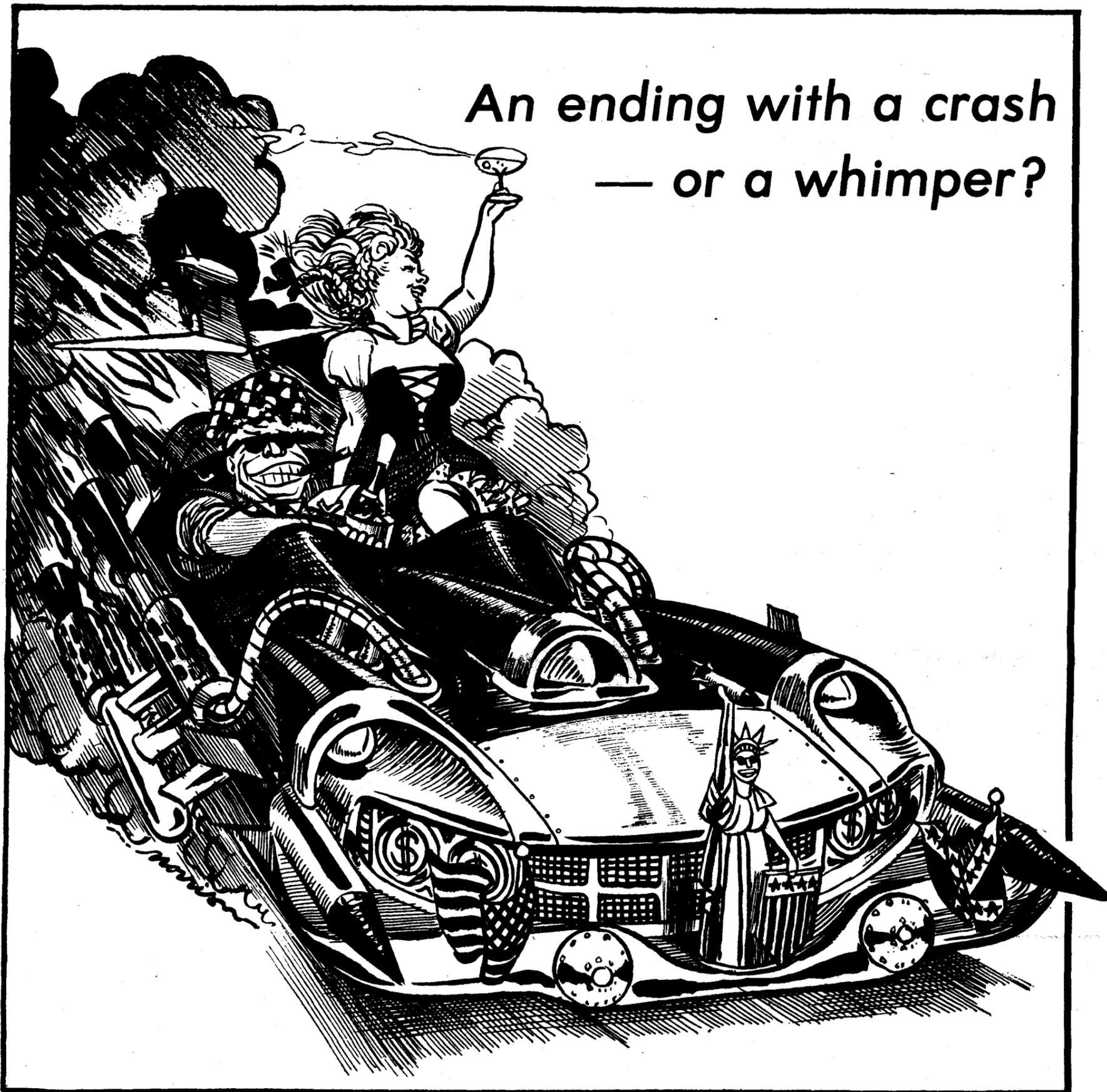


The Redstone Rocket

Vol. XXIX; No. 4

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June 11, 1980



Norris cartoons are worth a second look.

A second look at the one on this page reveals that no one is driving, a comment that comes pretty close to the mark in assessing the out of control American love affair with the car.

Somewhere just off the page, this trip appears destined to come to a sudden stop just as somewhere in the future, the trip we have all been on for so long seems destined to end in a crash, or a whimper.

But the end is not yet. We saw it briefly just a year ago. Remember? The truckers strike . . . gas lines . . . closed stations . . . empty pumps.

Last year's scare caused a few people to join car pools, fewer still to form Redstone's pioneer vanpool and others to seek, and discover they like alternative means of getting to work. There are articles about some of them in today's issue which looks at transportation, past and present.

But elsewhere in the same issue is the non-surprising news that at least half the Redstone people contacted in an informal survey, despite the obvious savings in energy and cash, refuse to consider carpooling.

The end is not yet. We still enjoy the ride, hurtling into an uncertain future.

Putting this issue together we thought we found Redstone's commuter of the future, a man who walks to work. Yes, he said, he actually walked to and from his job every day.

He lost his license sometime ago, he said.

He's counting the days until he gets it back and can cruise to work in solitary splendor as most of the rest of us do.

Dave Harris

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Letters

Some thoughts on personalizing

Editor:

A reply to Ms. Caplin's manifesto regarding gender-specific terms (The Rocket, June 4th issue):

Dear Ms. Caplin: Without intentionally manhandling this subject, let me offer some manly thoughts about personalizing words. English is a broad (oops!) and rich language, and it is impure, because we have borrowed from so many other languages. It is full of contradictions and misnomers — both are words which sound like one thing, but mean another.

Some examples to consider; manikin (from the Dutch, mannekin, diminutive of man) is a variant of mannequin. The greatest proportion of mannequins I see are female forms. Also, the word mannequin is almost exclusively reserved for those females who model fashions. Well then, what do you call a female impersonator — a womanquin, a personquin? Manslaughter is another of those words — women are charged with manslaughter, of men as well as of other women. But I doubt that the legal profession would accept personslaughter. . . And how about man-of-war — a warship, which, like all ships and boats, have been and always will be referred to as she.

We've really been unfair to the great white shark and to the jungle tiger of India by

labelling them man-eaters. I saw Jaws I and II and that shark wasn't discriminatory (12 males, 10 females) — she-he was just protecting his-her territory. Moreover, the term, man-eater, has another meaning — a woman who habitually dominates and discards lovers.

How many volunteers do you think a sheriff would get for a personhunt? Ask any female member of the UAH rowing team if her coach ever told her to woman the oars.

It's more important to treat a female (co-worker, friend, etc.) as a woman and to

respect her as a person, rather than engage in what could be a futile and frustrating exercise in de-genderizing, words which, generally were not all that discriminatory, anyway.

But Ms. Caplin, if you are determined to purge our language of gender-specific words, there is one that you'll have to handle (womanhandle, I guess) all by yourself. I wouldn't touch it with a ten-foot pole — **MANHOLE!**

Guy McAllister
Literature Support Division
USAMMCS

Race collectively called Man

Editor:

Having devoted an entire five minutes of thought to Ms. Caplin's letter to the editor printed in last week's Rocket, I feel I must reply. Ms. Caplin feels that "one of the steps necessary for changing discriminatory attitudes toward females" is to change terms like "manhour" to "personhour", "repairman" to "repairperson."

I would like to remind Ms. Caplin that she is a member of a race of beings collectively called Man. The human population of this planet is called Mankind, not Personkind. A quick look through any Anthropology text will reveal a complete absence of the words "Person" and "Personkind", and an abun-

dance of the words "Man" and "Mankind". "Man" and its linguistic equivalents is what our species has called itself since we had the intelligence to give our species a name.

The word "Man" does not denote a particular sex of the species, it refers to the entire species as does "tiger", "spider", and "shark". Thus, the present usage of the word "manhour" is correct; it means the number of hours expended by Man, men and women both. The present term (and terms like it) is linguistically and grammatically correct and is not discriminatory in any way. A change to anything else is quite unnecessary.

Russell Asson
DRSMI-PMA

Letters to the editor should be signed (name withheld on request) and sent to: The Redstone Rocket, DRSMI-G.

Opinion

Americans urged to pledge allegiance

WASHINGTON — "Pause fellow Americans, wherever you are, on Saturday, June 14, at 2 p.m., and pledge allegiance to the flag of the United States."

That message, according to officials of the Star Spangled Banner Flag House in Baltimore heralds a new tradition for Flag Day.

