

Hawaii Marine

Vol. 18, No. 30

Published at MCAS Kaneohe Bay. Also serving 1st MEB, Camp H.M. Smith and Marine Barracks, Hawaii

August 2, 1990



Sgt. Christopher Grey Photo

MAGTF on Maui

LCpl. Kevin K. Taylor, Headquarters Co., 3d Marines, commies a young warrior before he heads into the battle of the anglers. (See story on A-4)

Curtis takes MAG-24 helm

By Sgt. T. Shearer

Col. Terry M. Curtis will take command of Marine Aircraft Group-24 from Col. Gary L. Elsten during a ceremony on the MAG-24 flightline Friday at 2 p.m.

Elsten has commanded MAG-24 since June 10, 1988. During his reign of command, units of the MAG have participated in numerous Hawaiian Island exercises as well as deploying throughout the U.S. and Far East. In addition, it was under his charge that the fighter/attack squadrons of the MAG transitioned to the P/A-18 Hornet. Elsten has been ordered to Headquarters Marine Corps.

Curtis comes to MAG-24 from duty with the 1st Marine Expeditionary Force, Camp Pendleton, Calif.

Curtis earned a bachelor of science degree in natural science education from Campbell University and in 1961, he joined the Naval Reserve and served as quartermaster until he transferred to the Marine Corps Reserve in 1965.

In 1966 he accepted a

regular commission as a second lieutenant through the Platoon Leaders Class (aviation). Upon completion of The Basic School he was transferred to Naval Air Station Pensacola, Fla., for pilot training. Promoted to first lieutenant he was designated a Naval aviator.

After completing CH-46D training at HMMT-302 at Marine Corps Air Facility Santa Ana, Calif., he transferred to the 1st MAW at Phu Bai, Republic of Vietnam. While flying out of Phu Bai, he was shot down by enemy gunfire and hospitalized for wounds received in combat.

He was then transferred to MCAS (H) Santa Ana and assigned to HMM-163 and served as administrative officer until ordered to H&MS-66. From 1971-73 he served as assistant wing NATOPS officer for the 3d MAW until assigned to HMA-369, at MCAS (H) Futenma, Okinawa. He served as the assistant operations officer and headed a detachment of six AH-1J aircraft which were initially attached to HMM-164 and subsequently deployed to the Philippines to join HMM-165 aboard the USS Tripoli.

Upon completion of his WESTPAC tour, Curtis reported for duty to the Separate Brigade Platoon, First ANGLICO at MCRD San Diego, where he served as the operations officer. He attended airborne training at Fort Benning, Ga., and in 1975 was ordered to HMA-169. He served with Detachment MAG-16, Camp Pendleton as the operations officer.

He was then transferred to HML-267 and served as operations officer and later as the executive officer. He was selected to attend the NATO Defense College in Rome in 1978, and was

assigned to the Headquarters, U.S. European Command, Stuttgart, West Germany, as an operations staff officer for military exercise planning.

In 1981 he was assigned as the commanding officer, MAHS-36, 1st MAW. In 1982 Curtis was transferred to MAG-39, Camp Pendleton and served as the operations officer. He assumed command of HML-367 in 1983.

From there Curtis was ordered to Headquarters Marine Corps as a NATO plans officer in the plans division, office of the Deputy Chief of Staff for Plans, Policies, and Operations. In 1988 he was reassigned to the 31st Session of the Senior Seminar, Foreign Service Institute, Virginia. Upon completion, he was ordered to the command element of the 1st MEF, Camp Pendleton, where he served as the assistant chief of staff for plans.

Curtis' personal decorations include two Purple Hearts, the Defense Meritorious Service Medal, the Meritorious Service Medal, the Air Medal with two Single Mission Awards and 60 Strike/Flight awards, and the Combat Action Ribbon. He is authorized to wear the Naval Aviator wings and Navy/Marine Corps parachutist insignia.



Col. Terry M. Curtis



Col. Gary L. Elsten

News In Brief

Huey Crash Kills Two Marines

Two Marines were killed and three others injured when their UH-1 "Huey" helicopter from HMLA-367, Camp Pendleton, Calif., crashed 55 miles northwest of MCAS Yuma, Ariz., at 9:45 p.m. Friday.

