Adopt-A-Smoker Day

Adopt a smoker tomorrow. Just for the day, the day of the annual Great American Smoke-Out sponsored by the American Cancer Society.

A smoker who can go without a nicotine fix 24 hours might very well make up his mind to quit altogether.

The Great American Smoke Out is an upbeat, good-natured effort to encourage smokers to give up cigarettes, cigars, pipes or anything else that is light-able and smoke-able.

"Quit Smoking" is good advice to give to someone you love. But, smokers need encouragement and support if they'll eventually cut down or quit completely.

It's important to know that many people want to quit smoking, but can't. One suggestion for The Great American Smoke-Out is to "adopt" a smoker. A non-smoker will serve as a "coach" for the smoker. Sharing a tasty snack, giving a hug or words of encouragement, or some other positive, creative alternative should be used for the smoker by the adopter. Help a co-worker or family member this simple way by mutually agreeing to this fun sharing. Help the smoker on his way to reduce his smoking or stop totally the next day, the day after that, and so on.

Among familiar reasons not to smoke:

The risk of developing lung cancer is 10 times greater for smokers than non-smokers. Lung cancer is the number one cause of death among men, and it is on the rise for women.

Women smokers have an increased risk of miscarriage, stillbirths, and complications during pregnancy. Babies born to smoking mothers generally are of smaller birth.

Children of smoking parents have an increased risk of developing upper respiratory infections and are more likely to take up smoking than children of non-smoking parents.

Keep in mind, too, that chewing tobacco and snuff are not safe alternatives to smoking.

And there's this selfish motive: the jury still may be out on health risks of secondhand smoke, but the verdict on the odor is in. Smokers stink up cars, room, restaurants and leave non-smokers no choice but to smell.

Revised Costs Of 'Parental Leave'

From The Christian Science Monitor

To those whose families are well established, "parental leave" may sound like a really good idea — two weeks' sabbatical off in the mountains somewhere, to be taken, say, the month the kids first discover rock music.

To those struggling to start a family and hang onto their jobs at the same time, parental leave is more serious.

Bills have been working their way through both houses of the United States Congress that would mandate job protection for mothers and fathers who take time off to be with new babies.

The business community has been, predictably, complaining about the costs of providing such leave, even though it would be unpaid.

Now the General Accounting Office has released its estimate of what the Senate bill, S 249, would cost American business: no more than $500 million a year. There is "no justification" the GAO said, for the US Chamber of Commerce's estimate of $2.6 billion. (The chamber's original estimate of $16.2 billion melted down under sharp questioning from Sen. Christopher Dodd of Connecticut, chief sponsor of S 249.)

Meanwhile, in the House, a compromise has been reached which should render parental leave less unpalatable to business. The House bill, H 925, like its Senate companion, originally called for 18 weeks of leave for parents with a newborn, newly adopted, or seriously ill child. The House bill also included provision for leave to care for an ill parent, and both bills had allowances for medical leave in the case of an employee's own illness.

The House bill compromise would cut the family leave to 10 weeks and the medical leave to 15 weeks. It would also exempt, for three years after the bill became law, employers of fewer than 50; after three years, exemption would fall to employers of fewer than 35. The original small-business ceiling was 15 employees.

The 50-employee ceiling would exempt 95 percent of the nation's employers, but still cover 44 percent of the work force.

The GAO is preparing an estimate of costs to business of the revised House bill; a preliminary GAO estimate, however, suggests that the compromise would cost a third less than the under $500 million estimated for the Senate bill.

Business people, especially those running small enterprises, see parental leave as the thin edge of a wedge that would end up "Europeanizing" labor relations and bringing the great American job creation machine to a halt. Today parental leave, tomorrow mandatory health insurance, they worry.

These concerns are not to be dismissed cavalierly. But the cost structures of the American family, and the American economy, have changed dramatically within a generation. Workers have families, and families are more and more needing to have both parents in the work force. Businesses must accept that.

