

Springfield Leader

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Former teacher charges school aides 'mised' her

A former teacher at Florence Gaudineer School silenced the Springfield Board of Education Monday night.

Barbara Pollack, president of the Springfield Teachers' Association, asked the board to reconsider the issue, stating that during the past five years, Frank has been the only known non-tenure teacher in the Springfield school district not to be rehired.

Frank received a "routine" letter last April giving her all non-tenure teachers stating the board had voted not to reappoint her on the basis of "reduced staffing needs arising out of continued enrollment decline."

However, Frank told the board the principal and assistant principal at Gaudineer and Dr. Fred Strachin, school superintendent, assured her there was "no need to worry" about losing her job.

Frank was not hired to return for a third term at the Gaudineer school. The board of education voted to hire a new teacher here.

In her letter, Frank asked the board for an explanation as to why she was not rehired.

After a long silence, Gregory Clarke, board president, told Frank that the decision had been carefully weighed and the board had given much consideration to the issue.

The public left the room.

Clarke said the board would discuss the issue with its attorney. He then adjourned the meeting.

In other business, the board approved the 1979-80 audit for the Springfield school district.

One of the main features of the audit was a \$35,135 increase in federal funds for 1979-80.

The district received \$4,560 in federal funds for 1978-79.

Total expenditures for the 1979-80 school year were \$3.8 million. Total revenues were also \$3.8 million.

A \$15,650 bid from Industrial Metals Products to install seven doors at Gaudineer Middle School also was approved by the board.

Sandy K. Reider was approved as a teacher in the Deaf Youngsters' Deserve Early Education (DYDEE) program, and Sharon Mosch was appointed as a compensatory education teacher.

The board also accepted the retirement resignation of custodian Joseph LaValley.

Board member Barbara Adler suggested the school district should consider beginning a child care program to help working mothers who must arrange for babysitters before and after regular school hours.

A recent survey showed both parents work in 25 to 45 percent of families with children in the Springfield school district.

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REFLECTIONS IN GLASS—From an 1832 Andrew Jackson medal to a McGovern bumper sticker, Donald B. Palmer has collected presidential campaign souvenirs over the years. His treasures are currently on display at the Springfield Public Library. (Photo by Roy Graves)

Political history kept under glass for library visitors

By JANE FRID

Donald Palmer never met a U.S. President, or even a presidential candidate, but he's preserved their history under glass.

Every presidential election year since 1948, Palmer has brought out the campaign buttons he's collected over the years and has mounted each button in a glass case at the Springfield Public Library.

A silver medal from the election of Andrew Jackson to a second term in 1824's his oldest treasure.

There's also a Lincoln button from 1864, "Honest Old Abe" is inscribed at the bottom of the lead button. And modern buttons, like "American Indians for Ford."

Palmer has bought some of the buttons, but most of them were handed down by family members. "People always gave me things," he said.

Palmer is curator of the Springfield Public Library museum named in his honor five years ago.

Radio and television have changed politics over the years, Palmer said. "In the early days the public used to make a big deal out of campaigns. There were parades and people would stick posters up all over town."

During the Benjamin Harris campaign of 1880, Palmer said his father carried a cane with an American flag that popped out of it.

Franklin D. Roosevelt's bid for a third term in the White House was the highlight of the campaign. Palmer remembered his buttons prove it. During the 1940 election people were carrying slogans such as, "8 years is enough," "We don't want Eleanor either," and "Dixie's Not for us."

"Washington declined a third term, and the public didn't like the idea of anyone changing that unwritten rule," Palmer explained.

Roosevelt, however, defeated Wendell Willkie in the 1940 election and was later elected to fourth term.

Eisenhower was one of the most popular candidates, Palmer said. Like the "buttons are part of his collection."

For all the buttons he's collected, Palmer said he never met Eisenhower or Roosevelt or any of the Presidents.

When asked if he had a favorite President he would have liked to have met, Palmer thought for a while before he said, "Most of us would have liked to have met any of them."

Reassurance and then dismay

Two years ago Janet Frank scraped her money together and bought a small house in Millburn so she would be closer to her job as a resource room teacher at Florence Gaudineer School in Springfield.

Recently divorced, she and her two children moved from Sayreville, Frank thought, to settle down for good.

Although it wouldn't be until her third year at Gaudineer that Frank would be eligible for tenure, school officials had assured her of a permanent teaching position.

Frank took their word.

This year she and her children are still living in the small house in Millburn, but Frank is commuting 60 miles each day to a teaching job in North Brunswick. A job that pays less and has fewer benefits.

Because she commutes, Frank also can't give up a part-time job in Springfield, teaching nights at the adult education center.

She says the job change and the circumstances surrounding it, have "completely destroyed my life."

And Frank isn't sure how long she will be able to keep her home in Millburn. "The truth is I just don't know, right now I just don't know. At 38, she says, "It's a hell of a time to start my life over again."

The reason for the changes began last

Eyes gubernatorial bid

"Let's just say we haven't crossed the Rubicon," Donald Lan, New Jersey secretary of state, said this week when asked the date he will formally announce his Democratic candidacy for governor.

Although the Springfield resident declined to name when he might declare himself a candidate for governor, Lan is at least making his intentions of a gubernatorial primary bid, and these waters are turbulent.

Despite an edict from Gov. Brendan Byrne that any cabinet officer actively campaigning for governor must resign, Lan filed a statement of intent to qualify for public funds with the Jersey Election Law Enforcement Commission Oct. 15.

Lan explained Harold Hodges, chief of staff, issued a five-page memo Oct. 19 to all cabinet members outlining "the standards the governor expects his officers who raise more than \$500 in campaign contributions must return the expense money and submit an intention to file for public funds, loans and personal contributions."

"It's a Catch-22 situation," Lan said. "Lan called the memo 'political,' since 'I'm not sure it applies to me.' I have filed the forms, but I have declined to resign," Lan said.

"The issue is this: May I, as secretary of state, exercise my right to request matching public funds to be used in the event that I announce my candidacy for governor without being forced from office by the governor."

Although the "Friends of Lan" committee has been raising funds since Nov. 15, 1978, Lan said, "there's a number of criteria that must be examined" before a gubernatorial bid can be made.

He said the main concerns are adequate funds and candidate support in all 21 counties in New Jersey.

"Running for governor is not the kind of decision one makes over a cup of coffee," he said.

Lan has lived in Springfield 24 years and is a former Union County Democratic Committee chairman.

He also is a member of the Employee Relations Policy Council, the Advisory Council on New Jersey Studies in Public Schools and the Board of Trustees for the Support of Free Public Schools.

Lan was owner and chief officer of Dell Product Corp. and Dell Sales Co., food processing and distributors.

He is a graduate of Seaton Hall and has served in the United States Air Force.

Lan and his wife, Hanna, have three children and one grandchild.

Bloodmobile to make visit

The North Jersey Blood Center's Bloodmobile will visit St. James Church, S. Springfield Avenue, Oct. 25 from 10 a. m. until 3 p. m. Donors must be between 17 and 65 years old; 17-48-year-old donors need written parental consent.

Before donating, a regular meal can be eaten, but no fatty foods or alcohol should be included. The donation will take about an hour. Further information is available by calling Helen Slickel at 686-2742.

With ladies and sauces and chesse in hand, students at the Kinderkirk Day Care Center in Springfield prepare to master the art of pizza making. Pictured: (Photo by Roy Graves)

Wife seeks votes for 'quality candidate'

When Koko Anderson told a crowd last Wednesday that "Jimmy Carter doesn't deserve twenty more seconds in the White House, let alone four more years," she was applauded, cameras clicked and a television camera rolled.

But the cameras were mainly for Polaris, the television crew was from Union College and the applause was from about 25 campaign volunteers who have manned the John Anderson headquarters in Union since last spring.

Last week was Mrs. Anderson's first visit to the headquarters at 2183 Morris Ave.

After a campaign stop in Millwood, she arrived in a silver Cadillac. Secret Service men surrounded her. A small woman, wearing a brown plaid suit and a long strand of pearls, Mrs. Anderson stepped into the crowd, looked up at the gray afternoon sky and said, "Hope the sun comes out."

Inside the headquarters, Anderson campaign literature was spread out on a window ledge where a Baskin-Robbins ice cream cup was stuffed with dollar bills. A table in the corner was loaded with cakes and cookies. And local radio, television and newspaper reporters were shoving one another, trying to interview Mrs. Anderson.

A Union College reporter, with microphone in hand, asked if "a vote for Anderson was really a vote for Carter?"

"A vote for Carter or Reagan is a vote for Carter or Reagan," she shot back. "A vote for Anderson is a vote for the quality candidate."

She said the presidential race has "balled down to Anderson and Reagan, claiming Jimmy Carter has brought the country to its economic knees."

She also criticized Carter's refusal to debate Anderson.

"The public is going to be surprised on Nov. 4," she said. "The undecided voters are going up."

In the final days of the campaign, Mrs. Anderson said the undecided voters could swing the election in favor of her husband.

She described Anderson as "a man of courage, intelligence, common sense and a sense of history."

But her serious political stumping was interrupted when someone gave her a John Anderson T-shirt and asked her to pose for a picture.

"Try it on for size," someone else suggested.

Mrs. Anderson held the T-shirt over her brown blouse and replied, "It should look like Daily Pardon to model this."

The camera clicked and Mrs. Anderson challenged the next question.

"If your husband is elected..." a radio reporter began.

"If?" Mrs. Anderson replied. "Oh you of little faith...It's when, when Anderson is elected."

When Anderson is elected, "another reporter asked, "What will you do as First Lady?"

"I will use my public speaking abilities to talk about the reduction of Salt II, de-escalation of the nuclear arms race and solving the energy problem," she said.

As Mrs. Anderson left for a private talk with the campaign staff, a young man in the crowd mumbled, "How can she live in Illinois for 20 years and still talk like she's from Boston?"

A Secret Service man in a navy-blue suit eyed people who milled around the table with cookies and cakes, but so one ate until Mrs. Anderson returned for a snapshot session with local residents.

What she stood with a group from Berkeley Heights, a photographer said, "Act like you're talking about something."

"Talk about the inauguration," Mrs. Anderson suggested. "Let's talk about that."

The Polaroid snapshots were placed on a table. And before Mrs. Anderson left, she put on a pair of rose-framed glasses. "Let's take a look at that Polaroid," she said.

Then, with a slice of vanilla cake in her hand, Mrs. Anderson left for her next stop, Hackensack.

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LATE OCTOBER 1980, LIVINGSTON MALL, PAGE 24

Candidates battle over rent rule

Republican and Democratic candidates for the Springfield Township Committee criticized one another this week over whether the campaign has turned into an issue of landlords versus tenants.

The controversy surrounds an election report filed Oct. 9 at the Union County Clerk's office in Elizabeth. In the report a political action group called the Springfield Property Owners Association listed \$6,800 in contributions.

Although the property owners association doesn't list a political affiliation, the report lists \$4,600 spent on behalf of Democratic incumbents Stanley Kaish and William Cieri.

Contributions from the Property Owners Association include \$2,400 from the Short Hills Club Village in Springfield, \$1,100 from Segal Realty Company in South Orange, \$1,800 from General Greene Village in Springfield, \$600 from Mountain View Garden Apartments in Union and \$250 from Pine View Gardens, also in Union.

The Property Owners Association also recently mailed flyers discussing the current rent control ordinance in Springfield. The flyers were headed, "A Vital Message for Springfield Homeowners."

Republican candidates Raymond Condon and Herbert Horn claimed their opponents had "sold out to landlords" and were "sacrificing the interests of homeowners and tenants as a result of a financial deal the Democrats made with apartment landlords in Springfield."

The Democrats have made this a one-issue campaign and seek re-election on the basis of polarizing the community: homeowners vs. tenants. They say they are pro-homeowners. It is obvious that they are not pro-homeowner but pro-landlord, the Republicans said.

Condon and Horn claimed landlords have "financed the Democrats" political campaign with \$4,600 in contributions. They also accused Democrats of sponsoring and enacting an increase in the percentage of allowable rent to be paid by tenants.

"The interest of Democrats in Springfield is a small group of non-resident landlords who, by controlling their political contributions, are controlling the Democratic candidates," Condon and Horn said.

