Chrysler killed a cheap, dependable, reliable car

"You know, Dad, what we have here is a generic car" was my son's comment when I drove up in a white Dodge Omni, purchased at the basic base following the meant it not only be the control of the control

plants.

Granted, this is no Ferrari GTO
we are talking about. From the day
they were introduced, Omnis exuded
a kind of loaf-of-bread appearance
that somehow managed to blend into
traffic like one more leaf hitting the
ground in the fall.

IN FACT, Chrysler was a little desperate in 1974 when it shoved the first Omnis out the door in the heat

McCosh

auto talk Dan

of the energy crisis. With much of Its engineering cribbed from Volk-skwagen, it was the first modern front-wheel-drive car Introduced by a domestic manufacturer, albeit with a VW engine and transmission. It also was one of the first curs with a body welded by robots, and it set some records for efficient manufacturing. Another quirk was Chrysler's shortage of paint priming facilities, which led to making the rar from galvanized steel — such a long-lasting material that most Omnis built are still on the road to-day.

which seemed to be made from spare parts from three countries. Even Chairman Lee, who takes cred-it for cars like the Russlans take credit for the invention of the radio.

credit for the invention of the radio, treated the car like an orphaned puppy that wouldn't go away. Rarely even advertised, the Ominisold reasonably well even after it got a short-lived bad rap from Consumers Report magazine. After looking at the ad schedules, the automatization and the contraction of the contraction of the contraction of the contraction of the care of the c

In from garvanized steer – such a magazines never even mentioned its long-listing material that most Ormits built are still on the road to day.

CHRYSLER ALWAYS seemed a little embarrassed by the Ormit, Car of the Vear, anyway. Chrysler

claimed to be making about \$55 per car, unless you ordered a radio.

1 ordered my first Omni without one and found that I could leave it unlocked in the worst parts of the city where it seemed to have a kind of repellent quality for car thieves. There were no cute Omni stories, as there were cute Volkswagen stories.

MAINLY, the Omni was cheap. It was the cheapest four-door on the market for most of its life, cheaper than the Japanese, cheaper than Ford, a lot cheaper than any Ger-

Ford, as department, the special of the special of

one clutch was donated to a daughter's driver training — a record marred mainly by the VW engine's catastrophic failure at 130,000

IN FACT, I sometimes think the real strength of the Omni was that it was always the car everybody said

ought to be built — high-miteage, long-lasting, roomy, reliable — but that nobody really wanted.

Buying one was like wearing hand me-down clothes, a rolling statement that you were in transition, hopeful ly, and would get a real ear when things started to look up.

Now that it's gone, I miss it.



Small business encourages procrastination

Wouldn't It be wonderful if all of us did what we were supposed to when we were supposed to? The fact is that everyone puts off a certain number of problems, decisions or actions until "tomorrow."

This is especially true for small business owners, who are begged down by the daily demands of running a successful business. But there is a difference between dellberately postponing a task for time management purposes and precrastinating. Eliminating procrastination begins by examining some of the major causes that lead to it. It you found so, you will then be in a position to pursue solutions.

MANY GROWING businesses create an environment that breeds pro-crastination. After all, growth is an uncomfortable process.

If you find yourself handling only what you are comfortable doing while setting saids the new or more complicated responsibilities for a later date, you are processionabilities for a later date, you are processionabilities for a later date, you are processionabilities came overhordened, try to complete at least one challenging responsibility each week. This will help you become accustomed to the uneasy sensation you have when you face a more completed, you will begin to feel conflictable and more confident tackling other challenges as they arise.

There are 4 proven approaches to appeal high assessments and Williams at the problems get out of control. First, identify the problems accustomed to the uneasy sensation you have when you face a more completed, you will begin to feel confortable and more confident tackling other challenges as they arise.

SOME PEOPLE put off indefi-nitely making decisions or solving problems in hope that they will ei-ther disappear or resolve them-

selves.

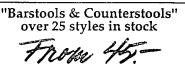
If you have ever held off on con-fronting or firing an incompetent employee to see if they would im-



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