Americans throughout the world are being asked to "express their strength and solidarity" and pausing on Flag Day 1980 at 2 p.m., and reciting the "Pledge of Allegiance".

Officials of the Flag House, a non-profit organization, say many activities across the nation will feature the special afternoon salute to the flag on its 203rd birthday. (ARNEWS).

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TIDY CAR



Members of the chauffeur service pose by their '56 and '57 Chevys at Bldg. 7116, part of the old motor pool.

Taxis: Chauffeurs, gleaming Chevys once escorted arsenal workers

"Those days, you could go across this arsenal in no time flat," Grady Hall says as he reminisces about the days when Redstone workers traveled via chauffeurs.

That's right, chauffeurs. Outfitted in navy uniforms, special ordered from Birmingham to boot. Along with the suit came shirt, tie, hat and shoes.

"And you always had to have that tie on, even in the hottest days of the summer," Hall remembers. "Everything had to be kept up really to snuff."

Those chauffeurs manned a fleet of 35 shining Chevrolets, 24 hours a day, seven days a week. The fleet began operating in 1956 "at the beginning of the ABMA days with Maj. Gen. John B. Medaris," Hall said. Hall was a

dispatcher for the fleet. Today, he's still dispatching — taxis — for the motor pool.

Like the taxi service here today, the chauffeur-driven taxis were for any worker that would call, Hall said. But the service would bend to offer some features that would be unthinkable in today's gas-conscious world.

"Back in those days, if you worked two hours overtime, missed your ride and lived in, say, Guntersville or Albertville, you'd just call the motor pool and they'd take you home," Hall said.

Hall said between then and now, the biggest difference he notices about the taxi service is availability. Compared with 35 taxis in the chauffeur's heyday, today there are usually

nine taxis running on the arsenal.

"Back then, we'd sometimes get 90 calls behind on busy days — but with 35 people you'd catch up real quick," Hall said. "Today, with only nine cars, you'd be a half day getting caught up."

Hall's quick to point out that there were more employees here then, and more cars available too.

"Today, we've got better inter-office communication — phones, memos. There's probably not as much need to go from place to place."

The chauffeur service just "gradually dwindled away," Hall said, as commanders, as well as the times, changed.

Drake remembered with plaque

"We all continue to remember Dr. Harold Drake," said Fox Army Hospital commander Col. Robert B. McLean as a plaque, which was unveiled by Drake's widow, Geneva, and his mother Ann.

"Dr. Drake was in charge and had an intimate responsibility for the construction and

equipping of this building. His efforts kept Redstone's troops on the job and in school," McLean said. Drake was the clinic's chief physician from April 1974 until his death in November 1979.

The plaque will be on permanent display at the entrance to the Troop Health Clinic.



Ann and Geneva Drake pause by the plaque

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Soldiers celebrate MMCS Organization Day

BY LORI KING

About 1500 Missile and Munitions Center and School personnel enjoyed a relaxed Wednesday afternoon as they celebrated the annual MMCS Organization Day with a picnic.

When not listening to the band, eating, drinking or competing in sports events, the picnickers lay around and soaked up the hot sun that helped make the day a success.

Wednesday afternoon commemorated the organization of MMCS in 1952, according to Capt. William J. Harp, chairman of

the Organization Day committee. "It was a birthday-type thing," he said.

Supplying the entertainment was 'Urge,' a band formed for the event.

"They have only practiced five times," commented Sp5 Raymond E. Rowden, the announcer at the picnic. "They did a very commendable job for being together such a short time."

The sports events were also a success, according to officials.

The Marines dominated the games by taking first in the wheelbarrow race, the leap frog and the single file relay.

The 515th Ord. Co. won the tug-of-war to capture the overall second place trophy, and the 4th Student Company took third place.

It was a very relaxed event, said Rowden. "We tried to make it fun for everyone here."

"I had a nice time, said Sp5 Merry J. Mentikov. "All the people getting together and partying was great. Too bad we can't do this every month."



The Marines won . . . again



Coaching helped in tug-of-war

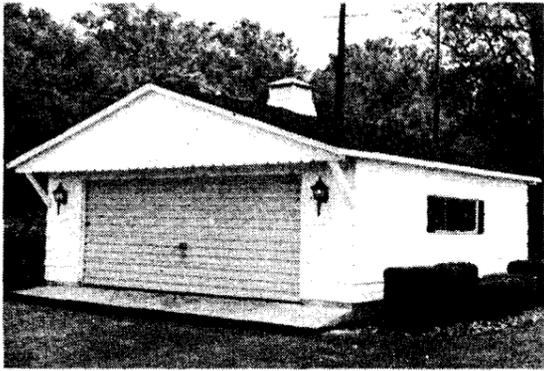


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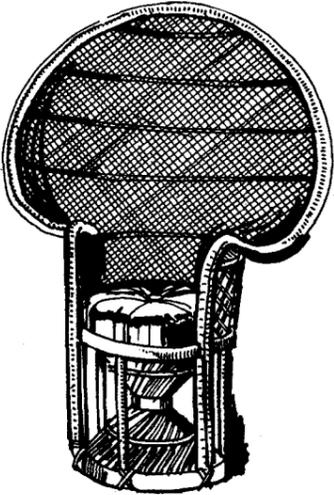
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Gas guzzler becomes gas saver

BY DEBBIE GEHLBACH



Hollenbeck

His commute to work at Civilian Personnel now costs only \$1.50 a week — thanks to his gas-saving two wheeled vehicle.

John Hollenbeck got mad about rising gasoline prices last summer. So mad, in fact, that he decided to find the most energy-efficient alternative possible to his gas-guzzling Chevy.

He tried to get together a carpool among his neighbors in Northwest Huntsville to the 7100 area. He ran several carpool ads in the *Rocket*, but found no takers.

He looked at small cars but found they were "too rich for my blood," he said.

"Then one night on a TV news show, they mentioned a two-wheeled vehicle that would get over 100 miles per gallon. They didn't say where you could find them, so I went out looking," Hollenbeck said.

What he found was a cross between a moped and a motorcycle — a Yamaha Hopper QT50, which was guaranteed to cruise 110 miles on one gallon of gas. It's maximum speed is 35 mph, 40 with a good tail wind. Hollenbeck had never ridden a motorcycle before, but the 50-year-old employee relations specialist was determined to try. He bought his Hopper last October and he's been smiling ever since.

"It's fun riding it, it really is," he said. "I can't really explain why, but there's something about it. Maybe it's because I feel like I'm conserving gas — and also because I'm not stopping at the pumps nearly as often."

Hollenbeck still fills up his vehicle often, since the Hopper's gas tank only holds .6 gallon. But these days, he measures his gasoline use in cups and quarts.

His two-wheeler uses a quart of gas for his 28 mile round-trip to work. In one week, he uses 1 1/4 gallons — about \$1.50 worth. During the winter, he used it only about half the time, but this summer he plans to use it everyday.

"In fact, we're seriously considering becoming a one-car family," he said.

Hollenbeck said when people ask him about his gas-saver, they usually express concern about how safe the two-wheeled transportation is.

"That's the underlying reason why they don't get one.

They're scared to get out on the road on two wheels," he said.

"I've found I've got to be extra careful. Some people can crowd me, but most give me the room I need. I'll cooperate with people that want to go around me, but I expect them to pass me just like another vehicle," Hollenbeck said. He always wears a bright yellow raincoat so he's highly visible. It also helps break the wind.

Alabama state law requires operators of these vehicles to wear helmets and carry regular drivers' licenses. Hollenbeck said he uses it on residential streets whenever possible. He travels with the normal flow of traffic, staying just right of the center of his lane. However, he said when he can use the shoulder, he does.

"I avoid areas where people drive 50 or higher," he said.

Hollenbeck has routed his ride to work through mostly residential areas off-post. The trip takes about 40 minutes, 10 more than driving the Chevy took.

The 30-year government employee says he knows one other person who's gone to two-wheeled transportation since he got his Hopper — but he doesn't expect it will be long before he's joined by other smiling mopedders.

"As one friend of mine told me, 'if you can survive six more months, you'll probably have a lot of company,'" Hollenbeck said.

