



Herald Photo by Tom Vincent

Sanford Police Patrolmen Carlos Monti (left) and Greg Harrell, right, place the cuffs on Polly Stevens, who was "busted" for doing her burlesque act in the Golden Age Games Talent and Variety Show Tuesday night. But it was all in fun.



Herald Photo by Tom Vincent

Bob Foster, 69, Chicago, takes his shot on the green at the Mayfair Country Club in search of the gold medal awarded to first-place winners in the Golden Age Games.



Herald Photo by Diana Petrya

Frances Knott, 63, of Punta Gorda, takes her best shot at the billiard table as she competes with Mary Schanzle, 57, of Palatka, Ms. Knott took a gold medal in 8-Ball for Women and Ms. Schanzle took the silver in The Golden Age Games competition.

## Herbst Ties For Lead In Golden Age Bowling

By LEE DANCY  
Herald Staff Writer

The third day of the seventh annual Golden Age Games produced some seasoned performances from participants.

Wednesday was a day for billiards, a hobby show, tennis, bowling, cribbage, a dance contest and the Jubilee Dinner-Dance.

Jack Kaiser, coordinator for the bowling competition since the first Golden Age Games in 1974, said the two-day competition went smoothly. Kaiser said 92 bowlers vied for the high score on Tuesday, while 111 showed up to roll 'em Wednesday. The oldest bowler was James Mason, 92, of Sanford.

The high score rolled for the men was tallied by Harold Herbst, 67, of Sanford, and Frank Bongiorno, 71, of Orlando, both with a scratch score of 245. Bee Stremmel, 65, of Leesburg

### Here's 'Culprit'

In Wednesday's Evening Herald, the woman "arrested" during her act in the Golden Age Games Talent Show was incorrectly identified as Mimmie Kane of Sanford. Polly Stevens, 63, of Lake Mary is the real "culprit." Mrs. Stevens placed second in the recitation category of the show and won a silver medal.

knocked down 206 pins in one game to grab the high score award for women.

In tennis, 76-year-old Helen Barnes, who describes herself as the "mother and grandmother of tennis players," snared the gold medal for women's doubles competition. She secured the title with the help of her partner, Barbara Cooper of Winter Park.

The hobby show, sponsored by the Seminole County Agricultural Extension Office, featured competition in arts, crafts, ceramics, horticulture, collections, needlework and home decorations.

John Palesch, 57, of Leesburg took first place in the needlework competition.

Complete schedule, results, other photos, Pages 2A, 3A.

# Sanford Policeman Suspended In Probe

By DONNA ESTES  
And  
TOM GIORDANO

A three-pronged criminal investigation is continuing today, but law-enforcement officials are tight-lipped about the involvement of a Sanford policeman who has been suspended pending the probe's outcome.

The suspended officer is Walter Jones, 46, of 1404 Lake Ave., Sanford, an 11-year veteran of the police force who was relieved of duty with pay Oct. 14.

Involved in the investigation, according to Police Chief Ben Butler, are his department, the Seminole County Sheriff's Department and the Seminole-Brevard state attorney's office.

While law-enforcement officers remained secretive today about Jones' suspension and the reason for it, Sanford City Hall administrative personnel confirmed it has to do with a fire that occurred last December, at a home owned by Jones.

The fire occurred Dec. 30 and destroyed the building at 839 Jerry St., Goldsboro, which Jones valued at between \$30,000 and \$40,000, according to two sources. The Sheriff's Department lists the property value at \$40,000 and court records value it at \$30,000. Both figures, according to those departments, were furnished by Jones himself.

So far, three persons have been arrested in connection with the fire and charged with arson. They are:

— Sharon Lee Meeker, 31, of 606 Park Ave., Apt. 1, Sanford.

— Patricia Williams, 34, of 176 E. Wilbur Ave., Lake Mary.

— James Michael Williams, 35, of 2037 Mon Repos St., Orlando. All three were arrested Oct. 9.

Chris Ray, chief assistant state attorney, however, released only the two women's names to



WALTER JONES  
... suspended with pay

the press today, but would not disclose the identity of the man arrested.

The Sheriff's Department confirmed, however, that three persons have been arrested in connection with the fire, and released Williams' name.

Williams and Patricia Williams were married at the time of the fire, but later were divorced, according to Ray Pippin, Seminole County Fire Department arson investigator.

A circuit court trial date has been set for the two women, but not for Williams. The women are scheduled to be tried Dec. 14 before Circuit Judge Kenneth Laffler.

Both entered pleas of not guilty at their Oct. 23 arraignments, according to court records.

Jones refused to talk with reporters this morning at his Lake Avenue address.

The City Hall official who confirmed Jones' suspension is connected to the fire also said the probe does not "end with the fire. It may include other activities the officer allegedly was involved in."

Ray did say today that his office has formally filed an information against the two women charging them with arson, but that no information has been filed yet against Williams.

He also confirmed that once the investigation involving Jones is completed, either the officer will be reinstated to the department or the matter will go before a grand jury.

The fire was discovered at Jones' Goldsboro house by a sheriff's deputy on routine patrol in the early morning hours of Tuesday, Dec. 30. The Seminole County Fire Department, called by the deputy, put the fire out.

The deputy at the time could find no witnesses who saw the blaze begin. The deputy's report of the incident said Jones asserted he had last been to the residence the Friday before—Dec. 26.

Pippin said Williams, Patricia Williams and Sharon Meeker, when confronted by investigators, admitted they had set the fire. He said the investigation is continuing.

Mrs. Williams and Mrs. Meeker were both arrested Oct. 9 and arraigned before County Judge Alan Dickey on Monday. Public defenders are handling both their cases. The women were released from the county jail after each posted a warranty bond of \$2,500 Tuesday.

# Blastoff Space Shuttle Finally Soars Into Orbit

CAPE CANAVERAL, Fla. (UPI) — Astronauts Joe Engle and Richard Truly rocketed into space more than 2 1/2 hours behind schedule today on the second test flight of the shuttle Columbia to open an age of routine roundtrips into orbit.

The winged spaceship roared to life after a cliffhanger countdown and climbed into the partly cloudy sky, leaving a geyser-like column of flame and smoke in its wake.

"Thrust looks good," mission control in Houston said as the ship passed the launch tower.

It was a spectacular beginning to a five-day, 17,400-mph journey that will take the astronauts 81 times and 2 million miles around the Earth. Never before had a used spaceship flown in space.

It also was a spectacular birthday present to Truly, who turned 44 today.

Columbia took off at 10:10 a.m. EST after the launch crew won a dramatic race with the clock and fixed a broken electronic unit with a spare rushed in from the next shuttle under construction in California.

An additional 10-minute delay was called nine minutes before blastoff while ground crews checked flight preparations.

"Smooth as glass, Houston," Engle said two minutes after launch, just after the ship's twin booster rockets split away to parachute to recovery ships standing by in the Atlantic.

It then continued on toward orbit with its three main engines doing the work. They generated power equal to that produced by the output of 23 Hoover Dams.

Engle, 46, and Truly were both

making their first venture in orbit although Engle is a veteran of X-15 rocket plane flights to the edge of space and both flew the prototype shuttle Enterprise on landing tests in 1977.

As soon as it cleared the launch tower, the Columbia rolled over on its back as planned so it was flying upside down as it climbed to space.

The ship weighed 4,475,943 pounds at liftoff and its boosters and three main engines produced 6,425,000 pounds of thrust. This extra margin of push moved the 184-foot machine into the sky quickly.

The spaceship accelerated quickly into space, and four minutes after launch, the astronauts had passed the point of no return. They were no longer within reach of the cape should an emergency occur.

"Looking good here," Engle said repeatedly as the ship climbed over the North Atlantic Ocean.

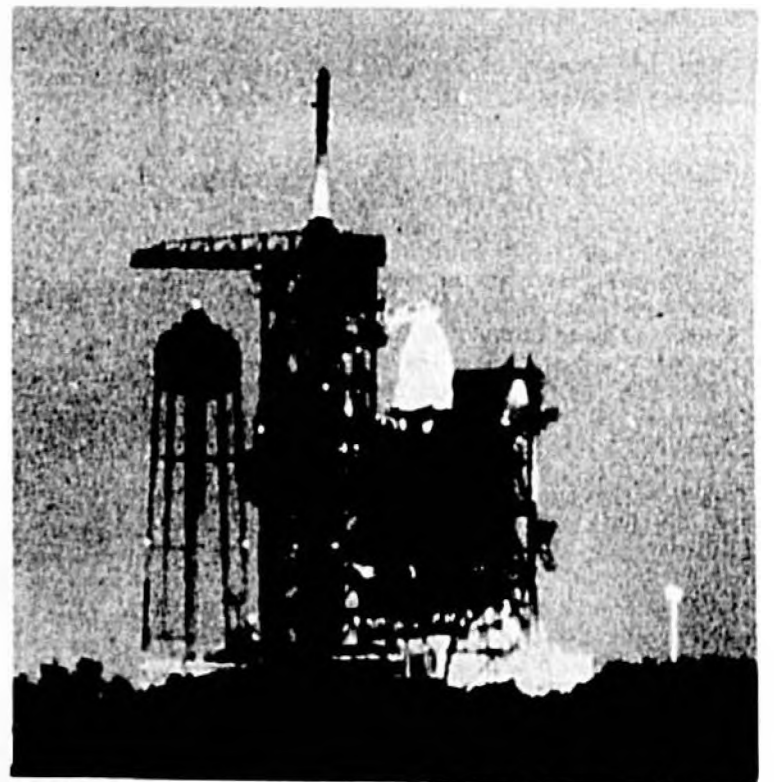
The pilots received a steady stream of "go" reports from flight controllers.

Eight minutes into the flight, the ship's main engines shut down as planned. Columbia was traveling at 16,500 mph at the time. It was 73 miles high.

Then, Engle reported that the ship's big external fuel tank was jettisoned. Its debris was to land in the Indian Ocean.

The ship's two orbital maneuvering engines then ignited as scheduled to give Columbia the additional speed needed to reach a preliminary orbit up to 138 miles high.

Today's launch attempt was in doubt until a last-ditch effort



Herald Photo by Rev. D.K. Gunter

The space shuttle Columbia is poised on the launch pad before liftoff in this photo taken at Cape Canaveral's Kennedy Space Center by a Herald correspondent.

produced a 36-pound electronic data translator that worked. The original one in the Columbia failed late Tuesday night and a replacement installed Wednesday morning developed even worse difficulties.

That prompted an emergency call for two more of the units, known technically as multiplexer-demultiplexers, from Challenger, the second shuttle nearing completion at the Rockwell International plant at Palmdale, Calif.

The two units were rushed to the cape in a Rockwell jet, landing at the new Kennedy Space Center runway built for shuttle landings beginning next year.

## Two Banks Take The Lead

# Prime Rate Dropping To 16 1/2 Percent

NEW YORK (UPI) — Chase Manhattan and First National of Chicago, two of the nation's largest banks, today lowered their prime lending rate to 16 1/2 percent from the prevailing 17 percent, putting the key charge at its lowest level in nearly a year.

The cut put the prime rate for top-rated corporate customers at the lowest level since it stood at 16 1/4

percent last Nov. 20 on its way to a record 21 1/2.

Their reduction in charges to top corporate customers was sparked by lower costs for money and reduced loan demand caused partially by the nation's widening recession.

The Federal Reserve, which maintained a tight monetary policy for more than a year to fight in-

flation, recently lowered the discount rate it charges member banks for loans to 13 percent from 14 percent.

Treasury Secretary Donald Regan and several money experts have predicted the key rate would drop to 16 percent or even lower by yearend.

## TODAY

Action Reports	2A	Crossword	8A	Horoscope	8A	Weather	2A
Around The Clock	4A	Dear Abby	7A	Hospital	2A	World	3A
Bridge	8A	Deaths	3A	Nation	3A		
Calendar	9A	Dr. Lamb	8A	Ourselves	7A		
Classified Ads	10-11A	Editorial	4A	Sports	5-6A		
Comics	8A	Florida	2A	Television	9A		

An ancient art is enjoying new popularity. Find out all about stained glass in Friday's Leisure magazine.



# NATION IN BRIEF

## Southern Bell Customers May Get Stuck With Tab

BIRMINGHAM, Ala. (UPI) — Southern Bell Telephone Co. customers may get stuck with paying a \$4 million bill owed by Hart Industries Inc., which once offered long-distance telephone service in Florida, Georgia and Alabama.

Federal officials have told the Birmingham Post-Herald that Hart Industries owes Southern Bell \$4 million for use of its lines and that if the firm can't pay, Southern Bell may try to recover its money through a rate hike.

## Stockman In Hot Water

WASHINGTON (UPI) — Budget director David Stockman, whose cost-cutting knife caused many to flinch, is now feeling some jabs himself for remarks he made critical of the administration's economic recovery program.

"His credibility and the credibility of the program he supports is in serious doubt," says House Speaker Thomas O'Neill, who accused Stockman of having deceived Congress and the public about the impact of "Reaganomics."

The furor is over a magazine article in which Stockman is quoted as saying Reagan's tax cut plan was a "Trojan horse" ploy to aid the rich and that the huge budget cuts were poorly planned, hastily enacted and ignored Pentagon inefficiency.

# WORLD IN BRIEF

## Soviets Reject Protest; Swedish Relations Cold

MOSCOW (UPI) — The Soviet Union rejected as "absurd" Sweden's protest over the Soviet nuclear-armed submarine's intrusion near a top-secret base and Sweden said relations between the countries were now under great strain.

In a defiant message handed to Swedish ambassador Carl de Geer, the Kremlin Wednesday insisted the Soviet Navy's submarine No. 137 strayed accidentally into Swedish waters, 10 miles from Karlskrona military base.

## Arabs Warn U.S., Russia

RIYADH, Saudi Arabia (UPI) — Six Arab leaders ended their Persian Gulf summit with agreement to take the Saudi peace plan to the Nov. 23 Arab League summit and a call for Moscow and Washington to keep forces out of their region.

In a closing communique only three days before large-scale U.S. war games with Egypt, Sudan, Somalia and Oman — one of the states at the summit — the Gulf Cooperation Council said Wednesday the "security of the Gulf was the sole responsibility of its people."

## AREA DEATHS

### MRS. MERI KAY WERNER

Mrs. Meri Kay Werner, 610 Orange Drive, Altamonte Springs, died Tuesday at Florida Hospital-Altamonte following a long illness. Born April 7, 1922, in Boston, she moved to Altamonte Springs from Newton, Mass., six months ago. She was a housewife and Jewish.

Survivors include her husband, Michael; her father, Burton Kreindell, Newton; and a brother, Lee Kreindell, Newton.

Cox-Parker Funeral Home, Winter Park, is in charge of arrangements.

### DR. EDWARD HAWKE

Dr. Edward Knapp Hawke, 77, of 107 Escondido, Altamonte Springs, died Wednesday at Americana Health Center, Winter Park. Born Jan. 11, 1904, in Trenton, N.J., he moved to Altamonte Springs from Newton, N.J., in 1979. He was a doctor, a Presbyterian, and an Army veteran of World War II.

Survivors include his wife, Evelyn; three sons, Edward C., Myrtle Beach, S.C., Douglas A., Alabama, James P., Andover, N.J.; a daughter, Mrs. Nancy Snook, Newton; a sister, Mrs. Isabelle Trumbath, Old Lyme, Conn.; 10 grandchildren and three great-grandchildren.

Woodlawn Funeral Home, Orlando, is in charge of arrangements.

### MRS. MARY MITCHELL

Mrs. Mary E. Mitchell, 88, of 2018 Cypress Ave., Mims, died Friday at Titusville Nursing and Convalescent Center. Born Dec. 8, 1892, in Ebro, she moved to Mims in 1948. She was a member of St. Mary's Missionary Baptist Church, Mims.

Survivors include four sons, Willie Mitchell, Panama City, and James, Coleman and Leroy, Mims; four daughters, Mrs. Inez Powell, Keat, N.Y.,

Mrs. Plannie Mae Merriola, Chipley, Mrs. Annie Mae Stallworth, West Palm Beach, Mrs. Leila Mae McCullough, Mims; a sister, Mrs. Rosie Porter, Panama City; 59 grandchildren; 103 great-grandchildren.

Wilson-Eichelberger Mortuary, Sanford, is in charge of arrangements.

### GORDON FLYNT

Gordon G. Flynt, 68, of Lemon Bluff, died Monday at his residence. Born in Georgia, he moved to Lemon Bluff in 1971 upon his retirement after 20 years' service in the Army. He was a treasurer and member of the Sanford Lions Club and an officer of Elks Club 1361, a member of the 80 Associates, the Big 10 Hunting Club, the Geneva Historical and Genealogical Society, the Geneva United Methodist Church and the Friends of the St. Johns.

