced hybrid sedan with gasoline and electric engines aboard to curb fuel use. Computer controls enable the Prius to operate on either the gas engine or the electric, or combinations of the two plants working together.

Honda's Insight hybrid coupe packs a three-cylinder lean-burn gasoline engine and a battery-operated electric motor that recharges during regenerative braking. The car draws primary power from the gas engine, yet relies on the electric motor to boost acceleration or run in reverse, with a sophisticated electronic controller managing power flow, transitions between engine sources and battery recharging.

These gas-electric hybrid cars are friendly to the environment. Compared to a conventional gasoline-powered car, the Insight produces far fewer greenhouse gases such as hydrocarbons and nitrous-oxide molecules.

Expect other automakers to follow the lead of Honda and Toyota, as several have hybrid dual-engine vehicles on the drawing boards.

Toyota line expands to contrasting extremes

Passenger cars from Toyota for 2001 expands to contrasting extremes with a racy two-seat MR2 Spyder roadster emerging on the sporty side and a fuel-miser gas-electric hybrid on the economy end as bookends flanking an array of made-in-America coupes and sedans that include America's favorite four-door, Camry.

The simple Spyder design

door sedan equipped with both a gasoline engine and an electric motor. It rates as a Super Ultra Low Emission Vehicle (SULEV), yet still brings reasonable performance with space inside an innovative cabin for five passengers.

Another Toyota subcompact, the Echo, follows the Prius but with a thrifty gasoline engine. Toyota's compact

Sophisticated equipment makes new vehicles safer

By Bob Plunkett
Special to The Times

In 1896 only four of those new gasoline-powered "horseless carriages" were on the roads in America, yet two of

equipment for safety and security.

Most obvious are computerized stability control systems. These devices typically channel brake pressure to an individual wheel to block outward slip-

cars are smart too.

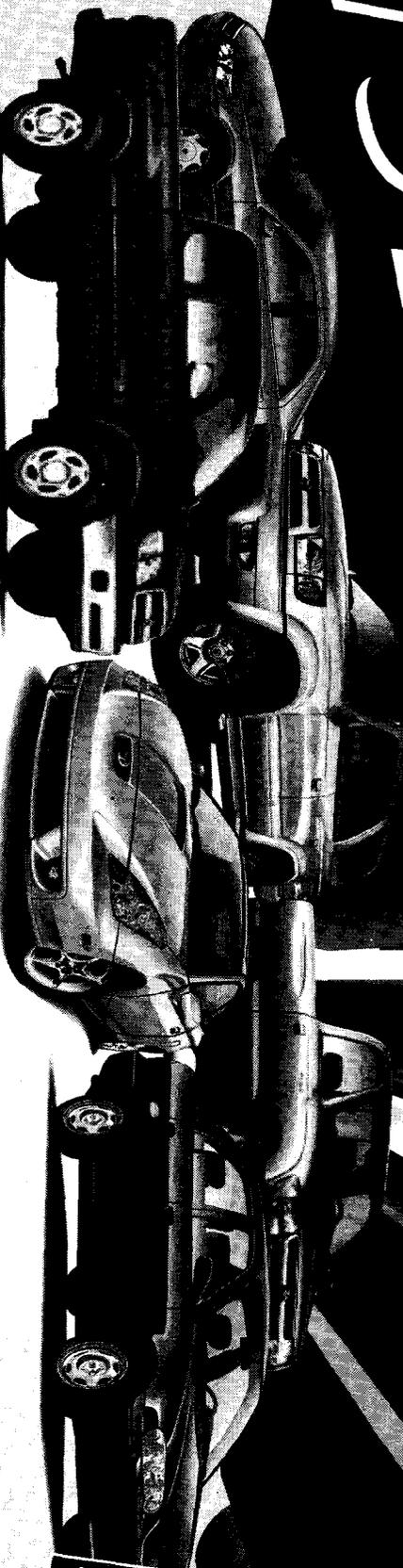
The seats form a rigid and stable support for side air bags, with anti-submarine ramps under frontal edges to prevent an occupant from slipping under the seatbelt during a

adjusts the throttle or applies brakes to maintain a pre-set minimum distance between the two vehicles.

These vehicles and some by Cadillac and Lincoln also use a

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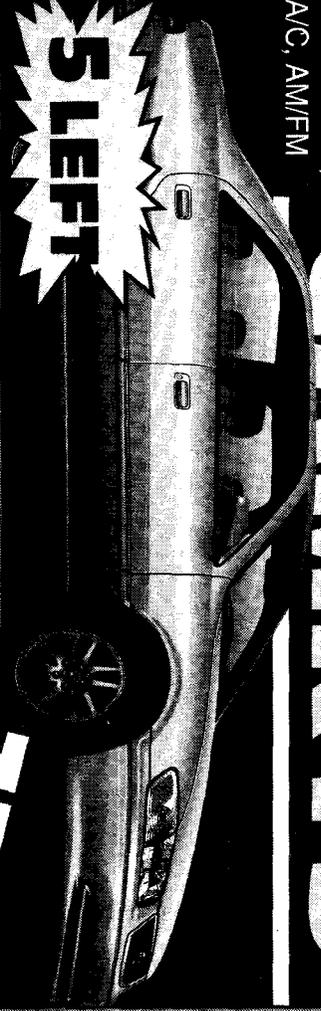


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Ford Escape shows rugged wagon styling but rides like a car

By Bob Plunkett
Special to The Times

MONTE RIO, Calif. — A series of sippy mud holes marked a wet trace threaded through towering California redwoods in misty hills near Monte Rio, where the Russian River reaches the Pacific Ocean about an hour north from San Francisco.

Passage through all of this slippery goo turned into an easy task for a new kind of sport-utility wagon from Ford Motor Company. Labeled as the Escape, one V6 version packs an intelligent traction system that distributes engine power between front and rear wheels selectively as changing conditions of road or trail may warrant.

The intent of this sophisticated mechanism is to maintain firm tire grip no matter what happens on pavement or dirt — wet or dry, this Escape roots to the road.

On dry pavement, all of the engine power goes to the front wheels that also steer. Having the front wheels both turn and steer — when combined with a stiff unitized structure and lively suspension — makes the Escape uncommonly agile, but that's the big idea behind this different design for a sport-utility.

That difference traces to the vehicle's structure.

The typical sport-ute rides on a truck chassis with its body stacked on a flat platform. Because chassis and body are two separate parts, the joined



File Photo

Ford has forged a new kind of sport-utility wagon with Escape that combines the optimum aspects of a car and a truck. The easy-to-handle driving traits and low seat position for easy entry mimic a four-door sedan, but the rugged exterior styling and five-door boxy conformation work like a wagon, and optional all-wheel-drive takes a traction bite on paved roads as well as dirt trails.

structure is inherently weak and therefore twists and bends when set in motion, no matter how tight the welded joints. Such a design guarantees sloppy handling traits — and a truck's rough ride quality.

Yet Escape foregoes the usual body-on-frame structure in favor of a monocoque platform that unites chassis and body in a cohesive unit that's extremely rigid in motion.

A generous wheelbase length and broad wheel track set up a long and wide foundation for

stability when turning. And, unlike some wagons with a solid rear truck axle and crude leaf springs, Escape carries out-of-the-ordinary independent suspension components — with front struts and a multi-link design in back — that deliver rather car-like smooth ride sensations.

In effect, Escape manages to combine the optimum aspects of a car and a truck. The easy-to-handle driving traits and low seat position for easy entry mimic a conventional four-door

sedan, but the rugged exterior styling and five-door boxy conformation work like a wagon, while optional all-wheel-drive delivers traction on paved roads as well as dirt trails.

Ford has big plans for this new vehicle, the sixth sport-utility in the Ford fleet but its first global wagon. Various versions under several brands and three nameplates using modular engines will be produced in multiple countries to supply buyers on five continents.

All Escapes for the United States — as many as 150,000 per year — will come together at a Ford factory in Claycomo, Mo., a suburb of Kansas City, with either a four-cylinder or

2001 FORD ESCAPE WAGON

Description.....Compact sport-utility wagon
Model options.....Escape XLS, XLT
Wheelbase.....103.1 inches
Overall length.....173.0 inches
Engine size.....DOHC 2.0-L I4

DOHC 3.0-L V6
Transmissions/speeds.....I4: Manual/5

V6: Auto/4
Rear/front drive.....Front 2WD, 4WD
Steering.....Power rack and pinion
Braking.....Power disc/drum/opt. EBD/ABS
Air bags.....2 (front) + opt. 2 (side)
EPA mileage est. city/hwy....I4 M/5: 23/28 mpg

V6 A/4: 20/24 mpg
Price range est.....\$ 18,160 to \$ 26,000

200 lb-ft at 4750 rpm. Such forceful numbers create a significant power advantage for the Escape XLT edition over same-size sport-utility rivals.

The entry edition Escape XLS stocks an economical alternate engine with Ford's twin-cam 2.0-liter four-cylinder Zetec that runs to 130 hp at 5400 rpm with a manual five-speed gearbox.

The Duratec V6 with automatic shifter is also available on the XLS, and the all-wheel-drive system requires it.

With the V6 aboard, safety options increase, like anti-lock brakes with electronic brake force distribution and side-impact air bags for the front seats.

Escape's strong unibody structure serves as the first line of defense for passengers, surrounded by a safety cage rigged with force-deflecting energy management zones fore and aft plus reinforced side panels and doors. Front riders have dual two-stage frontal air bags plus seatbelts with load-limiting retractors and buckle pretensioners, while in the rear there are seat and ceiling anchors to tether a child's safety seat.

The nimble driving attitude of Escape translates into an important active safety feature because the wagon when directed by an alert driver can move quickly through evasive maneuvers to avoid hazards on the road.

Despite its uncommon agility and car-like driving characteristics, Escape still has a

dynamic sweep, with sides showing strong shoulders and tall windows bowed to the rolled roof. The tail also bows through the wide liftgate inset with a flip-up window.

The broad and long superstructure carves out a passenger compartment with best-in-class spaciousness and multiple on-board amenities for comfort.

A pair of bucket seats mount up front on either side of a floor console, the bench on the second row provides spaces for three with a backrest that folds down to enlarge the cargo area, and that back bay with rear gate access has more useful space because a spare tire tucks beneath the floor.

Special interest gear designed to work in Escape's cargo bay is available through Ford dealers. Equipment includes an interior rack that cradles two mountain bikes and a barrier wall that clips into cargo hooks and fits against the rear seatback to corral an on-board pet.

Designers managed to drop the cabin floor for Escape but still maintain a reasonable chassis height for ground clearance. As a result, you don't have to hike up to climb aboard, but simply slip in sideways like you would enter a sedan.

The list of standard equipment looks good, beginning on Escape XLS with air conditioning and power controls for windows and door locks and mir-

Dan Wachtel Ford-Lincoln-Mercury

Ford Sport Trac operates like a wagon but works like a truck

By Bob Plunkett
Special to The Times

HEAVENER, Okla. — In these timbered hills of the rugged Ouachita Mountains stretched over western Arkansas and eastern Oklahoma, a pickup truck — often caked with trail mud and packed with gear for camping and hunting — dominates as the preferred choice for backwoods transport.

Proving the point, the parking lot around a mini-mart along U. S. 259 at Heavener was littered with pickups when we pulled in to refuel a different kind of truck from Ford.

Ours also was splashed with mud off the trail and its back bed was loaded with gear, but that bed was brief and covered by a hard tonneau that concealed the cargo. The cab, with four full-size doors instead of the typical truck's two, also concealed the contents, which happened to be seats inside for five in a space that seemed more akin to the cabin of a sport-utility wagon than a pickup.

And the exterior of our truck looked different from the lot: Its sheetmetal forms were curvy and cool, the abbreviated back bed seemed detached as a segmented boxed compartment, and ground-level molding ringing the body contrasted in color and united the entire package in a stylish design.

Those who parked their conventional pickups in the mini-mart lot noticed those differences in our truck — so much so that several couldn't resist the question: What in the world is that?

What it is happens to be the latest concept in hybrid design, whereby traits of a pickup truck and sport-utility wagon come together in a single package of practical transportation that can carry up to five people in comfort and also provide multiple applications for cargo.

Ford labels its big idea as the Sport Trac.

It's a truck and a wagon wrapped in a distinctive new shell that reflects elements of both truck and wagon.

Foundation comes from the Explorer sport-utility, but with the frame extended to make room for a short pickup box

Full-size rear doors attach at the B-pillar by front-edged hinges. Each has a handle inside and out and may be opened independently of the front door.

Seats bring choices for style and upholstery material.

Standard issue front captains chairs covered in cloth have manual controls to move fore and aft on tracks and tilt the seatback, with the rear bench split in 60-40 ratio.

Sport buckets with low-rise backs are available with six-way power controls for the driver's seat, adjustable head restraints plus map pockets on seatbacks. Also, leather-trimmed versions can be added in front and rear.

Structural elements and mechanical equipment for the Sport Trac come off the Explorer wagon, although the frame was strengthened to handle heavy truck cargo by thickening the longitudinal frame rails and adding gussets and tubular cross braces.

The stronger frame improves chassis stiffness by 40 percent, which ends up taming the ride quality and setting up a taut tone.

Suspension elements mount to this stiffer chassis, with larger stabilizer bars in place front and rear.

Up front, wheels float independently through a torsion bar

with a long and short arm arrangement. A live axle in the rear combines with two-stage leaf springs to generate smoother ride sensations.

Steering is quick, thanks to a rack and pinion system, and brakes have been strengthened with stiffer calipers on vented discs in front plus rear drums and anti-lock controls for all wheels.

For power, the Sport Trac draws from Explorer's single-cam 4.0-liter V6 engine that produces 205 hp.

It links to a five-speed automatic transmission which, in effect, adds another gear range between first and second notches of a normal four-speed automatic. This produces more precise gear ratios and, ultimately, better action for accelerating or applying traction to all wheels.

A manual five-speed gearbox will be available later.

The optional four-wheel-drive traction system uses a dashboard switch to shift from rear two-wheel to four-wheel high gear or into four-wheel low for more serious off-road stuff. A pulse vacuum hub-lock device sets front hubs quickly for 4x4 mode — and it engages while moving at highway speed.

Expect keen price points for new Sport Trac, beginning around \$23,000 for two-wheel-drive and less than \$26,000 for the four-wheel-drive edition.



File Photo

Ford's Sport Trac works as truck and wagon. Based on the Explorer wagon, it looks like Explorer from nose to C-pillar, but the wagon's enclosed cargo compartment has been replaced with the sawed-off bed of a pickup. The truck bed, crafted from sheet-molded composite plastic that won't dent or scratch or rust, extends for 50 inches. Inside, four full-size doors make entry easy from any seat, and the seat system has two front buckets and a back bench that splits and folds to form a brief cargo bay. Sport Trac draws power from Explorer's V6 engine.

BUICK'S
MODEL YEAR
CLOSE-OUT.

Nissan Pathfinder in new style fortified by a rush of power

By Bob Plunkett
Special to The Times

VALLEY OF FIRE, Nev. — With a whoosh and whomp and the whip-whip work of an active suspension, Nissan's souped-up Pathfinder sport-utility wagon surges over whoop-de-do pavement bumps on a roller-coaster route tracking through red sandstone canyons at Valley of Fire state park in the Nevada desert near Las Vegas.

Springs and shocks float and contract and float again in a bouncy rhythm like a jackrabbit bounding over tumbleweed, while the engine puts such a kick in the throttle that a driver spends as much energy reining horses as he does hanging on to steer.

But hang on you must: Pathfinder's finally fired up.

Stylists at Nissan's North American design studio in California worked up a sharp

new body treatment for the Pathfinder to dress up a 1996 generational platform for models of year 2000, yet a muscular new powertrain for the revised wagon was not ready for the roll-out.

It comes now as the 2001 Pathfinder with either manual or automatic transmission and choices of rear-wheel-drive or a part-time four-wheel-drive mechanism for the three trim versions of entry XE, a well-equipped SE and deluxe LE.

The engine, an expansion of the sophisticated aluminum 3.0-liter V6 that powers Nissan's Maxima flagship sedan, displaces 3.5-liters with dual overhead cams and multi-valve technology applied, along with a continuous valve timing control system that boosts torque at lower engine speeds.

Output of this new plant exceeds the Pathfinder's former single-cam 3.3-liter engine by

as much as 70 points. It produces 250 hp at 6000 rpm when teamed with a manual transmission, or 240 hp with the automatic.

Such thrust allows the Pathfinder to leapfrog over mid-size competitor wagons with lesser V6 engines.

It forges a new robust personality for Pathfinder, which looked sharp and packed comfy features but, due to tepid output from the former engine, moved like a slug.

Also, the force of this new plant when coupled to the four-wheel-drive system enables Pathfinder to hammer a path over off-road terrain.

The optional four-wheel traction device uses a transfer case for switching from rear-wheel to four-wheel high-gear mode while underway at speeds up to 50 mph. From 4-Hi you must stop the vehicle before shifting down to 4-Lo, which is handy for crawling over trail obstacles.

On smooth pavement, the rear-wheel-drive version delivers a comfortable ride quality, and the powertrain enables a rather hefty wagon to charge around a slower vehicle when passing or bound down a free-way fast lane, as our tester Pathfinder proved on the I-15 slab into Vegas.

In effect, Pathfinder now acts as strong as it looks.

The exterior package, aided by computer modeling in the design process, presents bold and athletic sheetmetal contours prefaced by a high hood and chin-forward face.

In front, a thick fascia with integrated air vents and foglamps underlines the narrow grille and flanking multiparabola headlamps.

Side panels are scored by rolled shoulders and low cladding, forming strong horizontal lines near the ground between flared wheelwells.

At the rear, the bumper and combination taillamps merge with a top-hinged liftgate and its flip-out window.

Pathfinder's original model, a savvy three-door sport-utility vehicle built on the chassis of a pickup truck, became one of the first concepts from Nissan's California design facility. Market preferences for five-door wagons eventually prompted a five-door Pathfinder

three-door wagon.

Overhauling the five-door Pathfinder in 1996 led to the present platform with an expanded wheel track and longer wheelbase that set up a larger package and stabilized the ride quality.

Traces of the original five-door Pathfinder design are still apparent in the latest edition because the forward-canted C pillars conceal the rear door handles.

A monoframe for Pathfinder unites frame, floor and body into a stiff unibody structure that resists a wagon's natural tendency to bend torsionally.

The unibody framework not only reduces stress between components to tame rattles and squeaks, particularly when maneuvering off-road, but it sets up a far more stable platform to mount suspension components.

The suspension consists of a heavy-duty independent strut design up front and five-link rigid rear axle, with stabilizer bars pinned fore and aft.

Anti-lock brakes hitched to

all wheels serve as a primary safety system for all Pathfinder models, with big disc brakes installed in front of rear self-adjusting drums. All also tote a power-assisted rack and pinion steering system.

Other safety elements range from frontal air bags for front seat passengers to structural crumple zones and body reinforcements, an energy-absorbing steering column and child-proof rear door locks.

Side-impact air bags for front seats are also available in a package of leather seats for the two top trims.

Pathfinder's interior arrangement fits like a glove.

The layout applies twin torso-sculptured front bucket seats and a rear bench for three with seatback split in 60-40 ratio to expand the rear cargo area.

A new cluster of white-faced electroluminescent analog gauges in the revamped instrument panel, lifted from the Maxima sedan, makes the dials easy to read. All editions provide a tachometer and gauges for coolant temperature and

fuel level, by the way, plus a low fuel warning light and digital clock.

The substantial list of standard appointments includes air conditioning and cruise control, power windows with one-touch up/down movement, power door locks and power external mirrors with heat element, tilting steering column, three DC-power electrical outlets, four large cupholders, multiple concealed storage bins, intermittent windshield wipers front and rear, and an audio system with six speakers and cassette plus CD decks.

Pathfinder SE adds the manual five-speed transmission with a limited-slip differential, tubular step rails, dark titanium bumpers and fender flares, and two-tone Luxsuede seat fabrics. Top trim LE goes further with an automatic climate system, Bose audio kit with six-disc CD changer in the dash, and halogen foglamps.

Pricing of the new issues with enthused power extends through a range of figures from about \$28,000 to \$35,000.

