

# House shelves waiting week for handguns

Here's how area members of Congress were recorded on major roll call votes in the week ending Sept. 18.

## HOUSE

**HANDGUN CONTROL** — By a vote of 228 for and 182 against, the House removed a proposed waiting period for handgun purchases from sweeping anti-drug legislation (HR 4310) that was in its second week of floor debate.

The National Rifle Association supported removal of the bill's requirement that seven days lapse before a handgun purchaser could possess the weapon, while police organizations lobbied to retain the so-called "Brady amendment."

The substitute amendment approved by this vote directed the Justice Department to put on line a data bank of criminal records to help gun stores quickly identify felons seeking firearms.

Sponsor Bill McCollum, R-Fla.,

## Roll Call Report

said "the waiting period won't work (because) we don't have a national system today to identify a felon who purchases a handgun."

Opponent Don Edwards, D-Calif., said the FBI "has never, ever made its records available to private citizens" such as the nation's 275,000 gun dealers.

Members voting yes were opposed to a seven-day waiting period for handgun purchases. No area members voted yes.

Voting no: Carl Pursell, R-Plymouth, Dennis Hertel, D-Harper Woods, William Ford, D-Taylor, Sander Levin, D-Southfield, William Broomfield, R-Birmingham.

**FINE DRUG USERS** — By a vote of 293 for and 115 against, the House

amended the pending drug bill (HR 4210) to allow civil fines of up to \$10,000 for individuals possessing even small amounts of marijuana, cocaine and other illegal substances.

Supporters said the Justice Department must take strong action to curb drug demand, while opponents argued civil fines would have the effect of decriminalizing drug possession.

Members voting yes wanted civil fines for persons caught with illegal drugs. Voting yes: Republicans Pursell and Broomfield.

Voting no: Democrats Hertel, Ford, Levin.

**PLEDGE OF ALLEGIANCE** — The House voted 228 for and 188 against to sustain a parliamentary ruling on the Pledge of Allegiance. This blocked a surprise Republican proposal to change House rules to require members to recite the pledge each legislative day.

Most Democrats voted to shelve the proposal, while all Republicans who voted supported the change. Although procedure rather than patriotism was at issue, Democrats regretted having to vote in a way that appeared unsupportive of the pledge. Speaker Jim Wright, D-Texas, termed it "reprehensible" for Republicans to challenge Democrats' patriotism.

John Rowland, R-Conn., said the House should "set a good public example of our love and patriotism for our great nation by reciting the

(pledge) each morning in this chamber."

Members voting yes wanted to block immediate consideration of the rules change. Voting yes: Democrats Hertel, Ford, Levin.

Voting no: Republicans Pursell and Broomfield.

**ABORTION ISSUE** — By a vote of 216 for and 166 against, the House reaffirmed that Medicaid funding of abortions should be permitted only when the mother's life is at stake.

Occurring during debate on an appropriations bill (HR 4783), the vote repudiated Senate language to permit Medicaid to pay for abortions also when the pregnancy results from rape or incest.

Members voting yes favored the stricter of two abortion funding options before the House. Voting yes: Hertel, Broomfield.

Voting no: Pursell, Ford and Levin.

## SENATE

**ABORTION FUNDING** — By a vote of 47 for and 43 against, the Senate approved the stricter of two approaches to Medicaid funding of abortions.

The vote during consideration of HR 4783 endorsed existing law that permits Medicaid to pay for abortions only when the mother's life is at stake. It reversed Senate action in July allowing Medicaid funding also when the pregnancy results from rape or incest.

Senators voting yes opposed broadening the conditions under which Medicaid can pay for abortions for the poor. Carl Levin, D-Mich., did not vote. Donald Riegle, D-Mich., voted no.

## GM: Design cars for older drivers

As America's driving population grows older, automakers will need to study how people age, developing cars to meet their changing needs, a General Motors engineer said.

"Such data could indicate to the designer whether changes in conventional seat height, eye height, entry and exit, control reach, even seat width should be made when attempting to design a vehicle for the older adult market," said Anthony J. Yanik, senior project engineer on GM's Environmental Activities Staff.

He added that GM designers will be researching the needs of older drivers.

**SPEAKING IN DEARBORN** before the International Federation of Societies of Automotive Engineers (IFITA), Yanik identified some current findings that could serve as a basis for further research:

- Older drivers tend to have poorer near — distance vision, making instrument panels harder to read.

