

Evening Herald

7th Year, No. 231—Wednesday, May 19, 1982—Sanford, Florida 32771

Evening Herald—(USPS 481-260)—Price 20 Cents

Sanford Male Strip Show: It Nearly Came, Then Went

By TOM GIORDANO
Herald Managing Editor

Is Sanford ready for male strippers?
The question was going to be answered May 30. That's the day the Cavalier Motor Inn on U.S. Highway 17-92, just south of Airport Boulevard, planned an all-male dance show for women only. But the Cavalier's manager, Nick Rizzo, said today the show has been canceled, "because I don't want the publicity and the pressure and I found out some things about the dance group that didn't please me."
The dance team's manager said he was bringing the group in to test Sanford's anti-nude dancing ordinance. And although the show at the Cavalier has been canceled, the dance team's manager says he will now look to rent a club and put on a private show.
"They'll be coming to the right place. We'll show them how to test it," promised Sgt. Herb Shea, assistant to Sanford

Police Chief Ben Butler.

Had the show come off, others would have monitored it who apparently have become interested since police a few weeks ago warned the owner of Molly Magee's lounge and restaurant that he faced prosecution for violation of a city ordinance if he continued to put on such shows.
Molly Magee's owner Bob Beske, who already had presented a male stripper show on two previous occasions, decided to abide by the April 27 warning and canceled pending future shows.
What police told Beske when they issued the warning was that the Sanford ordinance prohibits nude dancing where alcoholic beverages are sold. The ordinance, police said, prohibits anyone — it does not specify male or female — from exposing certain parts of the anatomy considered to be obscene.
Did the shows at Molly Magee's violate the Sanford or-

Sanford police, who had an "undercover informant" witness them, say they did. Those shows were put on by a group called the Male Factor, according to Beske. He maintains the shows were not obscene and that the male dancers stripped down to bikini-type bathing suits with no objectionable parts of the anatomy exposed. He also pointed out the shows were presented on a Sunday — a day the restaurant-lounge is normally closed — not to the general public but to women only.
The show that was planned at the Cavalier was to feature, according to the group's manager, eight men who were to wear bikini-style bathing suits similar to those worn by the Male Factor. Only women would have been allowed to view the 90-minute show, for a \$3 charge.
"As far as we're concerned, the suits we wear are the same as anyone would see on a beach," says Bob Labby, manager of "Fantasies Unlimited." Fantasies Unlimited, according to

Labby, is one of two groups he manages. The second is called "Take-It-Off-A-Grams." Both are based in Orlando.
Not only is Labby prepared to test the Sanford ordinance, he says if he is able to rent a club to put on a private show he would have a lawyer present in case of legal problems.
"Private shows go on frequently in Sanford right now, only it's men who pay to go to a club, where alcohol is served, and watch a female stripper. That seems a little unfair to me. Why shouldn't women be allowed to do the same thing? I'm not going to say where these female strip shows are put on now, but if I have problems putting on our show, I'll name names," Labby asserted.
Who else is interested in the male stripper show? Sanford police, Beske, Carole Nelson of TV Channel 9 and the Sanford

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Herald Photo by Tom Vincent

MAN, 101, LOSES HOME

Seminole County and Sanford firefighters worked diligently Tuesday afternoon to douse a fire that destroyed a 101-year-old Sanford man's home, which he built in 1928. Jim M. Green, 2421 W. 18th St., told fire investigators the blaze occurred about 2:30 p.m. after he had cooked dinner on his kerosene stove and apparently forgot to turn the stove off. Green, who will now be staying with his daughter in Sanford, was taken to Seminole Memorial Hospital, where he was treated for minor burns on his right arm and released. Fire officials said no one else was injured in the blaze, adding that Green's wife is currently hospitalized. The cost to replace the home is estimated at \$20,000, officials said.

Some Leaving Sanford?

County Expansion Cost: \$20 Million

The first phase of a two-part space study unveiled before the Seminole County Commission on Tuesday indicates that the county will need to spend a minimum of \$20 million to meet construction demands for growing court and administrative space facilities over the next 20 years.
The \$20 million price tag, compiled by the Chicago consulting firm of Walter H. Sobel & Associates, does not include costs of parking and maintenance for the proposed construction. The commission is expected to get a look at that price tag today when the second phase of the space study is revealed.
The commission hired the firm six months ago to handle the \$25,000 space study when it was faced with a continuing problem of where to locate the county staff.
Current office space is and has been inadequate, leading to a lawsuit filed earlier this year by Seminole County Public Defender James Russo, who says that after a year of suing the commission has not provided his staff with adequate space.
Currently, the county's 180 judicial system personnel and another 750 county

employees are housed in a total of 136,275 square feet of office space, split between 32 owned and leased offices. Current office space includes the courthouse in downtown Sanford, the Five Points maintenance complex on U.S. Highway 17-92 south of the city, and annexes in Casselberry and Altamonte Springs.
But projections through the year 2000 indicate that additional staff, and the space needed for the staff, will grow tremendously.
By the year 2000, the study shows, the county will need between \$5,000 and 14,000 additional square feet of office space to accommodate a growth in staff that is expected to increase between 1,824 and 1,660 persons, depending on the number of judicial slots that will be increased by that date.
The Sobel study said the county has several options available in meeting the demand for more office space. The options include:
— Leaving the state attorney, public defender, the courts, the clerk, county commissioners, building and zoning officials, the elections supervisor, the tax collector and the property appraiser in the current downtown Sanford office

facilities. That option, however, would require increasing the size of the current courthouse by either adding a five-story addition over the old jail site or building additional office space on Palmetto Avenue, which also would require the construction of a parking lot. The Sheriff's Department would be moved from Sanford Airport to the Five Points complex, which currently houses the public safety offices and road crews.
— A second option would include leaving the civil courts, the County Commission and its staff, the county clerk and building and zoning offices, as well as other constitutional offices, downtown, while moving the criminal and juvenile courts, the public defender and state attorney and the sheriff to the Five Points complex.
— A third option would mean leaving the entire court system, the clerk, the state attorney and the public defender downtown while moving all other offices to the Five Points complex.
— A fourth option would be to leave the civil courts, the clerk, the property appraiser and the tax collector downtown while moving all other county offices to Five Points.

Sheriff's Sergeant Facing Termination

By TENI YARBOROUGH
Herald Staff Writer

An 11-year veteran of the Seminole County Sheriff's Department is facing termination for "conduct unbecoming an officer" and possible criminal prosecution, according to Sheriff John Polk.
Sgt. Michael McClung, 35, of 205 Pine Winds Drive, Sanford, was suspended last week for 30 days without pay on the misconduct allegation and will be terminated at the end of that period unless he appeals the decision to the Civil Service Board, Polk said. The sheriff said that because of an "ongoing internal investigation which may lead to possible criminal charges against McClung as a result of the misconduct charge, I cannot discuss the nature of the charges."
However, Polk said that the "possible criminal charges against McClung are not work-related but are of an entirely personal nature."

Court and Sheriff's Department officials said today that the possible criminal charges against the suspended sergeant may involve a 15-year-old female juvenile. The court reportedly ordered McClung last week to stay away from her.
"He has the right to appeal to the Civil Service Board," Polk said. "They could reinstate him if they choose, but I will fight it." Polk added that even if no criminal charges are brought against McClung, "I will not reinstate him based on the department's misconduct charges."
Polk said he expects the investigation to be completed in three or four weeks.
McClung, who receives an annual base salary of \$20,916, was employed by the department Sept. 11, 1971. Until his suspension May 10, he was assigned to the department's service division, where he supervised the transportation of prisoners, Polk said.

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Coach Roger Bethard's Lake Mary football team hurdles into 3A competition next year. Will the Rams be up to the task? See Sports, Page 9A.

