

Report shows air bags can cause minor injuries

Continued from 14B

cases of air bag injuries treated at the University of California, Los Angeles, ophthalmology trauma center concluded air bags could be hazardous to the eyes.

"The study highlights that air bags need some changes in design," said Dr. Edward E. Manche, the paper's lead author and director of cornea and refractive surgery at Stanford University Medical Center.

In one case, a woman became legally blind in one eye. In another case, a woman's contact lenses broke and she needed surgery to repair a detached retina in her right eye and a torn retina in her left eye.

All five patients suffered bleeding in the eyeball and three later developed angle-recession glaucoma, a pressure in the eye due to rips in the eye's drainage system.

Women and shorter drivers are more likely to receive

facial injuries from an inflating air bag, Huelke said.

Nearly 42 percent of the female drivers sustained facial injuries - again mostly cuts, scraps and bruises, compared with about 24 percent of the men.

Half of the drivers under 5 feet 5 inches received facial injuries, while about 18 percent of drivers 5 feet 11 inches or taller suffered facial injuries.

Drivers wearing lap and shoulder belts were no more

likely to be protected from facial injuries from deploying air bags than drivers who did not wear seat belts, Huelke said.

"If you're where the air bag deploys, whether you're belted or not, the belting isn't going to do anything to get your face out of that area," he said.

Because short females sit closer to the steering wheel to reach the pedals, they are more likely to be close to the air bag when it deploys, he said.

Prowler to help change Plymouth's stodgy image

Continued from 14B

don't sell many of them or make a lot of money off of them."

The company for several months has been using the Prowler as a "tease" in television ads promoting the entire Plymouth lineup. That and all

the attention the car has received in the car-enthusiast press has worked.

The automaker says it has received more than 100,000 inquiries about the Prowler via mail, telephone and Plymouth's web site.

"Prowler is an unprecedented combination of an outra-

geous yet practical design that pays homage to the rolling art of hot rods," said Marty R. Levine, Plymouth's general manager.

Practical?

The car has just two seats. The trunk is barely big enough for an overnight bag. This is a car built solely for fun and

attracting attention. There's nothing else like it on the road.

"Street rod enthusiasts who don't have the time or money to invest in a specially built roadster are clamoring for one," Levine said. "So are baby boomers and older professionals - anyone who is tired of look-alike cars."

Ford planning its own megadealerships

Continued from 14B

"We think what he's doing is really, essentially what the customers are asking for," Ford Chairman Alex Trotman said Thursday after Ford's annual meeting in Windsor, Ontario.

Ford is prepared to spend up to \$155 million in the coming year to bring its new retailing format to Indianapolis.

Ford confirmed Thursday that it had approached the dealers after The Indianapolis Star independently verified details of the plan. Rewey stressed that much remains to be settled.

The dealers met with Ford officials Monday and were told that most of them would be approached within two weeks about selling their dealerships. Ford has not named all

of the dealers it plans to approach.

"The anxiety level around Indianapolis is off the charts," said Jerry Harvey, president of Paul Harvey Ford in Indianapolis. "To say the least, we were surprised" by the company's plan.

He said some employees might lose their jobs if a consolidation goes through. Skilled workers, such as

mechanics and technicians, will be relatively safe. But others, such as clerical and sales help, could be in jeopardy, Harvey said.

Ford said that if the program goes through, each of the megadealers would have about 25 acres and offer new and used car sales and service. The service-only stores would supplement the dealers' service operations.

BMW, Chrysler to build engines in Brazil

THE ASSOCIATED PRESS

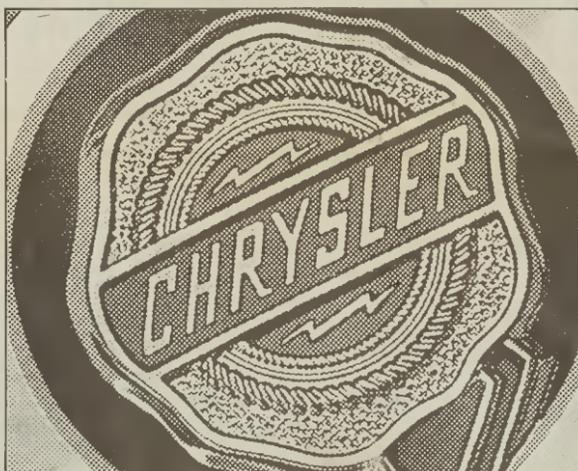
SAO PAULO, Brazil - Chrysler Corp. and BMW AG of Germany will jointly build a \$500 million engine factory in southern Brazil.

The announcement was made Thursday at a news conference by Dennis Kelly, president of Chrysler's Brazilian subsidiary and Henrich Heitmann, chairman of the BMW Holding Corp.

The factory will be next to the truck plant being built by Chrysler near the city of Curitiba, the capital of the southern state of Parana 210 miles (340 kms) southwest of Sao Paulo.

The joint venture will produce 1.6-liter and 1.4-liter displacement engines, all for export. About half of the engines will go to England, where they will be used by BMW's Rover Group. The rest will go to the United States for use in small cars built by Chrysler.

Each company will put up \$250 million and will have a



50 percent controlling share. Construction is expected to start by the end of the year and finished by early 1999.

"We will begin volume production in the third quarter of the year 2000 when our annual output is expected to be 20,000 engines," said James Bonini, the joint venture's pro-

duction director.

Bonini said the plant gradually will reach full capacity of 300,000 to 400,000 engines a year but declined to predict when that would happen.

Last October, Chrysler announced plans to build a \$315 million factory to build Dodge Dakotas in Parana.

That plant will have a production capacity of up to 40,000 trucks a year and will begin operation in mid-1988.

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PUBLIC HEARING

PUBLIC HEARING NOTICE

The Housing Authority of the City of Charlotte Announces a Public Hearing to Be Held to Receive Comments from All Parties Who Are Interested in the Housing Authority of the City of Charlotte's Comprehensive Grant Plan, Which Addresses the Physical Needs for its Federally Assisted Public Housing Units, Management Improvements and Administrative Improvements over the Next Five (5) Years.

The Public Hearing is to be held Tuesday, May 20, 1997 at 6:00 p.m. in the Strawn Apartments Activity Center, 1225 S. Caldwell Street, Charlotte, North Carolina (located behind CHA Central Office).

We encourage participants to:

- Select a spokesperson to present the comments and concerns of a particular group who shares common concerns.
- Present their comments orally and in writing.
- Speakers should sign up in advance.
- Limit their comments to five (5) minutes.

Representatives who wish to speak should notify Ms. Cheryl Campbell of the Housing Authority of the City of Charlotte at 704-336-5216

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