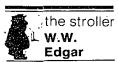
The day before the Indy 500

EVERY year as Memorial Day rolls around. The Stroller's thoughts take him back to the Indianapolis Speedway and two of the most unforgettable moments of his career.

He had been there about a week, 'way back in 1935, and got a thrill out of the racing cars and the speeds drivers were reaching on their trial runs. It seemed like a loy ride as they circled the famous old oval at more than 100 mph.

mph.
Then came the day before the race.
The trials were ended and the field decided. It was a sunny Sunday afternoon,
and The Stroller, being a newcomer,
was invited to the drivers' meeting as a

ABOUT MID-AFTERNOON, old Pop Meyers, one of the patron saints of the speedway, railled the drivers to a place under the grandstand. It was the



custom for him to go over the rules. And he did it with the seriousness of a preacher.

He opened his remarks with a strage

He opened his remarks with a strage point.
"Boys," he said, "we may not all be here tomorrow, and we had best go over the rules."
The Stroller almost choked when he listened to that opener. He just couldn't imagine the drivers being warned about death in crackups because of a rules violation.

The drivers listened attentively. It was no time to smile as old Pop seriously went about explaining the rules. But it put the drivers in the right frame of mind. And it was a moment the likes of which this reporter never had experienced.

THEN CAME evening, the night before the race, and the group of New York City writers arrived. They were in high giee, feeling that they were going to attend a farmers' fair. Close to midnight, while stiting in the hotel lobby, one of the race officials, trying to quiet them, said, "I bet you couldn't get to the track now, even if you tried." They laughed, But the official called several cars, and we headed for the famous oval.

We didn't get there. The streets were jammed with cars. We couldn't move forward or backward. There was noth-

ing else to do but turn off the road.

And would you believe it? — we were on a golf course at midnight. It wasn't a lighted course, and we had to gamble on driving on turf. It wan't bad untit we hit sand traps. Talk about getting bumped around. We sure got our shore. It was a famous ride, and it is better remembered than the outcome of the race.

better remembered than the outcome of the race.

The result was spectacular but didn't equal the sportswitters' midnight ride over a dark golf course.

Many years have passed. The Stroller has been up and down the sportswitting world — fights, championship games, boat races and the like. But never has be had two such memorable events as he did at the Indianpolis 500-mile race on the day before the drivers were given the command: "Gentlemen — start your engines."

Youth Corps offers 15,000 summer jobs

Thursday, May 23, 1985 O&E

is now recruing.

Applications for unemployed youth between the ages of 18 and 21 are available in Youth Corps application sites. The sites include Michigan Employment Security Commission offices, Department of Social Security offices, community colleges, colleges and universities, vocational schools and service delivery agencies.

As in the past two years, Youth Corps participants will work in lo-cations like state parks, on water-ways, along highways, at state and

county fairs, in schools and hospitals.

Recruitment posters are being placed in McDonald's 307 restaurants in Michigan.

Percy Lewis, president of the Michigan McDonald's Operators Association, said the fast food chain is cooperating with the Youth Operating with the Yo

UAW chief backs

llam D. Ford, D-Taylor, 15th Dis-trict congressman.

The UAW chief criticized decisions on plant closings "made be-hind closed boardroom doors, be-yond public scrutiny or centrol, based solely on cerporate economic self-interest, and without adequate regard to the enormous economic and social costs which such deci-sions can impose on others."

Ford's bill would require that businesses provide a 90-day notice

to the employees, the union (if any) and state and local officials of a permanent closing affecting 50 or more employees. Ford represents Garden City, Livonia and part of

and state and local officials of a permanent closing affecting 50 or more employees. Ford representing 50 carden City, Livonia and part of Livonia control of the closure of the closure of the closure of layout 10 center of the closure or layoffs. If the business is non-union, the employer is necouraged to consult with and provide information to the employers. The notice period can be reduced if the business demonstrates that "unavidable business" of the care of the care of the control of the care of the ca

Chrysler fights higher fuel rule

MILLER SAID that even with today's slackening demand for oil, the
country imports one-third of its oil supply, and the single largest item in the
record trade deficit is petroleum.
"If people want to waste gasoline,
"By way of comparison, GM's potential fine for missing the current CAFE

Reducing automobile fuel economy standards could cause another energy crisis, a Chrysler Corp. official warned a congressional committee. Robert S. Miller, Chrysler's executive vice president for finance and administration, said every effort should be made to keep the U.S. on the path toward energy independence, 'and keeping the CAFE (corporate average fuel economy) standard right where it is a good place to start.' He spoke against a request from General Motors and Ford to dial back the CAFE standard from 27.5 to 25 miles per gallo only one of the Big. The Tubert standard, Miller told the U.S. Senate's Committee on Energy and Natural Resources.

MILLER SAID that even with to
MILLER SAID that even with toGeneral Motors, be said. earns about

'If people want to waste gasoline, then they should pay for the privilege . Fines on non-complying manufacturers would function as de facto energy

> --- Robert S. Miller Chrysler vice president

standard in 1986 would probably be about \$400 million, and Ford's would be about \$50 million," said Miller.

A GENERAL Motors economist countered that "circumstances have changed since the Energy Policy and Conservation Act was enacted."

Dr. Marina VN. Whitman, GM's vice president in charge of the public affairs group and chef cenomist, said, "Gasoline prices have not trisen, and supplies are plentiful. The result has been a resurgence in demand for family-size cars.

resurgence in centically, gasoline prices have not come close to \$2,25.5 per galton in 1985 as anticipated by some experts just four years ago, in fact, in-flation-adjusted retail fuel prices have dropped about 25 percent since 1981 to about, \$1.18 per gallon in today's dellars.

experts just four years ago. In fact, inflation-adjusted retail fuel prices have dropped about 25 percent since 1981 to about 3.118 per gallon in today's dollars.

One out of every 13 vacation-bound vehicles on the road this year will be towned to the same of the consumer demand, auto manufacturers such as General Motors who produce a full line of cars are expertencing tracessing difficulty in meeting the twelveconomy standards.

Our current difficulties are not the result of a failure to make product improvements.

"As an example, our new large cars equipped with size-yiloder engines have better fuel economy than the

compact models with six-cylinder cagines we built 10 years ago.

"Perhaps the most promising of the
programs we have launched to .Improve our competitive posture is GM's
new Saturn Corp. We expect to achieve
tremendous efficiencies in Saturn, including improved fuel efficiency in the
product. But our efforts could be
slowed if we are forced to restrict vehicle production in order to achieve compilance with the fuel-economy standards."

Many vacationers hitch up trailers

Ford's plant bill

"The pressing need for federal plant-closing legislation is becoming increasingly evident tand will not away," UAW President Owen Bleber told the Employment Opportunities and Management Relations Subcommittees of the House Education and Labor Committee.

Bicher testified in support of HR 1616, introduced by U.S. Rep. William D. Ford, D-Taylor, 15th District congressman.

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