

# Evening Herald

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## Atlantis Roars Into Space Perfect Liftoff Starts Secret Mission

CAPE CANAVERAL (UPI) — The new space shuttle Atlantis thundered toward space today under a cloak of military secrecy, reportedly to deploy two bomb-shielded, jam-proof Air Force communications satellites.

Atlantis, the fourth and final member of NASA's shuttle fleet, streaked away from its ocean-side launching stand at 11:16 a.m. EDT trailing thick columns of smoke and flame as it threw off gravity's shackles and headed for space for the first time.

The sky was partly cloudy at

### 5 nationalities in flight, p6B

launch time, an improvement from conditions earlier in the day.

The exact launch time was kept secret until just nine minutes before takeoff in an effort to hamper Soviet efforts to track the shuttle and thus learn more about its orbit and payload.

Atlantis' payload also is classified, but various sources and the Federation of American Scientists say it includes two

third-generation defense communications satellites called DSCS-3. It was not known when the relay stations were to be deployed.

On board the \$1.1 billion Atlantis were Air Force Col. Karol Bobko, commander, Air Force Lt. Col. Ronald Grabe, co-pilot, and Army Col. Robert Stewart, Marine Maj. David Hillmers and Air Force Maj. William Puelles.

The final stages of the countdown were carried out in secret except for the last nine minutes.

## AIDS Awareness Star's Legacy

### Rock Hudson Mourned

BEVERLY HILLS, Calif. (UPI) — The death of Rock Hudson, whose dramatic disclosure that he had AIDS brought the feared disease into the public consciousness, has shocked and saddened the Hollywood community.

The square-jawed movie hero who played the role of a suave ladies' man for three decades died



'... I can at least know that my own misfortune has had some positive worth.'

—Rock Hudson

### House tackles AIDS issues, p2A

Wednesday after a yearlong battle with AIDS — the first major celebrity felled by the disease that strikes mostly male homosexuals. He was 59. His body was cremated three hours later.

"Oh my God, what can I say," sobbed his

former co-star Doris Day. "This is when our faith is really tested. It's so terrible I can't believe it. All those years of working with him I saw him as

See HUDSON, page 8A

## Record Amount Of Surplus Food Causes Delay In Distribution

A one-hour delay in this month's distribution of free government surplus food in Sanford Wednesday caused little problem beyond some tedium and a few complaints.

The delay, putting the start of the giveaway at 10 a.m. instead of the scheduled 9 a.m. was a result of the American Red Cross giving away seven items instead of the usual five. It took volunteer workers longer than usual to unload the record 76,845 pounds of cheese, butter, dry milk, honey, rice, corn meal and flour.

Four prisoners from the Seminole County jail were also used to help unload the three tractor-trailer trucks of food at the Crooms High School distribution site. They began about 7 a.m. The food was shipped to the Sanford site from warehouses in Lecaburg. It was the first time seven items had been delivered for distribution in Sanford. Honey, rice and corn meal are not usually included in the distributions.

Jenny Penny, house services director for the Red Cross, said all the food had to be unloaded before the distribution began to assure everyone got all seven items at the same time. That prevents people from not getting what they should, she said, and prevents people from coming back and saying they were not given an item when they were. In the past, when four items were given away, they were usually unloaded in time, she said.

Mrs. Penny said she regretted the delay and said the starting distribution time next month would be moved from 9 a.m. to 10 a.m. since the

See FOOD, page 8A



Those in line for free government food commodities are delayed an hour due to distribution of three additional items.

## U.S. Under Fire For Supporting Israeli Bombing

TUNIS, Tunisia (UPI) — Police put U.S. buildings under heavy guard and anti-American demonstrations broke out as Tunisia denounced the United States for supporting an Israeli air raid that killed at least 73 people.

The U.S. has backed down on that stand somewhat.

Although still defending the right of any country to defend itself against acts of terrorism, the State Department and the White House emphasized U.S. regrets over the loss of life and deplored all acts of violence in the Middle East, including the Israeli raid.

President Reagan sent his condolences to Tunisian President Habib Bourguiba Wednesday after the Tunisian leader condemned the United States for its "negative and unexpected" endorsement of the raid Tuesday.

White House spokesman Larry Speakes called the Israeli raid "understandable," given a pattern of terrorist activity, but, "We do not condone acts of violence of any type."

In Tunisia, the U.S. Embassy urged Americans to stay in their homes "for security reasons" Wednesday as police broke up anti-American protests.

President Habib Bourguiba, a Western ally, summoned U.S. Ambassador Peter Sebastian to urge Reagan to reconsider his position that the Israeli attack was justified.

Sebastian delivered the message from Reagan to Bourguiba.

Among the 73 casualties were eight Tunisian national guardsmen. About 100 were injured when six Israeli F-16 fighters bombed a Palestine Liberation Organization headquarters in the Tunis suburb of Borj Cedira.

A White House statement called the raid — carried out in retaliation for the killing of three Israelis in Cyprus last week — a "legitimate response"

to terrorism.

A government spokesman said Bourguiba, in his meeting with Sebastian, said Tunisia felt "profound regret and great surprise at the position adopted by the Americans after the Israeli raid against the Tunisian republic."

Tunisian government sources said the U.S. 6th Fleet, stationed in the Mediterranean Sea, was aware in advance of the Israeli attack but did not inform Tunisia. U.S. Navy officials said it was unlikely U.S. warships spotted the Israeli jets en route to Tunisia.

"I have no indication that the Navy knew anything about it before the raid," one official said.

Israel said it launched the raid to avenge the killing of three Israelis on a yacht in Cyprus on Yom Kippur, the holiest of Jewish holidays.

Israeli Prime Minister Shimon Peres, appearing on television Wednesday, said he had proof the PLO's elite Force 17 — whose base was destroyed in the raid Tuesday — was responsible for the killings. Peres said captured PLO members identified the killers.

But a PLO spokesman denied the organization was responsible for the attack in Cyprus.

The Soviet Union, during a daylong United Nations Security Council meeting, condemned the attack and denounced the United States for supporting it.

Soviet U.S. Ambassador Oleg Troyanovsky urged the Council "at long last to take measures ... to compel Israel to change its policy of aggression."

Israeli Ambassador Benjamin Netanyahu said, "Our operation against the PLO headquarters should be viewed for what it is, one action in our larger, continuing struggle against international terrorism and its core — the PLO."

## Undercover Cops Crack Car-Theft Ring

By Susan Loden  
Herald Staff Writer

An Altamonte Springs couple alleged to be members of a auto theft ring operating in Seminole and Orange counties, who were arrested Wednesday afternoon after a lengthy search of their property, were being held today in lieu of \$5,000 bond each.

Two Orlando men have also been arrested in the crackdown.

The group, which was infiltrated by Spanish speaking Seminole County sheriff's investigators, is believed to have stolen about 100 older model vehicles

during the past year, a Seminole County sheriff's report said.

They would allegedly buy junk cars and switch the vehicle identification numbers and locks with similar stolen vehicles. Paper work from the junk vehicles would be used to sell the stolen vehicles. The thieves made about \$1,000 profit per car, the report said.

Sheriff's deputies and Altamonte Springs police had had the suspects under surveillance for about 10 days before lawmen with a search warrant entered the Altamonte Springs couple's home at about 11 a.m. Wednesday, the

report said.

Following the search at 510 Georgia Ave., where investigators reportedly seized almost 100 items related to the alleged auto thefts including four vehicles, Nathaniel "Papo" Rios, 30, and Domingo Rios, 26, were arrested at 4:02 p.m. the report said.

Both were charged with grand theft, dealing in stolen property, and conspiracy to commit grand theft. Rios was also charged with removal or alteration of vehicle identification (VIN) numbers and possession of a firearm by a convicted felon.

## Longwood OKs \$800,000 Police Complex Contract

By Jane Casselberry  
Herald Staff Writer

The Longwood City Commission approved a contract with a Winter Park architectural firm for the proposed police complex and voted to proceed with expansion plans for the Skylark Sewage Treatment Plant expansion at a special meeting Tuesday night.

Architects Design Group of Florida, Inc., will receive 8.2 percent of the construction cost to design and oversee construction of the planned \$800,000 city police complex to be built on city-owned property on Jessup Avenue east of E.E. Williamson Road.

Hiring of the firm was tentatively approved on August 21, but final signing

of the contract was postponed until Oct. 1, the first day of the new fiscal year.

The building could be completed within a year, but a definite time schedule will not be set up until the architect brings in its proposed design for commission approval.

The construction will be financed through a 12-year loan at a fixed rate of 8.5 percent. The loan will be paid off using revenues from utility taxes. A total of \$100,000 is earmarked for the project in the new 1985-86 budget.

The Commission voted unanimously to authorize the city's engineering consulting firm, Dyer, Riddle, Mills and Precourt of Orlando, to prepare a design for a 600,000 gallon-per-day capacity

steel sewage treatment plant to be built at the site of the present package plant as part of the Phase I expansion of the city's Skylark facilities.

Phase I, as presented at a work session Monday night by the firm's Gerald Hartman as part of an engineering study on the Longwood sewer system includes:

- A new 0.4 to 0.5 million gallons per day capacity expansion at Skylark, \$750,000.
- Percolation pond system expansion, \$150,000.
- Effluent filtration system, \$100,000.
- Effluent storage and pumping facility, \$350,000.
- Effluent reuse lines, \$250,000.

