

FAMILY FARE — New coffee rings make it a great getting-up-morning for all the members of the family. The leaner, lighter, breakfast treat can be served in raspberry, blueberry, and maple crunch rings along with the-

formulated cinnamon rolls. They can be served Continental style as the breakfast main course, or as a light touch to top off a bacon and eggs menu.

Laymen Question Freshness Of Seafood

By GAYNOR MADDOX
NEA Food Editor

How can you tell whether fish is fresh or not?

Today that is a big question. We asked Edmund C. Lillys, noted seafood expert. "The best way is to have a fish dealer on whom you can rely. Put your trust in his judgment. To gauge the freshness of fish accurately is generally too difficult for the layman," he says.

Lillys was raised in Istanbul, Turkey, outlet for catches from the Black Sea, the Sea of Marmora and the Bosphorus, all noted for fish of extraordinary sweetness. His father, a successful fish merchant, taught him. Now in New York, he operates the Gloucester House,

mecca for seafood gourmets of course, but it does lack the full flavor of fresh," he says.

The lot of the individual fish dealer grows more and more difficult, he points out. There are increasingly fewer of them. They must be very alert at the Great fish piers in Boston, New York and elsewhere. Large food corporations try to buy up however, they are scarce and entire catches — boat loads at a time. The individual dealer, on the other hand, tries to select. He does still manage to get fresh fish.

"Frozen seafood can be good, taste," he adds.

He regards English or Channel sole one of the world's greatest fish. "There is nothing else quite so delicious," he says. "Our gray sole is the same type generally but it does not have the same delicate flavor and texture. That is not to say gray sole is not a fine fish. It definitely is.

"Fresh cod is a delightful fish, too. Can be used in soups, steamed, broiled or sauteed. But never cook it too long. Never cook any fish too long," Lillys cautions. "The quicker from fire to plate, the better the taste and freshness."

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Food Buying Guide

WASHINGTON (UPI) The following guide to the nation's food buys for the weekend was prepared by the U.S. Departments of Agriculture and Interior for United Press International.

USDA's Consumer and Marketing Service reports that food shoppers will find excellent displays of meat and poultry and good supplies of some fresh fruits and vegetables in food stores and supermarkets this third weekend in April.

Heading the list of abundant meats are broiler-fryer chickens and turkeys. Next comes these beef cuts—roasts, steaks, and ground beef. Nearly all pork cuts are in the abundant class, including bacon, Boston butts, chops, ham, roasts, sausage, and smoked picnics.

Maine sardines, canned salmon, and fish sticks and portions are the fish buys to watch for, according to the U.S. Department of the Interior.

Cabbage, carrots, onions, and potatoes continue to be the most abundant fresh vegetables. Fresh fruit in best supply are small apples, bananas, grapefruit, and oranges.

Other foods on USDA's plentiful foods list for April are prunes, canned and frozen green beans and corn, dry beans, rice, peanuts, and peanut products.

Read The News' Classified Ads



WATCH THAT SECOND TRACK
You have slowed down for the advance warning signs, stopped a safe distance from the tracks, and waited for the freight to pass. Don't get impatient now. You may dart out, just as the caboose passes, right into the path of a fast moving train on another track. Wait for the train to clear a sufficient distance to insure good visibility. Never move while the flasher lights are still operating. "Look Before You Leap."



Food Page

Preshaped Topping
Leftover whipped cream freezes easily in well-wrapped glass or plastic jars. Or drop by spoonfuls and freeze, and you will have your topping already shaped.

Choice Beef Chuck Steak .. 59¢ lb	Spare Ribs Fresh Pork, Lb. 69c	Choice Beef Round Steak 98¢ lb
Fresh Ground Beef - 3 lbs. \$1.17	Fresh Pork Steak .. lb. 49c	Rottis Kornland Bacon 69¢ lb
Fresh Lean Ground Chuck .. lb. 69c	Lean Tenderized Steak .. lb. \$1.09	
All Meat Franks 12 oz 49c	Grade A Whole Fryers 29¢ lb	Smoked Rite Bacon 2 lbs. \$1.19
		Meaty Beef Ribs 29¢ lb

"Extra Special" Food Specials!

Shurfresh Biscuits - 12 for \$1.00	FOLGER'S Coffee 49¢ lb. can	Shurfine Salad Dressing - qt. 39c
Shurfresh Oleo - 6 lbs. \$1.00	With \$5 Purchase of More Exclusive or Cigarettes	Shurfine 5 cans Vienna Sausage \$1.00
Powder Detergent Energy - gt. box 49c		Big Top 18 oz. Peanut Butter 49c
Shurfine 303 can \$1.00		Shurfine w-k or CS, 303 can Golden Corn 6 for \$1.00
Tomatoes 5 cans		60 Count pkg. Northern Napkins 10c

GREEN BEANS Renown Cut 303 can 69¢	SUGAR Imperial or Holly 5 Lb. Bag 49¢
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Soflin Tissue 10 Roll Pak. 69¢	SHORTENING Food King 3 Lb. Can 39¢
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Glen's Economy EGGS Doz. 39¢	King Size Dr. Pepper Plus Deposit Carton 39¢	Shurfresh Crackers Lb. Box 19¢	Shurfine MILK 6 tall cans \$1
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FLOUR Shurfine 5 Lb. Bag 39¢	Breakfast Drink Wagner's Quart 3¢79c
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Save Shurfresh & Tender Crust Coupons FOR VALUABLE PRIZES

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Aqua Net 13-oz. Can HAIR SPRAY 3 Cans \$1	Bottle of 130, Reg. 10.14 value Myadec Vitamins \$3.66
By Modess — Reg. or Super — box of 40 CAREFREE TAMPONS Reg. \$1.59 99¢	12 oz. bottle, Reg. 1.59 Maalox Suspension 87¢
	5 oz. jar, Dandruff Shampoo, Reg. \$1.85 Head & Shoulders 99¢
	17-oz. bottle, Reg. 1.49 Scope Mouthwash 88¢
	Ayds, Reg. 3.25 Reducina Candy \$1.99

20% Discount on all Film Processing!

COUPON 200 FREE STAMPS

You'll get 200 FREE GUNN BROS. STAMPS with \$5.00 or more purchase of DuBarry, Faberge, Yardley or Max Factor Cosmetics.

COUPON

India
By GAYNOR
NEA For
Indiana's sen
Hartke was cl
Gourmet J
recently, spon
Indiana Society
"Anyone born
longs to be
Indiana" again!
thing to being
Indiana's wond
nation's capita

Indiana's Hoosier Chefs Prefer 'Back-Home' Desserts

By GAYNOR MADDOX
NEA Food Editor

Indiana's senior Sen. Vernon R. Harke was chairman of the Senate Office Building. There were corn-fed beef loin of recently sponsored by the Indiana Society of Washington. "Anyone born in Indiana often longs to be 'Back Home in Indiana' again! The next best thing to being there is to bring Indiana's wonderful foods to the nation's capital," the senator explained.

More than 500 of the state's illustrious natives and friends attended the feast in the Senate Office Building. There were corn-fed beef loin of Hoosier pork, breast of turkey from Dubois County, old-fashioned corn pudding and southern Indiana pickles. There were many other fine foods, all flown in and prepared by well-known Indiana chefs. Among the desserts, Old Heidelberg

chocolate torte with "Young America" filling was the one we liked best.

