

Deputy Shoots, Kills Goldsboro Man

By DAVID M. RAZLER
Herald Staff Writer

The state attorney's office is expected today to issue a preliminary report indicating a Seminole County sheriff's deputy shot and killed an elderly man in the line of duty while investigating a domestic disturbance.

The dead man is Henry Alexander, about 85, of 1701 Tangerine Ave., in Goldsboro, who was shot by Deputy Richard O'Dell about 4 p.m. Wednesday.

Deputy O'Dell has been suspended with pay, according to Sheriff John Polk, as a matter of policy pending the outcome of an investigation by the sheriff's office as well as by the state attorney's office. Polk said the state attorney's office is involved "as a matter of course. Whenever there's a shooting involving a deputy, whether the victim dies or not, we ask the state attorney's office to investigate, so we can compare findings."

It's at this point the details are sketchy, according to Polk, but "as far as we could determine this morning, as soon as O'Dell entered the house, he saw Alexander in a rear room and both deputies yelled at Alexander to drop his weapon. However, Polk said, "Officer O'Dell saw Alexander turn to face him (O'Dell) and as he did, the man raised a shotgun and pointed it at the deputy who could see it was cocked. That's when O'Dell fired three shots from a .357 Magnum."

The medical examiner was conducting an autopsy this morning to determine the actual cause of death, and authorities still were uncertain whether all three shots hit Alexander or not.

Sheriff Polk said O'Dell, with the department eight years, "is a fine officer and level-headed. He has no previous record of having used his weapon in a case."

Polk said he couldn't "second guess Officer O'Dell, but I probably would have done the same thing," when asked if the deputy should have entered the house knowing there was an armed man inside, or if he should have cleared the area and asked for backup.

Polk stressed the deputy used his personal judgment and that while other options or alternative plans are available under such circumstances, "no one can say for sure which options anyone will take under those conditions."

Polk also said a check of his department's files shows several complaints of disturbances in the past at the Alexander residence "many of them involving weapons." Meanwhile, Sanford police records also indicate Alexander has a previous arrest for discharging a firearm in the city.

Neighbors of Alexander say the man had periodically had fights with Ms. Brown.

While Polk says he would like to see a county grand jury pass final judgment on the investigators' reports, Chief Assistant State Attorney Chris Ray said, this morning, the review might not even be necessary.

Polk said he believes all cases where a man is killed should be evaluated by a grand jury. Ray says the grand jury will only be asked to consider the case if the investigators' reports do not conclusively clear O'Dell of any possible improper actions.



Sheriff's deputies look on as the body of Henry Alexander is carried from his home



A Seminole County evidence technician carries the wrapped, 20-gauge shotgun Alexander allegedly aimed at deputies moments before he was shot.

State Considers Putting Prison In Seminole County

By DONNA ESTES
Herald Staff Writer

Seminole County is one of four Central Florida counties being considered as a site for a new "medium-maximum" security prison for Florida, a state official said today.

The other counties being considered as the site for a prison, ultimately to cost \$30 million and have the ability to house 634 men, are Orange, Lake and Osceola according to Frank McLaine, Facilities Administrator for the state's division of corrections.

McLaine said the prison could be located anywhere in the four-county Central Florida area south.

McLaine added, however, the state has been trying to locate a maximum security prison in South Florida for years without success.

He said it is unknown exactly what action the Legislature will take during the current session — whether it will be for land acquisition, planning or new construction, or all three. "If it commits to only land and planning the 21 months time frame would not be turned on," he said.

In response to a question, McLaine said a medium-maximum or "close custody" facility would include persons convicted of murder, rape and other crimes of doing bodily harm to persons, but persons convicted of other, non-violent, crimes would also be kept there.

Meanwhile, State Rep. Bobby Brantley, R-Longwood, who learned Wednesday that Seminole County is among those areas being considered as a possible site for the medium-maximum security prison, said he could not envision any area in Seminole County which would be an appropriate site.

"My big concern is that this is not something Seminole County would want. I feel something of this sort should be located 20-40 miles from the nearest community. If there were breakouts, we wouldn't want prisoners running next door to someone's home and hurting someone," Brantley said.

Sheriff John Polk said what it boils down to is "everyone says there is a need for more prisons but no one wants them in their back yard."

"I don't think Seminole County is an appropriate place for a maximum security prison. Minimum security prisons, though, have to be built somewhere. I wouldn't be opposed to a minimum or medium security prison here. Maximum security should be maintained at Raiford. The state has plenty of land there and can build there."

Today

Los Angeles (UPI) — Sen Edward Kennedy said today he would withdraw from the presidential race if he comes in second to President Carter in the June 3 primaries — but only if Carter debates him before then.

Kennedy said he will debate Carter any time before the June 3 Ohio, California and New Jersey primaries.

"If he agrees," Kennedy said in a speech to the Los Angeles Press Club, "then the final primaries will be the true test of this campaign."

Agency Ponders Safety Of 3 Schools' Insulation

By DIANE PETRYK
Herald Staff Writer

In a meeting scheduled for today, the U.S. Consumer Product Safety Commission will consider whether to ban or require warning labeling on a form of building insulation used in three Seminole County schools.

The insulation is a spray-on foam known as urea formaldehyde. It has been the subject of over 500 consumer complaints made to the Safety Commission. The complaints cite adverse health effects, said Safety Commission spokesman Carol Young. The substance, she said, has been banned in Massachusetts.

It has been banned in several states, said Hugh Carlton, director of auxiliary services for Seminole County Schools. But he said he does not know if any states have ordered the substance removed from existing construction.

He said he has research documents from manufacturers of the substance which show it is "perfectly harmless."

"So there's two sides to the issue," Carlton said.

Urea formaldehyde has been used in the additions to Lyman High School and Lake Howell High School and has been used on about 150 feet of wall space in the general music area of the new Lake Mary school.

Despite the consideration that the substance may someday be required to be removed, the Seminole County School Board Wednesday voted not to remove it where it has already been installed at Lake Mary.

Superintendent William Laver said the cost of removal now would be about \$8,000. After the building is complete, he said, the cost would be about \$12,000.

But the substance may never have to be removed.

The board approved a change order that provides for a substitute form of insulation on the rest of the construction. Builder's sand and sprayed-on cellulose will be used for this purpose.

The substitution was agreed to by the contractor at no additional charge according to a letter from Gutmann-Drasgah Associates, the architectural firm in charge of the project.

Urea formaldehyde gives off a toxic gas when it burns, according to Charles E. Chick, associate commissioner for educational facilities construction with the state Department of Education.

David H. Epperson, research architect with the state Department of Education, recommended that the board discontinue use of the substance but did not recommend its removal.

Epperson said the Safety Commission has conducted hearings on a national level to determine acceptable level for emissions from the substance and high humidity.

"Full (Safety Commission) reports will come out toward the end of the summer — but right now we're in limbo," he said.

Young said adverse health effects that have been attributed to the substance are respiratory problems, eye irritation and nose bleeds among a wide range of other problems.

Epperson said formaldehyde is used in a wide range of building products and when it is inert presents no problem.

"The question here is that this product is not totally stable," he said.

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Seminole Third Graders Achieve Best Scores In State

In reading, writing and arithmetic, Seminole County third graders are the best in the state.

State student assessment test results announced at the Seminole County School Board meeting Wednesday showed that 99 percent of the county's third graders met the state standard for reading; 86 percent met the standard for writing and 94 percent met the standard for math. These were the highest percentages of compliance with the standards for any county in the state, except for a tie with Brevard County third graders in the reading category.

Seminole County fifth, eighth and eleventh graders also scored high compared to their counterparts in 66 other Florida counties.

"We're very proud of the results," said Superintendent William Laver. "This is good."

"It's very good," added School Board Chairman Allan Keeth.

State student assessment tests are given each fall by third, fifth, eighth and

eleventh graders as well as twelfth graders who were not in the system as eleventh graders.

Tests of the twelfth graders, most newcomers to Seminole County, showed less impressive scores than those of the eleventh graders who had been with the county longer.

"Newcomers score worse than those who have been here," Laver said.

In reading, 87 percent of Seminole's eleventh graders passed the test, putting them in fourth place in the state in that category.

Twelfth graders, however, ranked fourteenth in the state for reading, with 79 percent of those tested meeting the state standard.

School Board public information officer Ralph Ray said he feels one of the reasons Seminole County students rank so high is because the county has good teachers.

"We have more teachers here with more experience because we pay our experienced teachers on the high side,"

placed second in reading with 86 percent passing, surpassed only by Walton County fifth graders, of whom 87 percent passed.

Eighty-four percent of Seminole County eighth graders passed the reading and math, placing second in the state in both categories. In writing, 85 percent of the eighth graders passed, tied for third place among counties.

Forty-four percent of the Seminole County eleventh graders met the state's standard for writing, a five-way tie for ninth place in the state. The eleventh graders also ranked 9th in the state in math, in a four-way tie.

Only 29 percent of Seminole County twelfth graders met the state standard for writing, but this was still a five-way tie for 18th place in the state among 67 counties. Sixty-two percent of Seminole County twelfth graders met the math standard, ranking 15th in the state.