He is survived by three cousins, Mrs. Barbara Flynt Ray and Mrs. Mary Jane Flynt Barbour, both of Sanford, and Elbert Ham Jr., Douglasville, Ga.

Brisson Funeral Home is in charge of arrangements.

### Funeral Notice

FLYNT, MR. GORDON G. — Funeral services for Mr. Gordon G. Flynt, 68, of Lemon Bluff, who died Monday at his residence, will be at 11 a.m., Friday at the Geneva United Methodist Church with the Rev. Gary Isner officiating. Burial in Geneva Cemetery. Brisson Funeral Home-PA in charge.

MITCHELL, MRS. MARY E. — Funeral services for Mrs. Mary E. Mitchell, 88, of 2018 Cypress Ave., Mims, who died Friday, will be held at 1 p.m. Saturday at St. Mary's Missionary Baptist Church, Wiley Avenue, Mims, with the Rev. Olin Patterson, pastor, in charge. Burial in LeGrange Cemetery, Mims. Wilson-Eichelberger Mortuary in charge.

# Golden Age Games Events Schedule

ACTIVITY	TIME	LOCATION	SPONSOR
<b>THURSDAY, NOVEMBER 12</b>			
HOBBY SHOW	9:00 A.M. & 4:00 P.M.	CHAMBER OF COMMERCE	Extension Homemakers
PANCAKE RACE	2:00 P.M.	FT. WELDON PARK	Pool Club of Sanford
KNITTING CONTEST	3:00 P.M. & 5:00 P.M.	CIVIC CENTER	Extension Homemakers
BASKETBALL — ONE ON ONE	3:30 P.M.	LAKEVIEW SCHOOL	Breakfast Rotary Club
BASKETBALL			
FIELD THROW — FIELD GOAL	3:30 P.M.	LAKEVIEW SCHOOL	Breakfast Rotary Club
SYNCHRONIZED SWIMMING	1:00 P.M.	SHARDAN AQUATIC CLUB	American Red Cross
DECATHLON — PART 1	6:30 P.M.	SEMINOLE HI. SCHOOL	Kwans Club
Deadline for entries: Wednesday, November 11 at 5:00 P.M.			
<b>FRIDAY, NOVEMBER 13</b>			
ARCHERY	9:00 A.M.	COMMUNITY COLLEGE	Lions Club of Sanford
HOBBY SHOW			
OPEN TO THE PUBLIC PICK UP ENTRIES	9:00 — 12:00 & 1:00 — 4:00	CHAMBER OF COMMERCE	Extension Homemakers
1/4 MILE BICYCLE RACE	10:00 A.M.	SEMINOLE HI. SCHOOL	Disabled American Vets
Deadline: Thursday, November 12 at 5:00 P.M.			
CANASTA	1:00 P.M.	SANFORD WOMENS CLUB	Sanford Womens Club
BRIDGE	1:00 P.M.	SANFORD WOMENS CLUB	Sanford Womens Club
DOMINOES	2:30 P.M.	CIVIC CENTER	Sanford Senior Citizens
DECATHLON — PART 2	6:30 P.M.	SEMINOLE HI. SCHOOL	Kwans Club
Deadline for entries: Wednesday, November 11 at 5:00 P.M.			



## HAVING A BALL

Don Hull, 63, of Port Orange, hopes to "strike" up a win during the bowling competition in the Golden Age games at Bowl America Lanes.

Herald Photo by Tom Vincent



Herald Photo by Toni Yarbrough

## GOOD FOR BUSINESS

Randall Chase Jr. accepts an award from Shelley Korenbrot on behalf of his father Randall Chase Sr. who was inducted posthumously into the Mid Florida Business Hall of Fame at a banquet at Walt Disney World in Orlando. The senior Chase was lauded as a leader and innovator in the business world.

## Lake Mary Woods On Council Agenda

The final plan for the 86-acre Lake Mary Woods subdivision, located off U.S. Highway 17-92, East Street and County Road 427, will be considered again by the Lake Mary City Council at a 7:30 p.m. meeting today at City Hall on N. Country Club Road.

The plan was turned down a week ago after councilmen expressed concern that drainage from the development would be detrimental to nearby low-lying areas.

Councilman Richard Fess also objected to the plan of developers Donald McIntosh & Associates to begin the first phase of the subdivision off East Street.

Fess said East Street, the entrance road to Seminole Community College, already is heavily congested with traffic and vehicles from the new development would worsen the situation. He said East Street is scheduled to be improved during the next few months, causing more traffic problems during the construction period.

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## City Alters Copy Policy

If you want a copy of a city document and you utilize city personnel to fulfill your request, most likely you'll be paying more than \$1, as formerly required, due to the Sanford City Commission's action Monday night.

The commission decided to charge lawyers and other members of the public for the cost of copies based on the cost of labor and materials necessary to provide such a service.

"We have tried to be helpful, but some requests are time-consuming and not paid for," Knowles told the commission.

City officials said the new policy would not affect information normally made available to the news media.

The new policy provides that all requests for city personnel to provide copies of city records will be made in writing at least 24 hours prior to the time the records are desired.

The policy further says records will continue to be open for public inspection and will be available to the public as prescribed by state law.

— TENI YARBROUGH

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# Evening Herald

(USPS #1-288)

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Area Code 305-322-3611 or 831-4963

Thursday, November 12, 1981—4A

Wayne D. Doyle, Publisher  
Thomas Giordano, Managing Editor  
Robert Lovenbury, Advertising and Circulation Director

Home Delivery: Week, \$1.00; Month, \$4.25; 6 Months, \$24.00;  
Year, \$43.00. By Mail: Week, \$1.25; Month, \$5.25; 6 Months,  
\$30.00; Year, \$57.00.

## A Failure Of Nerves

The political and economic breakdown of Europe in recent months is one of the most disturbing developments on the world scene. Americans have a tremendous stake in a sound and stable Europe.

Twice in this century Americans have shed their blood on the soil of the Old World. For years after World War II, America sent billions in Marshall Plan assistance to Europe to help rebuild war-shattered economies. For more than a generation, the United States has maintained large military forces in Europe to prevent a Soviet takeover.

Today, that investment in blood and treasure is endangered. A wave of neutralism and defeatism, embodied in the Better Red than Dead anti-nuclear movement, is engulfing Britain and the Continent. The unilateral disarmament element, which regards the United States as more of a threat than the Soviet Union, is demanding that NATO accept permanent military inferiority to the USSR. In Britain, the Labor Party is calling for the removal of U.S. bases.

On the political scene, left-oriented regimes have come to power in France and Greece. Other Western governments may go the same way. Free market economic systems also are in trouble. The Mitterand government in France has begun a massive program of nationalization that is apparently designed to kill capitalism in that nation. The nationalization will affect the United States, for French companies with government participation and direction will be operating in the U.S. market and buying American properties.

If we take the long view, these unhappy developments are not surprising. This is not the first time in history when people have signaled a preference for servitude over freedom. And servitude would be the end effect of Europe yielding to Soviet pressures. Conceivably, Western European nations could become captive nations in the 1990s. Ironically, Eastern Europe is moving in the opposite direction.

The craven spirit is not new in history. Fear is a constant in human life; it often triumphs over courage. So it was in the 1930s when Britain and France refused to confront the menace posed by Nazi Germany. This fear brought on a world war and the hideous concentration camps in which millions died. It could happen again.

As for the turn to socialism on the Continent, we must remember that it has ancient roots there. The intellectuals of Europe, the shapers of opinion, are almost overwhelmingly socialists. Moreover, Europe, like the United States, is threatened by competition from Japan and other newly industrialized countries. Europe has lost many of the markets it had in Africa and elsewhere. Europe's flight from Africa in the 1950s and 1960s is just now having a massive impact. Unemployment is very high on the Continent and worsening all the time.

The United States can't rescue Europe from its current predicament. It has to recover from its own failure of nerve. The United States, however, should be very firm on defense issues. It should make clear that it won't continue to maintain 375,000 troops in Europe if the Europeans are unwilling to accept force modernization and aren't morally and intellectually prepared to stand up to the monstrous Soviet totalitarianism that is bent on crushing Western civilization.

### Please Write

Letters to the editor are welcomed for publication. All letters must be signed, with a mailing address and, if possible, a telephone number so the identity of the writer may be verified. The Evening Herald will respect the wishes of writers who do not want their names in print. The Evening Herald also reserves the right to edit letters to eliminate libel or to conform to space requirements.

### BERRY'S WORLD



© 1981 by Jim Berry



Welfare payments and food stamps were delayed for 10 days to two weeks last July and many local recipients were without money or food.

A young couple arrived from up north in search of a job and their car broke down in Sanford.

A family lost their home and belongings to fire recently and were without food, clothing, and furniture.

Where did these people and hundreds of others in the past year turn for a helping hand in their emergencies?

They found their way to the door of the Sanford Christian Sharing Center at Fourth Street and Magnolia, referred by the health and rehabilitative services, the fire department, the police department or one of the 17 local churches which contribute to its support. The sharing center receives no government funds and is supported by gifts of food, clothing, and money from the community.

The volunteers who staff the center receive no salary. They each contribute approximately three hours one day a month. The center is open Monday through Friday, 9 a.m. to noon.

"We want to do something special for the people at Thanksgiving and Christmas," said Kit Carson, public relations chairman for the center, "but our funds are 'zilch.' There are all those people who need help and we didn't have enough to pay the electric bill at the center last month."

A recent break-in cleaned out the food supply. The stately old house, which the sharing center occupies rent-free is owned by Holy Cross Episcopal Church. The church needs the property for use as a parking lot, Carson said, which means the center board is looking for another building to house its thrift shop and storehouse of goods.

During 1980 the Sanford Christian Sharing Center gave out \$12,305 in emergency assistance to 581 families including help with rent, utilities, bus fare, meals, gasoline, prescriptions, gas for heating, legal and medical aid, and groceries. Expenses for operating the center in 1980 totaled \$1,026.

"I believe in the power of prayer," said Carson. "The good Lord is going to take care of us one way or other. He doesn't close one door unless He opens another."

Carson is available to speak at club meetings and churches concerning the sharing center's work. Anyone interested in more information may call 323-1772.

The Most Rev. Thomas Grady, Bishop of the Catholic Diocese of Orlando, was on hand Sunday afternoon to dedicate and bless the attractive new additions to the All Souls School's facilities. The courtyard was packed with students, faculty, parents, parishioners and visiting priests and nuns for the joyous occasion.

The bishop took advantage of the opportunity to put in a few words for nuclear disarmament.

ROBERT WAGMAN

## Fixing Social Security

WASHINGTON (NEA) — There are almost as many Social Security reform plans floating around as there are groups with an interest in the system.

The National Federation of Independent Business, a Washington-based organization that represents the country's small businesses, is concerned with this issue because Social Security taxes have become more costly than income taxes for many of its members. The federation has offered a plan drafted by Stanford University economists that is designed to solve some of the long-range problems of Social Security. This plan is receiving considerable study on both sides of the congressional aisle.

William Dennis, director of research for the federation, suggests that Social Security's problems came about "because so many welfare-type programs were grafted onto what was supposed to be an insurance system. Today, for a retiree over the age of 65, 78 percent of his monthly Social Security check represents not annuity but a transfer payment."

The federation proposes to separate the insurance portion of the Social Security program from what are really income-transfer programs.

First the organization would set up what it calls the "Entitled Annuity Insurance Program." Each worker in the program would get an "account" into which would be deposited his and his employer's contributions plus interest. The worker would withdraw these funds from the program upon retirement. He would be entitled to this money regardless of how much he earned over his working life.

Obviously, few workers are going to retire independently wealthy. In fact, many will need help well in excess of what is available to them from their entitled annuity accounts.

To help support these senior citizens, the federation calls for the establishment of a separate program called "Supplemental Retirement Benefits." Retirees whose assets fell below a certain level would be eligible for support payments under this program according to their needs; many current welfare programs operate in this manner.

Under this plan, payroll and self-employment taxes would go only into the insurance program. The supplemental benefits would be financed out of general tax revenues.

This is only fair, in the opinion of the federation: "Participants in an insurance program should pay only for what they receive and receive only what they pay for."

The plan would replace only the current Old Age and Survivors Insurance program. It would not affect the Disability Insurance and Health Insurance programs or the Supplemental Security Income benefits for the blind and the disabled.

JACK ANDERSON

## Despite Denial, CIA Payoff Confirmed

WASHINGTON — One of then-President Jimmy Carter's first international statements, in February 1977, was intended to scotch reports that former West German Chancellor Willy Brandt had received secret cash payments from the CIA in the 1960s.

The reports had stemmed from an allegation — deleted from the book, "The CIA and the Cult of Intelligence," by Victor Marchetti and John D. Marks — that Brandt had accepted CIA payoffs. Brandt had hotly denied the charge, and Carter said — or seemed to say — that it was "groundless" and "reckless."

But four knowledgeable intelligence sources have told my associate Dale Van Atta that Brandt and the Social Democratic Party he once led did in fact receive money from the CIA until at least 1980. One of the most interesting transactions occurred in February 1966, and its details read like a Hollywood spy movie scenario.

The cover for the payoff was a meeting in Berlin of the International Rescue Committee, an organization founded in 1933 to help victims of Nazi persecution. After World War II, the IRC turned its attention to refugees from the Soviet bloc. The committee, while serving a legitimate function, had always cooperated with U.S. and British intelligence. William "Wild Bill" Donovan, former head

of the Office of Strategic Services, the CIA's wartime predecessor agency, was in charge of the money transfer. At the time, he headed a special IRC commission assigned to protect Iron Curtain defectors from being forced back to Eastern Europe.

An IRC dinner was scheduled for Feb. 27 in Berlin. Those in attendance were German politicians, labor leaders and IRC board members, including Clairborne Pell, now ranking minority member of the Senate Foreign Relations Committee.

Shortly before that dinner, Donovan hired two couriers to deliver the cash to Brandt. They were paid at least \$1,000 each.

The first courier, a longtime CIA agent and an old friend of Donovan, was told that his mission was "vital to the government." Donovan gave him a locked briefcase which he said contained German marks "in the six figures" — or at least \$25,000 at that time. Brandt and the courier rendezvoused in their cars near the Brandenburg Gate, the boundary between East and West Berlin. Both offered "recognition phrases." Then the CIA agent and the future chancellor went to a nearby restaurant and chatted about politics. At some point, the courier handed over the briefcase.

The next day, the second courier met Brandt at a bar in West Berlin and delivered

the key to the briefcase.

Later in 1966, Brandt's political star rose suddenly when he talked a crowd of 75,000 Berliners out of marching toward the East-West boundary for a confrontation with the Soviets. In 1967, Brandt was elected mayor of West Berlin, a vantage point from which he ran successfully for chancellor of West Germany in 1969.

Ironically, it was in 1966, the year of Brandt's melodramatic payoff in Berlin, that the man who was to be his downfall arrived in West Berlin — and may have been helped by Wild Bill Donovan's rescue commission. Peeking as a defector from East Germany, Gunter Guillaume "Ged" to the West and joined the Social Democratic Party. Eventually, he became one of Chancellor Brandt's closest personal aides.

Guillaume was arrested as a spy in April 1974; Brandt resigned two weeks later.

UNDER THE DOSE: "Behind every successful man there's an incredulous mother-in-law," one House member observed drily during the debate on declaration of National Mother-in-Law Day. And behind every successful bill there's an industrious lobbying effort. The mother-in-law legislation was no exception. Alarmed by the Florida Transworld Delivery Association to the profit potential of such a congressional declaration,

ROBERT WALTERS

## Why DAR Feared By Reaganites

WASHINGTON (NEA) — President Reagan's subordinates have identified a group of malcontents determined to foment trouble for the administration by promoting unauthorized notions about energy production and consumption.

The name of the potentially dangerous radicals: The Daughters of the American Revolution.

That's right, the DAR — and organization that for decades has been stereotyped as a collection of frumpy, stodgy, middle-aged (or older) ladies ideologically encoined in the 18th century.

The conflict between them and the Reagan administration reflects both a newfound progressive spirit within the DAR and a hidebound, regressive approach to energy problems embraced by the president and many of his advisers.

The saga began under the administration of President Carter, when the Department of Energy contracted with Rick Trow Productions, a Willow Grove, Pa., firm, to develop a multi-media show called "Streamline America," which was designed to increase energy awareness among high-school students.

The DAR embraced the project as an integral component of its new Energy Ethics program and agreed to encourage its more than 3,100 chapters to sponsor the production as an assembly program at high schools throughout the country.