"OLD HEIDELBERG" CHOCOLATE TORTE CAKE
2 oz. unsweetened chocolate
1 1/2 oz. bittersweet chocolate
1/2 cup water (or slightly more)
4 eggs
Two-third cup extra-fine granulated sugar
1/2 cup cake flour

1/2 teaspoon salt
1/2 teaspoon vanilla extract
"YOUNG AMERICA" FILLING
2 cups heavy cream
8 oz. bittersweet chocolate
1/2 teaspoon vanilla extract
Preheat oven. Melt chocolate in small saucepan. Mix with water. Cook until smooth and like a very thick cream. Warm to boil. Remove pan from heat. Whisk in chopped chocolate. When dissolved and smooth, add vanilla, chill and whip. Slice the

Golden Scalloped Carrots Belong In Spring Dinners

By GAYNOR MADDOX
NEA Food Editor

Beautiful golden carrots belong in the list of spring specials. So let's take a look at a new cookbook and see what we can find. Here's one new dish from it for your dinner:

SCALLOPED CARROTS
4 cups cooked, mashed carrots
1 one-third cups water in which carrots were cooked
16 soda crackers, rolled fine
3 tablespoons finely chopped onion
two-third cup grated Cheddar cheese
3 tablespoons light cream
Salt, pepper
Mix ingredients in order

listed. Taste to check salt and pepper. Pour into greased 2-quart casserole. Bake in moderate 350-degree oven, 25 minutes. Eight servings.

That recipe has the OK of an old friend of ours, Nell B. Nichols of the Farm Journal. She, together with other editors of the Journal, selected it for "Cooking for Company," the Journal's latest cookbook. (See SPRING, Page 11)



Don't miss your chance to stock up on outstanding Spring Jamboree Savings at Thrifty Ideal! Every aisle and corner is loaded with "Extras" that save you money! Our Jamboree is the big savings event of the year!

CHECK YOUR IDEAL MAILER FOR HUNDREDS OF EXCITING SPECIAL FOOD BUYS!



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FLOUR 5 LB. BAG 48c

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All The Fixin's For A Crisp, Green Salad!
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CRISP, FRESH ROMAINE LETTUCE 2 heads 39c
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COLORADO RED POTATOES
10 LB. BAG 49c

MEADOWDALE ALL FLAVORS
ICE CREAM
HALF GALLON 59c

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BANQUET POT PIES
6 8-OZ. PKG. \$1.00

BETTY CROCKER LAY...
Cake Mixes
MEADOWDALE Shortening

Rib Center
Pork Chops Lb. 79c
Family Pack Pork Chops SIRLOIN CUTS Lb. 69c

FRESH PICNIC STYLE—WHOLE 6-8 Lb. Avg.
PORK ROASTS 35c

CENTER CUT
PORK ROASTS Lb. 39c

QUARTER—SLICED
PORK LOINS Lb. 69c
Country Style Spare Ribs Lb. 69c

Fresh Dressed Fryer Parts!
BREASTS, THIGHS, LEGS THE KID'S FAVORITE
Pick of the Chick Lb. 59c
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ALL WHITE MEAT
Fryer Breasts Lb. 69c
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Del Monte SPRING JAMBOREE CORN

Mix or Match
5 CANS \$1.00

SELECT FROM:
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Mix or Match Sale!!
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Biscuits 6 8-OZ. CANS 49c

KRAFT RICH 'N GOOD
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Ideal's Country Kitchen Deli-Delights!

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INCLUDES:
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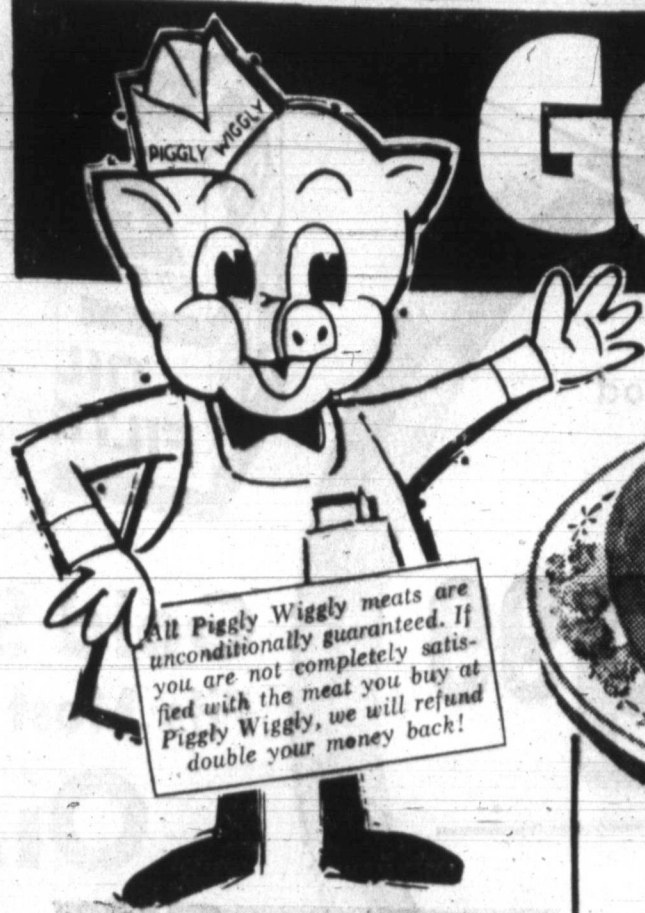
Fresh From Ideal's Bakery!

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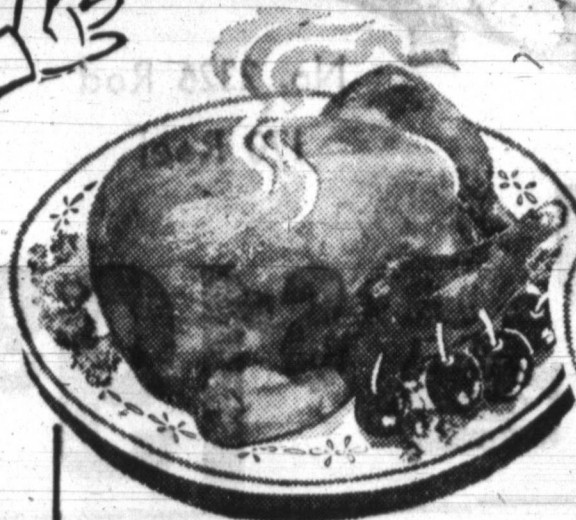
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ROUND STEAK Full Cut Pound **98¢**



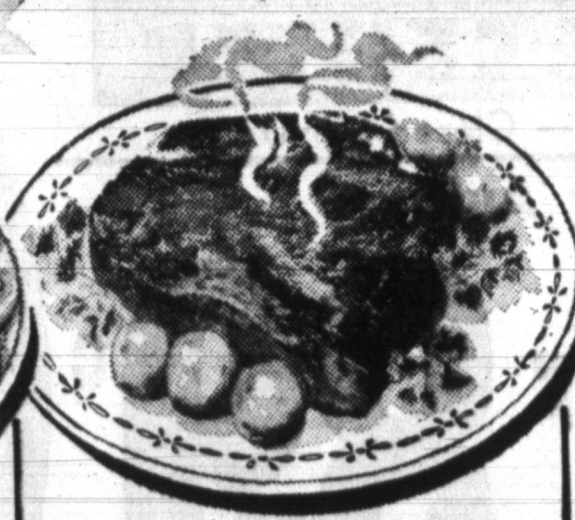
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Farmer Jones; Hickory Smoked Pound **65¢**