Cieri and Kaish countered by claiming "it has become clear... Republican candidates Condon and Horn parroting the words of tenants' leaders and tenant lawyer Leonard Zucker that they have decided to go all-out to please tenant interests on the question of rent control."

"On at least two occasions that we are aware of tenant leaders called tenant meetings ostensibly to discuss tenant affairs, only to have Horn and Condon show-up with Zucker to turn the tenant meeting into a Republican campaign rally," Kaish and Cieri said.

"We hope the Springfield Tenants' Declaration is being as honest in declaring its \$10-per-apartment dues and the money it spends on behalf of this group. They have reported their meetings as money spent on our behalf," Kaish and Cieri said.

Margaret Walker of the Westfield Area League of Women Voters will be moderator for the debates.



VOLUNTEERS—Eileen O'Hara of Springfield, center, a member of the Saint Michael's Medical Center (Newark) Auxiliary for 24 years has been addressing invitations for the center's eighth annual Thanks for Giving Ball. She is flanked by Mrs. Daniel McNulty, left, and Mrs. Stanley Berry.

Candidates to vie on Monday evening

Candidates for the Springfield Township Committee and the Union County Freeholders will participate in a debate sponsored by the Springfield League of Women Voters starting at 7:30 p.m. Monday at the Florence Gaudineer School.

Union County Freeholder candidates taking part in the debate will be Democrats Joan D. Allen, Dexter A. Martin and Herman Schreiber; Republicans Frank H. Lutz, Peter Okrasinski and Virginia M. McKenney; and Libertarians John Michael Perry, Kenneth J. Edwards and Gary Kevin Lally.

Rhoda Gladstone, coordinator of dental hygiene at Union County Technical Institute, recently addressed the Northern New Jersey Dental Hygiene Association at the Holiday Inn in Springfield.

Gladstone also discussed dental hygiene education in schools at the Union County Nurses Association meeting in Elizabeth.

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ZONING MATTERS—Bill Cieri, left, and Stanley Kaish visit a South Maple Township resident who developed an area in Springfield. They say the Township is losing needed tax dollars.



ZONING MATTERS—Bill Cieri, left, and Stanley Kaish visit a South Maple Township resident who developed an area in Springfield. They say the Township is losing needed tax dollars.

Lan campaign seeks to get voters to polls

New Jersey Secretary of State Donald Lan made the comment as he rifled through an array of literature—booklets, bumper stickers, posters—being used in a statewide campaign aimed at what he called "the most fundamental problem facing government today."

Over the past 20 years, he said, there has been a "steady, unaltered" decline in both voter registration and actual voting. "It is a very serious problem," he said.

Last year, he pointed out, only 48 percent of those registered in New Jersey voted in the general election. And since about one-third of those qualified to vote had not even registered, the number who did vote represented only 32 percent of all those who were qualified.

"Worse still," he added, "was the voting record of young people, up to the age of 30. Only one out of five in this group voted."

While 1979 was what is generally considered an "off year," with no statewide races, the contests which were on the ballot were those which are of the most immediate importance to voters, involving local candidates and local issues, he noted.

In an effort to turn around the long-term trend, Lan said, he and his staff have been conducting an intensive campaign throughout the state.

A Springfield resident, he visited high schools in the area and throughout the state last spring, including Union High, Abraham Clark High in Roselle and Irvington High. In fact, he said, he has spoken at more than 100 percent of all the high schools in New Jersey.

"He said that one of the 'questions which the young people ask most frequently is, 'How do I know whom to vote for?'"

The answer to that is, "In a democracy, you've got to work at it," he said.

Another frequent comment from young people, Lan said, is, "Why should we vote? All politicians are crooks."

They get that negative picture from newspaper and television coverage of wrongdoing by politicians, he noted. But, he said, the media often fail to report on the government people who put in long hours for salaries that average out to twenty-two and a half cents an hour or "bunch of education members who work without any pay at all."

"We've got to do better," he said.

He also has been inviting high school classes to Trenton and taking them on tours of the State House, Lan reported.

But there is "a kind of malaise, a complacency about government" that is spreading and keeping people away from the polls.

Too many people say they don't believe their vote will make any difference, he said. Yet, he added, 197 elections in New Jersey in 1978 were decided by fewer than 100 votes; five of them were decided by a single vote.



CAMPAIGN EFFORT—New Jersey Secretary of State Donald Lan looks over some of the literature he is using in an intensive campaign to get citizens to vote. Voter turnout has been declining steadily over the past two decades, he said.

Assurance, dismay and a life in turmoil

April with a letter... The school board sends to all non-tenure teachers stating that declining enrollment will not permit the board to hire them for the next teaching year.

Frank had received the letter for two years ago, like most teachers, she says. It was handed to her with the words, "Don't worry about it, it's only a formality."

Frank had never known a Springfield teacher who received the dismissal letter not to be re-hired in September.

In May, Frank says, "a school board member approached me off the record and told me I had better look for another job."

Frank says she then confronted Dr. Fred Baruchin, school superintendent, about rumors that she would not be re-hired in September.

"I literally begged for my job," Frank says. "He (Baruchin) told me my job was in jeopardy, but that he would do everything in his power to keep me on the staff."

Frank never received a formal letter that she would not be re-hired. It was a local newspaper story, with names of school district staff members who would not be re-hired for the 1980-81 school year, where Frank learned of the school board's final decision.

She had applied for a teaching position in a local education program within the Springfield school district, but she says the board never responded to her application.

State law requires that a teacher who is not re-hired has a right to a formal hearing as to reasons for the decision. However, if nothing else, Frank says, she would have had to wait three months after the teacher receives notice of her dismissal.

"For Frank that deadline was in July. She did not request a hearing because she had been told, 'not to take the dismissal letter seriously.'"

"I feel like I have been raped," she says.

She was gullible and right now I'm behind the eight ball. There's nothing I can do.

Now, she wants to return to the Springfield school district. "I loved what I did, and I did it well," she says.

However, if nothing else, Frank hopes non-tenure teachers will be better informed of their rights and that they will learn that letters issued to them each April should be taken seriously.

"I teach students with a lot of problems and I know the truth and hold your head up high," Frank says. "I'm doing just that."

Wayne Lewis is promoted

Marine Pfc. Wayne E. Lewis, son of Jeanne Webb of Duen Street, Springfield, was promoted to his present rank upon graduation from recruit training at the Marine Corps Recruit Depot, Parris Island, S.C.

Lewis is a 1980 graduate of Jonathan Dayton Regional High School.

his superior performance during all phases of the five-week training cycle, which emphasized physical conditioning, self-discipline and teamwork.

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Medical, law units will meet

Medical malpractice matters in Union County, Bernard H. General, director of claims administration for the Medical Inter-Insurance Exchange of New Jersey, Dr. Richard Sharratt, who has served on medical malpractice panels, and trial attorneys Stanley Greenfield, Thomas Alworth and John Dugli, Herb Kossler, chairman of the Medical-Legal Committee of the Union County Bar Association, will be moderated.

Information is available from Grape Noll of the bar association at 522-4769 or medical society at 262-1861.

Morris Levy, 61; services are held

Services were held Sunday in the Menorah Chapek at Millburn, Union, for Morris Levy, 61, of Springfield. Mr. Levy died Sunday in Overlook Hospital, Summit.

Born in Newark, Mr. Levy lived in Springfield for 24 years. He owned the G and L Provision Co., Newark, for 20 years before retiring five years ago. Mr. Levy was a member of the Jewish War Veterans, the Men's Club of Temple Beth Shalom, and the B'nai B'rith, both of Springfield.

He is survived by his wife, Rose; three daughters, Mrs. Teis Sigel, Mrs. Barbara Kohn and Mrs. Leslie Silverman; a sister, Mrs. Sylvia Margolin; and four grandchildren.

Anderson aide named

Harry Lawrence of students in the state, Cranford has been named also as a former president of the Union County Board of Education. He replaced Kathleen Hall of Association. He serves as Summit, who has become a member of the state campaign director, Presbyterian Church in Cranford.

Lawrence was the chairman of the Cranford High School business education department from 1968 until 1976, when he retired. While with the high school, he began one of the first on-the-job training programs for business

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Sunday music by Choristers

A concert by the Choristers, scheduled for Sunday at 2 p.m. in St. Zwi's Methodist Church, 421 Wheatseaf Road, Roselle, will be a benefit performance to help defray the church's fuel costs.

Formerly known as the Exxon Choristers, the traveling choir of 40 has performed at many functions throughout the metropolitan area.

Obituaries

MONACO LINEYONG—The thy, principal of Monaco—has been—ruling—since—last by the Grimaldi family.

GOV. MOVE—On...

Many workers are planning to move closer to their jobs to save expensive gas and precious time. If you're moving, check the Real Estate Section in the Classified Pages of this paper. If you're planning to sell, call 692-7700 to list your home.

Public Notice

TOWNSHIP OF SPRINGFIELD

TAKE NOTICE—The Township Committee has cancelled the executive meeting, scheduled for October 27, 1980, at 8:00 p.m. in the Municipal Council Room, Municipal Building, Springfield, New Jersey.

BOARD OF HEALTH OF THE TOWNSHIP OF SPRINGFIELD

TAKE NOTICE—The Board of Health, scheduled for November 12, 1980, has been cancelled. The meeting will be held on Wednesday evening, November 13, 1980, at 8:00 p.m. in the Municipal Council Room, Municipal Building, Springfield, New Jersey.

Cross-country clinics set

A series of seven cross-country races and clinics for youngsters 14 and older will continue Saturday in Wanance Park Stadium, Roselle. Check-in time is scheduled at 9 a.m. (with the clinics) and runs starting at 10 Saturday and Nov. 1, 15 and 22; check-in time Nov. 9, 13 and 20.

Ron Freeman, one of the area's top runners, will conduct the program, which is sponsored by Adidas and New Jersey Bell in cooperation with the Union County Department of Parks and Recreation. He will be aided by 1980 Olympian Matthew Contreras and Bill Sieben, one of the top 14 finishers in the New York Marathon.

The cross-country development runs will offer youngsters a chance to participate in and learn about the sport as well as promote physical-fitness. Runners will be placed in age categories.

Freeman, competing with the 1968 U.S. Olympic team, won a bronze medal in the 400-meter race and a gold medal in the 1,600-meter relay team.

Teen dance is Saturday

The Springfield Teen Council is hoping for an outbreak of dance fever from 8 to 11 o'clock Saturday night when it hosts a Disco Night at the Bayview Christian School.

Disc jockey Marvin Jackson will keep the records.

Advance tickets are \$1 and are on sale at the Springfield Recreation Department, 30 Church Mall. Tickets at the door will be \$1.50.

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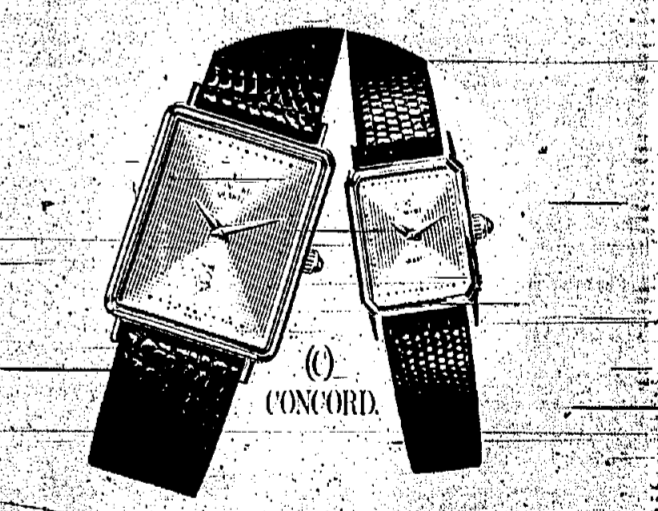
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OPINION

It is our duty

The fact that about one-half of the registered voters will actually go to the polls on Nov. 4 is very disturbing. And the 50 percent figure covers only the two thirds of the people who—eligible to register in this state—actually are registered in the first place. Therefore, we are talking about 32 percent of the people who are qualified to vote actually casting a ballot.

Another startling fact is that, in 1976, five races were decided by one vote, 197 election positions were decided by fewer than 100 votes.

If the trend of the past 20 years of fewer qualified persons using their ballot continues, we could wind up doing it the way so many underdeveloped countries change their governments—through bullets.

The candidate for whom you vote on Election Day is important; even more important is that everyone who is eligible to vote actually does so.