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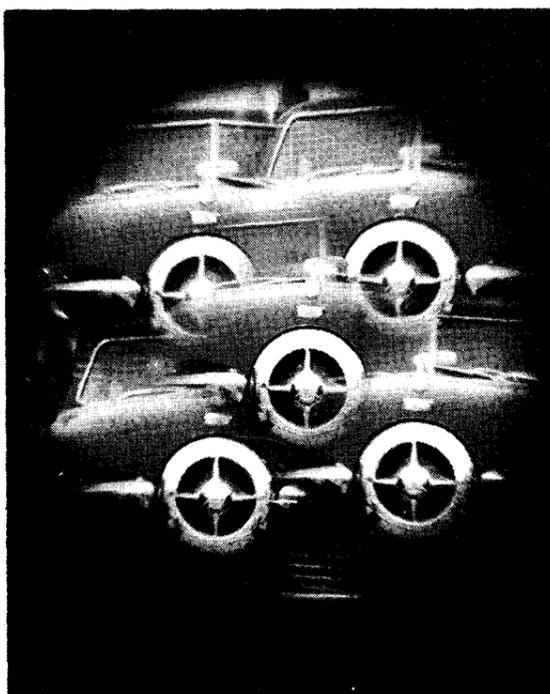
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Inspectors rode scooters.



Car from 1880 NYC Elevated Line used here, later converted to a house.

Ingenuity marks travel's past

One of the first things people new to Redstone Arsenal notice about the place is the odd placement of buildings.

While today it seems illogical for them to be so widely scattered, when the arsenal was laid out in World War II it made sense because ammunition manufacture and storage required big safety zones between buildings.

It poses problems getting around on the arsenal today, and it did back in the gas-scarce days of the war too, when horses, motor scooters and trains were pressed into

service to move people around the installation.

Protection for the arsenal was provided by policemen on horses. The mounted patrol was called the Civilian Auxiliary Military Police. They patrolled 24 hours a day.

Gas-saving motor scooters, the old Cushman type, were wheeled out for jobs that covered lots of miles. Some of their uses were for delivering mail, running errands and making inspections.

There were taxi and shuttle systems for moving people around on the installation.

A commuter train operated during 1943-45

over the extensive industrial railroad network that was here. Once part of New York City's 2nd Avenue Elevated Line, the commuter train collected people from the Redstone Park housing project and took them to their work sites. The train was popular as a novelty as well as a way to get to work. It had been built in 1880.

Redstone Park was a housing project adjacent to the arsenal just outside Gate 3. Its usefulness came to an end at about the same time the railroad's did and both were scrapped a number of years ago.



One-pump gas station.



Mounted Police patrolled day and night.

Carpools

They got the workers here during WWII

In World War II there wasn't nearly enough gasoline to go around, yet 20,000 people managed to get to their jobs on the arsenal every day.

Then as now there was virtually no public transportation in the area and people had to depend on the private automobile for the most part.

Arsenal old-timers recall that you never saw a car coming in the gate that wasn't packed full of people. Should one get to the gate with an empty seat, it would be filled in a snap by someone waiting there for a lift into work.

Teensie Stroupe, one of the arsenal's first employees and now a secretary in the Research Directorate, said there were usually five people in a carpool so each person drove only once a week.

"Everyone rode in carpools because of gas rationing. You usually rode in with your neighbors and those who didn't live along the route to work would drive and meet us," said Stroupe.

Stroupe said federal workers got more gasoline than most people because they were involved in the war production effort.

"I personally never had any trouble getting gasoline, but then we didn't waste it, didn't travel at all. The allocation would get you to work but there wasn't enough to toddle off to Birmingham," she said.

Once the war was over, Redstone Arsenal was put on standby with only a skeleton workforce on hand. "We'd still carpool if it was convenient — because we wanted to," she said.

Grady Hall, who was here during the latter

part of WWII working for a contractor, said contractors were instructed to let anyone stranded at the gates ride on into the arsenal with them. Also, he said, "There were two little 'ol carralls that the Army would run out to the gates to haul people to work."

Because of war shortages it was to a person's advantage to haul as many passengers as possible because tires and other scarce automotive items were rationed to drivers on the basis of the number of passengers they carried.

The only public transportation consisted of a small fleet of buses that operated out of Huntsville. Although ramshackle, the buses were always packed with passengers.

It was not uncommon for people to take jobs at the arsenal with plans to buy a bus and haul passengers for a second income.

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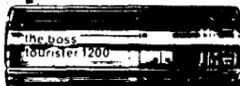
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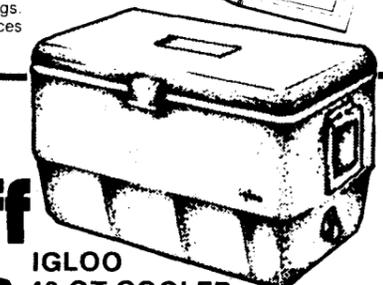
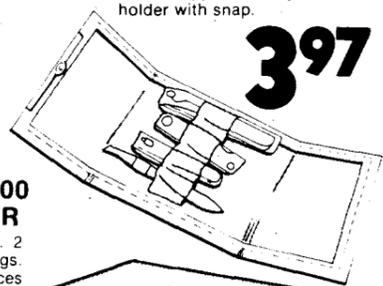
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We Help You Stay Ahead

Birthday nears for Redstone's first vanpool

BY DEBBIE GEHLBACH

Marvin Throneberry gained a van full of happy riders, a good deal of media attention, and plenty of headaches during his first year of running Redstone's pioneer vanpool.

And if he had it all to do over again, he's not so sure he would.

"I would have second thoughts about doing it again," Throneberry said, "mainly because the vanpooling effort is getting no assistance from anyone on the installation. If that support was there, I wouldn't hesitate to do it all again."

But does he ever consider giving up his vanpool?

"No, I enjoy it too much," he said. For Throneberry, the jovial companionship of his riders had balanced the headaches he's encountered since he responded to the gas crisis last June by buying a van.

"I wouldn't have as much fun or company going back and forth" to his home in Hot Rock, Tennessee, Throneberry said. "We leave work at 4:30 and are home by 6, but it only seems like it takes 10 or 15 minutes. Of course, I think we've got an exceptional group . . ."

Throneberry has been called on for advice by several arsenal workers thinking about starting vanpools. He said he's encouraged them, but so far no one else has followed in his footsteps.

"Now that we've gone through the process, I tell them it's not that much of a problem. Applying for the Alabama commuter's cer-



Throneberry

tificate was my main obstacle. If it hadn't been for that . . .

"But most of them ran into different types of problems — or they didn't want to take on the problems of taking on the state," Throneberry said.

Potential vanpoolers are also apprehensive



about insurance, Throneberry said. But that type of insurance (commercial carrier) runs about \$600 at most places in Huntsville and can be absorbed into the operating costs of the vanpool.

As for operating costs, Throneberry's vanpool is in the black.

"So far, we've made all our expenses. A couple of times we went in the hole, but it's all evened out," he said. His ten riders contribution of \$2.50 a day each pays for the van's gas, maintenance and insurance.

Keeping riders has proved to be a problem for other vanpools but Throneberry's had no problem with that. He's only had one change in his same 10 riders since his vanpool started.

"One lady stopped riding on a Friday, and we picked up a new passenger Monday morning," Throneberry said.

For those considering setting up a vanpool, Throneberry advises weighing all the circumstances.

"I could tell them the quickest route to go when applying for the certificates they'll need," Throneberry said.

"I've enjoyed doing it and making the states recognize the fact that they're standing in the way of vanpooling," Throneberry said.

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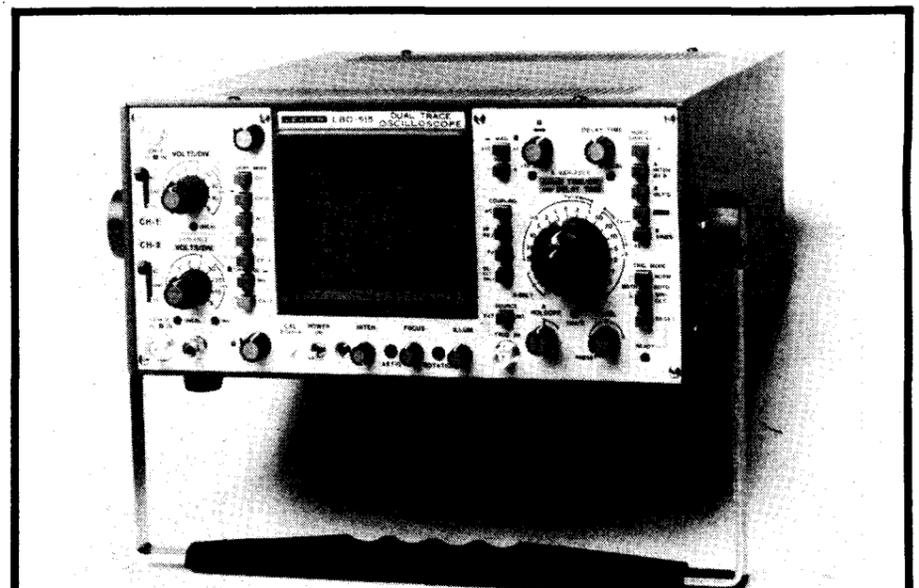
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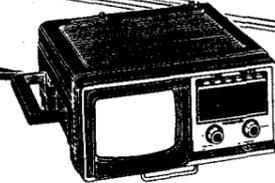


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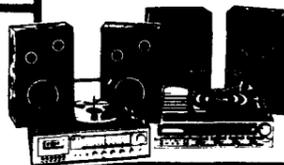
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50 percent say they don't want to carpool

The price of gasoline has passed that magic mark where almost everyone said they would be interested in carpooling.