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Farmer Jones

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QUART

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Kounty Kist, Diagonal Cut

No. 303 Cans **7 \$1**

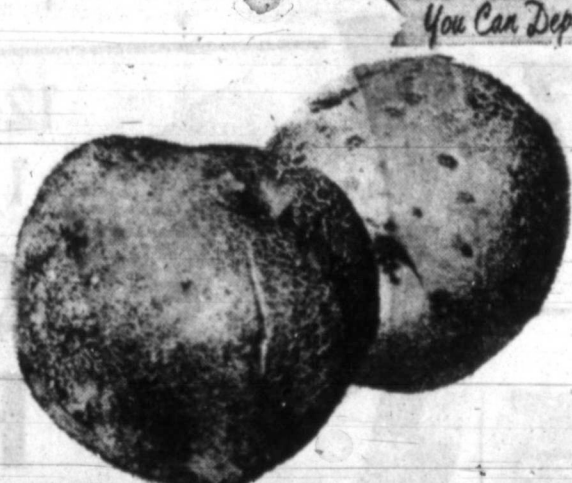
Stokely Cut

GREEN BEANS 5 No. 303 Cans \$1.00

SUGAR

5 Pound Bag

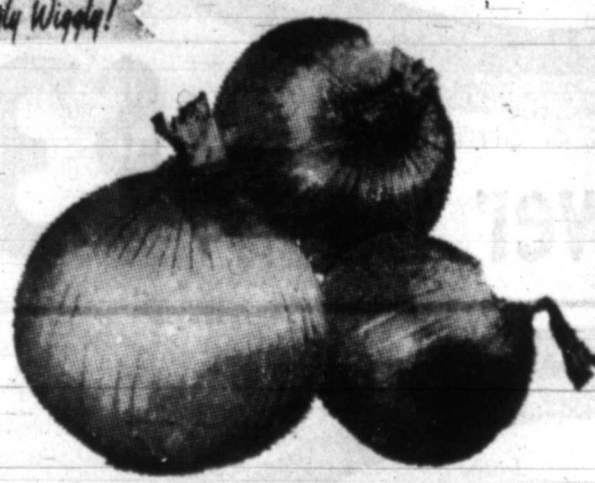
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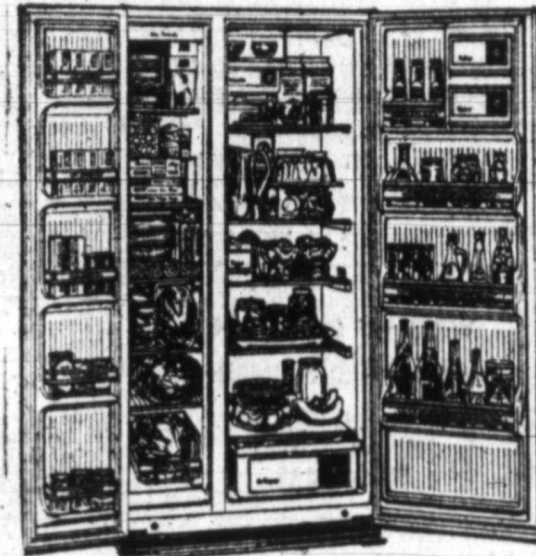
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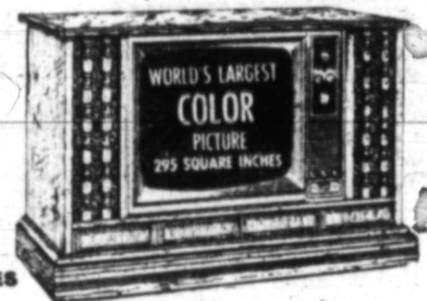
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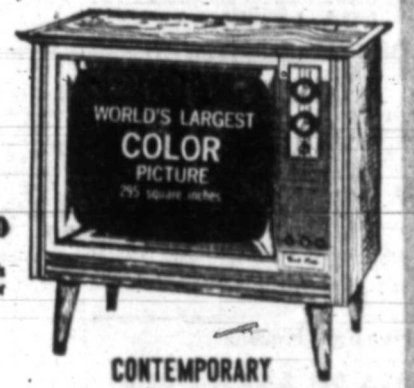
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The heart of a tune-up

Care for
Your Car

The Tampa Daily News

Thursday, April 17, 1969

Care for
Your Car

Spring and Summer 1969

Page 6

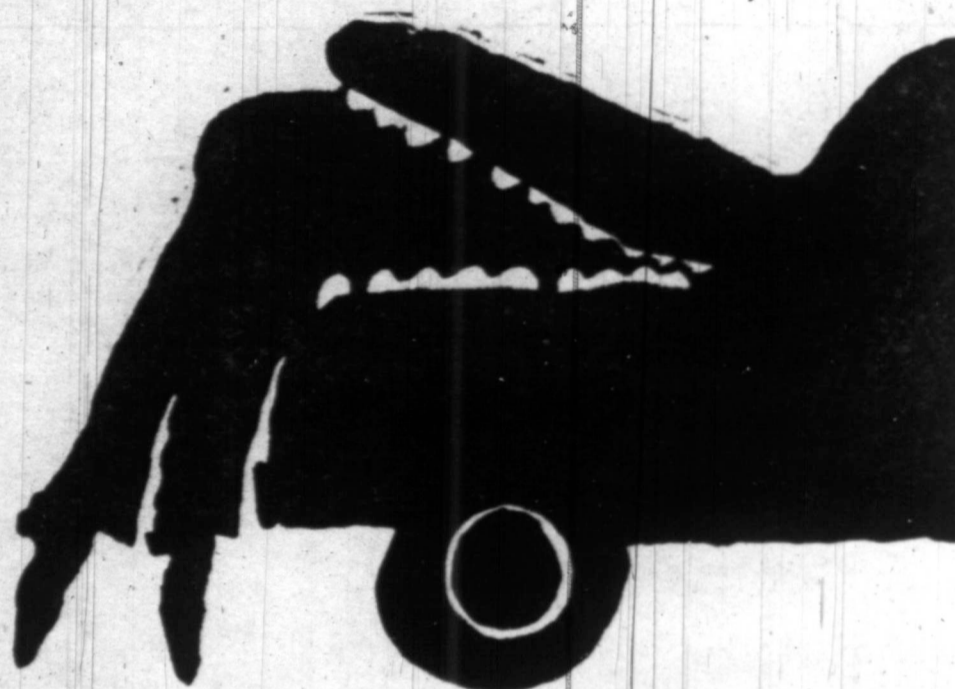


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Price Road 66
2423 Alcock
Seven Eleven 66
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Dub's Premier Service
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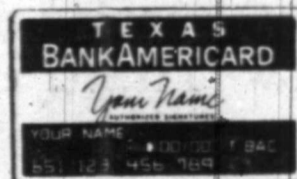
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Periodic Checks On Car Brakes Easy to Make

Brakes, like all-day suckers, have a habit of wearing away slowly. So, it's a good practice to test your brakes periodically to make sure they can stop your car safely.

