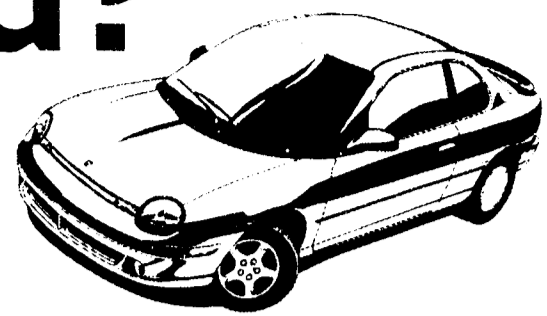


What's Driving Behrend?

• A MONTHLY SUPPLEMENT FEATURING NEW CARS, COMMUTER ISSUES, AND STUDENT STORIES AT PENN STATE ERIE, THE BEHREND COLLEGE.



What Commuter Council is all about Chrysler offers big changes for mid-sizes in 2001

by Breanna Bush
staff writer

Parking has become an issue, mainly with those who commute. More Behrend students seem to be driving to campus than before. But what happens if there are issues that occur with commuters? That is where the Commuter Council steps in.

The Commuter Council is a student governing organization that is represented in the Student Government where they hold a voting seat. If parking, renting, landlord issues, or any other commuter problems arise, the Commuter Council is here to help them. If they cannot, they try to find someone who will be able to.

Being active and on top of important issues makes the Commuter Council a helping hand to those who commute. Currently, they are looking into issues such as lack of housing, off campus housing, and what to do about poor landlords. They are striving to put together a database of rental properties and a rating system of properties and landlords.

Some projects and activities that have been or are in the process of being planned are the 12-hour Survivor Dance-a-thon, where proceeds benefit children with HIV, and the commuter skating party that was held last semester and this semester. Also included are the Coffee and Donut for students and the com-

muter Fall Flipout and Spring Fling Picnics.

"I am very proud of my fellow commuter council members and I think that our group does an excellent job for the number of people in our organization," stated Karl Gressley, President of the commuter council. "I just wish that more commuter students were to get involved in our council. I think with a few more members, our council can do even more for our commuter student population. With more members, the commuter voice can be heard and our council can have more of a presence in student issues."

Everyone needs to keep in mind the issues that involve commuters. Support, service and social activities oriented toward commuter students would possibly help involvement.

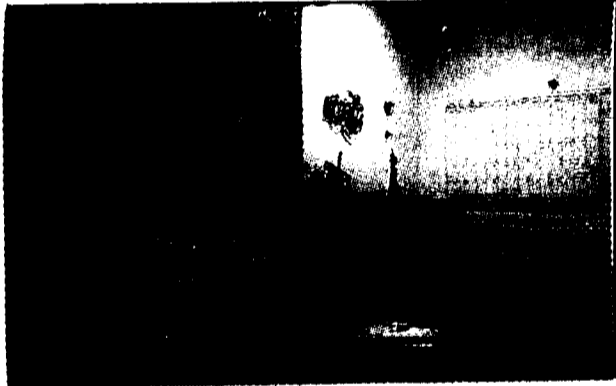
The Commuter Council is always looking for ways of increasing commuter students' involvement on campus and providing more programs for them.

Commuter Council Officers:

Karl Gressley, President
Julie Lafferty, Vice President
Megan Allen, Treasurer
Julie Flagella, Secretary
Kris Motta
and Linda Lombardi,
Advisors

Meeting time: Tuesdays at
5:30 pm in Reed 113.

The Commuter Council Office is located on the lower level of the Reed Union Building. The office phone number is x6452.



by Rob Wynne
auto page editor

"Dodge-different." It's one of many catchy promotional one-liners that the Chrysler Corporation has come up with over the last few years to try and assert their dominance in the automotive world. In 2001, however, Dodge will be different as many new style changes and a few new models have hit the current Chrysler family of cars, which also includes the Dodge and soon to be extinct Plymouth product line.

On the outside, one change is the face-lift that some of the mid-sizers and minivans received. The Caravan/Voyager and Stratus/Sebring models underwent some front-end modifications which included a more noticeable and larger grille, a flatter front-end for the minivan, and a more rounded end for the Stratus and Sebring models. The rear of the Stratus was also rounded inward to match the style of its big brother, the Intrepid.

As for the baby of the family, the Plymouth Neon adopted lower ground-effects in the front, which allows more room for fog-lights, a feature that didn't accompany many earlier Neons. The LX version actually comes with fog lights, in addition to the tachometer and 15" steel wheels.

As the Neon continues to grow up though, the more it begins to strikingly resemble its older sibling, the earlier-style Stratus.