If Longwood Insists, HCA Will Seek A New Hospital Permit

A Hospital Corporation of America (HCA) spokesman said today that if Longwood requires the company to obtain another conditional-use permit to build a psychiatric hospital in the city, the company will file an application to do so immediately.
John McClellan, real estate coordinator for HCA, said, "At this point we have every intention of complying with what the city wants. And if they want us to seek another permit, we'll do so posthaste."
"HCA had no intention of pulling the wool over anyone's eyes," said McClellan in response to Longwood's surprise discovery last week that the company plans to build an 80-bed psychiatric hospital on State Road 634 on a parcel also bounded by West Lake Street, Warren Avenue and an industrial complex.
HCA already has obtained approval from the city to construct a 150-bed

general-use hospital at the same site. City officials said Monday night at a City Commission meeting that the permit was granted conditionally with the understanding that a psychiatric wing would possibly be part of the facility.
But an announcement last week by HCA about a separate facility took the commission by surprise.
City Attorney Marvin Rooks said he was under the opinion that the conditional-use permit previously granted was for a general-use facility and had nothing to do with a separate psychiatric hospital.
The commission took no official action on HCA's announcement, but unanimously agreed with Rooks that if HCA did plan to build two separate facilities, it would have to apply for a second permit.
McClellan said HCA had approval to build a psychiatric hospital in the Orlando area, but that the site approved

for the facility was hampered by a multitude of sinkholes.
HCA is currently in the process of appealing the state's denial of its plans to build a general-use hospital in Longwood. A decision to grant Florida Hospital-Altamonte more bed space is part of that appeal. Hearings on the appeal are scheduled for June 8-11 in Orlando.
McClellan said he planned to be in telephone contact with Longwood Mayor June Lammann from HCA's Memphis, Tenn., office today in order to find out what steps the company needs to take to begin work on obtaining a second conditional-use permit.
"After we get the word from Longwood, we'll take whatever steps are necessary for the permit," said McClellan.
He added that HCA's announcement was a case of bad communication between the company and Longwood.
— JOE DeSANTIS

Red Cross Disaster Workers Helping Tornado Victims

By JANE CASSELLBERRY
Herald Staff Writer

The tornado winds and accompanying golf ball-sized hail and deluge of rain that struck Sanford and some other parts of Seminole County on April 8 may be gone, but they're not forgotten.
Six weeks later, three out-of-town American Red Cross workers are still struggling to complete the task of helping all the storm victims who have applied for emergency and follow-up assistance.
The disaster team includes Marilyn Hoag, supervisor, a Red Cross disaster consultant from Bradenton; Pat Brocklesby, a volunteer and part-time worker in Red Cross service to military families, also from Bradenton; and Irving Draught, a disaster building advisor from Savannah, Ga.
Draught estimates the cost of labor and materials to repair disaster-caused damage, then asks the family to find a contractor, and a contract is drawn up with specifications on what they want done. As soon as the work is done a check is sent to the contractor from the Central Florida chapter of the Red Cross.
Before the deadline for accepting applications for aid closed, the Seminole County office of the Central Florida chapter had received 95 applications for emergency assistance and 38 requests for additional assistance. Emergency assistance was given in the form of food, clothing and shelter immediately following the storm. It took the form of putting people up in a

local motel, providing plywood to board up broken windows or sheets of plastic or felt to temporarily cover damaged roofs, and providing emergency clothing and food for those who had lost theirs in the storm.
"A lot of people had no place to go," said Mrs. Brocklesby. "There's one man we don't know what we're going to do with. His house was destroyed, but it was in such bad pre-disaster condition that we can't help repair it. There are holes in the roof, and the ceiling is down in some of the rooms. First we put him in the Cavalier Motel, then we got him in the Good Samaritan Home, but he's not really old enough and can't stay there forever."
There were no financial criteria for emergency assistance available to all families in need of emergency help because of the storm, but those who could afford to usually took care of themselves, Mrs. Brocklesby said. To receive additional assistance to help with necessary repairs and replacement of furniture, however, a family must meet the income limit, based on various things such as number of people in the family, medical expenses, and disabilities.
"The annual income for those receiving assistance is \$4,500 or under, for the most part," Mrs. Brocklesby said. "Additional assistance cases have to be approved by the Casselberry office supervisor, and unusual ones by the Red Cross office in Atlanta as well."
"The Red Cross receives no government funds," she pointed out. "The organization is funded by the public through the

United Way and by direct donations. The funds for the disaster relief come from the national Red Cross disaster funds.
"I have found the people we are trying to help are honest and hard-working, and very few are on welfare," said Mrs. Brocklesby. "This is the first area I've found where most of the people were doing something — some kind of work."
The money usually is not given directly in cash, but disbursing orders are issued to various businesses and contractors by the Red Cross.
Mrs. Brocklesby said that had this county been declared a disaster area, the Red Cross could have provided assistance for everyone who needed it — businesses as well as families.
Up until this week \$30,000 had been spent on emergency and additional assistance, Mrs. Hoag said. "Some who had applied later found that our help was not needed, as they had insurance coverage they had not expected."
There were disaster cases in Sanford, Midway, Geneva, and one in Orange County, as a result of the storm.
"The people are wonderful," said Mrs. Hoag. "They are helping themselves and helping each other. I'm impressed by my Florida people. They've been a joy to work with, and I think Sanford is a caring community. The business people and contractors also rallied around. Everyone is doing a wonderful job."
"We have four or five cases left to work up, but we hope to be finished in two weeks," she said.



Herald Photo by Tom Vincent

Red Cross disaster worker Pat Brocklesby writes up a report on storm damage for Essie Mae Dixon, 1707 W. 16th St., Sanford.

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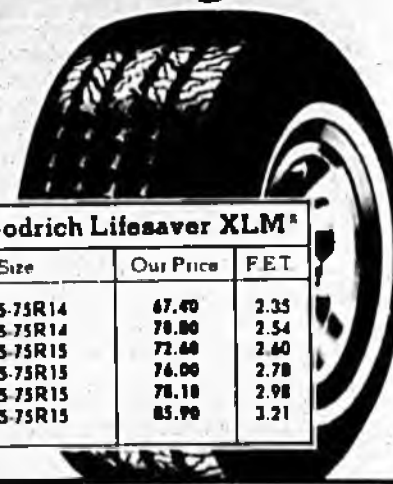
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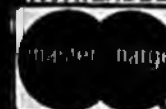
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The warm, pleasant days of summer, quickly approaching, will bring motorists by the millions onto the nation's highways and country roads.

For the unwary, unprepared car owner, the out-of-pocket costs of wasted fuel and unscheduled repairs can turn a vacation or a weekend trip into a disaster.

It's not a pleasing prospect — and it's all so un-

necessary.

Most breakdown situations are the byproducts of neglect — forgetting or being too much in a hurry to check or replace something simple — a check that any person with only the most basic knowledge of a car can perform.

Summer brings added dimensions to the issue of neglect. It's the time when

people use their cars more — not only on long vacations and weekend outings but just around town. During this period, Americans burn up more fuel than at any other time of the year.

More driving compounds the problem of poor performance with neglected, untuned engines draining away countless gallons of fuel.

Who can afford this — especially with the cost of gas at the pumps seeming to increase with every fillup?

A four-cylinder car toils harder to give the same performance as standard-sized models. Components wear out faster in the effort.

A little time and a few dollars expended before summer will help guard against unnecessary auto trouble when temperatures climb, and also ensure economy and peak performance, freedom from expensive, unplanned repairs, and the unhappy prospect of having the car break down when it's vitally needed.

For those who plan to do the job themselves — and it's estimated nearly 80 percent of car owners now do at least a part of their own automotive maintenance — Fine. But if more help is needed, it is recommended that the owner's manual, auto dealer, local independent service technician or parts jobber be consulted.



Changing the plugs for maximum performance and economy is one of the key elements of getting the car ready for the long summer vacation. In some areas, spark plug changing contests have helped popularize the do-it-yourself maintenance trend, and consumer surveys indicate that more than a third of the nation's car owners are doing their own tune-up work these days. Here the job looks like a cinch with a nice clean motor and plastic gloves to shield the hands from dirt and grease.



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What To Do, How, Vital At Accident Scene

Knowing what to do at the scene of a motor vehicle accident is important for any motorist. The first few moments can be crucial for a victim with serious injuries.

Proper first aid can reduce the effects of injuries or even keep a seriously injured person alive. An inexpensive first-aid kit carried in the glove box or trunk could prove indispensable at a time like this.

The Automotive Information Council offers these tips for aiding auto accident

victims:

Avoid causing another accident. Park beyond the accident. Don't park across the road. Reduce the chance of fire by turning off the ignition on any damaged vehicle.

Don't move anyone unless there is immediate danger to the person involved, such as fire. Keep in mind that victims of auto accidents may have neck or spine injuries and moving them could complicate

these injuries.

If the victim is not breathing, start mouth-to-mouth resuscitation immediately or find someone who knows it. Serious brain damage can occur after only two or three minutes without oxygen, and death can occur in four to six minutes if help is not provided.

Stop any bleeding as soon as possible. Press directly against the wound with the cleanest cloth or pad available. You can use

your hand if no cloth is available.

If you are busy giving first aid, someone should call for help immediately. The caller should report the location of the accident, what kind of help is needed and the number of persons involved. Persons giving this information should always stay on the line a moment to confirm any information.

While waiting for help, protect victims from shock by keeping them lying down and making them warm.

Names, Numbers, Nothing New Here

The motor vehicle manufacturers' current fascination with letters like J, K, and EXP to designate models is not the first time the industry has moved away from exotic names to differentiate models.

Virtually every motorist knows, for example, that Model T and Model A were Henry Ford's most famous automobile model names. Some may even recall that he used the number 999 on his famous racing car.

Numbers also were used throughout automotive history to designate models based on horsepower or size of the vehicle. Post World War II motoring is filled with numbers that generate visions of models with expanding motor power — numbers like 120, 210, 300, and 490.