DIANE PETRYK



ALLAN KEETH
...results very good

WILLIAM LAYER
...very proud

Election Polls Boost Anderson

United Press International
Illinois Congressman John Anderson, who broke ranks with the Republican Party for an uphill independent presidential campaign, could come within striking distance of upsetting Ronald Reagan and President Carter, according to the results of an ABC-Lou Harris poll.
The poll released Wednesday and reflecting the sentiments of 1,190 voters, showed that if the election were held today, Republican Reagan would get 39 percent of the vote, Carter 33 percent and Anderson 23 percent.
But, when asked how they would vote if Anderson could convince voters he is a serious candidate with polls showing he has a reasonable chance of winning, his approval rating rose 6 points to 39 percent, compared with Reagan at 33 percent and Carter at 21 percent.
The poll was taken in the last week in April after Anderson withdrew from the GOP race.
Anderson's chief strategist, David Garth, Wednesday night said in a telephone interview from his New York office he is "obviously pleased" with the results of the poll, but that he is "not kidding himself" when he says "we still have a long way to go."
Meanwhile, the Michigan Court of Appeals Wednesday refused a request by the state GOP to rule Anderson off the state's May 20 presidential primary ballot.
Anderson could not be reached for comment, but his wife Kiki, said from their Washington home, "I know John must be pleased, but will still work hard."
"It is a question of time. As the campaign proceeds Anderson will get better known and his situation will improve," Garth said. He also cited recent polls in the Los Angeles Times and Hartford (Conn.) Courant showing Anderson just a few percentage points behind Reagan.
Garth said Anderson's greatest "potential for growth" is among voters "who really don't know who John Anderson is yet."

HOSPITAL NOTES

SEMINOLE MEMORIAL HOSPITAL
MAY 15
ADMISSIONS
Mary Daugherty
Lavonne E. Chesney
Seth A. Donald
Porter Jones
Nova J. Theriault
Ransall Smith, Delroy
Basil Busac, Deltona
Guy Cecil, Deltona
BIRTHS
Thomas and Catherine Helms, a baby boy

DISCHARGES
SANFORD:
Fred A. Baker
Claude W. Denton
Mary Edwards
Alphonso Evans
Loh M. Fatiene
Louise Monge
Arthur Nello
John Sutton
Shirley Theriault
Beverly S. Wright
Steve Carmichael, Deltona
Katherine Hrbacek, Deltona
Isabelle T. Rulle, Deltona
Shirley A. Cox, Puerto Rico

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Cardinal Ponders Townhouse Decision

By DONNA ESTES Herald Staff Writer
Cardinal Industries has made no decision on what it will do with six lots it owns in the Sanora planned unit development (PUD) now that the city commission in a tie-vote has turned down its plan to place six factory-built townhouse units on the property.
Paul D. Jarvis, spokesman for Cardinal, said a decision will be made next week.
The city commission this week (after hearing an appeal to a planning and zoning commission denial of a site plan for the structures) voted 2-2 on a motion to approve the project. Commissioners Eddie Keith and David Farr voted against the motion while Commissioner John Morris and Mayor Lee P. Moore voted in favor. Commissioner Julian Stenstrom, a Cardinal employee, abstained from voting.
Cardinal's problem with its plan for the six

units began in April when the city's planning and zoning board turned down approval for the site plan. The basis of the denial was that the city PUD ordinance requires at least ten units nor more than eight in a group. Homeowners, said the homeowners opposed the plan because it does not guarantee continued maintenance of the units. He said the units planned are not comparable in size and type to homes already built in the development and would cause the value of existing houses to decline. Eight other Sanora homeowners also spoke in opposition.
Keith said he was voting against the plan because of the availability of other property for Cardinal to place units on and because of "the fear and apprehension of the Sanora community." Moore said the Cardinal request for six units was far less than it could request under the current zoning.
Cardinal's problem with its plan for the six



WHO PLAYS THIRD BASE?

This is not the latest team picture of the Cleveland Indians. Actually, it's the latest in military vessels in Micronesia's Pagan Islands: a 43-foot war canoe named "Lightning." The 30 islanders required to power the new canoe recently raised their paddles at attention following dedication and launching ceremonies.

City To Add \$5,000 After Quick Move?

An example of fast public negotiations by City Commissioner David Farr may bring the city \$5,000 it had not expected for 10 lots the city owns in the Celery Avenue area.
An offer from a Kurzon Inc. spokesman Monday night to purchase the lots for a total of \$15,000 for use as sites for seven federally subsidized houses brought a counter-offer from Farr.
"How about \$30,000?" Farr asked. The spokesman, pausing for only a minute, agreed and left the meeting.
Mayor Lee P. Moore said the city had earlier received a \$9,000 bid for the property, appraised on the tax rolls at \$11,788.
In other business, the commission also took no action on a bid of \$400 from surrounding property owners offering to purchase the land-locked Uppland Park property, owned by the city.
Farr, saying he could not "in conscience see disposing of the property for \$400," even though City Manager Warren Knowles said he would just as soon give the property away for \$1, asked the owners to consider paying the appraised value of the land at \$5,825. The land is currently assessed at \$2,650.
Knowles pointed out since the property is land-locked the city has no way of providing maintenance except by going over private property. Adjacent property owners, James A. Morace and Larry Mikela, who made the \$400 offer to purchase, have complained the property is a haven for rats and snakes.
— took no action on a state Department of Transportation request that the city pay \$400 per year for railroad signal maintenance for new railroad signs and pavement markings to be installed at the Seaboard Coastline crossing on West Country Club Road.
Knowles said while current law does not require the city to pay for the maintenance, the Florida Legislature is considering passing a law calling for the maintenance costs to be borne by the cities. He urged the commission to take no action on the request.
— adopted a resolution supporting the county's request that the Spring Hammock area be included under the state's natural lands acquisition program.
— changed its regular meeting night from Monday, May 26, to Tuesday, May 27, because of the Memorial Day holiday.
— approved trips to Tallahassee by Knowles for work reviewing applications for grant requests as a member of a statewide organization today and Friday. The commission also approved Knowles' absence from the city Sunday to May 24 when he will be in Tallahassee working with the Florida League of Cities on legislation being considered by the Legislature.
— set a public hearing for June on the request of the Hospital Corp. of America (HCA) to vacate portions of the rights of way of Fulton Street, Water Street, Oleander Avenue and Commercial Street located within the hospital property on the lakefront.
— took no action on a request from Seminole Community Action that the commission appoint a member to that organization's board of directors.
— reorganized the Central Examining Board Bobby Harvey, George Mills, E.C. Harper Jr. and William Halback.
— DONNA ESTES

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Major Powers To Mark 25th Anniversary Of Austrian Treaty Today

VIENNA, Austria (UPI) — Edmund S. Muskie met Soviet Foreign Minister Andrei Gromyko in Vienna today, his first encounter with his Soviet counterpart since becoming secretary of state.
It also will be the first meeting between top U.S. and Soviet representatives since December's Soviet invasion of Afghanistan and the U.S.-led boycott of the Moscow Olympics.
The occasion is the 25th anniversary of the treaty of Austrian independence which came with the 1955 withdrawal of Allied and Soviet occupation forces.
Cyrus Vance, who resigned as secretary of state April 28, had agreed with Gromyko to attend the celebration along with the foreign ministers of

France and Britain. But they had left open whether to use the occasion for political talks or treat it merely as an affair of protocol.
State Department officials in Washington said Muskie, who was sworn into office last Thursday, had taken the initiative in scheduling a meeting with Gromyko Friday at the Soviet Embassy. It is expected to last about two hours and cover a range of issues that recently have divided the two countries.
Austrians contend the signing on May 15, 1955, of the Austrian State Treaty made possible the era of East-West co-existence and, later, détente.
It was a bright summer Sunday 25 years ago that five foreign ministers signed the Austrian treaty at Vienna's baroque Belvedere castle —

Russia's Vyacheslav M. Molotov, America's John Foster Dulles, Britain's Harold Macmillan, France's Antoine Pinay and Austria's Leopold Figl.
Macmillan and Pinay had agreed to return for the anniversary. Molotov, at 86, is too old and sick to travel. The late John Foster Dulles will be represented by his sister Eleanor.
Surrounded on three sides by communist countries and situated between the two major power blocs of NATO and the Warsaw Pact, Austria has pledged not to join any military alliances nor permit the establishment of foreign military bases on its territory.
The four former occupation powers guaranteed

would not otherwise have signed the document.
Historians remain uncertain why the Soviets agreed to pull out of Austria, one of their few major concessions since the war. One version was that they wanted to hint that Germany also could have unification in exchange for neutrality.
Austria's neutrality, however, is only in a military sense. The country looks westward economically and in every other way.
Surrounded on three sides by communist countries and situated between the two major power blocs of NATO and the Warsaw Pact, Austria has pledged not to join any military alliances nor permit the establishment of foreign military bases on its territory.
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Three metal blades. Four speed wall control. 3 year replacement warranty. In White or Brown. 38" sweep.

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Simulated wood-grain finish printed on a 5/32" x 4" x 8' panel.

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ELIZABETHTON, Tenn. (UPI) — He was born in Samos, Greece, speaks in broken English, sports an 1890s handlebar mustache and has been a citizen less than 10 years. He's also the law in rough and tumble Carter County, Tennessee, and is more cussed and discussed than the people he arrests.

Sheriff George Papanatouli has been sued 20 times, including once for selling a country record about a county constable. He calls members of the county police structure "liars," and says he sometimes fears for his life.

He's jailed a lawyer, a preacher and a federal revenue agent. He once locked a judge out of the courthouse and of a state legislator led by lawyer James H. Papanatouli from the Tennessee General Assembly. The first person ever expelled from that body. All this, and he's only been in office since 1976.

Papanatouli's critics don't mince words. He is described as overbearing, ruthless and a law officer who doesn't understand how the system works. One critic said Papanatouli thinks he is above the law.

There has hardly been a dull moment in the rural East Tennessee mountain county since Papanatouli won election by 157 votes.

Papanatouli came to the United States in 1954. After serving in the Marines, he studied law in the States. He said he had just decided to stay. He opened up a business in Elizabethton, but eventually took a job as deputy sheriff.

"I told these people that I would give them a good job. These are basic, down-to-earth people. They knew I wouldn't favor any special interests group and they elected me," Papanatouli said from his dirty and cluttered office on the bottom floor of his red brick jailhouse.

Papanatouli, 43, said that in the past people used the sheriff's job for political and monetary gain and since taking office he has

"rocked the boat."