Speaking of family members resembling each other, the new Stratus coupe will for sure cause some confusion due to its resemblance of the now extinct Dodge Avenger. The new sporty Stratus R/T coupe struts a 3.0-liter Mitsubishi SOHC V-6 engine that pumps out 200 ponies. Other nice features on the R/T include a stainless steel exhaust sys-

tem and 17" cast-aluminum wheels. The standard coupe comes equipped with a 2.4-liter SOHC engine, which is also a Mitsubishi design.

The Stratus sedan dumped the 2.0-liter 5-speed as its smallest engine choice and replaced it with what used to be the optional 2.4 liter 4-cylinder DOHC engine. Now the option is the new 2.7-liter DOHC V6 in the ES model that can be mated

One racer wanna-be, the AutoStick® shifter is offered in the Lxi package.

Speaking of the AutoStick®, surprisingly it is now available in the ES version of the Grand Caravan. One will also find beefier engines in the Caravans and Voyagers - very capable of hauling around its 7-passenger capacity. Equipped with new multiple-stage next-generation air



The 2001 Chrysler Sebring Ltd. convertible ranks high in appearance, build, quality and performance.

to either the 4-speed automatic tranny or the 4-speed AutoStick®. Large 16" cast-aluminum wheels in addition to fog lamps also complement the ES model. With its generous power upgrade, this cloud car is ready to storm.

Also new for 2001 also is the Chrysler Sebring Sedan. Looking similar to a four-door Stratus, this new sedan also packs a similar engine - a 2.4 liter DOHC engine mated to a four speed automatic transmission. An optional 2.7-liter DOHC V-6 will produce about 200 horsepower, which is 50 more than the 4-cylinder. And for the Formula

bags, as well as side air bags and ABS, these minivans are a virtual fortress of safety for all of the occupants, right down to the child strapped into his newly improved safety seat.

More power, more style, and more safety sum it up for the 2001 Dodge/Chrysler/Plymouth product line. Most exciting this year, though, is the announcement that the 2003 Dodge Viper has some very impressive improvements. Something was rumored about an 8.3-liter V10 that puts out 500-hp for under \$100,000... Definitely "Dodge Different."

Ask the Mechanic



this week's car care expert:

Chuck McDaniel

•Service Dept. Manager
GARY MILLER
Chrysler - Plymouth - Jeep

Q: Is it worth the effort to switch to snow tires during the winter, as opposed to keeping "all-weather" tires on?

A: It depends a lot on the driving habits of the individual and the type of car. For compact cars like Neons and Escorts, it wouldn't be a bad investment. On mid-size cars there isn't a whole lot of difference. On trucks, vans, or any type of rear-wheel drive vehicle, snow tires should seriously be considered.

Q: Should people add fuel line anti-freeze products to their vehicles during the winter?

A: Surprisingly, in this area, those products are not needed because the gasoline that is sold in this area is already pre-formulated for winter driving conditions.

Q: With the massive amounts of salt and dirt that accumulate on a car during an Erie winter, is it safe to use the high pressure self car washes and hot wax?

A: Hot wax really doesn't help your car, because nothing is rubbing it on your car's surface to fill in the scratches. Due to acid rain, small pits may start to develop, so it is important to apply numerous coats of wax when the weather permits.

Q: Will changing my antifreeze/coolant level to a 60/40 (60% coolant, 40% water) or 70/30 level during the winter help my car at all?

A: No. The standard 50/50 mix will suffice year-round.

Q: Do you have any general comment for students who commute to school everyday?

A: Yes...SLOW DOWN! Even if you have four-wheel drive, you still have to slow those four wheels down quickly if needed. Also, always be prepared and keep a blanket in the car in case of emergencies.

GARY MILLER
Chrysler-Plymouth-Jeep
5746 Peach St.
Erie, PA 16509
(814) 868-3635

37 years of the Mustang: an American legend

by Tammy Srembo
staff writer

"Wow!" This is what the entire nation was saying in April of 1964 about a new revelation of cars: the Ford Mustang. Ford was already a successful automobile maker and when they released the Ford Mustang, they had no idea that this car was going to make their reputation and name soar.

When Ford put the Mustang on the market in April of 1964, selling as a 1965 model, the sticker price was \$2,368. A high price for a car back then, the reaction to the new Mustang was phenomenal. Not long after it hit the market, dealers were not keeping up with the high demand, and Ford could not supply the dealer's demand. Dealers started selling cars at the actual sticker price and at even higher prices to keep up with the increased requests.