Every week, test the hydraulic system by firmly pressing your foot against the pedal. If the pedal moves gradually towards the floorboard, you are losing vital pressure. Have the problem corrected immediately. Periodically, test stopping ability in a flat, open area where no other cars or obstruction are present. Accelerate to 30 miles per hour, then apply the brakes with your hands off the steering wheel. If the car pulls to one side, you may have brake trouble.

In any case, have your serviceman perform a complete inspection of the brake system every six months.

● Driving

(Continued from Page 8)
way for a youngster to learn how to drive and that is the RIGHT WAY.

"What good is geometry or chemistry to a young boy who gets killed on the highway?" he asks. "Driver education is not merely a preparation for life — it's a way to stay alive."

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Hold It, Mister, Your Battery May Be Okay

Blaming starting trouble on the battery can be like blaming a broken leg on bone failure. In both cases, something is wrong but something other than the affected part is causing the problem.

a well-maintained battery that hasn't outlived its usefulness should not cause starting problems. More likely some other electrical component is at fault and is draining the battery power. For example, faulty wiring, worn spark plugs or malfunctioning distributor may be overworking the battery during starting.

As a result the battery wears down to a point that it may seem dead. The alert service man will look beyond the battery as the cause of the starting failure, especially when he is reminded to do so by the customer.

To keep your battery in top operating condition, here are some pointers: A quick visual inspection every time you gas up and a voltage test every six months should assure you maximum efficiency battery life.

It's a simple job for the service attendant to check battery water level and condition of cables and terminals. This should be done at least once a week to guard against premature deterioration.

Twice a year, the battery should be tested. At the same time, terminals should be

Overheating Can Be Forestalled By These Checks

While most cars made today have cooling systems that are "sealed" in the factory, a wise motorist still takes precautions against engine overheating. Here are some basic precautions to take to make sure your car keeps its cool.

Test the anti-freeze to make sure it hasn't lost its rust inhibiting elements. If it has, drain and flush the cooling system before installing new anti-freeze.

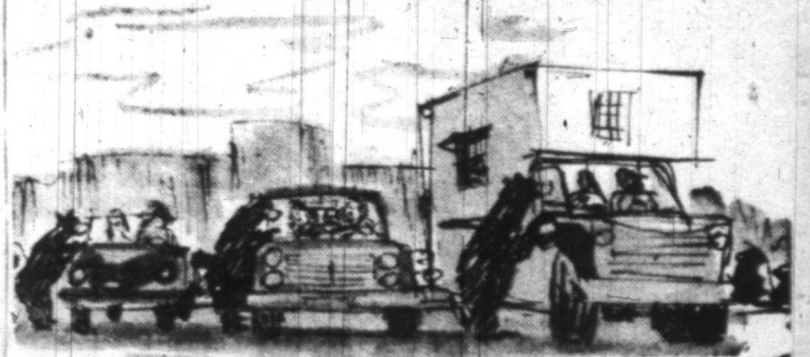
Test the condition and tension of all drive belts as well as radiator and hoses for leaks. Also check pump gaskets and radiator hoses. Check the tightness of the pulley hub on the water pump.

Check to see that there is no foreign matter on the cooling fins and that the overflow tube is not obstructed.

cleaned thoroughly to get rid of corrosive materials and dirt. Foreign matter on the terminals or cable clamps can cause battery failure.

If the battery shows premature loss of power, chances are other components may be at fault. For example, wiring may be short circuiting or you may have a problem in the charging. Have your service man conduct an electrical check.

Corroded terminals can shorten effective life of your battery. Clean off the corrosion with a solution of baking soda and water, applied with a stiff wire brush.



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What's Your

Even if you can't tell your differential from your defroster, it's important to know what makes your car tick or stop ticking. Since the safety, performance and value of your car depends on keep-

Make Your Car a Magic Carpet

William Lyon Phelps, the celebrated educator and author, once remarked, "What I would not give to read 'Huckleberry Finn' for the first time again." It was Phelps' way of yearning for the thrill of discovery, in this case one of America's greatest novels.

The typical motorist could well paraphrase Phelps' remarks, "What I wouldn't give to be driving for the first time." The thrill most of us felt the first time behind the wheel is hard to capture ever again.

Perhaps too much driving has jaded our appreciation of the miracle that is the automobile. Maybe too much time in traffic jams, too many through-the-windshield vistas of monotonous stretches of freeways have robbed us of our enthusiasm.

Just a Few Hours from Home

However, there is a way to bring back the joys of driving. Some time this year, get out of the traffic jams and off the superhighway. Take your family on some lightly traveled road. Even in the most populous areas of this nation, there still remain unspoiled stretches of green field, blue sky and water—just a few hours from home.

Travel through these areas with a light foot on the gas pedal, stopping often to enjoy the view and savor the fresh air. Make your car, not a

conveyance to get you from here to there, but a kind of magic carpet to lift you above the humdrum and the state of tension.

There is also a way to bring the maximum enjoyment of motoring into everyday driving. And that is by maintaining your car in showroom condition. By doing so, your car can feel like a new car no matter how long you drive it.

Drive Better After a Wash

For example, there are those who swear that their cars seem to drive better after a wash. While this may be a matter of vivid imagination, it is no secret that a car that is running sluggish could feel like a new model after a thorough tune-up. Also maintaining other vital-to-comfort components like tires, shocks, front-end alignment and smooth transmission are indispensable to a smooth, enjoyable ride.

There is at least one more factor in maximum enjoyment of a car. That is the security of mind in knowing that yours is a safe car.

It's not enough, however, to know your car has just passed vehicle inspection. While passing inspection is a good sign that all basic safety components check out, there are other factors to be considered. The day after inspection, hitting a jarring pothole could help put headlights back out of alignment. An unexpected leak of brake fluid could pose a serious hazard.

To Help You Recapture the Pleasure

The answer is to stay attuned to the condition of your car. More important, maintain a regular system of car care to forestall possible troubles.

HELPFUL TIPS ON . . .

How to Get More Miles Per Gallon

Two drivers of the same automobile may get different gas mileage due to the differences in driving habits. Other factors include driving conditions and mechanical condition of the automobile.

It costs almost 50 per cent more to drive 80 mph than it does to drive 50 mph. Cost of driving 60 mph is 25 per cent higher than cost of driving 30 mph.

—Wet driving condition: Slowing down under wet or snowy conditions conserves fuel. Wet pavement can reduce mileage by 1 mile per gallon.

—When parked, turn off engine. One minute of idling uses more fuel than restarting uses.

—Starting and stopping. Avoid "jack rabbit" starts, sudden stopping and racing on the green light.

—Windy conditions. Drive slower if you're interested in better fuel economy.