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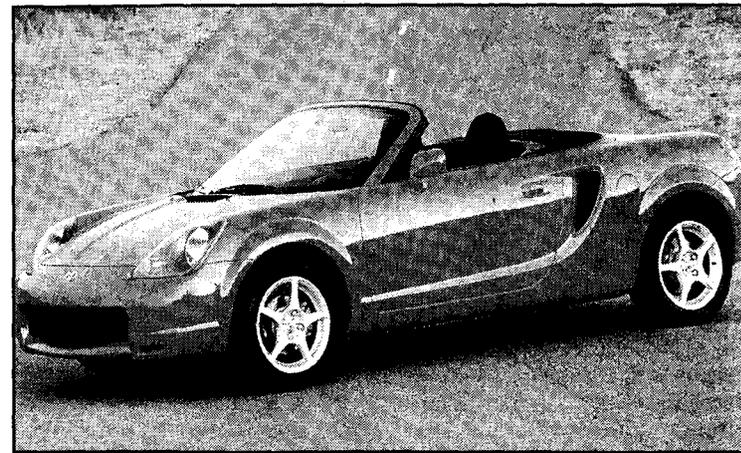
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Pathfinder's interior applies twin torso-sculptured front bucket seats and a rear bench for three with seatback split in 60-40 ratio to expand the rear cargo area. A new cluster of white-faced electroluminescent analog gauges in the revamped instrument panel makes dials easy to read. The substantial list of standard appointments includes air conditioning and cruise control, power windows with one-touch up/down move-

Toyota MR2 Spyder puts the pop-top fun in a sports car



File Photo

Keep - it - simple design aims for true driver enjoyment

By Bob Plunkett
Special to The Times

IRON SPRINGS, Ariz. — Narrow, twisted Arizona back roads, running over ridges and valleys of the Weaver Mountains west of Prescott, supported only sporadic traffic on a sunlight afternoon when we used the route to crank up adrenalin while steering an unadulterated new sports car out of Japan.

With a flipped top, compact two-seat cockpit, and a mid-ship engine sending all torque through a tight manual gearbox to the rear wheels, this sleek little car captures the essence of a sporty roadster as a pure expression of playful automotive fun.

Toyota builds it under the label of MR2 Spyder as the third iteration of a mid-engine model that frames the excitement of a sports car in the context of masterful Japanese mechanical technology.

It's simple in design, direct in function, innovative in mechanical applications, and an absolute blast to drive.

Did we mention it's also affordable?

Although the MR2 Spyder fits in a sporty category where fewer on-board seats and open-top styling usually mean more dollars applied to the bottom line, Toyota adopts a different approach and stickers this one at \$23,098.

And the name?

It represents the concept, with the M for mid-engine design, the R for rear-wheel drivetrain and the number 2 tacked on for its two seats. The Spyder tag signifies a convertible in historical nomenclature that traces to an early Ferrari where the spindly soft-top framework evoked an image of spidery legs.

Toyota first applied the MR2 designation to a small mid-engine T-top car produced in

and shocks to float over each lip, compress at the bottom, then float again over the next rim, yet never upsetting Spyder's road-hugging poise.

The playful nature became evident in the mountains on curves and grades, with juicy surges at hand from the throttle and tight control from the steering wheel. In broad sweepers tires gripped with such bite that we felt Spyder could take the bends even faster and still stay planted.

And its uncanny agility was put to use in an impromptu safety exercise when a stag mule deer sprang from nowhere into our forward path, forcing a too-quick evasive swerve with anti-lock action needed from brakes to effect the in-control right-left-right pirouette.

During these tests, we heard from Harunori Shiratori, Toyota's chief engineer for the MR2 Spyder, who defined five key concepts for the design: "First, we wanted true driver enjoyment, blending good movement, low inertia and light weight. Then, a long wheelbase to achieve high stability and fresh new styling; a mid-engine design to create excellent handling and steering without the weight of the engine up front; a body structure as simple as possible to allow for easy customizing, and low cost to the consumer."

Shiratori's initial goal — true driver enjoyment — comes about from the design concepts for a stiff platform with long wheelbase, the mid-engine placement and direct-to-respond hardware for suspension and steering.

The final goal of modest price points was achieved by the back-to-basics mechanical scheme with cost efficiencies in component parts borrowed from other Toyota products.

Spyder's engine, for instance, was developed for Toyota's new Celica GT sports coupe.

The sophisticated aluminum in-line four displacing 1.8

inside, such as air conditioning, power windows and door locks, a leather-wrapped steering wheel and gear shift knob, plus a stereo kit with cassette deck and CD player. However, storage space has been limited to three bins sized to dimensions of a glove box, with one behind each seat and the third squeezed into the well of a spare tire located below the forward hood.

ward hood.

The soft top, etched with a rigid glass rear window, bends at two flex points and folds back to tuck into a space behind the seats, with the front roof section forming a built-in boot. It's light in weight and easy to work, and we discovered the pop-top movement could even be made from the driver's seat.

Spyder's aluminum in-line four engine displaces 1.8 liters and racks up 138 hp. The keep-it-simple design carries over to equipment — there's only one version and it contains all of the necessary equipment, with one engine and one transmission, power steering and anti-lock brakes, and the choice of six exterior colors matched to one of three interior shades. The soft top, etched with a rigid glass rear window, bends at two flex points and folds back to tuck into a space behind the seats, with the front roof section forming a built-in boot.

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Mitsubishi Montero rebuilt as big SUV wagon fit for off-road

By Bob Plunkett
Special to The Times

TUCSON, Ariz. — Sandstone slabs as tall as truck tires stepped down a rutted trail too rough for ordinary vehicles.

This natural obstacle, confronting us at the top of a ridge high in the Rincon Mountains east of Tucson, represented the extreme hurdle in a series of driving exercises stretching for miles across Arizona's desert. The drills were designed to show off the off-road capability and dexterity of a new design for the full-size sport-utility by Mitsubishi, mighty Montero.

Predecessors of this big wagon, introduced in 1983 and updated in 1992 with mechanical refinements and luxurious trappings, scored multiple trophies through the years in the ultimate off-road challenge, the Paris-Dakar Rally, which traverses Europe and the African Sahara.

Yet these earlier Monteros, tall and angular with a body-on-frame design that worked well off-road but rode on pavement with the harsh discomfort of a truck, did not measure well against contemporary applications for sport-utility wagons as cushy people haulers.

To address this issue of ride comfort and room for a family of riders, the new third generational design for Montero begins with the proverbial clean sheet of paper. It fashions a fresh form based on a new unibody scheme that provides seats for seven in a spacious cabin and plush fittings mixed with strong mechanical systems capable of aggressive vehicular action, whether on pavement or dirt.

This one measures bigger than the previous Montero — it's four inches wider but less tall by almost two inches, with the wheelbase lengthened by 2.2 inches and more than three inches added to front and rear tracks. A broader track with the

longer wheelbase expands Montero's tire stance, which in turn increases its stability on uneven terrain off-road yet also evens out the plush ride quality on pavement.

A new suspension system deletes live axles in favor of fully independent elements to generate that smooth ride, while new rack and pinion steering makes Montero easy to turn, with the turning circle cut despite a longer package.

For scaling off-road obstacles like those sandstone steps, the wagon's ground clearance was increased by 1.7 inches to a generous 9.3 inches, and the vertical distance front wheels can travel has grown by 1.6 inches.

Further, the position of wheels near corners of the rectangular form with negligible frontal overhang from bumpers and body elements sets up impressive angles which make it easy to approach an off-road obstacle. The front angle of approach expands to 42 degrees now, and at the tail a new angle of departure runs to 24 degrees.

Despite the tall stance with high ground clearance, Montero paradoxically manages to drop the step-in height for riders so it's easier now to climb aboard.

The enlarged passenger compartment brings more room for people as well as cargo, providing three rows of seats with the two back one folding flat to the floor to expand the space for more gear.

Montero also introduces a bold new shape to the sport-ute segment.

It's daring in a windswept New Edge design that disguises the boxy format of a big wagon through the use of defined creases on shoulders and hood to interrupt otherwise fluid contours.

Thick molded bumpers and low cladding wrap around the entire body, curving over wheelwells in eyebrow fender flares that exaggerate the bright alloy wheels. The treatment forms a broad base for

the package, anchoring it to the ground and obscuring the squared lines of a wagon.

A two-tone color variation from the monotone treatment is available with bumpers and ground-level cladding cast in a light shade contrasted against the darker body color.

Previously, Montero offered only one trim option, but the new issues divide into the two segments of XLS and Limited. Both draw from the same V6 engine but differ with automatic transmissions, four-wheel-drive systems and the content of on-board luxury equipment.

The engine, Mitsubishi's 3.0-liter V6, stocks a cam on top and four valves in every cylinder. Recycled from the earlier Montero, it has been tamed and toned with new intake and exhaust systems, then isolated from the chassis with liquid-filled engine mounts that cancel vibrations.

Output runs to 200 hp at 5000 rpm, with torque production up to 235 lb-ft at 3000 rpm.

For Montero XLS, an electronic automatic four-speed transmission is standard, but the Limited goes further by adding a five-speed automatic with Sportronic clutch-less shifter. In Sportronic manual mode, the shift lever slides laterally into a side gate, where to-or-fro stick action bumps up or down the gear ladder one notch at a time.

The four-wheel-drive system employed by Montero XLS has 4WD high and low ranges through a two-speed transfer case. Synchronized front hub locks allow the driver to shift from conventional rear-wheel-drive mode to 4WD high range while cruising at speed. Low range 4WD is available with double the drive force for powering through sticky mud and slick snow, or for inching up or down dicy trails like those sandstone steps our Montero navigated successfully.



File Photo

A broader track with the longer wheelbase expands Montero's tire stance, which in turn increases its stability on uneven terrain off-road yet also evens out the plush ride quality on pavement. The enlarged passenger compartment brings more room for people as well as cargo, providing three rows of seats with the two back ones folding flat on the floor to expand the space for gear.

Montero Limited gets Mitsubishi's sophisticated Active Trac all-wheel-drive system. A 4WD lever brings electronic shift points for the driver to select 2WD mode with power sent strictly to the rear wheels for fuel-efficient motoring on paved roads. A full-time all-wheel-drive mode for pavement applies power to all wheels but with a bias in torque directed toward the rear wheels. Also, high and low ranges of 4WD with center differential lock are available with the Active Trac

system for off-pavement runs.

The new structural design and new active and passive gear make this Montero a safer vehicle. Full-length steel frame rails surround the passenger compartment, with reinforced side pillars and rolled steel door beams in place, along with frontal and side-impact air bags, and a disc brake system coupled to multi-mode anti-lock controls as well as an electronic brake distribution device.

Montero's plush cabin installs comfortable contoured

bucket seats in front, a middle-row bench with fold-out center armrest, and the back seat that folds to the floor or pops out for even more storage space. The XLS edition has power controls, a keyless security and an audio system with CD player, but the Limited brings touches of leather and wood trim plus heated seats and mirrors, a 210-watt Infinity sound system with seven speakers, and a power sunroof.

Competitive pricing applies, beginning around \$31,000.

Mazda touts additional power and fresh styling

Mazda, an automaker originating in Japan but allied now with Ford Motor Company, for a 2001 series of cars and trucks has developed a new type of sport-utility wagon oriented with either front-wheel-drive or an all-time four-wheel-drive system.

Called Tribute, the compact-class wagon provides five doors and seats for five in a spacious cabin. This wagon's car-like mechanical components and strong engine enthuse it with downright sporty driving characteristics.

But Mazda has long been recognized for producing

sporty cars, as epitomized by the two-seat Miata roadster. Miata for year 2001 earns the largest increase in power in its 12-year history, as well as broad availability of a six-speed manual transmission.

More power becomes a theme with Mazda this year for other products, such as the compact Protege sedan for engine upgrade of LX and ES models plus new Euro-style body features that bring an aggressive new look.

Elegant Millenia, the Mazda flagship sedan, gains torsional rigidity with structural stiffen-

ing and new suspension elements designed to deliver a smoother and more controlled ride quality.

Mazda's popular mid-size 626 sedan returns with fresh styling points worked out at mid-year 2000.

The MPV minivan, restructured last year with an efficient new four-door package size and a people-friendly interior layout, repeats in 2001 with several trim variations.

Also, the B-Series pickup truck by Mazda boosts power with new engines that fire it up to 205 hp for one V6.

BUYER'S CHOICE

★★★ 2000 MAZDA ★★★

Buick sedans tuned and trimmed for comfort in 2001

By Bob Plunkett
Special to The Times

New appearance packages and more usable features go into the four sedans that make up 2001 products of Buick, with each tuned and trimmed to foster a unique personality.

Buicks extend from the full-size flagship Park Avenue to sporty mid-size Regal, a mid-size Century series and the full-size LeSabre. All contain standard safety gear such as anti-lock brakes, with traction control also on most to regulate engine output and stabilize traction on slippery pavement.

Flagship Park Avenue goes further by adding the StabiliTrak vehicle control system as a standard feature on the top edition, Park Avenue Ultra, or as an option for a base Park Avenue.

Ultrasonic Rear Parking Assist is a new optional feature for Park Avenue, and dual-stage air bags that deploy with less force in a collision of lesser speed now work on LeSabre, while a trunk escape handle tucks inside the boot of Century and Regal.

Top trims of all Buicks this year also carry factory-installed OnStar equipment with a hands-free link to personnel at the OnStar Center and 24-hour availability for in-vehicle safety, security and information services.

CENTURY: Buick's mid-size budget car buy has the trunk emergency escape handle added to all editions for 2001, with upscale Limited bringing OnStar communications. Century's passenger compartment seats up to six due to a standard front bench split 55-45 percent in sections. Twin zones for the standard climate system allow both front seat riders to select different temperatures for individual comfort.

An extended wheelbase and wide-track stance, in concert with a stiff body structure, produce a smooth ride quality that's lively and controllable in motion.

Century's engine - a 3.1-liter plant with aluminum cylinder heads and sequential fuel injection - registers at 175 hp. Models begin at the base Custom and increase the luxury content with Century Limited.

LESABRE: Projecting sensuous curves in wide stance with

Custom and Limited.

Standard seating arrangement brings a 55/45 split bench in front, and a 45/45 split design with console is optional. Leather upholstery may be installed in each trim.

For power, both LeSabres draw from a 205 hp 3.8-liter V6 teamed to a four-speed automatic transmission.

The Gran Touring package adds firmer suspension settings and a rear anti-roll bar, plus magnetic variable-effort power steering and a leather-wrapped steering wheel.

PARK AVENUE: Buick's flagship series varies the two models primarily in power points and on-board amenities. Park Avenue's 3.8-liter V6 produces 205 hp, but a supercharger added to Park Avenue Ultra bumps it to 240 hp.

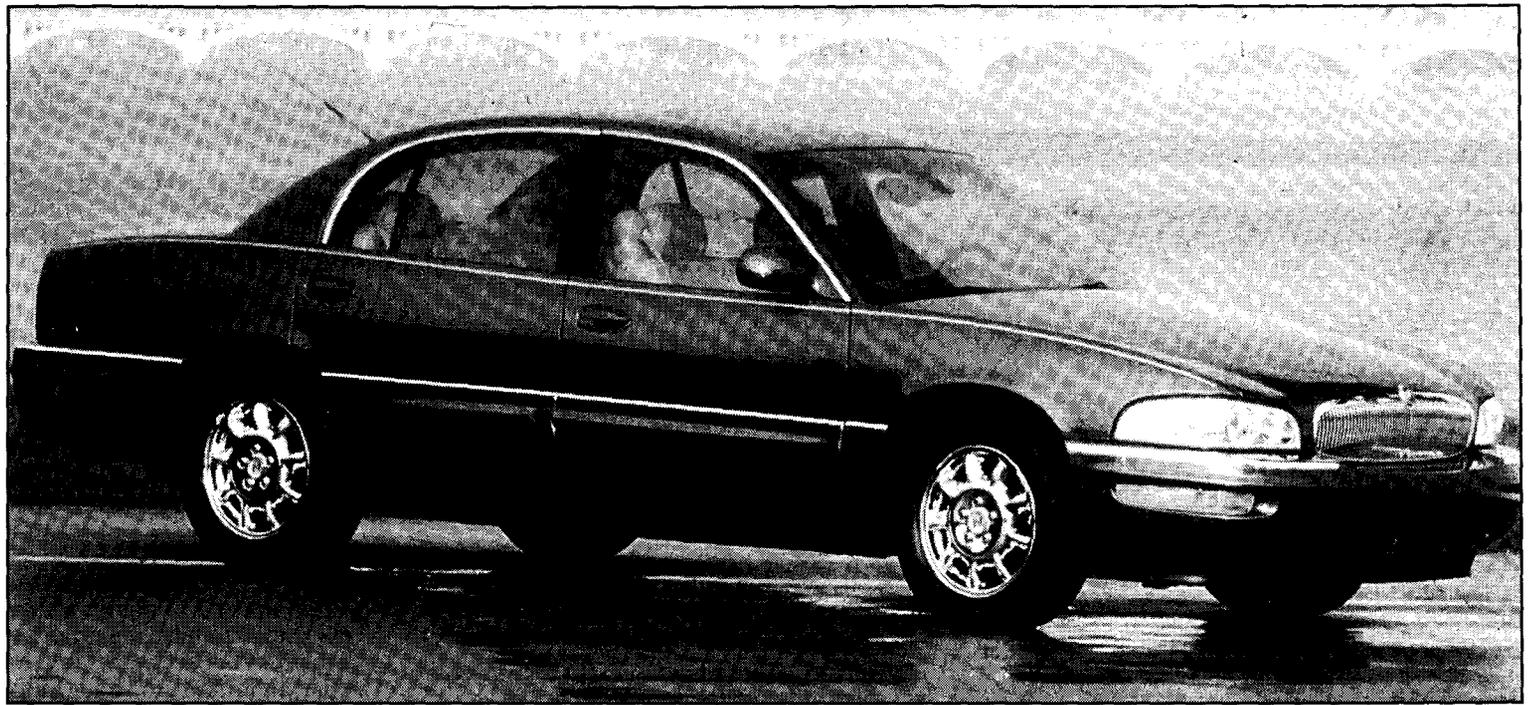
A limited-edition package casts Park Avenue Ultra in Laguna Green with a two-tone Shale/Neutral color scheme inside trimmed in walnut wood.

The Ultrasonic Rear Parking Assist system, which can detect unseen objects in the vehicle's rearward path and warn the driver through audio and visual signals, is a new optional feature for safety.

Base Park Avenue has a responsive power-assisted rack and pinion steering system, while Ultra borrows from Cadillac a Magnasteer variable-effort device that uses electronic controls for magnetic torsion to raise or lower the amount of effort required to steer.

Both support anti-lock brakes, dual frontal plus side-impact air bags and other safety features, such as the StabiliTrak vehicle control system. Buick's Personal Choice package adds two remote keyless fobs which permit two drivers to program settings for mirrors, seats, plus security and safety controls.

REGAL: The sporty mid-size sedan from Buick spawns a limited-production model to commemorate Buick's support for athletes competing on the 2000 USA Olympic Team. Labeled as the Regal Olympic Edition, this sedan wears Olympic insignia and specific design elements created by fashion designer Joseph Abboud, with new colors available like Gold Metallic, Sterling Silver Metallic and



File Photo

Buick's Ultrasonic Rear Parking Assist system, which can detect unseen objects in the vehicle's rearward path and warn the driver through audio and visual signals, is a new optional feature for safety.

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Chrysler combines clever new concepts

By Bob Plunkett
Special to The Times

Clever new concepts mixed with sleek and sophisticated styling draped across cab-forward architecture summarize the myriad of automotive products grouped beneath the winged badge of Chrysler from DaimlerChrysler for 2001.

Chrysler's line expands this year with the introduction of a novel five-door wagon called the PT Cruiser, and Chrysler's mid-size cars have been recast under the common name of Sebring but with each configuration styled differently in formats of a sensuous coupe, sedan and convertible.