"Social standing and political importance have always made the difference here. No one should get any special treatment here and you can become unpopular when you mess with the status quo," said Papanatouli.

Papanatouli said the latest count showed 20 suits have been lodged against him and right now the slate stands at 19-1 in his favor. He lost a lower court decision involving Jarvis Stout. A jury ruled the constable had been libeled in a song produced by Papanatouli and sung by one of his deputies.

Papanatouli, the Jarvis Stout, record walking over a stereo system in his office, has appealed the decision.

"Most of the petitions have come because I have stepped on some toes."

Papanatouli's most celebrated case came when he arrested former Rep. Richard Fisher, who allegedly tried to bribe him. Papanatouli, working with Tennessee Bureau of Criminal Identification agents, taped the conversation where Fisher allegedly offered the money. Fisher was found guilty of attempting to commit a felony. The Legislature expelled him earlier this year.

Fisher, who is appealing the case, accused Papanatouli of plotting the bribe incident.

"When I was elected I said, 'no special treatment,' and that goes for state legislators, too," Papanatouli said.

Papanatouli has battled with the county governing board to get more money for his department. He accused the commissioners of using a "good ole boy" system with a \$17 million budget.

"I don't care what toes I step on. I am going to tell the truth. Government ought to be run for the majority, not the minority," he said.

Papanatouli, with a button in his pocket that reads "Love a Greek," said a \$50,000 contract was put on his life.

"I can't call names. They know who they are," he said. "About the only thing they can do is kill me."

He said his Greek origin has come up in his short and stormy career, but most people hardly notice he's not a homegrown boy.

"The losers are the ones who bring it up."

Most people accept me. If you do your job, people don't care where you are from," he said.

Papanatouli said he has no intentions of changing his style to keep out of trouble.

"If the people don't like me they can throw me out," he said.

ROTARY DONATES BED

Tony Russi (left), president of the Rotary Club of Sanford-Breakfast, presents a part of a set of dishes to Timothy "Pappy" Wilson, president of the Good Samaritan Home in Goldsboro. The club donated more than \$600 in goods to the home, including a hospital bed, bedside table, overhead stand and a chair.

MEMPHIS, Tenn. (UPI) — R.T. Logan is the law just east of the Mississippi.

Patrolman Logan, peddling subscriptions without a permit.

Or it might have been the time he turned in a supervisor for betting 50 cents on a football game.

This month he stuck parking tickets on cars belonging to members of the Memphis Police Association bargaining team while they were negotiating a new contract.

His own Elvis Presley could get past Logan. He once ticketed the late king of rock 'n' roll for riding a three-wheel motorcycle without license plates or proper registration.

His wife kept his copy of the ticket as a souvenir and the court threw out the case against Presley, the town's most famous citizen, who gave away Cadillacs at the slightest whim.

"He ain't no different than anybody else," Logan said.

"Needless to say, other officers advise me, 'What did you do that for?' You could have got a Cadillac."

The 11-year veteran of the Memphis Police Department believes the law applies to everybody, no matter who they are. He considers himself on duty 24 hours a day.

"You know on Sundays some cops won't issue tickets because it's the Lord's Day," he said. "I'm a strong Christian and on that day of

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Housing Seminar Tonight

A free seminar on equal opportunity in housing will be held at 7:30 p.m. today at the Altamonte Springs City Hall commission chambers at 225 Newburyport Ave. Co-sponsored by the equal opportunity committee of the Orlando-Winter Park Board of Realtors and the Seminole County Board of Realtors, the clinic will feature a panel of experts in the fields of financing and legal services pertaining to real estate.

Panel members will answer questions on how to purchase a home for which you may qualify and discrimination and legal rights under the fair housing law.

Refreshments will be served immediately following at which time the panelists will be available to assist those attending on an individual basis.