Jame A. Wren, manager of the patent library at the Motor Vehicle Manufacturers Association, says the alphanumeric list to designate models runs through the alphabet and into four-digit numbers.

"In the very early days of motoring, manufacturers carried over the names used by carriage makers to differentiate their models," Wren says. "Names like Victoria, Brougham, Surrey, Runabout and Dos a Dos. But by the turn of the century, motor vehicle manufacturers had turned to more simple model identification."

In 1900, for example, the Waverly Electric advertised 20 models and they were appropriately numbered models 1 through 19, plus model 20-A. Somehow Model 20 had been skipped.

"By 1904, more than 10 companies offered a Model A, including one offered by Blood Brothers Company," Wren says. "Fortunately, Blood didn't use the term 'type with the model designation or our historical lists would record a Blood Type A automobile."

The Lane Steamer had two models: Model 0 and Model 1. The Model 1 offered wooden rather than bicycle wheels. Another steamer, the Conrad, called one of its models 77½. The Yale offered models, B, C, and D, which prompted one wag to remark: "There were no A's at Yale."

As model naming — or numbering — went on, some manufacturers attempted to show superiority by doubling up. Thus Pierce named a model A-, Stearns named a model AA and then AA-, and Sampson named a model 3-A.



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Road Conditions Causing Millions Of Accidents

Before starting out on that vacation this summer, be warned:

Obsolete road and bridge conditions, the second leading cause of road accidents, are responsible for nearly four million collisions annually.

What's more, these accidents are costing U.S. motorists some \$8.55 billion a year, according to The Road Information Program (TRIP), a non-profit Washington-based agency.

Only driver errors — such as drunk driving or falling asleep at the wheel — cause more accidents than roads themselves, TRIP says.

Safety advances

traditionally have concentrated on the vehicle and its driver, while the roadway, a crucial partner in the driving process, often is forgotten, the agency maintains. These are the 10 most common problems:

1. **Narrow lanes** — New roads are required to have at least a 10-foot lane width, but many older roads do not. Speed should be adjusted when using narrow lanes to allow for additional reaction time when approaching a disabled vehicle, pedestrians or emergency vehicles. According to TRIP, some fire and rescue vehicles are eight feet wide, which leaves little room for emergency

swerving.

2. **Lack of shoulders or narrow shoulders** — Too little shoulder space also is a chronic problem on older roads, and some bridges on the nation's interstate highway network also lack adequate shoulders.

3. **Steep rises and dips in the roadway** — A steep rise in the roadway will restrict a driver's sight distance and could lead to disastrous results for someone driving even at normal speeds. A stopped school bus, disabled vehicle or even road construction could be waiting on the other side.

4. **Sharp curves** — Negotiating a sharp curve is

one skill in which nearly every driver will profess expertise. But every day police find "experts" in roadside ditches after they've failed to make it around a sharp curve. Sudden slowing after entering the curve could force the vehicle out of the curve and into oncoming traffic.

5. **Improperly banked curves** — A properly designed curve will aid a driver when negotiating the curve. But curves suffering from obsolete design problems still pepper the nation's road network. It's vital that a driver slow vehicle speed while approaching poorly banked curves and maintain a slow speed while going through the curve.

6. **Pavement edge dropoffs** — If the level of the shoulder is lower than the roadway, a

driver should take special care when moving from the shoulder to the roadway.

7. **Short entry and exit lanes** — Multi-lane highways built today must have entry and exit lanes long enough to allow drivers to safely exit from or merge into highway traffic. But many older highways are plagued with lanes that are too short. When entering the highway, a motorist should check the oncoming traffic flow while keeping an eye in front for stopped traffic. The proper turn signal should be used and speed adjusted to the traffic flow as soon as possible. Those exiting should move to the side of the highway nearest the off-ramp, signal properly and gently slow the vehicle as the exit approaches. Be alert for drivers trying to enter or exit the highway and ac-

commodate them whenever possible by moving to available through lanes.

8. **Bridges with reduced weight postings** — As a bridge ages, traffic officials usually reduce the allowable weight limits on the bridge to stretch its life. There is no assurance that a bridge is capable of withstanding the same weights that the road leading up to it can handle. Watch for signs limiting bridge weights and obey reduced speed limits that often accompany the weight reductions.

9. **Improperly-aligned bridge approaches** — A sudden directional shift when approaching a bridge is an unwelcome surprise for any driver. A particular problem with older bridges, poorly-aligned approaches force alterations in a vehicle's direction as the roadway narrows near the bridge.

10. **Low bridge clearances** — A camping vehicle may end up with an unwanted sunroof if care is not used when using older bridges with low clearances. Always know the height of the vehicle and watch for signs alerting motorists to upcoming low clearances.

Many former farm and country roads, pressed into heavier service as the nation continues its urban sprawl, are handling a heavier traffic load than they were designed for a half-century or more ago.

The bulk of the nation's highway and bridge network was constructed before the 1940s, when vehicles traveled more slowly and there were fewer of them. According to TRIP, the best defense against highway mishaps resulting from road and bridge problems simply is on-going driver awareness.

WAS YOUR CAR DAMAGED IN THE HAIL STORM?

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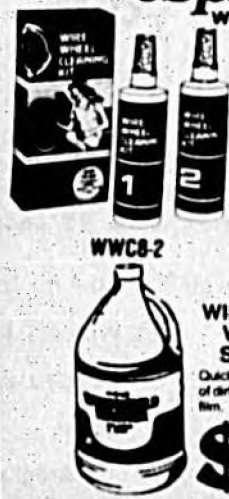

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Rebuilt Parts Can Save Money

High interest rates and rising prices are postponing many new car and truck purchases.

Consequently, many owners are keeping their vehicles and fixing them.

In fact, the average age of cars in service today has climbed to 6.5 years, the highest it's been since 1953, according to officials of the Automotive Dismantlers and Recyclers of America.

The older a car gets, the more maintenance it needs, and keeping it running smoothly with used or recycled auto parts often

makes good sense.

In purchasing recycled automotive parts, the consumer benefits in a number of ways. Since recycling centers are not limited by high overhead, limited storage facilities, delivery charges or long back orders normally associated with new parts and because recyclers usually have immediate access to parts for cars that have been around 10 years or more, the consumer normally pays a price one-third to one-half the cost of a new factory-built part.

Frequently the purchase price of an entire assembly, such as complete engine with carburetor, intake and exhaust manifolds, starter and other items, will be less than that of a new or rebuilt engine block alone.

And because the factory installed all the components, a used engine will usually operate trouble-free.

Here are a few common-sense guidelines on buying recycled auto and truck parts:

Whenever possible, deal with a licensed yard. Ask for a receipt as you would for

any purchase.

Have an expert technician diagnose each specific automotive problem, so the right part will be obtained and thereby prevent the problem from happening again.

When buying an electrical part, select one that has been bench-tested rather than merely road-tested and get a guarantee.

When purchasing an engine or transmission, always supply the size and model number of the car and don't accept parts that have accumulated more than 70,000 miles.

Whenever possible, bring the old part in for comparison.

The smart consumer always shops for the best



The left side of this import was wiped out in a collision, but the car still has literally hundreds of sound, reusable parts. The sheet metal on the passenger's side is in excellent condition and the instrument panel, door, engine, transaxle, radiator, strut assembly, seat and wheel and tire also can be salvaged and resold.

price recycler as well as new and quotations from the auto rebuilt parts jobbers.





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\$39

P175-70R13 (Also fits 1981-83) Wholesale 4-rib tread. Price \$1.44 F.E.T. No trade-in needed!

Smooth-riding polyester cord body with 2 fit-glass belts. For the driver who wants radial performance at an economical price.

Size	White	F.E.T.
P165/75R13*	\$47	\$1.51
P175/80R13*	48	1.64
P185/80R13	49	1.78
P175/75R14*	51	1.75
P195/75R14	54	2.06
P205/75R14	56	2.31
P215/75R14	59	2.47
P195/75R15	55	2.15
P205/75R15	57	2.38
P215/75R15	61	2.49
P225/75R15	65	2.70
P235/75R15	72	2.89

No trade-in needed! *4-rib tread.



721
\$62

P175-70R13 (Also fits 1981-83) Wholesale Price \$1.99 F.E.T. No trade-in needed!

Two tough steel belts of 10-strand steel cord—7 over 2 wrapped by 1. Cross-slotted tread design for good traction.

Size	White	F.E.T.
P175/70R13	\$62	\$1.73
P175/80R13	63	1.78
P185/80R13	64	1.92
P205/70R13	72	2.14
P175/75R14	68	1.83
P195/75R14	71	2.16
P205/70R14	77	2.23
P205/75R14	73	2.34
P215/75R14	78	2.48
P205/75R15	75	2.47
P215/75R15	80	2.59
P225/75R15	86	2.78
P235/75R15	95	3.01

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Cars Need Care More Than Ever

Spring car care is more than just a seasonal tradition this year. It will be more important than at any time since auto production stopped during the Second World War.