Dead are Maj. Robert A. Maguire, 35, of Pittsford, N.Y., and Capt. Anthony W. Stancil, 26, of Marry Hill, N.C. The injured Marines, 1st Lt. Herbert G. Moran III, Sgt. Michael D. B. and Cpl. Allen D. Herring are being treated at the MCAS Yuma Medical Center.

Stancil was posthumously promoted after his death. The Marines were on a routine training mission when the accident occurred. The cause of the accident is under investigation.

Voting Officials Needed

The State of Hawaii is looking for volunteers to man voting offices for precincts around the island Sept. 22 and Nov. 6. Volunteers will staff polling places on election day and will be involved in the most fundamental aspect of the democratic process—voting. Volunteers must meet the following criteria:

- Be a registered voter in the State of Hawaii
 - Be able to read and write in English
 - Not be an immediate relative of a candidate
- Training classes will be held to train people interested in volunteering and an honorarium of up to \$145 will be paid depending on the level of responsibility assumed. For more information on becoming a precinct official call 463-VOTE.

Programs ease transition from military career and life to civilian work force

By Cpl. Reginald M. Cole

Today, with the impending reductions in the number of military personnel imminent, thousands of servicemembers, including Marines, will be faced with the unpredictable future of the civilian job market.

"Servicemembers are very capable, skilled, highly-trained, drug-free people who are assets to the civilian sector," said Army LtGen. Donald Jones, DoD's military personnel policy chief. "We want to help make their transition from military to civilian life as easy as possible."

That's the idea behind the Transition Assistance Program, which recently began at select installations in the United States.

Workshops provide three days of career-evaluation and employment-search training for 40 to 50 separating or retiring servicemembers. The program is in its infancy now, and is available at 22 military installations across the country, but expansion plans are developing.

The program has not been adopted in Hawaii as of yet. But, there are a number of local programs available to Marines and sailors leaving

the service. The Family Service Center on the Air Station has a series of classes, as well as independent service organizations such as the Non-Commissioned Officers Association.

"We don't have the Transition Assistance Program in Hawaii, but there are equivalent programs," said Troy Grice, Veterans' Services Officer for Department of Veterans' Administration Honolulu Branch. "The State Employment Office is part of our team used to consult servicemembers on the civilian job market."

The nation-wide program was created almost four years ago as a DoD/Labor Department initiative, said LtGen. Jones, the deputy assistant secretary of defense for military manpower and personnel policy.

"We withdrew funding as a cost-saving for the budget deficit, but the Department of Labor kept the initiative there and has put about \$1 million a year into it. The Labor Department is very interested that our servicemembers enter the civilian work force because they make good employees," LtGen. Jones said. A side issue is to keep them off the unemployment rolls.

The Department of Veterans Affairs recently signed on to help provide the Disability Transition Assistance Program to people separating with disabilities.

The three departments are linked very closely on this program, LtGen. Jones said. "I think we'll see more interaction in the years to come to make it a most successful program."

The Transition Assistance Program is available in seven states; the Disability Transition Assistance Program is presented at military hospitals in three states. "That's what we're starting with," LtGen. Jones said. "We picked specific geographical locations with large populations to give us an idea of what to expect (in terms of matching the needs of the servicemembers)."

"We're trying to tie the Transition Assistance Program to a number of things in assisting people to get jobs," he said. "We want to point them to geographical locations where jobs are available for the skills they have, get them back into the work force and get them off the unemployment rolls as soon as possible."

"If they're willing to go to the location where the jobs

are available, we think servicemembers will be very competitive in those jobs. I talk to a lot of chief executive officers and human resources vice presidents, and they're very high on hiring veterans—not because they are veterans, but because they make great employees."

To help servicemembers find areas in the country where jobs are available, the Labor Department has designed a computer network of communities and job listings. The Civilian Occupation Labor Market Information System can give a summary of employment opportunities, particular employee requirements and salary information. It can also provide information on the community's support structure, such as the cost of housing and utilities, medical facilities and school information. "It makes information available to help the servicemember make an informed career choice," LtGen. Jones said.