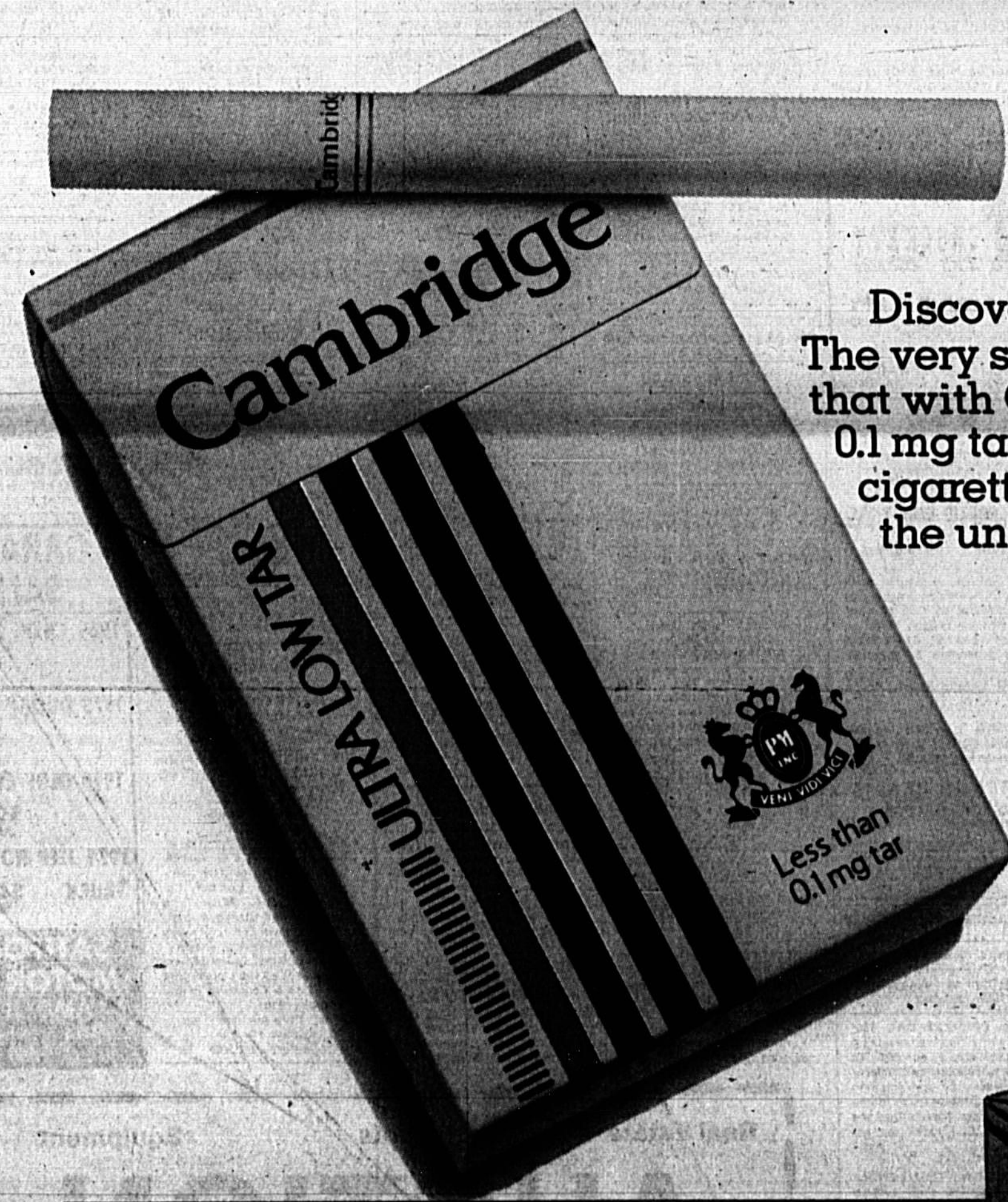
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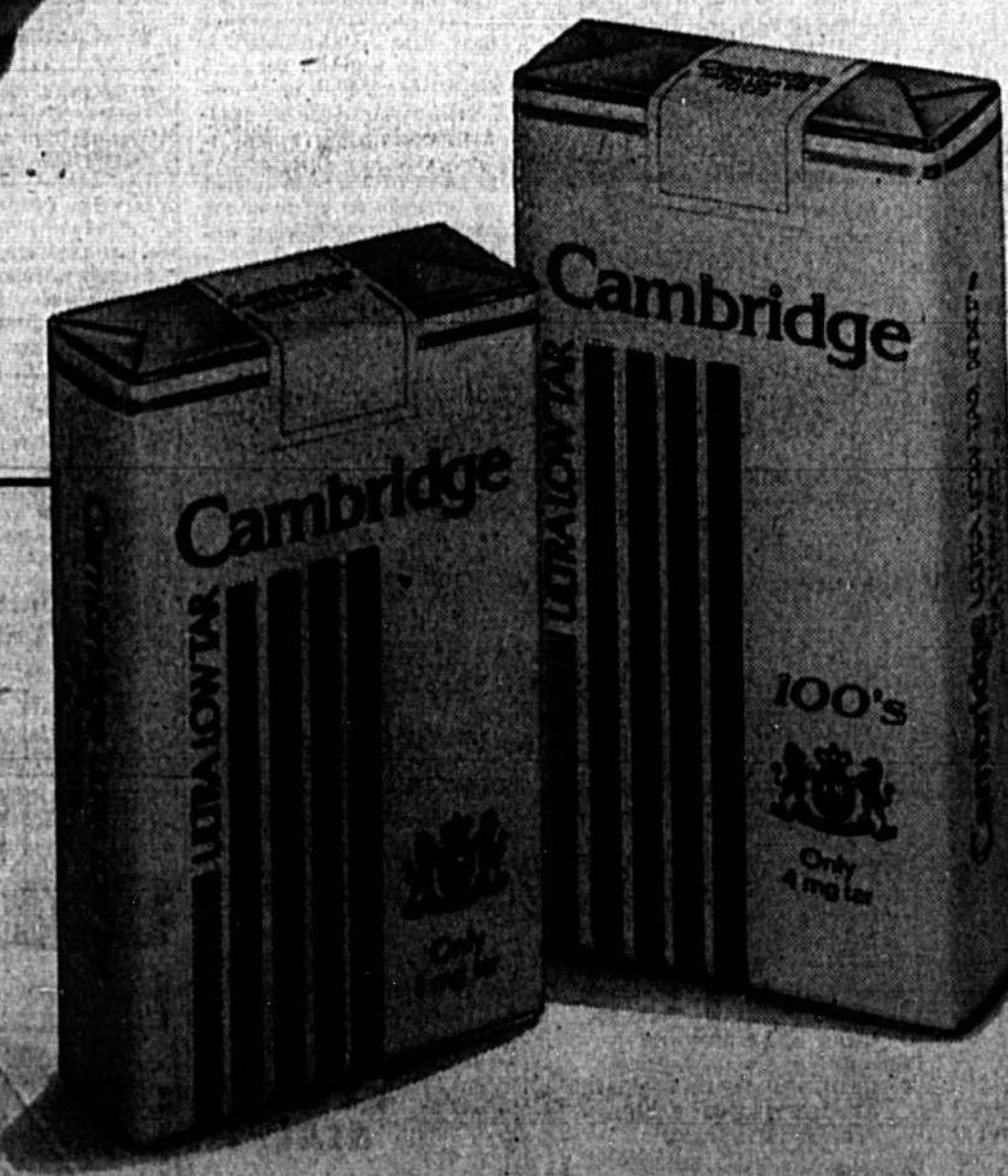
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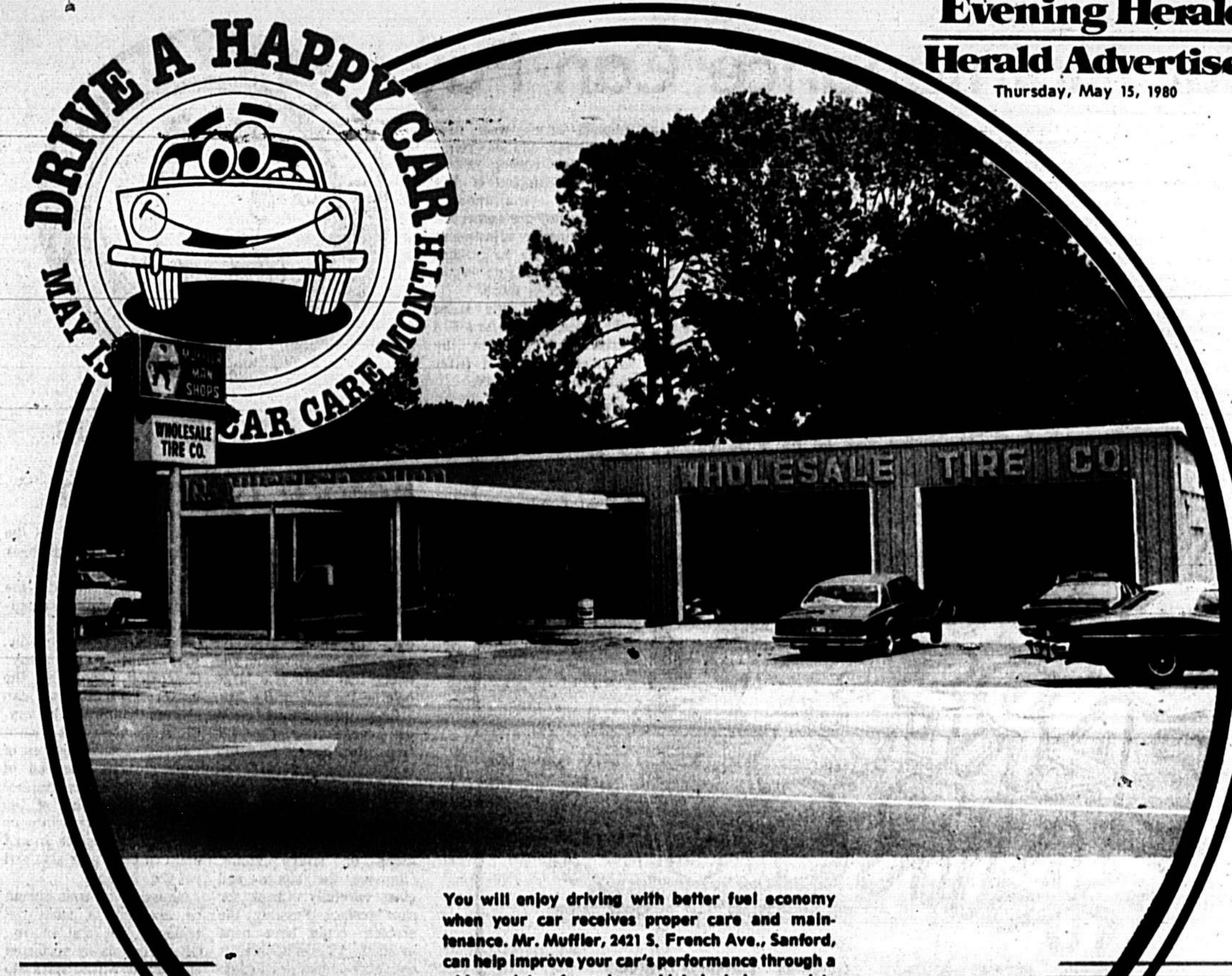
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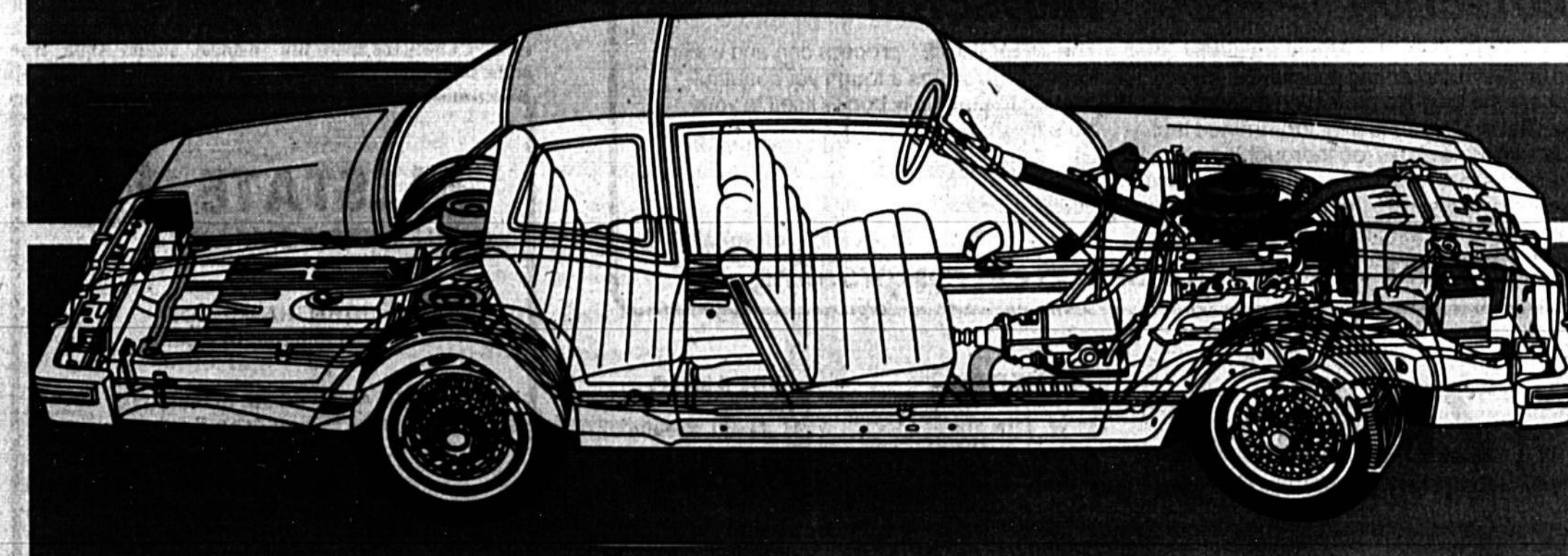
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Evening Herald
Herald Advertiser
Thursday, May 15, 1980



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CAR CARE



Car Maintenance Can Pay

Millions of car owners also are paying a steep price for neglecting maintenance. Billions of dollars annually are being squandered due to avoidance of basic car care.

An obvious example is the untuned engine that wastes fuel. With gasoline at more than a dollar per gallon, it is estimated that cars in substandard condition waste over three billion dollars annually in fuel costs, says a major oil company. The

United States Department of Transportation estimates that if all vehicles were tuned to manufacturers' specifications, five billion gallons of gasoline could be saved a year.

Yet a study of nearly 6,000 cars nationwide showed that nearly eight of every ten cars needed some work to make them fuel efficient. Faithful car maintenance pays off handsomely in other ways. The simple, cost-free

action of keeping tires at their proper level of inflation pays off in both fuel economy and longer tire wear. There is an estimated five percent loss in fuel efficiency when tires are underinflated.

Yet a survey conducted by a tire company found nine out of every ten cars checked have improperly inflated tires. On the subject of tires, a wheel alignment costs around \$25. Improperly

aligned wheels wear tires prematurely and may ruin a set of tires costing \$200.

Other examples of how "in-time" maintenance saves money are numerous. Transmission adjustments cost around \$35, forestalling major transmission repair costing \$250 or more.

Regular oil and filter change can be done for \$15. A valve job caused by neglecting oil and filter would run nearly \$200.



Take Precautions Before Next Trip

You are driving along on the freeway and all of a sudden you get a blowout. Cars are speeding all around you. You finally are able to drive the car off the road onto the shoulder safely.