Minivans emerge in a new

generational format under two different names - the luxurious Town & Country and a value-conscious Voyager that shifts from Plymouth to Chrysler this year. Then there are the three large

Chrysler sedans - Concorde, LHS and 300M - all derived from the LH platform that fashions large-car interior space from a mid-size chassis by expanding the cabin in length and width while narrowing space for the engine. These three sedans run into 2001 with more equipment choices for performance and safety plus more luxurious features aboard.

PT Cruiser: Chrysler's unique five-door wagon has a boxy body tipped forward like a dragster with exaggerated

fenders and a chin-forward grille plus massive roll of sheet-metal wrapping around the top-heavy rear. The styling suggests both the old and new, as if a blender - filled with assorted automotive concepts as diverse as a beach buggy, panel truck, hot rod and minivan - whipped up an all-new concoction that's too-cool.

The form-follows-function concept revolves around a tall vertical package for maximum interior space and multiple purposes, with the exterior warped as a contemporary tribute to classic car forms of earlier eras.

Cruisers for the United States market use an efficient twin-cam 2.4-liter in-line four-cylinder engine that serves up

to 150 hp. A sporty five-speed manual stands as the standard transaxle, but an automatic four-speed is available.

Despite Cruiser's bold exterior styling, the interior design scores in practicality with 26 defined seat positions and a flat cargo floor. The interior structure is tall, which accommodates seats that rise high like chairs and creates voluminous space with access through four wide and deep doors plus the flip-up rear gate.

CONCORDE: The original LH sedan in a streamlined package carries the graceful exterior theme of gentle curves and contrasting sharp creases into the passenger compartment for a spacious and airy effect.

The standard layout brings two front buckets separated by a floor-mounted console and a rear contoured bench with fold-down armrest concealing a pass-through hatch to the trunk.

Concorde LX contains a 2.7-liter twin-cam V6 rated at 200 hp, and the LXi uses a single-cam 3.2-liter V6 zipped to 225 hp. Behind the dramatic facade,

Concorde consists of a rigid body structure fitted with independent suspension components. Optional traction control combined with speed-sensitive steering goes to the LX this year, and the optional leather package includes audio controls mounted on the steering wheel. Also, side-impact air bags are available. New interior color choices for 2001 range from Taupe to Sandstone and Dark Slate Gray.

300M: Chrysler's performance sedan comes off the same platform as Concorde, although the 300M's chassis stretches beyond normal measures as wheels plant at the extreme corners. The result: A stiff and balanced structure that produces crisp handling traits.

All of the 300M issues in North America pack a 3.5-liter V6 with single-cam design and output pushed to 253 hp. The V6 connects with an automatic four-speed transmission outfitted with Chrysler's AutoStick shifter.

Two firm bucket seats clad in leather flank a center console in front of the rear bench with

60/40 split to the folding seat-back and trunk access.

Among optional equipment, changes for year 2001 models extend to a luxury package with California walnut trim, a chrome shift knob, steering wheel audio controls and exterior mirrors that tip down when the transmission is in reverse mode.

New 17-inch aluminum wheels in chrome and silver mate with Michelin A/S Touring tires. Black and Deep Sapphire Blue are new exterior hues offered, with new leather tones inside of Sandstone and Taupe.

LHS: The luxury sedan LHS rides on the same stretched platform as the 300M and carries the same 253 hp V6 engine.

Differences between the two cars occur not only from exterior styling but a cushy ride quality for the LHS, along with its lavish appointments.

The bold front oval grille looks contemporary yet is a distinct departure from the other LH cars.

SEBRING: The name applies to coupe, convertible and sedan variations for mid-size products, but each is unique and the coupe and sedan use a platform that's different from the sedan, and engines also vary.

SEBRING CONVERTIBLE: This year's drop-top represents a second generational design for the Chrysler convertible and it's charged with more power and set with fun-to-drive mechanical components. A new structure measures stronger and more rigid, so when coupled to the independent suspension system and a new quick-to-act steering mechanism, the car behaves with more agile and aggressive manners.

For power, the new 2.7-liter V6 engine boosts output by 32 hp to 200 hp.

SEBRING COUPE: The slick new coupe edition of Sebring shares a chassis with the convertible, as well as the top engine, a 2.7-liter V6 producing 200 hp. However, a base issue gets a four-cylinder plant that displaces 2.4 liters and rises to 147 hp. The interior provides two front bucket seats flanking a central console, and

a three-person rear bench with impressive legroom.

A trunk expands to 16.3 cubic feet, bringing best-in-class space. Two trims - LX and LXi - differ in content, with the latter slanted toward luxury.

SEBRING SEDAN: The mid-size sedan variation under the Sebring banner is a larger, stiffer and quieter car than its predecessor, and it contains new safety systems plus a stronger engine.

The optional twin-cam 2.7-liter V6 nets 200 hp, and a standard 2.4-liter twin-cam four-pack makes 150 hp. Both plants connect to a four-speed automatic transmission, but the AutoStick is offered optionally for the top trim, LXi.

MINIVANS: Chrysler's minivans have been rebuilt from the ground up in a new generational treatment that produces a stronger structure, more efficient engines including the most powerful for any minivan, and new innovations for rider comfort and convenience.

The fresh design brings clever new ideas, such as power controls to open and close the rear liftgate, power sliding dual side doors and a console that can be removed easily from the front seat and reset in the second row.

New safety gear includes a redesigned safety-cage structure and frontal as well as side-impact air bags. Chrysler's minivans come in regular-length and extended-length wheelbases, with the Voyager models using the regular-length wheelbase in two trims of Voyager and Voyager LX.

The Town & Country series consists of six different extended-length editions - LX, LXi and Limited for either front-wheel-drive or all-wheel-drive mode. As for power, a base Voyager uses a 2.4-liter in-line four-cylinder plant that makes 150 hp, but Voyager LX gets a 3.3-liter V6 rated at 180 hp. Two V6 engines for the Town & Country series increase in power, with the base 3.3-liter V6 delivering 180 hp and the 3.8-liter running to 215 hp. At mid-year, a third V6 will also appear, offering best-in-class output of 230 hp.

Cadillac blends art and science in 2001

Cadillac, the luxury brand from General Motors, blends techniques of both art and science in its 2001 line of luxury coupes and sedans.

From the science side, Cadillac's cars contain cutting-edge electronic controls and computer-managed mechanical systems to boost communications, vehicle stability, safety, even rider comfort.

Then for the art angle, expressive designs, imaginative colors and elaborate audio systems tantalize the senses.

Top editions of Cadillac's DeVille and Seville sedan series for 2001 receive a unique Infotainment system and digital audio by Bose that brings Internet connectivity for e-mail and information retrieval with voice-activated controls for hands-free operation.

The Seville STS, updated with new features for 2001,



File Photo

CATERA: The German-built mid-size Cadillac sedan looks strong in a concise package rigged with shoulders and muscular flanks, tailored curves uniting taut surface tensions and nose set with articulated lamps, grille and low fascia. A five-place passenger compartment contains numerous safety systems like seat-mounted side-impact air bags.

gets an aggressive new performance suspension package with 17-inch wheels.

Other vehicles in Cadillac's 2001 fleet include the sporty Eldorado coupe, a German-built mid-size sedan called

Catera and the full-size sport-utility wagon, Escalade, which carries over from 2000 in anticipation of a new version coming at the beginning of the 2001 calendar year as a 2002 model.



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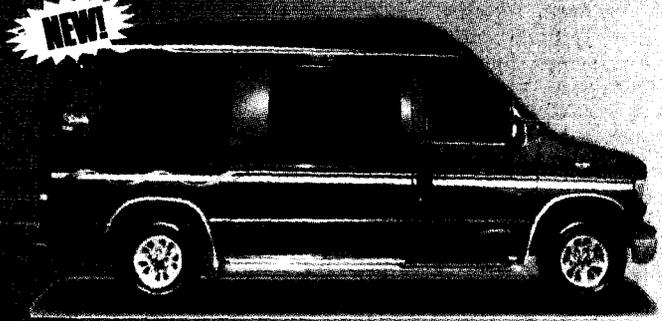
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Chrysler PT Cruiser suggest old and new

By Bob Plunkett
Special to The Times

DEL MAR, Calif. — Surfers catch curling Pacific waves in the twilight of sunset off Del Mar near San Diego, as we gather in the sand on shore for a tailgate party where the centerpiece vehicle resembles a woody wagon lifted from those '60s beach-blanket movies with Frankie and Annette.

Or is it a 1937 panel van fitted with side windows and modern bumpers and wheels?

Or maybe it's a Beetle from the Sixties radicalized with bulging retro fenders and an eggcrate grille added up front.

Or it's a souped-up Fifties street 'rod rigged with four doors and a liftgate so it functions in disguise as a Nineties minivan.

Whatever this thing is, it looks like no other vehicle. Yet the lines — a boxy body tipping forward like a dragster with exaggerated fenders and that chin-out grille plus a massive roll of sheetmetal wrapping around the top-heavy rear — suggest both the old and the new, as if a blender, filled with assorted automotive concepts as diverse as that beach buggy, panel truck, hot rod and minivan, whipped up a new concoction that's, as the surfers would say, way-cool.

Stylists at Chrysler devised the original two-door version as a design exercise, then showed it off at the Geneva Auto Show in 1998 as the Pronto Cruiser. The form-follows-function concept revolved around a tall vertical package for maximum interior space and multiple purposes, with the exterior warped as a contemporary tribute to classic car forms of earlier eras.

Well, public and media reactions to the Cruiser showcar was so forceful that Chrysler's marketing wizards built a strong case for a Cruiser market and now, two years after the concept car rolled onto the stage at Geneva, a production version rolls out of a Chrysler assembly plant in Mexico as a 2001



File Photo

Chrysler's unique five-door wagon has a boxy body tipped forward like a dragster with exaggerated fenders and a chin-forward grille plus massive roll of sheetmetal wrapping around the top-heavy rear.

multi-purpose vehicle under the banner of PT Cruiser — as in Personal Transportation Cruiser.

Developed from a dedicated platform modified from the compact-class Neon sedan, the PT Cruiser will be sold around the world, although the first ones go to North America.

Following the beach party, we put a PT Cruiser to the test with a day of driving over mountains and deserts, tracing twisty back roads and quick-clip freeways alike. The experience produced vivid and positive reactions — not just from the driver but those who encountered this unusual car along our path — and some surprises.

Our biggest surprise concerned the substantial feel of the Cruiser, the rigidity of its structure and the impressive way that all parts mesh together and function in a tight, no-

nonsense manner.

The tightness translates through an extended wheelbase and broad track into surprisingly competent road manners, with unexpected agility when mastering a set of curves and a stability at freeway speeds that defies the compact size of the package.

Suspension elements include independent MacPherson struts in front and a twist beam axle in back with trailing arms and transverse linkage added to control lateral sway when cornering and decrease dive and squat tendencies when accelerating or braking.

As a result, there's virtually no wiggle at the rear, as a tail wagging the dog.

Respectable power flows from a spunky little engine.

Cruisers for the United States use an efficient twin-cam 2.4-liter inline four-cylinder engine that serves up to 150

hp and still earns reasonable fuel economy numbers.

A sporty five-speed manual stands as the standard transaxle, but an automatic four-speed is available and it doesn't sap the punch of the engine or its efficiency.

The rack and pinion steering system gets a small rack to quicken the turning response, and brakes bring thick front rotors and large rear cylinders for strength to trim the stopping time.

Also, a variety of unseen measures were employed to reduce and control noise and vibrations stemming from engine, road surface and air rushing around external body forms. The result: It's quiet inside the Cruiser, even when running at highway speed.

Despite bold exterior styling

in a radical look that defies categorizing, much less describing, the interior design for the Cruiser scores as its most inventive aspect. With 26 defined positions for the seats and a flat cargo floor, the space becomes a canvass for personal expression.

The interior structure is tall, which accommodates seats that rise high like chairs and creates voluminous space with access through four wide and deep doors plus the flip-up rear gate.

Sitting erect with hips elevated not only feels more comfortable than a slouched stance in the typical car seat but sets the head in a commanding position so you can see more clearly outside the vehicle.

High seats also make it easy to climb aboard because you simply slip laterally into the

seat.

Headroom is generous even for tall passengers and so is the legroom for front and back seats. Up front, there are two buckets separated by a console, and in back a firm bench makes room for three adults.

We rode for a few miles in the back and quickly added this experience to our list of surprises because Cruiser's rear bench may be the most comfortable we've encountered.

The back of the front passenger bucket folds forward to form a flat horizontal surface, and the backs of the rear bench, divided into two sections of 35/65 percent, also fold flat on the same plane as the folded front seatback.

Long cargo items like lumber can be stacked on top of these folded seats and extended from dashboard to tail door.

The two sections of the rear seat also fold and tumble forward to create a larger cargo bay, and they have integrated handles and wheels and can be removed entirely via quick-release latches, then rolled away for storage.

With both rear seats removed, the cargo area measures to 64 cubic feet, which rivals a sport-utility wagon.

A sturdy shelf in the rear locks into five different positions for varied functions, including a tray, cargo divider, even a tailgate table.

Safety issues are addressed by the PT Cruiser in many ways, beginning with a safety-cage structure and extending to passive safety systems like frontal and side air bags plus active controls such as optional anti-lock brakes.

However, the sweetest surprise from PT Cruiser comes from the price points. Figures begin at \$16,000 for the base edition and \$19,000 for a nicely equipped Limited draped in leather, with a loaded Limited rigged with a power moonroof and premium sound kit topping out around \$22,000.

Lively performance and

Honda bumps up in size with new designs

By Bob Plunkett
Special to The Times

CORONADO, Calif. — On a run from Coronado at the beach near San Diego to reach twisty Otay Lakes Road in the Jamul Mountains, we played a numbers game with California freeways — south on the 5, east on the 905, north on the 805 — all the while checking off different kinds of numbers that register as our first impressions while steering a new rendition of Honda's mainstay small car, the Civic.

Both a two-door coupe and four-door notchback sedan constitute the new treatment for Civic, which marks the seventh generation. In the course of a long day, we drove many varia-

tions on freeways and narrow back roads wrapped around San Diego County and found in that process that the group exhibited nimble road manners and, in certain versions, gutsy fun-to-drive traits.

Exterior dimensions for these new Civics decrease slightly, although passenger compartments expand in volume to create more spacious cabins fixed with new seats, more comfortable and convenient features, as well as new safety systems such as dual-stage frontal air bags and optional side-impact air bags. Also, four-cylinder engines for the series increase in displacement and fuel efficiency, while earning ULEV (ultra low emission vehicle) certification in

every state of the union.

The expanded passenger compartment, which increases in volume from 101.7 to 104.3 cubic feet, elevates Civic from subcompact to compact status.

Since 1996, Civic has set the pace among subcompacts because of the quality of its construction, the efficiency of its engines, rather nice driving characteristics and comfortable passenger compartments, plus impressive standard features. In all, Honda has produced more than 300,000 Civics each year, so many that the name shows up in the top five vehicles on America's best-seller chart.

In the face of such success, Honda's designers and engineers spent the past several years creating new versions of

Civic under a program called "Q10," which in Honda-speak translates to "Improving Quality Ten Times."

Underlying concepts behind all new Civics amount to maximizing room for people and minimizing space for mechanical equipment, developing larger but more efficient powertrains, boosting safety and comfort gear, then enhancing production processes by building cars with refined components and body panels that mesh together precisely.

All new Civics use a four-cylinder aluminum engine that increases in displacement from 1.6 to 1.7 liters and still gets a ULEV score. Three different iterations apply, with the fuel-economy miser Civic HX coupe packing a lean-burn plant that achieves 117 hp, a base DX and more comfy LX coupe and sedan stocking the standard engine at 115 hp but deluxe EX coupe and sedan goosed to 127 hp.

Either a tight five-speed manual transmission or an electronically-controlled four-speed automatic goes into all coupe and sedan editions, save for the HX that uses Honda's remarkable continuously variable transmission (CVT) which approaches a manual shifter's fuel economy but delivers virtually undetectable shift transitions.

The two also share a structure, yet the coupe contains specific steel reinforcements to counter the lack of side roof pillars. Both show a wedge-like profile with high back and a crimped nose cast low. To work out that steep slant for the hood, Civic's steering gearbox below the hood was reset in a high center spot on the firewall, a short front strut suspension was added, and the engine had to be pared in physical dimensions. These internal changes led to the most obvious styling



File Photo

CIVIC: Honda's popular compact-class cars exhibit new exterior styling lines, revamped and expanded interiors with more standard convenience features, and efficient new powertrains.

variance over the former Civic, as the new car's hood dips lower by 2.6 inches.

Condensing the engine compartment led to an expansion of the passenger cabin.

A larger cabin was created by raising the roof, moving windshield pillars forward and devising a flat floor. This extra space mainly goes into the rear seat area, where legroom stretches by almost two inches in the sedan or more than half an inch in the coupe, and room for shoulders and hips increases fractionally. Further, the flat floor carves out more room for feet.

Civic carries twin buckets in front and a bench in back. All seats were rebuilt with more support and stronger bolsters, and cushions were mounted higher so you can slip more easily into a sitting position.

Front seatbacks in the coupe measure wider and deeper than in the sedan, and headrests are hollow at the center. Seatbelts attach to a side bar that moves out of the way of a passenger crawling into the rear. Also, the front bucket slides forward when you tip the seatback forward to create a broad portal for entry to the rear seat, and it returns to its original post when you pull the seatback

upright again.

New devices for safety range from front seatbelt pretensioners for lap and shoulder to two-stage frontal air bags, three-point safety belts for all seat positions, anchor brackets by the rear seat to secure a child's safety seat, and an emergency lock release in the trunk. The side-impact air bags and anti-lock brakes are options.

Civic's stiff new structural system supports a new suspension with MacPherson struts mounted in front and a double wishbone design for the back.

The ride quality feels smooth and comfortable, and even rumpled pavement — such as Honey Springs Road that bumps through Bratton Valley near Barber Mountain east of San Diego — failed to upset the Civics we tested.

We also noted the quality of quietness in these designs. A stronger structure, in conjunction with new engine mounts plus special noise and vibration-damping insulation stuffed into Civic's body cavities, work together to tone down sound and vibration, while wind noise has been negated by streamlining Civic's shell. Net effect: At speed, riders may converse in regular voices without noise distractions.

Lincoln adds complimentary maintenance

By Bob Plunkett
Special to The Times

The four vehicles that comprise the luxury line by Lincoln for 2001 increase in value because all provide new complimentary maintenance services as well as replacement components as part of the standard warranty package.

The service covers all types of routine maintenance work — from changing of the motor oil to replacing wiper blades or shocks — during the first three years or 36,000 miles of the vehicle. All Lincolns this year also increase telematics with communication connectivity through new availability of services keyed to a cellular telephone with hands-free operations by voice commands and 24-hour assistance for emergency service plus access to reports on news, stocks, sports, even e-mail. The complete line this year for Lincoln begins with two traditional full-size luxury sedans and extends to a big sport-utility wagon and the recently added mid-size performance sedan called the LS, as in Luxury Sport.

The wagon — Lincoln Navigator — appears in both rear-wheel and four-wheel traction modes, while the two full-size sedans — Continental and Town Car — repeat for 2001 but with a new stretched-wheelbase edition labeled Cartier L added to the Town Car.

CONTINENTAL: Lincoln's full-size front-wheel-drive sedan draws from a 4.6-liter Ford V8 engine, which produces 275 hp. Safety gear also found on the Town Car applies to Continental, such as an emergency trunk release. One of Continental's few options concerns front seat configuration. Standard are sporty twin buckets with center-mount gear shifter and a console with armrest that flips to reveal an optional cellular phone, but a no-charge alternate brings a three-person bench

with column-mounted shift lever.

LINCOLN LS: Last year's debut of the new sport luxury sedan from Lincoln resulted in a dramatic change in the line's model mix because the LS challenged the brand's traditional image from other products. With its sleek yet subtle form and a spacious cabin with four doors and room for five inside, the LS measures to mid-size proportions drawn from a rigid unibody structure which features liberal applications of lightweight aluminum for body panels and suspension elements. Inside, the tailored cabin has an international flavor in a leather-lined layout with twin front bucket seats followed by a rear bench with twin sculptured spaces.