Here are some suggestions on care and mechanical condition of your car for better fuel economy:

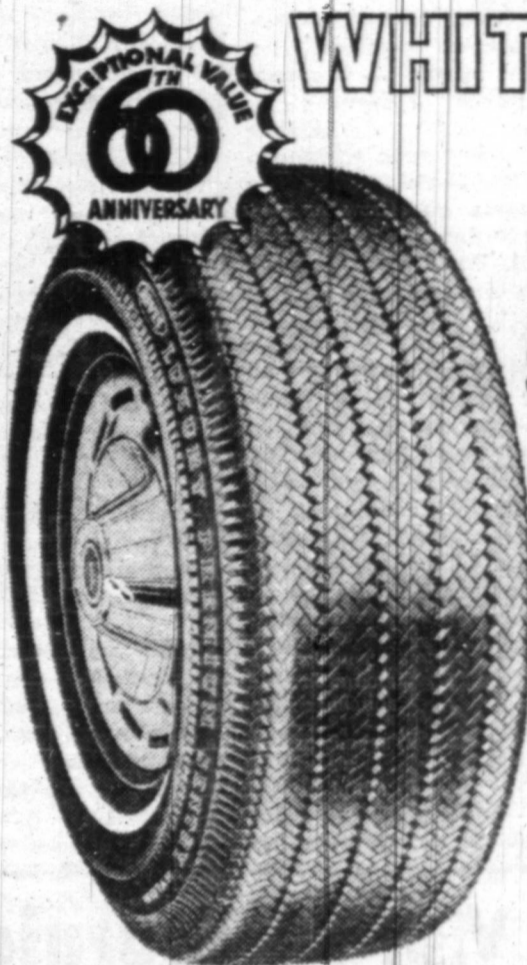
—Use good grade of gasoline recommended by the manufacturer of your automobile.

—Be sure the thermostat isn't stuck in the open position. A warm-running engine is more efficient (uses less fuel) than a cold-running engine.

—Be sure tires are inflated properly.

—Balance and align tires.

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What's Your Car Care

Q-U-O-T-I-E-N-T?

Even if you can't tell your differential from your defroster, it's important to know what makes your car tick or stop ticking. Since the safety, pleasure and value of your car depends on keeping it in good shape, it's wise to keep up with the upkeep. This quiz is designed to test your car care quotient as well as inform you on how to care for your car.

- A spongy feeling when you apply the brakes is a sign that:
 - The rubber on your brake pedal is getting soft
 - Your shoes are wearing thin
 - There is something wrong with your braking system.
- If your tires show pronounced wear at the "ribs" on the middle of the tread it probably indicates:
 - They are overinflated
 - They are underinflated
 - Your hub caps are mounted improperly.
- Windshield wiper blades should be replaced:
 - After every heavy rain storm
 - Once a year
 - Every two years.
- All but the following adversely affect gasoline mileage:
 - Worn spark plugs
 - Clogged air cleaner
 - Worn shock absorbers
 - Improper tire inflation.
- It is important to change radiator coolants periodically because:
 - Rust inhibitors in the coolant eventually lose their effectiveness
 - Overaged coolants create hard starting problems
 - Water only should be used in warm weather.
- Most likely source of deadly carbon monoxide entering the passenger compartment is:
 - Through a leaky gasoline line
 - Through a defective exhaust system
 - By keeping windows open in industrial areas.
- One sign that the shock absorbers are defective is:
 - More "play" develops in the steering wheel
 - There is a thumping noise in the rear tires
 - The car continues to bob after a stop.
- All but the following are part of a complete tune-up:
 - Service the distributor system
 - Lubricate the main bearings
 - Service or replace spark plugs
 - Check primary and secondary wiring system.
- Chief dangers of preignition or detonation in the combustion chamber include:
 - You'll get a traffic ticket
 - Serious overheating of the cooling system
 - Potential damage of the piston heads.
- All but the following should be checked every six months:
 - Wheel alignment and balance
 - Brake system
 - Ignition system
 - Dimmer switch.

ANSWERS: 1) C. 2) A. 3) B. 4) C. 5) A. 6) B. 7) C. 8) B. 9) C. 10) D.

Car Docs Ask, Like M.D.s, 'Open Up and Say A-ah'

In certain respects the automotive service man and the family doctor have much in common. One notable similarity is in the problem of interpreting the patient's complaints. Often, it is not easy for a person to describe his body's ailments, or the ailments of his car.

In neither case is the patient expected to do his own diagnosing, but in both cases it helps when the doctor or mechanic has some descriptive information with which to begin his symptomatic analysis.

Independent Garage Owners of America offer some advice for car owners regarding the portrayal and interpretation of their car troubles. Most mechanical problems follow set behavioral patterns, they say, and often it is easier for the owner to observe and recognize these characteristics than it is for the mechanic.

Some problems, for example, occur only in wet weather; others disappear in dampness. An elusive engine miss may come and go under certain specific conditions and a real tipoff to your mechanic may be the circumstances under which

that miss occurs. Is it always on a heavy pull? Or when the car is first started in the morning? Or when it gets hot?

The most critical clues to car troubles are:

ROAD SURFACES. . . . Is the symptom more noticeable on asphalt or concrete? Washboard? High crowned road or flat?

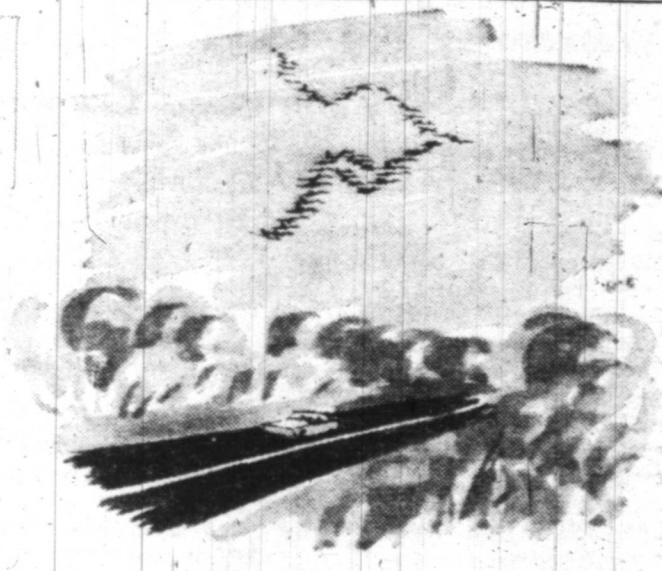
SPEED. . . . this has a bearing on most diagnoses.

LOAD. . . . is the trouble more pronounced with full passenger load? On a long grade? Downhill?

The average spark plug will fire 15,000,000 times in 10,000 miles of driving. The effects of the electrical charge wear down the plug's firing end. Plug manufacturers recommend servicing plugs at 5,000 miles and replacing them at 10,000 miles.

ROUGH DRIVING COSTS

An Australian television network staged a two-car run where one car was driven in a normal, safe manner and the other was driven hard to make faster time. While finishing the 238-mile course in 40 minutes quicker time, the hard-driving motorist used 86 per cent more tire tread (91 cents worth); 55 cents more in fuel and 31 cents more in brake wear. So, the 40 minutes saved cost him \$1.77. The moral: take it easy and save.



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Warranties Put Much More Responsibility on Car Owners

While some controversy rages over new car warranty provisions for 1969 cars, there is one area in which there is agreement. The motorist will bear more responsibility for keeping his car in condition.

Actually, even with the more liberal warranties of previous years, routine, yet important maintenance was always the responsibility of the new car owner. However, in many instances the owner lulled himself into believing the warranty was a pay-all in case of trouble. This is not the case.