You and your money

Higher payments cut length of mortgage

By JUDITH G. RHODES

Q. I recently purchased my home and have no pre-payment penalty attached. My mortgage is for 30 years. I have been hearing a lot about amortizing your home loan. Is it true if I were to send a full house payment which includes principal and interest and then separate principal payment each month, I could pay my home loan in 15 years instead of 30?—H. San Diego, Calif.

A. While your assumption seems logical on the surface, doubling up your principal payments is not as simple as it may seem. Your schedule of payments on a given loan is based upon a constant amount each month. When you increase that amount, on any one payment, the amount of principal reduction of the following payment is no longer constant. Lines the amount of interest applied would be less than that recalculated by payment tables.

If you continued to add double capital payments, somewhere down the line when capital reduction becomes greater, the amount of the payment would swell into a ridiculous amount.

The simplest way to cut a 30-year mortgage by half would be to increase your payment to the constant amount listed for a 15-year mortgage. For example, \$20,000 at 12 percent would be paid off on a 30-year loan at \$144.31 per month. A similar loan for 15 years would be paid off at \$200.14 per month.

Q. We are a 62-year-old retired couple who have \$20,000 in six-month Certificates of Deposit coming due in October. We would like to reinvest the money and keep the return as close to the 15 percent that we are now getting. Do you have any suggestions?—E.S. Cape Coral, Fla.

A. High-yield funds, utilities and mature communications companies will basically provide your best



FRANK H. LETTR, Republican candidate for Union County Board of Freeholders, is a former mayor of Summit. A lieutenant colonel in the U.S. Marine Corps Reserve, he is listed in "Who's Who in Government," "Who's Who in Finance and Industry" and "Who's Who in the World." Married and the father of three children, he is president of Lettr Associates, consulting civil engineers. He holds degrees from Newark College of Engineering and Pennsylvania State.

AL VARDALIS, Republican candidate for Union County Board of Freeholders, is a captain in the Westfield Police Department with 31 years of service in the department. Holder of an associate degree in administration from Union College, he is a veteran of World War II and member of the American Legion. He has served as president of the Union County Police Pistol League for 16 years. He and his wife are parents of two children.

PETER OKRASINSKI, of Union, Republican candidate for Union County Board of Freeholders, is a ironworker, a trustee of the Ironworkers' Benefit Fund and an employee of Alworth Contracting of Exxon Corporation. He is a veteran of the Marine Corps, holder of nine medals and citations, who saw combat in the Dominican Republic and Vietnam. He is married and the father of one daughter.

VIRGINIA MC KENNEY, mayor of Roselle Park and Republican candidate for Union County Board of Freeholders. After two terms as an independent member of the Borough Council, she became the first woman in the county to be elected mayor by direct vote of the people. She is employed as an expeditor with Linde Division of Union Carbide Corporation. Formerly she was an office manager for R.H. Macy, New York.

Ballot has 7 questions

Three bond issues and four other public questions will be presented to New Jersey voters in a decision in the general election Nov. 4.

The bond issues would provide \$70 million for public purpose buildings, \$5 million for energy conservation, and \$145 million for natural resources.

The public purpose buildings bonds would provide funds for construction and improvement of facilities for the mentally ill and mentally retarded, children in need of supervision, disabled veterans (with matching federal funds), long-term care beds for Medicaid patients and repair, renovation and construction of correctional facilities.

Money raised by the energy conservation bond issue would go toward energy audits and energy-saving renovations at a variety of public buildings, from state colleges to correctional institutions.

The natural resources bond issue would raise funds for the development of resource recovery facilities, such as the one being proposed for Linton, and for sewage treatment facilities.

Of the four other questions on the ballot, two deal with the property tax deduction now available to senior citizens and the disabled.

One, designed primarily for those living in trailers, would allow senior citizens and the disabled to take the deduction if they own and live in the home but do not own the land on which it stands.

The other would increase the amount of the annual deduction from the present \$20,000 to \$25,000 in 1981, \$30,000 in 1982 and \$10,000 in 1983.

Another question on the ballot would allow Sunday horse racing and pari-mutuel betting.

The final question facing voters this year would place a ban on the use of chance, such as those normally associated with amusement parks and bookwagers, under the same regulations now covering bingo, casinos and the state lottery.

Common Cause report

How they stand: The economy

JOHN ANDERSON

"We must stop inflation. It must be properly understood that inflation is not merely an economic problem, if long endured, it erodes the confidence in government that is so vital to the smooth functioning of a Republic such as ours. Inflation persists, it will not represent a failure of the American people, but rather of their political leadership. Unless we get the American people saving and investing again, unless we have our technology through more research and development, and unless we upgrade the skills of our labor force, we will never pass this inflation."

"I have been very careful in saying that what I'm going to do is bring Federal spending under control. First, I'm going to wait until I see that the inflation rate is going down, before I even begin to place in the business tax cuts that I've talked about."

"How do you balance the budget, cut taxes, and increase defense spending at the same time?"

"I, of course, oppose an election-year tax cut. What I would propose, are cuts in the Federal budget. I think we've got to have fiscal restraint."

"A sound economic policy must incorporate a commitment to full employment. While the central focus of America's full employment policy must be the creation and preservation of productive, private sector jobs, there will be a continuing need for creative and complementary federal government programs to reach areas of market need."

"We have got to keep inflation under control while we build permanent jobs for people in the private industry sector, not in make-work jobs that are very expensive to the American taxpayer."

"In the first three days I was President, we announced the net number of jobs in this country—by more than eight million."



MAKING IT OFFICIAL—Springfield Mayor Robert T. Wolfshak, left, and Bill Cleri, president of the Springfield Chapter of UNICO, change the name of Trivett N. to Christopher Columbus Square for Columbus Day festivities. The week-long celebration culminated in a Columbus Day dinner-dance attended by more than 200 at the Knights of Columbus Council Hall in Springfield and honoring DMICO's past presidents. Cleri announced that a \$50 scholarship in memory of Nicholas Montanino will be awarded to an needy high school student from Springfield.

Winter fashions set to be modeled

A winter market fashion show will be held at 1 p.m. Nov. 10 at the Centrap. 35 years will be shown along with styles from the 1920s to the present.

Presbyterian Church, 70 Maple St. in Summit. Tickets are \$5 per person.

Goreleigh art is exhibited

The New Jersey Historical Society will present the works of artist Rex Goreleigh in a one-man show opening at the Main Gallery, 220 Broadway, Newark, Nov. 20. It will feature about 40 oil paintings, watercolors and pastels.

The exhibit will be seen through March 4, 1981. Monday through Saturday from noon to 4:15 p.m.

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Historical unit

Young history buffs will throughout the state.

"Adopt a Building" under a new program being planned by the New Jersey Historical Society.

The program will give several thousand New Jersey youths who participate in the Society's "Adopt a Building" program the opportunity to research "adopted" buildings of their choice.

"Jerseyman" members actively investigate state and local history in more than 200 schools in New Jersey.

John Hertz, director of education for the Society, said planning for the program is being undertaken with a \$25,000 grant from the National Endowment for the Humanities.

Interested persons may contact Hertz at the New Jersey Historical Society, 330 Broadway, Newark, N.J. 07104, telephone (201) 983-3089.

GOP hopefuls admonish Democrats for spending

Union County Republican Freeholder candidates Frank H. Lettr of Summit, Mayor Virginia M. McKenney of Roselle Park, and Peter Okrasinski of Union Township today urged the Union County Board of Chosen Freeholders for "spending well over three times (382 percent) as much money" this year as 10 years ago and "more than doubling (238 percent) the county property taxes" since 1970. The Republican hopefuls vowed to do better in managing the taxpayers' money, pledging to avoid the "unnecessary spending" of the Democratic majority.

The Republican hopefuls cited the latest publication of the "Abstract of Statistics" published by the county tax board, and officially adopted county budgets as their sources.

According to the GOP candidates, the publications show that during the past 10 years the county budget—not counting the autonomous welfare budget, which the Republicans called a "separate Democratic account"—increased from \$28,247,022.04 to \$99,236,001.66, a spending increase of 252 percent. County property taxes over the same period have skyrocketed from \$22,472,250.50 to \$33,001,220.41, an increase of 458 percent, noted former Summit Mayor Lettr.

"Both increases are far higher than the rate of inflation during the same period," stated Freeholder candidate Okrasinski, a union leader. "The increases shown by these official statistics prove that the Democrats have failed to keep a sharp eye on spending."

"The statistics also show that the county's portion of the total property tax levy has increased from 14 percent to 10 percent during the past 10 years. This is a terrible record for those who want economy in government," stated Roselle Park Mayor McKenney.

Lettr said, "While the county this year, for example, raised its taxes in my hometown of Summit by well over \$300,000, we mayor's responsibility is lowering the city taxes by \$165,000.90. This striking contrast proves that we Republicans will do a better job in managing the people's money."

The increase in the annual county taxes during the past 10 years breaks down by municipalities as follows, based on the "Abstracts of Statistics, 1970-1980": Berkeley Heights, \$1,720,626.17; Clark—\$1,216,854.81; Cranford—\$1,715,807.07; Elizabeth, \$6,715,688.00; Fairwood, \$81,874.11; Garwood—\$207,753.85; Hillside, \$812,566.47; Lindenwold, \$60,153.82; Linden—\$4,402,702.51; Mountainside, \$668,368.23; New Providence, \$1,294,328.80; Plainfield, \$1,888,575.70; Rahway—\$1,466,233.00; Roselle—\$1,674,270.78; Roselle Park, \$913,247.58; Scotch Plains, \$1,409,886.19; Springfield, \$1,473,027.00; Summit—\$2,340,664.70; Union, \$3,235,438.52; Westfield, \$2,439,550.73; and Winfield, \$7,283.53.

The Republican Freeholder hopefuls are running with Congressman Matthew Rinaldo of Union Township and Sheriff candidate Al Vardalis of Westfield.



SURPRISE—These are not simply Halloween costumes. Rather, these are running outfits that, from left to right, Skip Rochester, Rita Campbell of Springfield and Brian Irving will be wearing in the Nov. 2 Amazing Foot Race in New Providence.

Foot race planned

Entries are still being accepted for the Nov. 2 Amazing Foot Race, a special New Providence run featuring some fun costumes and running outfits.

Entrants in the two-mile fun run are encouraged to jog or run in Halloween costumes, an added bonus which should make the race a popular spectator attraction.

There will be 32 trophies and 18 merchandise prizes awarded.

Applications are available at area Y's sporting goods stores, or by sending a self-addressed, stamped envelope to the Amazing Foot Running Club, 39 Terrace Road, New Providence, N.J. 07974.

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Classes are held at the American Legion, Jennings Lane, N. Plainfield, N.J. 07061.

Past Tense

ONE YEAR AGO

The Springfield PTA sponsors a Halloween collection to benefit the Children's Specialist Hospital in Mountaintop. FRANKLIN SWERSKY is installed as president of the Millburn-Springfield Kiwanis Club. The Jonathan Dayton Regional High School Band Parents sponsor their fifth Tournament of Champions band competition. GLENN SHERMAN of Springfield presents the humanitarian award from the National Hunting and Game Association to ANN LANDERS.

TWENTY-FIVE YEARS AGO

RABBI RUBEN R. LEVINE, newly elected spiritual leader of the Jewish Community Center of Springfield.

Springfield Leader

Member of the National Newspaper Guild

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Scrapbook

Oct. 23, 1944—Naval Battle of Leyte Gulf. "The death knell of the Japanese fleet, opens in Philippine waters; enemy loses 3 battleships, 10 cruisers, and 6 destroyers."

Oct. 24, 1938—Alonso Dwight Phillips patents friction matches.

Oct. 25, 1886—Adm. Richard Evelyn Byrd, Polar explorer and pioneer aviator, born in Winchester, Va.

Oct. 26, 185—Eric Cornell Linking the Hudson River with Lake Erie completed.

Oct. 27, 1918—First Daylight Saving Time in United States ends.

Oct. 28, 1888—President Grover Cleveland dedicates France's gift to the United States, the Statue of Liberty, erected in New York harbor.

Oct. 29, 1869—Selective Service draft lottery commences with drawing of serial number 183.

FRIDAY DEADLINE

All items, other than spot news, should be in our office by noon on Friday.