NAVIGATOR: Lincoln's full-size sport-utility wagon rides on the chassis of Ford's F-150 pickup truck but packs aboard plush comforts for riders. Innovative options include an integrated satellite navigation system, power adjustable drive pedals, a rear-sensing sonar detection system, side air bags, plus perforated leather seats with air cooling as well as heat. A 5.4-liter V8 engine propels Navigator to 300 hp. The optional Control Trac four-wheel-drive system distributes traction to wheels with grip on pavement. For off-road treks, a 4WD high-low system locks the differential and applies torque evenly to all wheels.

TOWN CAR: Lincoln's flagship sedan projects a bold contemporary design outside with exaggerated hood, slick shoulders and flared rear fenders, and a roofline capped by convex rear glass. It stretches long and layers aboard elaborate comfort systems in a spacious cabin. The wheelbase stretch also extends exterior dimensions to make Town Car seem even longer in silhouette, with extra space added to a broad B-pillar and the wide rear door.

**2001 HONDAS
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Pontiac Aztek works as a SRV wagon geared for sport and play

By Bob Plunkett
Special to The Times

VIRGINIA CITY, Nev. — The new Aztek by Pontiac, spread wide across a broad platform, presents the face of a snarling bulldog and edgy body styling with angular contours, unusual shapes for side and back windows and a wedge-like profile underscored by massive ring of bumpers, bodyside moldings and fender flares.

It looks exotic, like no other vehicle on the road, and draws the eye of spectators wherever it goes.

The unusual exterior styling of Aztek signals a different approach for its composition and purpose. Pontiac tags it as the world's first SRV, or sport-recreation vehicle, and casts it as a multi-purpose machine to accommodate active lifestyles with ample room aboard for hauling recreational equipment such as bicycles, canoes or kayaks, snowboards and skis.

Aztek's interior stylists say their designs were inspired by the multi-function Swiss Army Knife and the tone and feel of

high-tech sports equipment like mountain bikes and scuba-diving rigs. As a result, interior components flip and fold and contort to work as a highly individualized package with comfortable space for five peo-

ple and a load of gadgets for sport and play.

The chassis and essential mechanical elements including a V6 engine and four-speed automatic transaxle were borrowed from the General Motors



File Photo

Pontiac's new wagon has ample room aboard for hauling recreational equipment such as bicycles, canoes or kayaks, snowboards and skis. Interior components flip and fold and contort to work as a highly individualized package with comfortable space for five people and a load of gadgets for sport and play.

minivans like Pontiac's front-wheel-drive Montana, so Aztek drives and rides with the easy-to-maneuver agility of a minivan, yet the high profile and load-carrying capacity enables it to act like a sport-utility wagon.

Despite the foundation of a minivan platform, however, Aztek reveals no hint of minivan styling. At the same time, its arching profile with roofline rounded off at the rear really doesn't look like a boxy sport-utility wagon either.

Actually, it more closely resembles a rakish and racy four-door hatchback sedan jacked up high in the tail and set atop a slab of bumpers and side cladding coated in a dark color contrasted against the painted sheetmetal.

A stubby prow with wide-track stance and the tall bumper treatment sets up that chin-forward face of a bulldog, with cat-eye corner headlamps flanking a twin-port grille and horizontal ram-air slots in the hood, amber turn lights mounted over headlamps and round foglamps down low.

Aztek's leading edge tilts rearward and the hood slopes up to the canted windshield as A pillars work as rails that run over B and C pillars to the opposing D pillars sloping down to a squared-off tail. A creased shoulder plane extends for the length of each side above flat doors and the low row of molded side cladding that bulges with long rippled streaks implying motion.

At the flat-faced tail, a tall bumper stacks beneath the narrow lip of a painted flip-down tailgate panel and the flip-up liftgate, which contains a horizontal pane mounted vertically and a canted pane tilted forward to mimic in opposition the slope of the windshield.

Inside, the layout — with two front bucket seats on either side of a floor console, a second-row bench split in two equal segments and a large space at the rear for cargo — scores as the only conventional aspect of Aztek's interior design because all components relate to functional use for recreation and

the storage of lifestyle and sports gear.

Strong graphic patterns splash across the cloth seat fabrics and door panels, with soft-to-touch molded plastics lining the dashboard, doors and rear panels. Multiple grab handles anchor to doors, dash and pillars, and power outlets show up on the instrument panel, back of the console and rear quarter panel.

Aztek's dashboard houses a recessed instrument cluster with bold analog gauges as well as four round air vents with center joystick-style shut-off controls. Below a pair of center vents, the cluster of audio and climate systems utilizes large easy-to-grip rotary dials.

Bucket seats in front feel firm and have side bolsters with reclining backs and rear storage pockets.

The second-row bench pops out to increase storage space as the seatback, split into two segments, folds flat to expand the rear cargo compartment.

Storage spaces fill the cabin, from a front glove box and side door pockets to concealed bins in rear quarter panels and back sillplate plus center front consoles above and below. Also, flexible zippered bags stuff into front door pockets to corral tote items like a camera, cell phone and CD player.

Further, optional storage systems relate to specific sports equipment. A thermal container that locks into position in the front floor console functions as a console storage bin when in the vehicle or a twin six-pack cooler when removed. An interior bike rack slips into the cargo bay, a cargo net system with 22 different configurations cages loose gear and a slide-out rear cargo tray supports 400 pounds worth of stuff. There's even a custom-made tent that wraps around the rear with tailgate and liftgate agape, as a wide air mattress inflates across the cargo floor.

When the series is fully developed in 2001, Aztek will be available with either standard front-wheel-drive traction

mode or a new all-wheel-drive Versatrak system that detects tire rotational differences between front and rear wheels during low-traction conditions, then directs power to either or both rear wheels momentarily before actual tire slippage occurs at the front wheels.

Both Aztek traction editions pull power from a 3.4-liter V6 engine that produces 185 hp through an electronically controlled four-speed automatic transaxle.

The base Aztek, priced at \$21,995, brings a long list of standard equipment including frontal and side-impact airbags plus anti-lock brakes and comfort items like air conditioning and power controls for windows, door locks and exterior mirrors.

The Aztek GT from \$24,995 adds dual-zone heating and cooling, cruise control and all-speed traction control, a remote keyless entry system, leather-wrapped steering wheel with radio controls, the removable console cooler and a rooftop rack for sports equipment.

We spent a day steering a front-wheel-drive Aztek GT over the snow-capped Sierras of California and across high deserts of Nevada to the hills of Virginia City in order to measure its vitality, feel characteristics of its ride quality and experience on-board comforts. What we discovered was a sturdy machine that could charge up a steep grade and maneuver confidently on twisty mountain curves while also steer easily through traffic on urban streets such as in Reno and rip along in stable stance on high-speed freeways.

Aztek's long wheelbase and wide wheel track set up a stable stance to keep it anchored to pavement, and with power directed to front wheels it steers more like an easy-driving sedan or minivan rather than a truck-based sport-utility wagon. Obviously, it manages to blend favored features of a minivan, sedan and sport-ute wagon, yet Pontiac tips Aztek's price points toward the affordable.

BENTLEY

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Chevrolet trucks feature improved powertrains

By Bob Plunkett
Special to The Times

The trucks that bear the bow-tie badge of Chevrolet for model-year 2001 include a full-size light-duty pickup, Silverado, the larger and stronger variation now called Silverado Heavy Duty, and the compact S-10 Series. Silverado Heavy Duty series debuts this year in a makeover based on the Silverado Light-Duty truck. Offered in as many as 32 different configurations, the strong work trucks arrive with a new series of powertrains that muscle up to the head of the heavy class in terms of raw horsepower, engine torque and efficiency for towing and toting hefty loads. Improved powertrains also go to work in the Silverado Light-Duty trucks, cast this year in 1500 (half-ton) and medium-duty 2500 (three-quarter-ton) sizes. One edition – the Silverado 1500 Extended Cab 4WD – adds a new Pro-Tec composite pickup box in back designed to evade dints, dings and corrosion. Chevrolet's compact-class S-10 trucks increase the editions for 2001 by adding a new four-door Crew Cab that contains four car-like doors and a cabin outfitted with two bucket seats in front of a rear bench for three.

SILVERADO HD: The HD initials denote Heavy Duty, the tell-all descriptive for a new series of big and powerful work trucks developed as upward expansion for the full-size line of Silverado pickups. Built on a strong new structure that's modular in design to allow multiple configurations for cabin size and box length, these enormous trucks bulge from new sheetmetal styling and ripple with enthused strength due to a new series of class-leading powertrains. They also provide uncommonly comfortable passenger compartments in cabs equipped with two or four doors, and can perform tricks rarely seen among work trucks: They're smooth in suspension ride and downright easy to operate. With three trim choices and as many as 32 different configurations for cab and bed and powertrain and traction,

the series consists of a complex array of models that can be bare and simple at one extreme or refined and luxurious for the other. The new lineup of power-house engines and strong transmissions includes two gasoline-powered Vortec V8 choices plus the Duramax turbo-diesel V8. The Vortec 6000 300 hp 6.0-liter V8 serves as the entry plant and produces more power and torque than any other standard engine in this Heavy Duty class. A new Vortec 8100 8.1-liter big-block V8 is optional at 340 hp and it works with either a ZF six-speed manual or impressive Allison 100 five-speed automatic. The Duramax 6600 6.6-liter V8 direct-injection turbo-diesel puts out king-of-the-road power and torque ratings, and it too mates with the ZF six-speed manual or Allison five-speed automatic.

SILVERADO: Enhanced powertrains drop into the popular full-size Silverado truck, which runs into the 2001 Chevrolet Truck line with an extensive collection of models. Chevy's primary truck splits into the 1500 (half-ton) and medium-duty 2500 (three-quarter-ton) versions with various cab sizes offered, plus short and long box in back and rakish Sportside body styling optional for the 1500. Silverado's cabin, configured in regular or the extended version with rear space for riders and gear, brings class-leading space and comfortable features. Seating for the Regular Cab amounts to a bench for three split in 40/20/40 sections. On the Extended Cab, bench or buckets stand in front of a back bench with a wide bottom cushion and padded back tilted for comfort. One four-door format shows two rear-hinged doors set behind the two front doors to make rear-seat entry easier. Silverado's truck bed in back provides generous space with either Fleetside or Sportside body style and the boxes accommodate multiple arrangements of cargo loads, with built-in slots and ledges on side panels to section the space or stack loads in tiers. Vortec V8 engines for Silverado begin with a 4.8-liter plant pumping 270 hp. The 5.3-liter V8 reaches to 285

hp and links to an automatic transmission, while the largest V8 – at 6.0 liters and 300 hp – has been reworked this year and fitted with aluminum cylinder heads and a new camshaft design. An economical six-cylinder plant in the base Silverado achieves 200 hp. Deluxe LT comes with an automatic active transfer case – called Autotrac – as standard equipment, but it's available on the LS trim. Also, another 4x4 system called Insta-Trac works with base and LS. It permits shift-on-the-fly switching from rear-wheel to four-wheel mode, and has a 4x4 low gear for dependable off-road traction.

S-10 PICKUP: The compact pickup from Chevrolet spawns a new four-door Crew Cab edition for 2001 and it provides four car-like doors, a full-size rear seat to accommodate three adults plus an abbreviated-length truck box in back. The new entry increases to three the cab variations offered for this truck, including the two-door Regular Cab and an Extended Cab that adds an optional third door mounted behind the driver's door. Chevy small trucks also employ either rear-wheel or four-wheel traction. For safety, all S-10 trucks now carry four-wheel anti-lock brakes, dual frontal air bags and daytime running lamps. As for power, a base four-cylinder engine continues with 120 hp, but an optional Vortec 4300 V6 engine rises to 180 hp in 4x2 applications and reaches 190 hp for the 4x4.

CHEVROLET WAGON: No where else will the wagon shopper find so many choices for size, power and traction within a single brand than at Chevrolet, which supports a sport-utility vehicle in small, medium, large and even gigantic dimensions, thanks to Tracker, Blazer, Tahoe and Suburban. These four wagons divide into a myriad of choices for cabin configurations, powertrains, traction modes and towing capacities. The collection of 2001 builds on new designs for super-size Suburban and full-size Tahoe that rolled out last year, with fresh updates applying to mid-size Blazer and com-

act-class Tracker. Suburban for 2001 brings an optional new Vortec 8100 V8 engine for three-quarter-ton 2500 versions with best-in-class muscle reaching to 340 hp. Tahoe this year offers two V8 engine choices plus an available third-row seat that expands the passenger capacity to nine.

SUBURBAN: As Chevrolet's largest SUV wagon, the Suburban has evolved into a sophisticated machine built upon the full-size truck chassis of Chevrolet's Silverado pickup. The enormous wagon seats up to nine people, comes in half-ton 1500 and three-quarter-ton 2500 series and uses Vortec V8 engines linked to automatic transmissions. A 5.3-liter V8 for the 1500 achieves 285 hp. The Suburban 2500 series draws from Chevy's 6.0-liter V8, updated this year with new aluminum cylinder heads and a new camshaft to develop even more muscle – 315 hp. Yet the new Vortec 8.1-liter V8 reaches to the top of class with 340 hp and 455 lb-ft of torque. Both 1500 and 2500 Suburbans stock either rear-wheel or four-wheel traction, but the 4x4 has a dash-mounted switch to jockey between full-time all-wheel traction, rear-wheel or four-wheel high and low settings. Optional is the Autoride continuously-variable road-sensing suspension. Another option for 2001 is the Z71 package for a Suburban 1500 4x4, adding unique exterior styling elements plus 17-inch wheels and tires. Suburban's vast cabin in the revised structure increases cargo space in the back bay because the spare tire stows below deck. Rear gate systems consist of two different designs – the standard swing-out dual cargo doors or a top-hinged aluminum lift gate with glass panel that swings up indepen-

dent of the door frame.

TAHOE: At a glance, Tahoe seems visually identical to the larger Suburban, although Suburban carries even more interior space behind its rear axle. Like Suburban, the Tahoe uses Silverado's chassis and was reborn last year with new exterior styling, more space in the revamped cabin, stronger engines aboard with more power and efficiency, and more on-board safety systems plus sophisticated controls for suspension, traction and brakes. Tahoe comes in half-ton 1500 series with three trims and a choice of rear-wheel-drive or all-wheel traction. The standard engine, a 275 hp Vortec 4.8-liter, mates to an automatic four-speed transmission, with a Vortec 5.3-liter V8 available at 185 hp. Four-wheel-drive options include the Autotrac active transfer case for on-demand all-wheel traction. In the cabin, Tahoe offers a third-row bench seat split in 50-50 sections. The Z71 off-road chassis package adds 46mm Bilstein gas-charged shocks, tuned springs, jounce bumpers and stabilizer bars plus 16-inch all-season tires to dampen the harsh treatment when away from pavement. Another optional suspension kit – the Z82 heavy-duty trailer package – improves Tahoe's trailer-towing ability by installing a hitch platform, seven-pin trailer harness connector, trailer brake controller harness plus a temperature gauge for the automatic transmission. Deluxe appointments increase up the model ladder, with two-tone leather seats for Tahoe LT and options extending to premium audio equipment and a power sliding sunroof.

BLAZER: Chevy's compact SUV wagon extends a deluxe TrailBlazer four-door wagon to

crown the series, as the two-door Blazer develops a unique Xtreme edition outfitted with low-riding sport suspension, special body fascia and low side cladding, deep-tint windows and five-spoke aluminum wheels. All Blazers draw power from a Vortec 190 hp 4.3-liter V6 engine. The two-door packs a manual five-speed transmission with short-throw stick as standard issue, but an automatic four-speed transmission is optional on two-door units. Both two-door and four-door Blazers may be equipped with a four-wheel-drive system, using either Chevy's Insta-Trac rig with shift-on-the-fly switching from rear-wheel to four-wheel mode and a 4x4 low gear for off-road work, or the optional Autotrac automatic active transfer case.

TRACKER: The pint-size Chevrolet sport-utility splits into two different designs with a two-door open-top Tracker and four-door hardtop in conventional wagon format. All versions trace to generational remodeling that occurred two years ago, but the 2001 editions increase in strength due to a new twin-cam 2.5-liter V6 engine, rated at 155 hp, that applies to two new four-door Trackers – deluxe LT with chrome exterior elements and interior leather seating, and ZR2 with wheel flares and larger wheels and tires for a rugged stance plus interior comforts including power windows and mirrors. Base issues in either four-door or two-door format contain a twin-cam 2.0-liter four-in-line engine rated at 127 hp. A two-speed transfer case for Tracker's four-wheel-drive system, available for both four-door and two-door editions, splits engine torque and applies it intelligently to front and rear wheels to prevent slippage.



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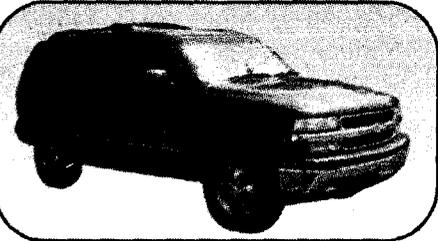


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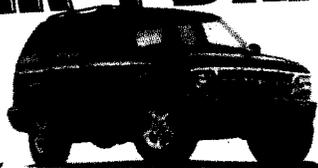


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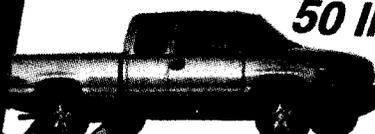


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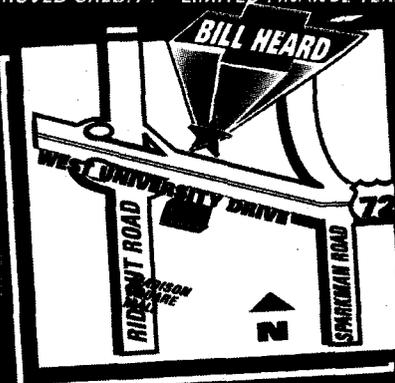
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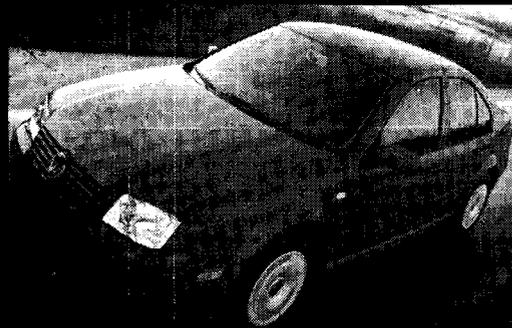
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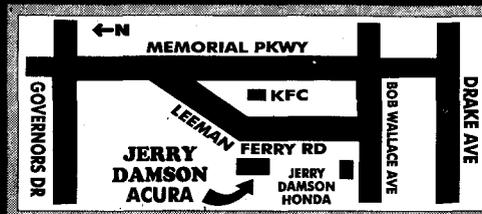
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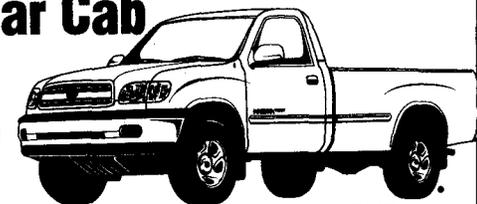
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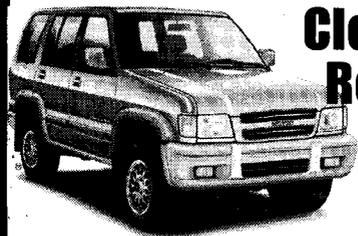


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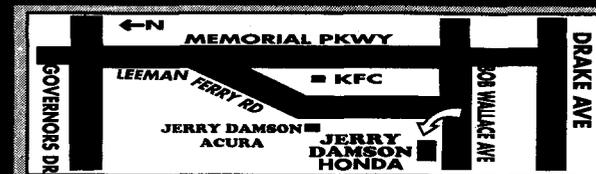


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Crisp handling mark Dodge collection

By Bob Plunkett
Special to The Times

The key word that describes passenger cars from the Dodge Division of DaimlerChrysler for the 2001 model-year is sporty, as in playful automotive action.

Lively performance and crisp handling mark all Dodge cars in a collection that introduces a new mid-size Dodge coupe and sedan with the name of Stratus, then adds special R/T treatment to the Intrepid flagship sedan and compact-class Neon, with all Dodge cars now styled in the image of exotic Viper, Dodge's two-seat sports car.