- Engineering fees, \$200,000 for a total of \$1,800,000.

Engineering projections for Phase I call for final Department of Environmental Regulations approval between December and March of 1986; obtaining of DER permit, mid-February to mid-May; bidding and contract award, mid-May to June; construction phase to be from July 1986 through January 1987; start up date February to March 1987; project closeout in March.

Also at the special meeting, the commissioners voted to accept a non-refundable advance \$19,000 state grant to help defray engineering expenses already paid by the city for planning of

See LONGWOOD, page 8A

## Seminole Seeks New Agriculture Extension Director

By Janie Onat  
Herald Staff Writer

Seminole County's search for a new county extension director for agriculture has turned up two names from the University of Florida, but the County Agriculture Advisory Board will probably not make any recommendation to the county commission until later in October, said County Commissioner Sandra Glenn.

Peter Warnock, district director for cooperative extension for UF, said the recommendations from his office will be Gary Brenin and Uday Yadav.

Brenin has worked as a horticulture agent in Alachua County for six years. Yadav has worked as a woody ornamental agent in Orange, Seminole and Osceola counties and with turf producers for the last six years.

Although the Agriculture Advisory Board has not made any recommendations yet, Shirley Schilke, vice chairman of the Greater Sanford Chamber of Commerce said that at a meeting of the chamber's legislative committee she was left with the impression that cattlemen and farmers in the area would not settle for anything less in that position than a Seminole County applicant with agriculture,

rather than horticulture, experience.

Jack Horner, president of the chamber, said the chamber would write a letter to the county commission asking them to look carefully at all the applications, but would not recommend any one candidate for the position.

"We have good applicants here and we want to make sure they are considered," Horner said.

There is a county extension director in each of the state's 67 counties. The Seminole County position came open when Frank Jasa, a 30-year veteran of that job, retired. Jasa's salary at retirement was \$28,340, but the county's portion was \$5,668 or 20 percent, according to county personnel office records. The other 80 percent of the salary is

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**Notable Quotes**

WASHINGTON — (UPI) Sen. Ernest Hollings, D.S.C., arguing for legislation to curb textile imports because the domestic clothing industry is vital to national security:

"We've got to have textiles. We can't go to war in Japanese uniforms."

















# PEOPLE

Evening Herald, Sanford, Fl. Thursday, Oct. 3, 1985-1B

## Festival Chairman Named Arts And Crafts Set On The St. Johns

By Doris Dietrich  
PEOPLE Editor

Mrs. W.E. (Donna) Adamson of Sanford, is an art enthusiast from way back.

Her interest in the arts has resulted in her being named chairman of the St. Johns River Festival Oct. 26 and 27 in Fort Mellon Park, Sanford.

The festival is an extension of the former Fall For Art Show, an annual event sponsored by the Sanford-Seminole Art Association. This year, the Greater Sanford Chamber of Commerce has joined forces with the art association to produce what Jack Horner, president of the chamber, calls "a first class art show."

Bob Garcia is chairman of the Art Show and Geneva Marlowe is chairman of the Crafts Show.



Donna Adamson

In taking command of the gala festival, Mrs. Adamson says she

is optimistic the 2-day event will be a success. "Everything's moving right along," she said. "We hope to get on television and radio to let people know about the show."

About 100 arts and crafts entries have been received to date for exhibiting, judging and for sale around the park's rippling Little Lake Carolla.

But that's not all. During the two days, a variety of hot and cold foods and beverages will be sold. Beer will also be available from a beer truck near the park and a lively street dance will bring the young and young-at-heart to their feet.

Seminole County students, from pre-school to the college level, will also get in on the art show act which will have something for everyone. A variety of

door prizes will be awarded to art patrons during both days and continuous entertainment will be provided.

Mrs. Adamson says she has never been the chairman of an art show, but likes good art and welcomes the chairmanship challenge. She and her husband, "Duke," president of the Rich Plan, a division of Rich-United Corporation in Sanford, are the parents of three sons. "An outdoor person," Mrs. Adamson said her favorite art includes paintings of animals and outdoor scenes. She has four dogs and says she enjoys walking the dogs, swimming and casual entertaining at home.

The art show is open to the public at no admission charge.

"I am looking forward to it (art show)," Mrs. Adamson said.



Geneva Marlowe and Bob Garcia study a map of Lake Carolla, Sanford, where arts and crafts will be set up for the St. Johns River Festival.

## Harnessed Kids A Sign Of Parent's Laziness?

**DEAR ABBY:** From reading your column, I know that you regard children as subhuman creatures who were put on earth to serve as flunkies for adults, and as such they are not entitled to the same basic human dignity as adults. But your wholehearted support for "Careful Mother," who puts a harness on her 2-year-old child, struck me as particularly outrageous, even for you.

A child is not a dog, Abby. There are plenty of ways to keep a child from wandering off without subjecting him to the humiliation of being leashed. As I see it, using a harness to control a child is an admission that the parent is too lazy to (1) teach the child as soon as he can walk never to leave the parent's sight, and (2) keep an eagle eye on the child very minute.

Heaven only knows what kind of psychological scars those harnessed children will bear the rest of their lives as a result of being publicly humiliated.

JANE BARRETT,  
EVANSTON, ILL.

**DEAR JANE:** Assuming harnessed children feel "publicly humiliated" (your opinion, not mine), I say, better to be publicly humiliated than privately buried.

I have heard from many parents whose children impulsively darted into the street. Within seconds they were struck down by speeding vehicles — and one child was trampled to death by a horse! Others related horror stories about children who wandered away from lakeside picnics, amusement parks and shopping malls. One grieving mother sent me a picture of her 3-year-old daughter



Dear Abby

who had disappeared in a crowded discount store in June 1984. She's still missing.

All expressed admiration for the mother who cared enough to harness her child in spite of comments from rude onlookers. "Careful Mother" still has my vote.

**DEAR ABBY:** I am a 54-year-old single woman. I have never been married and plan to wed a wonderful man I met at work. I would like very much to place a small announcement of my engagement in the local paper, and also in the paper in the town where I lived with my family for many years.

However, I can't say "Mr. and Mrs. X announce the engagement of their daughter, etc." as my parents are no longer living.

Also, we are having a small church wedding, but I don't want anyone to "give me away." Is that an essential part of the marriage ceremony? If so, how should I handle it?

**AUTUMN LOVE**

**DEAR AUTUMN:** You and your fiance may announce your own engagement with a simple: "Jane Doe and John Smith take pleasure in announcing their engagement, etc."

It is not imperative that you be "given away." Ask the clergyman who will officiate at your wedding to omit that portion of the service. The marriage

ceremony is not carved in granite. Your wedding can be as creative and comfortable as you want it to be. Just check with the clergyman to be sure it's legal. Good luck to you and your beloved.

**DEAR ABBY:** I'm an attractive 24-year-old, outgoing woman with a problem that sounds simple, but it isn't. When a man asks for my telephone number, how can I get out of giving it to him without hurting his feelings? When I meet a man that I have no interest in dating and he asks for my telephone number, I find myself giving it to him because I don't know how to refuse without hurting his feelings. Afterward I'm angry at myself, but I still don't know how I could have avoided giving it to him. I'm not the type who would give a man a wrong number.

**OFTEN STUCK**

**DEAR STUCK:** When someone asks for your telephone number and you don't want to give it to him, tell him you are all booked up at the moment, but if he will give you his number, you will call him when you have some free time.

**DEAR ABBY:** A gay man wrote to you, wanting to know why so many women were aggressively pursuing him even though they knew he was gay. I think I know why.

Because a gay man isn't always spending his time trying to figure out a way to get a woman into bed, he is able to relate to a woman as a person — not an object. Women find this very refreshing. Straight men ought to try this novel approach.

**STRAIGHT WOMAN**

## Baton Twirling Classes Offered

Baton Twirling instructions for youth, ages 5 and up, will be offered by the City of Casselberry Parks and Recreation Department, beginning Oct. 16.

Six, one-hour sessions will be instructed by Joy Clore, certified NBTA instructor.

Classes for ages 5 to 10 will be offered from 4-5 p.m., while classes for ages 10 and up including teens with prior experience, will be held from 5-6 p.m.

The 6-week program is available to Casselberry residents for \$12 and to non-residents for \$15.

Registration must be made in advance of the first session at the Casselberry Parks and Recreation office located at Secret Lake Park Recreation Center on Ivey Road. Classes will also be held at this same location.

Registration hours are Monday through Friday, 9 a.m. to 12 noon, and from 1-5:30 p.m.

For information call 831-3551 EX 260.

Ms. Clore has 15 years of twirling experience and has been instructing classes and baton twirling camps for six years. She is a former Florida State Solo Twirling Champion.

Interested parents and students are also invited to call Ms. Clore at 275-6779.

## Daughters Meet At Museum

The monthly meeting of United Daughters of the Confederacy, Norman deVere Howard Chapter, was held at the Seminole County Historical Museum on Sept. 28.

After discussion was held by the members on attending the convention in Birmingham, the program was turned over to Mrs. Lorraine Whiting, curator of the Museum.

Mrs. Whiting spoke about the

beginning of the museum and its development up to the present time. Special mention was made of the Open House being held on Oct. 6.

Those attending were: Carolyn Cornelius, Minnie Strickland, Carmeta Ray, Elise Wimbish, Virginia Jones, Lillian McCall, Juanita Miller, Grace Wallace, Sarah Krider, Domarion Varr, Jean Wheeler, Hazel Cash, and a guest, Margaret Piercy.