Pick Up The Phone, Give 'Em A Call

From The News and Observer, Raleigh

Look for it to be the next big commercial: Some anonymous actor dressed up in plastic turns to the camera and says, "Hi, I'm the American Express Card, and I don't leave home without Jim Martin."

The peripatetic Governor Martin has barely had time to pick up some fresh razor blades after his trade mission to the Orient last month, yet he's packing the portable steam iron for another European trip this week. Connect the dots of the governor's first term travels, and it would look like a nervous scribble: Hawaii, Hollywood, Europe, China, Japan, Korea, just to name a few.

Most of the troops are made under the umbrella of economic promotion, with the governor justifying the expense by explaining that he's out there priming North Carolina's financial pump and recruiting foreign industry. If there's a perfume maker in Paris itching to expand, the governor probably feels he needs to make it clear that North Carolina knows the difference between Chanel No. 5 and witch hazel. If Burberry of London has some surplus trenchcoats, Martin needs to tell them face-to-face about the Burlington Outlet Mall.

The governor's wanderlust extends as well to his time off. Like last summer, when the General Assembly was in its final days and lawmakers were sweating out the state budget. The governor left his window open one night and caught that old cabin fever, deciding to sail 'round the Caribbean.

Now, were the governor going for a spot on the Senate Foreign Relations Committee, it might be easier to understand all this traveling. Were he in a state where there were no good fishing ponds, golf courses or barbecue joints...well, the average taxpayer who gets a couple of weeks vacation at Morehead City with the kids in a double room with kitchenette might see it. But Martin is earning his wings every day, flying more missions that the Red Baron and confusing school children who thought the slogan "First in Flight" had to do with the Wright Brothers.

Now that the General Assembly is out of town, the governor can come home again.

Mooresville Tribune

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MEMBER NORTH CAROLINA PRESS ASSOCIATION

An invasion of privacy claim against The Salisbury Post shouldn't be in court at all, much less in the N.C. Supreme Court. But there it is.

The case was argued last week before the state's highest tribunal. It came to the Supreme Court on appeal from the N.C. Court of Appeals, which said in May of this year that the issue should go before a jury. A ruling is expected early next year.

The case is unique in this state. For the first time, the Supreme Court has been called upon to decide whether a jury should decide whether a newspaper should be punished for public disclosure of private facts.

If the court should rule against the Salisbury paper, the legal precedent would redefine news and knock the entire structure of news gathering and news reporting into a cocked hat.

Everyone agrees the information disclosed three years ago is plain, undistorted truth. Truth, at last report, still is an absolute defense against libel. So the people who feel they were wronged by the paper are basing their claim on one of four recognized types of invasion of privacy, that of "public disclosure of truthful, embarrassing private facts about the plaintiff."

Right to privacy in law. But this case goes beyond personal privacy rights to that of juries deciding what is news. That is the precedent that would open some can of worms.

From Where I Sit

By Johnny Morrow

People who claim to have never known fear are either fools or liars. I suspect the latter. To them — as they would have the rest of us believe, anyway — fear is a figment of an overly active imagination, a complete nonentity, a display of weakness in character. It isn't tangible and, therefore, cannot hurt you. So, what is there to fear about, oh, say, the dark? Or thunderstorms? Or graveyards? I believe it is because they represent the mysterious element of the unknown. And it is the unknown that we fear most of all, because it is totally beyond our control.

Imagine yourself in a dark parking lot, late at night, on the wrong side of town. You're walking to your car. Suddenly, there are footsteps behind you. You dare not turn around and look. You walk faster, and faster, and faster. The footsteps keep pace. Your heart is pounding so hard that it feels like it's going to explode. You wonder who is pursuing you. Do the footsteps belong to a knife-wielding maniac who is about to slit your throat? You don't know, and you don't want to know. This is fear.

In such a situation, you hopefully wake up. It was just a bad dream. But who is to say that the dream world is not simply another level of existence? It could be reality, and you are asleep right now, dreaming what you think you are reading. Here again is the element of the unknown.