But when work on the production (which cost approximately \$250,000) was virtually complete last spring, Reagan's appointees moved into the Energy Department and discovered that the script was promoting some revolutionary ideas.

It stated, truthfully but bluntly, that the nation was "running out of oil." The Reagan administration changed that to "we can run out."

At another point, the original script said photovoltaic technology "will change sunlight into energy." That was replaced by a statement that solar collectors could be useful "under the right conditions."

When DOE officials threatened to cancel the entire production, the DAR became indignant about the political meddling. White House aides, realizing that a public confrontation with the DAR could be embarrassing to the president, instructed the department to back down from its intrajugular.

After a meeting last month, "we have come to terms with DOE," says Jane Gray Sowell, chairman of the DAR's Energy Ethics Committee. "They agree with our position. They changed it to suit us."

But if the Reagan administration has acceded to the DAR on one issue, it surely has not abandoned its determined effort to destroy most of the other government programs promoting conservation, solar conversion and alternative sources of energy.

the nation's 20,000 tourists deluged members of Congress with letters in support of the legislation. It sailed through the House, but Senate leaders decided not to deal with it this year. Even so, the publicity generated by the debate is credited with an extra \$3 million in flower sales on the last Sunday of October.

— Congress sneaked another lucrative curbside past the Internal Revenue Service in the fiscal 1982 appropriations bill. It allows all 600 members of Congress to enjoy "the dollar limits on tax deductions... while away from home" equal to those for businessmen and others. The rub is that "home" for Congress is not Washington, where the members spend most of their time, but back in their home district. This means that they can now deduct rent or depreciation on their Washington residences, plus travel, meals and other expenses in the capital — no longer bound by the old \$3,000 limit. IRS officials say it will cost the Treasury millions.

— Sen. Roger Jepsen, R-Iowa, a key convert to support of the AWACE sale to Saudi Arabia, said his mind was changed by "classified data" shown him by the White House. But when Sen. John Glenn, D-Ohio, called Jepsen's bluff and asked for a closed session to hear the explosive data, Jepsen was nowhere to be found.

# SPORTS

Evening Herald, Sanford, Fl. Thursday, Nov. 12, 1981—5A

	AB	R	H	HR	RBI	PCT	SB	
Tim Raines, Mont.	313	61	95	5	37	.304	71	
	IP	H	BB	K	W	L	ERA	SHO
Fernando Valenzuela, LA	192	140	61	180	13	7	2.48	8

## Real Rookie Race

It seems a shame that in a year where there are two worthy candidates for National League Rookie of the Year honors that there is just one award. Usually, the award is bequeathed to some .260 hitter who shows flashes of brilliance, hitting over .350 for most of the year, but then tending to mediocrity.

This year, however, there are two budding, if not already blooming, superstars. Fernando Valenzuela turned baseball upside-down with his pitching exploits during the first half of the season. Tim Raines did the same with his blazing speed and hitting.

Valenzuela won his first eight games, then finished with a 13-7 record. The chubby Mexican struck out 180 enemy batters, one more than Steve Carlton.

Valenzuela was the bulwark of the Los Angeles Dodgers pitching staff, working 192 innings in a strike-shortened season and posting a 2.48 earned run average.

His most impressive statistic, however, remains his eight shutouts, which broke a National League record for rookies. Eight shutouts, when most pitchers are struggling just to go nine innings. He gave up just 140 hits in those near-200 innings and walked only 61 batters.

Possessing a baffling screwball and a better-than-average fastball, the 20-year-old lefthander was a narrow choice—by three votes—for the NL Cy Young Award, emblematic of pitching excellence. He edged Tom Seaver, who only went 14-2 with a 2.54 ERA.

In years to come, baseball historians are going to gaze in disbelief at Seaver's superb winning percentage—.875—and wonder how he was overlooked.

Then, the historians can take a gander at Valenzuela's eight shutouts, his LA media attraction and, the fact that he's a fat little butterball and speaks limited English which of course endears him to Americans who always look for something different and immediately fondle it lovingly.

The shutouts, of course, made the difference. One could point to Valenzuela's playoff performances, but they are irrelevant, since the voting took place prior to the post-season games.

The other blooming superstar is, of course, Sanford's Raines. The Montreal Expo leftfielder was hurt by the strike more than any player in baseball. He was on a tremendous stolen base tear at the time of his intervention.

Raines still finished with 71 steals—which broke Gene Richards' record of 56—and easily led the Major Leagues in that department.

But, oh what could have been. Before the strike Raines was swiping the sacks at a one-per-day pace. It's not



**Sam Cook**  
Sports Editor

unrealistic that he could have stolen 130 bases to easily eclipse Lou Brock's 118.

While the base-stealing exploits are worthy enough for the coveted award, the former Seminole High speedster did much more. He batted .304 and there hasn't been too many first-year men to do that in the last 10 years.

What the voter has to ask himself, is a .304 average and 71 steals better than eight shutouts, 13 wins, 180 strike outs and a 2.48 ERA. You can toss in Raines 61 runs, five homers and 37 runs batted in for good measure.

Well, the results are already in, so we'll find out pretty soon.

What really hurt Raines' chance was missing the last three weeks with a broken finger. It was a time when he might have been able to outshine Valenzuela and win over the borderline.

Because, if Valenzuela was 8-0 at one point, and finished 13-7, that means he didn't really set the league on fire in the second half. He was 5-7.

The voters, however, don't look at halves, which is only fair. The rookie should be judged on his total output. It's still tough to forget Fernando's amazing start, though.

When queried on the balloting, Raines points to the late-season injury.

"I think I have a chance, but missing the last three weeks of the season probably hurt.

"If I would have played the whole year, I would have had a real good chance," said Tim.

Chances aside, however, Raines still feels he deserves the award. "I'm an everyday ball player," he points out. "Fernando pitches every fourth day."

"He got a lot of publicity because he plays in California. I play out of the United States. That hurts me."

And it will hurt if either of these two players doesn't get the award.

This is one situation where all involved would settle for a tie.

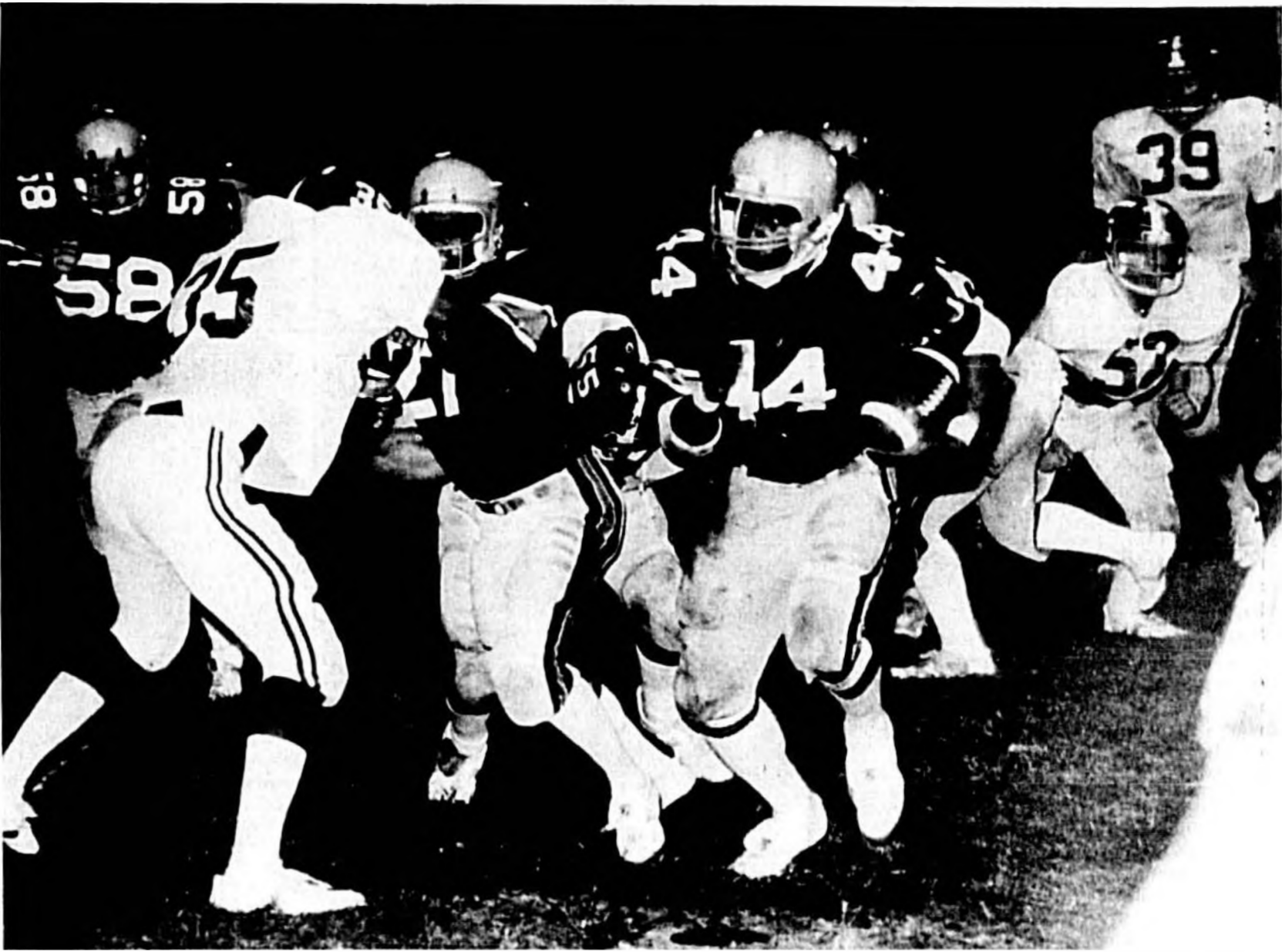
**MORE RAINES** — Tim is in St. Petersburg working out in the Instructional League. The Sanford Swiftly is reacquainting himself with an old position — second base. The Expos plan to make second sacker Rodney Scott trade bait and figure Raines can more than adequately handle his spot. Scott is a fine fielder with great speed, but his about as well as you and I. Plus, it will make room in left field for impressive rookie Terry Francona, who played well in Raines' absence.



**TIM RAINES**  
...71 stolen bases



**FERNANDO VALENZUELA**  
...eight shutouts



Herald Photo by Tom Vincent

Seminole High's talented fullback Lenny Sutton (no. 44) follows a block by Vic Williams (no. 27) on Lake Brantley's Otis Clift in the Tribe's demolition of the Patriots earlier this year. Tackle Aubrey Kendall (left) charges upfield for an additional block. Sutton, a powerful 192-pounder, picked up his third Sanford Optimist Player of

the Week Award for 143 yards rushing against Lyman last Friday. He also scored two TDs as Seminole crushed Lyman, 26-0, Friday, the Tribe travels to Daytona Beach to take on Mainland for the Five Star Conference and District 4A-9 titles along with a spot in the state playoffs.

## Football Seminoles Hope To Follow In Knight's Shoes To District Crown

By SAM COOK  
Herald Sports Editor

Don't be surprised if you see Seminole High football coach Jerry Posey keeping a close eye on Fighting Seminole volleyball coach Donalyn Knight's shoes these days.

No, there's nothing wrong with the posey marriage, but Knight has something that posey covets.

A District 4A-9 Championship.

Knight's netters earned the prize last Friday when they turned the tables on Lyman in the district battle at Lyman High School.

"It sure would be nice if we could add another one," smiled Posey Tuesday night while getting things in order for the Seminole volleyball team's Region 4A-5 showdown with Satellite Beach.

As you probably already know, the Tribe netters whipped Satellite, too, and will be going to the Section 4A-3 Tournament Friday where they meet Plantation, a team they beat 15-13, 12-15, 16-14. It was the first time an area team had disposed of Plantation, winner of six straight district titles.

The Seminole netters go after the sectional crown at 7:30 p.m. Friday. A victory will earn them a spot in the state tournament. Only four schools will remain after Friday.

Getting back to football, Seminole can capture all the jewels by taking care of Daytona Beach Mainland Friday at Memorial Stadium in Daytona. The kickoff is 8 p.m.

Bob Wallace's Buccaneers are 5-1 in conference and district. Seminole is 5-0. Spruce Creek was involved in the race until last week when it fell to Apopka. The Creek Hawks are out of things at 3-2. Sanford closes the season at home with

the Hawks Nov. 20. Reserved seat tickets are available at the high school for \$4.

Mainland hasn't overpowered anybody, except Lyman (19-0) and in that game a couple of tipped passes made it worse than it seemed.

The Bucs' other four victories have been by a total of 12 points. They whipped DeLand, 8-7, Lake Howell, 15-10, Lake Brantley, 23-21, and Spruce Creek, 14-10. Somehow, the Buccaneers lost to Apopka, 10-7 on a last-second Mark Seelig field goal.

Posey is just as surprised about Mainland's way of going about things too, but he's not surprised with the results.

"We saw them on the film against DeLand and Apopka and there was some question as to what they were doing," chuckled the personable coach. "They didn't look overpowering, but they were winning."

Any overconfidence Posey might have built up for Friday's clash vanished, however, when he saw the results of Mainland's victory over Spruce Creek.

"They looked excellent that night," observed Posey. "They are probably the most balanced team we will play."

Posey is particularly leery of sophomore quarterback Eric Childs and running back Johnny Rivers.

"Childs is the most dangerous scrambler we've faced all year," said Posey. "He has a bit of quickness and you've got to lock him up or he'll hurt you."

The man that hurt Spruce Creek the most was Rivers. A benchwarmer most of the year, the fleet-footed runner was not listed on the program most of the year. He wears number 38.

Rivers received his opportunity when running back Isaac Bell went down with

### Prep Football

an injury. Bell is the workhorse of the Mainland attack. Wallace says he won't play Friday, but Posey isn't buying that.

Rivers hauled in a 56-yard bomb from Childs to tie the score against Creek in the second quarter. In the third period, he muscled two yards for the eventual winning TD.

"He just flat gets behind the defensive backs," warned Posey. "Then he just outruns everybody." Rivers caught two passes for 95 yards and ran 12 times for 79 yards. Childs was 3-of-9 for 105 yards with one interception.

Keeping an eye on Rivers for the Seminoles will be senior defensive back Ed "Too Short" Jones. While Ed may be a foot shorter than his giant namesake for the Dallas Cowboys, he has been a very big man for the Tribe defense.

Jones picked off two Lyman passes last

Friday and had a third interception disallowed by a penalty. He made eight solo tackles and assisted on three more.

For his defensive exploits, Jones led the way for the Headhunter awards. He was joined by defensive end John Rowsey, defensive tackles Bill Painter and Alan Cahill along with linebacker Antonio Davis. Speedy safety Vince Edwards also won a defensive award.

Paving the way offensively was Sutton with 143 yards. "Big Len" followed left guard Donald Croslyn and tackle Isaac Williams most of the evening on power bursts off tackle. Two resulted in touchdowns.

Croslyn and Williams both picked up a Hatchetman award along with junior center Jay Hauck. Sutton, who also picked his third Sanford Optimist Club Player of the Week medal ticket for next Wednesday, earned an offensive award as did Vic Williams and Johnnie Littles.

Special teams' Savage awards went to Jones again and Butch Carter.



Ed "Too Short" Jones led the defense against Lyman.

## Sanford 800 Goes Out In Style; Boatworks Blanks Pine Hills, 5-0

By SAM COOK  
Herald Sports Editor

When you go out—you have to go out in style.

At least that's what Sanford 800 did last week in the Sanford Soccer Club. The 800s rolled up three first-half goals and tacked on four more in period two for a perfect 6-0 season in the age eight and under competition. This week's 7-0 victim was the College Park 800 squad.

Everybody got into the act for coach Gene Williams' club, but no one made a bigger impression than Joshua Ferguson. "Fergy" assisted on a first-half goal by Jason Walraven before adding three straight goals in the second half.

Ferguson's unassisted Hat Trick improved the Sanford lead to 6-0 over the outmatched College Park crew. Jon Williams had gotten Sanford off on the right foot in the first half with a goal. Moments later, Walraven made it 3-0. Walraven's second goal made it 3-0. In the final half James Stewart added the nightcap with an unassisted tally.

Along with Williams' offensive burst, he turned away five shots on goal during the game to keep the shutout in order.

Defensively, Coach Williams signaled out Meghan Roche, John Scott, Jamie Neville, Scott Reifenrath, Bobby Greenley and Brandon Cannavino. Teddy Holloway made several important passes during the contest.

**Sanford 800—1, F.C. United 700—0**

Goalie Don Tucker combined with sweeper Phillip Prez to blank F.C. United for New Smyrna Speedway's fourth victory in seven starts.

