

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 tire runs. It seemed like a joy ride as they circled the famous oval at more than 100 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 guest.

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

the stroller
W.W. Edgar

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

He opened his remarks with a strange 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 place, feeling that they were going to attend a farmers' fair.

Close to midnight, while sitting 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 nothing 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 wasn't bad until we hit sand traps. Talk about getting bumped around. We sure got our share. It was a famous ride, and it is better remembered than the outcome of the race.

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

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

Youth Corps offers 15,000 summer jobs

Michigan's Youth Corps Program, expected to offer at least 15,000 summer jobs to unemployed youth, is now recruiting.

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 locations like state parks, on waterways, 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 Corps because "as a business, we like to put something back into the community we serve."

Because McDonald's is a major employer of youth in Michigan and a great training ground to learn about management and food service, McDonald's operators understand the importance of having a summer job," Lewis said.

UAW chief backs Ford's plant bill

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

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

The UAW chief criticized decisions on plant closings "made behind closed boardroom doors, beyond public scrutiny or control, based solely on corporate economic self-interest, and without adequate regard to the enormous economic and social costs which such decisions can impose on others."

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

Chrysler fights higher fuel rule

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 26 miles per gallon.

Chrysler is the only one of the Big Three U.S. auto makers which meets the current standard, Miller told the U.S. Senate's Committee on Energy and Natural Resources.

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, then they should pay for the privilege . . . Fines on non-complying manufacturers would function as de facto energy taxes," he said.

"In the final analysis, the manufacturer has a choice: he can pass the cost of the fine along to the customer who wants the big car, or he can reduce his own profit."

Miller added that the request is too late for the 1986 model year. "The auto business is a long lead-time industry, and a decision that would affect product plans and product mixes as greatly as a CAFE rollback simply cannot be made fairly at this late date," he said.

"IF THE government says we should get back into the big-car business, then we should have at least five years of lead time to make that switch," Miller added.

General Motors, he said, earns about \$8 billion in variable profits each year just on its larger cars, while Ford makes about \$3 billion.

"By way of comparison, GM's potential fine for missing the current CAFE

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— Robert S. Miller
Chrysler vice president

standard in 1986 would probably be about \$400 million, and Ford's would be about \$80 million," said Miller.

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

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

"Most critically, gasoline prices have not come close to \$2-\$2.50 per gallon in 1985 as anticipated by some experts just four years ago. In fact, inflation-adjusted retail fuel prices have dropped about 25 percent since 1981 to about \$1.18 per gallon in today's dollars."

"BECAUSE OF the resulting shift in consumer demand, auto manufacturers such as General Motors who produce a full line of cars are experiencing increasing difficulty in meeting the fuel-economy standards."

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

"As an example, our new large cars equipped with six-cylinder engines have better fuel economy than the compact models with six-cylinder engines 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 compliance with the fuel-economy standards."

Many vacationers hitch up trailers

One out of every 13 vacation-bound vehicles on the road this year will be towing a trailer of some type, according to a survey by Champion Spark Plug Co. of Toledo, Ohio.

Of the more than 3,300 car owners who responded to the nationwide survey about vacation plans and maintenance practices, 7.7 percent said they will be hitching up a trailer for their recreational pursuits this year.

Nearly 28 percent of all motorists plan to do more vacation or weekend driving this year compared with 1984, while more than 40 percent of those towing trailers plan increased travel.

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JUST 2 EXAMPLES... MANY, MANY MORE!
Originally \$15.99... Cobin Crafts
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11 colors, 2,450 yards to sell

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POPULAR NYLON CUT 'N' LOOP \$5.49
4 colors, 1,070 yards to sell

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JUST 2 EXAMPLES... MANY, MANY MORE!
KARASTAN ORIENTAL DESIGNS
100% Wool 4'3" x 6' - 19 units
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FROM **\$5.00** EACH AND UP

AT TRYOT WAREHOUSE ONLY

DOORBUSTER!
JUST IN TIME FOR SUMMER
OUTDOOR 'GRASS CARPET'

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