- Blue is one of the more difficult colors for older people to distinguish in displays and signs. The eye more quickly. All colors become less vivid because of various changes to the eye.

- People over 60 require three times as much light to see a subject

as do 18-year-olds. Older drivers are more sensitive to glare.

- Older drivers take longer to become familiar with new controls.

- Older drivers lose grip strength and finger dexterity.

This early research, he said, suggests some design areas for further evaluation:

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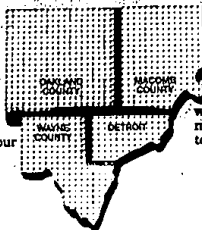
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## WHAT MAKES GREATER DETROIT?

Greater Detroit includes more than our great City of Detroit. It encompasses the great Counties of Wayne, Oakland and Macomb. Like many urban areas, we've seen our share of problems. But business and government are working to address key issues and build on our strengths.

These strengths are more than our



natural resources, our beautiful environment, our world renowned cultural, educational and research centers.

Greater Detroit's greatest strength is people. Inventive and creative people who brought the world cars who brought the world music. And now the world is looking to us for technology.

## WHAT MAKES GREATER DETROIT GREAT?

Throughout the U.S., certain cities have become synonymous with major industries. Pittsburgh is the city of steel. Dallas is the oil capital. And Detroit is the Motor City.

But since that day Henry Ford introduced the technology of the assembly line, the Motor City has seen tremendous diversification. The car industry's constant searching for improved products has led us into the world of technology. The auto industry developed advanced technologies, bought them, sold them and used them to build new manufacturing cities like Detroit's.

Chrysler Jefferson and the new state-of-the-art GM assembly plant. It also brought high technology businesses like Bosch and Mazda to our area. In Greater Detroit businesses like these have created more than 200,000 new jobs since 1982.

### ALLEYS AND CORRIDORS FULL OF TECHNOLOGY

According to *The London Economist* magazine, Greater Detroit is today's fastest growing high-tech corridor in the United States — faster than California's Silicon Valley, faster even than Boston's Route 128.

And Greater Detroit's long stretch of advanced manufacturing companies has inspired *The Wall Street Journal* to dub it "Automotive Alley."

For example, companies like GM Electronics, EDS, Entech, Volvo Robotics and Inceptum have located here. The Center for

Machine Intelligence and the Industrial Technology Institute in Ann Arbor help industry apply basic research. Detroit's Metropolitan Center for High Technology houses and encourages entrepreneurial high tech companies. The Greater Detroit's auto giants have become giant investors in new manufacturing systems, which also have growing applications in non-auto manufacturing processes. The Chrysler Technology Center in Auburn Hills, the

Ford Scientific Labs in Dearborn, and the General Motors Tech Center in Warren are designing automated manufacturing systems for the 21st century.

There's an exciting synergy in Greater Detroit as research, innovation and application create unprecedented technological achievements and attract the best and brightest talent in the manufacturing industry. Ten percent of this country's engineers work in Michigan. In fact, no other area has a higher concentration of qualified scientists and engineers.

### THE TECHNOLOGY OF HEALTH

Although the automotive industry has been the impetus for Greater Detroit's high technology, it is not the sole consumer. The health care industry relies on technology in every phase of medicine from research through rehabilitation. This full spectrum is exemplified by The Detroit Medical Center.

Commitment to technology has helped three Greater Detroit hospitals earn the honor of being featured in the recently published book *The Best Hospitals in America*. They are Detroit's Henry Ford Hospital and Specialty Centers, Detroit's Harper Grace Hospitals and the University of Michigan Medical Center.

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Wayne, Oakland, and Macomb community colleges, Lawrence Institute of Technology and the University of Detroit offer many advanced technology programs.

Oakland University collaborated with local industry to create the Oakland Technology Park, a

1,100-acre research and industrial center that will create 52,000 jobs by 1992.

Detroit's Wayne State University has attracted worldwide attention for research in superconductivity.

And over \$200 million in research grants is awarded annually to the University of Michigan. Their research has led to discoveries in robotics, machine vision, automated handling systems and much more.

### A DIRECT LINK TO COMMERCE

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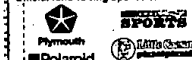
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