Letters

Letters to the editor must be received no later than 1 p.m. on the Friday preceding the date of the issue in which they are to appear. They should not exceed 350 words and double by typewriting, double spacing between all lines (not in capital letters, please). All letters must include a valid signature—complete address and a phone number (for verification purposes only). The writer's name will be withheld only in most unusual circumstances, and at the editor's discretion. This newspaper reserves the right to edit or reject any letter.

COMMUNITY THANKED

On behalf of the Springfield Girl Scouts, we would like to take this opportunity to thank the residents of Springfield for their generous contributions to the Girl Scout Family Walk-a-Thon. Without the kind and warm support of the people of Springfield, we would not have been so successful!

Our special thanks we would also like to extend to the Springfield Scout Squad, for the use of their building, Chief Parnell and his fellow policemen for their assistance in parking, and the Westwood and Township Committees. William Cleri for their participation in our ribbon-cutting ceremony. Giulio Ritze from Jolly Pizzeria for his services and assistance and all the Girl Scout families who actively participated to make this a day of success combined with fun and pleasure.

LINDA P. CASSINI
Springfield Girl Scout Walk-a-thon Chairperson



THE BURDEN

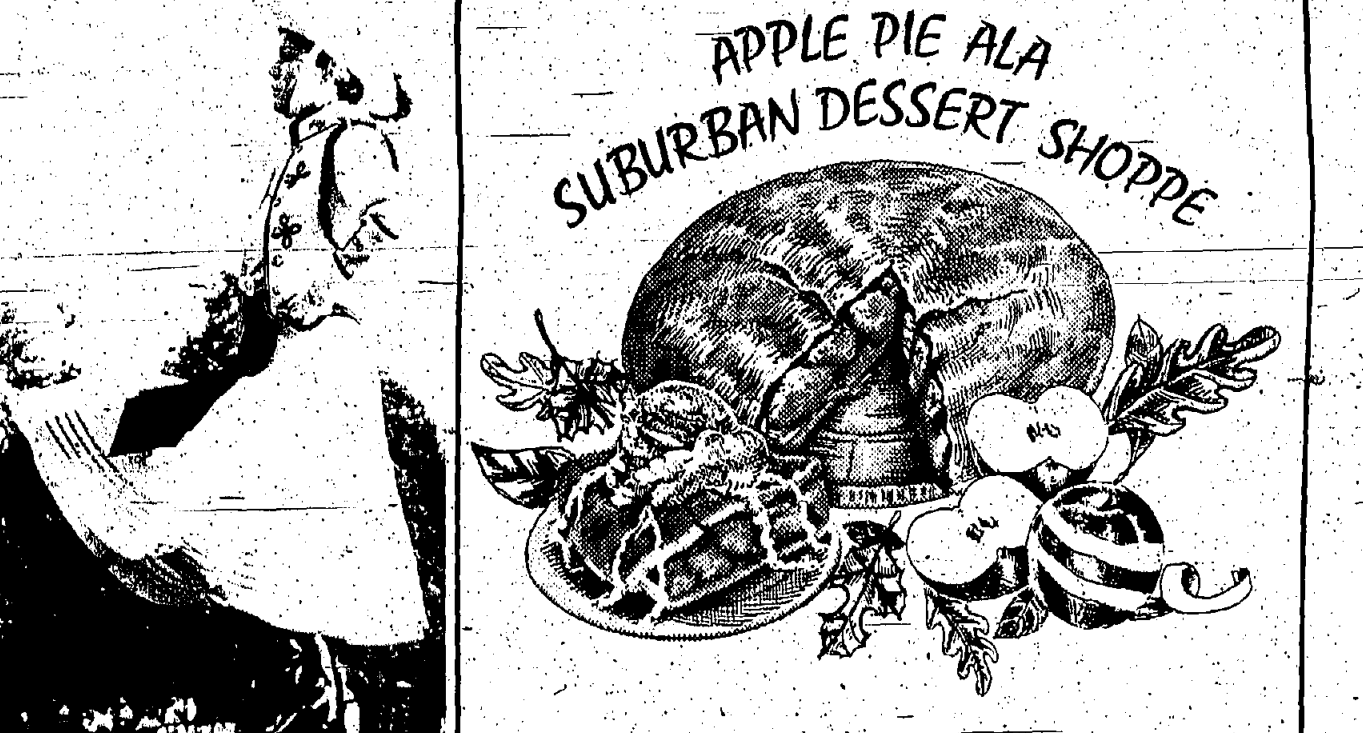
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PLANNING A RESCUE—David Sobin, exercise coordinator, and James Engle, Union Township Civil Defense-Disaster Control coordinator, discuss plans for a simulated air rescue medical evacuation to be conducted by State Police helicopter and Callmen's Emergency Unit in Blerfompley Park, Union, on Nov. 1.

State Police 'copter to conduct a 'rescue'

A State Police helicopter will land at Blerfompley Park in Union at 10:30 a.m. Nov. 1 to conduct a simulated air rescue medical evacuation. Callmen's Emergency Unit 1, a volunteer ambulance squad in Union, will participate. Plans for the exercise were announced this week by James Engle, Union's Civil Defense-Disaster Control coordinator, who said it is part of an expanded State Police service. Members of the public are being invited to come to the park and watch the program, he said. He reported that Callmen will demonstrate how to prepare a victim for transport on a helicopter. A question and answer session will begin at noon, followed by a general discussion period. According to Col. Clinton Fagan, of the State Police, the helicopter, which is based at Bedminster, is available in "life-threatening" situations. It can be used to take victims from the scene of a serious accident to the nearest hospital; to fly them to a major medical center, bypassing local hospitals, or to transport patients whose condition has been stabilized from the local facility to a medical center. The helicopter is also available for emergency transport of medical supplies, blood or blood components or organs for transplant. But, Engle noted, the helicopter is designed to be used only when ground transportation by ambulance is not available. He announced that Doris Sobin, a member of the Civil Defense staff and the Callmen's Unit, is coordinator for the exercise.

Family Day open house scheduled Sunday at UC

A Family Day Open House will be held Sunday for families and friends of all Union College students. The event, which will last from 1:30 to 4 p.m., will provide an opportunity to visit the Cranford campus, learn about the college's activities and programs and meet with members of the college community. The program will begin in the Campus Center theater, where Dr. Saul Ord, president, will speak. Participants then will be divided into smaller groups to visit the various departments for short presentations by faculty members. The Family Day activities will conclude with a reception in the cafeteria; refreshments will be served and students, friends and families may speak informally with each other, faculty members and administrators. Students—full-time, part-time, weekend, day evening, credit or non-credit—are encouraged to attend and see how Union College operates, Dr. Ord said.

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Phi Theta Kappa unit to meet at UC Nov. 7

A regional meeting of Phi Theta Kappa, the national honor society for two-year college students, will be held at Union College Nov. 7 and 8, according to Professor Helene Roholt-Moore, sponsor of the Union College chapter of PTK. The event marks the first time the New England-Middle States meeting will be held at Union College and the first time in 20 years that it has been held in New Jersey. The Friday program will begin at 2 p.m. and will include a general meeting, banquet, readings from Shakespeare and a dance. The general session will feature a talk and discussion of "Hamlet and Frankenstein," led by Dr. Charles R. Varela, professor in

Mountainside's IRS unit cuts taxpayer aid hours

The Internal Revenue Service has announced a change in taxpayer assistance hours in its Mountainside office. The new hours are 9 a.m. to 3:30 p.m., Monday through Friday. Cornelius J. Coleman, director of the New Jersey IRS District, explained that the new hours pertain only to those persons who visit the IRS office on a non-scheduled basis to seek assistance or advice on a federal tax matter. Appointments for tax return examinations and collection matters will continue to be scheduled with individual taxpayers during the 8 a.m. to 4:30 p.m. workday. The revision in walk-in assistance hours, Coleman explained, is being made because extremely few taxpayers visit the office for unscheduled assistance before or after 3:30 during the non-filing season period. The IRS will resume 8 a.m. to 4:30 p.m. walk-in assistance in the office from January through April 15. Coleman added that most taxpayers with questions about their federal taxes or tax returns telephone the IRS instead of making a trip to an IRS office. Telephone assistance is available to all taxpayers, toll-free, by dialing 800-422-6766, Monday through Friday.

Vardalis cites 'spoils system'

Westfield Police Capt. Al Vardalis, Republican candidate for sheriff, has accused his opponent of returning to the "spoils system." "Never in the history of the sheriff's office have so many political appointments been on the public payroll," he charged. Some of the appointments, he claimed, are given preferred assignments while Civil Service-certified officers with more job seniority are reassigned. These political appointments, he said, have caused severe morale and manpower problems. Vardalis said he would, if elected, immediately call for a Civil Service test to all vacancies in the department. He would remove the spoils system from the sheriff's office.

GED test time is changed

Hours have been changed for taking the GED high school equivalency tests at Union College's Urban Educational Center in Plainfield. The hours are 8:30 a.m. to 4 p.m. on Mondays, Tuesdays, Thursdays and Fridays, and 12:30 to 3 p.m. on Wednesdays. By passing the tests, adults may obtain a certificate that is the equivalent of a high school diploma.

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SEEKING SUPPORT—U.S. Representative Matthew Rinaldo (R-12th District) talks to a gathering in Westfield Saturday while George Bush, the GOP vice presidential candidate (center), checks his notes prior to speaking. State Assemblyman Chuck Hardwick (R-Union) looks on.

Fröehlich cites PBA stand

Union County Sheriff Ralph Fröehlich said this week that he has the "full support" of Policemen's Benevolent Association Local 108, Union County Sheriff's Officers, and Local 109, Union County Corrections Officers, in his effort to keep the Civil Service Commission from lowering minimum standards.

Powers named to state unit

Joseph Powers, program supervisor of the Union County Police Chiefs' Training Academy at Union College in Cranford, has been named to the Police Training and Education Committee of the New Jersey State Association of Chiefs of Police. The committee's function is to improve and professionalize police training techniques throughout the state. Powers, a 20-year veteran of the Scotch Plains Police Department, was chief of that department before joining the training academy staff in 1977.

CORNO FOR 'EVEL EYE'

One of the most highly esteemed talismans used by Italians is the corn, or animal horn, which supposedly can destroy the power of the "evil eye." CANADIAN OVERSEAS GLASS. The first baseball glove was devised in 1869 by a Cincinnati catcher who simply cut off the fingers of an ordinary glove.

CANADA WITH STEEL

Canada's steel industry ranks 11th in production behind the United States. Canada's largest steel company is the world's 20th biggest. OLIVER'S GROWN BRAZIL. Olives have been grown successfully in Brazil, Australia and South Africa.

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DEMOCRATS PREPARE—Union County Freeholder director Jaume Ralagalli, seated at right, is joined by Sheriff Ralph Fröehlich; standing at left, is Democratic Freeholder candidate Joan Allen and Herman Schreiber in planning campaign strategy for the Nov. 4 election. Standing at right is Western Union County Coordinator Brian Fahy.



ENDORSED—State Sen. Anthony Russo, left, and Union Mayor James Conlin bring Union County Sheriff Ralph Fröehlich and offer their endorsements for Fröehlich's re-election. Endorsements also were made of Democratic Freeholder candidates Joan Allen, Dexter Marlin and Herman Schreiber.

Palsy League evaluation set

Evaluations for prospective students are being held Monday by the United Cerebral Palsy League for its Infant and Developmental programs, which offer help in physical, cognitive, social and language development for children from six months to five years old. Classes for children up to three meet daily from 9 to 11 a.m.; classes for those up to five meet daily from 12:30 to 2:30 p.m. at the Union County center, 373 Clermont Terr., Union. Parents are invited to attend the classes to learn how to feed, bathe, dress and play with their children to improve development. Additional information is available by calling Linda Gottlieb, director of the programs, or Rachel Silverman, social worker, at 384-6906.

Good Night Nurse!

You'll find Nurses in every specialty in the Classified Section of this paper: Registered Nurses, Practical Nurses, Home-Care Nurses, etc.

