

# Most Half-Year Car Models Have Sporty Appearance

By JAMES STICKFORD  
UPI Automotive Editor  
DETROIT (UPI) — The blare of the fanfare that heralded the introduction of 1964 model cars hardly has died but auto makers already are moving toward introduction of new models — the 1964½ cars.

A raft of "half-year" models will trickle to the market within the next few months. Most of them will have emphasis on sporty appearance.

The mid-year introduction was born in February, 1960, at the Chicago Auto Show when Chevrolet introduced a jazzed-up ver-

sion of its Corvair, the Monza. Chevy said the dream car was received so enthusiastically at Chicago and other auto shows that the Monza was put into production.

Ford's Falcon Futura was previewed in mid-year of 1962 and the biggest mid-year introduction of them all was held at Monaco early this year to introduce the dressed-up 1963 ½ Fords.

Mid-year introductions make a lot of sense to auto manufacturers. Generally they consist of sporty cars. A spring introduction date catches buyers who

are ready to purchase a convertible or sports model. Stimulate Interest

The mid-year introductions also serve to stimulate the interest of dealers and pull more potential customers into the showrooms.

Pontiac, Ford and Plymouth all plan to introduce sporty cars in this coming mid-season. Buick and Oldsmobile were expected to bring out vista-domed station wagons at the Chicago Auto Show early next year.

Pontiac's entry was the GTO, a trimmed down version of the popular Grand Prix. It was ex-

pected to be a fancy version of the Tempest with a hot 389 cubic inch engine. The new Pontiac was expected before the end of the year. E. M. Estes, Pontiac general manager, quipped at the press showing of the Pontiac line it would be a "1964-1-10 model."

Ford will introduce a sleek, sporty Falcon at the New York World's Fair next year. The company has unveiled two teasers, the Allegro and the Cougar II, for fair exhibit, and automotive observers felt the new Ford would follow the same general lines as the dream cars.

The cars share a common "fast-back" or sharply sloping roof line similar to the Chevrolet Corvette Stingray.

The new Ford probably will be a two-seater with room in the back for passengers or jump seats. It was expected to be powered by a Falcon engine and be priced in the \$2,000-\$2,500 range.

The Allegro looked much like the expensive Ferrari sports car and the Cougar followed the lines of the Jaguar. However, one Ford executive told UPI the new entry would be a sporty American car as opposed to pure sports cars.

Chrysler will bring out in the spring a sporty version of the compact Valiant. It has tentatively been dubbed the "Barracuda" and also will have a fast-back roof. The car will have two bucket seats with passenger room in the back and possibly jump seats. It will be an entire new look for Chrysler.

Chrysler also plans to introduce before the first of the year a new V-8 engine for the Valiant line. Falcon and Chevy II, the chief competition of the Valiant already have a V-8 engine option.

expected to be the scene of the preview of two new station wagons in the General Motors line. Buick and Oldsmobile were expected to display their long-awaited vista-dome wagons. The rear roof of the wagons will be raised and finished in transparent glass, much like the scenic-cruiser buses.

Ward's Automotive Reports said American Motors is planning a sporty Rambler for introduction in 1965. The Rambler would have four bucket seats, two doors and a sloping rear roof. American Motors spokesman refused comment.

## Capitol Memo

By Zan Stark



Special Session Seen Only Course

SALEM (UPI)—Defeat of the tax measure at next Tuesday's special election would result in immediate cutbacks in some state services, and in a special legislative session, state house sources believe.

Predictions are that a special session could erupt into a bitter battle between the House and Senate.

Gov. Mark Hatfield still has not announced whether he would call a special session to grapple with the fiscal crisis.

But responsible capital sources say there is no other politically practical course open to Hatfield — in spite of the danger of a lengthy legislative battle.

Loren Hicks, Hatfield's legal counsel, said Hatfield probably would wait until election results were officially certified by the secretary of state before issuing a call for a special session.

No Decision Yet

Hicks added, "there's been no decision yet on whether to call a special session."

Secretary of State Howell Appling Jr. told United Press International he expects to certify the election results "within about ten days" of the vote.

Neither Senate President Ben Musa (D-The Dalles) nor House Speaker Clarence Barton (D-Coquille) would speculate as to what Hatfield might do.

Rep. Stafford Hansell (R-Hermiston) said it was "probable" Hatfield would call a special session.

Cutbacks Expected Quickly  
The general expectation here is that temporary cutbacks of from 10 to 15 per cent will be ordered for all general fund-supported agencies, probably on Wednesday, if the measure is defeated.

It is believed Hatfield would recommend a program of cutbacks and possibly some new revenue sources if legislatures are called back.

Speed in calling a special session would be essential, because the fiscal crisis would deepen as the state advanced farther into the biennium.

It is over the issue of alternate new revenue sources that a senate-house fight is expected to develop.

Musa said enactment of new taxes would be "a kick in the teeth to taxpayers" if they voted down the revenue bill.

Barton, however, feels some cutbacks and some new revenue sources would be needed. Funds Untouchable

Those who believe a special session would be called point out that only about \$217 million of the \$404 million general fund budget would be subject to cutbacks by the governor.

The attorney general has ruled Hatfield cannot cut the \$141 million basic school fund. Also beyond his reach are funds for the courts, debt reduction, the treasurer's office and the legislature itself.

And there is a legal limit to cuts that may be made in some state operations. Many state institutions are protected by constitutional requirements that the state provide service.

Complicating the issue is the fact that dedicated fund agencies, such as the Highway Department, will not be affected by the results of Tuesday's balloting.

Salary Cuts Difficult  
These agencies still would have ample operating funds, and this would make it virtually impossible to order across-the-board salary cuts for state employees.

The Civil Service Commission is expected to rule that jobs may be eliminated, or "days off" may be ordered, but that the basic pay scales cannot be cut.

Some high state officials say cuts will have to be selective—some services possibly being eliminated altogether, while others will go virtually untouched.

The major question here is not whether the tax measure will be defeated, but instead, by what margin will it be defeated.

Long Taxi Runs

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