



New standards can save country gas

The nation could have acceptable automotive pollution controls and still reduce its gasoline consumption by 6 to 10 percent with some new, sensible auto emissions standards, said Kenneth Mills.

Mills is a former engineering executive who quit the Environmental Protection Agency because the standards set by that agency were made too stringent.

Mills was acting director of the EPA's Motor Vehicle Control Division and now is an independent consultant.

"If we could compare what we have right now with what I would consider to be an acceptable level of controls for most of the U.S., we're probably losing 6 to 10 percent (of our fuel)," he said.

At the same time, federally mandated regulations, most of which are for emission controls, cost \$700 per new car, and another \$250 to \$400 will be added for even stricter standards in 1981, says the Automotive Information Council.

Auto slump hits our pockets

The auto industry slump is touching the lives of virtually every American to some degree, reports the Automotive Information Council.

The effect on the nation's total employment is massive and widespread, says AIC, which points out:

For every car not built, there is a reduction in U.S. production of five tires, five wheels, six windows, four shock absorbers, four to eight spark plugs, a complete exhaust-muffler system, hoses, belts, wiring, battery, yards of fabric and vinyl, gallons of paint and hundreds of other supplier-made items — plus the basic raw materials of steel, iron, aluminum, plastics and zinc.

872 Lincoln

MARK IV, 1976, every option available including moon roof. \$2400. 881-2400.

VERNAILE 1973, 2 door, auto, loaded, priced as sold at \$2500. 881-2500.

874 Mercury

ROBERT 1977, automatic, V-8, air, power windows, 14,000 miles, 20 MPG, excellent condition. \$1900. 881-2200.

876 Oldsmobile

MONARCH 1976, 4 door, air, stereo, power windows, 27,000 miles. New radio. \$1500. After 2 PM. 881-2500.

MONARCH 1976, 4 door, good condition, 15,000 miles. \$1200. 881-2500.

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JACK CAULEY CHEVROLET

1977 PONTIAC GRAND PRIZ Full power, air, low mileage. \$3785	1977 CHEVETTE 2 door, 4 cylinder, automatic, radio, sharp. \$2485	1978 CHEVROLET 1700 DUAL WHEEL Automatic, power steering, brakes, Scottsdale trim. \$4485
1979 CHEVY SUBURBAN 7000 Automatic, power steering and brakes, air, low mileage. \$6885	1972 PORSCHE 914 5 speed transmission, AM/FM. \$1985	1976 MUSTANG V6, automatic, power steering, power brakes, air. \$3285
1975 VALIANT 4 door, 6 cylinder, automatic, power steering and brakes, AM/FM, air. \$1885	1980 CHEVROLET DIESEL PICKUP Air, AM/FM, loaded. \$6685	1980 OLDS CUTLASS WAGON Automatic, power steering, power brakes, low mileage. \$7285

JACK CAULEY CHEVROLET
7020 Orchard Lake Rd.
(Between 15 & 16 Mile Roads)
855-9700

A champion!

Medium-duty buses don't have to look like their big-city counterparts as evidenced by Champion Home Builders' new Champion Bus. The company, a leading manufacturer of commercial and recreational vehicles, has introduced another mass-transit vehicle — the SHARE-A-VAN commuter vehicle.

"Los Angeles does have an acute problem, and no one will deny that," Mills said. "But manufacturers, at least the domestic manufacturers, traditionally have been able to build special cars for California and some for the rest of the country without being terribly disruptive or terribly expensive.

"But the part of the thing that is so ridiculous to me, where California has a tremendous photochemical smog problem, they're really concerned too much about carbon monoxide."

Mills said a recent DuPont analysis concluded that a CO standard of 25 to 27 grams per mile would be quite suitable everywhere, except possibly in downtown Chicago for one hour each year.

Asked if the current standards caused other problems, he said:

"I've thought a tremendous expensive on the part of the car manufacturers to develop the best means of trying to comply with these standards."

878 Oldsmobile

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880 Pontiac

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