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Victims, witnesses get volunteers aid

They don't do it for recognition, reward or money—they do it for love. Joyce Dillon and Madeline Morris have been putting in 15 to 20 hours of work each week in the Union County Prosecutor's Office Victim Witness Assistance Unit because they love what they're doing. Both of them responded to newspaper articles back in March indicating a need for volunteers to work with the unit in providing a wide range of services for crime victims and witnesses to criminal events. Both of them have come to realize the importance of cooperation by victims and witnesses in bringing criminals to justice. "And both of them are glad to be able to help provide needed services such as escort service to the courtroom, follow-up paperwork and referral services. "It sounded interesting when I read about it," said Mrs. Dillon, 53, of Elizabeth. "I'd never been involved with government before and it really turned out to be great."

Mrs. Dillon said what impressed her most was the dedication of Peter Campbell and Georgeanne Doerr, the two counselors in the unit. Campbell, 37, is a former Elizabeth Patrolman seriously wounded in a van shoot-out while on duty, and Miss Doerr, 22, is a psychology major who graduated from Kean College. "Georgeanne and Peter are not just doing a job, they really care about people and you can tell," Mrs. Dillon said, pointing out that Secretary Ethel Beale has made their work much easier by setting up an efficient filing system. She said she would highly recommend the job to anyone bored with his or her life. "The main thing is the work—this isn't your ordinary office job," she added.

Mrs. Morris, 38, also of Elizabeth, said she was bored staying home being a housewife and decided to keep her mind busy. "I love my job," she said. "It's worthwhile to be able to help victims of crime and witnesses who want to testify." Like Mrs. Dillon, she works on chronological reports, answers telephone calls and sends out certified letters and types up statements. Mrs. Morris said she worked for the clerk of the board of freeholders from 1960 to 1967 and was grateful for a chance to get back to work. Since its inception in August 1979, the Victim Witness Assistance Unit has provided specialized services for more than 45 crime victims and court witnesses. Those who testify in criminal cases or are victims of serious crimes are helped with transportation, day care, counseling referral, social service agency contacts and even reports on the progress of their case.

The unit was funded initially by a \$50,000 SLEPA grant for the first year of operation, but the board of freeholders has indicated the unit is a high priority for continued operation past the grant period. The unit, located directly in the prosecutor's office on the second floor of the County Administration Building on Elizabeth Street Plaza behind the courthouse complex, is open five days a week. The telephone number is 527-4596.

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Amusement

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Castings in Edison

Castings for the Play-in-Park holiday production of "Joseph and the Amazing Technicolor Dreamcoat" will be held Friday evening, Saturday and Sunday at 2 p.m. and Nov. 7, at 11 a.m. at the Roosevelt Park Amphitheater, Rt. 1 South, Edison, Ernest Albrecht, producing director, and Ernie Scott, musical director, will hear the children for the show's choir. The children's choir will begin rehearsal on Nov. 2.

Teenagers to perform

The Inner City Ensemble, a teenager performing company, sings with the choir. The children's choir will begin rehearsal on Nov. 2. "Joseph" will play 15 live performances on the evenings of Dec. 15, 20, 21, 22, 23, 24, 27, 28, 29 and 30. The five performances will be given Thursday, Oct. 29, through Sunday, Nov. 2, there will be three matinees on Dec. 20, 27, 28 and 29 in the enclosed and heated Onstage Workshop. Auditions for principals will be held Sunday, Nov. 30, 31 and Nov. 1, at 2 p.m. and Nov. 7, at 7:30 p.m. and Saturday, Nov. 8, at 2 p.m.

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Disc & Data

By MIH Hammer

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Benefit film in Madison

For Brook School, Short-BelleVue... Benefit film in Madison... "The Elephant Man" by Joan Armatrading

Take stock in America

Take stock in America... "The Elephant Man" by Joan Armatrading... "Linden Twin" by Linden Twin

Weekend Crossword

Weekend Crossword... Across: 1. Diner... Down: 1. Diner... 2. Diner

Maplewood

Maplewood... "The Elephant Man" by Joan Armatrading... "Linden Twin" by Linden Twin

Movie Times

Israeli film to be shown

Israeli film to be shown... "The Elephant Man" by Joan Armatrading... "Linden Twin" by Linden Twin

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Thursday, October 23, 1980

Poll shows Carter would win in N.J.

President Jimmy Carter edged out Gov. Ronald Reagan and Congressman John Anderson in a presidential poll of more than 500 day and evening students at Union College, according to Dr. Harold Damerow of Crawford professor in the college's economics, government and history department.

Of the 524 students polled, 40 percent voted for Carter, 25 percent for Reagan and 27 percent for Anderson. The poll was conducted by the college's Center for Public Affairs.

What was most significant was the number of students who would have voted for a military expenditures increase, while the Democratic candidate favored a decrease. Seventy-eight percent of the students favored a decrease in military spending, while 12 percent favored an increase.

On the issue of nuclear power, 59 percent of the students favored development, while 41 percent opposed it. The poll was conducted by the college's Center for Public Affairs.

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Job interview workshop set

A workshop on how to behave in a job interview will be held Monday from 7 to 9:30 p.m. by IJVE (Education, Vocation, Employment) Adult Advisory Services at Kean College.

Advance registration is required. The session, which will cover the different types of interviews and interviews, the most frequently asked questions, what is legal, negotiating salary, what to wear and how to sell yourself. Additional information is available from IJVE at 527-2210.

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Realty job seminar is tonight

The Dognan Co., largest seller of homes in suburban Essex County, will hold an Open House for persons interested in careers in real estate tonight at 8 p.m. at the Holiday Inn, Route 22 and Meisel Avenue, Springfield.

The career night program is open to men and women; no experience in the real estate field is needed. No reservations are required and there will be no obligation for those who attend.

Peter J. Dognan, president of the company, explained that the program is designed to introduce the real estate profession to participants in the field.

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 THURSDAY, OCTOBER 23, 1980

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VISA
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Car covers serves as sun shield, cat fighter, winner of respect

By ANDY SMITH
A quick pass through any of the major automotive magazines will produce the impression that the car cover business is thriving these days. No less than a half-dozen outlets are buying quantities of advertising space to promote a variety of the things.

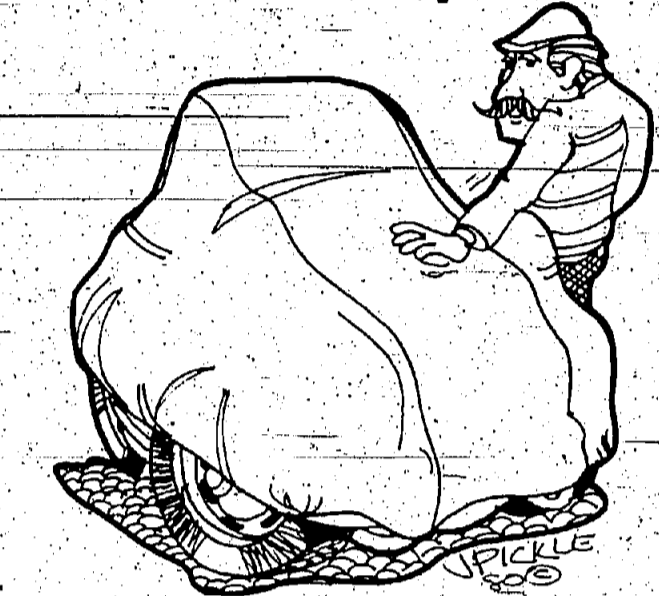
I bought my first car cover several years ago when we moved to our present home, which has a carport instead of a garage. My '84 Ford had enjoyed the security of at least four garages in its 40-plus years of existence, and I soon discovered that a carport, though it be large, can at best keep off only most of the sun and rain, and not one particle of the earth's daily offerings of dust.

I then bought (by mail) a tailored cover from a company which had pioneered in the business, and what I received was a rugged assembly of fabric with a downy inside, which slipped over the car with the same tidy fit as a sunsuit on a Charlie's Angel.

Recently, because years of afternoon sun had finally done its right front quarter of my cover, I ordered a replacement. When the same company couldn't seem to provide anything that fit better than a Dolly Parton sweat-shirt on Nadia Comaneci, I found myself in the shop of Dan Harmer, who with his brother, Bruce, has been building a modest car cover business into a larger one in the outer limits of San Diego, Calif.

Today's column is a result of telling Harmer my tale of woe, and his offhand remark that if I knew of a group that would like to know more about car covers, he would be glad to be a guest speaker.

When I opined that there wasn't that



much to tell about car covers. I wound up with an appointment for another meeting, when my new cover was ready, to cure my ignorance of the trade. Herewith, all you did-didn't want to know about car covers:

The main reason people buy them, says Dan Harmer, is to get protection from the sun. The second and third reasons are to get protection from the sun, and the fourth reason is to get protection from the sun.

"The real second reason for having a cover," says the speaker, with a knowing smile, "is to protect against costs. I quickly got and recall the damage done to priceless paint when my sedan sat uncovered in the carport. Ours, it seems, are attracted to high places with a view, and few dogs can scale such promontories."

The third reason, I learn, is day-to-day parking security. "Most vandals and thieves won't bother a car with a cover," says Harmer. "It would require time to remove the cover, which attracts attention, and they rightly figure that the car belongs to someone with a real concern for his car, one therefore likely to retaliate or prosecute."

Car covers also provide a minimum of side protection, not against real impacts, but as discouragement. The driver who parks next to a covered car is served notice that it belongs to an owner who cares. In addition, it may not be possible to tell what is under the cover. It might be a Lamborghini Countach, and should a motorist be seen striking it with his own door, he might imagine his own body being under a cover before day's end. Harmer dwelled for a moment on the "manic factor" of car covering, in which the average motorist, who may willingly park his own car almost anywhere—assumes that a cover is put on by a nut who owns a 500 Porsche and a 357 magnum.

A fifth protection is against dew, but Harmer points out that there is a fine line between heavy dew and light rain. The sixth reason is related, but only if the car is kept in a coastal region: salt air.

In a place like San Diego, or where there is measurable rainfall, there is no

such thing as a dry car. And, around San Diego, if the cover starts feeling fuzzy, it's time to wash it. It's collecting salt crystals," warns Harmer.

Unless the cover is plastic, it can only be water-repellent, which is the best approach, since there is no cover which won't admit water, and if it gets under a plastic or rubberized one, it will likely raise hell with the finish if the car is left in the sun. The best idea, then, is to merely repel water with a cover which will dry reasonably quickly after the rain is gone.

In another column is the near future, Harmer's rundown of cover materials will be listed, along with his explanation of the good and bad points of each. The cover business is thriving, and if you're thinking of buying, you may want to know more about your portable garage.

Special blades are for winter

Power than one out of every five persons in the United States has heard of a windshield wiper specially developed to assure a clear windshield even when snow and freezing rain have crippled standard wipers.

Although recommended for tough winter driving by the National Safety Council, snow or winter blades haven't exactly become a household word.

A national survey conducted by the market research department of ANCO, a major manufacturer of windshield wiper products, found that 83 percent of those it polled had never heard of them, and 51 percent had never used them.

As expected, motorists in the northern and eastern sections of the nation indicated slightly higher awareness and usage than the national average.

The snowblade is almost 50 percent heavier than a regular windshield wiper, to better handle ice, snow and slush. Its heavy-duty stainless steel wiper assembly is covered with an ice-proof rubber boot.

In severe winter driving conditions, ice or snow builds up in the superstructure of the standard windshield wiper, just behind the rubber refill. As this buildup freezes, it restricts normal flexing of the wiper.

The snowblade's protective cover does not permit the buildup of freezing ice and snow and the wiper continues to clear the windshield effectively.

VEC: If it works take rest of day off

Dr. Scuss it's not. Not quite. But the "Primer of Auto Emissions for Home Mechanics" (Colorado State University) is not without parallels.

As the name implies, it is indeed a primer—a basic, easy-to-follow, bite-size-by-bite-size approach to the complexities of the subject. Not only that—it's entertaining, too.

Scuss addicts will feel right at home with a cheerful, Scuss-like pocket-sized cartoon ghost called VEC (for vehicle emissions control). VEC fills in and out of the copy blocks with apparent ease, coughing, sweating, donning glasses and getting dirty when the occasion warrants—it even looks dismayed when the conditions he explores indicate new parts.