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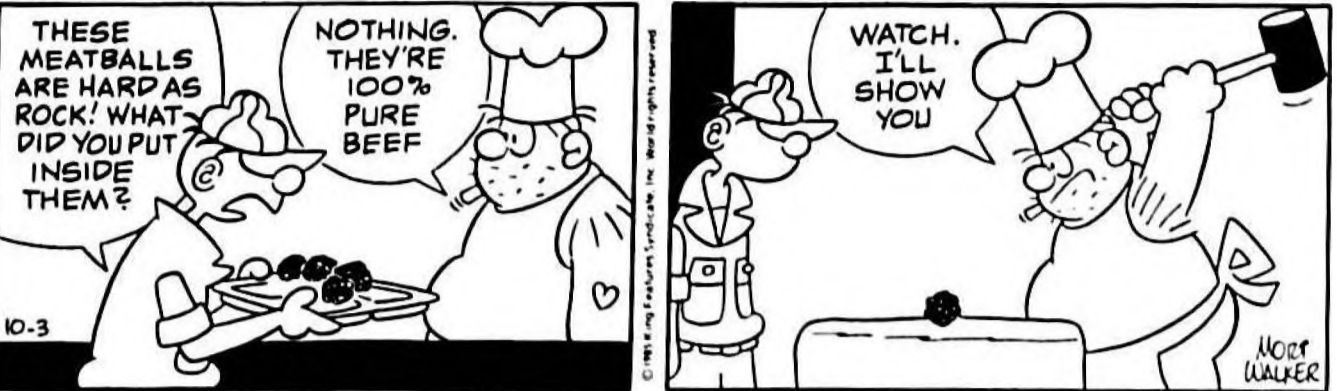
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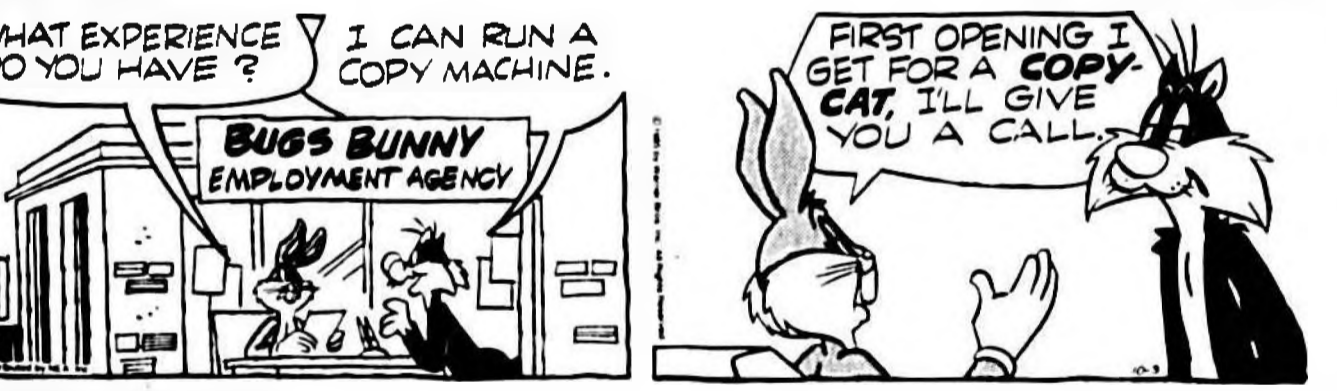
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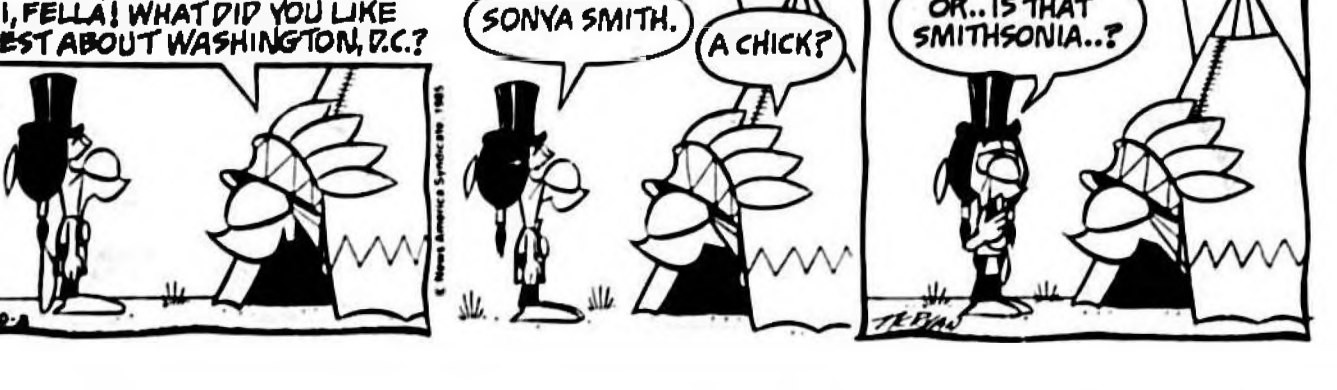
FRANK AND ERNEST by Bob Thaves



GARFIELD by Jim Davis



TUMBLEWEEDS by T. K. Ryan



# The Wood Tick Season Is Here Again; Prepare



Dr. Gott

DEAR DR. GOTT — The wood tick season is here again. What is the best thing to put on to keep ticks away? How do you get a tick out once it becomes embedded? Is there anything you can spray around a house or cottage to discourage the pests?

DEAR READER — I don't know of any sure-fire way to remove ticks. We have all heard of the clear-nail-polish method and the "hold-a-burning-cigarette-to-his-behind" technique, but there are obvious disadvantages to each maneuver, particularly for those of us who don't use nail polish and don't smoke. Any reader who shares with me a fail-safe method for removing ticks would probably be a candidate for a Nobel Prize. Let me know if you have a favorite gambit and that works consistently well.

Most professional exterminators spray stuff around the house. However, ticks seem to be remarkably versatile little critters and they get through this chemical barrier without much trouble.

Tick are often carried into the house on pet animals, so my advice to you would be: Check yourself and your housepets whenever you all come in from a walk outdoors. Animal ticks can be removed by tweezers and put in something unpleasant (to ticks) like Clorox. The best way to get ticks off humans is to remove them before they dig in for a meal.

DEAR DR. GOTT — Is it really true, as you stated in a recent column, that decaffeinated coffee is processed using formaldehyde?

DEAR READER — I apologize if you were misled by my comments. Decaffeinated coffee is NOT presently processed with formaldehyde, nor are any harmful ingredients used in most modern-day coffee production. In the past, before the advent of strict purifying techniques, less stringent controls were used: some potentially dangerous compounds — like trichloroethylene and methylene chloride — were effective components of the processing procedure. However, I have been

assured by coffee manufacturers (and by testimony published in a recent medical journal) that current decaffeinating methods are entirely safe.

I regret that some readers misinterpreted my statements as suggesting that decaffeinated coffee presents health problems. This is not the case. In fact, the common modern decaffeinating agent, ethyl acetate, is a normal constituent of many fresh fruits

## ACROSS

- 1 Part of cow
- 9 Stalk
- 13 Held
- 14 River in Florida
- 15 Noun suffix
- 16 Ship's body
- 17 Bandleader Ar-naz
- 18 Collage degree (abbr.)
- 19 Inhabitant of (abbr.)
- 20 Plaster of Paris
- 21 Egyptian deity
- 22 That boy
- 23 Bridegroom's attendant
- 26 Gathering of people
- 31 Woodland deity
- 32 Feather scarf
- 33 Frost
- 34 Roman poet
- 35 Advanced in years
- 36 Eugene O'Neill's daughter
- 37 Go on a cruise (2 wds.)
- 39 Starving
- 40 He (Fr.)
- 41 Participle ending
- 42 German submarine (comp wd.)
- 46 Cow genus
- 47 Egg (comb. form)
- 50 Old English coin
- 51 Make sharp
- 52 Allow
- 53 Bristle
- 54 Estrange
- 56 Tennis player Arthur
- 57 Represent (2 wds.)

## DOWN

- 1 Etching fluid
- 2 Oiled
- 3 Possessive pronoun

## Answer to Previous Puzzle



- 30 Alumnus (abbr.)
- 32 Bubble up
- 35 Isle in a river
- 39 Invisible
- 41 Greek region
- 42 Celestial bear
- 43 Unplayed golf holes
- 44 Swearword
- 45 Wings
- 46 Roll of cloth
- 47 Norse patron saint
- 48 Relect
- 49 Roman highway
- 51 Possesses
- 55 Plains state (abbr.)

## WIN AT BRIDGE

By James Jacoby

South didn't like the opening lead. A club would have made him happier. Then he could have drawn two rounds of trump and played out his A-K-6 of hearts. If that suit split, the third trump would be an entry to the long heart, on which he would shed a losing diamond. As is usually the case, the opponents were not obliging, and so declarer had to try to make the contract after the diamond queen lead.

An elimination play was available. Declarer could play a couple of rounds in either clubs or hearts, and then put a defender on lead with the third round. If the defender could not exit safely, the contract could be made.