Tim Waisanen booted in the game-winning goal on an assist from Prez. Prez's free kick from midfield bounced away from the goal box and Waisanen rammed it back in.

**Sanford 200—5, Pine Hills 200—0**

Sanford captured its fifth game in six decisions as Craig Tossal capped a first-period explosion of five goals by booting home two unassisted tallies at the close of the first session.

Jason Helmsdollar took a pass from Jayson Overall for a 1-0 lead. Overall

### Sanford Soccer

made it 2-0 with an unassisted goal.

Sanford Boatworks took an unusual route to its third goal. James Bowers passed to J.J. Parlow, who banged a shot off a Pine Hills' player's knee. It then bounced into the goal.

Tossal's two goals completed the scoring. Cindy Bengie and John Burkhead were cited for their defense performances by coach Pat O'Garra.

**Sanford 201—7, F.C. United 220—1**

Celeste Industries remained undefeated in age 12 and under competition by shutting out F.C. United. Celeste is 6-0 for the year.

Alex Piquer booted in the first two Celeste goals as the 201 squad took a 4-1 first-half advantage. Rusty Smith tacked on goal number three and Chris Ray closed the first-half scoring with an unassisted tally.

In period two, Ray added his second goal, while Danny Bachrach and Mitch Albert each chipped in with one goal.

Bachrach held the United team to one first-period goal, while Chuck Roll blanked the F.C. crew in the second period with a fine job in the net.

Troy Deppen, Mike Allizer, Cory Stickney and Eric Miller were cited to coach Wayne Albert for their defensive contributions.

**Sanford 400—14, Pine Hills 401—1**

Celery City Printing Co. turned on its brother act—Durrant and Sheldon Richards—to bury Pine Hills for its fifth victory in seven attempts.

Durrant turned in a Hat Trick in the first half as Celery City booted to a 8-0 advantage. Tom Chernesky opened the scoring on an assist from Steve Sapp. Tim Roberts tallied next before Durrant notched his first score on an assist from Sapp.

Sapp scored for a 4-0 lead. Hal Posey was next on the board on assists from Matt Albert and Durrant Richards. Shea Whigham set up the next two scores with passes to Durrant and Albert. D. Richards closed the scoring just before intermission.

Sapp finessed his second goal in the early moments of the second half by scoring on an assist from Whigham. Sheldon Richards followed with a goal on a penalty kick and another one on a pass from Whigham.

Sapp joined the Hat Trick delegation for a 13-1 bulge on an assist from Albert. Whigham scored number 13 unassisted and Sheldon Richards closed the scoring on a breakaway from midfield.

Celery's offensive explosion was a tune-up for the Holly Hill Thanksgiving Tournament which will take place Nov. 27-29.

**Sanford 000—1, F.C. United 710—1**

Sanford received a goal from Todd Langston for its only score to deadlock F.C. United in age 10 and under competition. Sanford plays Downtown Orlando Saturday at 3:45 p.m. at Memorial Junior High.

**Winter Park 001—3, Sanford 001—1**

Winter Park nipped Sanford despite a goal by Jimmy Eberly in another age 10 and under contest. Sanford travels to the Fairgrounds to play Pine Hills 000 at 9

a.m. Saturday.

Winter Park 401—8, Sanford 400—1

Winter Park broke loose for four goals in the final half to subdue Sanford Kiwanis.

Tim Deppen had the Kiwanis goal on an assist from Danny Kearns. Sanford dropped to 2-5 with the setback. Despite being flogged with 23 shots, goalie Sherri Rumler turned away 12 shots unassisted before Winter Park, an A Division team finally broke through.

Lance Broderick turned in a solid defensive game for Kiwanis.

Sanford 000 vs. R. C. United 000 at Red Bug Park 10:15 a.m.
Sanford 000 vs. Downtown Orlando 003 at Memorial Junior High 3:45 p.m.
Sanford 001 vs. Pine Hills 000 at Fairgrounds 9 a.m.
Sanford 400 vs. Winter Park 402 at Sanford Airport 9 a.m.
Sanford 701 vs. Mailland 102 at Sanford Airport 11
Sanford 700 vs. Mailland 701 at Sanford Airport 11:50 a.m.
Sanford 400 vs. F. C. United 401 at Sanford Airport 10:30 a.m.



# OURSELVES

Evening Herald, Sanford, Fl. Thursday, Nov. 12, 1981-7A

## Miss Holt, M.C. Roether Repeat Vows

St. Mary Magdalen Catholic Church, Maitland, was the scene of a ceremony Oct. 17, when Suzanne Patricia Holt and Mark Clemens Roether, were united in holy matrimony. Father Patrick J. Caverly officiated at the candlelight, double ring ceremony and the celebration of the Nuptial Mass.

The bride is the daughter of Mr. and Mrs. Newell Lee Holt, Sanford. The bridegroom is the son of Mr. and Mrs. Clemens P. Roether, San Luis Obispo, Calif., formerly of Maitland.

A program of nuptial music was presented by Don Schaffhauser whose selections included "Paul's Prayer," "Beginning Today," and "O Perfect Love." Shubert's "Ave Maria" was sung during the seating of the mothers of the bride and groom. The bride entered the church to Beethoven's "Ode to Joy."

Pete Roether, brother of the groom, recited the first reading, "The Creation of Woman," and the second reading "The Greatest of These is Love" was presented by David Holt, brother of the bride.

During the lighting of the unity candle, Schaffhauser, accompanying himself on the guitar, sang "The Wedding Song." The Communion songs by Schaffhauser were "In Love for Me" and "You are Near." At the conclusion of the ceremony the newly married couple were presented to the guests and exited the church accompanied by both applause and the recessional, "A Musical Setting of Psalm 150."

The bride, given in marriage by her father and mother, was radiant in her gown of white illusion lace featuring a madarin collar of silk Venice lace atop a V-yoke Schiffli cameo, beaded with pearls and sequins and edged with silk Venice lace. The pointed shawl extended from the yoke to the edge in reemboirdered Chantilly lace. The pointed skirt with flat rows of Edgewood lace floated into a double full ruffle at the bottom to form a chapel length train. For her headpiece, the bride chose a small brimmed hat of reemboirdered Chantilly lace, beaded with pearls and sequins. A four-layer bouffant bustle of point d'esprit at the back of the hat completed the old fashioned motif. She carried a cascading bouquet of white butterfly orchids, baby's breath and mini-carnations.

Miss Jo Anne Holt attended her sister as maid of honor. Bridesmaids were Mrs. Richard Dearing, Longwood; Miss Debbie Hill, Sanford, and Miss Lisa Pasocello, Altamonte Springs. Each wore a frosted rose formal gown with a lace bodice and a pleated Qiana skirt. They carried nosegays of mini-carnations, heather and baby's breath to complement their dresses. Their matching old-fashioned wide brimmed hats were adorned with wreaths of lily-of-the-valley and freesia which were later removed and worn at the reception. The bride also removed her hat at the reception and wore a halo of butterfly orchids and baby's breath.

Flower girls, Leslie Bowers, attired in a long frosted rose dress wore a flower halo with streamers and carried a basket of rose petals.



MRS. MARK CLEMENS ROETHER

Accolytes were John Holt, brother of the bride and Jim Holt, cousin of the bride.

Clem Roether attended his son as best man. Pete, Jim, John and Andrew Roether, brothers of the groom, and Richard Holt, brother of the bride, were groomsmen-ushers. David and John Holt, brothers of the bride, also served as ushers.

Mrs. Holt, mother of the bride, was gowned in a pale lavender crepe gown trimmed in lace. The groom's mother wore a pale pink chiffon gown trimmed on the bodice with embroidered flowers. Both mothers wore wrist corsages of butterfly orchids.

Following the ceremony, the parents of the bride entertained at a reception for over 400 guests at Sanora Club House, Sanford.

The candle lit cake table highlighted a five-tiered wedding cake, decorated with fresh flowers. The champagne goblets and silver cake knife were decorated in the same floral motif. A four-piece combo provided dance music throughout the evening.

After a wedding trip to New Smyrna Beach, Carmel, Calif., and San Luis Obispo, Calif., the newlyweds are making their home in Orlando.

The groom holds a B.S. degree in horticulture from the University of Georgia and is self employed. The bride has an A.A. degree from Seminole Community College and is employed at SolarTite, Inc. in Casselberry.

## Voltoline-O'Gara Vows Spoken In Home Rites

Linda Voltoline of Sanford, and Capt. Patrick E. O'Gara (U.S. Navy, retired) of Tampa and Sanford, were married Oct. 23, at 10 a.m. at the home of the bride's parents, Mr. and Mrs. James M. Leonard, 2041 Holly Ave., Sanford.

The bridegroom is the son of Mrs. Camille O'Gara of Sanford.

The Rev. Leo King, pastor of the First United Methodist Church, Sanford, performed the double ring ceremony in the presence of the immediate families.

The bridal couple were attended by Miss Laura Voltoline, daughter of the bride, and Sean O'Gara, son of the bridegroom.

The newlyweds are making their home in New Smyrna Beach. The bride is employed as dental assistant by Dr. John William Epps, Sanford. The bridegroom is an instructor at Emory Riddle Aeronautical Institute, Daytona Beach. He was formerly stationed at Sanford Naval Air Station.

On Nov. 7, the bride's parents and her cousin, Kay Shoemaker and his wife Sophia, entertained at a reception at the Shoemaker home in Idyllwilde. The bride



MR. AND MRS. PATRICK E. O'GARA

received the guests wearing a periwinkle blue dress fashioned with a long-sleeved pleated top. A lace covered table, appointed in crystal and silver, held the tiered

wedding cake, made and decorated by Terri Adkins. Other refreshments were served on the patio surrounding the pool. Assisting in serving were Tammy Shoemaker, Beth

Shoemaker Corso, Joan Edwards and Terri Adkins. Over 200 guests were invited to call during the appointed hours 7 - 8:30 p.m.

## Kids Losers In Sanctity Fight

DEAR ABBY: I am a 65-year-old widow whose husband left her financially secure. I have two children in their 30s who for the last 10 years have been involved in a series of live-ins, marriages, divorces, remarriages and shack-ups. I finally couldn't take any more of their "your kids and my kids are fighting with our kids" situations, so I avoided them. They let me know that I wouldn't be invited to any more "family affairs" if I didn't take a more liberal view and become more accepting of their current roommates.

The emotional stress affected me physically and I was under the care of a physician for two months, during which time my children tried to prove me incompetent to handle my business affairs so they could get control of my holdings!

I took a senior citizens' cruise to forget for a while my up-coming legal squabble and met an attractive widower. It was love at first sight! He's a retired professor of law and offered to assist the young attorney who is handling my case. We are courting now and plan to marry. My children insist that he is after my money. He's not. His holdings are equal to my dividends.

Abby, please tell your readers who believe in the sanctity of the home and marriage to take heart. The good Lord helps those who put up a fight to preserve that sanctity.

F. IN SOUTH CAROLINA  
DEAR F.: There is no law, natural or conceived by man, that says children can force upon parents their concepts of culture—contemporary or otherwise. You, the good Lord and your new husband are sanctified in your course. Your kids are the losers.

DEAR ABBY: My name is Paula. I married Frank Wolf and we have a 4-year-old son. Frank and I were divorced a year ago and I took back my maiden name, so now I am Paula Johnson again. My question: Am I Miss Paula Johnson, or Mrs. Paula Johnson? Being the mother of a son, it would appear as though I had a child out of wedlock if I am Miss Paula Johnson, right? How can I explain this?

PAULA JOHNSON  
DEAR PAULA: You are Miss Paula Johnson. You could use the convenient "Ms." which discloses nothing about your marital status. Should you encounter a situation that you think requires an explanation, simply state that you were married but are now divorced and took your maiden name back.

DEAR ABBY: I'm sure you've heard of battered wives, but have you ever heard of a battered mother? Well, I am one. I've been divorced for 10 years. I have a 13-year-old son who hasn't seen his father in eight years. I worked to support myself and my son, and I devoted myself to being a good mother.

The last two years my son has become physically stronger than me, and when he wants his way about anything he strikes out physically. He has hit me with a baseball bat, given me black eyes, numerous bruises and twisted my arms until I feared they were broken! More recently he knocked me against the stove and broke two of my ribs. We went to a family counselor last year, but in the coun-



Dear Abby

selor's presence the boy shut up like a clam. He absolutely refused to go again. He quit Boy Scouts and now he's ditching school. He's not all bad. He's had a paper route for two years. (I help him with the wrapping and stuffing.)

The boy is enrolled in public school in the fall, but I can get a loan to put him in a private school (He said he'd run away from a military school.)

His father was a bum. His grandfather is a Superior Court judge. Abby, how much of his behavior can I attribute to heredity?

TOUGHING IT OUT IN TEXAS  
DEAR TOUGHING: Determining whether or not your son's behavior is due to hereditary factors is not nearly as important as doing something to alter it. A psychiatric evaluation of both you and your son is in order. His brutality and lack of sensitivity indicate that he could be suffering from a mental disorder. Help him! And if you allow yourself to be subjected repeatedly to his abuse, you need help too, Mother.

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## Innovation Workshop

The Daytona Beach Community College and the United States Department of Conservation will host the National Innovation Workshop Friday and Saturday from 8:30 a.m. until 5 p.m. at the Desert Inn Daytona Beach.

This is one of a series of workshops designed to help the inventor and the entrepreneur with the problems of getting ideas across to the marketplace. The public will be able to talk with the professionals about their problems. For information call (904) 256-4131, Ext. 317.

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by Mort Walker



THE BORN LOSER

by Art Sanson



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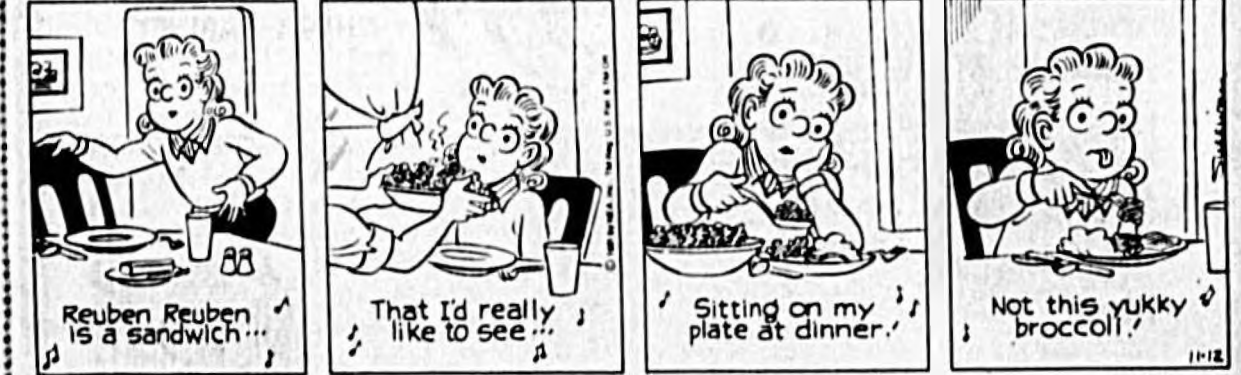
EEK & MEEK

by Howie Schneider



PRISCILLA'S POP

by Ed Sullivan



BUGS BUNNY

by Stoffel & Heidmah



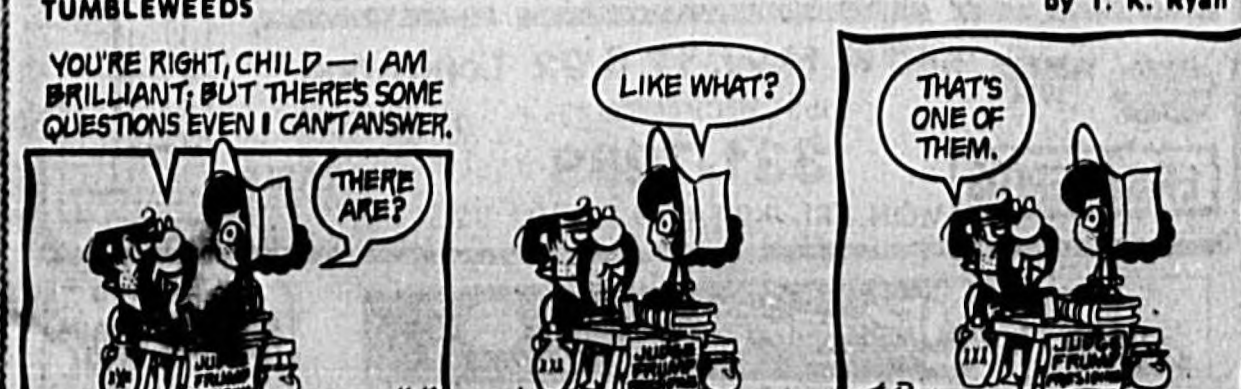
FRANK AND ERNEST

by Bob Thaves



TUMBLEWEEDS

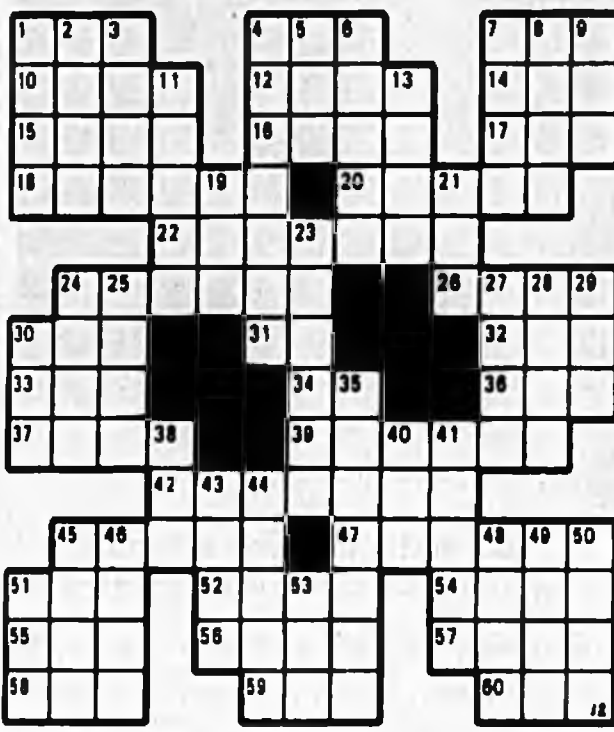
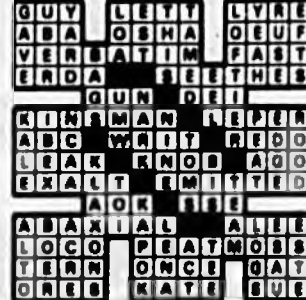
by T. K. Ryan