When I was nine or 10 years old, I stayed up late every Monday night to watch "Shock Theater." My parents worked the third shift, so they were long gone before the spooky program came on. My grandmother and little sister were asleep on the opposite end of the house. "Shock's" host, Mad Daddy, was, in a sense, a pal of mine. He introduced me to Dr. Frankenstein's monster, Count Dracula, the Mummy, the Wolfman and various other ghouls and creatures too numerous to mention. I watched the show every week without so much as a twinge of fear.

All was fine until bedtime. I would turn off the television, stand as far away from the lamp as possible while still being able to reach it, sight my path of travel, switch off the light and sprint to my bed. The second the house became dark, fear crept in. I jumped into the bed and pulled the covers over my head. I thought I would burn up on those hot summer nights. There were nightmares aplenty, but none concerning my friends from the horror movies. I experienced the sensations of oppression and helplessness, yet couldn't understand why.

I even went to one of Mad Daddy's live shows at the State Theater. It started at midnight. After the hour-long stage show, there were two horror movies, which I watched in their entirety. I never dreamed about either of them. Still, once back at home, my nightly ritual continued. It mattered not what was on TV. The fear rested in the unknown of the dark? I couldn't rationalize what the problem was, much less how to cope with it.

Whenever I saw someone tremble during a thunderstorm, I didn't comprehend their reasoning. It wasn't the lightning that instilled the fear, it was the rumbling thunder. But thunder couldn't hurt you. You couldn't even see it. And how could anybody fear something that was invisible? I finally realized that fear of a thunderstorm was actually the same as fear of darkness. It bothered some, whereas others were not affected.

The same holds true for graveyards. I've always respected the dead, especially a relative, but one's final resting place was nothing to fear. A friend and I used to spend hours at a time in a graveyard near my home. We read the names and dates on the tombstones. We often stretched out on top of the graves, with eyes closed and arms folded across our chests, trying to imagine what it would be like when we were dead. I figured that if someone fears a graveyard, he shouldn't go in. It's a certainty that those who reside there aren't going to get out. As the old saying goes: ghosts don't hurt people, they make people hurt themselves.

I conquered my fear — or at least came to grips with it — late one fall afternoon when I was 11 years old. It was during a two-week span when the robins were very active, preparing for winter, I suppose. I got off the school bus, grabbed my trusty BB gun and headed for the woods. I averaged killing two or three birds each afternoon. I cleaned them, saving only the breasts, which Mama cooked for supper. The remains were given to Trixie, my cocker spaniel.

On that fateful afternoon, I got a late start. I also went a little deeper into the woods than usual and stayed a little longer than planned. It was cloudy, and the wind was blowing hard. Robins were getting scarce. I crawled from a thicket, a bird in my hand, only to realize that darkness was sneaking up on me. I walked briskly through the woods. The deep leaves tugged at my feet as the bare branches of the trees disappeared into a darkening sky. I walked faster, almost breaking into a run — just like the aforementioned example of the parking lot on the wrong side of town.

My hands were cold, but they were sweating against my gun. Low-hanging, gnarled limbs seemed to reach out and grab at me. Just when fear was about to get the best of me, I stopped in my tracks. I did some serious soul-searching. Looking around, I saw nothing that I hadn't seen 100 times before. Right then and there, I declared to myself that if something was going to get me, it would just have to get me. I walked leisurely the rest of the way home. I don't know what the fear stemmed from, but it hasn't plagued me since.

We can't overcome our fears until we face them head-on. This is easier said than done. Anything associated with danger, evil or pain is apt to play tricks on our minds. Whether actual or imagined, fear is real. And that is the scariest part of all. We don't have to be crazy to fall victim to its spell. It isn't exclusive to the stupid. It doesn't necessarily prey on the gullible. And a plea for help is not a sign of weakness. As for the people who claim to have never known fear, well, they're either fools or liars.