"There are at least four factors this year that indicate a record number of cars will require spring car-care treatment," says Thomas J. Carr, Manager of Safety Engineering for the Motor Vehicle Manufacturers Association (MVMA):

— **AVERAGE AGE** of cars on the road today exceeds 6.6 years, the highest level in three decades.

— **WINTER OF 1981-82** was one of the most severe in many years. Not only was it tough on cars but on city and suburban roads where potholes may continue to plague motorists for some time.

— **MORE PEOPLE** are pumping their own gasoline and not getting regular oil and other under-hood checks.

— **SERVICE INTERVALS** between oil changes and tuneups continue to be extended, a savings in time and money for the motorist. However, the auto owner should make frequent checks of the underside of the car, lighting, tires and other visual area.

Carr urges owners to check fluid levels — oil, transmission, brake and power steering.

"It's just as easy to check the transmission and power steering fluids as the crankcase oil," he says. "Brakes require a little more effort. A loss in brake fluid indicates lining wear on disc brakes — because wear is compensated for by fluid in the system. Antifreeze level and strength are just as important in summer as in winter because it acts as a coolant during the hot months."

Engine belts that run the heater, air conditioner and alternator should be inspected for wear. Even if the belt is not frayed, it may require attention. Press

your thumb on the belt and if there is more than a half inch of play, have it tightened or replaced.

Look for rust spots. Nobody is proud of rust spots on the car body. There are do-it-yourself kits and you may be able to do a good job. However, Carr says that ridding the car of rust and then refinishing the car with primer and paint really requires "a special touch." Unless you are extremely talented, leave the cosmetics of your car to the professionals.

Tire inspection is simple. Obtain the recommended pressure (from the owner's manual or door pillar) for your tires and check it with your own pressure gauge. Since radial tires generally are standard on new cars, don't rotate them in the old fashioned way. Switch tires front to rear on the same side if they are radials. If you own a front wheel drive car, it is even more critical that you switch radials for balanced tire wear. All that equipment up front, plus the turning, wears front tires faster than rear tires. Uneven wear on one tire could indicate a need for front end alignment.

Lighting is another easy check. You will need a second person to observe as you apply brake pressure, try low and high beams, and directional signals.

The modern battery is sealed and requires no fluid replacement. But, you may wish to clean the terminals. Do it carefully. Be sure to disconnect the negative terminal first because you could create sparks by touching the positive terminal with a tool when the negative, or ground, cable is connected. Also, remove hand rings or other metal jewelry because the touch of metal against a battery post could give you a burn.

Carr maintains that a little preventative maintenance this spring not only will hold down repair bills but give your car longer life. "And don't forget to read your owner's manual for recommended services," he advises.

With Smaller Car, Packing Plans A Must

Going vacationing with a downsized car and trailer?

The best advice, according to Car Care Council and Automotive Information Council, is to limit vacation packing to the things most needed.

If there's a possibility that the downsized load still may be putting a strain on the car, the trailer, or their components, check with the dealer.

MAKE ALLOWANCES

With a downsized car, there's always a temptation to overload, observes Car Care Council, adding that while that new fuel-efficient vehicle may be lighter in weight than its predecessor by 1,000 pounds or more, people fail to make that distinction in considering what to take on a trip, tending to expect the same load-carrying capability. And this, the council points out, is a mistake.

The relatively greater increase in weight can affect handling and can cause the car to bottom out on bumps. It also can cause headlights to blind oncoming drivers because of the lowered rear end of the car.

To be sure the new, lighter car is travel ready, as much weight as possible should be trimmed from vacation gear.

If the cargo still is overweight, overload shock absorbers can help maintain a level ride. The owner's manual lists the maximum permissible load for each make and model of car.

TRAILERS, TOO

The downsizing trend in automobiles has been followed by trailer makers who have reduced weight by 30 to 40 percent to make them easily towable for today's smaller-engine cars, reports the Automotive Information Council. Even boat trailers have been reduced in weight by almost a third.

Trailer makers are using lighter-weight, high-strength steels for the chassis and axles and are substituting plastic for doors and compartment covers. Walls of some of the travel trailers are made of a light but strong honeycomb material. Improved aerodynamics also reduce the pulling load.

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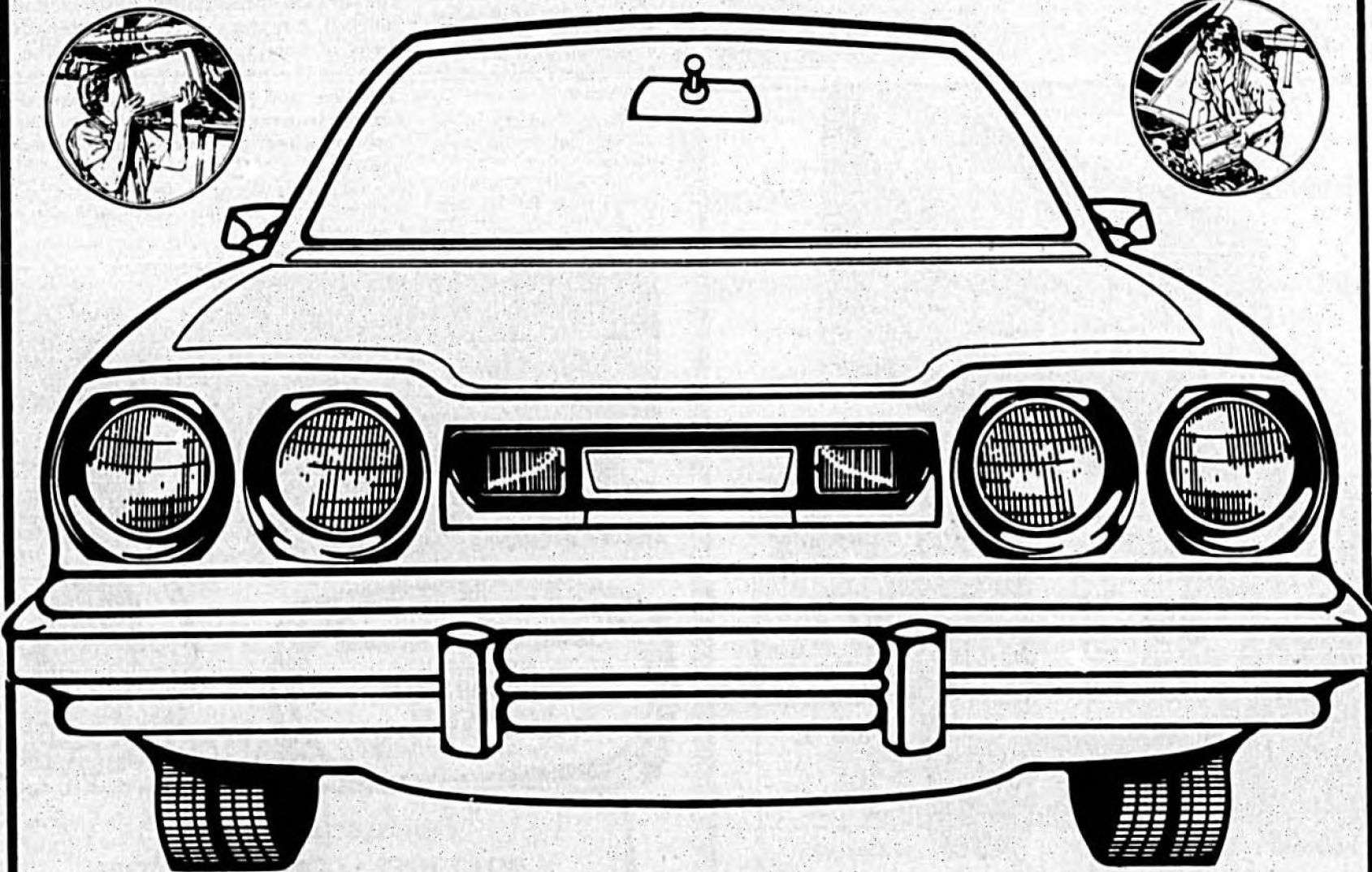
<p style="text-align: center;">OVIDO AUTO PARTS</p> <p style="text-align: center;">71 Geneva Drive 365-5113</p>	<p style="text-align: center;">ELDRIDGE'S CHEVRON</p> <p style="text-align: center;">State Rd. 46 & I-4 323-7140 Electronic Wheel Alignment</p>
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Spring

car care

**Evening Herald
Herald Advertiser**

Thursday, May 20, 1982



Taste Smokers Convinced.

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Research consistently proves that MERIT can.

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Nationwide survey reveals over 90% of MERIT smokers who switched from higher tar are glad they did. In fact, 94% don't even miss their former brands.

Further Evidence: 9 out of 10 former higher tar smokers report MERIT an easy switch, that they didn't give up taste in switching, and that MERIT is the best-tasting low tar they've ever tried.