It costs \$1.20 a gallon now. For carpooling? About half the people contacted in the Rocket's informal survey aren't — and they don't want to carpool under any conditions. One said; "It would take a regulation to make me carpool — and even then I wouldn't like it."

They give a variety of reasons for not carpooling, but for most of them, those reasons can be summarized as 'the freedom to do what I want to, when I want to do it, no matter what the cost.'

Many women drop young children with baby sitters on their way to work. Several of those contacted have irregular hours or often work overtime. Others use their cars to travel around the arsenal on official business. Waiting on the post taxi would take too much time, and they don't have an Army vehicle for their use, some said.

Others live only a short distance from work. Of course, a short distance can be anything up to 20 miles. At 16 cents a mile to run a car, and

most people agree that's too little, some of these people are paying \$6.40 a day to get to work and back.

Another common excuse is "Nobody lives near me." About 10 percent of Huntsville's population works somewhere on Redstone Arsenal, so there must be a least two arsenal employees in each square block.

If you live out of town, that excuse might seem reasonable. But, for very little inconvenience, you could stop by another employee's house on the way in an out.

Excuses, excuses

It may seem to waste a lot of gas to drive out of your way to pick someone up or to drop them off where they work on the arsenal. But that's just another excuse. If you're doing that only one day of four or five — or even two — you're still saving a lot of gas for very little time.

Perhaps the most popular excuse for not carpooling is "I save gas by doing my errands on the way home." What most of these people are really doing is wasting still more gas by

not organizing their trips. In most cases, a week's worth of small errands could be done in one trip.

Many times driving a short distance for errands takes as much or more time than walking.

With all the reasons people think up for not carpooling, how could it be promoted at Redstone? One way would be to charge everyone except carpoolers a daily rental.

Many carpoolers believe that giving car-pools the best parking spaces would be an incentive. Many government installations do just that, and reserve an additional area as an incentive to form car-pools. If you're not in a carpool, there's a shortage of parking spaces and finding one is a problem. If you park illegally, a fine quickly teaches the error of your ways.

Many would-be carpoolers would like a centralized file of people wanting to carpool. We have that now. If you're having trouble finding a carpool to ride with, try calling the Rocket. Or use the coupon that appears most weeks. We can check our files for some one in your area.



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Norris

A former Detroit auto stylist now spends wor

By ED PETERS

Three Cadillac sedans came roaring down the boulevard to a noisy stop in front of a custom car shop. Inside, John Norris heard the commotion and left his studio to investigate.

He saw a dozen doors fly open, then a stream of pink organdy punctuated by black sharkskin. It seemed an eternity before people stopped spilling out of the cars.

Enter Sweet Daddy Grace and his 18 Angels, all come to shop for one giant limousine that would let the Angels and Sweet Daddy and bodyguards ride together under one roof as they spread the Gospel around the Detroit area in the 1950s.

John Norris had created custom cars for princes and presidents, so designing one that would carry upwards of 20 people with the message God is Love lettered all over it was not too long an order for him.

A man whose design touches appear on various automobiles of the 1940s and '50s, including the unique Kaiser Darrin sports car, Norris now spends his work days behind a drawing board in MICOM's graphics branch, surrounded by memorabilia of his years in Detroit as an automotive stylist. On one wall there's a picture of a torpedo-bodied racing motorcycle and its designer. The picture bears this notation:

To John Norris —

One of the styling greats, years ahead of his time. It was indeed a pleasure working with you.

—Alex Tremulis

Tremulis is a stylist who too was far ahead of his time. He is perhaps best known as designer of the Tucker automobile, which in 1947 had aerodynamic, safety and mechanical features that are still considered innovative today.

Norris counts his work with Tremulis as the most memorable experience of his 13 years in Detroit. He also remembers other associates — Howard "Dutch" Darrin, whose name is on a couple of automotive classics, the Packard Darrin and Kaiser Darrin; and his first mentor, Harley Earl, known as the "father" of American automotive styling.

Among the cars bearing Norris' design touches are the '49 Chevrolet, '55-56 Lincoln



Car designs

Norris displays designs from his Detroit years. The one he's holding and the one in the foreground are proposed changes to the Edsel

front end. Just behind Norris is a custom twin-engined car he designed for an Arabian prince.

and '55-58 Mercury. He also worked on the original Batmobile and a limousine for President Eisenhower, and was involved in a "Save the Edsel" campaign, a last-ditch effort to give the car a more appealing design that would sell.

Americans are said to have a love affair with the automobile, but for Norris, a 55-year-old Canadian, it has been like a passion, and a life-long one at that.

"My parents told me that the first word I ever said was car," said Norris.

"At the beach, while other kids would build sand castles, I built cars," he added.

Family and friends were astounded by the preschooler who could identify by make, year and model virtually every car on the road. And it wasn't long until he was drawing what he saw as well as a few designs of his own.

With each change of the model year he would drag his father to every car agency in Toronto to view the new models. He has today an extensive collection of old-car sales brochures and promotional material he collected then.

By the time he finished high school, his artistry had developed to where he was granted admission to the Detroit Institute of Automobile Design, operated by Harley Earl, General Motors' vice president for styling. Earl established a design trend with the 1927 LaSalle that influenced Detroit for decades.

On graduation in 1946, Norris was apprenticed to Earl at GM, then to work for Earl's own consulting company where he designed accessories for Chevrolet, Ford and Cadillac.

After two years with Earl, he went to work for Hudson Motor Car Company. Once legendary for performance and reliability, the car was destined to bite the dust in the early '50s.

Norris remembers that the first thing he saw on entering the styling section was the design staff busily going over a prototype Hudson in an effort to find a design flaw that caused one side of the car to be higher than the other.

"You heard death rattling around in there as soon as you walked in the place," Norris

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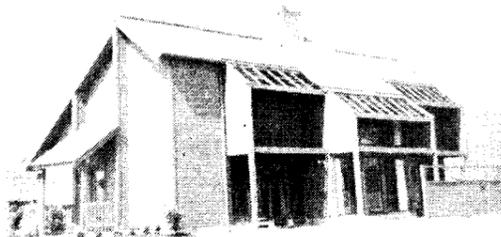
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recalls. His first styling assignment was finding a way, under direction of the chief engineer, to graft Oldsmobile front ends on to Hudsons. Norris succeeded in that, and also designed the first Hudson hardtop.

He left Hudson in 1950 for a job at Kaiser-Frazier Corp. as project manager for the legendary industrial designer Howard "Dutch" Darrin, who was consulting stylist to Kaiser.

There Norris was responsible for designing three unique Kaisers for the 1951 Chicago Auto Show — a car with polar bear skin interior, a "Safari Sedan" in tiger skin (top and interior), and the Darrin sports car. Its distinctive touches included sliding doors, that never worked right. "I tried my best to kill those doors, but he insisted on them," Norris remembers.

The car was intended to compete with Chevrolet's Corvette introduced in 1953, and was lower, racier and because of design, handled better than the Corvette, Norris said.

It was at Kaiser that Norris began a long friendship with Alex Tremulis, who was hired as a Kaiser stylist after his ill-fated Tucker venture. Tremulis had earlier been involved in design of the Auburn, Cord and Duesenberg automobiles, but not even his styling wizardry could save Kaiser from going under.

Norris and Tremulis still keep in touch. Tremulis runs a design studio in California and at the time of their last contact was designing a vehicle with which he hoped to establish a world speed record for a motor home.

After Kaiser, Norris found work with Ford's Lincoln-Mercury Division. There his job included designing show cars, including a futuristic Mercury which was to be made by Ghia of Italy.