Upon closer observation, you notice that there is a large hole on the side of the tire. What precautions could you have taken prior to your trip, to have possibly avoided this problem? You could:

1. Check the tires for bulges, cracks, cuts, excessive wear or pieces of glass or sharp stones. (Remove the stones and glass carefully. Check for slow leaks.) Possibly the problem could have been avoided. You might have seen a weak spot or bulge on the tire and had it fixed before entering the freeway.
2. Check your car owner's manual to find out how to care for the tires on your car. (The manual is probably buried in the glove compartment.)
3. Check the air pressure weekly when tires are cold. A change in 10 degrees of temperature causes tire pressure to change one pound. Heat causes tires to expand. Check the spare tire at the same time. (That's the

tire buried beneath all the things in the trunk or below the floor board!)

4. Have tires rotated as the owner's manual recommends.

Old batteries never die, they just wear away! Corrosion (acid) on the battery terminals can shorten the life of a battery. Clean the terminals with a solution of seven ounces of water to one teaspoon of baking soda. Be careful not to get the residue of the terminal on your hands or clothes. The residue is acid and can burn your skin and eat the clothing.

Emission controls should be checked to save the ecology, fuel and money. Often, controls are neglected or forgotten when it comes to checking the safety and efficiency of the car.

Items that should be carried in the car because they are helpful to your safety are a flashlight (be sure to have fresh batteries and bulbs), blanket, a couple of large garbage bags (for kneeling on) when changing a tire, gloves, flares and/or reflectors to warn other motorists that your car is stalled, a tow rope (owner's manual should state, type and place on the car to install.

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Early Auto Owners Daring, Resourceful

By JAMES J. BRADLEY
Curator,
National Automotive
History Collection
Detroit Public
Library

What a daring, resourceful and hardy breed our early auto-owning ancestor must have been. They would have had to be, just to survive the skinned knuckles, broken wrists and frayed tempers that were an ordinary part of that day's motoring.

America's turn-of-the-century automobile population was a meager 8,000; by 1905 it had reached the grand figure of almost 75,000.

It is easy to see why investors and businessmen largely ignored the service end of the newly developed self-propelled vehicles. Livery stables, bicycle shops and carriage works: that's where the action was.

Service depots were set up by a few of the manufacturers in the urban areas, and as the decade progressed a scattered few independent commercial garages began emerging.

In the hinterlands, however, the blacksmith held sway. The agricultural simplicity of horseless carriages made every blacksmith an expert in auto repair, theoretically. In reality, his services seldom encompassed more than fixing bent axles and broken springs or fashioning replacements for gears with broken teeth.

And there were broken parts galore to be straightened out or replaced. The early automobilist was generally a rotten driver. The 19th century had not prepared him for a machine that could zoom along at the hair-raising speed of 25 miles per hour while having to contend with all sorts of intricate levers, gears and mechanisms.

The most complicated machines he probably had had any experiences with before were the steam locomotive and his wife's sewing machine; it was hardly likely that he ever ran either of those.

The combination of fragilely constructed motor carriages and murderous roads made punctured tires and broken springs, axles and gears commonplace occurrences. More complicated repairs might require parts or even the services of an "expert" from the factory, if the owner were lucky enough to have a machine whose maker was

still in business.

Almost as soon as the vehicle arrived, the aspiring driver discovered he had to study the instruction book that came with it. With that all-encompassing fount of wisdom in hand, the average motorist was prepared for any eventuality, the manufacturer claimed.

Owner's books then were much more robust sources of information than their counterparts of today. Sears & Roebuck, for instance, manufactured a high-wheeler that was shipped in a crate for assembly by the buyer. Their 1910 manual scoffed at the abilities of most professional mechanics and warned the automobilist:

"By all means, try to keep your car out of the hands of repairmen in local garages, especially in small towns, as there are more cars ruined by them than there are by all the owners of cars put together, regardless of make."

Some manufacturers also felt it was prudent to tell the motorist what not to do.

One early Olds owner's book contained a whole series of "don'ts." One no-no cautioned, "Don't take out all the spark plugs when nothing is the matter except that there is no gasoline in the tank."

Another warned drivers:

"Don't use a lighted match to see if the gasoline tank is empty." It followed that bit of wisdom with the sly witicism that "Something unexpected may happen."

In addition to the factory owner's book, there were numerous commercially produced monographs for the neophyte. One outstanding authority was an L. Elliott Brookes. His 1904 opus, "The Automobile Handbook," told how to fix

everything from the radiator to the tail lamps. One vexing problem most early motorists had to contend with was in the clutch. Almost always a clutch was either slipping or it was what was called "fierce."

To cure a slipping clutch, Mr. Brookes advised taking a coarse file and roughing up the glazed surface of the

leather face of the clutch.

A "fierce" clutch was a different and more serious matter. It could grab so violently as to shear, off the bevel driving gears. The solution: soak the entire clutch overnight in castor oil. This was a sure way to cure a "fierce" clutch and also to stink up your car.

History, we are told, tends to repeat itself; a truism

indeed applicable to the automobile industry. The

1900's buyer, like his successor of the 1970s, was sometimes stuck with a car so bad it just seemed to defy repair. Great grandfather's way of dealing with his lemon was much the same as the outraged owner of the

'70s: an eyeball-to-eyeball confrontation with management.

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Repairs were largely the responsibility of that car owner at the turn of the century. With only a few thousand cars on the road, the service business had yet to develop. A blacksmith or livery owner was the only source of outside help.

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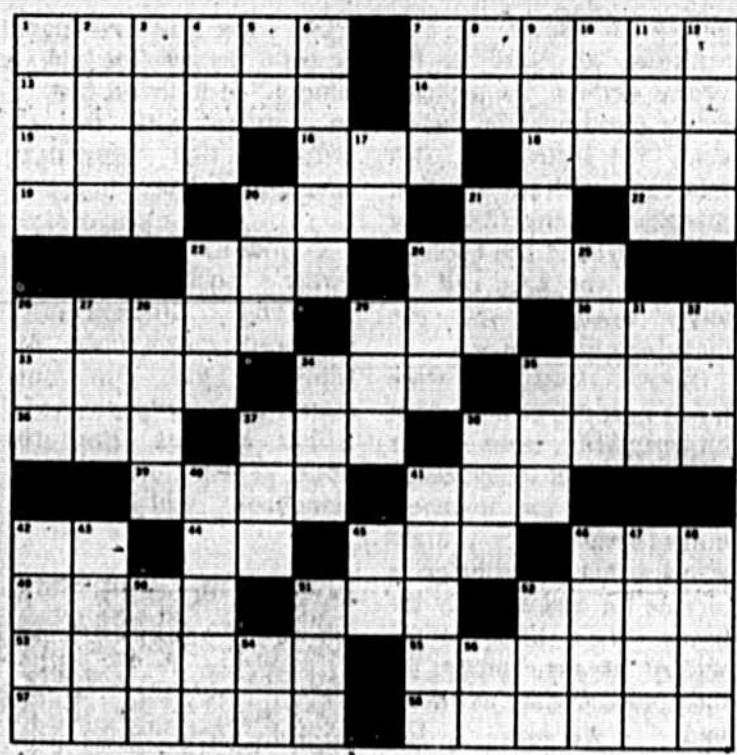
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Car Care Crossword

(Answers On Page 6)



- ACROSS**
- Check these for safe stopping
 - Gasoline in London or Liverpool
 - Name of several U.S. poets
 - Automotive power source
 - First words of National Anthem
 - Type of combustion engine car has (abbrev.)
 - Gas-wasting engine mode
 - Opposite of even
 - Position Ted Williams played (initials)
 - 355 days (abbrev.)
 - rod, steering system part
 - Vital part of cooling system
 - Part that holds the tire
 - Bovine
 - Biblical woman's name (alt. sp.)
 - Highway
 - Governance transportation agency (initials)
 - Heart of a tune-up
 - Still
 - Married woman
 - Highway warning signal
- DOWN**
- out, tire trouble
 - lilies flower
 - Not home
 - Ignition assembly
 - Spanish article
 - What cars with bald tires do
 - Favorite
 - Type measure
 - Person initials on last work day (pl)
 - Let loose
 - Merely
 - Sinister smile
- ACROSS**
- Dangerous condition due to poor suspension
 - Roman Catholic (initials)
 - Williams or Kennedy
 - Baseball statistic for hurriers
 - "Ode to a Grecian Urn"
 - One for 49
 - Where Qum is
 - Motorists' help org. (initials)
 - Gas-wasting economy, better starts (abbrev.)
 - Windshield cleaners
 - Williams played (initials)
 - contribution (two words)
 - Roadside markets
 - Miss Coolidge or Hayworth
 - Finch
 - Movie studio initials
 - Balpoint (two words)
 - Nobelman
 - Not as much
 - Conjunction
 - Military address
 - Bowling organization (initials)
 - Austin campus (initials)
 - Clara Bow's quality

Motor Oil Is Popular At Markets

When grocery shopping lists contain the notation "oil", it is no longer safe to assume the purchaser wants to fry chicken. Just as likely, the oil in question is a 10-40W motor oil.

Reflecting the growing interest in do-it-yourself car care, the shelves of supermarkets are carrying an ever-wider variety of car care products. According to the publication Home & Auto, "The automotive related food chain has really caught fire in the past two years."

Motor oil is the leading automotive product sold by food stores. Automatic transmission fluid and brake fluid also are heavy sellers, as is windshield washer fluid.