Networking the market information system throughout the United States is the ultimate objective, LtGen. Jones said. "You want to be able to share this market information in all 50 states because a servicemember may not return to his home town, when he leaves."

See JOB MARKET/A-10

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Total Quality Leadership

Responsibility belongs to management

The last two Total Quality Leadership articles discussed the first four of Dr. W. Edwards Deming's 14 Management Principles. This article will focus on principles five and six.

Principle number five states, "Improve constantly and forever the system of production and service, to improve quality and productivity, and thus constantly decrease costs."

"Is every job in a job shop done better than the one before? Is there continual improvement in methods to understand better each new customer's needs? Is there continual improvement of materials, of selection of new employees, of the skills of people at work on the job and of repeated operations?" are all questions Deming asks to point out the fact that there is always room for improvement.

An organization that wants to improve isn't necessarily doing things wrong. Even organizations and processes that are doing well can improve. In fact, Deming says a company that is doing well has the greatest obligation to improve.

Improving the system is not a one time occurrence. It is an iterative process and requires teamwork. It is not limited to the sales force or the maintenance workers. Everyone has a role to play: personnel, security, operations, supply engineering, transportation, budget and accounting and even customers and suppliers.

Management must lead the way. Putting out fires is not improvement. Finding a point out of control, finding the special cause and removing it is only putting the process back to where it was in the first place. It is not improvement of the process. To improve processes, management must attack the causes built into the system: "common causes." Statistical analysis helps managers identify common causes and improve quality.

Deming points out the absurdity of meeting specifications. The theory of this practice is that anything inside the specifications is good and everything outside the specifications is bad. Two products may meet the same specifications, but be so different that one works and the other doesn't. The point is, meeting specifications isn't good enough. We must constantly and forever improve our system and not be satisfied with meeting specifications.

To improve a system, management must accept responsibility for the whole system. Some managers view the responsibilities limited to a narrow piece of territory. In America, complex bureaucratic structures often diffuse responsibility and insulate management from an organization's problems, misdeeds and misconduct. Take for example the following excerpt from the *Wall Street Journal* of Dec. 20, 1983.

"Greyhound Corp. forced 12,700 bus-line workers to take a 7.8 percent pay cut. But management's pay this year will jump between 7 and 10 percent from 1982 levels. The union was told pay cuts were necessary to compete. Management says Greyhound executives pay is below that of comparable companies."

In Japan, it's traditional for executives to take responsibility for corporate calamities. The president of Japan Air Lines resigned two days after a JAL 747 crashed. Since management controls all resources and processes, management must take responsibility for the system and hold itself accountable.

Finally, improvement comes from working on "how it is," not how it looks or sounds. If we fix how it looks, we may not know of a problem until there is a disaster. If we fix how it is, we don't need to worry about how it looks or sounds.

Principle six states, "Institute training and education on the job, including management."

Deming says, "A woman said she couldn't find out what the job was. I said, 'Well, how did you find out?' Her companions helped her. They taught her what was right and what was wrong. How could they teach her anything else but the way that they were doing it, some ways of which were right and some wrong? They didn't know, she couldn't know. It's just like taking lessons on the piano from someone who never had a lesson on the piano. He learned by himself how to play. If you take lessons from him, you will learn a lot that is wrong; you might learn some that is right. Neither pupil nor teacher will know what is right and what is wrong."

"Did you know that when this happens, and it is going on all around us, the training gets worse and worse? It resembles a game everyone knows about. A number of people sit in a circle. Someone whispers words to the next person, who whispers it onward. By the time the words make the first circle, they may be distorted beyond recognition. The

meaning takes a random walk as it goes around. That's what you get when worker trains worker."