The major difference in 1969 new car warranties lies in the length of time most parts (excluding tires and tubes) are covered. New provisions call for 12-month or 12,000 mile coverage. In 1968, the warranty called for two-year or 24,000 miles.

Still intact is the five-year or 50,000-mile protection on components generally referred to as the drive train. (Items like internal engine parts, transmission, rear axle and differential.)

To protect their warranties, motorists must do the following:

—Change engine oil and oil filter and clean the filler cap at periods specified by the manufacturer. (Typically, every six months or 6,000 miles.)

—Clean the carburetor air filter and replace it at specified intervals. (Usually, six months or 6,000 miles for cleaning; 24 months or 24,000 miles for replacing an eight-cylinder engine — 12 months or 12,000 miles for six-cylinder engines.)

—Service the crankcase emis-

sion control system every six months or 6,000 miles and replacing the emission control valve every 12 months or 12,000 miles. Parts must be cleaned or replaced when needed.

—Replace the engine coolant at recommended intervals. (Typically, every two years.)

Other owner responsibilities for service are vital to good operation but no time periods are specified.

One such item is tune-up including replacing spark plugs, points and condenser. Common recommended tune-up procedure is every 10,000 miles. Other typical services that are

Hints on How To Keep Your Cool Offered

The pleasures derived from owning an auto air conditioner are many and varied. However, as with any mechanical unit on your car, there are ways to increase satisfaction and improve performance. The Automotive Air Conditioning Association offers these suggestions on the care and service of your car air conditioner.

Hot Weather Hints

During hot summer days always park in the shade — or leave your windows open.

the motorists' responsibility, include the following:

Wiper blades, brake servicing including linings, lubrication, aligning of lights and front wheels, wheel balancing and other car components which are subject to normal wear.

Your car will cool down much quicker if the interior does not become super-heated. Parked in the sun on a 90 degree day (with windows closed), the temperatures inside your car can soar to a tremendous 140 degrees — the highest degree to which most people are ever subjected.

Should the interior of your car become super-heated, turn your air conditioner on "high" and place the temperature control at its highest setting.

Drive a few blocks with all windows rolled down. This quickly removes hot air and permits quicker cooling. Air (See COOL, Page 6)



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Drugs and Driving Don't Mix, Association Warns Here

Drugs and driving don't mix, says the National Association of Retail Druggists.

So important is respect for drugs in insuring highway safety that NARD is providing fact sheets for driver education teachers in and out of high school, according to executive secretary Willard B. Simmons, who represents 40,000 independent drugstore owners.

Druggists are teaching the public the power of drugs. Drugs SAVE lives, Simmons points out. He adds facts of interest to all drivers.

"When doctors prescribe some valuable medications they insist that no driving be done for a specified number of hours," he says. "Heed their advice and the advice of the druggist who reminds you of that fact."

In addition to urging respect for the life-saving drugs of daily life, members of NARD are lending their professional efforts to schools to forward the work of drug education. The dangers of drug abuse are being brought to students' attention at the

request of the Bureau of Narcotics and Dangerous Drugs of the Department of Justice.

BARBITURATES, for example — known as "goofballs" and by other terms — produce slurred speech, impaired motor responses, sensory distortion and more. A person withdrawing from barbiturate abuse may have spasms and convulsions, particularly dangerous behind a car wheel. Barbiturate overuse plus alcohol can cause sudden death.

AMPHETAMINES — stimulants which have respected medical uses but are known as "pep pills" or "copilots" to drug abusers — can cause severe hallucinations on the road. Truck drivers, vacationers, long distance drivers may take too many amphetamines to stay awake. Too frequently the driver will then hear "voices," see "ghost vehicles" and have other aberrations that can cause a crash.

MARIJUANA, thought by some teens to be harmless, is

a major villain when it comes to highway safety. Unlike an ordinary cigarette, "grass" causes sensory distortions. A car 10 feet away may seem 100 feet away. Sideswipe accidents are common and more serious collisions can occur.

LSD PRESENTS DOUBLE DANGER. Not only does taking it cause an immediate disoriented "high" and bizarre hallucinations, but the same effects can occur with no warning six months or a year later. The "afterflash" effect can jeopardize not only the driver but his passengers as well as other drivers and pedestrians nearby.

If a driver exhibits drunken behavior but there is no aroma of alcohol, drug abuse may be suspected.

These and other facts are being called to the attention of students and faculties at all schools as well as to concerned parent groups.

What can the safe driver do to protect against these hazards?

STUDENTS ARE BEING urged to seek medical facts and study recent clinical research so that objective data can be given to all. Poster contests and slogan contests in high schools and other student efforts are being encouraged, to turn the cold light of reason on drug abuse. And parents,

teachers and all adults are being urged to call for drug education in the schools.

EVERY PARENT CAN AID by checking his child's whereabouts, knowing the identity of group drivers, and making strict rules about car use, experts advise.

Beware! Shower Can Make Road Slippery

Summer showers, especially after a long dry spell, can make road surfaces as slippery as winter ice, a special safety bulletin issued by the Rubber Manufacturers Association warns.

The danger of skidding is greatest, says the trade group, during the first 15 to 30 minutes after it starts to rain; up to an hour or more in a light drizzle.

This is due to the little-known fact that rain tends to float up onto the road surface a greasy film of oil, gasoline and rubber residue which becomes a treacherous ice-like lubricant between the tires and the road until enough rain falls to wash it away.

The possibility of an accident on a wet road, says the Association, is between 5 and 10 times as great as on a dry road, in terms of the likelihood of a skid and loss of control of a car. In terms of stopping distance, it may take up to four times as far to stop on a wet road as a dry road.

Sports Car Roar From Sedan May Signal Trouble

Has your family sedan started to develop a sports car "rap"? Instead of taking it to Watkins Glen or Lemans, better check your exhaust system. That deep-throated roar under the chassis undoubtedly means your exhaust system is defective.

Not only might it earn you a traffic ticket for making too much noise but it could mean a death sentence for you and your family. A leaky exhaust is a potential source of lethal carbon monoxide.

When you hear a noisy exhaust, head straight for your favorite service outlet. Better yet, have a mechanic check your exhaust system next time your car is on the hoist.

What's a safe distance to follow another car? Experts recommend one car length for every 10 miles per hour of speed on dry roads. When roads are slippery, the distance between should be doubled.

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Guess What Tops List of Car-Owner Woes



When the air filter is so badly clogged with dirt it can't be cleaned any more, you have two choices: buy a new one or ventilate it, as was done here



The tip of this coil was so badly eroded it had completely disappeared on one side. Plastic tape to the rescue... temporarily.



This is an oil filler cap. It is supposed to breathe through a wire mesh filter. This one choked to death long ago and its engine suffered the consequences.



What do you do when the spark plug insulator breaks? Wrap it with some plastic tape and keep on driving... but probably not for long.

In planning your car maintenance, it's wise to know where trouble is likely to strike. A list of the most frequent causes of trouble is contained in a survey of the Missouri Auto Club in the U.S.

The Club's recently opened St. Louis diagnostic center tabulated defects found on the first 1,603 cars to pass through its lanes. According to the results revealed by F.B. Oldham, Club technical services director, these were the most frequent critical faults:

1. IGNITION — (points, condenser, dwell and variation, coil, timing, spark plug performance, ignition under load) — 1,500 defects or .94 per car.