In 1956 he went into custom work full-time as a stylist for Creative Industries, a specialty car company on Detroit's Classic Boulevard. There he designed show cars for the Dodge and DeSoto divisions of Chrysler, and limousines for a U.S. president, an Arabian prince and Detroit evangelist Sweet Daddy Grace, and caskets and hearses for Superior Coach Co.

By this time the 16 hour days and unrelenting pressures to create were beginning to get to Norris. Automobile stylists shared with other creative people a tendency to be a little eccentric, and no one paid particular attention when Norris began attiring himself in black on the days he was scheduled to work on hearses and caskets.

He remembers waking up one day in a hospital. On the bed next to him was



At Kaiser

Norris, left, and stylist Alex Tremulis in the parking lot at Kaiser in Willow Run, Mich. in 1950. The car is a Crosley Hot Shot.

Chrysler's chief production engineer. All the beds in this special ward were occupied by the human wreckage of the automobile industry.

His doctors told him to find a new line of work, which he did — somewhat. He went to work for the University of Michigan doing radar reports.

Before long he was invited to join a special styling team being assembled to "Save the Edsel." Their task was to come up with design changes that would boost sales of the faltering car. Their redesign included changing the toilet-seat grill, and a new interior which Norris designed. But by the time their new design package was ready the Edsel was a lost cause.

He spent one more year in the automobile

industry under contract to the American Motors styling section. In an effort to find less demanding work he applied to Washington for a government job and was hired by Redstone Arsenal. Here he does a variety of work in graphic arts, including cartoons and line art for this newspaper. The front page drawing on this issue is his.

Even today Norris continues in automotive design, doing specialty styling for today's small models. He has designed, and is working on an arrangement to produce a convertible phaeton derived from a Honda Civic, and limousines that can be built from today's "down-sized" domestic cars.

He also does a lot of free-lance illustrating, and designs boats, furniture and various other products commercially.

Norris still follows the automobile styling scene closely, and doesn't particularly like the look-alikes being turned out today. He gives high marks to the styling on the 928 Porsche.

He favors cars from years past, even if the designers did get carried away sometimes with tail fins, chrome plating, continental kits and such.

His favorite cars include the American Motors AMX, the early Mustangs, the '51 Kaiser, the post-war Buick convertible and the '36-'37 Cord.

His all-time favorite is the original Lincoln Continental introduced in the fall of 1939. "It was Edsel Ford's baby," said Norris. "He had a real sense of design and spent most of his time in the styling room when he was president of Ford Motor Company. It's a bloody shame they had to name that horrible looking car after him."



A favorite

Norris drove this 1937 Cord while working as a stylist at Hudson in 1948. He was 23 years old

at the time. The Cord design is one of his favorites.

New blue economy trucks in demand here

It may be the color or it may be the economy, but for whatever reason the little blue pickup trucks that have arrived at Redstone are very popular.

"I wish I had a hundred of them," said equipment management's Bill Wood. Trouble is, he has only 15, and they're all spoken for.

The calls started coming in while the little trucks were being unloaded at the motor pool. "Everybody's wanting one," said Wood. "At first we had them out in the open, but we had to hide them because we couldn't handle all the calls."

The new vehicles are the Chevrolet LUV model, a Japanese-made, compact size ¼ ton pickup.

EPA estimates they get 22 miles per gallon around town with an automatic transmission. While EPA estimates generally are a little high, "we expect to be getting close to 20," said Johnny Qualls, head man at the motor pool.

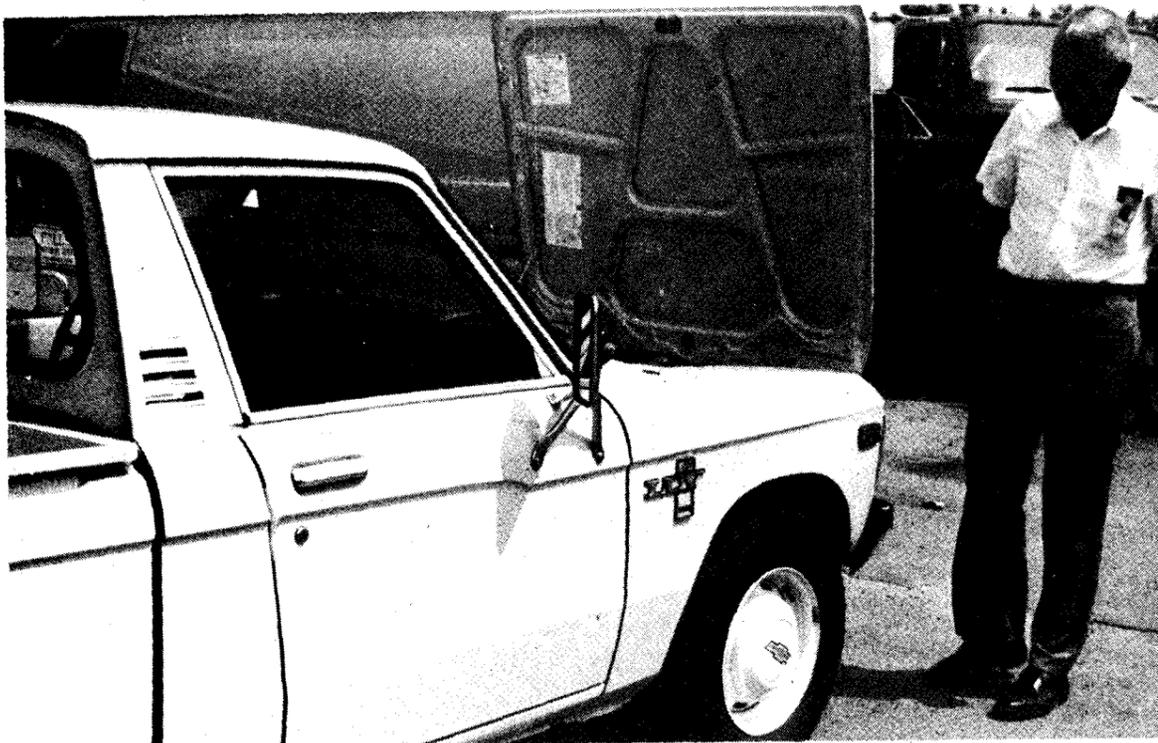
"We're going to be keeping a close check on the gas mileage," Qualls said. The new trucks are replacing conventional pickups that got only 8-10 miles per gallon, he added.

Arsenal equipment inspectors have given the new trucks a thorough going-over and report that they appear to be well built.

"We expect they will give good service if people will take care of them," said Wood. One possible problem with the trucks is they lack a double-walled bed and consequently a shifting load could bend the exterior sheet metal on the bed. "But I don't think that will be a problem if a little care is taken," Wood added.

While Wood hopes to eventually replace all pickup trucks here with compact ones, that won't happen anytime soon. There won't be anymore coming in this fiscal year. The ones that have been received were requested three years ago. Part of the hang up in getting them involves getting a waiver to the "Buy American" act, said Wood.

The reason for the baby blue paint is that Japanese factories could not paint the trucks olive drab to military specifications. "We thought they were going to be white," Wood said.



Bill Wood checks out a little truck

The new trucks are presently in use by utilities branch, safety office, RASA operations and equipment management. Wood has been driving one for a couple of weeks, and says he is well pleased with it even though it does ride rough.

"So far, so good" is the way Herb Steeger describes the safety office's experience with their new truck at the 500 mile mark. "I'm reluctant to praise it too highly until I've had a chance to drive it more and see how it drives under other conditions like ice and snow, but right now I'm quite pleased," he said.

During break-in, the gas mileage "looks good, appears in excess of 20 miles per gallon," said Steeger.

"It's not the answer to our gasoline problems but it's certainly an improvement," said Steeger. "You can't go to a sardine can — we're going to have to drive, and we're going

to have to have vehicles that are utilitarian. But as I see it, it's a first step toward a better vehicle — one that will get the job done and save gas too."

As operations sergeant at RASA headquarters, SFC Thomas Profis drives 50-60 miles each day. He reports a "very noticeable" drop in gasoline consumption. "I used to fill up twice a week but now a tank of gas lasts one and a half to two weeks," he said.

"It's small, handles well, and I like the blue color. It's bright and cheerful," said Profis.

Richard Saxon, chief of electrical distribution, managed to get one of the little trucks by swapping with another fellow who was having problems getting into the smaller vehicle. But Saxon, a former Datsun truck owner who is 6' 2" tall, knew how. The trick is, "you got to back up to 'em. If you put your head in first you'll get stuck."