And so to work. Declarer won

the diamond ace, played three trumps ending in dummy and then played a club. East played the queen and South ducked, but now West overtook the queen with his king and continued with the jack. Declarer won the club ace and played A-K-6 of hearts. East won the third round and cleverly underled his diamond trick to West, who cashed the setting trick in clubs.

Where did declarer go wrong? His thinking was OK up to a point, but he erred by not leading a low diamond before playing clubs. After playing the diamond, he could duck a club, win the next one and play the hearts as before. East would be on lead with no safe exit card, and the contract would be made.

NORTH 10-3-85		WEST		EAST		SOUTH	
♠ K Q 10 8	♥ 10 7 5 3	♠ 5 4	♥ 9 8 2	♠ 6 3 2	♥ Q J 4	♠ A J 9 7	♥ A K 6
♦ 6 4	♣ 8 7 4	♦ Q J 10	♣ K J 10 9 5	♦ K 9 8 7 5 2	♣ Q	♦ A 3	♥ A 6 3 2
Vulnerable: Both				Dealer: South			
West	North	East	South				
Pass	3♦	Pass	2NT				
Pass	4♦	Pass	3♦				
Opening lead: ♦ Q							

## HOROSCOPE

### What The Day Will Bring...

**YOUR BIRTHDAY OCTOBER 4, 1985**  
 Conditions in general look promising in the year ahead. One big factor in your favor is that you are not likely to repeat old mistakes.  
**LIBRA** (Sept. 23-Oct. 23) A little learning could be dangerous today. It's best not to pretend you're knowledgeable about something when in truth your know-how is sketchy. Major changes are ahead for Libras in the coming year. Send for your Astro-Graph predictions today. Mail \$1 to Astro-Graph, c/o this newspaper, Box 1846, Cincinnati, OH 45201. Be sure to state your zodiac sign.  
**SCORPIO** (Oct. 24-Nov. 22) A financial decision shouldn't be made under pressure or duress today. Put the matter on hold so you have more time to study it

from every angle.  
**SAGITTARIUS** (Nov. 23-Dec. 21) In bargaining situations today, you may look to the other guy to make concessions you should be offering. Unless everything is fair, it won't work out.  
**CAPRICORN** (Dec. 22-Jan. 19) Be safety-minded today if you're working on a do-it-yourself project with unfamiliar tools. Before inserting the plug, make sure you understand the instructions.  
**AQUARIUS** (Jan. 20-Feb. 19) You'll conduct yourself rather well in social situations today. However, a crisis could arise if someone you dislike unexpectedly comes to the party.  
**PISCES** (Feb. 20-March 20) There's a possibility of discord in your household today. Handle what occurs tactfully or you may make waves instead of stilling the waters.  
**ARIES** (March 21-April 19) You can easily find fault with others today, but it's best you keep silent. If you criticize, your failings will be exposed as well.

**TAURUS** (April 20-May 20) Continue to manage your resources as prudently as possible. Money could still slip through your fingers today like water through a sieve.  
**GEMINI** (May 21-June 20) Today's events could be rather disconcerting if you don't treat what occurs philosophically. Be tolerant when your good intentions are misunderstood.  
**CANCER** (June 21-July 22) Take no actions out of anger, emotion or jealousy today. If you display poor behavior, it will evoke reactions from others that could be even more unpleasant.  
**LEO** (July 23-Aug. 22) You may not be as tolerant of friends today as you normally are, especially with those who are stingy or self-seeking. Don't include them in your plans.  
**VIRGO** (Aug. 23-Sept. 22) Inviting orders may be your desire today, but it's not your forte. If you show poor qualities as a leader it will lessen your standing in the eyes of others.

## ANNIE



by Leonard Starr



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Legal Notice

IN THE CIRCUIT COURT OF THE EIGHTEENTH JUDICIAL CIRCUIT, SEMINOLE COUNTY, FLORIDA. CIVIL ACTION NO. 85-1102-CA-09-P

CELEBRITY CIPHER

Celebrity Cipher cryptograms are created from quotations by famous people past and present. Each letter in the cipher stands for another. Today's clue: D9A9C4
by CONNIE WIENER

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IN THE CIRCUIT COURT OF THE EIGHTEENTH JUDICIAL CIRCUIT, SEMINOLE COUNTY, FLORIDA. CIVIL ACTION NO. 85-2359-CA-09-P

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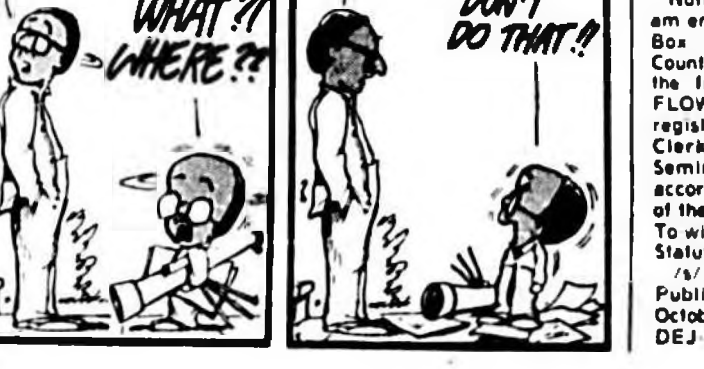
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BLOOM COUNTY



Bloom County by Berke Breathed



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# Preview '86



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# Changing A Car's Filters A Simple, Easy Job

Servicing the various filters that your car uses is a rewarding job for two reasons: One, the actual job of servicing the filters (either cleaning or changing them) is really a simple job, and two, filter care is necessary to ensure a normal service life for your car's mechanical components.

With the exception of the automatic transmission fluid filter and the power brake air filter, both of which do not appear on all cars, your car uses three filters. They are the oil filter, the air filter and the fuel filter.

Following is the "how and why" of each, as described in *DRIVER*, the traffic safety magazine for the military driver.

### Oil filter

Oil filters are necessary because one of the oil's primary functions is to clean internal engine surfaces. As the oil does its thing, the bits and pieces of junk removed from the engine have to go somewhere. Unless there is a filter in the system, these contaminants (both solid and chemical) stay in the oil

and eventually go right back into the surfaces inside the engine.

By using an oil filter, oil contaminants are trapped in the filter elements and do not go back into the engine. It's a good idea to change the oil filter each time you change the oil, because there isn't much sense in putting in four quarts of clean oil and leaving one dirty quart inside the filter. In less than five miles, the contaminated oil left in the unchanged filter will mix with the clean oil and you've compromised the purpose of the oil change.

In order to change the oil filter, you'll need an oil filter wrench, some form of vehicle lift and vehicle supports. You'll need the lift and the supports to get to the filter because it is usually located underneath the engine, and you'll need space to wriggle underneath the car and get at it. The need for vehicle supports (jack stands) should be evident. You'll also need a five- or six-quart container for the oil you'll be draining out.

Even though some

filters are accessible from the top of the car, remember the filter is being replaced as part of the oil change. The engine oil drain plug is always located under the car, so like we said, you'll need to have the car up in the air.

After jacking or lifting the car up far enough for you to get underneath comfortably and after you've put the weight of the car squarely on the jack stands, remove the oil drain plug which is located on the engine's oil pan. For good, thorough draining, the oil should be hot, and a 15-minute drive prior to draining would work fine. Be careful though, as 15 minutes of driving will make all engine parts, including the oil pan and drain plug, very hot.

After the oil has stopped flowing from the drain hole, the oil filter can be removed. Simply slip the special oil filter wrench around the filter canister and apply pressure counterclockwise. Wrench safety rules dictate that you always pull a wrench, never

push it. And remember, the filter, and the oil in it, will be very hot.

Lubricate the rubber gasket on the new filter with clean engine oil, and after oil has stopped draining from the filter mount on the engine block, install the new filter. Never tighten the new filter with the filter wrench; tighten it hand-tight only. If you tighten it with the wrench, you'll probably dent the outer layer of the filter, thus ensuring that after the filter has "set" onto the mount with engine heat, it'll be almost impossible to remove at the next oil change.

Reinstall the oil drain plug, refill with fresh oil, start the car and check for oil leaks, recheck oil level, and you're done. You can dispose of the old oil by simply taking it to a service station and pouring it into their drain-oil tank.

Some imported cars and older GM products have replaceable filter elements instead of actual canisters or spin-on units. With this cartridge type, you must remove the cartridge container

from the engine block, clean the container itself with safety solvent and replace the cartridge. The long through-bolt that holds the container onto the engine will have one or more O-rings on it. Check for tight fit and replace about every fourth oil change. The container seats against a rubber seal inside the lip of the engine block mounting, and this seal should be replaced at every filter removal.

### Air filter

This is really an easy one. On top of your engine you'll find a big piece that looks like a sewer cover or a hubcap (smaller engines use smaller filters). In the center of this air filter housing there will be a wing nut that holds the cover down. Just unscrew the wing nut, lift off the top of the filter housing and remove the filter element. Install the new one after checking to see if it has any directions like "this side up" on it.

Some cars have three or four spring clips to hold the cover on, but that doesn't really make

the job a lot more difficult, does it?

On a very few cars, the filter set-up can be a bit complicated. The owner's manual will show you how to remove and replace the filter on cars equipped with fuel injection or turbochargers.

A small minority of cars are equipped with a cleanable foam air filter. Just gently remove the foam from its wire cage and soak it in safety solvent. Then, gently squeeze it; don't wring it out. Allow it to dry and then dunk it in clean engine oil. Again, gently squeeze out the excess oil, and refit it to the wire form.