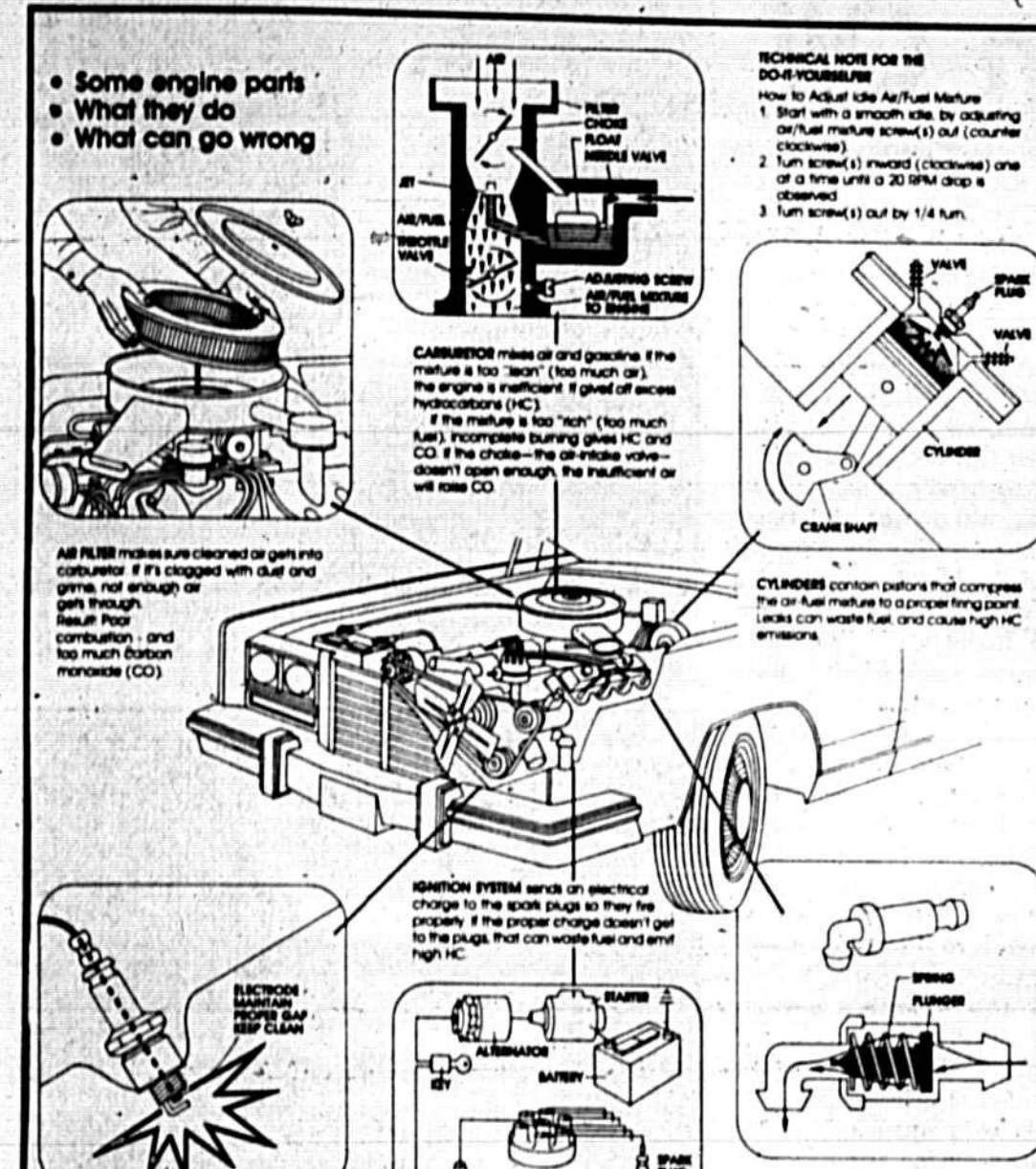
Ever increasing amounts of spark plugs, oil and air filters and other items easily installed by the consumer are also found at grocery markets and specialty stores.

The do-it-yourself maintenance trend and the product packaging revolution in blister packaging and plastic jugs have bolstered automotive sales at food chains, Home & Auto reports.

Food chains generated nearly a billion dollars in automotive sales last year, a 30 percent increase in the past five years. In addition, 85 percent of all convenience stores stock motor oil and car care products.

Major supermarket chains all across the country report a doubling in automotive product sales in the past three years.

Check Exhaust On Your Car



How neglected cars produce excessive emissions is demonstrated by the informative chart prepared by the American Lung Association. The associations reminds motorists that air pollution contributes significantly to respiratory diseases and urges all car owners to tune their cars for maximum emissions efficiency. The point out that a tuned car saves on expensive fuel.

TECHNICAL NOTE FOR THE DO-IT-YOURSELFER:

1. Start with a clean engine. Wash the engine compartment with water and detergent. Dry thoroughly.
2. Turn the engine off. Disconnect the negative battery cable.
3. Turn the engine off by 1-1/2 min.

REPAIRS TO CHECK:

- Check the carburetor for proper adjustment. If the carburetor is out of adjustment, it will cause the engine to run rich or lean.
- Check the spark plugs for proper gap and condition. Replace if necessary.
- Check the air filter for proper fit and condition. Replace if necessary.
- Check the oil level and condition. Change if necessary.
- Check the timing belt for proper tension and condition. Replace if necessary.
- Check the water pump for proper operation. Replace if necessary.
- Check the fan belt for proper tension and condition. Replace if necessary.
- Check the battery for proper charge and condition. Replace if necessary.
- Check the alternator for proper operation. Replace if necessary.
- Check the belts for proper tension and condition. Replace if necessary.
- Check the hoses for proper condition. Replace if necessary.
- Check the lights for proper operation. Replace if necessary.
- Check the tires for proper inflation and condition. Replace if necessary.
- Check the brakes for proper operation. Replace if necessary.
- Check the steering for proper operation. Replace if necessary.
- Check the suspension for proper operation. Replace if necessary.
- Check the exhaust system for proper operation. Replace if necessary.

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Respect Your New Car

It isn't uncommon these days to find a purchaser of a new car who is disappointed in the trade-in allowance on the old one.

Almost invariably that same purchaser will admit to himself that he had been careless with the old car from the beginning. It always had burned oil; perhaps he should have followed more conscientiously the break-in suggestions in his owner manual.

After reading the manual, though, he still has questions about the how and why of breaking in a brand new car. Following are some helpful breaking in hints:

- during the first 200 to 500 miles, drive at varying speeds so that the piston rings will wear off the microgrooves and ensure a close, oil-tight fit within the cylinder. The rings will then be properly seated. If the rings on the pistons are not perfectly seated during the break-in period, the engine will use oil unnecessarily — accelerate the car occasionally to avoid later cylinder trouble. Do this in short spurts, no longer than a couple of miles each time, during the break-in period.
- When the road is clear, slow the car to 30 or 35 miles per hour. Then put your foot down hard on the accelerator and quickly bring the car back up to the recommended limit. Keep repeating the procedure, slowing down and speeding up.
- it is not necessary to use break-in oil — the very light-weight oil formerly used to prevent strain on new parts. Continue to use the multiviscosity oil currently put into new cars. Expect, however, to use some extra oil during the break-in period until the rings seat.
- start and accelerate with care during the break-in period to help the gears mesh smoothly. Jack-rabbit starts and screeching acceleration will only slam the gears together causing their teeth to chip or even break off. The result can be early transmission or differential failure.

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Low Speed In Evening

Even though most driving is done during daylight hours, more than half of the fatal accidents occur at night. People just don't see as much or as well at night. In addition, there are more drivers of questionable ability on the roads at night — drunken drivers, drivers with night vision problems, tired drivers and drivers who refuse to make allowances and insist on driving at night the way they drive in the daytime.

Some drivers are reluctant to do two things that are really important to safe driving at night: reduce speed and increase following distances.

Motorists must also try to understand that not everybody sees with the same degree of perception and accuracy at night.

More Changing Own Oil

Do-it-yourself oil changes are on the increase throughout the country. A recent survey finds that 43.6 percent of all men and women who bought motor oil in 1975 changed oil themselves. This figure increased to 46.4 percent last year.

One of the principal reasons for this increase in DIY oil changing activity is increasing oil and service costs.

Assemble the few tools you'll need: An adjustable open-end or box wrench to remove the crankcase drain

plug, a filter wrench, and receptacles to receive and dispose of the used oil. Check your owner's manual and have on hand the correct number of quarts of motor oil required for your particular car, and a new oil filter.

Car wheels can remain on the floor, or use a pair of front-wheel ramps to raise the front end of your car. NEVER get under your car when it is secured only by jacks!

Be sure to set the parking brake, place the automatic

transmission in PARK (or the manual transmission in gear), and place chocks behind the rear wheels.

Then, follow these steps:

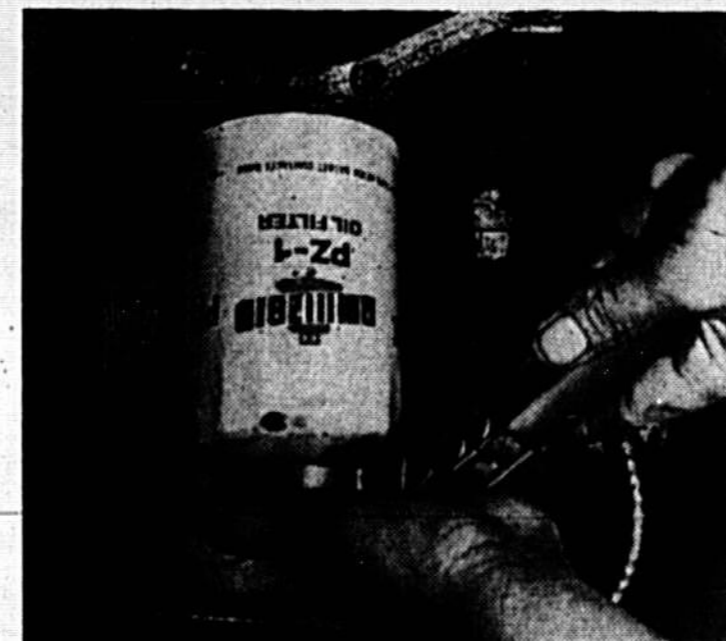
1. Engine should be warm before oil drain. Place a waste pan under the crankcase, drain plug and loosen plug counter-clockwise with an adjustable open-end, socket or box wrench and remove plug. If the drain plug is countersunk, get a special drain-plug wrench. Trying to loosen the plug with a conventional wrench may ruin the plug or damage the oil pan.