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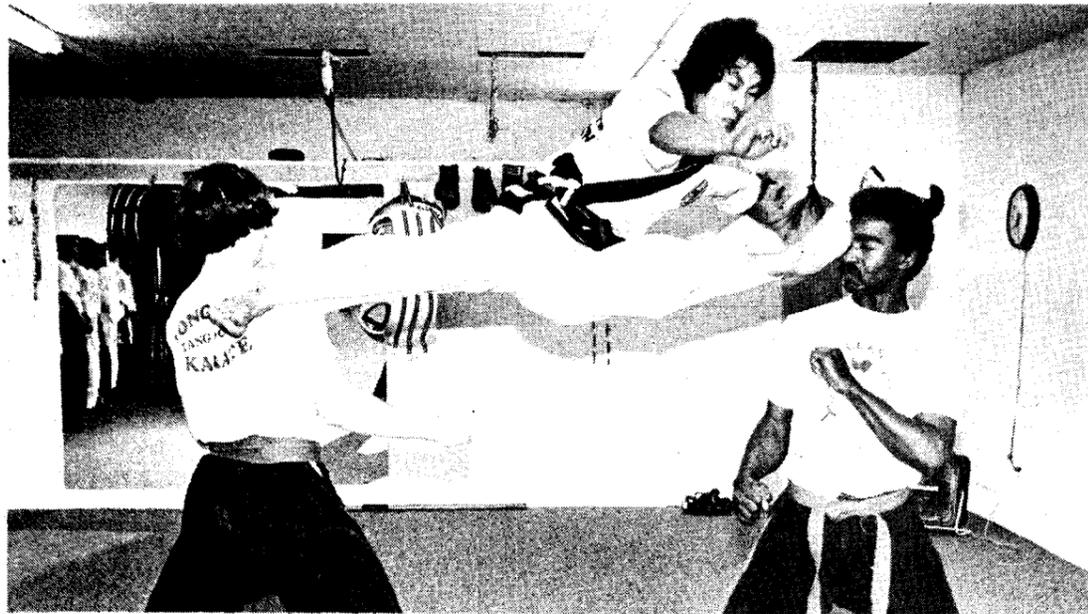
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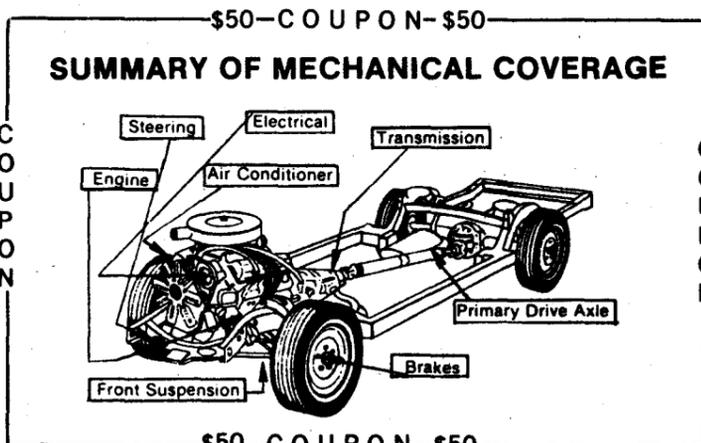
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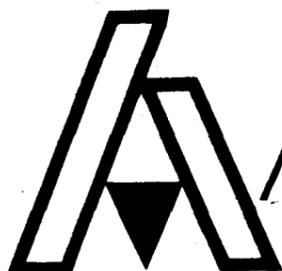
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Hall of fame

John L. McDaniel, a major figure in Army missile programs for more than 35 years, has been inducted into the Ordnance Hall of Fame.

The former deputy and technical director of MICOM research and development laboratories was inducted in a recent ceremony at Aberdeen Proving Ground, Md.

McDaniel, who began work at Redstone in 1942 when the Army produced artillery shells and chemical warfare materials, went on to become a pioneer of Army missile and rocket programs and gained a national reputation as a manager of large research and development programs.

He won numerous honors, including the Distinguished Civilian Service Award, the highest bestowed by the Department of Defense.

McDaniel retired at Redstone in 1977.

July promotions

WASHINGTON — The following are planned promotions by grade for July 1:

Grade	Promotions on 1 June 80	Promotions on 1 July 80	Through Sequence Number	On List 2 July 80
O6	52	62	677	136
O5	160	219	1660	192
O4	206	262	2415.5	741
O3	105	429	464	3025
W4	25	24	327	0
W3	48	75		
E9	47	85	265	617
E8	296	388	1180	2470
E7	801	932	2500	7420
E6	1133	1836		
E5	3599	4871		

Promotions scheduled to W4 for July will exhaust the current lists. Promotions to W3 will be made from a new list to be released in mid-July. E-5 and E-6 promotion lists are maintained locally. (ARNEWS).

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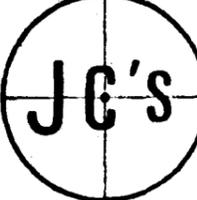
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Ginna Medaris presents golf award

Ginna Medaris was guest of honor at an awards coffee held May 31 for winners of the Officers Wives Golf Group's Ginna Medaris Tournament, held here annually since 1959.

Wife of former arsenal commander Maj. Gen. John B. Medaris, she was the golf group's first honorary president, and made the presentation to the tournament's 1980 winner, Mrs. Brandon Parker. The tournament's first winner, Mrs. John Zierdt, was

among those attending this year's presentation.

Mrs. Roy Jackson was 1980 tournament runner-up. Mrs. George Melochick won the championship flight consolation.

Other winners were, first flight: Mrs. Paul Pencola, winner; Mrs. William Tier, runner-up; and Mrs. William Hodges, consolation.

Second flight: Mrs. John Drosdeck, winner; Mrs. Joseph Goss, runner-up; and Mrs. Ralph Dials, consolation.

Two golf tourneys scheduled for June

Redstone golfers will be carefully watching the eagles, birdies and bogeys the last two weekends in June.

June 21 and 22 is the post championship golf tournament. All active duty military on the arsenal may compete; scratch rules will apply. No entry fees will be charged, but players should sign up in the post pro shop before June 17. The top three golfers in each flight will be awarded trophies. The top six competitors will go on to represent the arsenal in the Forces Command Tournament at Fort

Polk, La. July 7-11, according to Capt. William J. Harp, publicity chairman for the tourney.

The Commanding General's Handicap tournament will follow on June 28 and 29. Competition is open to all golfers — active duty military, civilians, and retirees. Entry fee is \$5 and the last day to sign up is June 24. Full handicap rules will govern the event. Flight winners will receive gift certificates, and the golfer with the lowest net score will be overall tournament winner.

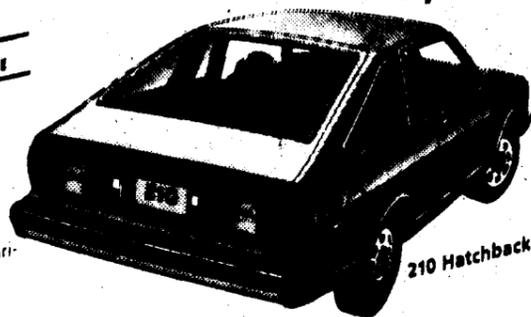
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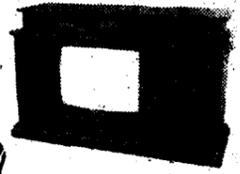
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Redstone takes second place at softball tournament

The 1980 Redstone Softball Team recently took second place at the PPG Invitational Softball Tournament at Owens Cross Roads, losing out only to state powerhouse Smith Shop Ezy.

In game no. 1, outstanding defensive play and timely hitting by Ron Borrell, Joe Granado, and Carter Hines helped the Rockets to a 6-5 victory over Spears Farms. Hank Glass, who pitched throughout the tournament, was the winning pitcher limiting his opponents to seven hits.

In the second game of the day, Redstone romped to a 14-5 win over Jiff-E-Mart. Down by one run in the sixth, the Rockets erupted for 10 runs on 11 hits. Ron Borrell led the attack going four-for-four with Hank Glass, John Powell, and Louis Abreu adding three apiece. Abreu homered and added three RBI's, while Ron Borrell and Bill Gaffney turned in outstanding defensive performances.

On Sunday, the Rockets ran into the Smith Shop Ezy buzz saw, dropping a 12-2 decision on the winner's homefield. Joe Granado and Louis Abreu had two hits in a losing effort.