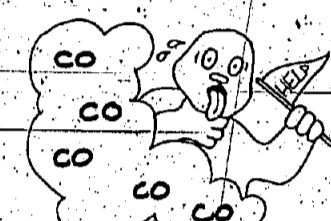
And so it goes, on through this 56-page paperback, VEC relieving the tedium with chatty, encouraging dialog and simple illustrations to lift the technological smoke screen as the novice moves easily through a maze of positive crankcase ventilation systems, thermostatic air cleaner systems, air injection reaction systems, fuel evaporative control systems, exhaust gas recirculation systems and the wonders of the catalytic converter.

Here's VEC doing his thing in this brief but typical approach to problem solving:

"Let's see how we can check out the vacuum amplifier EGR system."

"1. Watch your engine and let it warm up to operating temperature."

"2. Watch the EGR valve stem while you quickly increase engine speed to about 2500 RPM. Easy does it! Don't over-speed the engine."



"3. If the EGR valve stem moves, the system is operating satisfactorily."

"4. Take the rest of the day off."

Of course, in the event that valve stem doesn't move, there is plenty of nuts-and-bolts basic instruction for cleaning or replacing the EGR valve.

VEC is very forgiving and readily allows for goof over when following his step-by-step can-do. For example, this advice on setting the timing (the book prescribes using golf tees to plug the disconnected vacuum hoses during the operation):

"If you forget which hose came off which connection, follow these steps: 1. With the engine still idling, remove a golf tee from one hose. Put your finger over the end of the hose. If you feel no vacuum or very little vacuum, put this hose on the connection furthest from the distributor."

"2. When you pull the golf tee out of the hose, you should feel a very strong vacuum. This hose goes on the connection nearest the distributor. This hose goes on the connection nearest the distributor. That wasn't too difficult, was it?"

43-Vocent Fall Car Care, Thursday, October 30, 1980

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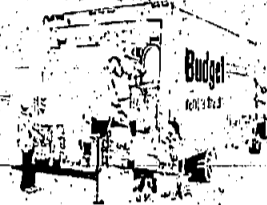
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VW DASHER DIESEL STATION WAGON

Jenewein has new VW Dasher Diesel

Outstanding craftsmanship, luxury, and practicality all describe Volkswagen's economical front-wheel-drive Dasher Diesel station wagon now on display at Jenewein Volkswagen, 900 E. Elizabeth Ave., Linden.

The four-door diesel wagon will hold 40 cubic feet of cargo with the rear seat up (over 51 cubic feet with it down), carry five adults in quiet, luxurious comfort and still return an EPA-estimated 49 miles per gallon on the highway—making it the most economical station wagon available in America.

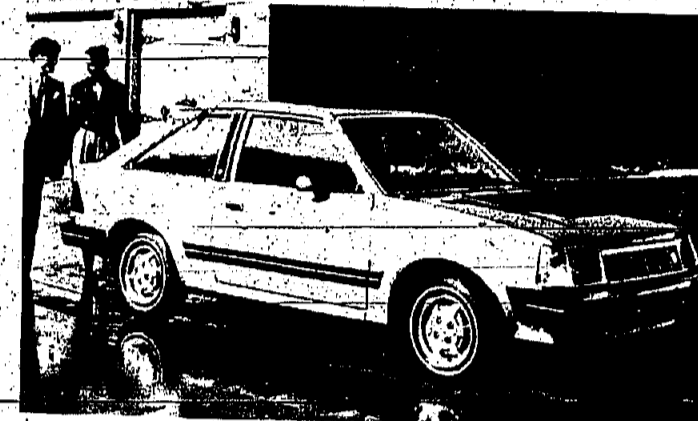
Richard Hamilton, president of the locally based dealership, presents the Dasher as Volkswagen's top-of-the-line model and its most practical family car.

The Dasher's four-cylinder diesel engine is a 1.5-liter overhead cam powerplant mated to an all-synchromesh four-speed gearbox that allows the driver to maximize fuel economy. In the city, according to Hamilton, EPA tests show the wagon burns only one gallon of diesel fuel every 36 miles. The vehicle's front-wheel drive assures excellent traction

and handling even when road conditions are poor, Hamilton noted.

VW engineering shows up in features such as light-emitting diodes, rather than bulbs, in the instrument panel, the fully adjustable front seatbacks, and variation of the height of the driver's seat by a lever.

In addition to the wagon, the Dasher is also available in two-door and four-door hatchback models, both of which are also very space-and-fuel efficient and can be ordered with the optional diesel engine.



EXCITEMENT—The presentation of the Lynx is causing a stir at Maplecrest Lincoln-Mercury. The car is generating great interest.

Lynx sparks interest as quality small car

Something exciting is happening at Maplecrest Lincoln-Mercury. Management there reports an event that may change the American perception of the automobile. It is called the coming of the Lynx, one of the best gas-mileage rated cars made in America at an EPA-estimated 30 mpg city and 44 highway. The EPA numbers are used for comparison.

It has front wheel drive and four-wheel suspension, and great looks. The Lynx is regarded as the delivery of Lincoln-Mercury's promise to fill America's need of small, high quality, fuel-efficient cars.

A test drive is offered at Maplecrest Lincoln-Mercury, 2800 Springfield Ave., Union, opposite the Farmer's Market.

Checklist for engine avoids costly repair

If you are a patron of the self-serve gas station, you probably know how easy it is to overlook the under-the-hood checks of vital fluids and components on your car.

Listed here are a few of the penalties that might befall the car owner who fails to check his car or have it checked regularly:

Brake fluid: When you are out of fluid, you are out of brakes. Check it monthly.

Brake fluid: When all gets too low on the dipstick, vital internal parts of the engine may be damaged. Major repairs are expensive. Check it at least weekly.

Automatic transmission fluid: Low fluid can cause slipping, erratic operation, eventual overheating and damage to the transmission. Check it monthly.

Anti-freeze/coolant: Coolant loss can result in sudden engine overheating and possible severe damage to the engine. It should be checked weekly. Check hoses, too.

Power steering fluid: You'll get a warning signal from your power steering pump when its reservoir gets low. When the fluid is gone, so is your steering assist.

Note: You will not lose your steering, but it will become noticeably harder to turn the wheel. Check it when you check your transmission fluid.

Drive belts: A broken belt can affect the operation of your electrical system, cooling system, air conditioning and/or power steering. Check belts at least once a month.

Battery electrolyte: If your car has the conventional type of battery, which you can remove the caps to check fluid, check it monthly. A dry battery won't last long.

Once you've closed the hood there are still other checks to make, including windshield wipers and tires. Additional checks and services, while required less frequently, do nevertheless demand regular attention.

A good way to remember to schedule complete maintenance services like tune-ups is to key the date to your birthday. Then, on the annual or semi-annual repeat your preventive maintenance program.

Remember: When you're a year older, so is your car.

Wild West time in East?

Cars bouncing like a bronco at a rodeo, you say?

Podner, could be it's time for new shocks.

As any savvy mechanic will tell you, shock absorbers go to the top of the list as the components more neglected by the average motorist than just about anything else.

You can go along virtually ignoring your shock absorbers until suddenly—whoops!—your stomach takes off over that big dip in the road.

Or it's the "bump" vibrations to divorce the chassis on the sharp turn.

Fluid leakage is the most common reason why shock absorbers need replacing, but it's not the only one.

Worn mounting bushings or, for that matter, broken mountings can make a shock absorber just as useless.

Picture the piston-like device that keeps your stern door from slamming. A shock absorber works very much like this...a telescoping tube with a piston inside.

Fluid inside the tube passes through several small openings in the piston as it moves in and out.

One end of the tube is connected to the car's suspension system while the other is attached to the body or frame.

As the automobile passes over the bump or moves into a turn, the shock absorber telescopes accordingly, cushioning the sudden change

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Town cuts gas consumption 23%

Slash gas consumption 23 percent in your community.

Why not? What's more, you can have fun doing it!

Just a year ago, with a helping hand from Shell Oil Company, the residents of Sonoma, Calif., embarked on a month-long, two-phase program with two basic goals in mind:

1. To show how a community can conserve a significant amount of gasoline without major sacrifice by following some easy guidelines; and
2. To demonstrate to Americans that they need not be victims of the present or future fuel crunch.

It was called "Save Fuel for Sonoma."

Since the gasoline shortage spread from California eastward, Shell Oil, eager to demonstrate a workable solution, decided to start where it all began. The criteria: A community of 10,000 or less with a sense of civic spirit and pride and strong local government and service clubs.

This would be important because, as Shell later pointed out, it was up to the community to make the effort—not just Shell.

Shell took the concept to Sonoma's city council and its major service clubs and got an enthusiastic reception plus a local sponsor: The Valley of the Moon Boys Club.

Phase I of the project was a 12-day monitoring exercise. Equipped with mileage record cards, participants continued with their normal driving habits, keeping tabs on mileage, the amount of fuel purchased and the miles per gallon.

Then, for five days, Shell staged a gas-saving "fast" where Sonoma residents got the word from Shell fuel



MILEAGE CLINIC—Establishing a demonstration area was one of the first steps in promoting better mileage driving in Sonoma, Calif. Here, Champion Spark Plug Co. and Shell Oil teamed up to rate the cars of participants in exhaust timing, plugs, tires, etc., and to rate drivers on their conservation habits in driving.

A demonstration site was established so technicians from Shell and Champion Spark Plug Company could evaluate participants' cars in such crucial areas as exhaust, emissions, timing and spark plugs.

Tires were analyzed for proper toe-in and inflation and the participants received free tire pressure gauges.

There also was an opportunity to drive Shell's "mileage-miser" cars to learn how driving habits affect mileage. Conservation techniques could save up to 20 percent of their fuel consumption, the participants were told.

The gas-saving program was kicked off with a general town meeting where the mayor and other speakers outlined the program. There was a picnic, too, with hot dogs, watermelon and drinks.

Phase II lasted another 12 days. This was when the participants in the Sonoma program put into practice what they learned. Cutting down the highway speed. Making one trip do the work of several. Getting a tune-up. Easing off on the gas before stopping. Eliminating those jackrabbit starts. Correcting tire pressures.

And maybe taking the bike or walking while the car stayed in the garage. Things like that.

The follow-up came a couple of weeks later. From Sept. 14 to 24, telephone interviews were conducted with 400 licensed drivers.

(Continued on page 7)

Town cuts gas consumption 23%

(Continued from page 6)

In addition to the amount of participation and the actual savings in fuel they achieved, drivers were quizzed on whether or not they planned to continue their conservation efforts once the program formally ended, how they'd improve on the project and what they thought of an oil company being involved in a program to save fuel.

How much Sonoma residents learned is illustrated graphically by the techniques they used to save fuel. The most-mentioned conservation methods: Driving the car more efficiently and using it less often.

Here are the four key methods involving driving habits along with the percentage of the participants using them to slash fuel consumption:

1. Made more of an effort to observe speed limit and stay under 55 miles an hour: 97 percent.
2. Made more of an effort to do several errands at once: 94 percent.
3. Made more of an effort to avoid fast starts and stops: 85 percent.
4. Made a special effort to use the car less: 82 percent.

The next five most-mentioned conservation methods tended to reflect adjustments in the automobile.

Of these, correction tire pressure and getting a tune-up were mentioned most. Here are the five top-ranking adjustments the participants made to save fuel:

1. Corrected tire pressure: 84 percent.
2. Got car tune-up: 75 percent.
3. Made more of an effort to limit the use of air conditioning: 65 percent.
4. Made a special effort to reduce excess weight in the car or trunk: 61 percent.
5. Had a wheel alignment: 46 percent.



DRIVERS-TO-BE-HELP—Local service clubs helped in the Sonoma fuel economy campaign, and young volunteers helped in various ways, including the distribution of posters.

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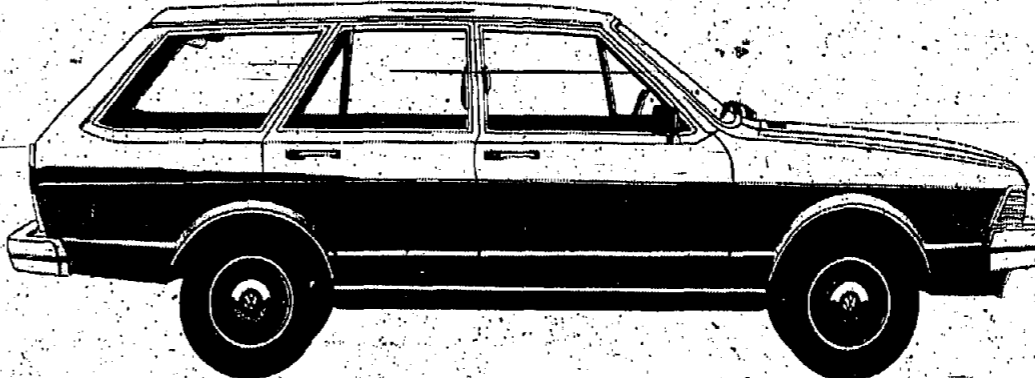
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How else do you explain the fast-rising tide of new equipment designed for the rear-window, which due either to initial lukewarm acceptance or downright apathy on the part of the car buyer, has long been one of the most neglected visual areas of the modern automobile?