ACROSS

- 1 Housewife's tie (abbr) 39 Suction 42 Scab over 45 More measure (abbr) 47 Kind of race (abbr) 51 Madame (abbr) 52 Sheep's hair (abbr) 54 Culmination 55 Cereal grain 56 Salvage 57 Opinionated valley 58 Mountains (abbr) 59 Boy 60 Cheer

Answer to Previous Puzzle



HOROSCOPE

By BERNICE BEDE OSOL

For Friday, November 13, 1981

YOUR BIRTHDAY

November 13, 1981

Two important changes in your basic lifestyle are likely this coming year. Even though you may not initiate either one, they will work out for your ultimate benefit.

SCORPIO (Oct. 24-Nov. 22)

Be careful in money matters today, both in managing your resources and in situations you may be handling for another. Each could be perilous. Romance, travel, luck, resources, possible pitfalls and career for the coming months are all discussed in your Astro-Graph, which begins with your birthday. Mail \$1 for each to Astro-Graph, Box 489, Radio City Station, N.Y. 10019. Be sure to specify birth date.

SAGITTARIUS (Nov. 23-Dec. 21)

Today you may ignore wise counsel just because it comes from someone you're not too fond of. Instead you'll accept the advice of a buddy who may be out in left field.

CAPRICORN (Dec. 22-Jan. 19)

Unless you plan carefully, you could be busy and yet have little to show for your efforts. Be proficient, not just active.

AQUARIUS (Jan. 20-Feb. 18)

You may be tempted to test fate and try something again that proved to be a bad experience in the past. Profit from your mistakes; don't repeat them.

PISCES (Feb. 20-March 20)

Even though your way of doing things may be best where loved ones are concerned, there's a possibility you might handle things unwisely and lose their support.

ARIES (March 21-April 19)

Weigh your words carefully if you feel impelled to criticize a co-worker. You might feel your suggestions are helpful, but he or she won't.

TAURUS (April 20-May 20)

Ups and downs are likely where your finances are concerned. Unfortunately, you may not end up in the profit column if you make unwise moves.

GEMINI (May 21-June 20)

It's important to be able to distinguish between when it is proper to assert yourself and when you should back off. Wise judgment is essential.

CANCER (June 21-July 22)

Normally you're pretty good at keeping secrets, but today you may talk to the wrong person about something that should be kept confidential.

LEO (July 23-Aug. 22)

Today you could be practical and prudent in areas that offer little gain while being foolish in ventures that might prove costly.

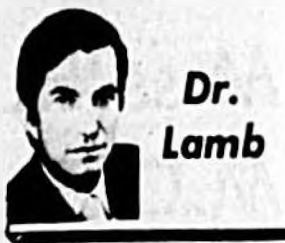
VIRGO (Aug. 23-Sept. 22)

Personal gain must not become so important that you might use measures you'd later be embarrassed to talk about. Maintain your usual high standards.

LIBRA (Sept. 23-Oct. 23)

Associates will be piqued today if you try to make them the scapegoats for your mistakes. You'll win their admiration by owning up to your errors.

An Annoying Common Problem



Dr. Lamb

DEAR DR. LAMB - I have bad breath. Scope and the many other mouthwashes I have used help for a short time. I use many, many sugarless mints every day, brush my teeth every time I eat, take chlorophyll tablets three times a day and use every other remedy I have ever heard of. I asked the doctor and these were the things he suggested.

My breath has been a problem for three years or more. My husband has been kind but will tell me when it seems worse. I can't detect it myself. I am in contact with people as I work as a sales clerk and now I am very self-conscious. Any help you can give me will be appreciated.

DEAR READER - It seems like science is great at accomplishing the impossible but not so good at solving the common, less serious problems that are so annoying. We can land men on the moon, transplant hearts and wipe out smallpox, but such things as bad breath, the common cold and gas stay around to keep us humble.

All of things you have tried are sometimes useful - at least momentarily. None are effective over a long period of time in most people, regardless of what you may have been led to believe by aggressive TV commercials.

Bad breath is a symptom. It can be caused by dental problems; that is why a person with such a complaint should discuss it with her dentist. And there is more in the mouth than teeth. Many people do not know they should clean their tongue when they brush their teeth. A toothbrush will do the job.

As explained in The Health Letter number 94, Halitosis: The Breath Problem and What to Do About It, which I am sending you, bad breath can also be caused by sinuses and even body chemical odors coming from your lungs. Mouthwash won't help odors from the lungs. Others who want this issue can send 75 cents with a long, stamped, self-addressed envelope for it.

Are there other methods of treatment and can a person ever be totally cured of this? It's very frightening. When I think that I'll have to contend with this the rest of my life, I get depressed.

DEAR DR. LAMB - I have been suffering from anxiety reactions in which I feel out of touch with reality, panicky and very depressed. This has been going on for about a year. I've been seeing a psychologist. He taught me to induce light hypnosis as a means of calming myself down, but it hasn't eliminated the problem completely.

DEAR READER - I'm glad you are getting professional help. And hypnosis, including self-hypnosis, is helpful in controlling anxiety reactions and tension. The problem is that these methods and pills do not unearth the basic difficulty, the reason for your anxiety.

I think it would be worth your while to see a psychiatrist, at least for a consultation, to see what the chances are of getting at the basic cause and then doing something about resolving it. Unless the basic cause is resolved, you will just be getting symptomatic treatment.

WIN AT BRIDGE

Bridge game hand details including North-South and East-West scores, vulnerable status, dealer, and opening lead.

By Oswald Jacoby and Alan Sonsteg. The "Bridges World" has a column called "Kantar for the Defense." Eddy Kantar develops hands where there are defensive problems.

Here is one that you should really enjoy if you can keep from looking at the South and East hands.

You open the jack of hearts against South's three no-trump. He had opened a 15-17 point no-trump and been raised to game. Partner follows with the three. Declarer wins and attacks diamonds. You hold off twice while partner discards from the deuce and 10 of clubs.

Now, what do you lead? Eddy points out that a spade shift is automatic. Declarer must hold ace-king-queen of hearts and king of clubs if your partner has played the correct spot cards. The king of spades gives him 15 HCP, the ace 16. So, it is clear that your partner holds one of the two top spades.

So which spade do you lead? You must lead the queen. It makes no difference whether your partner's spade honor is the ace or king. As long as he has three spades, that queen lead guarantees you three spade tricks and a plus score. Note that if you lead the deuce of spades, declarer can duck your partner's spade return and make his contract.

(NEWSPAPER ENTERPRISE ASSN.)

ANNIE

by Leonard Starr



FLETCHER'S LANDING

by Douglas Coffin





REALTY TRANSFERS

Glenn S. Davis & Wf Sheryl to Michael J. Clark, sgl., Lot 14, Bk 15, Weathersfield 2nd Addn. \$54,100. John K. Lewis & Wf Mary to Bernard Placinti & Wf Della M., Lot 27 Wakefield Hills, Sec. 3. \$96,000. (QCD) Christy L. Taylor to Bruce W. Taylor, 520 of Lot 79 & all of 80 Franklin Terr., \$100. (QCD) Clarence R. Johnson to Clarence R. Johnson & Wf Vera Mae, Lot 8, Bk C, Dixie Terr., \$100. Mildred S. Martin, wid., to Paul D. Axford & Wf Deborah S., Lot 12, J.L. Hill's Little Bear Lake s.d. \$21,000. Debra K. Sutherland, sgl., to C.W. Entzinger (Marr.), Lot 10, Bk D, Sunland Estates, \$43,900. (QCD) Delbert L. LeMasters & Wf Mary L. to Delbert L. LeMasters, E 27 of Lot 2, & all of 3, Bk 2, Bel-Air, \$100. Fairway Prop. to Barton B. Pilcher & George M. Willis, Lot 80, San Lanta, Third Section \$100. David L. Murray & Wf Pamela to Gary S. Morse & Wf Betty H., Lot 21, Wekiva Club Ests. Sec. 4. \$112,000. Ben Ward Agency Inc. to Paul T. O'Daniel & Wf Charlotte G., Lot 34, Orvidio Oaks, UN. 1. \$99,000. North Cove Inv. Co. to Edwards S. McReynolds & Wf Doreen G., Lot 4, North Cove, \$22,800. Joyce Ann Williams to Ennis S. Williams Jr., Lot 9 Orange Ests., \$100. Daniel Waterhouse & Wf Nancy to Guy Chirrite & Wf Anne M., Lot 1, Brookhollow, \$77,900. (QCD) Steven W. Hardin & Wf Betty to William M. Hardin & Wf Betty Joe, Lot 6 Bk C, less N 82 3/4 of W 110, Slovak Village, \$100. Mary Ann Brown (Form. Colvin) to F.B. Bywater, Jack B. Nichols & Wf Janice, Lots 21 & 22, Bk D, West Altamonte Hts., Sec. 1. \$48,900. Antonio Lopez & Wf Myrtle to Rafael A. Lopez & Wf Emma J., Lot 5, Bk A, Sky Lark s.d., \$40,000. Winter Spgs Dev. to Mark A. Wallischlaeger dba 20th Century Homes, Lot 94, Tusculville, UN. V8. \$24,000. Springwood Vill. Apt. CRP. to Anne Capone, UN. 105D Springwood Village, \$43,400. Springwood Vill. Apt. CRP. to Jerry E. Brandt & Wf Edda Rude, UN. 128B Springwood Vill., \$23,700. Springwood Vill. Apts. Corp. to Ronald E. Huggins sgl., UN. 170D Springwood Vill., \$41,500. Bel-Aire Homes Inc. to Robert L. Wright, Jr., sgl., Lot 287 Bel-Aire Hills, UN. 3. \$54,700. Bel-Aire Homes, Inc. to Robert L. Dakst & Wf Betty L., Lot 317 Bel-Aire Hills, UN. 3. \$57,400. F.R. Res. Comm., Inc. to Vernon P. Perry & Wf Esther G., Lot 48 Tiberon Cove, \$72,800. F.R. Res. Comm., Inc. to Michael H. Ris & Wf Jennifer B., Lot 58 Tiberon Cove, \$45,000. Sweetwater Square, Ltd. to Continental Indus. Inc., all of Bk B, Sweetwater Sq., Sweetwater Oaks II, all of Bk C, \$2,102,000. Lois Kraemer & Doris Gallati to Elois P. Ledingham & Hb. George D., Lots 11 1/2 & 13, Bk 14, Crystal Lake Winter Homes s.d., \$30,000. Realty Realty Inc. to Nancy K. Lee, Wf & Michael J. Lee & Wf Mindy, UN. 97C Destiny Springs, \$27,500. (QCD) James E. Wagner & Wf Patricia M. to James E. Wagner, from SE cor. of NW 1/4 of SW 1/4 of Sec. 24-21-29 etc. \$100. (QCD) James E. Wagner & Patricia to Patricia M. Wagner, Lot 1, Bk C, Glenarden \$100. Indian Entr. Inc. to Fernando L. Acevedo (Marr.), Lot 4, Shadowbay UN. One, \$144,900. Walter H. Carpenter & Wf Sabra to Modesto Quiles Jr. & Wf Cynthia L., Lot 61, Wekiva Club Ests. \$123,000. J.C. Fullford & Wf Eliz. to Argelio Cruz, sgl., Lot 9, Bk D, No. Ori. Terr., Sec. 8 UN. 2. \$57,900. Geneva Woods Inc. to Leo H. Knox & Wf Thea L., From NW cor. of E 1/4 of S 1/4 of Sec. 31-30-32 etc., \$23,000. James P. Ulrich & Wf Mary to Joseph M. Black & Wf Rebecca C., Lot 15, Bk A, Winter Woods S-d UN. 1. \$82,900. Joseph M. Black & Wf Rebecca to Myron C. Hurdley & Wf Lerrae B., Lot 17, Bk D, Winter Woods s-d, UN. 2. \$84,000. The Springs to Suncraft Partnership II, Lot 22, The Springs Whispering Pines, Sec. 2. \$18,800. Thomas F. Phipps & Wf Alana to Eliz. A. Treibler Gale E. Treibler & Gae E. Coon, Ten. UN. C-123, Bk 1, Wekiva Villages, \$78,500. Patricia W. Harris sgl. to Donald J. Williams Sr. & Wf Patricia, Lot 22 less W 13', D.P. Swope Land Co. plat of Black Hammock, \$48,900. The Springs to Suncraft Partnership II, Lot 22, The Springs Whispering Pines Sec. Two, \$18,800. Adelina A. Conant, wid., to Ar-

TONIGHT'S TV

- THURSDAY EVENING 6:00 (7) (17) NEWS (1) (35) SANFORD AND SON (10) EARTH, SEA AND SKY 6:05 (17) ANDY GRIFFITH 6:30 (1) (7) NBC NEWS (1) (35) CBS NEWS (1) (10) ABC NEWS (1) (35) CARTER COUNTRY (10) EARTH, SEA AND SKY 6:35 (17) GOMER PYLE 7:00 (1) (7) THE MUPPETS (1) (35) P.M. MAGAZINE A magician who debunks psychics: the "coupon king" reveals his secrets. Dr. Wasco on a new way to treat hardening of the arteries. Susan Wasserstein has ideas on collecting. (1) (7) JOKER'S WILD (1) (35) THE JEFFERSONS (1) (10) MACNEIL / LEHRER REPORT 7:05 (17) CAROL BURNETT AND FRIENDS 7:30 (1) (7) ENTERTAINMENT TONIGHT (1) (35) YOU ASKED FOR IT (1) (10) FAMILY FEUD (1) (35) BARNEY MILLER (1) (10) DICK CAVETT Guest David Allenborough 7:35 (17) SANFORD AND SON 8:00 (1) (7) LEGENDARY HEROES

Legislative Delegation Meeting Set

The Seminole Legislative delegation meeting scheduled for 3 p.m., Nov. 17, has been canceled and a new meeting time set for 3 p.m., Nov. 25, at the Sanford City Hall. State Rep. Robert Hallaway, D-Altamonte Springs, said anyone wishing to speak or present local legislation at the Nov. 25 meeting should contact his administrative assistant, Charlotte Gibbs, at 834-9355 before Nov. 20.

The World Almanac

- 1. Beaverhead, Fallon, Carbon, Cascade, Granite and McConne are all (a) counties in Montana (b) mammals (c) bridges. 2. Henry Kissinger, Willy Brandt, Andrei Sakharov, Menachem Begin and Le Duc Tho all (a) speak fluent Chinese (b) won the Nobel Peace Prize (c) studied history in Paris. 3. In June 1980, one of the best-selling albums was "Go All the Way." Who were the artists who recorded this work? (a) Grateful Dead (b) REO Speedwagon (c) The Isley Brothers.