MERIT Clear Choice.

In addition, extensive unmarked-pack tests confirm that MERIT delivers a winning combination of taste and low tar when compared against higher tar leaders.

Confirmed: The overwhelming majority reported MERIT taste equal to—or better than—leading higher tar brands.

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Year after year, in study after study, MERIT remains unbeaten. The proven taste alternative to higher tar smoking—is MERIT.



MERIT

Kings & 100's

Warning: The Surgeon General Has Determined That Cigarette Smoking Is Dangerous to Your Health.

© Philip Morris Inc. 1963

Kings: 7 mg "tar," 0.5 mg nicotine—100's Reg: 10 mg "tar," 0.7 mg nicotine—100's Men: 9 mg "tar," 0.7 mg nicotine av. per cigarette. FIC Report Dec '61

BLONDIE by Chic Young

1 CORA SAYS I DON'T PUT ENOUGH EFFORT INTO OUR MARRIAGE
2 BUT THAT'S NOT TRUE!
3 WELL, WHAT DO YOU DO WITH CORA THAT TAKES A LOT OF EFFORT?
4 I TRY TO KEEP MONEY AWAY FROM HER

BEETLE BAILEY by Mort Walker

1 YOU SHOULD LEARN TO CONTROL YOUR TEMPER
2 YEAH? WELL, YOU'RE TOO NAMBY PAMBY TO SAY WHAT YOU THINK!
3 NAMBY PAMBY?
4 I'M SURE GLAD I CAN CONTROL MY TEMPER

HE BORN LOSER by Art Sansom

1 HEY, WHO SAID YOU COULD DO THAT?
2 CHARLIE, EDDIE, LEFTY, MIKE, PETE, TOM, TERRY, JOHN, JEFF...

ARCHIE by Bob Montana

1 GEE, MR. MILLER? WE'RE GOING TO MISS YOU WHEN THIS STORE GETS DEMOLISHED?
2 THANK YOU, ARCHIE? I'LL MISS BEING HERE...
3 I'LL REALLY BRING A TEAR TO MY EYE TO SEE THE WRECKING BALL TEAR INTO THIS FINE OLD BUILDING...
4 I'VE BEEN GOING OUT OF BUSINESS IN THIS SAME LOCATION FOR 25 YEARS?!

ECK & MEK by Howie Schneider

1 I'M BEGINNING TO REALIZE THAT MOUNQUE AND I WILL PROBABLY NEVER GET MARRIED
2 WHY NOT?
3 SHE DOESN'T WANT ANY CHANGES IN MY DUKE-A-WEEK VISITATION RIGHTS

PRISCILLA'S POP by Ed Sullivan

1 THE BOYS ARE TRYING TO RAISE MONEY TO EXPAND THE BACKLORS' CLUB
2 THEY SPENT A WEEK LOOKING INTO VARIOUS FINANCIAL PROJECTS...
3 ...AND FINALLY SETTLED ON THE TRADITIONAL, OLD-FASHIONED AMERICAN WAY...
4 BEGGING.

BUGS BUNNY by Stoffel & Helmdahl

1 STOP THAT, YOU LONG-EARED GALOOT.
2 YOU DID WANT YOUR CARPET CLEANED, DOC.
3 WHEN I'M ON THE GROUND, IDIOT.

FRANK AND ERNEST by Bob Thaves

1 NOW THAT'S WHAT I CALL ENLIGHTENMENT!

TUMBLEWEEDS by T. K. Ryan

1 NO, LIMPID LIZARD, YOU MAY NOT MARRY MY DAUGHTER, 'CAUSE I DON'T WANT HER HITCHED TO A GOOFBALL!
2 YOO! EAT THEM WORDS, FELLER!
3 PUZ HE LIKE ALPHABET SOOP?

ACROSS

- You (Fr.)
- Sweet potatoes
- Pounds (abbr.)
- Air (prefix)
- Tract
- Astronauts
- "all right"
- (Comp. wd.)
- Drone
- Aman tree (var.)
- Author
- Flaming
- Most occult
- Hides
- Glimpse
- Freeze
- Hub out
- Man's
- nickname
- Infamous
- Marque de
- Branches of learning
- Hawaiian instruments
- Eagle's nest
- Tractor (pl.)
- English poet
- Leakage
- Plunder
- Artistic
- Address
- Take up gas molecules
- Das Vaterland (abbr.)
- Trim off branches
- Area in Pacific
- Resort
- At (2 wds.)
- Flute
- Over (prefix)
- Thin plate of metal
- Evergreens

DOWN

- Actor Hoffa
- Poverty-stricken agency (abbr.)
- Flower holder
- Planting
- Tail tale
- Climmy boat
- Makes acquaintance
- Poncho (var.)
- Tardy
- Catalis
- Playlet
- Water holes
- Absolutely
- Breckeridge
- Clean a floor
- Crazy
- Hidden
- Earliest born
- Auto club
- Tapestry
- Hawaiian volcano
- Colorado park
- Poetic proposition
- Lone
- Former labor performance group (abbr.)
- Arab country
- Typical
- Corpuient
- Opium (sl.)
- Boom
- Gamecock spur
- Hawaiian volcano
- Mona
- Automotive society (abbr.)
- Former labor group (abbr.)
- Fool

CROSSWORD

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HOROSCOPE

By BERNICE BEDE 060L

For Friday, May 21, 1982

YOUR BIRTHDAY
May 21, 1982
Substantial dividends will be gained this coming year from any types of involvements in which you enter that are of a charitable nature. Your intent may be to help others, but you'll also benefit in the process.

GEMINI (May 21-June 20)
Although you may be anxious to launch new ventures at this time, it's best to first finish that which you have already begun. Leave no loose ends. Predictions of what's in store for you in each season following your birth date and where your luck and opportunities lie are in your Astro-Graph. Mail \$1 for each to Astro-Graph, Box 489, Radio City Station, N.Y. 10019. Be sure to specify birth date.

CANCER (June 21-July 22)
If you have a cause in which you have just become interested, this is a good day to go to friends for support. They'll back you up now.

LEO (July 23-Aug. 22)
Your possibilities for fulfilling your ambitions are good today, because you'll be able to show others how they, too, can share benefits from your attainments.

VIRGO (Aug. 23-Sept. 22)
Getting done what needs doing will be of greater importance to you today than who gets the glory. It's success, not applause, that you seek.

LIBRA (Sept. 23-Oct. 23)
Someone may come to you today with a proposal regarding a way you could develop a second source of earnings. You'd be wise to hear this party out.

SCORPIO (Oct. 24-Nov. 22)
Partnerships or joint efforts could turn out very fortunate today, especially if you are involved with someone who has as much to offer as you do.

SAGITTARIUS (Nov. 23-Dec. 21)
This should be a very productive day because, not only will you be industrious, you'll know how to solicit help to accomplish your tasks.

CAPRICORN (Dec. 22-Jan. 19)
Keep in mind today: The quicker you get your work out of the way, the earlier you'll be able to take off and have fun. Don't dillydally.

AQUARIUS (Jan. 20-Feb. 19)
Though you may be planning to spend the evening at home, it's best to have a few snacks handy. There's a strong possibility you'll get some drop-in company.

PISCES (Feb. 20-March 20)
Plan to get in touch with or visit family members today whom you've been neglecting lately. The timing is right for both you and them.

ARIES (March 21-April 19)
Ways can be found today to improve upon situations that affect your earnings and stability. Take those measures now which you deem necessary.

TAURUS (April 20-May 20)
Projects you personally initiate today will have a very good chance for success, provided you handle the important aspects yourself and delegate only the lesser ones.

Side Effects From Too Many Minerals

DEAR DR. LAMB—In one of your columns you made the amazing statement that chronic ingestion of excess magnesium can lead to magnesium toxicity with symptoms of senility.

I have been following a school of thought consistently advocated by highly regarded authorities that supplementation of both calcium and magnesium are most helpful to older people to avoid bone damage.

If your information is based on more recent studies suggesting that magnesium supplements such as Dolomite should not now be taken with calcium by older people, won't you please advise what those findings are so one can locate the report and read it.

DEAR READER—I would prefer that you rely on your family doctor's judgment and interpretation of the various reports available. Some of the best information is a little heavy reading for the general public, and is located in medical journals, not health magazines that often serve as a vehicle for selling advertising for vitamin and mineral products.

The problem is related to well-known facts. About 25 to 60 percent of the magnesium you ingest is absorbed into your circulation. It does not build up in your blood because your kidneys filter it out. The difficulty is that after age 50 there is a gradual decline in the number of filtering units in the kidney. Thus as you get older you have more and more trouble eliminating excess magnesium.

There is a good report on this in the September 1980 issue of *Geriatrics* prepared by a group of physicians from the University of Connecticut.