After you lift off the filter cover, you may discover another, much smaller filter on the inside of the filter housing. This is to strain air going to a positive-crankcase-ventilation system. It slips in and out easily and should be replaced at intervals specified in your owner's manual.

### Gasoline filter

There are three types

Continued Page 4



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# Buyer's Personality Affects Car Color Selection

By Jan A. Zverina  
UPI Auto Writer

DETROIT (UPI) — Since 1986 will not go down in history as one of radical change for the nation's new cars, colors will once again be brought into play to freshen up the carryovers and make the year-olds look passe.

Revising the color chart is almost as old as the car business itself. Besides minor trim changes or model upgrades, automakers have relied on color changes ever since the "black only" days of Henry Ford ended decades ago.

Ever wonder where all these new shades and colors come from?

From Paris, Rome, Tokyo, or any other big city that premieres the latest fashion trends, that's where.

New colors are typically introduced at premier fashion shows, according to Robert V. Fritz, manager of a leading maker of colors and finishes for homes, vehicles, appliances and apparel.

It takes about 1 1/2 years for those colors to filter down to the home

interior market. Two years later those colors appear on cars, and about a year later can be found adorning architectural exteriors, Fritz said.

So that means a new 1988 car may sport the popular colors seen in Paris or Rome this year.

As a rule, purple and green cars do not sell very well, but there are exceptions. In certain shades, those colors have been making a comeback, notes another major supplier of finishes to automakers like General Motors, Honda and Volkswagen.

Some shades of green and a grayer form of purple will be seen on some 1987 or 1988 models. A special batch of crimson red has been mixed by the company for GM's highly publicized Saturn car, a subcompact due out by 1989 or 1990.

Other color trends include a brighter and cleaner red, tinted clear coats to give more depth, colors that change hue when viewed from different angles, and the addition of pearlized flakes to enhance metallic finishes.

Research on how those colors are applied or how they wear is also in high gear because of the increased use of lightweight plastics and special metals in new cars.

Whether a color will sell or not depends largely on what type of car it appears on. Charcoal gray led the way for 1985 in the mid-size luxury and full-sized passenger car market, with white placing second in both classes, a PPG study found.

Black continued to dominate the sports car market, followed by — what else? — bright red. Dark charcoal, silver and light charcoal followed.

In the full-sized and compact truck segment, bright red was the top choice, followed by silver and light blue.

The PPG study noted that silver continues to be popular in all vehicle categories, finishing no lower than fourth in any class.

Light red-brown placed first in 1984 as the most popular passenger car color. They are still compiling statistics for 1985.

Color choices may also be tied in with economic trends. Robert S. Dally, manager of a Color Marketing Group, said the muted or subdued colors of the early 1980s have now been replaced by brighter colors.

Five years ago — times of record interest rates, tight budgets and high inflation, neutral gray and beige cars were the big sellers.

What do colors mean? According to Dr. Max

Luscher of Switzerland, one of the leading authorities on color psychology, selecting a certain color can mean a lot. (Unless, of course, the new car you buy is the last one on the lot.)

Dark Blue — a need for emotional tranquility, peace and harmony.

Dark Green — Deep rooted, towering feelings; a strong desire to impress and be recognized.

Orange or Red — Vital force type; a strong de-

sire to achieve.

Yellow — Fascination with new things; a strong desire to avoid difficulties.

Black — A renunciation from everything; a strong need to revolt against one's fate.

Brown — A need for ease and contentment.

Gray — Neutral; a desire to wall everything off.

Violet — May reflect an adolescent mentality or emotional insecurity.

## ... Filters

Continued From Page 2

of fuel filters in use today. One is an element type mounted in or on the fuel pump, the second is a small plug of sintered bronze or pleated paper that fits onto the carburetor fuel inlet boss, and the third is an in-line filter that mounts between the fuel pump and the carburetor.

The fuel-pump type is replaced by simply unscrewing the cover (it may look like a mini oil filter), lifting out the element, replacing it with a

new one and reinstalling the cover.

The type that fits inside the carburetor inlet boss (GM and late-model Ford products) requires undoing the fuel line fitting. Pull the fuel line out away from the carb (gently now, you don't want to bend the fuel line). Inside the carb housing, you'll see the actual filter. Usually, there will also be a small, easily lost, filter positioning spring. If you drop this spring, we guarantee you'll never find it again, so don't.

You can replace this type of filter, or you can discard it entirely in favor of an in-line type filter that is much harder to lose and that doesn't get clogged as often. This in-line type is now the most popular type of fuel filter, since it's the easiest to install. It's also available in a kit that will include new fuel line fittings and extra, flexible fuel line.

Oh yeah, check for leaks. We'd rather not have you running around with gasoline leaking out onto that hot engine.



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# Check Your Car Over Before Chilly Weather

**By Jan A. Zverina**  
**UPI Auto Writer**

DETROIT (UPI) — Old Man Winter is around the corner. And if you're lucky, so is your service station so you can call for a housecall or a tow when your car freezes and dies because proper maintenance was not done.

While no one can predict whether the ravages of winter will stop your car dead in its tracks, there are certain precautions that can be taken to reduce the risk.

The time for maintenance is now, when it is still warm enough for do-it-yourselfers to get under the hood. All those who support their local garage should get their cars there before the first freeze. By then your mechanic may be too busy changing thawing frozen batteries to give your car the attention it needs.

So whether you do it or have it done, here are some items to check.

Start with a good tuneup. That means changing the spark plugs, setting the ignition timing, changing the air

and fuel filters, and adjusting the carburetor if necessary.

With the engine off check the fan belt tension, which should be no more than about a half-inch when pushed midway between the pulleys. Twist the belt to see if the wear surface is cracked or glazed. If so, change it.

Check the spark plug wires for cracks. Today's high energy ignition systems are better than ever, but a bad wire can cause real problems. Wires more than 4 years old should be replaced — with brand name ones, not bargain-basement savers.

A good way to check the wires is to run the engine at night in a dark but ventilated area and watch for any "arcing" — little leaps of electrical charges that jump onto a metal surface, causing the car to misfire.

Replace them one at a time so they don't get switched, and apply a light coat of dielectric silicone compound if your car is a late model with an HEI system. Be careful not to let any

wires touch a hot manifold or other part.

Check all vacuum lines for signs of leaks. Worn or detached lines usually give themselves away by hissing.

Check the condition of the water pump. With the engine cold and off, grasp opposite corners of the fan blade and jiggle it slightly. More than a little movement of the fan's near the pump should be checked out. It could mean a bearing that is about to go south for the winter.

Check all hoses for leaks, cracks, swelling and tenderness. Soft or cracked hoses should be changed.

If your car has not had its antifreeze changed within the last two years, have the system flushed out and refilled with the proper mix for the temperature range you will be driving in this winter.

If you have changed the antifreeze, check its effectiveness with one of those eyedrop-shaped testers that can be purchased at any auto discount store.

Have the radiator cap pressure-tested because

it is one of the most common causes of overheating, even in winter.

While under the hood, check the battery, its cables and its terminals, making sure all connections are clean and tight. Top terminal batteries tend to corrode, so clean them with a mix of water and baking soda. Cover them with a light coat of grease, being careful not to get it between the terminal and post.

Check all other fluids such as the window washer, power steering, brakes, and automatic transmission fluid. If you cannot remember the last time you had your transmission checked, have it done now. Revving your way out of a parking spot is murder on the gearbox.

Turn on the heater, defroster and fan to check for proper operation. Check for any leaks inside the car below the right side of the dash, since many cars have their heater cores in that area. Heater cores are miniature radiators, and just like the big ones, they tend to leak when

they get old.

Check the windshield wipers and all lights — including the emergency flashers.

Change the oil and filter, being careful to use the recommended grade and weight of oil for winter driving. A light-weight oil does not congeal as much as heavy oil in cold weather, so it gives quicker lubrication in low temperatures.

One important and often overlooked item is the exhaust system. A leaky pipe or muffler could cause noxious fumes to enter the interior, which is especially

dangerous in winter when drivers keep their windows closed.

Check all muffler and pipe clamps as well.

Check the tires — including the spare — for proper pressures and ample tread. All-season radials are fine for winter driving in most cases.

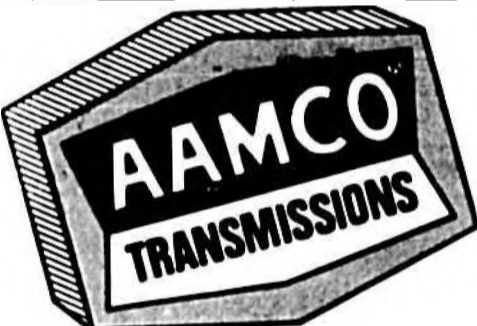
Before you forget, make up a handy emergency kit or check if the one you have now is good for winter. Besides a working jack, battery cables, a small shovel and ice scraper, some road flares could save the day.

## 'Detailing' Saves Paint

"Detailing" is a different technique for cleaning cars, inside and out, eliminating the drawbacks of an automatic car wash and, its operators say, adding years to the life of the vehicle.



Steve Marchese started it in California 12 years ago and recently opened Steve's Detailing, the first East Coast operation, in New York.

At Steve's, a full detail takes eight to 10 hours and costs \$145. Epstein, who recommends three such treatments a year, says his service eliminates paint damage caused by strong detergents and abrasive brushes used in automatic carwashes. "A car's paint can survive for as long as 30 years," says Epstein, if the vehicle is cleaned regularly by "detailing."