2. FRONT END — (including alignment, front suspension pivots and shocks) — 1,450 defects or .90 per car.

3. BRAKES — (including brake lining thickness and condition, adjustment, hand-brake, drum or disc condition, brake hoses, pedal pressure, brake balance and progression) — 1,354 or .85 defects per car.

4. HEADLAMPS — (including

candle power, aim, warning lights and retraction) — 1,055 or .66 defects per car.

5. TIRES — (including tire pressure, tread depth and walls) — 922 or .58 per car.

6. STEERING LINKAGE — (including steering box, tie rods, steering arm and ball joints) — 402 or .25 per car.

The St. Louis facility, first of its kind ever run by an Auto Club, performs only diagnostic work. Repairs, if needed, are performed at area facilities with the Club making no recommendations on where to go.

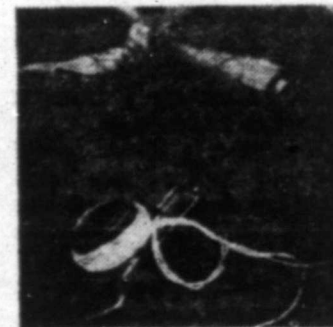
The Club will perform rechecks of work performed, consulting, on request, with the mechanic doing the repair work.

WHEN TO REPLACE

How often should spark plug cables be replaced? According to ignition system experts, the cables should be replaced after every third spark plug change or at 30,000 miles — whichever comes first.



Heavily encrusted with deposits, this spark plug was still firing... sometimes.



This distributor rotor was so badly cracked it was falling apart. The owner wrapped it with cord so that it managed to hold together and somehow kept on delivering its spark.

Safe Driving a Three-Legged Stool Says Expert Driver

Amos E. Neyhart, for more than 35 years a tireless ambassador for traffic safety, likens his field to a three-legged stool.

"You take a properly educated driver, give him a well-engineered vehicle and then design a modern highway that can handle the traffic and you'll see a terrific reduction in the accident rate," says the director emeritus of the Institute of Public Safety at The Pennsylvania State University. "Eliminate one of these factors and you're in trouble. It's like a three-legged stool, knock a leg out and the stool will fall."

Known As Father Of Driver Education

For all his considerable achievements in his chosen profession, Neyhart is best renowned as the father of driver education in the nation.

For it was in 1933 that Neyhart, equipping his 1929 Graham Paige with dual controls and footing the bills himself, taught the first driver education course in the country.

There were 34 State College High School pupils in that class. Today the estimate is that almost 15 million students have learned to drive from courses modeled after Neyhart's original edition of 36 years ago.

At last count, 13,311 of the nation's 17,954 high schools — or 74 per cent — offer approved courses in driver training. By the same token, latest statistics also show that 56 per cent of the nation's pupil population — 1,725,380 of 3,093,348 students — are enrolled in driver education programs.

How did the whole thing come about?

"Well," said Neyhart, as he sipped a cup of coffee in the campus offices of the institute, "I'm an industrial engineer by profession.

A Personal Stake

"But from my years in in-

dustrial, I learned that you made no headway with your safety programs until you convinced the employe that he had a personal stake in accident prevention.

"The same thing applied to driving. If we were going to make traffic safety work, we had to work with the individual.

"We had to get 'em before they learned bad habits. And when was the best time for that? Just as soon as they are old enough to drive, and that meant high school."

Today, at an age (68) when most men would be thinking of a relaxing afternoon on the front porch, Neyhart is almost, if not quite as active.

"I just can't set back when there's lots of work to be done and potentially a lot of lives to be saved," he said at the time of his retirement.

Looking back, while Neyhart is impressed with the variety of sophisticated aids and machinery to be utilized through the years in the teaching of safety education, he



AMOS E. NEYHART
Father of Driver Education

still acknowledges some shortcomings.

"Why don't we teach people how to drink and drive?" he asked recently. "We know they are not going to stop drinking so why don't we teach 'em that it takes the physical system 1½ hours to throw off a jigger of whiskey?"

"For the incorrigibles, there is only one way to handle them — with a stiff jail sentence and a high fine."

Another area which has been

left unexplored, Neyhart, says, is teaching people to drive at high speeds. "With these new superhighways, everyone should know how to decelerate a vehicle from the legal speed limit," he theorizes.

And finally, he advocates the construction of community driving areas — simulated obstacle courses to give drivers experience in handling an automobile when "they go into a skid; when their tires blow; when they run off the shoulder;

when their brakes give out on a windy roadway, things like that."

Right Way, Only Way

He says: "We've been teaching manipulative skills; how to start, steer, back up, make turns. We have not been teaching accident prevention skills. This is a criticism of the program I accept. We have not gotten into this, and I won't be satisfied until we do."

To Neyhart, there's only one (See DRIVING, Page 11)

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speed on dry roads. When roads are slippery, the distance between should be doubled.

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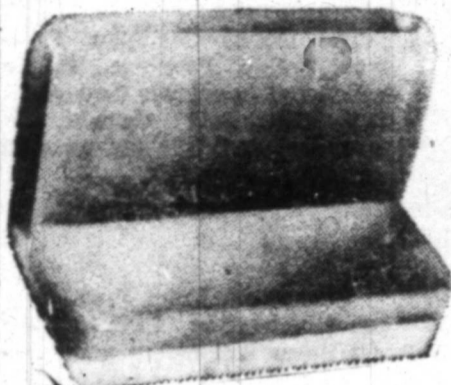
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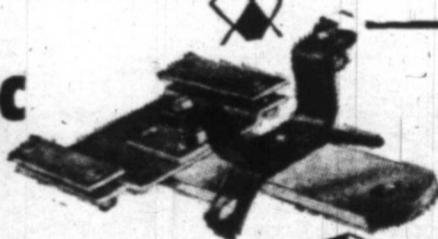


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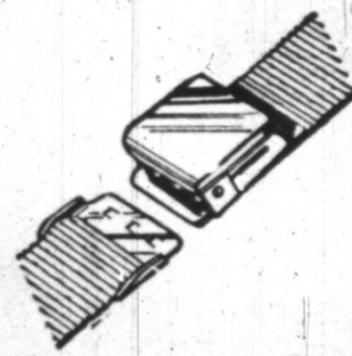
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Losing Your Grip, Tire-Wise?

If you hear your tires talking, perhaps a few days fishing will help — or a week in the mountains.

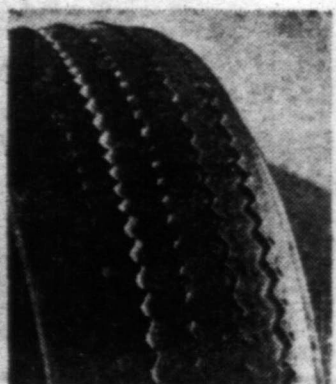
On the other hand, if you see them talking, you're tire-wise, and you'll heed their message.

Talking tires. They'll tell you when your pocketbook is being hit. And in most cases they can tell you exactly who the culprit is, too. Like improper alignment, worn shocks, overinflation, underinflation, and many other conditions that rob you of the tire mileage that you pay for. Besides accelerated wear, there's also the safety factor — something that's even more important than the money you may waste.