2. Wait for crankcase to empty—usually about three minutes. But let it drain longer, if possible. The more dirty oil you allow to drain, the less dirty oil remains in the engine.
3. Clean drain plug and, with plug gasket in place, screw plug clockwise into oil pan by hand. If you feel resistance, check that plug is not in crosswise. This will damage

4. Changing filter. Place a waste pan under the oil filter and use your oil filter to turn it counter-clockwise. If the filter is frozen in place, hammer a chisel through the filter canister and smack the chisel handle with a mallet. This will loosen the filter, which can then be removed and discarded. Remove old gasket with filter.
5. Important—clean filter seating surface. Use putty knife to scrape off any remaining gasket material which may be stuck to engine surface. Lubricate new filter gasket with used oil. Spin new filter clockwise onto engine. When filter becomes difficult to turn by hand, give it one more half-turn by hand ONLY.

6. Fill crankcase through the oil fill opening at top of engine with the required number of quarts. Check oil level with dipstick.

Start engine and run it at fast-idle for a minute or two. Do not race engine. Turn off ignition and check under car for oil leaks. If there's a leak, tighten drain plug or filter a little more. Check oil level again with dipstick.



When installing new oil, check the owner's manual to determine the correct number of quarts you'll need.



Shock absorbers deteriorate gradually, especially shocks originally installed by the automobile's manufacturer and replacement units that are warranted for a specific period rather than "life."

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Car Care Crossword Answers

Using an adjustable open-end or box wrench, remove the crankcase drain plug. Make sure the engine is warm for best drainage and place a receptacle for the old oil under the plug. Drainage takes about three minutes in most cases.

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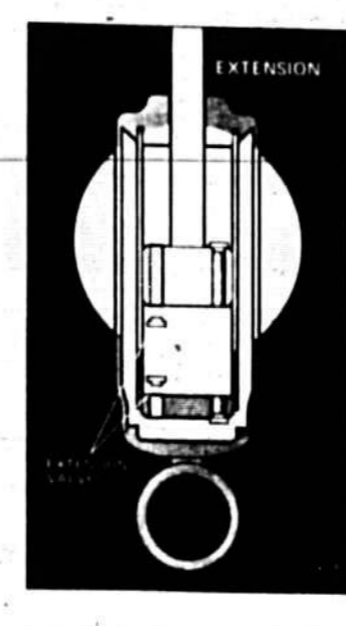
'Shocked' Absorbers

Proper Care Can Help You Avoid Severe Jolt

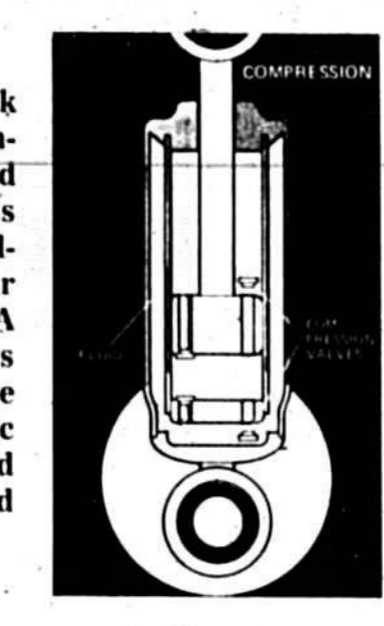
Shock absorbers are often taken for granted. Yet these relatively simple devices are vital to your safety and comfort. Poor shocks cause a rough ride and sloppy handling. Bad shocks can be downright dangerous.

Fortunately, failing shocks are comparatively easy to detect and replace.

Oddly enough, shock absorbers do not themselves absorb shock—they control the action of your car's springs, which in turn absorb shock. Without shocks, your springs would not function properly.



The typical shock absorber (left) contains hydraulic fluid that quickly dampens the continuous up-and-down motion of a car on its springs. A system of valves (right) controls the flow of the hydraulic fluid through rapid compression and extension cycles.



Shock absorbers deteriorate gradually, especially shocks originally installed by the automobile's manufacturer and replacement units that are warranted for a specific period rather than "life."

Deterioration is deceptive. It doesn't happen suddenly. Drivers become accustomed to the gradual changes in driving "feel" that take place.

However, being aware of trouble signs will allow you to spot worn shocks before they cause too many problems. Problems include loss of stability, driver control and breaking efficiency; decreased tire life; premature damage to springs, suspension and steering-linkage components; and a decrease in your riding comfort.

The following are signs which indicate that your car may need new shocks:

- shocks that have seen 20,000 to 25,000 miles if they are original equipment, or replacement units that have exceeded the mileage warranty set by the manufacturer;
- oil on a shocks' barrel, which signifies seal deterioration;
- worn bushings. Test by trying to shake the shock. A shock that shakes one that either has loose mountings or bushings that are worn, bouncing on smooth roads;
- physical damage. A broken rod that you can see by lifting the car, so shocks are extended, is physical damage. Also, large dents in the case;
- scuffed or badly spotted tires;
- the car bottoms out when negotiating harsh bumps or when coming to a sudden stop;
- the car is hard to handle, yawing on turns, bouncing on smooth roads,

and/or lacking control on curves.

Shocks that fail the push-and-bounce test. Push down hard at each corner of the car two or three times. Let go on the end of a downstroke. If the corner bounces more than 1 1/2 cycles, the shock should be replaced.

Shock absorbers come in three general types: replacement, load-carrying or special purpose.

Replacement shocks look like original-equipment shocks. Some are comparable. Others have larger cylinder bores and pistons, greater-diameter piston rods and heavier valving. These heavier-duty units compensate for wear to the car's suspension system.

Replacement shocks may be classified as comparable (original equipment), heavy-duty, extra-heavy-duty, adjustable or MacPherson. Here, in general, is the purpose of each:

- comparable shocks are similar to the vehicle's original equipment. They are designed for normal driving and light loads. Being the least expensive units available, they usually carry a specified rather than "lifetime" warranty;
- heavy-duty shocks can provide longer life than comparable units. They normally have a "lifetime" warranty and cost more. They should be used on a car with suspension parts that have "set."

Heavy-duty shocks allow the car to handle heavier loads and more high-speed driving.

Extra-heavy-duty replacement shocks are designed for light trucks, recreational vehicles, station wagons and cars that pull light weight trailers of

the boat and camper types.

— adjustable shock absorbers are offered by a few manufacturers. They allow you to set the shocks for various conditions, permitting regular, firm or extra-firm support.

MacPherson replacement cartridges allow you to replace original equipment cartridges without discarding strut housing. MacPherson units are used on most imported cars, including Arrow, Audi, Capri, Colt, Datsun, Honda, Mazda, Porsche 914, Toyota, Volkswagen and Volvo 240 and 260.

Load-carrying shocks are front and rear units that have the shocks combined with coil springs. Air-adjustable shocks also fall into this classification. Front and rear load-carrying units help you maintain maximum vehicle control and prevent damage to the suspension when hauling house trailers.

Air-adjustable shocks provide the occasional trailer-towing driver with flexibility. When towing your trailer, adding air to the shock provides maximum

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Cuts Shock Lake Mary Police Chief

By DONNA ESTES
Herald Staff Writer

Lake Mary Police Chief Harry Benson was "in shock" this morning. The majority of the city council Thursday night voted to remove from the police department budget the "shortfall" expected in city revenues for the 1980 fiscal year. The exact amount, where cuts are to be made, were not defined. City Manager Phil Kulbes was instructed to present proposals to the city council at a special 7:30 p.m. meeting next Thursday.

"I'm in shock right now," Benson said. "I have to take a hard look at what is required. I will be looking at various angles and take whatever action is required."

Councilmen voting in favor of the cut in the police department were: Gene McDonald, Ray Fox and Francis Mark. Opposing the cut were Councilmen Vic Olvera and Burt Perinichief.

The action to cut the police department budget came after Olvera reported that instituting a 4 percent utility tax could solve the city's expected \$13,000 to \$20,000 deficit this fiscal year ending Sept. 30.

Olvera had chairs posted in the council chamber showing revenues which could be anticipated from utility taxes ranging from 1 to 10 percent. If a 4 percent tax were quickly adopted, he said, revenues from power and telephone users could total \$17,000.

He said the average power customer would pay about \$2.40 per month in utility taxes. "That won't strap anyone that much and will take care of the shortfall this year," he said, adding revenues of \$50,000 annually from a utility tax could be expected in the new budget year, beginning Oct. 1.

"I'm violently opposed to a utility tax raising taxes," said McDonald. "I got a message from the people... the mandate from the people 2-1 was to take the city income and manage it," he said.

He said the people think the council needs to manage better, insisting that during the past two years, the city has operated in the hole to the tune of about \$27,000 each year. "We're spending money like a drunken sailor. Our job is to manage the bucks we got," McDonald said. He said he was not after anyone, only trying to do a job.

McDonald pointed to the total budget, saying the police department currently is using 36 percent of the city revenue, while public works is using 17 percent and administration 18

percent. "It's a sad state of affairs. We are putting our heads in the sand. As businessmen and responsible persons in the community, something must be done."

McDonald said he discussed the matter with Sheriff John Polk, adding Polk's department will and can meet a call from Lake Mary for police protection.

Fox said he was also opposed to a utility tax and urged that the city look into re-negotiating its franchise agreement with Southern Bell that brings in revenues to the city of 1 percent of the company's income within the city. "I believe Southern Bell has an obligation to the community, too," he said.

City Clerk Connie Major pointed out, however, that all of the cities in the county served by Southern Bell have the same 1 percent franchise fee. "If all the cities have done that, the citizens should rise up and snipe them," Fox said.