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# AAA Sets Car Care Activity

The American Automobile Association supports National Car Care Month. The month-long observance held each October focuses on educating the public about the benefits of proper car maintenance.

According to Triple-A, many of the 167 clubs in the federation will conduct public education and information activities to help car owners learn how proper car maintenance results in cleaner air, safer vehicles, energy conservation and economic savings.

"AAA members and all motorists can participate in Car Care Month by having their cars properly maintained and by urging others to do the same," said George Giek, AAA's managing director of automotive engineering.

"A well-maintained car benefits everyone. All motorists will share a cleaner environment, travel in safer cars and save money on repairs

and breakdowns. Regular maintenance is easy and doesn't require much time. A tune-up at least once a year will help assure the best fuel economy and performance, protection against pollution, starting difficulties and expensive repair," Giek said.

Many garages and service stations participating in Car Care Month will have special offers on car maintenance enabling motorists to save money during October, AAA said.

Proper maintenance includes checks of:

- the oil, and changing of the oil and oil filter on a regular basis.
- the battery, monthly in cold weather, weekly in hot weather.
- the tires, to be sure they are properly inflated.
- the air filter, at least every two months, and replaced when dirty.
- the cooling system, including coolant level, and inspection for leaks.

loose and frayed belts and hoses.

- all lights.
- transmission, brake and power steering fluids.
- wiper blades.

National Car Care Month has nationwide endorsement by car care professionals, government officials, safety and health organizations, and trade associations.

Heading the list of those endorsing October as National Car Care Month is Virginia Knauer, special advisor to the president for consumer affairs. Other organizations supporting the month-long observance are the American Lung Association, U.S. Department of Energy, U.S. Department of Transportation, Highway Users Federation and the National Highway Traffic Safety Administration.

AAA is a federation of motor clubs serving more than 24.4 million members in the United States and Canada.

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# Style Major 1986 Change in Japanese Cars

By David R. Schweisberg

TOKYO (UPI) — For Japanese automakers, 1986 appears to be a year in which change will be more of style than of substance.

While the Japanese giants are keeping many new models under wraps until the Tokyo auto show in late October, the model changeovers and new designs made public so far stress the automotive equivalent of cosmetic surgery.

Outside, aerodynamics is the watchword as carmakers highlight fuel efficiency and distinctive imagery. Inside, roominess, passenger comfort and the dawning of the information age will count.

"It's a year of style changes," said Tom Waters, a spokesman for Toyota. "Everyone is trying to get their cars as widely accepted as possible."

"Everyone is trying to find an image, so when you look at the car, you won't say, 'that's a Japanese car,' but you'll know it as a Toyota or a Honda or whatever."

Analysis noted that as carmakers have increased their penetration of the U.S. market, they have been forced to become more sophisticated about it.

"Almost all the Japanese companies have opened design centers on the West Coast," one analyst said. "Their scouts are telling them things. Up to now they've been building cars just for Japan. Now, they have to market them."

One manifestation that will be seen in the U.S. market this year will be added roominess, comfort and seat variations for bigger Western drivers.

"We're trying to be more accommodating to all sizes of drivers," Waters explained.

Beneath the surface, a main thrust is expanding the use of electronics and on-board computers, although most of those changes will not show up in the U.S. market for several

years.

Nissan, for example, is developing a suspension system that monitors road movement and tells shock absorbers how much to give. Nissan is also incorporating a Sony compact disc player in its Skyline series.

Toyota is experimenting in Japan with a video display unit in the dashboard of its top-of-the-line specialty Soarer sedan. The screen will give the driver access to his on-board computer's information, such as how far he can drive on remaining fuel. It will even pick up commercial television broadcasts.

Honda's Prelude will have a new instrument panel designed around three large circular dial displays.

Some automakers are boosting size, such as several larger versions planned by Mitsubishi. And in a joint agreement with British Leyland, Honda will begin this year building a high-grade, executive sedan now dubbed the "XX," bigger than a comparable Jaguar and packing a 2-liter engine.

But most carmakers are stressing aerodynamics and roominess.

The archetype is Honda's new, three-door Accord "Aerodeck," a mini-wagon the automaker says is designed to "establish an identity distinct from other cars" in its class. It is low and wide, with a longer wheelbase, a distinctive aerodynamic "bullet form" roof and a gull-wing tailgate.

The four-door Accord sedan is also emphasizing air flow for better fuel use.

Toyota has redesigned the sporty and popular Celica, using the innovative "stream surface" concept that channels air over wide fenders and narrow body sections to reduce drag.

The Celica also features an eight-way sports seat for passenger comfort.

Toyota has also introduced a new four-door

hardtop Carina that eliminates the center door pillar to improve the sense of openness.

Along with improved four- and five-door Corona sedans, Toyota also has a new Corona Coupe designed in response to "strong demand from sports oriented customers" and intended to appeal to "urban adults" — something of a yuppie car.

It is low slung and aerodynamic, its chief innovation the use of the "stream surface" concept as well.

Mitsubishi has also tapped aerodynamic styling for its Starion, adding a three-section rear spoiler to the sporty model.

## Rear-Window Wipers Growing In Popularity

The popularity of rear-window wipers continues to grow, surveys by a major manufacturer of windshield wipers, indicate. Nearly 7.8 percent of American motorists now have cars with rear-window wipers on them.

This means there are more than 6.5 million vehicles on the road with rear wipers. That is about two million more than in 1983.

In addition, the survey found that 95 percent of car owners who have rear wipers believe they are a definite benefit, with nearly 70 percent describing them as a "significant advantage."

The usefulness of rear wipers originated in the late 1970s with the advent of hatchbacks and small station wagons. The aerodynamic characteristics of these vehicles cause road film, dirt and water to build up on gently sloping rear windows.

More and more, U.S. auto manufacturers are offering the rear wiper as an option as they began doing a few years earlier with the rear defroster.



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# Detroit: What's New For 1986

By Jan A. Zverina  
UPI Auto Writer

DETROIT (UPI) — Although the majority of new models coming out of Detroit for 1986 are warmed-over versions from 1985, there are some notable exceptions.

Ford Motor Co. is introducing a new line of aerodynamically styled intermediates, the Ford Taurus and Mercury Sable, and General Motors has again shrunk its personal luxury cars, the Buick Riviera, Cadillac Eldorado and Seville, and the Oldsmobile Toronado, which will be introduced about a month after most other models.

GM has also put its full-sized Buick LeSabre and Oldsmobile Delta 88 on diets and switched them to front-wheel drive.

All 1986 cars are required by federal law to have an eye-level third brake light, which in most cars is mounted on the shelf just inside the rear window. Fastbacks have it attached to the rear roof or bottom edge of a spoiler if so

equipped; some convertibles have it fastened to a luggage rack on the deck lid.

Some models will sport lightweight, low-profile rectangular halogen headlamps that permit designers to create a sleeker front end this year.

Following is a model-by-model update for 1986:

### American Motors

AMC's Renault Alliance and Encore get a redesigned dashboard and restyled instrument panel, low-profile halogen headlamps and new taillamps. AMC has finally added a tilt wheel option, and a new Encore model called the Electronic features an electronic digital instrument cluster.

Since AMC is not scheduled to introduce a new car until 1987, its new product this year is a light pickup truck. The Jeep Comanche pickup, derived from its Cherokee and Pioneer models introduced last year, is billed as Jeep's first two-wheel-drive pickup

since 1947. It will also be available in four-wheel drive.

The Jeep Wagoneer gets a new headlamp treatment to differentiate it from the Cherokee. Both models get added power from a redesigned 2.5-liter four-cylinder engine.

### Chrysler Plymouth-Dodge

Chrysler Corp.'s changes for the 1986 model year center on the engineering department. An all-new 2.5-liter four-cylinder engine available in most model lines will replace the Mitsubishi-made 2.6-liter engine because of its improved power and better overall performance.

Other engineering changes and improvements include a low-pressure fuel injection system, a fast-burn cylinder head design for all four-cylinder engines, a new load-leveling system, and an automatic electronic temperature control system.

New colors, trim, and some minor refinements

inside and out have been made across Chrysler's entire car line. Some optional equipment is now standard on most 1986 car lines.

Chrysler models include the Lebaron, Lebaron GTS, New Yorker, Fifth Avenue and Laser models.

Plymouth models are the Reliant, Caravelle, Horizon-Tourismo, and Gran Fury, as well as the Voyager passenger mini-van.

Dodge models include the Lancer, 600, Diplomat, Aries, Omni-Charger, Daytona, and Dodge Caravan mini-van.

Chrysler also imports through its partnership with Mitsubishi the Conquest, Dodge Colt, and the Vista mini-station wagon.

### Ford Lincoln-Mercury

The big news at Ford and Lincoln-Mercury for 1986 is the Ford Taurus and Mercury Sable, a new line of intermediate front-drive sedans and wagons that preview Ford's aerodynamic styling theme for the

next decade.

Also new is a sequential fuel injection system for the 5-liter V8 engines and improvements in many of the automaker's smaller engines.

Taurus and Sable, which will replace the intermediate LTD and Marquis sedans, have four-wheel independent suspension, a transverse-mounted 3-liter V6, and a four-speed automatic overdrive transaxle. Later next year base models will get a 2.5-liter four-cylinder engine and five-speed manual transaxle as standard fare.