Ford had no idea that the response to this car was going to be so great. They originally projected their first year sales to be 100,000 cars... after the demand became so high, Ford changed its projected first year sales to be 250,000. Four months of the Mustang being on the market, and the 100,000 mark was surpassed. The 1965 production was almost 700,000, which was an all-time record for first year cars on the market. In

March of 1966, the number of Ford Mustangs sold reached the one million mark.

Why was this car so popular back then and still remains so today? The answer lies in the car and legend itself. When Ford designed the Mustang, they wanted something 'All-American,' sporty, and something to show having fun. The Mustang started a fad of personal cars with sporty characteristics. With the name Mustang and the horse emblem representing the name, the Mustangs quickly started being called, "Pony Cars". The features and options in this make of car were outstanding.

Features and options could be customized to suit the driver. This is one of the reasons there was a great response to the Mustang's introduction and the theme that the personality of the car greatly depended on how the car was equipped.

When the Mustang first entered the market, there were only two body styles: the coupe and the convertible. Throughout the years, there have been such

styles as: GT, Cobra, Shelby, Boss, Saleen, Roush, Steeda, and McLaren. Each Mustang made in Detroit, Michigan, is an American tradition and an American legend. Mustang body styles are set to change every four to five years, creating a new look for the classic car.

Mustangs are still one of the leading cars sold today on the car market. Mustangs are also the

to customize them, some to rebuild and restore them, and then there are some who buy them just because they like the power behind the Mustang.

Whatever the reason may be to own one, everyone enjoys their Mustang.

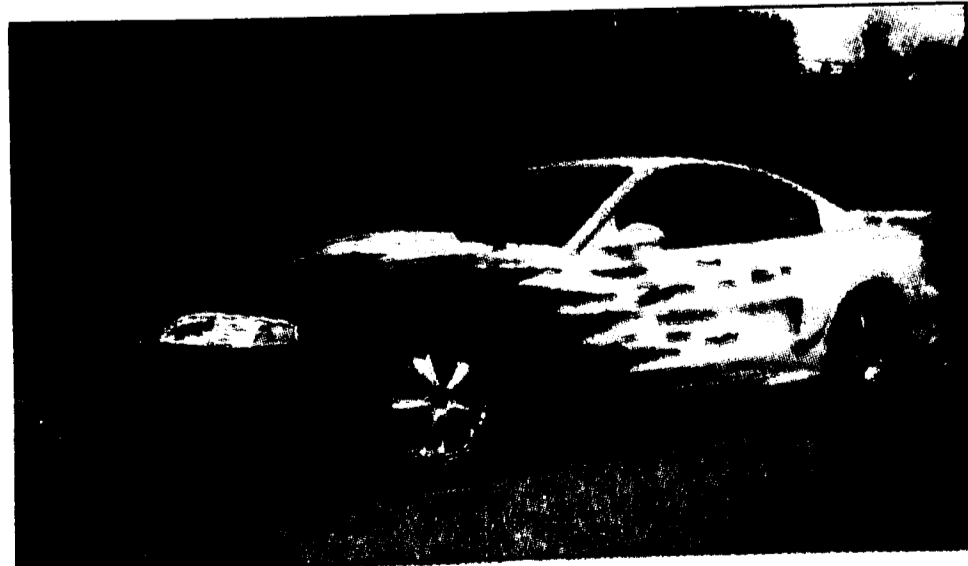
"I love my Mustang, I'm never going to get rid of it. If the engine dies, I am going to keep rebuilding it. This car is the best

ity Ford product. To some people, the price of the Mustang is priceless. The styles and times may have changed, but the tradition is still the same.

It's been over 35 years, and the Mustang is still as popular as ever, and the 'stampede' is still occurring.

As Ford says it best, "Wouldn't it be great if everyone owned a Mustang?"

For more info on Mustangs, production numbers, and Ford products, check out: www.ford.com.



"Mustangs are not the fastest car out there, but with a little modifying, they put the competition to rest with looks, style, and tradition." - Joseph Barrett, Mustang owner

leading used car seller. Some people are Mustang collectors, some people buy older style Ponies and take them to car shows, and some people buy any year/make/model of Mustangs just to own a piece of history. There are others who buy them

car I have ever owned, and probably will own for the rest of my life," said Mustang owner Tony Armbruster.

From the cost of \$2,368 for one of the first models in 1964, to today's cost, which starts at \$17,500, people still don't mind paying the high price for a qual-

Auto Page • February 2, 2001 • Rob Wynne, Auto Page Editor

•Do you have a unique or customized car that you want the rest of the campus to see?

•Do you have a funny story about "what happened on the way to Behrend one morning?"

•Are you a commuter that has to vent some steam before you blow a gasket?

Share your photos and stories with us! Due to limited space, not all submissions may appear on our page.

e-mail the Beacon:
Behrcoll5@aol.com