We Yet May Need Those Viruses

From The Los Angeles Times

Ten years ago a Somalian villager fell ill with smallpox, hardly an unusual occurrence except that since then no other documentable case of the disease has appeared anywhere in the world. Its eradication, after thousands of years during which it took a fearsome toll in human life, is one of the great triumphs of public health. With the disappearance of the disease, research with the variola virus that caused it has stopped. That has led some scientists to ponder an intriguing philosophical question: Should the last laboratory stocks of the virus be destroyed?

Only two such stocks remain. Both are kept frozen in high security lockers, one at the Centers for Disease control in Atlanta, the other in a Moscow laboratory. There is virtually no chance that these specimens could accidentally be let loose on a vulnerable world. But if research with live smallpox viruses is no longer carried out, and if the disease itself has become something for history books rather than medical texts, why allow examples of the virus to survive?

A recent worldwide poll, reported in the Lancet, a British medical magazine, found that fewer than 10 percent of the virologists who responded favor preserving the viruses. The rest were prepared to see them destroyed, thus cleaning the world of this infectious scourge.

The evidence that smallpox has ceased to be a risk, possibly for all time to come, does not mean, we think, tha the last causative agents of this disease ought now to be destroyed. We are uncomfortable with that idea, not just because the deliberate eradication of a species would be something unprecedented, but also because the future is as always unknowable, and the door on potential research should not be irrevocably closed. The small vials of variola virus kept frozen at minus 94 degrees Fahrenheit pose no risk. Someday, maybe, they might be needed to do some good.

Communicating With Your Government Representatives

			Office	Home
Town	Manager	Rick McLean	663-2800	664-2781
	Mayor	Joe Knox	663-0426	664-1051
	Ward 1 Commissioners	Richard Nantz	664-5806	664-3027
		Grady Shoe	664-1300	664-1366
	Ward 2 Commissioners	Gene Brannon	664-1773	663-0269
		Robert Randall	663-3221	664-1921
	Ward 3 Commissioners	Darrell Wilson	664-3617	664-2069
County	Manager	Wayne Deal	663-1616	
	Commissioner Chairman	Larry Hedrick	876-1111	
	Commissioner Vice Chairman	Alice Stewart	873-1842	
	Commissioners	Jessie Crosswhite	872-8348	872-6479
		Frances Murdock		872-6121
		Sam Ostwalt		528-4883
State	26th District Sen.	Howard Bryan 1420 Mt. Vernon Ave. Statesville, N.C. 28677	919-733-5783	873-9088
	43rd District Rep.	Robert Brawley Route 5, Box 96 Mooresville, N.C. 28115	919-733-5921	663-2681

OUR COMMUNITY IN OTHER YEARS

1931
56 Years Ago

Misses Sarah and Helen Johnston of this city, Miss Virginia Lowe of Davidson, Messrs. Neel Stewart, Banks Culp and Dr. Fred Hartness are spending this week at Myrtle Beach. They were joined here by parties from Newton and Statesville, all of whom will occupy one cottage.

Rev. and Mrs. A.A. Godfrey and young daughter, Miss Helen Marie Godfrey, of Lady Lake, Fla., spent several days here this week guests of Mr. and Mrs. James L. Moore, Sr., while in route to Rutherford College, where they will visit for a week and also attend camp meeting there.

Miss Willie Belle Brantley, of St. Louis, who has been visiting her cousins, Misses Mary and Bell Boger McNeely, and attending summer school at Davidson, left Tuesday for Blowing Rock, where she will spend sometime before going to her home in Missouri.

Mrs. Aubrey Gresham and son Bobbie have arrived from New Orleans on a visit to homefolks, stopping with Mrs. Gresham's parents, Mr. and Mrs. James A. Brown. They were accompained by Miss Winona Chandler, of Amite, La. They will remain here for sometime, Mr. Gresham to join them later.