Dropping into the loser's bracket, the

Rockets faced the New Hope Piggly Wiggly who came out on top in their last meeting. The Rockets prevailed this year. They clinched an 8-7 victory in the bottom of the seventh inning with Ron Borrell driving home the winning run on a John Powell single to right. Granado homered and had four RBI's, and Abreu, Gaffney, and Arthur Young also contributed two hits apiece. Again, the Rocket defense was the difference in the victory.

In the final game, Redstone again faced Smith Shop. Smith Shop stormed to an 8-2 lead, but singles by the Rocket's Hines and Glass and a two base hit by James Seals narrowed that gap to 8-4 in the fourth. Hits by Gaffney, Borrell, Hines and Seals pulled the Rockets to 8-7 when time ran out.

The Rocket's second place finish was the highest finish in tournament play since 1976 for a Redstone softball team. Redstone's Bill Gaffney was named the tournament's Most Valuable Player. Thus far this season, the team has 29 victories and seven defeats.

This weekend, the team will take part in the Rachels Invitational Softball Tournament at the civilian recreation area.



Cheers

Want an autographed picture of an Atlanta Falcons cheerleader? Two members of the cheerleading squad will be at the Redstone PX to greet customers and autograph pictures on Friday from 10:30 a.m.-4 p.m.



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Rachels take lead in CWF play

BY DOUG MCKEE

Long ball hitting Rachels and the men from R&D began to pull away from the rest of the league as each won a pair of games last week to highlight play in the CWF slo-pitch softball.

Rachels smashed EMS 29-11 on Monday, then ripped F&A 21-6 Tuesday. R&D defended their way past P&P on Tuesday 10-1, then narrowly escaped an ambush from F&A, winning 8-7 on Thursday.

In other games June 2, Raytheon won their first of the year by nipping MMCS 16-15; P&P ripped F&A 15-8; and Maint Engrs slapped Metrology 19-9. Other games on Tuesday saw Raytheon get by Comptroller 11-8 and the up and coming Maint Engrs defeat winless EMS 20-1. On Thursday Comptroller won their first game of the year by propelling past P&P 18-5.

Also, MMCS powered past Metrology 17-9 and Raytheon ruined the week for EMS by winning 18-1. Buddy Lewis ripped five singles & Gary Belue had the games only homer in Rachels easy win over EMS as Ronnie Walton hurled

the win. The long ball sluggers returned to the long ball with Danny Smith leading the homer brigade with two shots to lead the win over F&A. Smith also showed his versatility by pitching the victory over Arnold Thomas. Randy Pate hit a 2-run homer for the losers.

Ron Eyestone had an easy time on the mound for the labmen (R&D) as the defense would not let P&P get started. Jay Loomis led the attack with a triple and two singles. Blair Johnson's homer was the only run for P&P. Don Ford suffered the loss.

Game-winning single

R&D went into the bottom of the 7th trailing 6-7 to F&A when singles by Lloyd Brooks and Frank Hayes opened the way for Tim Somers to stroke a game-winning single for the victory over F&A. Randy Pate homered for the losers as Ron Eyestone got the pitching win over Aaron Thomas.

Richard Campbell's power got Raytheon by MMCS, but it took a 7th inning rally to win the game for pitcher Roger Shubert, who also chipped in with four hits.

Rick Hedrick and Don Sutton supplied the power in P&P's easy win over F&A. George Karbon got four singles in the losing effort. Don Ford got the pitching win over Arnold Thomas.

Maint Engrs got seven hits from Dorman

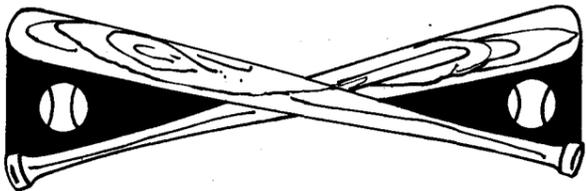
Chasteen and Charles Blackburn in the easy win over Metrology. John Boles stroked two doubles and a single for the losers as Doug McKee picked up the win over Ken Magnant.

Raytheon got good bat support from Johnny Ikard and Randy Stephens in their narrow win over winless Comptroller. Charles Lovejoy had a trio of homers and pitcher Leonard Hatcher added one for the losers. Roger Shubert was the winner.

Doug McKee pitched a nifty five hitter, and contributed four hits to lead the Maint Engrs past a hapless EMS outfit. Floyd Parks supplied the long ball for the winners. Mike Baker chipped in with great defensive play to help in the win.

Comptroller joined the ranks of winners as they crushed P&P. Lovejoy and Hatcher again were the long ball hitters with Dewitt Palmore joining in the power show. Hatcher copped the win over Don Ford.

MMCS got two homers from Ray Stuckey in an easy win over Metrology. Charles Copeland got the win over Ken Magnant. At press time there was no report on the statistics for the Raytheon win over EMS.



How they stand

	W	L	PCT	GBH
Rachels	6	0	1.000	
R&D	6	1	.857	½
Maint Engrs	4	2	.667	2
MMCS	4	2	.667	2
P&P	3	3	.500	3
F&A	3	4	.429	3½
Raytheon	3	4	.429	3½
Metrology	2	4	.333	4
Comptroller	1	5	.167	5
+EMS	0	7	.000	6½

+Replaced MISD and assumed their record.

PUBLIC NOTICE

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Announcing 30 new 1980 model homes to be constructed in desired Northwest neighborhoods, in accordance with FHA 265 loan guarantee program, especially tailored for divorced or widowed with dependents, singles with dependents, couples, young marrieds, newlyweds, disabled and handicapped, veterans, active military E3 to E5, retired military, elderly couples, elderly singles over 62, large and small families, engaged to be married, or blood relatives together . . . if your combined income ranges from \$10450 to \$18650 per year, investigate this offer today.

Based on 20% of your family's income, your house payments can be as low as \$204.00 per month, plus low taxes and insurance. Down payment \$1500 and builder pays closing costs. (Application maybe made with only \$100 deposit). Your satisfaction is guaranteed or your down payment is refunded in full.

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at

Landmark Gallery of Homes

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859-4660 539-0643

South Gallery
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CUDAHY BAR-S	BEEF SIDES	PER POUND	\$1.16	HANGING WEIGHT
	CUT, WRAPPED, BLAST FROZEN. APPROXIMATELY 25% CUTTING LOST.			
LOINS	BEEF HIND QUARTERS	PER POUND	\$1.43	HANGING WEIGHT
T-BONES SIRLOINS 50-60 LB. AVG. \$2.09 LB.	CUT, WRAPPED, BLAST FROZEN. APPROXIMATELY 25% CUTTING LOST.			
SHORT LOINS	BEEF FORE QUARTERS	PER POUND	99c	HANGING WEIGHT
T-BONES 20 LB. AVG. \$2.49 LB.	CUT, WRAPPED, BLAST FROZEN. APPROXIMATELY 25% CUTTING LOST.			
SIRLOIN BUTTS				
SIRLOINS 20 LB. AVG. \$1.99 LB.				

BONUS WITH FREEZER ORDER

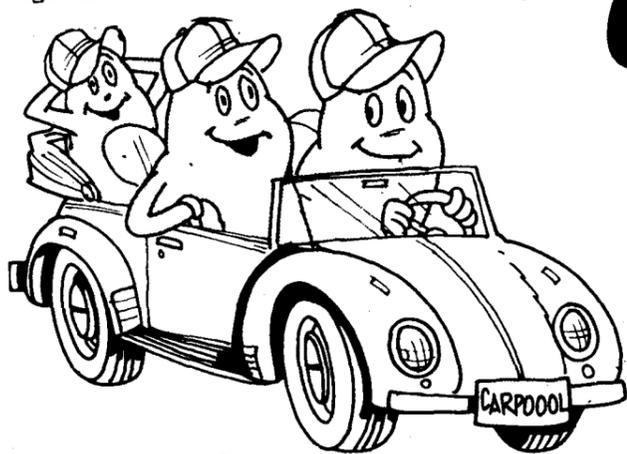
FROSTY MORN BOLOGNA lb. 99c	BOSTON BUTTS lb. 89c	10 LB. BOX FRANKS \$12.90
ELM HILL JUMBO FRANKS lb. 99c	PORK SHOULDER lb. 79c	SAUSAGE PATTIES 6 LB. BOX \$7.75
BACON 12 LB. BOX \$9.95	SPECIAL!	SPARE RIBS lb. \$1.29
DRESSED FRYERS lb. 49c	BONELESS CHUCK ROAST lb. \$1.29	HAMBURGER PATTIES 10 LBS. \$12.90
CHEESE 5 LBS. \$8.95		

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Rogersville

Carpool needs members from Rogersville to 8027 area, hours 7:30-4. Morris Williams, 876-5726.