- FRIDAY MORNING 5:00 (1) (35) TOMORROW Guests: former middleweight champion Rocky Graziano, columnist Art Buchwald (1) (7) LOVE BOAT (R) (1) (35) BUO BREWER 11:05 (17) MOVIE 11:30 (1) (35) BATTLESTARS (1) (35) INDEPENDENT NETWORK NEWS AFTERNOON 12:00 (1) (7) PASSWORD PLUS (1) (7) NEWS (1) (35) RHODA 12:30 (1) (7) NEWS (1) (7) THE YOUNG AND THE RESTLESS (1) (35) RYAN'S HOPE (1) (35) MAUDE 1:00 (1) (7) DAYS OF OUR LIVES (1) (35) MOVIE 1:05 (1) (7) MOVIE 1:30 (1) (7) AS THE WORLD TURNS 2:00 (1) (7) ANOTHER WORLD (1) (7) ONE LIFE TO LIVE 2:30 (1) (7) SEARCH FOR TOMORROW (1) (35) YESTERDAY'S NEWS-REELS / LAUREL AND HARDY (TIME APPROXIMATE) 3:00 (1) (7) TEXAS (1) (7) GLADING LIGHT (1) (7) GENERAL HOSPITAL (1) (35) BUGS BUNNY AND FRIENDS (1) (10) QUE PASA? 3:05 (17) FUNTIME 3:30 (1) (35) SCOOBY DOO (1) (10) ELECTRIC COMPANY (R) 3:35 (17) THE FLIGHTSUITES 4:00 (1) (7) LITTLE HOUSE ON THE PRAIRIE (1) (7) RICHARD SIMMONS (1) (7) MERV GRIFFIN (1) (35) WOODY WOODPECKER (1) (10) SESAME STREET (R) 4:05 (17) THE MUNSTERS 4:30 (1) (7) HAPPY DAYS AGAIN (1) (35) TOM AND JERRY 4:35 (17) LEAVE IT TO BEAVER 5:00 (1) (7) GULLAGAN'S ISLAND (1) (35) HOGAN'S HEROES (1) (35) THE WOODEN HULK (1) (10) MISTER ROGERS (R) 5:05 (17) THE BRADY BUNCH 5:30 (1) (7) LAYARNE & SHIRLEY A COMPANY (1) (7) M\*A\*S\*H (1) (7) NEWS (1) (7) POSTSCRIPTS 5:35 (17) BEVERLY HILLS 90210

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CALENDAR FRIDAY, NOV. 13 2:30 p.m. home of Mrs. Mills Boyd, 238 Forrest Drive, Sanford. Joyce Feilen of the Seminole County Planning Board will speak on "Preserving Spring Hammock." Board meeting, 2 p.m. Central Florida Art Assn. Members' Fall Exhibition and Demonstrations, 10 a.m. to 9 p.m., Winter Park Mall. Luncheon-bazaar-produce and plants, 11 a.m. to 4 p.m., Zellwood United Methodist Church, Union Street, Zellwood. SATURDAY, NOV. 14 Annual Bazaar, 9 a.m. to 5 p.m., fellowship hall, Lake Mary United Presbyterian Church, Willbur Avenue, Lake Mary. Chile con Carne lunch. Sanford VFW and Auxiliary all-day barbecue, log cabin on the lakefront. Central Florida Art Assn. Members' Fall Exhibition and Demonstrations, 10 a.m. to 9 p.m., Winter Park Mall. Annual bazaar sponsored by Rolling Hills Moravian Church, State Road 404, Longwood, 9 a.m. to 4 p.m. Lunch served between 11 a.m. and 2 p.m. Special room for children to shop. American Association of University Women Orlando-Winter Park Branch, 11:30 a.m., at All Saints Episcopal Church, Winter Park. Speaker Kaye Kinley on "Facing the Future with Computers." Exhibits. Open to public. Call 676-3882 for reservation information.

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Evening Herald  
Herald Advertiser  
Thursday, November 12, 1981

# Mechanics: Auto Service Beyond Common Sense Point

By DON SMITH & LARRY CARLEY

In recent years, the scheduled maintenance intervals for new cars have been lengthened greatly — much to the benefit of new car owners, say the auto manufacturers — thanks to improvements in oils, materials and the elimination of leaded gasoline.

However, not everyone agrees with what the car makers are saying. Almost nine out of ten (87.7 pct.) professional service

station mechanics say that auto manufacturers' recommended service intervals for their late-model cars are too far apart.

An even greater percentage (97.1 pct.) of these independent mechanics are convinced that some of the car makers' suggested oil change intervals — approaching the 12,000-mile figure on 1980-81 models — have been stretched beyond the point of common sense and adequacy for real world driving conditions.

And if mechanics are right in the assessment of today's long service intervals, the motoring public is being misled into practicing a penny-wise, pound-foolish maintenance program for their new cars.

Every mechanic knows that when cars are not maintained as they should be, the eventual result is major repair bills — repair bills that could have been prevented by proper maintenance.

### What's proper?

What is proper care? How realistic are the recommended service intervals contained in owners' manuals? Engineers working in rarefied corporate environments at GM, Ford, Chrysler, AMC and VW issue these suggested service intervals each year for every model. For decades new car purchasers blindly accepted these edicts.

However, U.S. mechanic, laboring in a grungy, real world of auto repair facilities and who see the dimming, expensive results of improper and/or inadequate car care, are violently disagreeing with the service intervals recommended by car makers.

Two Hunter magazines, Motor Service and Service Station Management, conducted a nationwide study among mechanics at independent repair shops and service stations to find out how they view recommended service intervals. A total of 2,200 questionnaires were sent to a geographically and demographically (large and small shops) sample of readers. The magazines received 951 completed questionnaires, a 43.3 percent return.

### 'Gone too far'

The survey results clearly show what many in the industry already suspected: The vast majority of working mechanics believe Detroit's extended service intervals have gone too far — especially for such critical items as oil and oil filter changes, chassis lubrication, automatic transmission fluid changes, and air and fuel filter replacement.

In one extreme case, an undetected collapsed PCV valve hose — a \$1 item — caused the need for a complete engine rebuild to the tune of an estimated \$1,400. Many mechanics also report expensive transmission overhauls resulting from the lack of routine checks and transmission fluid changes.

On the other hand, if the auto manufacturers are right — that oils and materials have improved and that motorists can safely drive more miles between oil changes, etc. — then the public would be wasting millions of dollars each year over-servicing their cars with needless maintenance if they were to follow the mechanics' recommendations.

One of the questions asked was: Generally speaking, do you think the auto manufacturers' recommended service intervals are about right, too far apart or too frequent? Three out of four mechanics (77.2 pct.) in repair shops said the intervals were too far apart; 21.5 pct. agreed the intervals were about right; and only 1.3 pct. said the intervals were too frequent. Almost 9 out of 10 of the service station mechanics (87.7 pct.) said the intervals are too far apart.

### They all agree

On most questions in the survey, repair shop and service station mechanics were in close agreement in their views on what constitutes adequate scheduled maintenance for late-model vehicles.

Here are two typical reactions to the survey, one from a repair shop owner, the other from a top service station mechanic:

Armand Amidel, owner of Amidel's Garage, Highwood, Ill., has been in the repair business for 30 years and is a NIASE-certified master mechanic.

He said: "Extended service intervals are nothing but a sales pitch.

"Some people might argue that we have a vested interest in asking customers to come in more frequently for

**A COMPARISON OF RECOMMENDED SERVICE INTERVALS FOR "NORMAL" DRIVING CONDITIONS 1980-81 CARS\***

Service Item	Chrysler	GM	Ford
<b>OIL/OIL FILTER CHANGE</b>	7,500	7,500	10,000
<b>CHASSIS LUBRICATION</b>	30,000	7,500	30,000
<b>REPLACE AIR FILTER</b>	30,000	30,000	30,000
<b>REPLACE FUEL FILTER</b>	UNSCHEDULED	15,000	UNSCHEDULED
<b>REPLACE SPARK PLUGS</b>	30,000	30,000	30,000
<b>FLUSH &amp; CHANGE COOLANT</b>	30,000	30,000	30,000
<b>CHANGE AUTOMATIC TRANSMISSION FLUID</b>	UNSCHEDULED	UNSCHEDULED	UNSCHEDULED

\*Always figure for maintenance on the average for the entire service interval. Always figure for the auto manufacturer's recommendation of new car model year.

service. But based on the repairs we've seen, cars are definitely not being maintained as they should."

He said the factory-recommended service intervals for "normal" driving are too far apart for most people because most are short-trip, stop-and-go drivers. "The result," he said, "is oil in such bad shape that it has congealed in the crankcase.

"A salesman who does a lot of highway driving can probably go up to 4,000 miles between oil changes with no problems. But the stop-and-go city driver who puts less than 6,000 miles a year on a car should have an oil change every 2,000 miles."

Donald Melland, who works as a mechanic at a service station in Hinsdale, Ill., was one of only seven U.S. mechanics to score a perfect score in the NIASE certification test for electrical systems.

He also believes the car makers' recommended intervals are too far apart on some key service categories.

He pointed out that the station is seeing a big surge in internal engine work, an indication of car owner neglect, especially on such routine items as oil and filter replacements. He also cited the importance of regular transmission fluid changes, stating that such neglect can lead to expensive repair work.

Mechanics were asked if they thought an oil change interval of 12 months or 10,000 miles (Ford Escort-Lynx, for example) was adequate for real world driving. Nine out of ten, or 93.8 pct., said no.

They were asked what maintenance items they thought were most frequently neglected by the motoring public. One out of two, or 56.6 pct., mentioned oil and oil filter changes.

They were asked what maintenance items they thought were most important to trouble-free driving. Nine out of ten, or 91.3 pct., answered regular oil and oil filter changes.

They were also asked what kind of oil and oil filter change intervals they would recommend to their customers for both "normal" and "severe" driving. The definition of normal and severe was left to their judgment.

For "normal" driving 88.1 pct. of those polled recommended oil change intervals of 4,000 miles or less; 11.2 pct. recommended 5,000 miles; and 11.8 pct. said 6,000 miles. Only 4.1 pct. agreed with the 7,500- to 10,000-mile intervals recommended by the auto manufacturers.

For "severe" service, there was less disagreement. The factory-recommended interval here for oil changes is three months or 3,000 miles, whichever comes first. In this case, 86.4 pct. of mechanics recommended oil change intervals of 3,000 miles or less, with nearly half, or 48.4 pct. recommending 2,000 miles or less.

Chassis lubrication intervals, for example, are 30,000 miles for Ford and Chrysler and 7,500 miles for GM on the 1980-81 cars. Mechanics disagreed, with 58.6 pct. saying lube intervals should be 4,000 miles or less. Fewer than 1 pct. agreed with Ford's and Chrysler's recommendation of 30,000 miles.



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# \$80 Billion For Slicker Auto Design

To meet the challenge brought on by the 1974 energy crisis, vehicle manufacturers have launched the most extensive retooling program in American industrial history.

The cost is expected to exceed \$80 billion by 1985.

Are such large expenditures helping vehicle manufacturers meet these challenges?

The answer is yes.

In 1981, for instance, all U.S. manufacturers exceeded the 22 miles-per-gallon passenger car fleet federal fuel economy standard—an incredible improvement of 70 percent compared with 1974.

And the technological improvements in vehicle fuel economy and the shift in consumer demand toward these new smaller, more fuel-efficient vehicles have resulted in saving the average purchaser of a 1980 car \$1,700 in gasoline compared with a 1974 vehicle.

### THREE MAJOR FACTORS

While there are many factors affecting

the fuel efficiency of a vehicle, the three main culprits currently being attacked by engineers are weight, aerodynamic drag, and rolling resistance.

In the area of weight reduction—by far the biggest factor in fuel economy—domestic automotive engineers have been able to reduce the fleet average weight of passenger cars by approximately 750 pounds since 1975.

One of the major contributors to this accomplishment has been the increasing use of weight-saving materials such as aluminum, high-strength steel, and plastics.

One auto manufacturer reports that its usage of aluminum—already at 400 million pounds per year—will roughly double by 1985. Significantly, one pound of aluminum replaces roughly two pounds of steel.

The use of plastics—now at around 160 pounds per car—also is expected to double by 1985.

The use of high-strength steel which can

be downgauged to produce a lightweight part with the same functional strength as one made from low-carbon mild steel also is on the increase.

The typical 1981 passenger car included 196 pounds of high-strength steel for a weight saving of about 75 pounds.

### Payoffs in downsizing

There is a secondary benefit to these types of weight saving. For example, as total weight is reduced, the frame and suspension weights can be lessened, making the total weight change benefit even greater.

Visibly, the biggest weight savings has occurred through downsizing. Many vehicles have shed as much as 1,000 pounds, while still maintaining, or even increasing, interior roominess.

For the average automobile traveling at 40 miles per hour, one-half of the engine power is used to push air out of the way. The faster it goes, the more air resistance increases. Pushing a vehicle through air

resistance at 65 miles per hour, for instance, consumes 40 percent more energy than at 55 miles per hour. So cutting air drag can be one of the most cost-effective ways to boost fuel economy.

Automotive engineers using wind tunnels have developed ways of managing the flow of air over a moving vehicle.

Some 1981 cars, for example, are the result of over 3,000 hours of wind-tunnel testing. During this extensive testing, scale clay models are used first, then full-size clay models and, lastly, production prototypes.

These efforts result in numerous design refinements that will cut air drag.

While these design refinements are usually slight—sometimes only a matter of millimeters in a curve or width on the edge of a hood, a grill opening or a pillar—they can add up to as much as one mile per gallon in fuel economy.

## How To Stop Spiraling Premiums

Insurance premiums already through the roof and climbing?

Here are a few helpful hints on getting them back in line, from Detroit-based Automotive Information Council.

You may be eligible for a reduction in your premium if you:

1. **Share the ride.** The further and more often you drive to work, the more you may be paying for insurance. Joining a car pool or parking your car in a commuter lot close to your home and taking public transportation could make a difference.

2. **Have qualifying young drivers.** You may get a break if you have young drivers in your household who are top students or who have completed an approved driver education course or go to school more than 100 miles from home without using a vehicle.

3. **Have all your cars insured with one company.** A multiple car discount often is available to policy holders who have more than one car insured with the same company.

4. **Buy a different make or model of**

car. High-performance, high-priced cars and sports cars generally are more expensive to insure. Labor and replacement parts, too, frequently cost more.

5. **Drive safely.** Safe driving habits reduce accidents and, when accidents and claim costs go down, they can affect the premiums you pay.

6. **Move.** Chances of having an accident are greater in a large city than in a small town or rural area. As a result, if you live in a city, you'll probably pay more.

7. **Reduce your annual mileage.** Some insurance companies consider the car's annual mileage as a rating factor. Higher annual mileage means a higher premium. (The National Insurance Consumer Organization is proposing that auto insurance rates in most states be dropped five to ten percent because high gasoline prices already are causing people to drive less. NICO said it could find no state where rates have been changed to take into account current driving habits.)

8. **Change the deductible on the**

collision portion of your policy. The higher the deductible, the lower your premium rate. Deductibles of \$100 were common 10 years ago when the average price of an automobile was about \$1,700. Now that car prices and wages have doubled, a higher deductible may make more sense. A \$250 clause is quite common today.

9. **Drop collision coverage entirely,** if your older-model car is worth only a few hundred dollars, because the insurance company will not pay more for repairs than the car is worth.

10. **Ask about eliminating duplicate insurance coverage**—car insurance and health-accident insurance that pay for the same things.

11. **Shop around for the best price and coverage.** When getting estimates, be sure all quotes are for the same coverage.

12. **Stay with the company.** Your longtime record will be considered when your rate is being examined after a claim. This can be more important over the long haul than constantly changing companies to achieve the lowest premiums.

## Fluids

### Check Them Regularly

Your automobile runs on fluids, many of which have to be replaced or replenished, but a quick poll by Automotive Information Council shows that few motorists can name more than half of them.

That indicates that many fluids probably are neglected.

There are 11 fluids in all in a car with common options: Radiator coolant, engine oil, battery water, air-conditioning freon, lubricating grease, gasoline or diesel fuel, and the fluids used in the transmission, differential, brakes, power steering and windshield washer.

There also is fluid in the shocks, but it generally is not replaceable.

### CHECK THE MANUAL

AIC recommends that a car owner check the owner's

manual to determine when these fluid levels should be checked and-or replaced.

Neglecting these fluids can result in severe damage.

Some of the items have filters which should be cleaned or replaced at certain intervals. The owner's manual also will indicate the proper mileage intervals.

Two years ago AIC reported on a survey in which 100 cars were checked at a self-service station. Of the 100, 56 were at least a quart low on oil, 34 needed radiator coolant, 29 needed power steering fluid, 28 were low on brake fluid, and 27 needed battery water.

