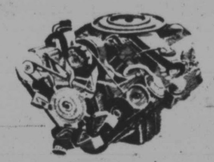
Announcing three ways to enjoy your 1981 Cadillac.

To all the pleasures of driving and owning a Cadillac, now add a unique choice of power systems for 1981.



New for 1981... V8-6-4 Fuel Injection is standard equipment.

Trust Cadillac to lead the way with exclusive advances like the new V8-6-4 fuel-injected engine, the standard gasoline engine for all 1981 Cadillacs. As you drive, the 1981 Cadillac automatically goes from 8 to 6 to 4 cylinders.

As you start out, all 8 cylinders are in operation. As your power needs lessen, the car automatically goes to 6 cylinders...and then to 4 cylinders. When you need the power, the car instantly reverts to 8 cylinders again.

To know the number of cylinders active at any given moment, merely push a button on the MPG Sentinel (also standard). This combination of V8-6-4 Fuel Injection and the MPG Sentinel can help a person to become a more efficient driver.

Available V6 engine. (With overdrive for Fleetwood Broughams and DeVilles.)

All 1981 Cadillac Fleetwood Broughams and DeVille models are available with a 4.1 liter V6 engine combined with a newly designed four-speed automatic transmission that incorporates overdrive.

Both the front-wheel-drive Eldorado and Seville are available with a V6 engine that utilizes a three-speed automatic transmission.

If you are looking for a car with the comfort, ride, roominess and quality of a Cadillac combined with the advantages of V6 power, this is an excellent choice. The V6 engine has performance you associate with "V" design, but with two fewer cylinders than a V8.

Diesel Power available across the line.

Only Cadillac offers you a full line of resized luxury cars available with Diesel. As a matter of fact, it's standard on Seville...making it the only car anywhere with V8 Diesel engine as standard.

Unlike foreign Diesels, the engine used for Cadillac is a V8.

A significant advancement for 1981 is an extension of the recommended mileage for an oil change from 3,000- to 5,000-mile intervals. See owner's manual for conditions requiring more frequent intervals.

Cadillacs are equipped with GM-built engines produced by various divisions. See your Cadillac dealer for details. And to buy or lease (or test-drive) the Fleetwood Brougham, DeVille, Eldorado or Seville of your choice ... with the power system of your choice.

CADILLAC MOTOR CAR DIVISION, U.S.A.

Trust Cadillac to lead the way.

Zambia's President Kenneth Kaunda.

SPOTLIGHT ON AFRICA:

Zambia Comes Back

It isn't over yet. Zambia has been in the middle of the various struggles for independence in its part of Africa. But the severe food shortage which threatened the country is being eased.

By Emmett George

About three years ago, yellow corn began appearing in food shops throughout Zambia. At first, people were reluctant to eat it complaining of its sweet and slightly oily taste. It was alien to their tastebuds. After all, the traditional color of corn in Zambia is white and bland-tasting.

Like much of Eastern and Southern Africa, Zambia's primary food is corn or "maize." Women spend several hours each day stirring fine grounded corn into hot boiling water to prepare a porridge-type spoon bread called nshima which is eaten all over the country with beef, chicken covered with tomato sauce, vegetables, rice or just by itself. It's not uncommon for people in the rural areas to eat nshima at every meal.

Millions of Zambians have found that they will have to adjust to the "new maize" which is being shipped in from the United States and by the United Nations in the wake of nation-wide corn shortages this year that grips most of Zambia. The crisis results from two years of recurring drought and delays in the 1979 shipments of fertilizers due to transport problems.

The corn shortage is only one indication that Zambia has become "a nation of shortages" in the aftermath of the Zimbabwe Civil War. Zambia united with neighboring Tanzania, Mozambique, Angola and Botswana to support guerrilla forces who fought successfully for seven years to topple the former white government of Rhodesia. Zimbabwe celebrated its independence in April after a peace treaty was negotiated under British sponsorship.

Like most of the Southern - African countries, Zambia enthusiastically celebrated the election of Prime Minister Robert Mugabe, (Zimbabwe's first black leader). Zambia had provided bases for Mugabe's election opponent, Joshua Nkomo's guerrilla forces during the war. Zambia also housed some 60,000 Nkomo refugees and had been the target of bombing raids that threatened its economy, particularly the transportation system.

When the war ended, Zambia had high hopes of getting its own economic house in order. But nearly six months later, the country is still grappling with shortages and transportation headaches. Zambia's landlocked position, wedged between eight different countries, has historically made it dependent on the movement of goods across Tanzania to the port of Dar es Salaam; across Angola or through Rhodesia to the port of Beira in Mozambique.

But the Rhodesian civil war closed the route to Mozambique in 1973 and civil strife denied second the second transport route in 1975. That left Zambia solely dependent on the Tanzania (Tanzam) route as its only reliable way to move its exports to the sea and to bring in vital supplies of food, fertilizer, petroleum and other items.

Zambia's economy depends heavily on the export of copper, cobalt, zinc and other minerals and upon in-coming shipments of food, laundry soap, sugar, salt and mechanical spare parts for its mining, trucking and railway operations.

The maize crisis provided a stern test to the government to see how quickly it could revitalize the transportation system. Corn is in short supply largely because the large commercial farms which are operated by expatriates failed to produce.

These farmers, many of them white, account for about 30 percent of the country's grain production each year. Low market prices and delays in receiving fertilizer shipments led to their inefficiency. The results is that Zambia faces a corn production deficit of over 200,000 tons this year.

Shortages of food and consumer goods are more keenly felt in the copper belt, the principal metal producing area of Zambia which consists of 1.2 million people, the populous central region, the remote northern province of Luapula and in Lusaka, the capital.

Zambia is somewhat of an enigma in Africa. Some 45 percent of its people live in the towns and cities making it one of the most urbanized nations in Africa. Consequently, the government is under considerable pressure to keep these areas supplied. The lack of a farming tradition makes it difficult.

But Zambia has been spared the disastrous effects of the famine currently sweeping Africa largely because of advanced warning by the government which last year entered into long-term credit agreements with the United States and other foreign donors to finance emergency food shipments.

As a resuk, the United States is providing some 93,000 metric tons of corn and wheat and Zambia has purchased an additional 100,000 metric tons from other sources.

In an address to Parliament earlier this year, President Kenneth Kaunda warned his

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Downtown Lusaka, the capital city of Zambia. Over 600,000 people live in the city. During the civil uprising, nearly 60,000 Zimbabwe refugees found refuge in the country.