Mrs. W.R. Allison sustained a fracture of a small bone in her leg one day last week while in her yard. The grass was wet and her foot slipped, causing her to fall. Her friends throughout the community will be glad to learn that Mrs. Allison is getting along quite nicely. She is at her home just east of town.

Revival services will begin at Wesley Chapel Methodist Church tonight (Wednesday) July 29, and will continue for ten days. Services will be held every morning at 10 o'clock and the night services will be at 7:45. The public is cordially invited to attend any and all of these meetings. Rev. G.L. Wilkinson, the pastor, will do the preaching.

Mr. Clifford Goodman and family have returned to their home in Greensboro after spending a vacation of several weeks with Mr. and Mrs. P.J. Goodman.

Mr. and Mrs. James L. Moore, Jr., and daughters, Misses Catherine and Ruth, and son, Charles, have returned from an automobile trip through Texas, and other points in the west.

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Brawley Portrait Presented To Brawley School

Mrs. Isabel Cashion of Mooresville last week presented a portrait of her grandfather, William J. Brawley, to Brawley Middle School. With her are O.C. Stonestreet 3rd, a Brawley history teacher, and students Neel Brawley and Melissa Barnette. The William Brawley homestead is near the school at the corner of Brawley School Road and Williamson Road. William Brawley operated a general store and cotton gin at the intersection known as Brawley's Crossroads, and the name of the road and the school grew from this identification.

Vote On Agricultural Progress Set

The Iredell County Nickels for Know-How Referendum Committee has released the list of polling places for the Nov. 24 vote.

Committee members are Phil McLain, Shirley Norris, Willard Blackwelder, Charles Carter, Adrian Dobson, Wallace Foster, Carroll Goodman, Linda Harris, Melvin Johnson, Bill Kirkman, Reid Ledbetter, Cobert LeMunyan, Libby Oliver and Raymond Overcash.

Phil McLain, referendum chairman, said 15 polling places have been established in the county. They are as follows: Southern States and Farm and Garden Center in Mooresville; Shinn's Store, Shinnville Road; Beaver's Country Store, US 64 East; Southern States, Statesville; Dixie Liberty Plant Foods, Taylorsville Road; Phil's Food Mart, Wilkesboro Road; Union Grove Milling Company, Union Grove; Greenfield Market, Friendship Church Road; R.R. Mayberry Store, Houstonville; Lowery Livestock Feeds, Harmony.

The Vocational Agriculture departments at South, West and North Iredell High Schools along with the Agricultural Extension Office in Statesville have been designated polling places.

McLain explained that the referendum is being held to let users of feed, seed and fertilizer decide if they wish to continue the Nickels for Know-How program. The program has been going for 36 years, but the law requires that a referendum be held every six years.

A favorable vote will mean that users of feed, seed and fertilizer are willing to assess themselves to support agricultural research and extension. The assessment is for two nickels per ton and must be approved by two-thirds of the voters to continue.

The money, about $450,000 annually, is collected at the manufacturer level by the North Carolina Agricultural Foundation at N.C. State University.

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Children Should Learn Basic Safety Rules

Many parents believe that the warning "Be careful when you cross the street" is sufficient to keep children safe when they're walking or riding their bicycles. However, two articles in the November issue of "PTA Today," the National Parent-Teacher Association's magazine, stress that is not enough.

According to the National Safety Council, about one-third of all walkers injured or killed by motor vehicles are under the age of 14, and 59 percent of the 580,000 bicycle-related emergency room visits in 1985 involved cyclists five to 14 years old.

"Until the ages of five or six, pedestrian safety training should consist of teaching the youngster to identify cars, streets and roadways, and to cross the street only with the help of an older person who knows how to cross correctly," Carole A. Cheney of the National Safety Council in Chicago.

Cheney's article adds that once children reach school age, they should be taught the following basic rules of pedestrian safety, which apply to all ages:

Always stop at the curb, where there's a car parked, or at the edge of the road.

Look left, then right, then left again to see if a car is coming.