Also new is the Aerostar mini-van, unveiled this year but billed as a 1986 model. The rear-drive Aerostar comes with a 2.3-liter four-cylinder or a 2.8-liter V6 engine.

The Escort-Lynx, updated in 1985, is unchanged except for trim and some new drivetrain options.

Ford Tempo and Mercury Topaz compacts get aero headlamps and grilles along with minor function and trim

changes.

The Ford Mustang, Thunderbird, LTD and Crown Victoria, Mercury Capri, Cougar, Marquis and Grand Marquis, all Lincolns and the imported Merkur from Germany are all basically carried over from 1985 except for minor trim and engineering details.

### General Motors Buick

Buick's news for 1986 is an all-new Riviera, which is 19 inches shorter and 500 pounds lighter than the 1985 model. A 3.8-liter V6 and four-speed automatic is standard.

The luxury car, which has the first fabric-covered dashboard in the industry, has between seven and 10 microprocessors on board to control all functions. Those microprocessors, which replace 91 conventional controls, interface through a "Graphic Control Center," a touch-sensitive cathode ray tube from which the driver can call up in-

Continued to page 11

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# ...Some Notable Variations From 1985

Continued from page 10  
formation and control other functions such as the stereo, and temperature.

The Riviera convertible is dropped.

The LeSabre sedan and coupe become front drive and shed about 22 inches and 400 pounds from their 1985 rear-drive counterparts. The large rear-drive Buick Estate Wagon soldiers on.

The Skylark nameplate, last seen on Buick's X-car, graces the four-door version of the compact Somerset coupe, introduced earlier this year.

The Electra and Park Avenue are unchanged since they were switched over to front drive in the 1985 model year. The front-drive Century and Skyhawk, and the rear-drive Regal, undergo mild facelifts, engineering revisions, and trim upgrades.

#### Cadillac

The Eldorado and Seville are restyled for 1986, both models considerably smaller and lighter than in 1985. Although they are quite

distinctive from one another, they share the same platforms and assembly lines with the Riviera and Toronado.

Cadillac is holding further details of the Eldorado and Seville until late October, but previews show that the bustle-back trunk worn by the Seville since 1980 has been dropped.

A new digital fuel injection system sits atop the HT4100 engine, which is exclusive to Cadillac and powers the front-drive Coupe De Ville, Sedan De Ville, and Fleetwood 75 limousine models that were changed over in 1985 from larger rear-drive models.

A new Touring Coupe and Touring Sedan model based on the front-drive De Ville have a stiffer suspension, upgraded tires, fog lights and a new lower body treatment.

The rear-drive Fleetwood Brougham will be manufactured only through December 1985.

Cadillac's compact Cimarron gets a restyled grille, composite tungsten headlamps,

new taillights and interior refinements.

#### Chevrolet

Chevrolet will expand sales of its subcompact Sprint, Spectrum and Nova models to a nationwide basis instead of just selected markets.

The Corvette gets an anti-lock four-wheel disc brake system, a new anti-theft system using an encoded key, and a revised instrument cluster. Later in the year a Corvette convertible will be offered, as well as cast aluminum cylinder heads.

A Z24 performance version of the Cavalier compact, with a hotter V6 engine and performance wheels and tires, will be added to that line.

A five-door hatchback will join the four-door notchback Nova, the GM-Toyota subcompact introduced last June.

A Caprice Brougham model is added to the mildly changed Caprice line; but the Impala name is dropped.

The Camaro, Celebrity, Chevette and Monte Carlo carry on except for some minor upgrades.

#### Oldsmobile

Like Buick, Oldsmobile has three new models for 1986. A smaller, lighter Toronado, which features hidden headlamps for the first time in 20 years, a standard V6 engine, and a body computer, or central processor, that monitors sensors and controls a driver warning system and a serviceability and diagnostic function.

A smaller and front-drive Delta 88 coupe and sedan debut for 1986, powered by a standard 3-liter or optional 3.8-liter V6. The rear-drive Custom Cruiser wagon continues unchanged into 1986.

Also new is a four-door Calais, joining the compact Calais specialty coupe introduced this year. A Calais GT coupe and Calais ES sedan are offered as performance models.

A two-door notchback model is added to the Firenza compact line.

The Ciera, 98 Regency, and rear-drive Cutlass models all receive minor revisions.

#### Pontiac

Pontiac's Grand Am

coupe, like the Buick Somerset and Olds Calais, is joined by a four-door sedan. A new SE series, which has composite halogen headlamps and other improvements, is added to the line.

Anti-lock brakes are standard on the Pontiac 6000 STE, the division's premier performance sedan. Composite headlamps are standard, and stereo controls mounted on the steering wheel will be offered later in the year.

A GT model is added to the compact Sunbird line, and is distinguished from other Sunbirds by partially hidden headlights. A turbocharged, 1.8-liter 150-horsepower engine is standard on the GT, as are larger tires, a beefed up suspension, and a speedometer that reads 120 mph for all turbo powered models.

The Fiero, Pontiac's plastic-bodied two seater, gets an improved "Tech 4" four-cylinder engine. A host of minor improvements and a new gold color round out the changes. This year's GT

model will become next year's SE to make room for a midyear introduction of a Fiero GT featuring a fastback design.

Firebirds and Trans Ams get more standard equipment and new colors. Base Firebirds come with four-cylinder engines that now use silicon pistons. A 140 mph speedometer is standard on all Trans Ams with optional engines.

Pontiac's rear wheel drive cars — the Bonneville and Grand Prix, full size Parisienne, and Pontiac 1000 subcompact — all drive on with minor trim changes and some new exterior colors.

## 4X4 Jacks

Most off-road vehicles, 4X4 cars and trucks, come equipped with jacks designed to lift the vehicle by raising the axle or frame.

These work fine on a hard, flat surface, such as a roadway. But they are grossly inefficient when used to jack up a vehicle that is stuck axle deep in mud or sand.

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## Problem Is With Incompetent Mechanics

# Progress Made In Curbing Repair Swindles

By Bill Lohmann  
UPI Feature Writer

It is no secret that honest car repairs are sometimes very hard to come by.

Not long ago, a Georgia woman took her Volkswagen to a garage to have its automatic transmission repaired. When she returned to pick up the car, she was more than a little surprised to find her VW equipped with a manual transmission stick shift.

No clutch, just a stick shift.

"We've heard some real horror stories," said Lawrence "Bud" Stumbaugh, a Georgia state senator whose committee is traveling around the state to hear gripes about car repair ripoffs. "If it weren't for the horror involved, some of them would almost be comical."

"I'm finding that most people are like me. I don't know the trunk from the hood. I have to believe what I'm told. That puts us at the mercy of folks who aren't always merciful."

Indeed, the U.S. Office of Consumer Affairs reports that auto-related problems traditionally sit atop its complaint lists.

It is hard to determine exactly how widespread the problem is. But there is no denying the problem exists.

"There seems to be a shortage of qualified auto service technicians," said Richard White, a national spokesman for the American Automobile Association. "One of the problems is attracting enough qualified people to enter careers in auto repair. Another problem is the cars are getting more and more complicated."

Said Fred Gaca, editor of Motor Service Magazine, a trade publication for professional mechanics and garage owners: "A major part of the ripoff problem today is not with dishonest mechanics but with incompetent ones who have not kept up with the technology."

The industry is changing. Pay is going up, a

growing number of mechanics — dealer-affiliated and independents — are receiving advanced training and certification is providing some uniformity to a previously disjointed industry.

The National Institute for Automotive Service Excellence, a non-profit organization, rolled off the line in 1972. Its aim is to provide voluntary competency testing and certification in several skill areas for mechanics nationwide.

While the NIASE certifies individuals, a new program sponsored by the AAA investigates and approves car repair facilities across the nation.

Auto industry officials say such programs can help ensure higher quality care repairs and provide peace of mind for consumers.

"The industry has turned around drastically," Gaca said. "Training is available and it's open to everyone in the field. Mechanics

today are far smarter than they were a few years ago, but there still aren't enough certified mechanics around."

Ripoff artists still survive — the friendly folks who slit the radiator hose or paint old parts and put them back on the car.

"You know and I know that it's still going on," said one auto industry expert. "It would be stupid to say it doesn't go on, but I don't think it's as bad as it used to be. Consumer laws have gotten tougher and consumers have gotten smarter."

Motorists can save themselves hassle and headache by following a few guidelines.

Gaca suggests motorists always ask if mechanics are certified, demand a written estimate before any work is done, find out the estimated labor cost — the going rate is about \$35 an hour and many shops follow a suggested labor guide — and describe how the car is malfunctioning — don't

make recommendations.

"If you tell the shop to rebuild the carburetor, they will rebuild the carburetor, even though that may not be the problem," Gaca said. "Let the shop figure out the problem."

Auto experts also suggest asking questions of the mechanics. When he says the car needs a "brake job," inquire as to what exactly he means by "brake job."

"If you're in doubt, get a second opinion," said George Giek, managing director of automotive

engineering at the AAA. "Don't just go into one place and give them carte blanche. Get a second opinion, just like you do when you go to the doctor."

Giek also said motorists can receive greater satisfaction by learning more about their cars.

"You cannot totally rely on mechanics to tell you what's wrong with your car," Giek said. "We're emphasizing to the American car owner the need for preventative maintenance."