Mayor Walter Sorenson said he has been trying for months to figure out what the voters of the city meant when they turned down on a 2-1 vote the city's request for higher property taxes.

Perinichief found McDonald's remarks offensive, he said, adding the city has never spent money like drunken sailors. "The city never had that much money," he said.

Perinichief suggested the sheriff's offer of police assistance to the city is "tainted by the fact he is running for re-election." He said the city is called on more to assist the sheriff's department than that agency assists the city.

Perinichief said the city is not going in the hole in its operating budget. He said the city is using reserve funds.

City Manager Phil Kulbes warned that cutting the police department, especially in the area of personnel, will mean a loss in revenues from fines and forfeitures. He added that police officers voluntarily on their own time now maintain the police vehicles and if the staff is cut, those repairs will have to be paid for in the private market. "It's unfair to the police officer to expect him to perform police maintenance," Fox said, adding "let the chips fall where they may."

Ex-Councilman Pat Southward, from the audience, defended the police department, saying that every Seminole County municipality has budgeted for its individual police departments more money than it takes in in property taxes. She questioned the decision to cut the police department, calling it "penny wise and pound foolish."

Sorenson said, "I think the people told us they don't want to be taxed anymore." But, Sorenson added, "I don't believe the people understood by turning down the tax increase, they in-



Lake Mary Councilmen Ray Fox (left) and Gene McDonald examine the city budget after they and Councilman Francis Mark decided cuts had to be made in the police department to balance the budget.

effect caused the city to have to reduce taxes." Without taxpayer approval the city of Lake Mary because of a quirk in the law could levy a property tax of only \$2.84 per \$1,000 assessed valuation. The city had been levying a tax of \$3 per \$1,000 assessed valuation. Sorenson said the revenue loss amounted to \$17,500, about the same amount as the shortfall.

Evening Herald & Herald Advertiser, Sanford, FL. Thursday, May 15, 1980

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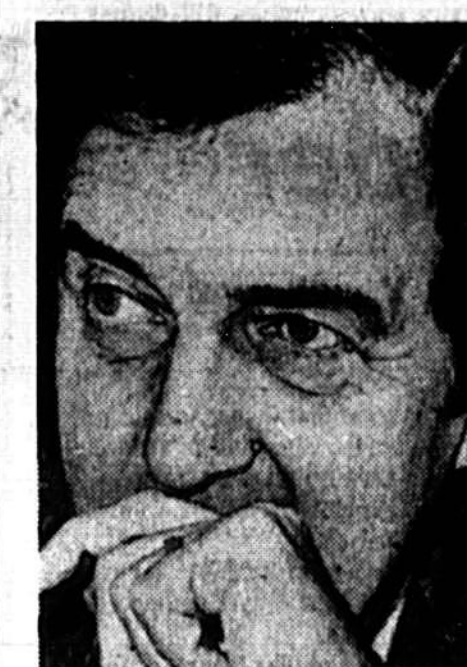
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Muskie Surprises Foreign Diplomats



EDMUND MUSKIE...accuses Soviets

VIENNA, Austria (UPI) — U.S. Secretary of State Edmund Muskie today bluntly accused the Soviet Union of threatening world peace by invading Afghanistan.

"The principles of independence, neutrality and territorial integrity so respected in the case of Austria are today being violated," Muskie said at a solemn ceremony celebrating 25 years of Austrian independence.

"Today we are faced again with a vital lesson from the past," he told the gathering of Austrian leaders and 12 European foreign ministers including Andrei Gromyko of Russia. "Aggression anywhere threatens international security everywhere."

Gromyko's stony face broke into a scowl as Muskie made the obvious reference to the Soviet invasion of Afghanistan.

Muskie also referred to the taking of the American hostages in Iran when he

said, "We stand in the shadow of international terrorism."

His tough statement appeared to surprise the assembly which had expected the same sort of general speech as made beforehand by Gromyko, Lord Carrington of Britain and Foreign Minister Jean Francois-Poncet of France.

U.S. officials disclosed that Muskie put the final touches to his statement only minutes before the ceremony, held in the baroque Belvedere Palace where the Austrian state treaty was signed by the former occupation powers 25 years ago.

Gromyko, as the senior foreign minister, spoke first at the ceremony. He recalled the treaty that ended the four-power occupation of Austria and said the Soviet Union remains "firmly committed to the policy of détente."

Francois-Poncet, next to speak for the allotted 10 minutes, made what was taken to be a reference to Afghanistan

when he said, "The events of today show that understanding cannot be achieved by force."

Lord Carrington, the British foreign secretary, also referred to current crises, saying: "We are now living in dangerous times."

But Muskie was by far the most outspoken and many people present, including Carrington, looked up in apparent surprise as the secretary of state delivered the bluntest parts of his speech.

In his job just one week, Muskie spoke last as the most junior of the ministers.

Muskie and Gromyko were meeting later in the day with Afghanistan the main topic.

Gromyko brushed aside questions when he arrived in Vienna today. He refused to say anything to reporters about his meeting with Muskie.



SIGN OF THE TIMES

Bernard C. Banner of 2548 S. Palmetto Ave., Sanford, was given a sign this morning. In fact, he was given 20 signs. Banner awoke to find the signs, identifying his home as for sale, site of yard and fruit sales, and as the winner of the Garden of the Month award. The Banners say they have no

idea who put the signs up, but their home is not for sale, despite the signs' claims to the contrary. Police said this morning they had received only one report of a stolen sign, but would do their best to return the errant signs to their owners.

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Action Report	2A
Around The Clock	4A
Bridge	10A
Classified Ads	8A-8A
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Dr. Lamb	10A
Editorial	4A
Florida	2A
Horoscope	10A
Hospital	2A
Nation	2A
Ourselves	5A
Sports	8A-7A
Television	2A
Weather	5A
World	2A

The U.S. Consumer Product Safety Commission Thursday proposed the legal requirement of a safety label for the insulation product known as urea formaldehyde foam, which can be found in three county high schools. The labeling will be to alert consumers that the product may release formaldehyde gas which can affect their health.

The substance is a spray insulation product which has been used in the additions to Lake Howell and Lyman High School and the general music area of the new Lake Mary High School. The Seminole County School Board Wednesday voted to stop installing it, but not to remove it from where it has already been installed.

Under the Safety Commission requirement, installers of the insulation will be required to include the safety label on all sales contracts for the product which must be signed by the consumer.

Carol Young, spokesman for the commission, said final approval for the regulation is anticipated for as early as October following a period for public comment. The regulation would go into effect six weeks after final approval.

The warning, Young said, will mention that urea formaldehyde foam can cause eye, nose, throat, respiratory and skin irritation, nausea, headaches and dizziness immediately or months after installation.

It also will stipulate that in some instances the release of formaldehyde gas cannot be controlled by ventilation or other means.

Carl Gutmann, architect for the Lake Mary high school now under construction, said the latest recommendation his office has received from the Florida Department of Education is to discontinue use of the substance but "don't worry about it where it is already installed."

Gutmann said the substance was sprayed into the cells of concrete block on one wall of the new school's general music area. The concrete block, he said, has another layer of another type of insulation on it and wall board on top of that. — DIANE PETRYK

Production Plummet

WASHINGTON (UPI) — U.S. industrial production, led by the slumping automobile and construction sectors, slowed dramatically in April, recording its largest drop in more than five years, the government said today.

The Federal Reserve Board said industrial production — a measure of the nation's factory output — plunged 1.9 percent last month, marking the largest falloff since a 2.2 percent decline in February 1975.

The steepness of the decline — the third straight month of waning production — suggested the long-awaited recession may be much more severe than the "short and mild" economic downturn the administration has been predicting.

If industrial production continues its downward tumble, American factory workers can expect to pay the price — with jobs.

The sharpest production declines were registered in the ailing automobile and construction industries. But the Federal Reserve noted reductions were "widespread," encompassing virtually every facet of American factory output.

Local Mortgage Rates Falling Fast, Professionals Say

By DIANE PETRYK
Herald Staff Writer

Mortgage interest rates are dropping so fast you're in the market for a home mortgage, it might be a good idea to wait about 30 days, advises Mike Ison, installment loan officer at Tropic Bank.

Mortgage interest rates are currently 14 percent at Tropic Bank, First Federal Savings of Mid-Florida and Flagship

Bank. But local real estate spokesmen say they expect rate changes daily, and the trend is downward.

Rates had been as high as 17 percent in recent weeks, but demand slowed and a recent dramatic drop in the prime lending rate brought that down to 14 percent, said a spokesman for First Federal Savings of Mid-Florida.

"Atlantic Bank and First Federal Savings and Loan of Seminole are not

granting mortgages at this time. The last mortgages granted at Atlantic Bank were at the end of April at 16 1/2 percent.

First Federal of Seminole has not offered mortgage loans since February. At that time, their interest rate was 14 1/2 percent. A spokesman for the institution said loans may be offered again by June.

"Although all indications are that the rates are dropping," Ison said, "I don't

think we'll see them go under 12 percent."

He said the situation right now for those considering buying homes is a "guessing game."

Some homes sold when interest rates are high can be refinanced when rates drop, but Ison said this depends on whether the contract allows such a procedure.

Ison said some contracts being written

now have clauses that allow the lending institution to adjust the interest rate after five years.

The five-year adjustment clause is "probably going to be of benefit to the lending institution," Ison said, because it is more likely they will want to adjust the rates up, not down.

In addition to interest changes, some lending institutions charge "points." Points are a one-time assessment,

sometimes referred to as pre-paid, prior to closing on the sale. Each point is one percent of the mortgage amount. The points charged may be paid by the buyer or seller or the parties may agree to share the charge.

Currently, Flagship banking is charging one point. Atlantic Bank charged three points on the last mortgages it gave.