If a car is approaching, let it pass and look left-right-left again.

Once the road is clear, begin crossing and keep looking as you cross the street.

Cheney also recommends that since youngsters learn more by example than by words, parents should make an effort to demonstrate pedestrian safety skills whenever they cross the street with their children. "When teaching children about traffic signals, tell them it is important to stop and look before crossing, even when going with the light," she adds.

These rules can also apply when riding a bicycle. Thousands of parents buy their children bicycles and send them off with no more than the words "Watch out for cars," according to Jim Fremont, education/information director of the Bicycle Federation of America. In the PTA's magazine, he stresses that teaching children bicycling skills shouldn't be a "one-shot deal."

"Parents just telling their children what to do what not to do on a bicycle isn't enough training," says Fremont. "Skills need to be practiced, under supervision, in traffic situations."

Fremont suggests bicycle riders of all ages be seen, be predictable and ride defensively. He advises wearing bright-colored clothing and a helmet. By being predictable the author means, "Ride on the right-hand side of the road with traffic, and stay far enough from the curb to avoid parked cars, gravel, broken glass, potholes and other road hazards." Riders should also stop, look and yield to other traffic at stop signs, red lights and when going from a minor street to a major street or from a driveway or alley onto a street. "Consider walking the bike at busy intersections, especially when turning left," he notes.

The author believes that bicyclists should ride on streets with slow traffic, few cars and few intersections, and those streets that have room for cyclists and motorists to ride side-by-side.

Just as important as teaching traffic safety is making sure that children have bicycles that fit. One to "grow into" will probably be too hard to control. A bike with coaster brakes (the kind that work when backward pressure is applied to the pedal) is best, says Fremont, unless youngsters' hands are large and strong enough to operate hand-brake levers.

Mrs. Sloop Passes; Rites Sunday At 2

Mrs. Nan Knox Sloop, 91-year-old resident of Mount Ulla, route 1, died at 12:10 p.m. Friday at the Hill Haven Nursing Home, south of Statesville, where she had been a resident for the past eight years.

Born in Rowan County on Dec. 11, 1895, Mrs. Sloop was a daughter of the late Robert Cowan and Zulia Cowan Knox.

Educated in the Rowan County Schools, Mrs. Sloop was a lifelong member of historic Back Creek Presbyterian Church at Mount Ulla.

Mrs. Sloop's husband, James Barron Sloop, preceded her in death on Jan. 10, 1977.

One sister, Mrs. Ruth Knox Morrow of Lumberton, survives, along with a number of nieces and nephews.

Funeral services for Mrs. Sloop were conducted at 2 p.m. Sunday at Back Creek Presbyterian Church, with the pastor, the Rev. Alex Coblentz, officiating. Burial was in the church cemetery.

Memorials may be made to the cemetery fund of Back Creek Presbyterian Church, Route 1, Mount Ulla, North Carolina 28125.

Epperson Completes Course

Airman Timothy S. Epperson, son of Sanders C. Epperson of Davidson, route 2, and Rhonda G. Kirkley of 6440 Shaftsbury Road, Matthews, has graduated from the aircraft armament systems specialist course at Lowry Air Force Base, Colo.

The course provides instruction for students to load nuclear and non-nuclear munitions, explosives and propellant devices on aircraft.

During the 13-week course, Epperson was also trained to maintain, install, modify and repair aircraft bombs and rockets.

The young man is a 1986 graduate of Independence High School in Charlotte.

Griffin Academy Graduate

Technical Sergeant Angella B. Griffin has graduated from an Air Force major command non-commissioned officer academy.

The sergeant received advanced military leadership and management training.

She is a personnel systems chief with the 406th Combat Support Group in Spain.

Griffin is the daughter of Mildred L. Hayden of 607 West Iredell Ave., Mooresville, and Lawrence M. Pickins of 1106 North 87th St. in East St. Louis, Ill.

The sergeant is a 1973 graduate of Lincoln Senior High School in East St. Louis, Ill.