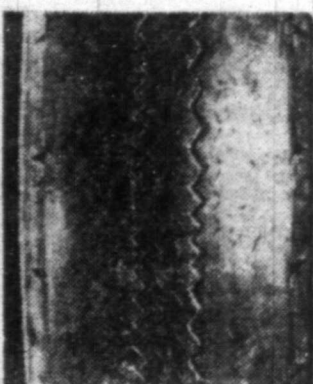
What are the tires on your car telling you? Study the pictures and try the little test below, then check the answers to find out how tire-wise you are.



When the tire is worn in patches, particularly on the shoulder, it means:
(1) the brakes tend to grab
(2) the tire is out of balance
(3) the tire is overinflated



The tire is worn evenly, but the treads are feathered. It means:
(1) the tire is overinflated
(2) too much front end toe-in
(3) you take corners too fast



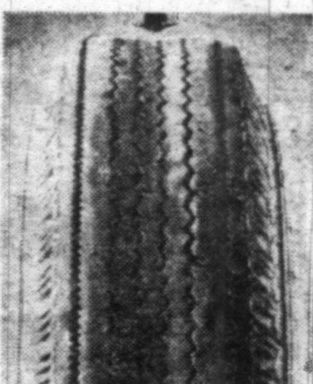
Both shoulders are worn while the center still has some tread. It means:
(1) new shocks are needed
(2) slow down on corners
(3) tie rod is loose



Tire is wearing more at each shoulder; tread is "stepped" from the center tread toward each side. It means:
(1) tire is out of balance
(2) tire is underinflated
(3) tire is overinflated



Tire shows extremely uneven wear. It means:
(1) faulty brake system (needs fluid, adjustment)
(2) faulty wheel alignment (too much camber)
(3) tires need rotation (including spare)



The center treads of the tire are wearing faster than the shoulders. It means:
(1) worn out shocks
(2) overinflation
(3) wheels need balancing

How do you rate with your tire talk?

The answers, in all cases, are No. 2

DID TAXES TAKE A



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Race Drivers Point Up the Importance of Using 'Belts'

Young people, supposedly at odds with the older generation, have at least one area of agreement with their parents. Both are ignoring the life-saving use of car seat belts.

Champion Spark Plug Company, through its Highway Safety Program, queried nearly 12,000 high school seniors on seat belt wearing habits. In cars equipped with belts, well under 50 per cent use the restraining devices.

Only 14.8 per cent said they always use belts. Another 29.8 per cent said they used them most of the time. The biggest percent said they never used seat belts.

There was little difference in use between boys and girls, with less than a percentage point difference in their answers.

In addition to youngsters driving cars equipped with seat belts but not using them, large percentages are driving cars which have no seat belts. Of those driving their own cars, less than half of the vehicles are equipped with belts. Over 63.6 per cent of all cars, including those belonging to parents, were equipped with belts.

The students' failure to wear seat belts was not because of their failure to recognize the consequences, the survey found. Almost two-thirds of them identified not wearing belts as a major contributing cause to traffic fatalities.

Estimates by the National Safety Council show that about one out of five fatalities could have been avoided if seat belts were being worn.

According to J.R. McGeorge, Champion's Public Relations Manager and Director of the Highway Safety Program, "In our presentation to school groups we have Indianapolis race drivers stress the respon-

sibilities as well as the skills of operating a car.

"A race driver would no more think of operating a car without a seat belt than he would without a steering wheel," McGeorge said.

The 1968-69 Champion Highway Safety Program, to be conducted in schools throughout the U.S. and Canada, is stressing seat belt use as well as other safety aids.

● Cool

(Continued From Page 4)
must circulate through the condenser coil before your unit will function at maximum efficiency, thus your car MUST BE MOVING for it to cool properly.

When you park, remember to turn your air conditioner off — this makes starting your car much easier.

Sometimes on a long trip, frost may form on the cooling coil.

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DRIVING WITH DEDE . . .

Is This the Way to Talk to a Lady?

By DeDe BENSON
Robert Frost said it. "There is something that does not like a fence." Now it's my turn. There is something that doesn't like a woman. And that's an automobile mechanic. That's at least if he's 6'1" in his old army boots, has uncertain blue eyes and goes by the name of Hank.

Now, I guess I know as much about cars as the next League of Women Voters Foreign Policy Committee chairman. After all, it was I who spent three hours in the library looking up trade restrictions on automotive replacement parts. So I'm not exactly a babe in the woods on the subject.

But to talk to Hank, you'd think I was dumb. I say "Talk to Hank" advisedly. Every time I drive in, he mumbles something about test-driving a manifold and takes off in his car, leaving me standing there. You'd think we were married, the way he carries on.

My last non-communication with Hank happened just last week. I was late for a hair dresser's appointment, it was raining and my car wouldn't start.

Naturally, I was frantic. If you miss an appointment with Mr. Gino he demotes you from Friday afternoon to Monday morning. And do I have to tell you what kind of mood Mr. Gino is in on Monday morning?

So, I called Hank. My tears must have moved him because he was out in five minutes.

Hank was unusually talkative when he came. He actually said, "Hi." He got me started and I made it to Mr. Gino's with 27 seconds to spare. Which was fortunate since it meant I only had to wait 45 minutes before the maestro could take care of me.

But wouldn't you know that as I tried to start my car again, nothing happened. Nothing, that is, except my hairdo began to disintegrate in the downpour.

So, I called Hank again. This time he took a half hour to come and didn't bother with a "Hi." Instead he pushed my car into the station, popped up the hood and left me to peruse his ample supply of automotive magazines. You'd think they'd publish a few articles a gal could appreciate.

Just as I was absorbed in a piece about "How to Sell More Upholstery Shampoo," Hank approached me. It was evident he was about to speak to me because his Adam's apple was quivering.

"When's the last time you had your car tuned up," he challenged. By his serious look, I thought I'd humor him. "The last time the piano tuner came through town," I quipped.

First Test Track Built in 1915

Proving grounds were introduced by the industry in 1924. But what probably was the first test track designed specifically to test and evaluate production vehicles was built by a Detroit auto maker back in 1915. A half-mile planked track circled a steel-fabricated "hill" more than 40 feet high, which cars had to climb prior to leaving the factory.

Cars were also required to plow through a sand pit and travel around the track at all speeds before being approved for shipment.

He managed to hide his amusement manfully as he didn't even crack a smile. "Miss Benson," he identified, "You've got a cracked distributor cap and your spark plugs are fouled. No wonder you couldn't start."

I bit my tongue before I could blurt out an indignant that's no way to talk to a lady. Instead I told him to fix it, which he

to mention that my Mr. Gino Special looked like a wet cocker spaniel.

I really can't be too mad at Hank. He even thanked me when I paid for two service calls and a complete tune-up. I still have Friday afternoon's And he was polite enough not at Mr. Gino's.



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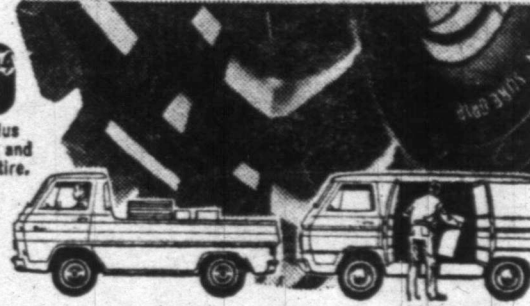
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