As with the windshield, the state of the art in rear-window defrosting/defogging has moved from hot air blowing systems to circuits in the glass.

Rear defrosting systems in recent years have achieved an estimated 10 to 15 percent market penetration.

Payoffs in convenience and safety have brought rear wipers into their own, too. From a relatively obscure debut on one or two car makes several decades ago, rear wiper systems are becoming increasingly prominent features on 1980 automobiles, according to U.S. automakers.

In fact, major wiper system manufacturers are eyeing the 1980s as the decade of the rear-window wiper, and the trend should be well-established by 1985.

Currently, according to ANCO, less than 5 percent of all new automobiles are equipped with rear wipers, but the pattern should have telling impact on both the original equipment and after-market sales.

Chrysler Corp., for example, is offering rear window wipers on some of its larger station wagons and hatchbacks in 1980 for the first time. Rear wipers have been offered as factory-installed options on the Dodge Omni and Plymouth Horizon since their introduction several years ago.

General Motors reports it, too, is offering rear window wipers on some of

its larger models this year.

Ford Motor Co. spokesman Robert Harner says rear wipers have been offered as factory options for several years on most of its three-door and station wagon models. He also sees rear wipers becoming a trend as more models adopt hatchback and wagon design features—and as people become more safety-conscious.

American Motors has offered rear wipers on the Pace since it was introduced in 1979.

Clarence Dillow, of the Center for Auto Safety, says: "The aerodynamic characteristic of wagons and hat-

chbacks causes road film, dirt and water to build up on gently sloping rear windows. This can cause rear visibility problems.

"There are no federal regulations requiring the use of rear wipers; they are still considered mainly a driver convenience."

Tim Tierney, director of technical services for the Automotive Parts and Accessories Association, says that the front and rear wipers are usually operated by "separate" switches, and both generally are equipped with factory-installed washer systems as well.

Older cars are kept on the road longer

People are keeping their cars longer these days and learning how to keep them running at the same time.

A spokesman for one national car-painting firm said: "We know from various studies that the average car on the road today is 5.5 years old, compared with 5.5 years in 1970. So it stands to reason that if people aren't buying new cars, they are fixing their old ones."

"We're not doing more business this year in the number of cars we're painting, but our business has increased in the amount of work being done," he pointed out.

"People coming into our shops can get their cars painted for about \$98. But we're getting a lot of customers who spend \$200 to \$300 on the average to take all the clings and rust out so their car will look better.

And a 32-year veteran mechanic com-

mented: "We're getting more work to be sure, but people are doing the minor stuff, like oil changes, themselves. It used to be that I could charge \$15 for a tune-up—plugs, points and the works. Now it can run quite a bit more. No wonder people are doing so much of their own work."

The Automotive Information Council says about a third of all auto engine tune-ups are being done by cost-conscious car owners.

Car care clinics are becoming increasingly popular. Some are specifically designed to instruct women in car maintenance.

The veteran mechanic added that it has been his experience in the past that if people weren't buying new cars, they were spending dough at stations.

(Continued on page 10)

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CAR CARE QUIZ

"Gas-and-go" service station patrons should be particularly aware of the importance of regular car checks. If you're among this growing motoring population, see how well you do on this car owner quiz.

1. You checked oil and filter just a few hundred miles ago and your weekly fill-up check still shows the oil looks dirty. Most likely reason is:
A. You have a faulty oil filter.
B. This is the normal appearance of detergent-type oil.
C. The engine has excessive combustion.

2. When traveling, the pressure should be checked:
A. More frequently.
B. At the beginning and end of the trip.
C. Where tires appear to be low.

3. As a conscientious car owner, you look underneath your car occasionally for leaks and find one of the shock absorbers appears to be leaking.
A. You replace it and keep an eye on the others.
B. You replenish the fluid.
C. You have your shock bolts installed.

4. Power steering and brake fluid levels should be checked:
A. Annually.
B. Before starting a long trip.
C. Monthly.

5. Battery connections should be checked regularly for accumulation of corrosion, which:
A. Causes the battery to overheat.
B. Causes battery weakness.
C. Can ruin the battery plates.

ANSWERS TO CAR CARE QUIZ

1. B is correct. Detergent-type oil is designed to keep the engine clean and the oil filter clean. If the oil looks dirty, it's a sign of excessive combustion. A faulty oil filter would cause the oil to be dirty, but it would also cause the engine to run poorly. C is incorrect. The normal appearance of detergent-type oil is a milky, brownish color. If the oil is black, it's a sign of excessive combustion. If the oil is white, it's a sign of water in the oil.

2. B is correct. The pressure should be checked at the beginning and end of the trip. A is incorrect. The pressure should be checked more frequently when traveling. C is incorrect. The pressure should be checked where the tires appear to be low.

3. A is correct. If you find a leaking shock absorber, you should replace it immediately. B is incorrect. Replenishing the fluid will not fix a leaking shock absorber. C is incorrect. Installing shock bolts will not fix a leaking shock absorber.

4. B is correct. Power steering and brake fluid levels should be checked before starting a long trip. A is incorrect. Annual checks are not sufficient. C is incorrect. Monthly checks are not necessary.

5. A is correct. Battery connections should be checked regularly for accumulation of corrosion. B is incorrect. Corrosion does not cause the battery to overheat. C is incorrect. Corrosion does not cause battery weakness or ruin the battery plates.

Older cars are kept on the road longer

(Continued from page 10)

like mine to fix up their old ones.

"But that's not always the case now because many repairs are postponable. If the car you're driving stops, you get it fixed so it is running again. But if it's only weak shocks, you don't spend the money because you can get along without them."

A transmission repair company spokesman said: "Our business has been relatively flat, compared with last year. The number of franchisees is growing, but there has been no increase in our business in relationship to the drop in new car sales."

"You have to remember that driving as a whole is down somewhat all across the country. And if driving is down, it stands to reason that mechanical failure in transmission is down also."

The Automotive Engine Rebuilders Association is having a boom year. "We're busier now than we've been," a spokesman for the Chicago-based organization said. "This year, we have 2,000 rebuilders who are members of our group. Last year, we had 2,200."

AEBA's members report that people are buying rust-free cars in the South and Southwest and getting a rebuilt

engine. Then the car is practically as good as new.

The AEBA spokesman said the average price of a short-block engine—without cylinder heads—is about \$30 to \$40, depending on the cubic-inch displacement. The average price for a long block—with the cylinder heads—is about \$40 to \$60.

"That's a pretty cheap price to pay for what essentially is a brand-new engine, completely rebuilt," he observed, noting that the skyrocketing cost of buying and financing a new car makes it easy to see why people are opting for rebuilt engines.

The National Automobile Dealers Association, using a study prepared by the Environmental Protection Agency, said that at an average of 18,000 miles per year, half of all the cars six years and older burn around 14.6 billion gallons more than comparable current-type models.

NADA, of course, wants the older models off the road because it would help new car sales. The organization said if people would trade in their old cars, they would get 51 percent greater mileage—a safer, more durable, more comfortable car and additional saving on maintenance.

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Courtesy on road — it's safer

I was navigating my car through the streets of Manhattan one Friday afternoon during rush hour, creeping bumper-to-bumper and fender-to-fender, when I hesitated long enough to let a couple of other drivers edge out of a side street and move in front of me. My passenger, a New Yorker, was incredulous. "Why did you do that?" she demanded.

"Why not?" I responded. "It's not going to cost us any time to have two more cars ahead of us."

She thought about that for a moment. She came back: "Well, nobody does that here. If you do, people take advantage of you." She really couldn't believe that I had shown a little courtesy on the road.

Actually, it had never occurred to me that I'm as aggressive a driver as almost anyone, and I spend much of my time hurrying about from one place to another in a car.

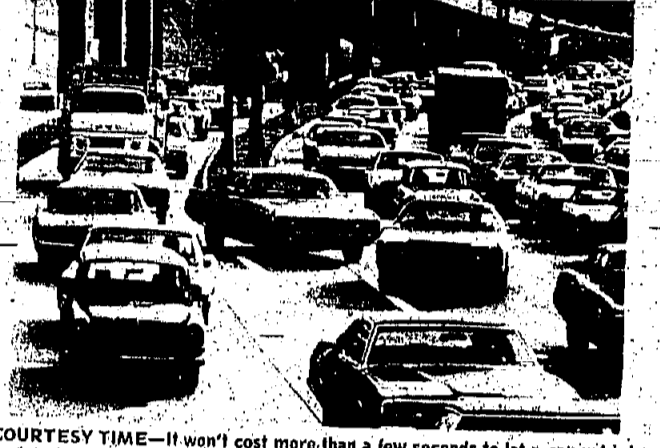
But I find that no matter how rushed, the trip is a lot more pleasant and less frustrating if I treat my fellow drivers the way I want them to treat me.

Common courtesy on the road — "courtesy of the road," if used to be called — is also much safer than the "every-man-for-himself" philosophy that some seem to prefer.

As Wayne Gregory of the National Safety Council points out: "It's not just reducing speed or wearing seatbelts that will reduce accidents, injuries and deaths on the highway. There's also a whole area called 'driver behavior.'"

Althide, says Gregory, is a major factor in many traffic accidents. Fully 85 percent of all accidents on America's roads involve driver error, he will tell you.

And there's no question that misguid-



COURTESY TIME—It won't cost more than a few seconds to let a car get into your lane on a busy highway, and it could mean an averted accident that might be all about. And it feels good.

ed feelings of aggression, hostility, or even revenge behind the wheel are often responsible for the driver errors that lead to traffic mishaps.

Automotive Information Council has compiled a list of unusual explanations people have given in reporting highway accidents to their insurance companies.

One that caught my eye was: "The direct cause of this accident was a little guy in a small car with a big mouth."

The man who filed the report, it seems, had been engaging in a bit of verbal jousting with another hotheaded motorist—the "guy with a big mouth"—and had become so distracted that he had run into his something.

The point is that a little courtesy at the proper time keeps people feeling good and their tempers in check.

(Continued on page 11)

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The secret, according to the Tire Industry Safety Council, is proper tire inflation.

Tire engineers say you are wasting about a half-mile a gallon, or decreasing your fuel economy by about three percent, if you permit your tire pressure to drop six pounds below the inflation pressure recommended by the vehicle manufacturer.

So if you don't, say 10,000 miles each year, you gain approximately 200 extra miles on the same amount of gasoline by checking and adjusting the air pressure in your tires on a monthly basis.

As Tire Council Chairman Malcolm R. Lovell, Jr. observes: "An additional 100 miles represent a substantial savings now that the cost of gasoline has eclipsed the \$1 plus per gallon mark. That's enough miles to take a trip from Philadelphia to Washington and back."

In addition to maximum safety, properly inflated tires have less rolling resistance than underinflated tires. So they require less energy to make them roll.

Underinflation is widespread among the nation's estimated 120 million automobiles. The National Highway Traffic Safety Administration says its research shows that half of the passenger car tires in use are underinflated.

A tire is considered seriously

underinflated when it drops four pounds below the pressure recommended by the vehicle manufacturer.

A recent survey of radial tires by the Society of Automotive Engineers found that an average of one tire per vehicle was underinflated by three to six pounds during the summer and five to eight pounds in the winter.

"Checking your tire pressure at least once a month and adding air when necessary is the cheapest service you can give your car," Lovell says.

"You should check your tires when they are cold or have been driven less than a mile. Tires normally warm up during use which results in a small increase in pressure."

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Common road courtesy makes all driving safer

(Continued from page 10)

and blast away with his horn.

And if the motorist ahead fails to move over, my friend will lean around on the right and cut in front of the other car as sharply as he can.