## On-The-Beach Driving

There has been a dramatic increase in the popularity of four-wheel-drive vehicles, including small pickup trucks and utility vehicles that people use to drive on beaches.

Many "over-the-sand" drivers select improper tires for beach driving, choosing tires with mud-snow treads with the idea that they will give proper traction in

loose sand.

They won't. The aggressive tread tends to dig a hole, which is fine for mud and snow but not for sand. For beach driving, a 4X4's tires should have a non-aggressive tread and should be deflated to 15-20 psi. This gives the tire a balloon effect and, with a relatively smooth tread, allows it to float over loose sand.

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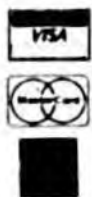
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# Don't Overlook Transmission Check

Three people out of four pump their own gas. That's the good news for the dollar-conscious motorists. The bad news is that most people are negligent about checking their cars, according to Car Care Council.

Among the most neglected under-the-hood checks is the automatic transmission fluid. It

should be looked at every month or two and even more often when the car is subjected to "severe service" driving, definition of which is detailed in car owners manuals.

Procedure for checking the automatic transmission is simple, says the Council. Be sure the engine and transmission are at

normal operating temperature. Generally this would be after about 15 or 20 minutes of driving. Park the car on level ground and apply the parking brake, and/or block the wheels. Move the shift lever through all positions and back to Park or Neutral, depending upon the make of the car (again, refer to

the owners manual).

Then with the engine idling, remove the dip stick, wipe it off, and reinsert it all the way. Remove it again and note the fluid level with relationship to the "ADD" or "FULL" marks. Add fluid if needed, but do not overfill. Excessive fluid can cause fluid loss or erratic shifting.

Be sure to add fluid of the correct type for your particular car. Check the label on the can for this information.

The fluid should be red, not brown or burned in appearance. If it has lost its clear, red appearance and/or if it has a burned odor, then it should be drained and replaced and a new filter

installed.

Consider, too, installation of an auxiliary transmission cooler to prevent further overheating.

Replacement of fluid and filter should be a periodic procedure to protect the transmission, says the Car Care Council.

# Know The Basics Of Car's Charging System

The charging system of a car involves much more than the battery — although that's probably the first culprit suspected when the ignition doesn't respond to the turn of the key. Maintaining the charge level of the battery is the job of the whole charging system, and today's new cars make that an even more demanding job than it used to be.

There are several reasons. First of all, newer cars offer many more electrically powered options. This list includes power door locks, power seats, power windows, rear window

defoggers, automated shoulder belts, remote-opening hoods and trunks, moon roofs, tape decks, and CBs. Blower motors for heating and air conditioning are also powerful electrical drains on the battery and charging system.

Slow-moving urban traffic and short-distance driving also help make charging the car's battery a critical — and far from simple — job.

Here are some of the most common problems drivers note with the charging systems of their cars, as outlined by the Ford Motor Company.

- Slow cranking.

- Battery always low on water.
- Battery dead.
- Battery needing frequent recharging.
- Top of battery wet.
- Ammeter always showing high charge rate or indicating no charge (or discharge).
- Alternator warning light always on.
- Alternator warning light coming on at high speeds.
- Alternator warning light never comes on (as when key on, engine not running).
- Headlights dim and brighten with changes in engine speed.

To keep the car's

charging system operating efficiently so you can count on it every time you turn the key, you need to do two things. First, become familiar with each part of the system. And second, make sure that each part is well maintained.

To begin with, the four basic ingredients of the charging system are the battery, the alternator, the electronic regulator and the wiring harness. Fuse links and charge indicators also play important roles in the system.

### Battery

The battery has three major functions in the

electrical system. First, it provides a source of energy for cranking the engine. Second, it acts as a voltage stabilizer for the electrical system. And third, it can, for a limited time, provide energy when the electrical load use exceeds the output of the alternator.

With proper maintenance, the battery will provide many years of useful power, or "charge." The job of the charging system is to restore the charge used by the battery during normal operation of the car. That includes operation of the starter, lights, radio, heater and cooling blower motor, and the electrical accessories.

### Alternator

The alternator is the "charger." A belt, either the Vee type or ribbed, connects it to the crankshaft. Rotating motion is converted into electrical current to maintain the battery charge level.

### Regulator

The regulator makes sure that alternator current sent to the battery is neither too much nor too little. If either condition exists, problems within the system will soon develop.

To maintain your car's charging system, you must be able to identify certain problems and take the appropriate corrective measures. Here are some suggestions for identifying problems in the system.

When the charging system is not operating correctly, the battery is the first unit to check. Often it is the problem, whether because of age, poor maintenance or unusual wear. Normally, as the vehicle's electrical system uses up battery energy, just enough current is fed back to it to keep it at the proper charge level. Some electrical conditions will

prevent the battery from providing enough energy. Others will drain too much energy and result in a low or dead battery. The easiest and most obvious conditions can be checked visually; others must be checked out through proper testing by a mechanic.

Here are some factors that will lead to early battery failure.

- Loose or corroded battery connections.
- Exterior of battery damaged or cracked.
- Battery posts or terminal loose, damaged or corroded.
- Hold-down attachments too tight or too loose.
- Understized cables.
- Worn spark plugs requiring more voltage to fire.
- Low electrolyte (on non-maintenance-free batteries).
- Any accessory that is continuously ON because of a faulty switch.
- A current drain on the battery with key OFF.
- Battery not used frequently during extremely cold weather.

After the battery, it's usually the alternator that gets blamed for charging system foul-ups. The first place to look for alternator problems is the drive belt. Improper belt tension can be the cause of many charging problems. If the belt is loose, the battery may be discharging instead of charging.

A belt that's too tight, on the other hand, can damage the alternator bearings. You also need to be aware that belts have different tension specs depending on whether they're new or used. A mechanic can adjust them properly using an appropriate tension gauge. If the alternator drive belt is cracked, heavily worn, frayed or badly glazed, it needs to be replaced.

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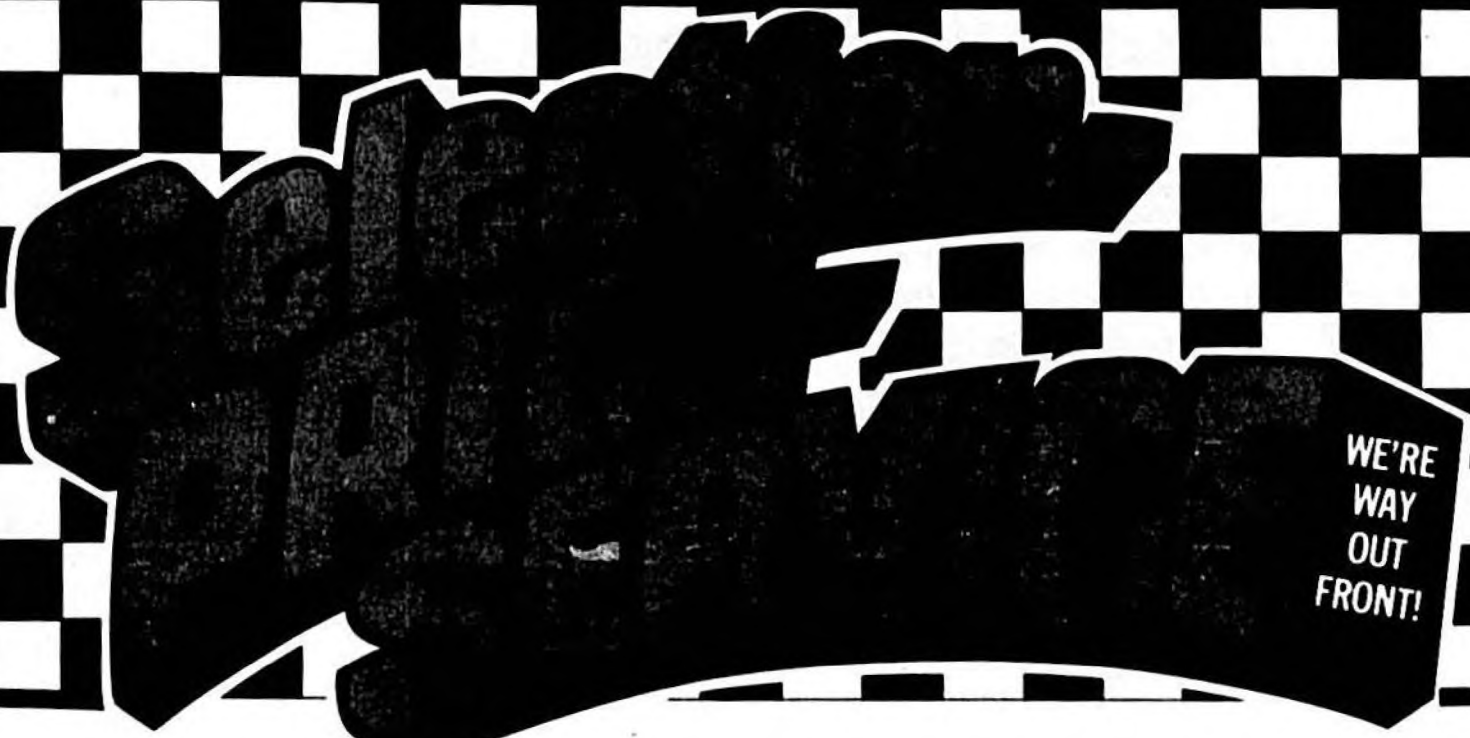
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