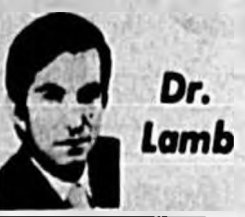
They point out that many doctors measure kidney function by just measuring the serum creatinine, but to determine the actual decrease in the ability of the kidney to clear the blood of magnesium you need more sophisticated clearance tests.

And as the magnesium level increases the calcium level in your blood actually falls. That is because the magnesium suppresses the action of the parathyroid gland that normally regulates the blood level of calcium.

The problem of magnesium toxicity is particularly bad in the elderly and even in nursing homes. Patients are given regular laxatives that contain magnesium. TV ads exhort people to use preparations for regularity. Antacids and laxatives are the chief sources of increased magnesium intake. And they are used most often at the time in life when kidney function slows.

I think it is quite important that people get enough calcium but it is important for the public to realize that you can abuse the intake of minerals and they can be just as harmful as they can be helpful.

I am sending you *The Health Letter* number 174, *Nutritional Aspects of Minerals*. Others who want this issue can send 75 cents with a long, stamped, self-addressed envelope for it to me, in care of this newspaper, P.O. Box 1561, Radio City Station, New York, NY 10019.



Your family doctor may be interested in this report if he has not already seen it as the problem applies to other things besides eliminating magnesium.

The increased magnesium in your blood can reach levels to cause drowsiness, lethargy and weakness. The onset is slow and insidious. As the condition progresses the victim may have slurring of speech and unsteadiness. You might think he was going to have a stroke.

WIN AT BRIDGE

South lost no time at all in finding a way to lose the grand slam. He won the diamond lead, cashed dummy's ace of clubs and led a second club to his own hand.

He paused for a moment to take stock of the 3-1 trump break and led his last diamond to dummy. Now he ruffed a diamond, played ace of spades, ruffed a spade, ruffed a diamond and ruffed another spade. He was in dummy with a good diamond, but unfortunately could not cash it. East still held a trump.

"Could I have made the hand?" asked South.

"Yes," came a chorus.

South had merely mistimed his cross-ruff. After cashing the second high trump, South should play ace of spades, ruff a spade, cash dummy's second high diamond, ruff a diamond, ruff a spade, ruff another diamond and be in his own hand. Then he could play his last trump to pull East's last one and to discard one of dummy's hearts. The other small heart would now go on the king of spades. The ace of hearts would be an entry and dummy's last diamond would take the 13th trick.

(NEWSPAPER ENTERPRISE ASSN.)

NORTH 5-20-82			
♠			
♥	A 8 7		
♦	A K 10 6 4		
♣	A Q 10 7		
WEST			
♠	Q 10 9 7 3		
♥	K 10 8		
♦	J 2		
♣	6 4 2		
EAST			
♠	J 6 5		
♥	Q J 5 4 3 2		
♦	Q 8 7		
♣	5		
SOUTH			
♠	A K 6		
♥	Q 6		
♦	3 3		
♣	K J 9 8 3		
Vulnerable: Both			
Dealer: South			
West	North	East	South
Pass	2 ♠	Pass	1 ♠
Pass	3 ♠	Pass	2 ♠
Pass	4 NT	Pass	3 ♠
Pass	5 NT	Pass	4 ♠
Pass	7 ♣	Pass	Pass
Opening lead: ♠J			

By Oswald Jacoby and Alan Sontag

North overbid his hand a trifle to get to the grand slam on his own momentum after South had bid both black suits, but the final contract was satisfactory indeed.

GARFIELD by Jim Davis

1 YOU REALLY SHOULD THINK ABOUT JOGGING, GARFIELD. IT'S 50% MENTAL, YOU KNOW.
2 IT IS?
3 OREAT!

GARFIELD by Jim Davis

4 JOG, JOG, JOG. JOG, JOG, JOG. PANT, PANT, SWEAT.
5 I'LL WORK ON THE OTHER 50% SOME OTHER TIME.

ANNIE by Leonard Starr

1 GLASS OF MILK AN' A HUNK O' APPLE PIE? ANYTHING ELSE, KID?
2 UM—COULD I LOOK SOMETHIN' UP IN YOUR PHONE BOO, MISTER?
3 SURE! CITY ROUND—ER—COULD Y' TELL ME HOW I GET T' MYRTLE AVENUE AN' TURK STREET?

ANNIE by Leonard Starr

4 ANY CLOSER T' TOWN AN' EVERYBODY'D HEAR THEM MUTTS YAPPIN'.

OURSELVES

Evening Herald, Sanford, Fl. Thursday, May 26, 1982—11A

Open House On 94th Birthday

Remarkably alert, attractive and ready for a party, Margaret (Maggie) Cummings celebrated her 94th birthday on May 15 at the Palmetto Avenue home in Sanford she shares with her daughter, Mrs. Sue Funk. Mrs. Cummings was born in Kentucky where she spent most of her life before moving to Sanford four years ago. She is the widow of Frank Cummings. The couple were parents of six children with Mrs. Funk the only survivor. There are grandchildren, great grandchildren and great great grandchildren. Other relatives and a host of friends sent birthday greetings to Mrs. Cummings from various parts of the country. Mrs. Cummings is a lifetime homemaker with various interests including gardening, growing flowers, traveling, crocheting and fishing. On turning 94, Mrs. Cummings says she "appreciates all who have sent greetings or expressed their good wishes in any way."



Mrs. Margaret (Maggie) Cummings turned 94 May 15.

Federated Clubs To Meet

Members from 11 women's organizations in Seminole County are invited to bring a covered dish to the Central Florida Zoological Park at 10 a.m., Monday. After a brief meeting there will be a picnic and free tour of the zoo. No reservations are required. The Zoological Society is sponsoring the tour to recognize the financial support it gets from the Seminole County Federation of Women's Clubs. The SCFWC member clubs are Altamonte Springs Woman's Club, Casselberry Woman's Club, The Woman's Club of Sanford, SISTER'S, Inc. and the Garden Club of Sanford.

Will May Overlook Disrespectful Kids

DEAR ABBY: I am an older gentleman. After my beloved wife died, I married a lovely, refined widow my age. My grandchildren, ages 10 and 12, started to call her "Hazel," her given name.

Hazel feels that it is disrespectful for children to address an older person by her given name, and I agree, so I asked my daughter (the children's mother) to please instruct them to call my wife "Grandma Hazel." I thought a word from their mother would solve the problem. It didn't. My daughter informed me that she asked the children how they felt about it, and they told her they preferred to call her "Hazel," so they continued to do so.

I recently suggested rather pointedly that should this irritating situation continue, it would eventually have some rather unfavorable repercussions.

They have not as yet taken the hint. It is causing a strain on the family ties. What do you suggest? Should I just keep quiet, and quietly cut them all out of my will?

FROM MISSOURI

DEAR FROM: Why not approach your grandchildren directly? Explain how proud you are to hear them call you "Grandfather," and you know it would make your wife feel very proud to be called "Grandma Hazel." Explain that it is rude and disrespectful to address an older person by her given name.

If they object to the term "Grandmother" or any variation of it, suggest "Miss Hazel" as an alternative — anything but just plain Hazel. And if this doesn't work, you're from Missouri — show 'em!

DEAR ABBY: My daughter is marrying a young man soon. He has never been married, but he has a son whom he sees every day. After he and my daughter are married, do we look at



Dear Abby

this man's son as our grandson? NERVOUS IN MASSACHUSETTS DEAR NERVOUS: Inasmuch as your future son-in-law sees the boy every day and obviously regards him as his son, it would be very generous of you to "look at" the boy as your grandson.

DEAR ABBY: This is an open letter to Dr. Heineman, who thinks if a man gets an unmarried girl pregnant and she wants an abortion and he doesn't, his wishes in the matter are as important as hers.

I'm not talking through my hat. Have you ever worked in an abortion clinic? Well, I have. A sample of the interviews: Question: "Why are you here?"

Answer No. 1: "My boyfriend refuses to see me until I get rid of the baby."

Answer No. 2: "I just found out my boyfriend is married."

Answer No. 3: "When I told my boyfriend, he left me."

Answer No. 4: "My boyfriend says he is too young to be a father."

Answer No. 5: "My boyfriend says the baby is not his."

Abby, I am sure many more girls would keep their babies if the men were more supportive. But the truth is, it's the men who do not want the baby, and women can't handle it alone.

OFF MY CHEST IN MASSAPEQUA, N.Y.