I like the guy personally, but I refuse to let his own reactions be just as discourteous as the actions of the motorists who irritated him.

Someday, he's going to have a serious accident trying to teach another driver "a lesson," and I don't intend to be anywhere around when that happens.

Bob Bondurant, a professional racer who operates a high-performance driving school near Sonoma, Calif., emphasizes courtesy and cooperation as a major part of skillful driving.

"Competitive driving is great," he says. "But only on the racetrack. It has no place on the highway or the city street."

Officials of the Automobile Foundation, a nationwide non-profit organiza-

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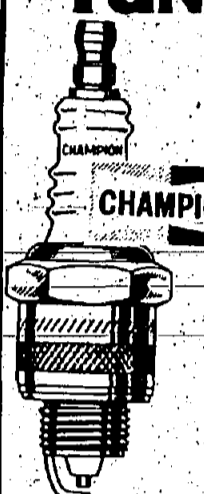
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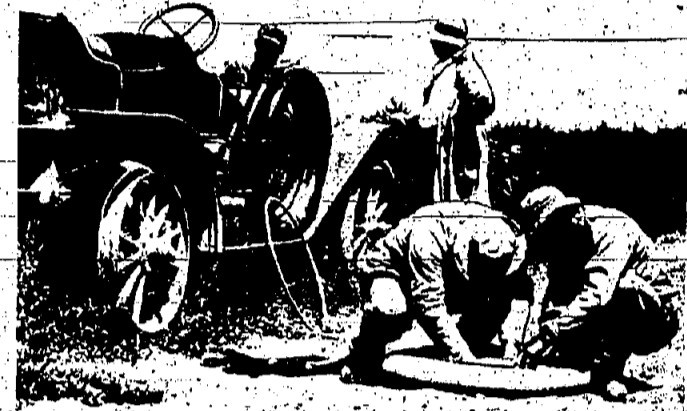
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THE GOOD OLD DAYS

SAE sets the pace for transit uniformity

Who's afraid of the big wolf? Certainly not the Society of Automotive Engineers (SAE). Hale and hearty after weathering three-quarters of a century of constant change, boom and bust, SAE views the '80s as a time of challenge rather than crisis and looks forward to playing a major role in dealing with such complex matters as the environment, productivity, safety, strengthening engineering credibility, education and the top priority subject—energy.

Born in the lusty, youthful years of the American auto industry purely as a nonprofit, educational scientific organization, SAE at 75 can reflect back over decades of impressive accomplishment.

Standards that let you switch automotive parts and lubricants, for example.

Because there is SAE, you can mix tires of the same size but differing brands on the car you drive. "The same is true with headlights. No problem. You can add a quart of oil that's different from what's in the crankcase, top up the master cylinder with a different type of fluid or add a second or even third brand of grease to the lubrication joints in the front suspension.

Thanks to the efforts of SAE, the manufacture and care of cars, trucks, buses, motorcycles, aircraft and other self-propelled vehicles is a much simpler task today than it might have been otherwise.

No matter what the area—from light bulbs to fan belts, from flanges to flywheels, from spark plugs to transmitters—there are SAE standards to simplify the task.

The oil viscosity specifications of SAE 10W, SAE 20 and SAE 30 are household terms. There are many less obvious but equally important standards, however, for the do-it-yourselfer, including a standard for spark plug threads which limits the number-of-threads to aid their interchangeability.

The tail-light lenses on your car most likely are embossed with an SAE standards designation. This standard assures that all tail lights provide the same intensity and illumination. Numerous other lighting standards insure compatibility, aid night driving and make vehicles safer.

SAE also has helped make air travel safer and easier. The inflatable escape mechanisms on today's commercial jet transports as well as the cockpit instrumentation and control layouts are designed to conform to SAE standards. More than 1,800 other SAE standards are in use covering aerospace materials.

The sizes and thread configurations on most common fasteners—nuts, bolts, screws and even lock washers in use today—originated with SAE prior to 1920. Battery standards also date back to the early days of SAE.

Little wonder that all self-propelled vehicles—whether they travel on land, sea, air or space—have many components which have voluntarily complied with SAE standards. Few organizations have had such an impact on transportation and in changing the lifestyle of mankind the world over.

Appropriately, SAE chose "Freedom Through Mobility" as its motto during its Diamond Jubilee this year. As part of year-long anniversary activities, SAE's 38,000 individual members in 79 countries are rededicating themselves in the next 25 years of continuing "freedom through mobility" and to "freedom" through innovative breakthroughs in self-propelled vehicles.

Because the engineering community is a resourceful group, SAE believes that the energy shortage is not going to bring about the collapse of civilization.

For detailed information about SAE and a free brochure, "Driving Tips To Save Dollars," write: Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, Pa. 15090.



Are you blowing away 12% of your gas?

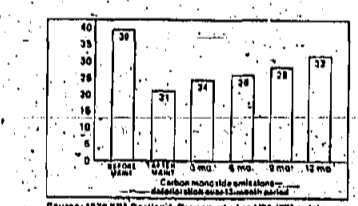
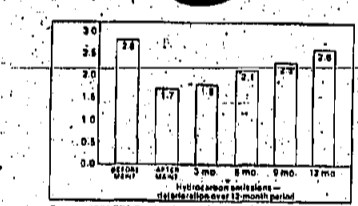
There's more to your car's exhaust than meets the eye. For one thing, it contains pollutants, many of which are nothing more than unburned gasoline.

The EPA says a typical untuned car is spewing out as much as 12% of its gasoline in the form of unnecessary pollutants. That's gasoline from which you're not deriving any benefit.

A simple tune-up can go a long way towards reducing such pollutants. But more important—it could help save one to two gallons of gas in every tankful.

How often should you tune up? We recommend once a year for the average driver. And the charts at right back us up. They show how pollutants (unburned hydrocarbons and carbon monoxide) can be greatly reduced with a properly adjusted and tuned engine. But remember: they also show that after a year, your engine will need to be adjusted and tuned again for maximum mileage—and minimum pollution.

Stop blowing your good money away on gasoline. Get a tune-up this week.



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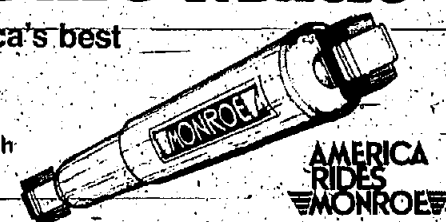
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Salt is here to stay but not rust

Salt—major society benefactor or a tough, vicious destroyer that annually cost America's car owners untold millions of dollars?

Both. Over the last nine years, according to one national automotive rust-proofer, an average of \$45 million loss of salt annually has been used on American roads. That's because salt is still the most efficient, least expensive and safest deicer, the Salt Institute says.

At the same time, however, road salts and air pollutants—sulfur dioxide, carbon dioxide and oxides of nitrogen in particular—brutally attack the exposed metal surfaces of cars. The more humid the air, the faster the pollutants dig in.

Corrosion starts when moisture, salt, chemicals and metals come together. In the resulting electrical circuit, electrons move from one metal to the next, leaving disaster in their wake. The bigger the dose of water, salt and chemicals, the faster corrosion spreads.

Particularly vulnerable are those boxed-in areas of the car that are difficult, if not downright impossible, to dry out—like the inside of rocker panels, quarter panels, doors, around headlight housings.

Experts recommend a combination of tactics to do a job here: Rust protection on the assembly line or right after, by a professional rustproofing service plus constant vigilance and tender loving care.

Regular car washes, repainting those little nicks and scratches that show up after you park in a public lot, and keeping door and trunk drainage holes clear are some of the basic things you can do to ensure a long-lasting, rust-free car body.



RUSTING—A little moisture in boxed-in areas such as rocker panels and fenders is sufficient to get corrosion working. By the time rusting is visible, preventive action usually is out of the question and major repairs are needed. Unprotected quarter panels are highly susceptible to the ravages of extreme winter weather and road salt. Corrosion is caused by electric current created by shoveling of moisture, salt, chemicals and various metals.

This makes good sense, particularly these days when, with cars and other vehicles becoming more expensive each year many owners are planning to keep them longer than they did in the past.

Meanwhile, salt—that Jekyll and Hyde of American motoring—is likely to be on the road for years to come.

In this question-and-answer interview, Darryl Hearn, chief engineer of the Salt Institute, an international trade association, makes the case for salt—as well as the constant car care needed to counter its effects.

Q: Isn't it true that the use of deicing salt on roads and streets in winter is causing cars to rust out long before they should?

A: Salt does contribute to rust, but cars will rust in any climate, par-

ticularly in warm coastal regions. Car rusting is becoming less of a problem than it used to be because auto makers are designing cars better and providing excellent protection against rusting.

Even so, dirt and salt should be removed as soon as possible from car bodies, along with caked mud and other matter that can collect in crevices, in fender wells, and underneath the car.

Q: But isn't it difficult to wash a car in the winter time?

A: It certainly is more difficult to wash the car yourself, particularly where temperatures prohibit it. But a few dollars a week spent at car washes can go a long way toward making your car's body last.

It is also essential to wash underneath the car, where most grime and salt collect.

Potholes put drivers deep in financial hole

Almost every driver has had the experience, at one time or another, of hearing the crunch and feeling the thud of the chuckhole he didn't see. Many have had to get wheels realigned or repairs done to their brakes, steering or suspension systems because they hit one of these money pits.

All told, this year motorists will shell out about \$3.5 billion to repair brake,

Tune-ups aid quick starts

Sometimes a little misinformation can lead to a heap of trouble, especially if it involves neglecting the probable causes of cold weather starting problems.

For example, when one survey conducted by Champion Spark Plug Co. asked consumers about the benefits of new spark plugs, only 27 percent connected spark plugs with starting.

The only way to reduce starting failure—nearly a third of all family-owned automobiles were affected during one winter, recently—is to make motorists aware of the real trouble source: an under-maintained engine. Dead batteries often are more of a symptom than the cause; probably that battery was drained by constant grinding during the starting attempt.

Cold weather starting tests show untuned automobiles have nearly two and a half times greater incidence of starting failure than cars that are tuned and, on the average, these tuned cars start 15.4 percent more quickly.

steering and suspension systems damaged by driving over-cracked and broken pavement and another \$2.1 billion for tire wear and damage, according to The Road Information Program (TRIP).

And that doesn't even take into account the estimated \$1.5 billion in added fuel bills caused by driving over poor roads, or the cost of accidents caused by potholes, or even such common things as lost hubcaps and bent wheel rims.

For individual motorists, the cost of repairing all this damage can be a big expense. A major wheel alignment involving adjustments of the caster, comb and toe-in cost just over \$20 in 1976. Three years later the price had jumped to nearly \$28.

Although the number of potholes declined this year, the cost of plugging them with asphalt filler, which is made from petroleum, did not. State highway departments will spend about \$90 million dollars just to fill potholes this year. That's an increase of 17 percent from a year ago. And because the patches often are temporary, many of those potholes will reappear in the same place next year.

"Potholes are really symptomatic of a larger ailment, said TRIP Chairman H.W. Reese. "More than 42 percent of all paved roads in this country, suffer from cracks, bumps and broken pavement."

Reese called for a "massive resurfacing program" that would keep us from having to fill the same potholes year after year at ever increasing prices.

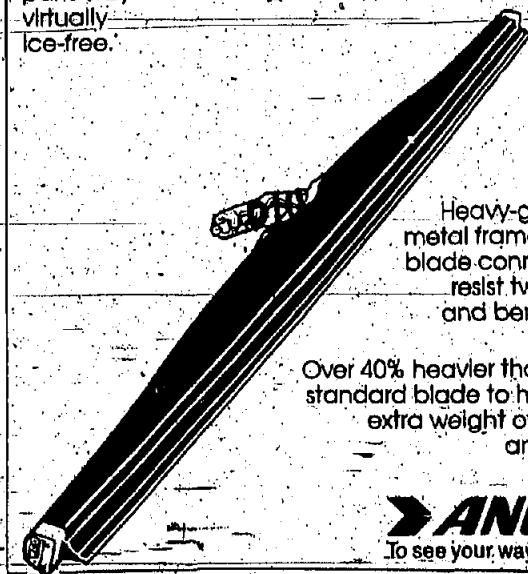


PERILOUS POTHOLES such as this are costing American motorists billions of dollars a year in damage to brake, steering and suspension systems as well as tires and wheels.

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