The reworked Stratus coupe and sedan look sleek and carry new structures and powertrain. Despite a shared name, the sedan should not be confused with the coupe, however, as the two vehicles do not share chassis, parts or styling points.

Closest comparison to the Dodge Stratus is the Chrysler Sebring sedan, and a similar link may be made between the Stratus coupe and Chrysler's Sebring coupe.

STRATUS SEDAN: The mid-size Dodge sedan has been transformed with a stronger structure, more interior room for the five-place passenger compartment and new four-cylinder and six-cylinder engine choices plus new safety features.

This new version represents a stronger and larger vehicle that's enthused with more power. The base engine, a 2.4-liter four-in-line, delivers 150

hp and fuel economy numbers up to 29 mpg.

The new 2.7-liter V6 — optional on Stratus SE but standard on the ES — romps at 200 hp. A new look incorporates smooth shapes with crisp defined edgework spread over a slinky shell. Inside, twin front bucket seats stand in front of a three-person bench seat.

STRATUS COUPE: The coupe variation of Stratus is a new product geared toward sporty performance and skewed to various flavors through engines and equipment. Engines define personalities for Stratus.

The base four-cylinder plant runs to 147 hp, while a new 3.0-liter V6 reaches 200 hp and drops into the special Stratus R/T edition with the AutoStick as standard transaxle. Styling incorporates trace elements of Dodge's Viper with an extended prow and distinctive cross-hair grille.

VIPER: Dodge's exotic sports car comes off the race track with successes like an overall win at the 2000 24 Hours of Daytona.

To commemorate that win, a new limited-edition Viper will be added to the 2001 series. New front and rear anti-lock brakes go into all new Vipers as standard safety equipment, and two new exterior colors mark 2001 models in shades of Viper Race Yellow and Bridgewater Blue. Massive Viper muscle charges out of a torque-laden 8.0-liter V10 engine that soars to 450 hp.

INTREPID: With the addition of a souped-up Intrepid

R/T, Dodge's largest sedan hosts three high-tech powertrains plus responsive mechanical hardware.

The base aluminum-block dual-cam 2.7-liter V6 engine produces 202 hp, while the upgraded Intrepid ES employs this engine with a dual-mode AutoStick. Intrepid ES also offers an optional plant with the aluminum 3.2-liter V6 pumping 225 hp and the AutoStick.

New Intrepid R/T increases the power quotient by packing a single-cam 3.5-liter V6 rated at 242 hp. Exterior styling points for the R/T edition range from large wheels to foglamps and special R/T insignia.

NEON: The Dodge compact sedan looks like a miniature version of Intrepid. Primary editions draw from a single-cam 2.0-liter in-line four-cylinder engine that nets 132 hp.

Neons for 2001 arrive with new packaged options, such as the Sport kit for Neon SE and ES (with rear spoiler added, plus 16-inch aluminum wheels and a stiff performance suspension) and the Sun & Fun package (with a sunroof and four-disc in-dash CD changer).

NEON R/T: A racy new special issue of the Neon comes in a sleek package with flush front air dam, high-flying rear spoiler and lacy large wheels fitted with speed-rated performance tires.

The Neon R/T uses Neon's 2.0-liter four-cylinder engine but with special tuning to goose output to 150 hp.

A quick-to-shift manual transaxle with five forward gears mounts the stick on the console between two firm front bucket seats with sporty side bolsters.

NEON ACR: The ACR competition package returns to Neon for 2001 with special components like 15-inch aluminum wheels, dual exhaust tips and four special colors, such as Flame Red.

Inside, special cloth fabrics cover low-back bucket seats, with the shift knob wrapped in leather.



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STRATUS SEDAN: The mid-size Dodge sedan has been transformed with a stronger structure.

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muscular shoulders, Buick's full-size family sedan evokes a classy image that obscures its price-conscious role as a bargain-priced big car.

The LeSabre series was redesigned last year in a new structure with more safety elements aboard, and for 2001 issues the sedan gains dual-stage frontal air bags plus availability of the

Stabilitrak stability control system as part of a Driver Confidence Package on LeSabre Limited that also shows self-sealing tires and a head-up driver information display projecting on the windshield. Two trims extend with

Graphite Metallic. The Regal Olympic Edition also carries a power sunroof, the Gran Touring suspension and an eight-speaker Monsoon audio system.

The two Regal trims continue with base LS packing a 200 hp 3.8-liter V6 and sporty Regal GS with a supercharger kicking the engine's output to 240 hp. Inside, Regal pitches twin buckets up front, with space for up to three on the back bench. Both models provide a long list of standard features, like air conditioning, power windows and door locks, with plush items like leather seats offered for the Regal GS.



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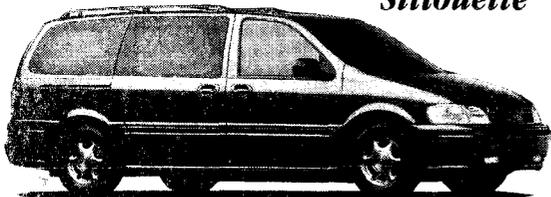
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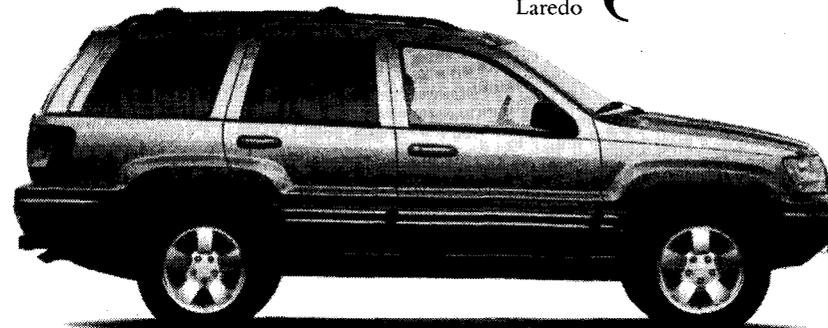
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2000 Oldsmobile Alero, Intrigue, Silhouette. All models shown with optional GMAC financing. See dealer for details.

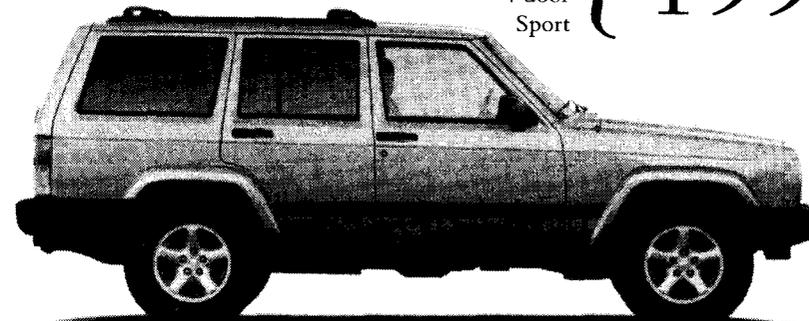
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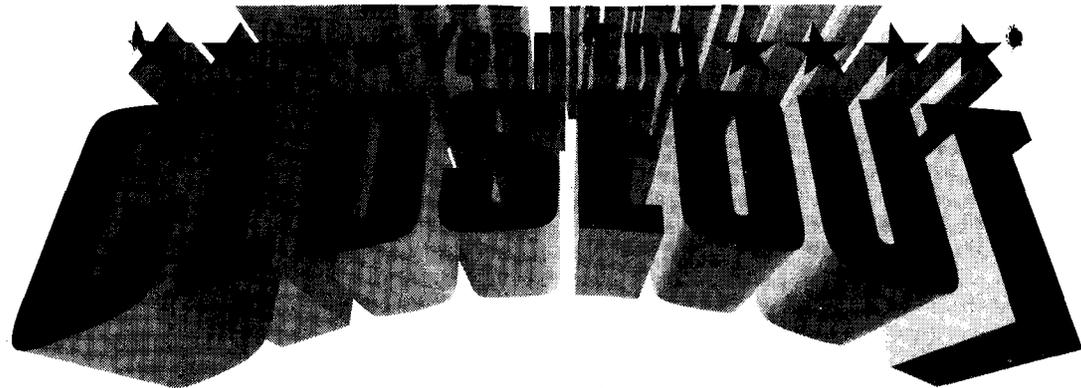
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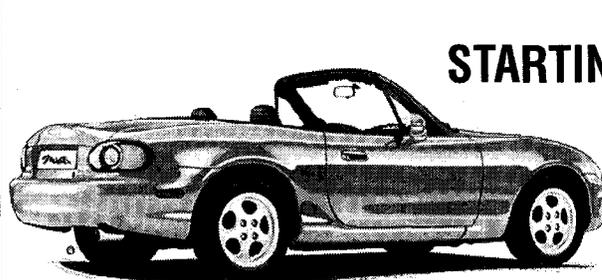
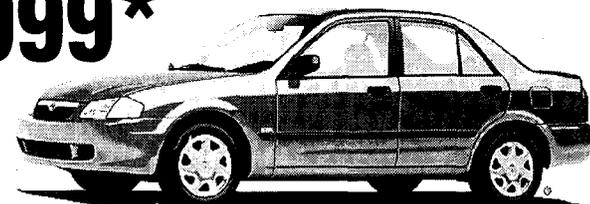
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1984 on the chassis of the Corolla sedan. In 1991, a larger and heavier design emerged with many components borrowed from the Celica coupe but the mid-ship engine placement retained. That MR2 endured through the 1995 model until its retirement.

The new MR2 Spyder has little in common with these predecessors, other than the label, point of origin and the mid-engine design.

Instead, it cuts to the quick for active automotive performance with a simple design that uses a rigid platform framed with a long wheelbase, short body overhangs front and rear, the engine set in front of rear drive wheels, independent suspension at all corners and fast-acting rack and pinion steering gear.

We spent a long day behind the wheel in prototypes of the MR2 Spyder to sample the action on a diverse course that took us from Phoenix in the flat Sonoran Desert over freeways and remote blacktop strips to sandstone summits in the mountains at Prescott.

The Spyder's stability in motion at a high rate of speed was verified on I-10 west of Phoenix.

Precise action of suspension elements was tested time and again near Wickenburg on the bee-line trace of Vulture Mine Road. It dips through desert drainage washouts in whoop-de-do swoops, forcing springs

iters and rigged with dual cams and a variable-valve timing system, racks up 138 hp and torque to 125 lb-ft.

That's enough spark to propel the lightweight MR2 from zero to 60 mph in less than seven seconds.

The keep-it-simple design carries over to equipment — there's only one version and it contains all of the necessary equipment, with one engine and one transmission, power steering and anti-lock brakes, and the choice of six exterior colors matched to one of three interior shades.

Exterior lines look sleek in a long format with blunt prow and brief tail. In front the hood follows the windshield's steep rake in a descent between shoulders set with exaggerated headlamps. Wavy sides ripple from wheelwell flares and a functional side scoop that repeats a design theme from the original MR2.

Rear wheels pin immediately forward of the back bumper, illustrating the long wheelbase and leaving scant overhang.

Steel body panels bolt to the unit-body structure in a simplified process designed to make body modifications easy for customizers and keep a lid on repair costs.

Layout of the cockpit is simple, with bolstered bucket seats flanking a center console and the stick shifter.

There's a high content of standard convenience gear

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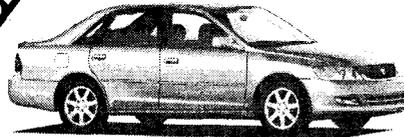
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In profile, the Sport Trac looks essentially like the Explorer from the front bumper and back to the C-pillar behind the second side door. Beyond the C-pillar, the wagon's enclosed cargo compartment has been replaced with the sawed-off bed of a pickup.

Yet that's no ordinary truck bed.

Crafted from sheet-molded composite plastic that won't dent or scratch or rust, the box extends for 50 inches and stretches 41.2 inches between the wheelwells, with sides rising for 19.7 inches. The space adds up to about 30 cubic feet in volume, with a pickup gate in back and optional tonneau cover as a lid that locks and also folds in half.

Obviously, the box does not approximate the bed of a conventional pickup and it won't accommodate truck load standards like 4x8 sheets of plywood. It will, however, provide enough room for a pile of sports gear, even a dirt bike or two or snowboards and backpacks.

Also, the bed contains a U-shaped tubular stainless steel brace that swings out for 22.6 inches to form a bed-extending rail with the tailgate folded flat for a floor. This makes a six-foot length for the bed.

Another extension trick comes from the back window of the Sport Trac, which drops via a power control button located on the dashboard. With the window glass lowered, you can carry long cargo items like lumber, fly rods or skis, with front tips extending through the window and into the cabin but the tails resting in the back of the truck bed.

The Sport Trac passenger compartment goes beyond the confines of a truck to provide the space and seats of a wagon. It contains four full-size doors to make entry easy from any seat and a seat system with two buckets in front of a back bench for three that splits and folds flat to form a sheltered interior cargo bay.

Twin storage bins concealed behind the rear seats stow valuable equipment out of sight of prying eyes.

All floor surfaces are covered by a thick rubber mat which not only insulates the cabin from noises of the road but also cleans up easily with a little soap and water after a muddy foray.



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V6 powertrain aboard.

Marketing prognosticators at Ford predict that most of the Escapes for America will be powered by the larger of the two engines.

It's a hearty 3.0-liter V6 outfitted with dual overhead cams and connected to an electronically-controlled four-speed automatic transaxle.

This plant, Ford's Duratec V6 that also propels the Taurus sedan, generates 200 hp at 6000 rpm and a torque rating of

styling marks of a rugged sport-utility wagon.

The package, with wheels pushed to corners of the rectangular plan and curt space left for front and rear overhangs, looks aggressive with a strong chin and rippled sides that flare over wheelwells.

Base of the body becomes a thick and dark element consisting of front and back bumpers, side cladding and the wheel moldings. Prow and windshield rake rearward in a flush aero-

ments, a tilting steering column, remote keyless entry and stereo audio with in-dash CD player. The Escape XLT adds anti-lock brakes and aluminum wheels, foglamps, a perimeter alarm, height adjustment for front seats and a split to the rear seatback, plus options for leather and power seats,

Escape also pulls down an attractive pricing system that begins around \$18,000 but caps below \$26,000.

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That keep-it-simple design carries over to equipment -- there's only one version and it contains all of the necessary equipment, with one engine and one transmission, power steering and anti-lock brakes, and the choice of six exterior colors matched to one of three interior shades.

Toyota's hybrid concept -- Prius -- shapes up as a four-

sedan, Corolla, for 2001 models receives a face-lift with new styling features outside as well as within, plus a new sporty trim designation.

A new Gallery LE edition goes to the popular Camry sedan, with the expansion version, Avalon, continuing with dramatic spatial improvements effected last year. Coupe and new convertible variations of Camry bear the name of Solara and share Camry's four-cylinder and V6 engines.

Toyota also ships ashore the sporty Celica compact coupe, revamped last year for a futuristic format.

Mercury lineup features revamped forms in 2001

Revamped forms with diverse styling characterize 2001 models in the Mercury line from Ford Motor Company. The collection includes passenger cars ranging in size from large to small with the full-size Grand Marquis sedan, mid-size Sable sedan and wagon, and sporty Cougar compact coupe.

In addition, Mercury's badge decorates the four-door Villager minivan and four-door Mountaineer sport-utility wagon. The Mountaineer, set to arrive later in the year, features a new look with fresh generational designs that expand the passenger cabin and add a third row of seats.

COUGAR: More power comes to the daring Cougar 2+2 hatchback coupe, thanks to a new performance edition called Cougar S, packing 200 hp in an optional new engine.

GRAND MARQUIS: Mercury divides the full-size Grand Marquis sedan into the two trim levels of GS and LS, both equipped with safety features such as dual frontal air bags and an optional anti-lock brake system or traction control.

MOUNTAINEER: The plush sport-utility wagon from Mercury rolls out at the

end of calendar year 2000 in a new package styled with sharp contemporary lines featuring taut planes and keen edgework for a high-tech appearance.

SABLE: The mid-size Mercury flagship sedan and station wagon debuted in new sheetmetal shapes last year through generational changes that produced a more spacious interior compartment and more on-board safety equipment. These versions extend to the new year with mid-size dimensions and the interiors rigged with seats for five or six, depending on configuration.

VILLAGER: The four-door Mercury minivan improved cargo capacity and interior trimmings with revisions two years ago, and these designs extend to the 2001 lineup. Villager draws from a 170 hp V6 engine and offers three designations with seats as many as seven passengers. A lavish Estate edition has a package of gold trimmings with accents on wheels and side body moldings, plus touring suspension and captain's chairs in the second row of seats. Villager Sport, using the same premium equipment as Estate, applies unique exterior graphics on two-tone paint.

them ended up coming in what may have been the first car crash.

Soon it became apparent that the challenge for automotive designers would not only be to propel these vehicles under their own power, but also make them safe to operate.

Car bumpers were one of the first innovations developed for safer motoring, but few other safety measures followed until the proliferation of safety belts in the 1960s.

In the '70s, several cars introduced stronger structures with integrated crush zones to absorb the impact of a collision, and in the 1980s the first air bags became standard issue for a few select vehicles. By the '90s with cars increasingly using computer processors, anti-lock brakes and traction control systems arrived.

Now, the Class of 2001 for the first year of a new millennium appears entirely high-tech in the use of sophisticated

page of the wheels and keep the chassis pointed in the intended safe path.

Computers are increasingly used to control various safety aspects of a vehicle. Such a system employs microprocessors that connect with many on-board sensors to measure the vehicle's forward and lateral movement, tire rotation, passenger load, even conditions of a roadbed and the traffic on it. These miniature computers can filter all of the data, then automatically set into play various equipment based on need or demand.

As an example, an adaptive restraint system in several new Mercedes models includes sensors that can determine who sits where, then switch off air bags and seatbelt pretensioners for any unoccupied seats. Monitors in rear seatbelts know when riders are buckled aboard and automatically raise the rear headrests for them.

Bucket seats in some new

severe crash.

Even headrests become active: If the vehicle is hit from the rear, a situation which often produces neck whiplash for riders, front seat headrests quickly move forward and upward slightly to meet the neck and head moving backward. This movement is designed to cradle the head promptly and prevent the painful whiplash effect.

Most new cars now meet federal safety standards mandated for the year 2002 by installing special anchors in back seats to secure child safety seats, and there are now emergency latch levers in place inside trunks to prevent entrapment.