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TONIGHT'S TV

THURSDAY	FRIDAY
8:00 (1) (15) SANFORD AND SON (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan	12:00 (1) (35) UNCLE SAM (1) (35) VEGAS
8:05 (1) (17) MOVIE "The Naked Runner" (1967) Frank Sinatra, Peter Vaughan	12:05 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
8:30 (1) (17) MOVIE "The Naked Runner" (1967) Frank Sinatra, Peter Vaughan	12:30 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
8:35 (1) (17) MOVIE "The Naked Runner" (1967) Frank Sinatra, Peter Vaughan	1:00 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
9:00 (1) (17) MOVIE "The Naked Runner" (1967) Frank Sinatra, Peter Vaughan	1:30 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
9:30 (1) (17) MOVIE "The Naked Runner" (1967) Frank Sinatra, Peter Vaughan	2:00 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
10:00 (1) (17) MOVIE "The Naked Runner" (1967) Frank Sinatra, Peter Vaughan	2:30 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
10:30 (1) (17) MOVIE "The Naked Runner" (1967) Frank Sinatra, Peter Vaughan	3:00 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
11:00 (1) (17) MOVIE "The Naked Runner" (1967) Frank Sinatra, Peter Vaughan	3:30 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
	4:00 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
	4:30 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
	5:00 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
	5:30 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
	6:00 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
	6:30 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
	7:00 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
	7:30 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
	8:00 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
	8:30 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
	9:00 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
	9:30 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
	10:00 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
	10:30 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
	11:00 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan
	11:30 (1) (17) MOVIE "Abandon Ship" (1951) Tyrone Power, Lloyd Nolan

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They're Too Old And Timid To Halt Their Eviction

By TOM TIEDE

PRACO, Ala. (NEA) — The days are growing short for Gencie Allen. In a couple of ways. For one thing, she is more than 80 years old, ill, partially crippled, and as she sits through a warm evening on the porch of her house, she says she has become increasingly concerned with her mortality.

But she adds that she worries more about a second and more imminent deadline in her life. She has been notified that she will be evicted from her home in July. She is one of several dozen residents of Praco who are being forced to relocate by a coal mining company that owns the town.

"Where will I go?" she asks. Then she breaks down in tears.

The weeping is going on all about this piney woods community in central Alabama. The eviction is approaching with the promise of a bomb. The people of Praco are mostly old, and poor, many have lived here for decades or generations, and they assert in one voice that they are terrified.

"It's like a nightmare," Mrs. Allen says, wiping her eyes with her dress. "It's like it's not really true. I lived in this house for 23 years. I paid the rent, I kept it up, I did my best. Now the worst thing that ever happened."

The company is Alabama By-Products Corp. And it has owned the land in and around Praco since early in the century. At one time it mined the coal that is buried in these Appalachian foothills, and, in the tradition of the coal industry, it began providing housing for its regular employees.

The houses were simply designed but effective. Alabama By-Products built 600 of them in the 1930s, from softwood and tarpaper, and they provided comfortable shelter for as many as 1,700 people. Old-timers here say the rents were low and the company kept the dwellings in good repair.

Then the mines closed in the 1950s. And conditions in Praco deteriorated. Today the company maintains a single roadside



Gencie Allen: "I've lived in peace and quiet for all of my life, and it don't seem right to have to change."

office, most of the employees have left the area, and the families that remain live in badly weathered shacks that are surrounded by the cruel rubble of neglect.

So, Alabama By-Products officers have decided that it's time to deal a finishing blow to the company town. They say the houses are an eyesore, that rents do not cover their costs, and, besides, there is talk that the company wants to clear the land in Praco to prepare for a strip mine operation.

The formal evictions were passed around last winter, just before Christmas. The residents begged for a time extension, and were given until July 1. Some people have gotten out in the interim, but company observers and residents agree that about 10 families (30 people) are still here.

Including Mrs. Allen. Red-eyed and weak from worry. She says she has not had a full night's sleep since December, and the matter has been compounded by failing health. "I got arthritis and bad legs," she says, looking at the dirt road that passes her house. "I'm too crippled to move if I wanted."

She also says she's too poor to move. She is a widow without a pension, and survives on \$2,400 a year from Social Security. "Right now my rent is \$47.50 a month to the company. And the rent for homes in other towns is \$200 to \$300 a month. I can't do it. I barely get by as it is."

Mrs. Allen could find lower rentals in Birmingham, which is 35 miles to the south and east. But she insists the city is out of the question. "I like the hills. I like the birds and the trees. I've lived in peace and quiet for all of my life, and it don't seem right to have to change."

There is one other option for Mrs. Allen. She can fight. A few of the residents here have said that if they barricade themselves in their homes, and call the newspapers and television, they may be able to attract supporting public opinion and force Alabama By-Products to back down. But then again, probably not. Mrs. Allen says the people of

Praco are too old to defend themselves. And much too timid. Last winter some community members called for a mass protest outside the executive offices of Alabama By-Products, but only four women and an area minister showed up.

Thus the dilemma. Mrs. Allen says she can't move and she can't stay. The only thing she can do is put herself in the hands of the Lord. "I got until July. Then the company will come to see if I left. If I'm still here, they'll get the sheriff, and I guess they could haul me off to the jail."

She nods her head at that. And chases a fly from her arm. She gets up from her chair, and stands trembling at the edge of her porch. She says she's never been in jail before, and she suggests that, given her great age, it would be best if her time on earth ran out before her time in Praco.

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No Shortage Of Nurses In Gainesville

GAINESVILLE (UPI)—While some hospitals offer free use of cars and condominiums to recruit nurses and fill the nagging nationwide shortage, Gainesville hospitals are turning away nurse applicants.

"We have more applicants than there are positions available — about four or five applicants per available position," said Russ Kenwood, assistant director of nursing at the University of Florida affiliated Shands Teaching Hospital.

The Veterans Administration Medical Center, Alachua General Hospital and the North Florida Regional Medical Center, Gainesville's other major hospitals, had similar surpluses of nurse applicants.

As recently as six months ago, Gainesville hospitals were suffering from what the American Hospital Association estimated was a nationwide deficit of 102,000 nurses.

"Salary looms large in terms of the discontent of nurses," said Lois Malasanos, dean of the UF College of Nursing. "And salaries have nearly doubled in this region. That could play a very large role in terms of retention."

Mrs. Malasanos said the average starting salary for a registered nurse at Gainesville hospitals is about \$2,000 to \$3,000 a year higher than that paid at most private hospitals in other Florida cities, with the exception of Miami.

But equally as important, Kenwood believes, is Shands' innovative "7-and-7" work schedule that allows nurses to work five 8-hour shifts, then two 12-hour shifts followed by seven days off.

The nurses are paid for 80 hours work. Evidence of the 7-and-7's popularity is the fact that all but two of Shands' 20 nursing units opted for it.

Kenwood said the three shifts — day, night and swing — rotate through the schedule every six weeks. It makes scheduling, which was a "nightmare" in the past, "a dream" now, he said.

"Another hospital set up their schedules so the nurses could work all their hours on the weekends. The idea is to make a nurse's hours more flexible," Mrs. Malasanos said.

To make afternoon and night work more attractive, differentials for working those hours have been increased. Additionally, within certain bounds, nurses are being allowed to pick their own hours, she said.

"There are also plans to provide day-care for nurses' children," Mrs. Malasanos added.

About two years ago, Gainesville hospitals decided to mount an aggressive recruiting campaign. Shands' accreditation had been put in jeopardy by a 40 percent shortage of nurses.

The sprawling facility was converted from a state-run entity into a private corporation. Immediately, nurses' salaries were raised to competitive levels. The other Gainesville hospitals followed suit.

The attractions of a university town in north Florida coupled with the decreasing occupancy of hospitals in the cold, bleak North paid off.

"We are placing a greater emphasis on competency now," said Kenwood. "We can afford to be selective."

According to Mrs. Malasanos, a former head of general nursing at the University of Illinois, hospitals throughout the country have employed nurse recruiters who visit medical schools, set up booths at health fairs and generally try to sign up as many nursing graduates as possible.

"It now costs about \$800 (recruiting) for each new nurse," she said.

Some Miami-area hospitals offer recruits free use of cars and condos, while hospital corporations, with facilities in different parts of the country and the world, hold out an opportunity for nurses to travel, she said.

Last winter, Shands offered nurses the chance to spend time at the University of Vermont's Mary Fletcher Hospital in Burlington, Vt., near the ski resorts, under a cooperative nurse-exchange agreement.

"Hospitals are giving a lot more attention to their personnel," said Mrs. Malasanos, who listed such Gainesville hospital sponsored activities as fairs, awards banquets, free Christmas meals and family parties.

A nursing career also is being made more attractive through such things as: "career ladders," which reward nurses on the basis of the skills and education they acquire; more autonomy for nurses to make decisions on patient care without consulting a physician; and a moving away from the team nursing concept back to primary nursing, in which one nurse has nearly total responsibility for her patients.