Gate 10

Ride wanted from Gate 10 on Patton Road (MMCS gate) to 4505, hours 8-4:30. Winnie Reyes 876-5897.

Northwest Huntsville

Carpool or ride wanted from 10th Street off Holmes Ave. to 7770, hours 7:30-4. Theresa Cobb, 876-4652.

Carpool needs members from intersection of Pulaski Pike and Winchester Rd. to 5681, hours 7:30-4. Nathaniel Shelton 876-4552.

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Phone _____

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Yes, I'd like to place a free carpool ad:

Name _____ Additional Instructions _____

Starting point _____

Destination _____

Hours _____ *It's helpful if you indicate the section of town you live in.

Fayetteville

Carpool wanted from Harmony Hill Church of God in Fayetteville to 5681, 5687 or 5678, hours 7:30-4. Mike Bagby 876-3231.

Southeast Huntsville

Ride wanted from Weatherly/Edgehill Rd. to 5298, hours flexible. Nadine Faulwetter, 876-7151.

Announcements

Legal offices move in 5250

The MICOM Legal Assistance Office of the Staff Judge Advocate has moved and is now located on the 2nd floor of the C wing, room C-262 in Bldg. 5250. The Senior Defense Counsel of the Trial Defense Service has moved to that room also. Their phone number is 876-3166.

FEW names regional manager

Joanne L. Barreca of MICOM's Weapons System Management Directorate has been named regional manager of Federally Employed Women, Inc. Barreca is a past president of the North Alabama Chapter (Huntsville) and has served three terms as a regional representative. The North Alabama Chapter meets monthly. For further information, contact Helen Boyd at 876-7315.

June Bloodmobile

The Bloodmobile schedule for the rest of June is as follows: Bldg. 4488 — June 13, 8-1. Bldg. 7442 — June 13, 8:30-12. Bldg. 4494 (MSFC) — June 17, 8:30-12:30. Bldg. 3711 (Rec Center) — June 18, all day. Bldg. 3209 (8th SC) — June 18, 11:30-5:30. Raytheon — June 19, 9-12. Bldg. 5681 — June 20, 8-12. Bldg. 7120 — June 23, 8-12. Bldg. 112 (old hospital) — June 25, 8-12. Bldg. 5435 — June 26, 8-12. BMDSCOM — June 27, 7:30-1:30. Bldg. 4505 — June 27, 8-12. Bldg. 3300 — June 30, 8-12. Bldg. 3338 — June 30, 8-12.

Separation orientation

All officer and enlisted personnel due for REFRAD or separation within the next three months are scheduled for a separation orientation on June 16 at 1 p.m. in Bldg. 3495 (Toftoy Hall) auditorium. Items for discussion are veterans benefits, employment opportunities, out-processing and finance. For further information call the Transfer Point, 876-1671.

Logistics engineers meet

The Society of Logistics Engineers will meet on June 19 at the Officers Club. Social is at 11:30 with luncheon at noon. John H. Mehoves, MLRS chief of program management, will speak on "Competitive Procurement". For reservations call Roy Sharpe, 876-3064, or Margaret Campbell, 876-1195, by June 17.

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Super unleaded gasoline at PX

Super unleaded gasoline is now available at the PX Service Station, Bldg. 3240.

June MMCS coffee

The Student Wives will host the June Coffee for MMCS ladies and their guests on June 24 at 10 a.m. in the Safeguard room of the Officers Club. Reservations should be made by June 15 to Johanne Gombert 539-6269.

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DOWNTOWN HUNTSVILLE
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There's a great difference between just sitting in a chair and being completely relaxed in one. La-Z-Boy has that kind of comfort and Sterchi's offers a wide selection of styles, colors and beautiful fabrics. Treat your family to the ultimate... come in now and ask for a demonstration of America's finest relaxer chair... Dad will love you for it!

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1. FOR RENT

FOR RENT
Cedar Chalet on Guntersville Lake. Stone fp, cathedral ceiling, sleeps 6, beautiful view of lake & woods, \$215 per week. 533-3302 days 881-4926 night. ttc

FOR RENT
On beach Panama City, Fla. 1 br. condo (could convert to 2 bdrms.) Sleeps 6 first floor in front of pool. Color TV, stereo system, whirlpool. \$335.00 per week. For more info. 881-1348 Pictures available upon request. ttc

VACATION — DESTIN, FLA. CHATEAU LAMER
Large 1 br. condominium, completely furnished, private beach, club house, pool, lighted tennis court, shuffle board. 3 nights minimum \$60/day; \$300 a wk. (Apr. and May \$40/day; \$200 a wk.) Call Carol for reservations; 883-7390 (eve). 6-4-p

FOR RENT
Condominium - Seascape - Destin, Fla. 2 bdrm, 2 bath, furnished, golf course, 500 yds. to Gulf, 2 restaurants, 2 clubs, 6 tennis, 2 pools. Contact LTC Cornell 205-347-6262; 310 Hollyhill Rd., Enterprise, Al. \$65 D/\$400 Wk. 6-11-p

CONDOMINIUM
Destin, Fla., Chateau La Mer. 2 br., 2 bath. Completely furnished. Pool, club house, pvt. beach, lighted tennis cts., restaurant. Sleeps 6. 4 nights min. \$70/day; \$350 wk. Call 895-3483 (K) day or ATHENS 232-2828 ttc

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WATERFRONT VILLA
Isla Del Sol, St. Petersburg, FL 2 br, 2 bath, completely furnished. Pool, club house, lighted tennis courts, golf, \$250. per wk. Call 883-8861 after 5 on weekdays. 7-2-P

2. CARS

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1975 Chev. Van, fully customized with sun roof, mag wheels, loaded with extras, call 883-2586 or 883-8276. 1tc

1965 PONTIAC GTO
Collectors item new small V-8 engine good condition runs good call 883-2586 or 883-8276. 1tc

3. MISC.

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Includes couch - loveseat - chair or rocker - \$235.00. 536-0205 or 534-4787. ttc

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2 beautiful English Springer Spaniel puppies, 12 wks old, 1 female, liver & white, 1 male black & white. AKC registered. Hunting & show stock extremely good bloodlines asking \$75.00 ea. Call 837-8801 ttc

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NEW
Early American couch - chair - and loveseat in a antron floral print or beige and brown with orange or blue flowers - \$250. 536-0205 or 534-4787. ttc

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With large modern 2-story house. 3 bdrm., 2½ baths, living room, fp, breakfast area, rec-room, study, 2 car garage & city water. Huge barn, 55' x 50'. Large storage shelter. 25 acres fenced for pasture, 15 acres for timber, in secluded area of Union Grove. Wonderful for Horses. Shown by appointment only. Priced at \$120,000 (07-B235-UG). Call Toon Ferrell at 536-3897 or at...
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Put your cleaning problems in good hands with prompt licensed & insured service. For free estimates call — **SQUEAKY CLEAN CLEANING SERVICE**. Windows are our specialty. 852-2478. ttc

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Couch - chair - and loveseat in brown and beige fur - \$225.00. Modern couch and chair in earth-tone, \$150.00. 536-0205 or 534-4787. ttc

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WATER FRONT SPECIALISTS
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Not quite! Will you settle for BIRDS, SQUIRRELS, & RABBITS? You'll find them on this beautiful wooded acre with nearly new rancher, baywindow breakfast area, warm inviting equipped kitchen, formal dining, 4 spacious bdrms. Call to see this lovely home. 80's. Ask for Nora Towns 883-5777 or 881-4900 LANDMARK Gallery of Homes. 1tc

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For those seeking a distinctively different way of life. We offer this energy efficient contemporary rancher in SE. Sunken Cathedral ceilinged lr with floor to ceiling fp, separate dr, rec room, 3 bdrms, 2 full baths, work saver kitchen with an abundance of warm wood cabinets and built-in appliances. low, low equity and assume payments. Call Vergie Robinson 883-4587 or 881-4900 LANDMARK Gallery of Homes. ttc



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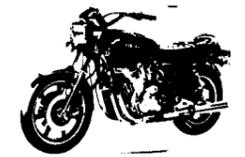
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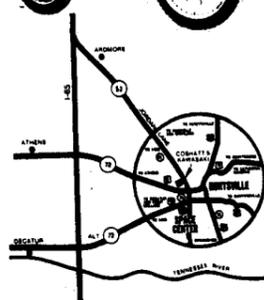
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