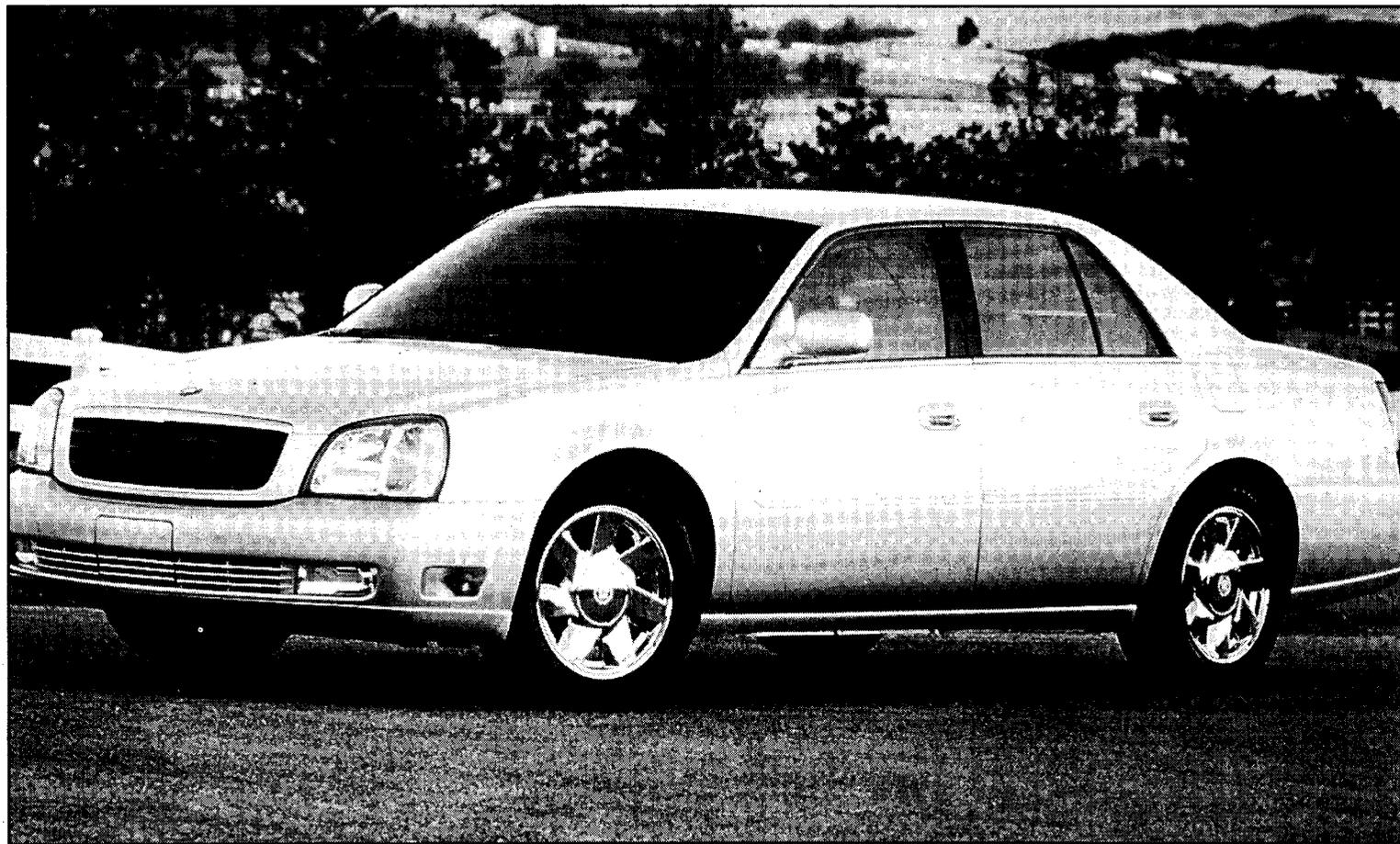
Yet a few devices belong in the realm of science fiction.

Luxury sedans by Lexus now carry a smart cruise control system that draws on the Doppler effect in radar to measure the distance to a car ahead in the coupe's path, then

warn about objects in the rearward path.

Sensors in the rear bumper will detect solid objects in the reverse path for up to six feet behind the car. When approaching such an impediment -- another vehicle, perhaps, or a tricycle in the driveway -- a cabin audio speaker transmits a series of high decibel beeps to alert the driver. As the car near the object, the beeps increase in frequency until the back bumper closes to within ten inches, when the signal becomes a constant tone.

A dash-mounted navigation system in a number of new vehicles this year integrates the guidance system with Global Positioning Satellite reckoning, a hands-free telephone and audio controls. The driver can converse verbally with the intelligent system and use it to control the audio, dial phone numbers or figure out where to go.



File Photo

Dazzling electronic tools also go into DeVille, like a thermal-imaging device, Night Vision, that can detect heat energy emitted by objects in the path of the car, then project a virtual image of the scene through the windshield so a driver may observe the picture. As Night Vision enables a DeVille driver to see ahead in the dark, another safety tool -- Ultrasonic Rear Parking Assist -- checks behind by using audio as well as visual signals as a parking aid.

New cars for the new millennium: High-tech and high style

By Bob Plunkett
Special to The Times

In the automotive world, a transition from one annual designation to the next brings change in the form of shiny new sheetmetal shapes defining a new class of vehicles primed for performance and stocked with the latest concepts in comfort, style and safety.

For this particular transition from the 2000 model year to 2001, we make a momentous step from one millennium period to another, and so enter a new era bright with promise. With that quick turn to the year 2001, suddenly the "Automobile of the Future" becomes the reality of the present.

To describe the Car Class of 2001 as futuristic might be an understatement, however, because the typical new vehicle in this class is a computerized mechanical marvel that's smart, savvy and also quite stylish.

In many instances, the new cars of 2001 can perform multiple functions and transform into different types of vehicles for different audiences.

Examples such as the Ford Sport Trac represent the latest concept in hybrid design, whereby traits of a sport-utility wagon, pickup truck and family sedan merge into a single four-door package of practical transportation rigged with seats for five people in a sedan-like cabin but also with an abbreviated truck box trailing in the rear to provide multiple applications for cargo.

Or the latest in stylish automotive design actually evokes images from some distant concept from an earlier era yet functions like a contemporary sedan or carpooling wagon and can tote the cargo load of a bona fide utility van. That's the case for the marvelous new PT Cruiser by Chrysler, which looks something like a woody wagon lifted from '60s beach-blanket movies, a 1937 panel van fitted with side windows and modern bumpers, or a souped-up Fifties street 'rod with four doors and a liftgate to work in disguise as a Nineties minivan.

For high-tech wizardry, no previous vehicles match the level of sophisticated automotive engineering attained by the Class of 2001.



File Photo

Honda's Insight is the first car to bust the fuel-economy ceiling of 70 miles per gallon for highway driving.

In increasing numbers this year, intelligent vehicles link to computers that enable them to think for themselves and make decisions regarding performance, safety and comfort without direct response from a driver.

And the quality of passenger safety moves to a new high caliber with an expansion of active and passive safety features. Strong structures encase the passenger compartment as elaborate mechanical controls keep the vehicle pointed in the proper direction while on-board electronic tools amplify a driver's vision in darkness or signal when objects stand in the car's path, new latch mechanisms inside sedan trunks prevent entrapment, and passive shields like tubular air bags mounted above side windows protect fragile bodies.

Environmentally clean and fuelishly frugal cars also arrive with the Class of 2001, and several bear not only a thrifty gasoline-powered engine but also an electric motor to boost fuel efficiency.

As an example, Honda's Insight —

the first gasoline-electric hybrid vehicle available in America — is the first car to bust the fuel-economy ceiling of 70 miles per gallon for highway driving. Also, it produces fewer greenhouse gases and qualifies as an ultra low emission vehicle (ULEV), emitting emissions with 84 percent less hydrocarbons and half the number of nitrous-oxide molecules as does the engine of a conventional car.

As a group, the automotive Class of 2001 moves another step further toward an international blur regarding origins as nationalistic boundaries and terms like "domestic" and "foreign" seem increasingly difficult to pinpoint as manufacturers join in international mergers and utilize multi-national components to construct vehicles in globe-wrapped production facilities.

With these forces of change in focus, we look for new trends within the first car class of a new millennium.

Among our findings, some familiar model names return but with entirely

new designs in a new generation of formats.

Example: Acura 3.2 CL coupe; BMW 325Ci and 330Ci convertibles; Chevrolet Silverado Heavy Duty truck; Chrysler Voyager and Town & Country minivans; Chrysler Sebring coupe, sedan and convertible; Dodge Caravan minivan; Dodge Stratus coupe and sedan; Ford Ranger truck; GMC Sierra Heavy Duty truck; GMC Yukon Denali wagon; Honda Civic coupe and sedan; Lexus LS 430 sedan; Mazda B4000 truck; Mercedes-Benz C320 sedan; Mitsubishi Montero wagon; Nissan Pathfinder wagon;

Buick Rendezvous wagon; Chrysler PT Cruiser wagon; Ford Escape wagon; Ford Sport Trac truck/wagon; Ford F-150 SuperCrew truck; Hyundai Santa Fe wagon; Mazda Tribute wagon; Pontiac Aztek wagon; Toyota Highlander wagon.

New products emerge, including sporty designs and thrifty new values.

Example: BMW 325i station wagon; Honda Insight gas/electric coupe; Kia Rio sedan; Lexus IS 300 sports sedan; Mitsubishi Eclipse Spyder convertible; Toyota Prius gas/electric sedan; Toyota MR2 Spyder roadster; Toyota Sequoia wagon; Volvo S60 sedan.



File Photo

Mazda's Tribute is constructed atop the chassis of a front-wheel drive car rather than the conventional wagon's real-wheel drive truck platform.

Oldsmobile Aurora sedan; Subaru Forester wagon; Toyota RAV-4 wagon; Volvo Cross Country and V70 wagons.

Clever new concepts appear in new hybrid sport-utility wagons built on a car's chassis and packing easy-to-drive mechanical components.

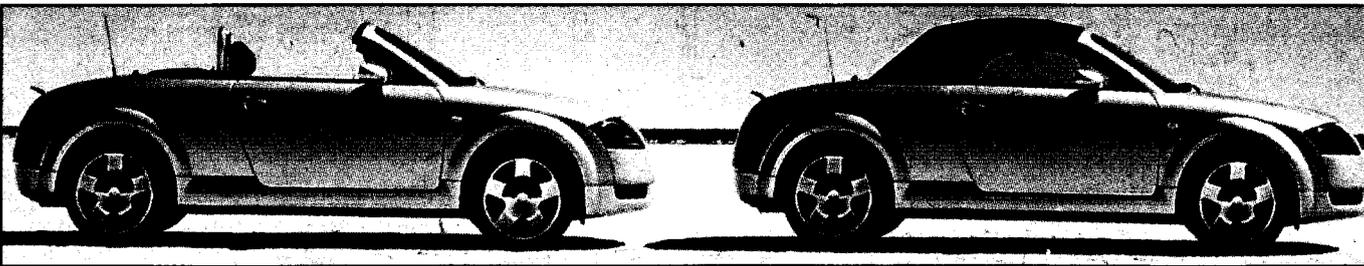
Example: Acura MDX wagon;

Sophisticated mechanical controls for vehicle stability and safety rank among standard or optional equipment on many cars this year.

Example: Acura RL; Audi A8; BMW's line; Buick Park Avenue Ultra sedan; Cadillac Deville DTS and Seville STS sedans; Jaguar S-Type sedan; Lexus LS 430 sedan; Lincoln LS sedan; the Mercedes-Benz line; Pontiac Bonneville sedan; Saab's line; Volvo's line.

Powerhouses continue, along with daring new designs.

Example: Chevrolet Corvette Z06, Dodge Viper, Mercedes-Benz AMG series including the S55 AMG sedan, CL55 AMG coupe, CLK55 AMG compact coupe and ML55 AMG sport-utility wagon; Plymouth Prowler; Saab Viggen.



File Photo

Audi's TT roadster convertible and sports coupe.

Red ribbons send message: Get real...real drug free

*Anti-drug campaign
slated Oct. 23-25*

By SANDY RIEBELING
Staff writer

If you've been around the Arsenal this week, you're probably seeing red.

It's all a part of the Department of the Army's anti-drug campaign called Red Ribbon Week, held every year in October. This year the campaign was whittled down to three days, Oct. 23-25, but the message is just as strong.

"People at the Arsenal really get excited about Red Ribbon Week," Ruby Turner, Redstone's alcohol and drug control officer, said. "The campaign is about making our community drug-free. We hand out red ribbons with anti-drug messages, ask people to drive with their lights on one day and then on Wednesday, people wear red to support the message."

The week was scheduled to start with a drug awareness rally Monday, in which

students gather at the Madison County Courthouse for a program promoting the drug-free message.

Monday was also red ribbon day at the Arsenal. The drug and alcohol prevention office purchased more than 3,000 ribbons to hand out around the command. The office also purchased bookmarks, pencils, pens, reflective zipper pulls and bracelets, candy, stickers and thousands of Halloween treat bags, all with the drug-free message.

"We've spent thousands of dollars for items in this year's campaign," Evelyn Pharris, prevention and education coordinator for the alcohol and drug program, said. "Our theme is leading by example. Parents wearing ribbons and giving their kids these items helps to reinforce the message. We encourage everyone to be a part of it."

People interested in ribbons or treat bags can visit the Alcohol and Drug Prevention Office at building 3204 on Little John Road.



Photo by Sandy Riebeling

SEEING RED— In honor of red ribbon week, celebrated by the Department of the Army Oct. 23-25, youngsters at the Youth Center decorate trees with ribbons carrying the anti-drug message. From left are Victoria Tabb, Tamara Hall, Brent Gilliam, Anthony Carswell, and his sister, Miranda Carswell.

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Tenth annual award goes to 10-year logistician.

Ex-engineer achieves career confirmation

By SKIP VAUGHN
Rocket editor

Mike Hartwell had waited a decade for this day.

This was the confirmation he wanted ever since his career change in 1991. Finally, Hartwell was recognized as a true logistician. And what a confirmation it was.

Hartwell, a former engineer, is this year's winner of the prestigious Ernest A. Young Logistics Achievement Award. Hartwell the logistician has officially arrived.

"I'm overwhelmed and surprised," he said after the Oct. 18 luncheon ceremony. "I felt there were a lot of outstanding contributions made by a lot of outstanding people. So it's very rewarding to have been chosen."

He was selected from among 13 nominees. All were cited for their contributions to the Integrated Materiel Management Center and the Army's logistics system. The award is named after Ernie Young, a career logistician who was the first recipient in 1991 and retired as the deputy to the commanding general.

"Over the years, today is the 10th anniversary of the award and I certainly



Photo by Skip Vaughn

CONGRATULATIONS— Mike Hartwell, left, is congratulated by Ernie Young after receiving the Ernest A. Young Logistics Achievement Award.

do appreciate it," Young said, adding that all 13 nominees are winners.

But there's only one recipient each year and the 2000 distinction goes to Hartwell, director of Air Defense Missile Directorate and acting deputy director of the Integrated Materiel Management Center. He was recognized for his leadership in establishing and expanding the Army Materiel Command's Field Support Centers (AFSCs). By placing some supply and maintenance capability near deployed warfighters, logisticians can be more

responsive to the soldiers' requirements and save the Army money.

"Obviously the things we've achieved in AFSC could not have been achieved without the work of a lot of people," Hartwell told the 145 attendees at the luncheon in the Officers and Civilians Club.

A native of Opp, Hartwell received a bachelor's degree in physics from Alabama A&M University in 1970. He received a master's in physics from Massachusetts Institute of Technology in 1975.

His government career began as a physical science aide in 1968-69 while a student at A&M. He returned as a full-time employee in January 1981 as an electronics engineer in the Rattler Project Office, now called Javelin Project Office. He went to the Integrated Materiel Management Center in March 1991 as director of the Program Support Directorate. At that time he switched from general engineer to logistics management specialist.

"This award confirms not only to me personally, but also to my peers, that I am recognized as a logistician. So that was particularly rewarding," Hartwell, 51, said.

He has served as director of Air Defense Missile Directorate since January 1999; and this month he became acting deputy director of Integrated Materiel Management Center.

Hartwell and his wife, Darala, a math teacher at Davis Hills Middle School, have three children. Their daughter Michael, 28, is a logistics management specialist at Logistics Support Activity. Their other daughter, Frances, 20, is a senior at the University of Alabama. And their son, Jonathan, 14, is a ninth-grader in the international magnet program at Johnson High.

The other nominees for this year's award included Lisha Adams, logistics management specialist in Land Combat Directorate, IMMC, supporting PEO Tactical Missiles; Amy Barnett, chief of logistics management division at CCAWS Project Office; George Collier, chief of logistics management division for Javelin Project Office; Wilfred Eberhart, Aviation Systems Directorate, IMMC; Eugenia Gaught, logistics management specialist at Army TACMS/Bat Project Office; Tom Geoffroy, Readiness Directorate, IMMC, supporting PEO Aviation; Carlos Kingston, chief of logistics management division at MLRS Project Office; John Kleyer, maintenance management specialist in Business Management Directorate; Alan McCandless, Aviation Systems Directorate, IMMC; Lowell Morgan, Readiness Directorate; Carlos Rivera, Readiness Directorate; and Joyce Scharf, Logistics Support Directorate.

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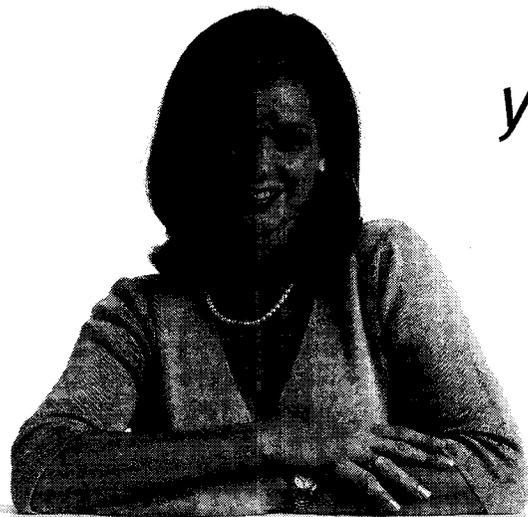
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Halloween just around the corner, so stay safe

Trick-or-treating slated 6 to 8 p.m.

By MARGARET BANISH-DONALDSON
For the Rocket

Halloween is only a few days away, and everyone knows it is one of the most important days of the year for children. Despite the ghouls and goblins prowling the streets, the biggest threat to kids' Halloween safety isn't rabid werewolves or bloodthirsty vampires. Perhaps the greatest threat on Halloween is on the roads. So be prepared.



Photo by Margaret Banish-Donaldson

CHECK LIST— Marie Adams, left, secretary, and Sgt. Melynda Dugdale from the Provost Marshal Office go over the Halloween safety tips list that Dugdale will present to the children at the child development center.

Oct. 31 trick-or-treat hours at Redstone Arsenal are set from 6 to 8 p.m., according to Sgt. Melynda Dugdale of the Provost Marshal Office. Everyone — not just trick-or-treaters — should keep safety in mind.

The Provost Marshal Office is working with the Child Development Center to ensure children are aware of Halloween safety through a class given to all children enrolled at the CDC.

During the class, Dugdale gives the children important safety tips to help make the evening a pleasant one. But for Dugdale and her fellow police officers, Halloween safety does not end with the classes.

"It is my plan to go into the housing area about 4 p.m. on Halloween and park a vehicle and stay outside the entire time," Dugdale said. "Other officers will accompany me at that time. In years past, this was a real big success."

Meanwhile, Gate 8 will also have a guard posted from 6-8 p.m. to check identification badges.

Dugdale encourages parents to go with their children as they trick-or-treat. It can also cut down on any mischief the children may try to get into that evening. If children go alone, parents are advised to know exactly what route they are going to take.

"We take Halloween seriously," Dugdale said. "We have such a small popula-

tion here and everyone knows everyone." It is often difficult for drivers to see little trick-or-treating ghosts, goblins and witches darting across streets in the darkness, so car accidents occur frequently on Halloween night. The speed limit is 20 mph in residential areas; and Dugdale asks that drivers lower it during trick-or-treating.

Here are some safety tips for trick-or-treaters:

- **Costumes**— Wear reflective materials; wear shoes that fit; have an adult check you for fire safety; and ensure long

costumes don't make you trip.

- **Pedestrian rules**— Stay on sidewalks; cross only at corners; look in all directions before crossing; walk, don't run; and never go into the street from between cars.

- **Avoiding trouble**— Carry flashlights; ask parents to go with you; walk with your friends; don't enter anyone's house; and stay on the porch.

- **Clear view**— Take off mask when crossing the street; ensure mask fits properly; and if possible, wear face paint instead of a mask.

Café tailored to taste of software work force

New cafeteria opens at SED complex

By SANDY RIEBELING
Staff writer

No more brown bagging it for the employees at the Software Engineering Directorate.

A new, full service cafeteria opened in building 6263 last week. Officials from Department of the Army and Army Materiel Command joined key personnel from Redstone Arsenal to cut the red ribbon and welcome diners to the 11,800 square foot facility.

"It was a godsend," Carter Lewis, facility manager, SED, said. "It will save on productivity and travel time for people who have to go elsewhere for lunch. It makes the entire campus more functional."

The cafeteria is located in the new \$26 million complex adjacent to the original SED building. Workers began moving into the new facility about six weeks ago with a staff of 600 on site currently. At full capacity, both buildings will house more than 900 employees.

The 250-seat cafeteria is open for breakfast from 6:30-9:30 a.m. and lunch

from 11 a.m. to 1:30 p.m.

"This is our cafeteria," William Craig, SED director, said. "One hundred and eighty-three people ate here on Oct. 4, the first day of operation for the cafeteria. It was the first commercially prepared meal on Redstone Arsenal west of Rideout Road."