Automotive News

A properly maintained cooling system is an essential step toward trouble-free driving. The manufacturers of Prestone Anti-Freeze, experts on cooling system care offer the following guidelines to assure year-round driving protection.

If your car's cooling system has an antifreeze/coolant recovery reservoir, the radiator should be full of antifreeze. If the car does not have a recovery reservoir, the antifreeze level should be about one inch below the filler neck when the engine is cold.

A high-quality antifreeze is essential for maximum cooling system efficiency. A 50/50 solution of antifreeze and water lowers the freezing point of the system to -34F. and raises its boil-over temperature to 265F. with a 15 p.s.i. pressure cap.

Visually inspect the antifreeze, which should be free of sediment. If sediment is present, the cooling system should be flushed and refilled with fresh antifreeze.

Though old antifreeze may still prevent freeze-up and boilover, the chemicals that prevent rust and corrosion can be significantly depleted after an average year's service. To properly maintain cooling system efficiency, the radiator should be completely flushed out before a new supply of antifreeze/coolant is added.

To refill the antifreeze/coolant, check the capacity of your cooling system in your owner's manual. Pour enough antifreeze into your radiator for a 50 to 70 percent concentration (70 percent will provide maximum freezing protection for colder weather) following instructions on the antifreeze/coolant container.

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On November 19th, 20th, and 21st, one hundred sixty (160) trucks will be offered to the public at factory authorized reduced prices—all AT OR BELOW FACTORY INVOICE. Lake Norman Chrysler Plymouth Dodge is the distribution point for this truck clearance. All Dodge models are included: Ram 50, Dakota, Full Size Truck, 4x4's. Each will bear the list price and the factory authorized reduced sale price. All will be sold on a first come first served basis. The sale prices on any remaining trucks will be removed promptly at the end of the sale on Saturday.
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Dodge Ram 50 Pick Up

Stock #	List Price	Sale Price	You Save
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0820	$7,788	$6,477	$1,311
0821	$8,967	$7,420	$1,547
0681	$9,394	$7,728	$1,666
0558	$9,512	$7,779	$1,733
0623	$9,610	$7,852	$1,758
0671	$9,913	$8,134	$1,779
0696	$10,355	$8,415	$1,940
0682	$10,511	$8,453	$2,058
0821	$10,898	$8,833	$2,065
0737	$11,488	$9,304	$2,184
0670	$11,507	$9,318	$2,189
0759	$13,468	$10,815	$2,653

Dodge D100 Pick Up

Stock #	List Price	Sale Price	You Save
0875	$10,266	$8,766	$1,500
0874	$10,266	$8,766	$1,500
0816	$10,266	$8,766	$1,500
0811	$10,266	$8,766	$1,500
0775	$11,458	$9,686	$1,772
0795	$11,509	$9,726	$1,783
0868	$12,613	$10,579	$2,034
0870	$12,613	$10,579	$2,034
0710	$12,621	$10,585	$2,036
0872	$12,664	$10,619	$2,045
0666	$12,673	$10,625	$2,048
0892	$12,810	$10,741	$2,069
0293	$13,099	$10,920	$2,179
0876	$13,137	$10,995	$2,142
0805	$13,549	$11,313	$2,235
0728	$13,954	$11,615	$2,339
0673	$14,076	$11,709	$2,367
0711	$14,076	$11,709	$2,367
0620	$14,150	$11,778	$2,372
0687	$14,702	$12,203	$2,499
0683	$14,702	$12,203	$2,499
0679	$14,702	$12,203	$2,499
0686	$14,829	$12,291	$2,538

D-250 Pick Up

Stock #	List Price	Sale Price	You Save
0133	$15,851	$12,551	$3,300
0667	$16,728	$13,231	$3,497
0657	$16,808	$13,293	$3,515
0675	$18,857	$14,876	$3,981