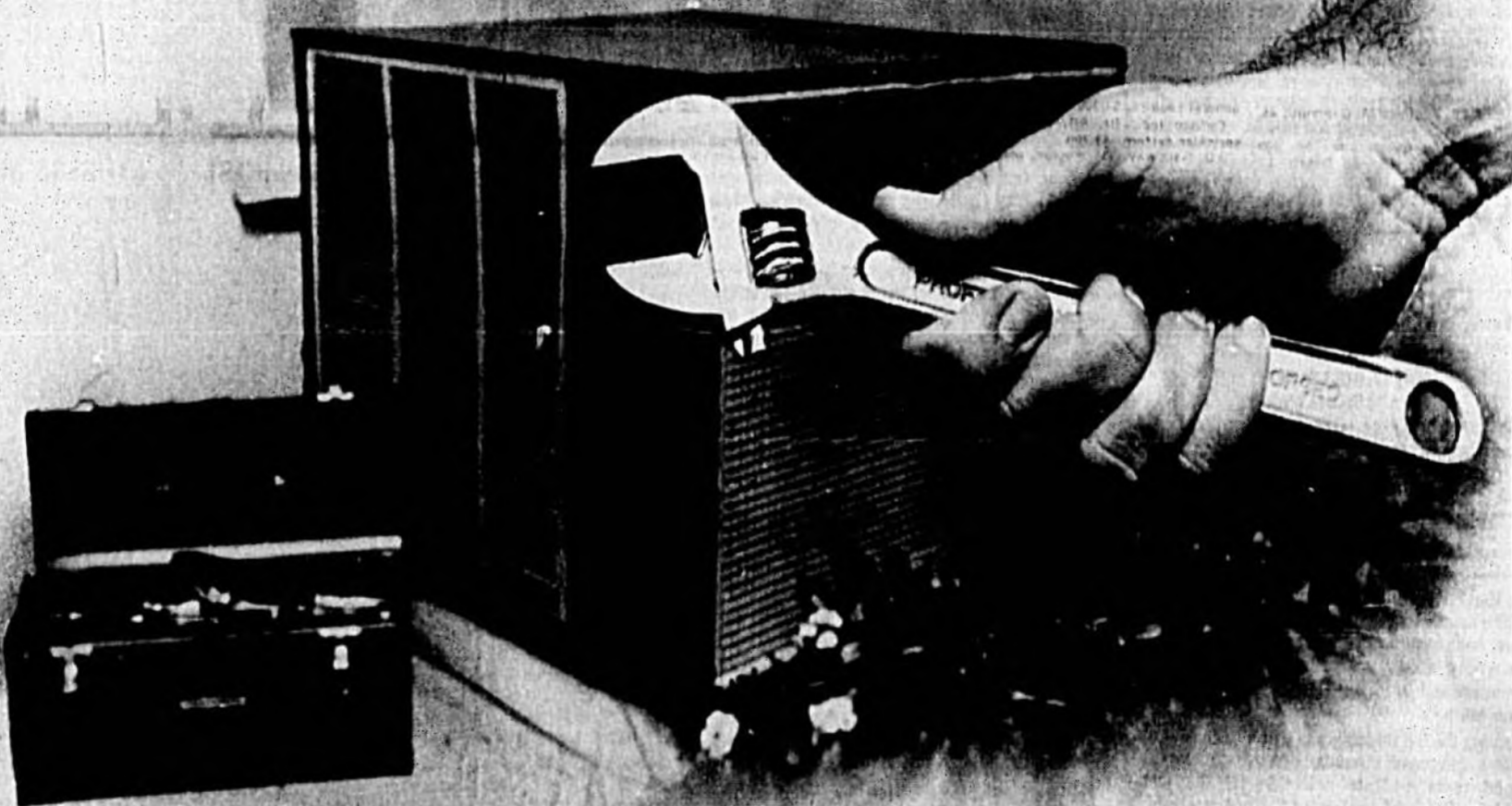
"The other was like an assembly line — one nurse, for instance, taking the temperature of 30 patients," Mrs. Malasanos said. "This is more person-oriented."

Whatever the cause or causes of the Gainesville hospitals' current good fortune, Mrs. Malasanos harbors no illusions.

"It may be a short-term phenomenon," she said. "Nurses never used to shop around. They do now. They ask. They are much more businesslike than they have been in the past."

"The shortage taught them there was more than one position available and so they could ask questions and compare."

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The George Park Family: A Bunch Of Seedy Folks

GREENWOOD, S.C. (UPI) — Each year, a green thumb's delight springs forth from the George W. Park Seed Co.'s cozy headquarters in the rolling countryside of Greenwood County.

Bulbs and seeds — enough varieties to grow more than 3,000 different plants and vegetables for the home or backyard garden enthusiast — are packaged with care and shipped around the world to millions of Park's loyal customers.

The firm's brightly illustrated seed catalogs, written with a homespun touch, urge gardeners to take advantage of "all that's old and new in the plant kingdom." The orders start coming in as the last Christmas decorations are being put away.

For more than a century, workers at the Park company have been busting spreading good cheer from January to May — the peak seed-buying season.

The 114-year-old firm — begun in Pennsylvania, trans-

planted to Florida and relocated to Greenwood after George W. Park married a South Carolina woman — is one of the largest mail-order seed houses in the world.

Park Seed also is the last of a dying breed — a close-knit, family-owned business in an industry dominated now by high-finance conglomerates.

Outside its unpretentious main building are gardens where new plant varieties are tested beside the old favorites. Inside, William J. Park, 56, the founder's son, sips coffee in a snack bar where some of his 300 employees socialize for a few minutes each day.

"It used to be that I could call up my competition and discuss new formulas or products," Park, a firm but gentlelooking man with graying, close-cropped hair, said recently.

"We'd help each other out in a bind if we had to," he said. "Nowadays, we hardly communicate. The business has just

become too impersonal."

Among Park's chief competitors are the W. Atlee Burpee Co., owned by International Telephone & Telegraph Corp., and Gurney Seed and Nursery Co., Inc., run by a Hawaiian firm with diverse financial interests.

"I discourage talk about takeovers here," said Park, whose two nephews and a niece occupy important positions in the company.

"We could sell out for a big chunk, then take the money and run, if that's all that mattered. But, it's not. We're a personal business. We run the company with very few people — we're not reporting to someone who is interested only in looking at the bottom line."

Park also discouraged publicity about the privately held company's gross sales and net income, though he disclosed that his annual payroll exceeds \$3 million.

Park's business revolved around the catalogs. Inside each are pictures showing off a cornucopia of house plants and vegetables of virtually every kind and shape, with hundreds of entertaining descriptions.

The company fills orders with seeds produced all over the world, from the Southwestern United States and parts of Asia and Western Europe to Central and South America. Park recently struck a deal with Kenyan officials to produce seeds from that African nation.

Klaus Neubner, Park's senior vice president, traces the recent popularity of home gardening to the 1974-75 recession, when the gasoline shortage forced more people to limit their activities to home.

Neubner helps forecast the company's growth potential and figure out the demand for certain plants in years to come.

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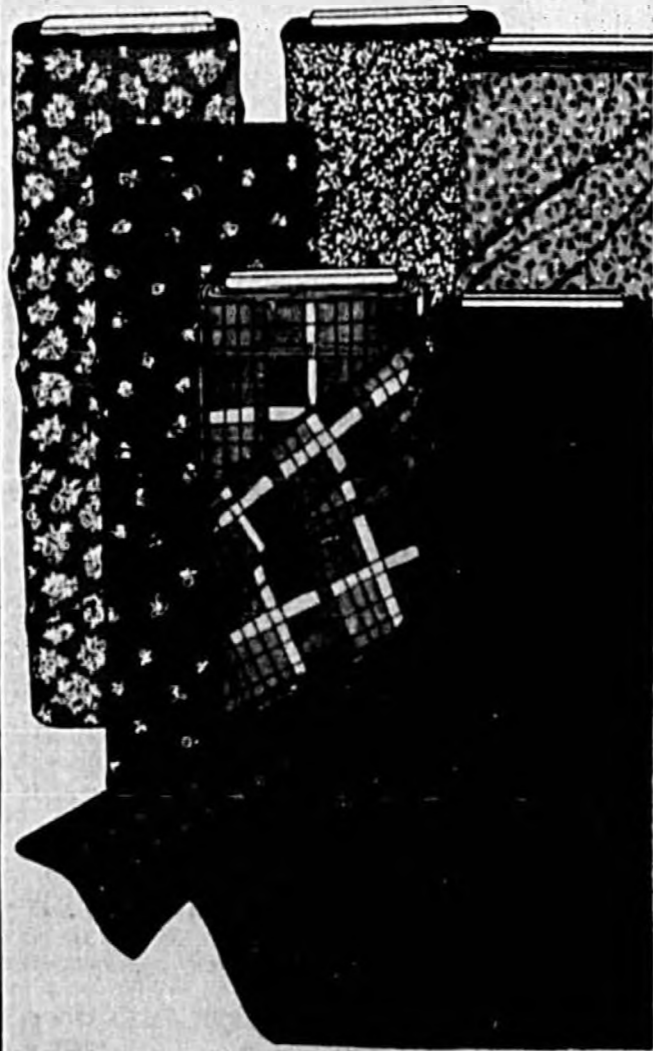
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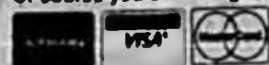
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