With that comment, cheers erupted from the crowd of about 100 people, gathered for the ceremony, a testament to their excitement over the much anticipated opening.

"We're going to make it our own," Craig continued, "from the décor to the name. We're going to tailor it to our work force."

A contest among employees will determine the name of the café. Dan Ahern, director, Directorate of Community and Family Activities, offered a gift certificate of \$100 of MWR money to the person offering the winning name.

The cafeteria operates with a staff of five: Debbie Chargaulaf, Ann Scruggs, Angie Black, Clara Clark and Jackie Pope; and Bill Bullen, general manager, Post Restaurant Fund.

SED is a directorate under the Aviation and Missile Research, Development and Engineering Center.



Photo by Sandy Riebeling

SOUP'S ON— For the first time in the 25-year history of the Software Engineering Directorate and its forerunners, employees have a cafeteria to call their own. A contest among employees is expected to produce a name for the new dining facility officially opened last week in building 6263.

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Sports & Recreation

Hunter safety orientation

Interested in hunting on Redstone Arsenal? Then call today for information on the mandatory Hunter Safety Orientation. This orientation must be completed annually by all persons hunting on Redstone Arsenal, including guests. Hunter Safety Orientation will be held at the Recreation Center, building 3711 from 4:30-6 p.m. on the following dates: Nov. 2 and Nov. 16. The orientation is also available at all Learning Resource Centers; call ahead to ensure availability of computer terminals. First-time hunters or those who have not participated in the RSA hunting program within the past two years should attend one of the aforementioned Hunter Safety Orientation dates. For more information, call Outdoor Recreation 876-4868 or 876-6854, open 9:30 a.m. to 5 p.m. daily.

Hockey trip

Civilian Welfare Fund Council is going to have a bus trip to Nashville Jan. 21 to see the Nashville Predators versus St. Louis Blues 4 p.m. hockey game. For more information, call Roy Longino 313-4533 or Mary Ann Meyer-Schuck 313-3395. Cost for bus and tickets are as follows: upper bowl locations, \$30 and lower bowl locations, \$50. There will be two pickup locations, one at Redstone Arsenal and the other one further north.

Memorial golf tourney

The Academy for Academics and Arts is preparing to hold the first Ralph Fleischman Memorial Golf Tournament with all proceeds going to the Academy's Children's Theatre, Academy Junior Golf Club, and the American Red Cross. The competition is scheduled for Nov. 3 at the Redstone Golf Course with registration at 7 a.m. and a shotgun start at 8. The four-man scramble cost will be \$100 per player. For more information, call Connie Henderson 883-2867 or Jane Fain 464-5853.

Young hunters

A special shotgun deer hunt will be held for youngsters 12-15. The hunt is scheduled for Nov. 11 beginning at Outdoor Recreation, building 5132. To preregister and for more information, call 876-HUNT.

Basketball signup

Basketball registration for youth ages 5-16 continues through Nov. 13. Evaluations and practice will begin the week of Nov. 13. League play will begin the first week of January. Military, retired military, DoD and contractor dependants are eligible to participate. Anyone interested may register at the Youth Center, building 3148, Monday-Saturday from 1-8 p.m. Registration fee is \$25 per child or \$100 for a family plan that includes all sports for one year. For more information, call 876-5437.

Rocket Lanes

Rocket Lanes Weekend Special. Only \$1.25 per game open bowling every Friday, Saturday and Sunday. Rocket Lanes is located in building 3707 on Aerobee. Rocket Lanes has 16 synthetic lanes, automatic scorers, a snack bar, a private party addition, and a great game room. A great place for birthday parties, for more information call 876-6634. Hours are, Monday, 5-9 p.m.; Tuesday-Thursday, 4-10:30 p.m.; Friday 4-11 p.m.; Saturday, noon to midnight; and Sunday, 2-9 p.m.

Miscellaneous

LOGSA workshop

The Logistics Support Activity will sponsor its Major Item Training Workshop, Oct. 30 to Nov. 3 in the Bob Jones Auditorium. Registration is \$40 by check or money order payable to DFAS-St. Louis. No cash please. To register, visit the LOGSA homepage at: www.logsa.army.mil. For more information, call Cynthia McCollum 313-2487 or Karen Workman 313-2486.

Vietnam wall

The traveling Vietnam Memorial Wall will be in downtown Huntsville in Big Spring Park, Oct. 26-29. The wall will be open to the public, 24 hours a day for the entire four day period. Opening ceremony will be held at 10 a.m. Oct. 26 in the Von Braun Center's North Hall. The closing ceremony will be held at 5 p.m. Oct. 29. Admission is free to all Vietnam Era veterans. For more information, call 518-6152. For corporate sponsorship/tables, call 722-4260.

Alcoholics anonymous

An Alcoholics Anonymous group meets each Thursday at 11 a.m. in Sparkman Center building 5304, room 4309. For information call 313-1478. The Redstone Arsenal Group of Alcoholics Anonymous meets each Wednesday at noon and Friday at 5:15 p.m. in room 11 of the Bicentennial Chapel.

Food vouchers program

Assessment for military families' eligibility in the Women, Infant, and Children (WIC) program will be held Oct. 25, Nov. 1 and Nov. 15 at the New Parent Support Program Playhouse, 1220-B Lacrosse. Appointments may be made by calling Army Community Service 876-5397. Appointments are made on a first-come, first-serve basis. Appointments will be available from 8:30 a.m. to noon and 1-3 p.m. WIC offers food vouchers to families that meet financial and situational requirements. Eligibility includes pregnant women, breastfeeding women, women with newborns and families with an infant or child under 5 years old.

Artillery association

The Redstone Arsenal/Huntsville Chapter of the Air Defense Artillery Association (ADAA) is sponsoring its annual St. Barbara Dinner Dance saluting the Air Defense Artillery branch Oct. 28 at the Huntsville Hilton. Scheduled speaker and guest of honor is Brig. Gen. Stan Green, commander of the Air Defense Artillery Center and Fort Bliss, Texas. For more information call the chapter secretary 922-1680, ext. 2855.

IMMC Christmas party

The 2000 IMMC Christmas Party is scheduled for Dec. 7 at the Officers and Civilians Club ballroom, starting at 11:30 a.m. and ending at 3 p.m. Tickets are \$10 (\$12 after Nov. 30). For more information, call Jan Pickard 842-7832 or Vanessa Adair 876-3394.

Fort Rucker band

The Fort Rucker "Silver Wings" band will perform chamber music in Bob Jones Auditorium, Nov. 15 from 11 a.m. to 1:30 p.m. for those who want to listen to music during their lunch break. Others can view it on Channel 42 that day. For more information, call Margaret Banish-Donaldson 842-0558.

Mentors wanted

The Team Redstone Community Mentor Program needs 75 volunteers to help mentor third through fifth grade students at Williams Elementary and University Place Elementary Schools. For more information, call Evelyn Pharris, Alcohol and Drug Abuse Office, 842-9897.

Retired officers

The Retired Officers Association's October meeting will be held at the Officers and Civilians Club today at 11 a.m. Jerry and John Shoemaker, speedboat racing enthusiasts, will speak about "Off Shore Speedboat Racing With 'Pier 57.'" For additional information, call retired Capt. Albert Castelli 859-1340.

See Announcements on page 16

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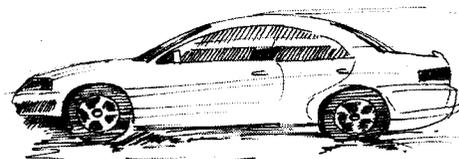
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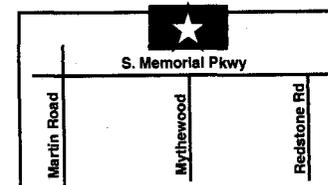
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Announcements

Pharmacy week

Fox Army Health Center is recognizing "National Pharmacy Week" Oct. 23-27.

Flower fund-raiser

Trinity Child Development Center is conducting a Poinsettia fund-raising sale. Red, pink, and white Poinsettias will be available. The 6" plants are \$10 each and 12" plants are \$15 each. Payment must be made by Nov. 2, and plants will be delivered Dec. 1-2. If interested call 880-0520.

Live bait

A Live Bait Machine is located just outside the entrance to the One-Stop, building 3234. The machine looks like a drink vending machine but has a colorful fish on its front and is stocked with rooster livers, crappie minnows, red worms, and night crawlers.

ASEM luncheon

The Tennessee Valley Section of the American Society of Engineering Management is having its regular luncheon meeting at noon, Nov. 7. Come see what it is all about at the Holiday Inn, Research Park (by Madison Square Mall) in the 5th Ave Banquet Room. For more information, call Angel Armstrong 842-9416 or Mike Lyon 876-3732.

Fall concert

The Huntsville Youth Orchestra will begin its 40th anniversary season by presenting its Fall Concert Nov. 5 at 3 p.m. in the Chan Auditorium located in the Adminis-

trative Sciences building on the University of Alabama-Huntsville campus. Admission is free; donations are accepted. For more information, call the HYO office 880-0622.

Catholic community

Our Lady of the Valley, Catholic Community at Bicentennial Chapel announces the following: A Filipino-American Mass will be held Oct. 29 at 6 p.m. An All Saints Vigil Mass will be held Oct. 31 at 6 p.m. All Souls Day: Remembering Our Loved Ones will be held Nov. 2. All parishioners are invited to attend at 6 p.m. to remember and pray for our departed loved ones. The names of all who have died between Oct. 19, 1999 and Oct. 15, 2000 will be read. A reception will be held in the assembly room after the mass. See Phyllis Gibat to input a memorial form or call 842-2175 or 882-3929.

Woodcarving show

The non-profit North Alabama Woodcarvers Association is having its 19th annual mid-south show and competition Nov. 11, from 9 a.m. to 5 p.m. and Nov. 12 at 10 a.m. to 5 p.m. at the old Huntsville Depot Roundhouse, 320 Church Street, NW, Huntsville. Admission is free. Local and visiting woodcarvers will be competing, selling carvings, and demonstrating their techniques. Door prizes, and the opportunity to sign up for free wood carving classes will also be available.

College apprentice program

Applications are available for the year 2001, for the Department of Defense and Engineering Apprentice and College Apprentice Program. Possible career placement includes the U.S. Army Aviation and Missile Command. The Science and Engineering Apprentice Program are designed for students who have demonstrated aptitude and interest in science and engineering. Eligible students must be a U.S. citizen and must at least be 15 year of age by beginning date, June 11, 2001. The College Program is designed for undergraduates who have completed the Science and Engineering Apprentice Program and are enrolled in a scientific or technical major. Deadline for postmarking applications is Jan. 21. For application, see your high school senior counselor, or college placement service. For more information, call the Civilian Personnel Advisory Center, Customer Support C, Betty Duke 313-4790.

Communicators club

The Universal Communicators ITC Club is hosting its annual council meeting Nov. 17-18 at the Heritage Bank of Huntsville, 4245 Balmoral Drive, southwest. Deadline for registration is Nov. 3. ITC is a non-profit training organization specializing in public speaking communication, and leadership skills. ITC training focuses on the development of communication and leadership skills through a program of practice and constructive evaluation. Costs are: registration \$2, continental breakfast and lunch \$17. For more information, call Sharron Schuff 858-3890 or 313-4187.

Child care credentials

Betty Abbou and Lindell Johnson received the Army School Age credential during the month of September. This credential is a symbol of their care and love for the children and their dedication to the program. In November there will be another special event at School Age Services. Nov. 1 is the kick off for the American Indian Heritage Month. The public is invited to view the American Indian mobile museum at Building 3400. There will also be drumming and singing and Indian dancers. For more information, call Betty Abbou 876-6595.

Toastmasters

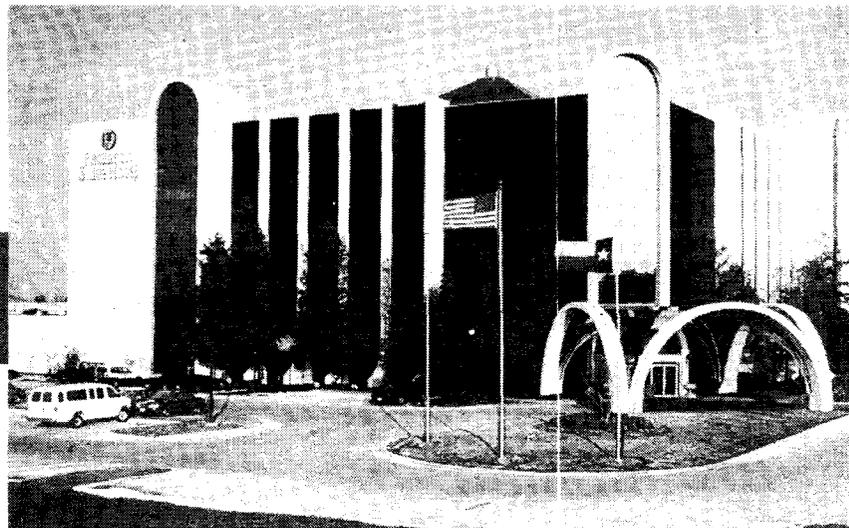
Are you nervous when briefing or speaking to a group of people? Are you preparing a briefing in the near future? Would you like to practice or improve your speaking skills? The Communicators Toastmasters Club invites you to have fun and improve your speaking skills every Thursday from 11:30 a.m. to 12:30 p.m. in the Sparkman Center, Building 5304, third floor, room 4323. Additionally, the Toastmaster course is government sponsored. For more information, call Matt Boenker 313-4959.

Apple sale

The Junior League of Huntsville is once again selling Washington State Red Delicious and Granny Smith apples throughout our community to raise funds to support many worthwhile area projects. This year Apple Annie Day is Oct. 27. In addition to street corner sales, apples are pre-sold to businesses and individuals in the community to share with customers, employees, families and friends. Businesses and individuals may purchase apples to donate to charities in the Madison County area. Apple Annie has provided over \$679,000 to our community in the last 29 years. Thank you for your support of Apple Annie and the Junior League of Huntsville. For more information, call 533-3554.

Security computer course

An Army System Administration Security & Network management security Mirror site will begin official instruction and operation Nov. 6 in Huntsville. The U.S. Army Space and Missile Defense Command is the proud sponsor of this new Army course. Computers, routers, software and lab equipment have been installed and are operational. The training facility is located at 4901-B Corporate Drive, Building 2, Room 179. The purpose of the course is to train Department of Defense personnel to recognize vulnerabilities and defeat potential threats within the computer system and network; identify and repair common Windows NT and UNIX operating system weaknesses; properly operate and maintain firewalls using routers and bastion hosts; operate and maintain simple web server using MS
See Announcements on page 19



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ARMY POSITION VACANCY ANNOUNCEMENTS REDSTONE ARSENAL AND HUNTSVILLE, ALABAMA AREA

ANNOUNCEMENT AS OF OCT 25 00	POSITION TITLE	CLOSING DATE	ORGANIZATION LOCATION	PAY PLAN & SERIES	GRADE LEVEL	POT GRD	PAY RANGE (FROM - TO)	WHO CAN APPLY?															
								A	B	C	D	E	F	H	I	R	T	V	U				
THE FOLLOWING ARMY ANNOUNCEMENTS CAN BE FOUND ON THE WEB AT WWW.CPOL.ARMY.MIL																							
00BK039212CRC	General Engineer	25-Oct-00	IMMC	GS-0801	12	12	48,520 62,605	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
040163JS1	Depot Mana Oper Spec	25-Oct-00	Cofe Huntsville	GS-1101	13	13	59,623 77,507														CHRISTI	EMP	
00BK052789DWT	Exhibit Specialist	25-Oct-00	AMCOM CIC	GS-1010	7	7	28,381 36,892	X															
00BK035072BMW	Electronics Engineer	26-Oct-00	AMRDEC	DB-0855	4	4	70,747 108,182	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00BK053577CIG	Logistics Mana Spec	27-Oct-00	IMMC	GS0346	11	11	42,007 54,609	X															
X-SP-00-1843-DW	Engineer Electronics	27-Oct-00	Office Sec of Army	DB-0855	4	4	70,747 108,182	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
X-SP-00-1847-DW	Engineer Electrical	27-Oct-00	Office Sec of Army	DB-0850	3	3	50,345 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
S00CE063749ACM	Electrical Engineer	30-Oct-00	Cofe Huntsville	GS-0850	13	13	59,868 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
BKM0425687	Medical Officer	30-Oct-00	MEDDAC	GS-0602	14	14	81,376 101,167	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
S00CE063867ACM	Prourement Analyst	31-Oct-00	Cofe Huntsville	GS-1102	11	11	42,007 54,609	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00BK057642CCA	Housing Inspector	31-Oct-00	AMCOM-RASA	GS-0303	6	6	25,540 33,202	X															
00bk063121C-RAH	Admi Support Assi	31-Oct-00	SMDC	GS-0303	7	7	28,381 36,892														SMDC		
00BK064015DDB	Plans And Resource Analyst	31-Oct-00	AMCOM-AMC	GS-0301	13	13	59,867 77,827	X															
00BK057186DDB	Small Business Program	31-Oct-00	AMCOM-AMC	GS-0301	11	11	42,007 54,609	X															
S00CE056966ARM	Program Manager	1-Nov-00	Cofe Huntsville	GS-0340	14	14	70,747 91,967	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
01BKCE000189ALM	Secretary OA	1-Nov-00	Cofe Huntsville	GS-0318	5	5	22,913 29,784	X															
00BK058089DEJ	Procurement Technician	1-Nov-00	AMCOM-AMC	GS-1106	5	5	22,913 29,784	X															
00BKDL063467BAC	Program Data Assistant	2-Nov-00	AMCOM-PEO	GS-0303	7	7	28,381 36,892	X	X														
00BK051254C-BR	Communication Autom Specialist	2-Nov-00	SMDC	GS-0301	13	13	59,868 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00BK057850C-RAH	GANENRAL Engineer	2-Nov-00	SMDC	GS-0801	14	14	70,747 91,967	X															
01BK000701CCA	Budget Analyst	2-Nov-00	RASA	GS-0560	9	9	34,718 45,130	X															
00BK052800DWT	Miles Equi Support Coordinator	2-Nov-00	AMCOM-AMC	GS-0303	7	7	28,381 36,892	X															
00bk065146CIG	Secretary OA	2-Nov-00	IMMC	GS-0318	8	8	31,432 40,859	X															
00BK060572CIG	Secretary OA	2-Nov-00	IMMC	GS-0318	9	9	34,718 45,130	X															
00BK056182CRC	Real Property Spec	3-Nov-00	AMCOM-AMC	GS-0301	12	12	50,345 65,447	X															
00BK063724CRC	Physical Space Analyst	3-Nov-00	AMCOM-AMC	GS-0301	12	12	50,345 65,447	X															
00BK043538BAC	Computer Engineer	3-Nov-00	RDEC	DB-0854	IV	IV	70,747 108,182	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00BK060935BAC	General Engineer	3-Nov-00	AMCOM-PEO	GS-0801	13	13	59,868 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
NCR2776-00-CS	Intelligence Spec Oper	6-Nov-00	MIG	GG-0132	11	13	42,007 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00BK063598BAC	Electronics Engineer	9-Nov-00	AMCOM-AMC	GS-0855	13	13	59,868 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
S00CE062633ACM	Civil Engineer / Geologist	15-Nov-00	Cofe Huntsville	GS-0810- GS1350	12	12	50,345 65,447	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00BK059179C-RAH	Supe General Engineer	17-Nov-00	SMDC	GS-0801	14	14	70,747 91,967	X															
AC-01-312	Logistics Mana Spec	24-Nov-00	AMCOM-PT	GS-0346	7	11	28,265 39,573	X															
00BK055286BOD	Electrical Engineer	30-Nov-00	AMCOM-RDEC	DB-0850	111	111	50,345 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
BKM0425687	Medical Officer (General Internal Medicine)	30-Nov-00	MEDDAC	GS-0602	14	14	81,376 101,167	X															
00-B-1359-DS	General Engineer	30-Nov-00	AMCOM RDEC	DB-0801	2	3	22,913 - 54,609	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00-B-1359-DS7	Computer Scientist	30-Nov-00	AMCOM RDEC	DB-1550	2	3	22,913 - 54,609	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00-B-1359-DS6	Ops Research Analy	30-Nov-00	AMCOM RDEC	DB-1515	2	3	22,913 - 54,609	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00-B-1359-DS5	Aerospace Engineer	30-Nov-00	AMCOM RDEC	DB-0861	2	3	22,913 - 54,609	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00-B-1359-DS4	Computer Engineer	30-Nov-00	AMCOM RDEC	DB-0854	2	3	22,913 - 54,609	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00-B-1359-DS1	Mechanical Engineer	30-Nov-00	AMCOM RDEC	DB-0830	2	3	22,913 - 54,609	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00-B-1359-DS3	Electrical Engineer	30-Nov-00	AMCOM RDEC	DB-0850	2	3	22,913 - 54,609	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00-B-1359-DS2	Electronic Engineer	30-Nov-00	AMCOM RDEC	DB-0855	2	3	22,913 - 54,609	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00B1364OD	Aerospace Engineer	30-Nov-00	AMCOM RDEC	DB-0861	3	3	50,345 - 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00B1365OD	Aerospace Engineer	30-Nov-00	AMCOM RDEC	DB-0861	3	3	50,345 - 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00B1366OD	Aerospace Engineer	30-Nov-00	AMCOM RDEC	DB-0861	3	3	50,345 - 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00B1398MV	Electronics Engineer	30-Nov-00	AMCOM RDEC	DB-0855	3	3	50,345 - 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00B1367OD	Aerospace Engineer	30-Nov-00	AMCOM RDEC	DB-0861	3	3	50,345 - 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00B1368OD	Aerospace Engineer	30-Nov-00	AMCOM RDEC	DB-0861	3	3	50,345 - 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00B1334DT	General Engineer	30-Nov-00	AMCOM RDEC	DB-0801	3	3	50,345 - 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00B1348FM	General Engineer	30-Nov-00	AMCOM RDEC	DB-0801	3	3	50,345 - 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00B1349FM	General Engineer	30-Nov-00	AMCOM RDEC	DB-0801	3	3	50,345 - 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00B1371OD	Aerospace Engineer	30-Nov-00	AMCOM RDEC	DB-0861	3	3	50,345 - 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00B1397MV	Computer Engineer	30-Nov-00	AMCOM RDEC	DB-0854	3	3	50,345 - 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00B1425MV	Aerospace Engineer	30-Nov-00	AMCOM RDEC	DB-0861	3	3	50,345 - 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00B1350FM	General Engineer	30-Nov-00	AMCOM RDEC	DB-0801	3	3	50,345 - 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00B1524OD	Electronics Engineer	30-Nov-00	AMCOM RDEC	DB-0855	3	3	50,345 - 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00B1520MV	Electronics Engineer	30-Nov-00	AMCOM RDEC	DB-0855	3	3	50,345 - 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00B1470OD	General Engineer	30-Nov-00	AMCOM RDEC	DB-0801	3	3	50,345 - 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00B1464FM	General Engineer	30-Nov-00	AMCOM RDEC	DB-0801	3	3	50,345 - 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00B1351FM	General Engineer	1-Dec-00	AMCOM RDEC	DB-0802	3	3	50,345 - 77,828	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00D1314DB	Electronics Engineer	29-Dec-00	STRICOM	GS-0855	12	12	51,650 - 65,735	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
S00BK054447BMB	Personnel Staff Specialist	5-Jan-01	SCCPOC	GS-0212	11	11	42,007 - 54,609																
00BK048548BMB	Position Class Spec	13-Jan-01	SCCPOC	GS-0221	11	11	42,007 - 54,609	X	X														
00B0479SS	Aerospace Engineer	18-Jan-01	AMCOM RDEC	DB-0861	III	III	50,345 - 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00C471JH	Equipment Specialist	19-Jan-01	AMCOM IMMC	GS-1670	12	12	46,955 - 61,040	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00C470JH	Equipment Specialist	19-Jan-01	AMCOM IMMC	GS-1670	12	12	46,955 - 61,040	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00B0843FM	Materials Engineer	3-Apr-01	AMCOM RDEC	DB-0806	III	III	50,345 - 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
00B0838OD	Aerospace Engineer	6-Apr-01	AMCOM RDEC	DB-0861	III	III	50,345 - 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
THE FOLLOWING OPM/DEU ANNOUNCEMENTS CAN BE FOUND ON THE WEB AT WWW.U.S.A.JOBS.OPM.GOV																							
X-SL-01-1919-EL	Public Affairs Spec	25-Oct-00	Cofe Huntsville	GS-1035	11	11	42,007 54,609	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
X-SP-01-1899	Engineer Electronics	13-Nov-00	Office Sec of Army	DB-0855	4	4	70,747 108,182	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
X-SP-01-1896	Engineer General	13-Nov-00	Office Sec of Army	GS-0801	13	13	59,868 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
X-SP-00-1620-DW	Engineer Electronics	17-Nov-00	Office Sec of Army	DB-0855	3	3	50,345 77,827	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
X-SL-01-1930-EL	Geologist	20-Nov-00	Cofe Huntsville	GS-1350	12	12																	