Dodge D-150 Pick Up

Stock #	List Price	Sale Price	You Save
0120	$10,788	$8,639	$2,149
0631	$10,925	$8,513	$2,412
0638	$12,008	$9,320	$2,688
0113	$13,071	$10,481	$2,590
0772	$13,423	$10,677	$2,746
0774	$13,423	$10,677	$2,746
0767	$13,423	$10,677	$2,746
0802	$13,423	$10,677	$2,746
0903	$15,167	$12,025	$3,142
0139	$15,611	$12,366	$3,245
0650	$15,657	$12,404	$3,253
0743	$15,664	$11,383	$4,281
0594	$15,809	$12,521	$3,288
0665	$15,856	$12,588	$3,308
0684	$16,409	$12,984	$3,425
0622	$16,409	$12,984	$3,425
0651	$16,409	$12,984	$3,425
0639	$18,902	$15,277	$3,625

Dodge Dakota Pick Up

Stock #	List Price	Sale Price	You Save
0869	$7,421	$7,084	$337
0853	$7,421	$7,084	$337
0852	$7,421	$7,084	$337
0656	$9,306	$8,443	$863
0697	$10,859	$9,763	$1,096
0689	$10,859	$9,763	$1,096
0776	$11,519	$10,324	$1,195
0835	$11,519	$10,324	$1,195
0765	$11,569	$10,366	$1,203
0677	$11,620	$10,410	$1,210
0727	$11,620	$10,410	$1,210
0648	$12,091	$10,810	$1,281
0701	$12,201	$10,904	$1,297
0700	$12,201	$10,904	$1,297
0643	$12,296	$10,984	$1,312
0647	$12,296	$10,984	$1,312
0676	$12,521	$11,176	$1,345
0771	$12,521	$11,176	$1,345
0702	$12,521	$11,176	$1,345
0769	$12,723	$11,347	$1,376
0709	$13,144	$11,705	$1,439
0719	$14,008	$12,523	$1,485
0605	$14,393	$12,856	$1,537
0750	$14,458	$12,906	$1,552
0730	$14,472	$12,918	$1,554
0646	$13,023	$13,390	$1,633
0760	$15,050	$13,400	$1,640
0830	$15,768	$14,024	$1,744
0644	$15,768	$14,024	$1,744

Dodge Ram Charger

Stock #	List Price	Sale Price	You Save
0801	$16,658	$13,949	$2,709
0904	$21,850	$17,206	$4,644

Dodge Raider

Stock #	List Price	Sale Price	You Save
0894	$14,952	$11,803	$3,149
0781	$15,116	$11,927	$3,189
0680	$15,369	$12,118	$3,251
0705	$16,002	$12,595	$3,407

W-150 Pick Up

Stock #	List Price	Sale Price	You Save
0891	$17,412	$13,760	$3,652
0899	$17,736	$14,010	$3,726
0763	$18,193	$14,363	$3,830
0778	$19,553	$15,414	$4,139
0906	$19,069	$15,041	$4,028
0764	$19,069	$15,041	$4,028
0839	$19,769	$15,581	$4,188

Trade Ins Welcome.
Extra Appraisers On Duty.
Top Dollar For Your Trade.

W-250 Pick Up

Stock #	List Price	Sale Price	You Save
0761	$19,319	$15,233	$4,086

W-100 Pick Up

Stock #	List Price	Sale Price	You Save
0905	$15,938	$13,332	$2,606
0734	$16,847	$14,023	$2,824
0843	$17,115	$14,231	$2,884
0747	$17,295	$14,370	$2,925
0773	$18,493	$15,307	$3,186

*All sale prices plus tax, tag, title and dealer installed options, if any. Dealer retains rebates and hold-back.

SALE DATES: Thurs., Fri., Sat. November 19th, 20th, 21st
TIME: 9 AM-9 PM
SALE SITE: Lake Norman Chrysler Plymouth Dodge
PHONE FOR INFORMATION 663-1613 892-7800
I-77, EXIT 36 CORNELIUS