With more and more motorists pumping their own gasoline, AIC is suggesting that they take a few minutes to check the fluid levels.

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## With Tools, Advice

# Repairing Your Car Can Be A Snap

Mechanical Wizard Doug Richert understands the fear that prevents so many people from working on their cars.

"Sure, today's automobiles are intimidating," Richert admits, "but don't forget that there still are lots of simple jobs you can easily learn to do yourself."

"Even if you've never laid a wrench on a car before, you can safely get started by changing your own oil, tires and spark plugs, for example. All you need is a little courage, an owner's manual, a friend for backup advice, and a small investment in basic tools. The satisfaction, plus the money you'll save, is well worth the effort."

Richert should know what he's talking about: At 21, he is stock car racing's reigning crew chief.

After assuming the reins as chief of the Osterlund Racing Team early in the 1980 NASCAR Grand National stock car racing season, Richert led his teammates to the Sears Craftsman National Pit Crew Championship.

In addition, Richert and his crew backed driver Dale Earnhardt to five victories, 24 out of 31 top-ten finishes, and a record \$588,926 in winnings — culminating in the prestigious Winston Cup national driving title. All this happened in Richert's first term as crew chief and in Earnhardt's second full Grand National campaign.

To win the \$25,000 Sears Craftsman title, Richert and his young crew outscored all of NASCAR's veteran teams

with consistently fast pit stops in 10 major 1980 races.

"Take an ambitious program like ours, add extra time to repair crash damage, and we have to know the easiest, fastest way to do a good job on our cars," Richert says. "Whether you work on your car only on weekends or work on it every day like we do, a properly-equipped garage and a basic set of good tools are the secrets to success."

### BUY THE BEST

Richert says a hydraulic floor jack, a pair of jack stands, a "Creeper" and a drop light should anchor the equipment line-up for any home garage. "Both the jack and stands should be top quality ...they're definitely the wrong items to save money on," he advises.

"After jacking the car, never get under it without placing both stands at solid points under the frame.

"Once that's done, a creeper on rollers allows you to lie on your back and glide around under the car. And a drop light with plenty of cord will give you a good look at what you're doing."

A dry-chemical fire extinguisher is another priority on Richert's garage equipment list.

"A nine-pound-capacity bottle should handle the small flash fires that are most common around cars," he says.

Although they don't help do the work, several more items are recommended by Richert to keep things neat.

"A shallow drip pan is a good investment. So is a bag of dry absorbent. In fact, cat box filler works just fine.

"Now, to get in the oil changing business, all you need is a filter wrench, catch pan and filler spout for a total of about \$5.

"Finally, plenty of rags, some waterless hand cleaner and a set of coveralls should make it more likely you'll be allowed back in the house," Richert adds with a smile.



Stock car racing's national champion crew chief Doug Richert is sympathetic to the misgivings many people have about working on their cars.

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## NIASE's Efforts Rewarded

# Car Repairs Rated In Poll

Give or take some ifs and buts, most of us are relatively content with the caliber of professional repair work we have carried out on our automobiles these days.

This is the word from Booz-Allen and Hamilton, a leading research organization. And the company's findings are impressive.

In a three-year evaluation of the automotive repair industry commissioned by the National Highway Traffic Safety Administration, the firm reports fully 64 percent of the 2,434 consumers it queried in its survey give the service they've been getting top marks — an unequivocal "10." Complete satisfaction.

And more than 85 percent of these respondents rate the service eight or better. Only 8 percent rate it five or less.

And an overwhelming 91 percent average of all consumers surveyed say they'll go back to the same shop next time.

### Hailed as vindication

Considered the most comprehensive survey ever conducted concerning auto service, its findings, says the Automotive Information Council, "Should dispel past generalized criticism" and "vindicate those engaged in this important industry which makes our freedom of mobility the envy of the world."

AIC stresses that the most frequently mentioned positive remarks were: Quality of work, professional service, consistently reliable work, no trouble encountered.

"In recent years the entire industry has made comprehensive efforts to elevate service performance to its

current level," it points out.

"Every segment of the industry has been involved in training programs, better and more instructional materials have been created and mechanics themselves take difficult tests to reach certification by the National Institute for Automotive Service Excellence.

"These long-term efforts," AIC concludes, "obviously have paid off."

### Some paradoxes

Among the other findings:

— Despite the dealership stigma, consumers indicate they are more satisfied with facilities that have many certified mechanics — a bow to the NIASE program.

— Young people tend to prefer mass merchandisers and specialty shops over the independents or dealerships.

# Save Fuel: Make Just One Trip

Want a neat way to cut those fuel bills even more?

Then why not consider hauling all your winter and summer "toys" — those campers, boats and other recreational vehicles you own — up to the cottage, or wherever you'll be using them, only once every season?

You'll be doing yourself two favors actually: Saving the extra gas it takes to move them back and forth each weekend and making the highways safer.

NOT A NEW IDEA

The idea isn't a new one. Back in 1973, just after the energy crunch hit, the chairman of the board of the Michigan Outdoor Writers Association — the late "Lonesome George" Pfeiffer — expounded on this approach, encouraging outdoor enthusiasts to find a storage spot on or near the site where the vehicles would be used.

"Maybe they know a year-round resident who would let them park their unit on his place. Or they could rent a parking space on a private

campground," Pfeiffer suggested.

### A REAL ENERGY-SAVER

He also reasoned that members of vacation-country tourist councils might make available parks and fairgrounds or little-used sections of local airports and motel parking lots — "and hire special deputy sheriffs to guard them on a 24-hour basis, and the vehicle owner would pay a minimal fee for the deputy's pay."

"This would be much cheaper than hauling the various vehicles up when you want to use them."



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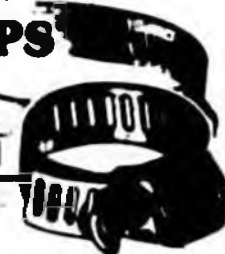
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# Maintenance Keeps Cars Running

By JULIA W. PAGE  
Educational Coordinator  
Crawford Auto-Aviation  
Museum

"Call Fred Crawford. He buys junk!"

Word got out 'way back in 1937 that a man in Cleveland actually wanted some of the old cars that were just lying around.

Yessir, it took Fred Crawford's Yankee instinct for saving everything to make the Crawford Auto-Aviation Museum of the Western Reserve Historical Society a reality.

And the people at the Crawford are vitally concerned with the preservation of these cars as working machines. After all, cars were made to GO.

As we all know, the constant day-in-day-out driving done by most automobile owners results in the wear,

breakage, and general deterioration of a car.

But what many people do not realize is that an automobile goes through the same process—albeit at a greatly reduced rate—even when not in motion. There is actually nothing that will prevent the eventual material breakdown of an object.

#### Crawford's Schedule

A number of steps are taken by the museum staff to insure and increase the life expectancy of its automobiles through painstaking maintenance on a regular basis.

1. The automobiles regularly are driven, or at least started and run long enough to thoroughly warm all of the engine lubricants and assure proper circulation. After the engine is stopped, oil is squirted into

the engine cylinders to retard oxidation of the metal, or rust.

2. Corrosion stabilizers are added to the cooling system.

3. The lubricants are changed frequently, sometimes after only a few hundred miles of service.

4. When possible, the vehicles are displayed on jackstands to prevent stress on the wheels and tires.

5. Silicon brake fluid is used in all of the hydraulic break systems.

6. Gasoline is drained from the gas tanks, fuel lines, pumps and carburetors after the engine is run, and corrosion inhibitors are placed in the fueling systems.

7. Batteries are never stored in the vehicles. They are kept on a rack with a "trickle" charger.

8. Leather, cloth, and

rubber parts are continually treated with preservatives. Painted surfaces are waxed.

9. When restored, wooden parts are treated with preservatives before final assembly and painting.

10. Plated parts and brass parts are kept polished.

As technology and preservation measures change, the routine is updated so that these fine old cars always receive the best of care.

#### Began With A Duryea

Fred Crawford began his affair with the past by buying a 1910 Duryea from an indebted exhibitor at one of the Great Lakes Expositions.

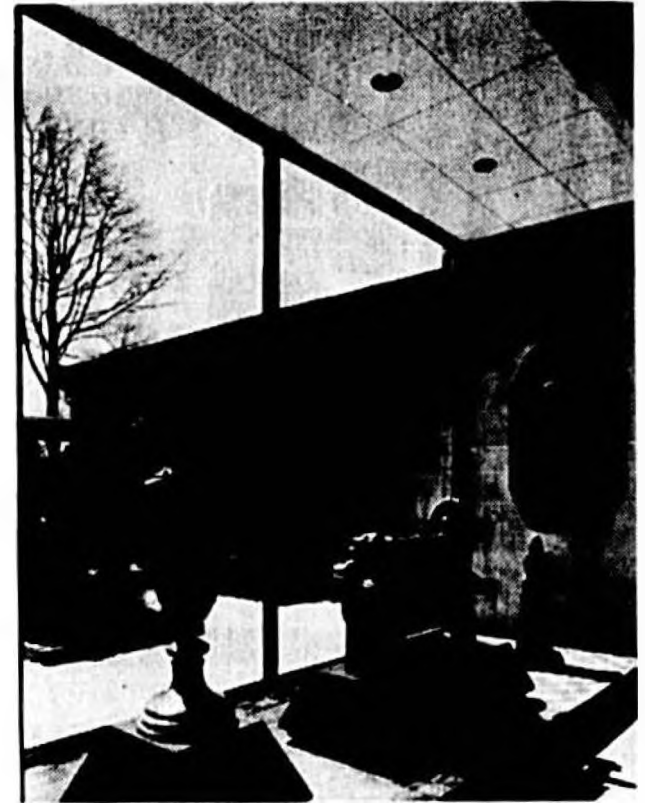
Only six years later, his collection was ready for its first public showplace at Chester Avenue and East 30th Street in downtown Cleveland.

In his own words: "The auto album and aviation museum was established by Thompson Products, Inc., (now TRW) as a material record of the achievements and progress of two vast industries—the automotive and aircraft.

"Each in the span of a half-century has caused sweeping changes in the world and pattern of life. . .

"The present is built on the past, and in any museum there is much to be learned from the past. In the museum the visitor can gain a greater appreciation and understanding of the unremitting effort and pioneering that have brought us the modern car and airplane.

"Cleveland is rich in many old and basic industries: Steel, oil, paint, shipping, clothing, machine tools and



Crawford museum's foyer opens onto Cleveland's University Circle, home of many of the city's cultural institutions. Window displays change frequently. On view are the famous Elgin road race trophy, a Miller engine, and the Thompson trophy from the Cleveland Air Races.

publishing—to name just a few. It is entirely conceivable that the museum will someday become part of a much greater institution which, with the support of civic and industrial leaders, will preserve the record of Cleveland's contribution to our country's progress.

**Focus On Ohio**  
The devotion of those local people, the imagination of dedicated museum administrators, and the leadership of a conscientious advisory committee realized Fred Crawford's dream. In

1963, the old Auto Album and Aviation Museum became a division of the Western Reserve Historical Society, Cleveland's oldest cultural institution.

The collection continued to grow; special emphasis was placed on the outstanding automobiles built right in Northeastern Ohio.

Today there are more than 150 cars, ranging in vintage from an 1895 Panhard et Levassor to a 1976 Cadillac convertible; assorted aircraft, numerous bicycles, motorcycles, and carriages.

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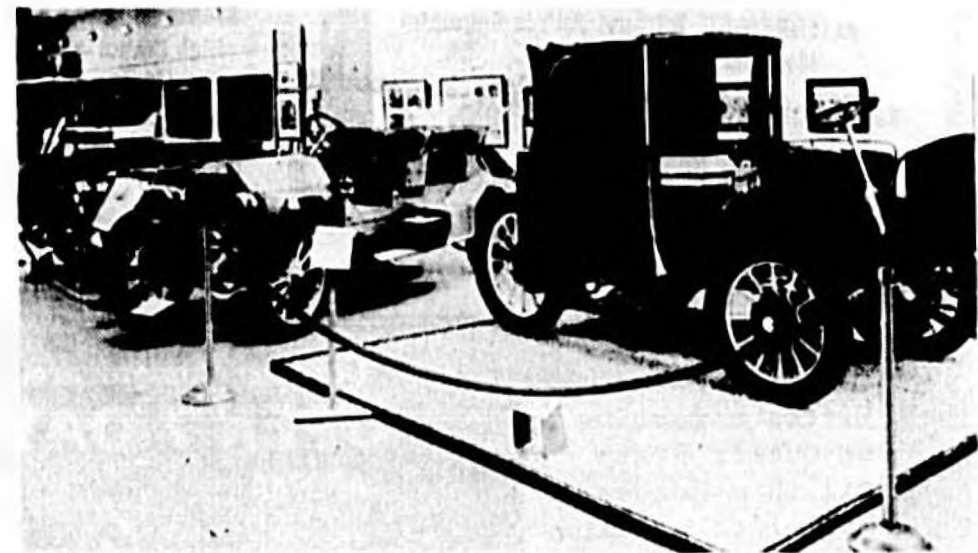
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Special care and preservation problems occur when the car sports real leather, patent leather, wooden wheels, a broadcloth interior and solid brass fittings. Here are two of the Crawford's prize displays: A 1909 Simplex, left, guaranteed to do 90 mph the year it was built, and an electrically-powered, front-wheel-drive Krieger dating from 1906.—Photos courtesy Crawford Auto-Aviation Museum.

**Beat the high cost of driving.**

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Just pick up an official entry form with all the details from a participating Champion retailer or request one by sending a self-addressed, stamped envelope to: Champion "Win Your Very Own Oil Well" Sweepstakes, P.O. Box 85, New York, NY 10046.

Void where prohibited and you must be 16 years or older to enter. No purchase necessary, of course. But we do hope our sweepstakes will remind you to get a gas-saving tune-up soon. Because a tune-up with fresh Champions can save, on the average, 1 to 2 gallons per tankful. And that's the best way we know to beat the high cost of driving - day after day.

**Entries must be received by midnight,  
December 31, 1981.**



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## Broken Miles Take Toll

# Roads Blamed For \$6 Million In Car Repairs

This winter's trip over the river and through the woods to grandmother's house could provide a ride that's just as rough as one in an old horse-drawn sleigh, according to The Road Information Program, a non-profit highway research agency.

More than half of the nation's paved road network now suffers from substandard pavement conditions, TRIP says.

That's more than one million miles of cracked and broken pavement over which Americans drive nearly 700 billion miles a year.

"Bouncing over rough and broken pavement wears out a lot more than your nerves," Donald Knight, TRIP's executive director, explained. "It drastically increases wear and tear on your vehicle."

### Hard knocks costly

Driving over substandard pavement boosts tire wear by as much 150 percent and steering, brake and suspension

systems require maintenance almost double the norm, TRIP data show.

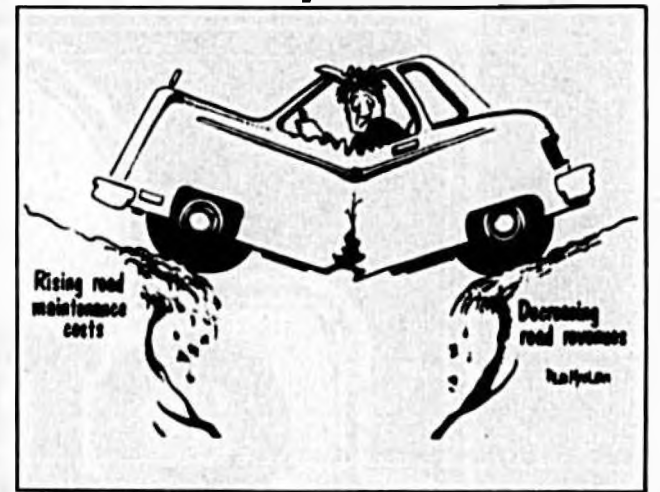
"American drivers shelled out more than \$6 billion last year for needless vehicle repairs caused by rough road driving," Knight said.

But vehicle repair is only half of the nation's bad roads problem.

"Driving over these poor roads also boosts a vehicle's fuel consumption by as much as 56 percent as it loses traction and power flow through its drive train is interrupted," Knight pointed out.

More than 16 billion gallons of motor fuel, costing some \$20 billion at early 1981 prices, are wasted annually by the nation's poor road conditions.

"The total tab for waste stands at \$26 billion annually when the fuel waste and vehicle repairs brought on by substandard road conditions are combined," he explained.



## Do-It-Yourselfers Are Happier With Their Tune-Up Work

One out of every three car owners do their own tune-up work these days and, what's more, they're candidly happier with the results.