Announcements

continued from page 16

Internet Information Server; and identify specific fixes to real-world network situations. Information and class schedules will be posted on the following web site: http://www.smde.army.mil/SATraining/SA_Training.html.

Junior achievement

Junior Achievement of Northern Alabama Inc. officials announce a partnership with the Sales and Marketing Executives of North Alabama to sponsor a special workshop "In Search of Sales Superstars in Alabama." The workshop is Nov. 6 from 8 a.m.- 1 p.m. at the Sheraton Four Points Airport. The investment in this seminar is \$69 including a salesperson's recruiting manual, lunch and workbooks. The workshop consists of the seven secrets to help find and attract, interview and develop your sales team. The sales and marketing executives have designated Junior Achievement to receive the majority of the proceeds from the workshop registration. Sales managers, human resources directors, marketing director and senior staff will especially benefit from the workshop. For more information, call 464-9046.

Babysitting class

Child & Youth Services will offer a Babysitting Class on November 4 and 18 at the Youth Center, building 3148 from 9 a.m.-1:30 p.m. both days. This class, conducted by the American Red Cross, will cover safety procedures, parent and public relations, first aid techniques, and choosing toys for children. Class participants will also receive a babysitting manual, first aid kit, certificate and tote bag. Children 11 and older may participate in this class, but must be 13 to baby-sit on post at Redstone Arsenal. A \$35 registration fee must be paid in advance at the American Red Cross, 1101 Washington Street in Huntsville. For more information, call Marian Caudle 876-7801.

Sparkman catering

Having a party or event? Catering Services are now available through the Sparkman Cafeteria. We've got something for everyone from deli trays, boxed lunches, buffet dinners, continental breakfast, pizzas, subs, hors d'oeuvres and more. Let us help you with your company picnic, office party, wedding reception or any special event. For more details, please call 876-8741 or 876-8894.

Fox center hours

Fox Army Health Center will be on holiday hours November 10 to observe Veterans Day. Advice nurses will be available 24 hours a day at 955-8888 or 1-800-223-9531 to provide care advice and schedule urgent care appointments for the evening/weekend clinic. All other clinics and pharmacy will be closed.

Contract managers

The National Contracting Management Association, Huntsville chapter, is offering a seminar "Award Term Contracting: A New Approach to Incentivizing Performance," Nov. 1 from 8 a.m. to 4 p.m. at the Tom Bevell Center, UAH. Cost is \$145 for NCMA members, \$195 for non-members. Dispatch completed registration form with payment/credit card information via fax to 971-6761, Attn: C. Ehler or mail to C. Ehler, SAIC, 6725 Odyssey Drive, Huntsville, 35806. For more information, call Carl Ehler 971-7327.

Commissary schedule

In honor of America's veterans, the Commissary will be open normal hours Friday and Saturday, Nov. 10-11, featuring a Veterans Day Case Lot Sale. With Veterans Day falling on Saturday this year, most federal and state agencies will be closed Friday or Saturday, or both days. "Because the commissary is a cornerstone benefit for our active duty military and their families, as well as our retired veterans, we're sacrificing our holiday to not only open, but to put on this Case Lot Sale in their honor," Lee Wainwright, store director, said. "In this small way, we salute their dedicated service to our country." The commissary will be open 10 a.m. to 7 p.m. Nov. 10 and from 8 a.m. to 5 p.m. Nov. 11.

AUTO/TRUCKS

2000 Harley Davidson Sports-ter Custom, lots of chrome, low miles, \$9,500. Call 776-4624.

Must Sell, bought new care for wife, 1999 oldsmobile Intrigue, 40K mi, \$15,000. Call 778-7755.

1998 Plymouth Grand Voyager SE, Quad ST, Dual Air, roof Rack, \$14.5, exc. cond., Call 216-5730.

1998 Grand-Am GT, fully loaded, power, CD, leather, 14K mi., Call 883-4081.

1997 Saturn SL1, gold, 46K mi., 1 owner, 5sp, exc. cond., \$6,300., Call 461-7643.

1996 DODGE Grand Caravan ES, 87K miles, warranty, Loaded, includes TV/VCR, \$13,500 534-7484, 885-4024

1996 Ford Windstar LX mini-van; leather interior, rear A/C, 127,300 mi., good cond., \$7,500. 971-1372 for details.

1995 Cadillac DeVille Luxury Sedan, 4 dr, V8, 4.9 ltr eng, auto trans, tape/Am/Fm, 116K mi., air, \$8,995. 828-8831

1995 Honda Accord LX Perfect, 93k miles, \$9,000 883-6894

1994 black Nissan 300ZX Power Windows & Steering, T-Top, Asking \$15,000. 859-2647

1994 Saturn Wagon, auto, A/C, PS/PB, AM/FM/CASS, low miles. Call 536-4319

1993 Chevy S-10 Pick up, 208 4L V6, A/C, 106K mi., \$3595. Call 828-8831.

1993 Chevy Lumina Euro, 4DR, 62K mi., V6, auto, A/C, loaded, \$6,000. Call 461-6925

1990 Chevy Lumina, 182K mi, \$1,500. 1988 Plymouth Sundance, 100K mi., \$1,000. Call 858-2037.

1990 Ford Tempo GL, 98K mi., blue, 4Dr, AM/FM/CASS, 5sp, \$1,400/obo. Call 551-0955.

1990 Chrysler Town and Country Van, new tires/brakes/shocks, 118K mi, \$2,600. Call 256-379-2756.

1989 Dakota Truck, 78K mi., PS/PB, auto, new tires/brakes, BDL, V6 256, \$2,950. Call 256-233-4649

1989 Honda Prelude 2.0 Si, black, automatic, power, fully loaded. \$3700. 658-9196

1987 Dodge, 4Dr, auto, 144K mi., runs good, \$1,000 OBO. Call pager 519-7706.

1981 Dodge Customized Van, SWB, 6 cyl, 4sp overdrive, A/C, cruise, good shape, runs well. \$1,795obo. 881-3622 evenings.

AUTO/TRUCKS

Lg. bar-b-que grill, \$10. Antique dresser, mirror & chest, \$75. Exercise Rowing Machine, \$15. 881-6118

1979 Toyota Pickup ¾ Ton, 5spd, Rusty, \$500. Call 539-6985.

Five 8-Lug Alum Wheels 16.5 by 8.25 with 9.50x16.5 Michelin Tires. Call 539-6985.

BOATS/FV

AIRSTREAM, 31' Excella, 1994, Rear Bedroom. Very good condition \$12,500. Pager 707-2957.

1995 SeaRayder, 16', 120HP JetDrive, Bim Top, 56hrs, exc., \$5,900. Call 837-5995

1997 Winnegabo Motorhome, 32ft, Ford 460 Engine, like new condition, Price reduced to \$46,500. Call 883-9093.

MISCELLANEOUS

Aluminum Utility Box and Side Rail Boxes for Full Size Pick-Up. Call 851-9626 after 6pm.

Antique Duncan Phyffe 3 cushion Sofa worth \$1500. Asking \$750. Wurlitzer Piano, \$500. 256-931-4517

Border Collie Pups, registered, black/white, beautiful markings, \$125. Call 256-498-3676.

Burgandy sofa & Loveseat, exc. cond, \$125. Mulch/chipper/vacuum mower, like new, \$225. 830-after 5pm.

Cash register, display cases; Call 883-4092 after 5pm

Cast Iron Fireplace Insert with back plate & blower. \$175. Call 881-0270

Crib, unique round, 2 drop sides, includes bedding, \$210. Changing table, \$70. 880-0924.

Fiberglass P/U Bed Cover for '92-'96 Ford SWB Truck, \$250. Call 922-1701 or 707-0904.

FOUND a house key. Key Ring says "86 US Army Reserve Command". 830-5118

Free-Seek good homes for great adult cats. Neutered, excellent health. Vet references req. 895-6678.

Magic Chef Refrigerator, 16.5cuft, \$250. Call 539-9140.

PeeKapoms, will be small dogs. \$150. Call after 4pm 256-423-2079.

Professional Camera Equipment. Bronica Camera, Lenses & Access. Call Joe: 256-721-1688,

Rottweiler, 5½ mo, Female, make offer. Washer, \$60. Call 726-0287.

Two American Pro 12" competition SubWoofers, 450 watts each, in box and 400W amp \$400 FIRM. 430-0495

MISCELLANEOUS

WANTED: Small color TV with Remote and Cable Hook-up, Adapt. Call 256-519-6397.

WANTED: Styrafoam Packing Peanuts. Call 461-8369.

Wedding dress, size small, with flowers and veil, \$100. 464-9690

Weights, various sizes; fit on bar. You pick up; FREE. Call 534-9402 before 8pm.

White Fiberglass Camper Shell and Bedliner, for Short Wheel Base, Ford Pick-up. 1996 & before. \$275. 859-9229 after 5pm.

"Wild Kingdom" Dishes, Dish-washer/Microwave Safe, w/matching flatware, \$65. 864-0820.

4x12x16 concrete blocks 50 cents ea. 883-4092 after 5pm

56 Acre Horse Farm, 4BR/5BA, 3 kitchen, brick, In Grnd. pool, 40x60 barn, total fenced, 30 min Hunt. Priced reduced \$255,000. 461-6003.

Custom Built 4 yr old home, 5BR/3BA, over 3000sqft, full basement, very open floor plan, formal dining, 2 FP, walk-in closets every room, large rooms, whirlpool tub in very large master bdrm. Great Schools convenient to Decatur & Huntsville. Very Pretty Landscaped Yard, \$294,500. Great Neighborhood! Call (d)532-4176 or (n)233-4544.

For Rent: Redstone Area, 1BR Apt., \$260. Madison 2BR from \$335. 882-7358 or 830-5218.

MADISON-SALE/RENT 2BR/2BA, all appl, R-Ball, pool, \$46,900 / \$545/mo + dep. (d)890-2158/(n)837-3617.

REDUCED! nice wooded lot near Zeirdt Rd. Call Brenda Bourland 656-7720, 880-9955 ERA Ben Porter

South Hsv 1BR, 1½BA condo. Call Brenda Bourland (256) 656-7720 ERA Ben Porter

Waterfront Home in Scottsboro. \$169,500. Call Patrice @ Deborah Burton Realty 256-259-5800

C & C Office Relocation Services Specializing in Modular Furniture Free Estimates, Reasonable Rates Experienced Crew. 533-2330

Clock Repair - Modern and Antique. 1 Year Warranty. Free Estimates. Call 233-4516 / 1-800-791-7111

Home Improvement: Painting interior, exterior, window repairs, facia repairs, soffit repairs, vinal fencing. Call 837-6193 for FREE estimates.

Ride Dee's Winning Fun Bus to Tunica every Sat & Wed; Bus Fare: \$20; 2 free meals; \$15 in coins. It's the best! 536-0205

Redstone Rocket Classifieds

Free classifieds (limited to 4 lines) are provided to all Redstone Arsenal personnel.

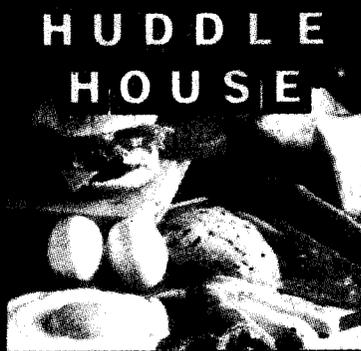
PERSONAL ITEMS ONLY. REAL ESTATE, BUSINESS & "FOR PROFIT" ITEMS DO NOT QUALIFY FOR THIS FREE OFFER.

Only one ad per week from an individual. Free ads limited to 76 characters including spaces.

Redstone Rocket
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Classifieds 532-4300
Fax (256) 532-4349 by
5 pm Friday prior
to Wednesday's paper

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Includes: Salad and Drink

\$7.95

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Free Drink
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4319 University Dr.
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881-3354

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Any Sandwich, Chips & Drink

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10% OFF your entire ticket with Redstone ID **with Redstone Arsenal I.D.** **10% OFF** your entire ticket with Redstone ID Please notify your server of this coupon. with Redstone ID

Jerry's Bama Beef Sportsgrill

Serving the Best wings in the Tennessee Valley.
Winner of the Wing Fling Contest two years in a Row!
Also serving Chicago's favorite sandwiches.

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Gazpacho
Chilled Tomato & Vegetable with Crème Fraiche * \$3.95
Vichyssoise
Chilled Potato & Leek w/Sour Cream & Chive Garnish * \$3.95
Seafood Gumbo * \$4.50
Daily Special

SALADS

Pauli's House of Greens
Choice of Balsamic Dijon or Creamy Buttermilk * \$4.95
Spinach & Red Onion
Spinach with Warm Smoked Bacon Dressing * \$5.25
Cobb Salad
Finely Chopped Turkey & Bacon, Eggs, Tomatoes, Cucumbers, Avocado and White Cheddar Cheese over Field Greens. House Vinaigrette on the side. * \$7.95
Heart of Romaine Caesar
With Garlic Croutons & Parmesan Cheese. Classic Caesar Dressing on the side. * \$4.95
Make a Salad Combo
Pick any Three Salads and Make a Meal * \$7.95

SANDWICHES

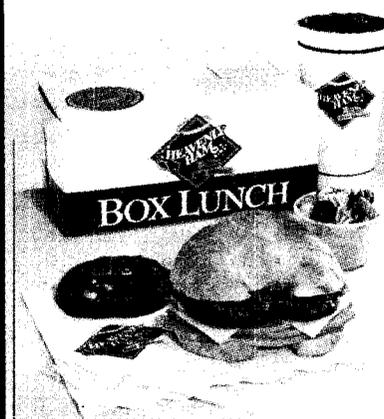
All sandwiches served with choice of Potato, Bean or Cucumber Salad

Baby Shrimp tossed in Creamy Lemon Dressing served in Soft White Pita with Greens & Tomato * \$7.95
Boars Head Pastrami w/ Swiss Cheese, Sauerkraut & Cracked Pepper Remoulade on Rye Bread served Grilled or Chilled * \$6.95
Grilled Portabella Mushroom, Carrot & Spinach, topped w/Fresh Mozzarella on Whole Grain Wheat w/Red Pepper Chive Pesto * \$6.50
Ovengold Roast Turkey, Sour Apple, Red Onion, Arugula and Sharpe Vermont Cheddar on Pumpernickel - Pressed Warm * \$6.95
Smoked Salmon, Capers, Diced Red Onion, Dill Cream Cheese and Baby Greens on Flat Bread - Pressed Warm * \$7.50
Pauli's Chunky Chicken Salad served on Sourdough with Thin Slice Romaine * \$5.95
Fresh Mozzarella & Roma Tomato served on Italian Flat Bread finished w/Olive Oil & Fresh Basil * \$6.95
Tuna Salad wrapped in Pita with Heart of Romaine * \$5.95
Italian Stack-Sliced Genoa, Soprosatto, Pepperoni, Red Onion, Greens, Tomato, Fontina Cheese, Cracked Pepper Remoulade * \$7.95

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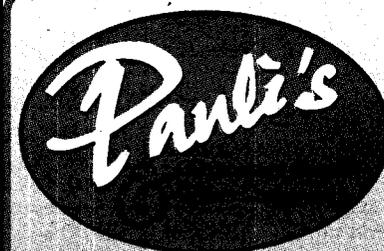
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