These key findings — and dozens more like them — are contained in a consumer maintenance survey, one of the most comprehensive continuing annual studies of tune-ups in the industry.

Each month during the

dozen years that monitoring tune-up facts, 2,000 families across the U.S. have been asked if, where and when a tune-up took place and what they had tuned up. No family is queried oftener than once a year.

Nearly a quarter of a million persons have responded to the questionnaire since the survey was inaugurated.

Big gains over 1970

The do-it-yourself trend has made big strides over the last decade.

Today, according to the surveys, fully 33.3 percent of the nation's motorists do some or all of their tune-up work themselves, as compared with 1970 when only 25.8 percent of the vehicle owners were doing their own work. What's more, not surprisingly, 96.1 percent of these do-it-yourself tune-ups

are rated excellent or good by the people who did the work.

By comparison, the closest professional source — garages and repair shops — gets 26.1 percent of the tune-up work these days, with these customers rating the work performed there 90.6 percent excellent or good.

Following in order as places to go to get tune-ups these days are new car dealers and service stations, with 19.5 and 16.2 percent of

the business respectively. The remaining category — other — has 4.9 percent.

As might be expected, the new car dealer gets most of the tune-up action on cars up to a year old (57.4 percent of the sampling); by comparison, at the other end of the scale, the biggest percentage (42.6) of the cars 10 years and older are tuned by the owners themselves.

Still a real bargain. The analysis indicated that, despite the ever-

spiralling rate of inflation, tune-ups remain one of the best bargains available. Last year, for example, the average tuneup cost \$57.92 — not an appreciable increase over the most recent years.

"With the high cost of gasoline, a motorist can get back his investment in a tune-up faster than ever these days," observed Charles A. Schwalbe, Jr., vice-president of sales for the survey team.

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P175 75R 14	74.00	1.75	XZX
P185 75R 14	79.94	2.14	X
P185 75R 14	79.93	2.22	X
P205 75R 14	86.98	2.51	X
P215 75R 14	86.62	2.82	X
P205 75R 15	88.10	2.55	XA
P215 75R 15	87.18	2.75	X
P225 75R 15	89.70	2.81	X

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# Checks

## Trend To Serve Self Puts Onus On You

With so many Americans pumping their own gasoline these days, routine winter preventive maintenance stands a good chance of getting short shrift, unless the motorist accepts that responsibility.

"Although saving pennies at the self-serve pump, motorists may be pouring dollars into costly auto repairs by not following the proper maintenance procedures spelled out in their owner's manuals," warned Robert Tellier, emergency road service manager.

This situation is typical, and with these problems in mind, the American Automobile Association has developed a simple 12-point list of visual checks any motorist can make. A little time spent under the hood now can help insure trouble-free driving later when the cold weather arrives.

### TRY THIS ROUTINE:

With an addition or two along the way, here's the club's formula for checking out the car:

1. Check the motor oil level. It's a good idea now to install winter-weight oil. AAA surveys show oil is the most neglected of the dozen areas on its check list. One random survey showed 34 percent of the cars were low on oil.

2. Check brake fluid level. Pry off the clip and remove the cover on the master cylinder. The fluid should be within a quarter-inch of the top. If it needs topping up, use the brake fluid that's right for your car.

3. Top up the windshield washer reservoir with solvent. Use it full strength

for winter.

4. Check the coolant level and antifreeze strength. Newer cars have radiator overflow tanks with marks indicating where the coolant fluid level should be. Make sure your antifreeze tests to below the coldest temperature you might encounter.

5. Check the power steering fluid level, filling with the recommended fluid where necessary.

6. Hold the air filter up to the light. If you can't see through it for dirt, replace it.

7. Check the automatic transmission fluid with the engine running.

8. Check all belts and hoses. Press your thumb on the middle of each belt. If it gives more than a half-inch, tighten or replace it. Also replace any belts that are obviously frayed or cracked. Hoses should be free of cracks, not squishy or brittle. To test them, squeeze them firmly along their entire length.

9. Check ignition system. Clean the battery terminals with baking soda and water if there's acid buildup. Then, if your battery is the refillable type, check the water levels in the cells, adding water where necessary. Visually inspect the spark plugs and points for signs of wear, cleaning or replacing them where necessary. Generally, it's a good idea to replace the condenser at the same time.

10. Check lights, turn signals and horn to make sure they work. If they don't a spent fuse could be the culprit.

11. Check tires for wear and bring them up to

recommended pressure. This goes for the spare, too. Buy your own gauge to make sure your readings are accurate. Worn treads or bald tires are particularly hazardous at this time of year; have them replaced.

12. Test the windshield wipers. If they streak or chatter across the windshield, they could severely limit visibility during darkness or in rain.


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Entries must be received by midnight, December 31, 1981.



**SWEEPSTAKES ENTRY BLANKS AVAILABLE FROM THESE FIRMS:**

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### ADAMS AUTO PARTS

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### SANFORD AUTO PARTS

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# Auto Greats

Members of the Society of Automotive Historians have placed Henry Ford, General Motors Founder William C. Durant, and Walter P. Chrysler at the top of the list of the world's greatest automotive leaders.

Some 309 members, polled in the survey, established this list of 30 names, in order of popularity:

Henry Ford, William C. Durant, Walter P. Chrysler, Henry M. Leland, Ransom E. Olds, Alfred P. Sloan Jr., Charles F. Kettering, Charles E. and J. Frank Duryea, John and Horace Dodge, Charles W. Nash.

The next 10 are Fred and August Duesenberg, Harry Miller, Harley Earl, E.L. Cord, William F. Harrah, F. Henry Royce, Elwood G. Haynes, John North Willys, Carl Benz, Ferdinand Porsche.

The final 10 are Barney Oldfield, Henry Ford II, Edsel Ford, George B. Selden, Alexander Winton, Ettore Bugatti, George Romney, Harvey Firestone, Jesse Vincent, and Gordon M. Buehrig.

**Get Tuned**

# A Little TLC Can Spare Grief

Chestnuts roasting on an open fire, Jack Frost nipping at your nose...

Welcome to Winter 1981. A winter the average car on American roads is ill-prepared for.

A winter when the majority of cars have gotten a year older—and many of them in the worst shape ever.

A winter that finds thousands upon thousands of motor vehicles untuned and unready for the challenge of freezing temperatures.

Surveys show that more than half the calls for emergency road service will occur between December and March.

And fully 85 percent of the cars that fail to start that first crisp subzero morning will be suffering from vehicle neglect—not vehicle failure.

The tragedy is that most of this unhappiness is avoidable.

"The majority of can't-start situations can be prevented with proper preventive maintenance," insists Chris Carr, director of emergency road service for the American Automobile Association in Washington.

But lately, due largely to the tight economy, millions of motorists have been skimping on basic maintenance and, without the

necessary tune-ups, no-starts have rocketed.

In Michigan alone, weak batteries and poorly-tuned engines will account for 80 percent of this winter's more than one million emergency road service calls, according to the state's automobile club.

**THE REAL PROBLEM**

The battery, however, most often is the victim rather than the culprit.

"The output of the battery is reduced in cold weather and—very simply—it gets ground down in futile starting attempts. Replacing or recharging it is, at best, a stopgap measure.

"A weak battery usually is symptomatic of deeper ills—

with the root cause being the ignition system."

In a study of more than 10,000 vehicles nationwide, 24 percent of the cars that received new batteries experienced continued starting trouble while 35 percent of those that were merely charged still had starting failures.

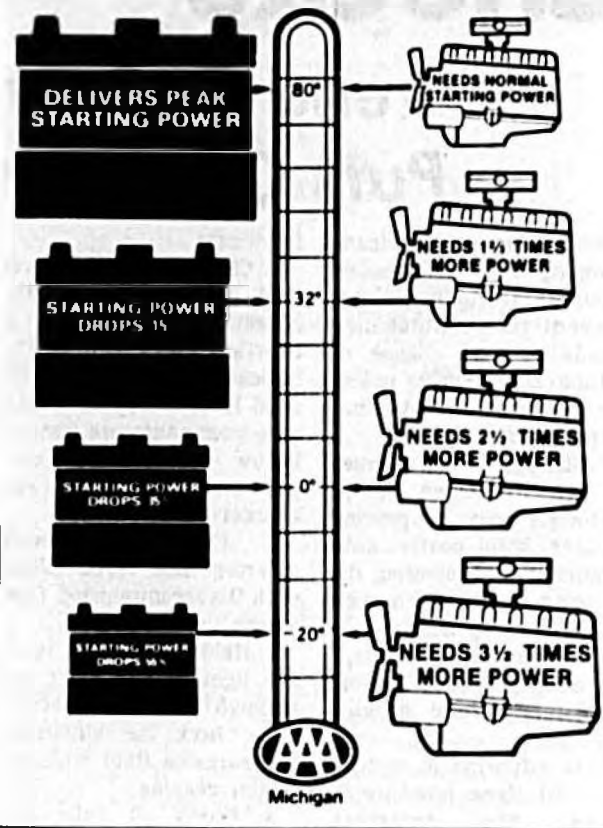
By the same token, only 15 percent of the cars that had tune-ups experienced additional starting woes and just 16 percent of those in which new spark plugs alone were installed had repeated problems.

**WHY PLUGS ARE VITAL.** A close examination of just how a car starts points up the importance of spark plugs in the vehicle starting cycle.

Under all operating conditions, voltage available from the ignition system must exceed voltage required by the spark plugs to cause the engine to fire. Defective components, wear or improper adjustment of the ignition system adversely affects its ability to deliver satisfactory voltage.

"We remain convinced that one of the main underlying causes of starting

## CAR'S BATTERY POWER DROPS with MERCURY



failure stems from motorists being misinformed and consequently neglecting to have their cars properly maintained.

"The only way to reduce the rate of starting failure is to make motorists aware of

the real source of their trouble—an undermaintained engine."

In addition to fast cold-weather starts, a tune-up pays big dividends in reduced emissions and economical motoring.

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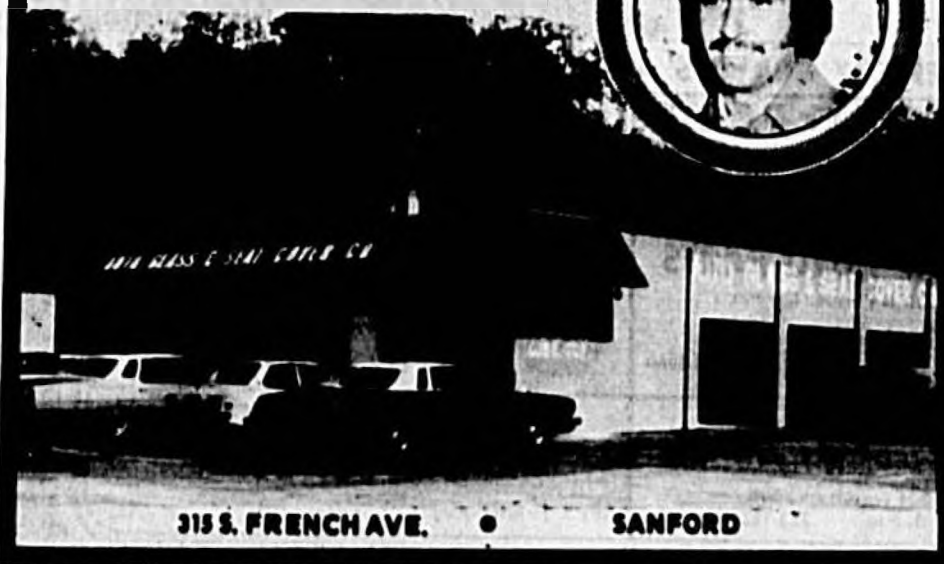
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**COOLING SYSTEM PARTS TO KEEP YOU OUT OF TROUBLE.**

When it happens, it happens suddenly. And, you're in big trouble.

Your engine overheats, and you roll to a stop in a cloud of steam.

That's why you should have your service station or garage mechanic check your belts and hoses this week. Or,

check them yourself. A good rule of thumb is to check them at least twice a year.

If a belt or hose is wearing out, replace it. It only takes a few minutes. And it could prevent engine damage, expensive repairs and hours of grief.

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# Taking Short Trip? Change Oil Every 3,000 Miles

If your customary cold-weather driving pattern is four miles or less each trip—perhaps only the daily distance to the shop or office—that winter-weight oil the car is using should be changed every 3,000 miles throughout the winter season.

It's easy! Here's how:

1. Warm up the engine so that the full load of dirty oil will drain from the pan.

2. Lift the front of the car or leave all four wheels on the ground. If you lift the vehicle, support its weight on safety stands. Do not work beneath a car that is supported only by a jack. Engage the parking brake; place an automatic transmission in park and a manual transmission in gear. If you raise the front of the car, place chocks behind the rear tires to prevent rollback.

3. Place a drain pan (six-quart capacity) under the drain plug and loosen the plug with an adjustable, box, open-end or socket wrench. Whichever you use, make sure it fits the plug snugly.

4. Remove the loosened plug by hand. To avoid burning your fingers, be ready to draw your hand back quickly as oil begins flowing. Allow oil to drain

completely.  
5. Wipe the drain plug clean and check to see if it has a gasket. If the plug has a gasket, the gasket must be kept in use to avoid an oil leak. However, to be effective, the gasket must be in good condition. If it isn't,

replace it.

6. Thread the drain plug into the oilpan (don't cross threads) and tighten by hand. Then, using a wrench, tighten the plug snugly. Do not overtighten.

7. Add fresh motor oil, checking first to determine

the right type. Modern automobile engines operate on a variety of oil, depending on their age. Oil designated as "SF" is generally stipulated for 1961 models; "SE-type" oils are recommended for cars produced during the 1970s. For cars a

decade or more years of age, "SD" oil is the best choice. For engines of the 1967-model year and earlier, "SC" motor oil.

8. Tighten the oil pan drain plug if it's leaking. When the oil is changed, it's a good idea to inspect the oil filter.

Constant short-distance cold-weather driving makes the filter eligible for a change at the end of the 3,000-mile interval, too.

When planning to dispose of the used oil, check to see if there is an oil recycling program in your area.

## Tires Need More Air

Two leading tire industry spokesmen—Tire Industry Safety Council and Car Care Council—have issued their traditional annual fall warning about checking air pressure in the tires and boosting it back to normal for the bone-chilling months ahead.

"Motorists should check tire inflation more frequently now because cold weather reduces the air pressure," says Malcolm R. Lovell, Jr..

Tires which already may have been a few pounds below proper pressure toward the end of summer could easily become eight to ten pounds underinflated on a freezing day, Car Care Council points out.

And this can cut tire life by about 25 percent, CCC says.

Contrary to popular opinion, underinflated tires don't provide better traction on slick surfaces. Instead, underinflation allows the tire to flex more, creating excessive heat buildup which can lead to tire failure.

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**RUN —  
DON'T WALK  
FOR SAVINGS!!**

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8 TRACK-CASSETTE  
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**\$171<sup>81</sup>**

Regular \$299<sup>95</sup>  
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**\$80<sup>81</sup>**

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Size	Our Price	F.E.T.
P185-70R13	65.50	2.13
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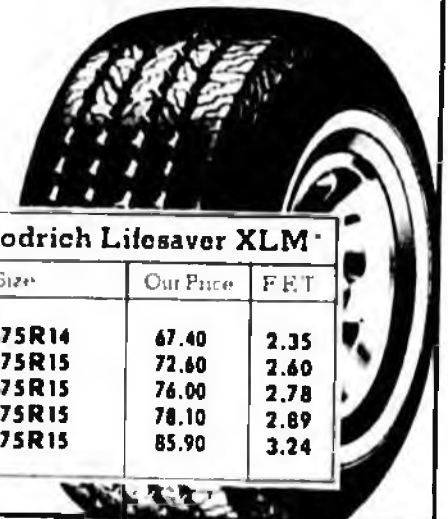
Lifesaver XLM® Whitewall

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- Lower rolling resistance than non-radials for fuel economy
- Two steel belts and polyester cord body for extra strength
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P225-75R15	78.10	2.89
P235-75R15	85.90	3.24



## Great mileage at an economical price LIFESAVER RADIAL ALL SEASON

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- Aggressive all season tread
- Two full steel belts to promote even wear and long mileage
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P215-75R15	64.30	2.62
P225-75R15	66.30	2.79
P235-75R15	71.00	2.94



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**Premium Ride  
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SPECIAL **\$12<sup>95</sup>**  
EACH  
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ALL AMERICAN CARS

You get:

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**SPECIAL**  
**4-Wheel Disc-Drum Brake Belins**  
NOW ONLY **\$69<sup>95</sup>**

We will:

- Install new front disc pads
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