The following list identifies some problems with poor training (or no training):

- Poor quality due to large variation in work methods
- Injuries to people and damage to equipment
- Employees fear being caught doing something wrong
- Barriers created by poorly defined job boundaries
- Workers lose pride of workmanship and don't feel secure
- High stress levels in the organization

The following list identifies some results of good training:

- Quality is improved due to reduced variation in work methods
- Organization demonstrates

process control, satisfies customers and attracts new customers


- Fewer injuries and less damage to equipment
- Workers don't fear injury, losing jobs or appearing stupid
- Barriers are broken down
- Workers regain pride and have less stress

Under the new philosophy of Total Quality Leadership, employees are our most important asset. Leadership must commit time, effort and money to train workers to they can do their jobs well and have pride in their work. Next week's article will discuss principles seven and eight. Capt. Rick Willeman is the Air Station Management Engineer and point of contact for Total Quality Leadership. He can be reached at 257-2388.

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Chief of Naval Operations lauds squadrons

'463 sets safe flight records

By Cpl. Jason Erickson

It has been a decade since HMH-463 has had an accident. In those 10 years, the CH-53 squadron has logged more than 35,000 accident-free flight hours, and has been awarded with five Chief of Naval Operations Aviation Safety Plaques.

The July 23 presentation of the 1989 award by BGen. R.L. Phillips, Commanding General, 1st MEB, makes six.

The catchword at '463 is safety, but it's much more than a word for the 200 Marines who comprise the squadron.

For some it starts in the early hours of the morning, as the sun is still working its way over Ulupau Crater. Others confront safety on the planning charts as future missions are created. Some rely on their awareness of it to keep themselves alive during flight. They all say safety is their primary focus each and every day.

The point of safety isn't to win awards, explained Capt. Dan Gohn, squadron maintenance officer. "It's to keep Marines alive."

According to Capt. Keith Sweeney, operations officer, '463 holds the Marine Corps' record for accident-free hours within the heavy helicopter family.

"HMH-362 is our closest rival. I don't know exactly how many hours they've got, but it was only 20,000 two years ago," Sweeney said.

Safety means awareness and attention to detail, explained MSgt. Mac W. Hall, the squadron's safety chief. It's a constant effort and responsibility for every Marine in the flight process. As the safety chief, it's Hall's job to ensure information on safety procedures, both revolutionary and old-practice, are passed on to everyone in the squadron.

"We keep a pulse on the level of safety awareness, and try to keep those levels as high as possible," Hall said.

Perhaps the most demanding job is that of the maintenance personnel. Their work literally decides whether the helicopters can stay in the air and be relied on in flight.

Sgt. Mike Murphy is the assistant noncommissioned officer in charge of the flight line. He oversees the crew of Marines who keep the helicopters flying on a daily basis. That job starts early in the morning and it usually doesn't end until late at night, Murphy said.

Murphy knows all too well the job his Marines perform, he did it for many years himself. He says it's a tough and often thankless job, and



CH-53s are capable of performing a variety of missions within a Marine air-ground task force. HMH-463 is setting records for safety while performing the most demanding of these missions.

for his Marines to keep their focus on detailed, safety conscious work is not always easy.

"Temps can get short sometimes," Murphy said. "That's when you've got to cut 'em out there and give 'em some time to cool off, because it's times like that when someone is most likely to make a mistake."

Sweeney explained that it starts with the planning. For instance, some squadrons avoid difficult training missions for fear of mishaps, but this, he said, is the wrong approach.

But it's not just the maintenance personnel that have to stay in the right frame of mind. The flight crew, whose very lives are on the line,

must also keep their bearings lined up.

"We keep our pilots busy with full schedules and demanding training because that's when they are the most concerned with safety standards," Sweeney said. "It's when they have unchallenging missions that they get complacent and therefore have a higher chance of making foolish mistakes."

Constant classes on safety are an important part of the training schedule said 1st Lt. E.L. Ackiss, the flight officer.

"We literally train for safety every time we go out and fly," Ackiss said. "It's our primary focus around here, and everybody knows they play an important role in that."

VMFA 232

Fighter Squadron leads F/A-18 combat training

By Cpl. Jason Erickson

On the wings of a record-breaking year for VMFA-232, 1st MEB's Commanding General, BGen. R.L. Phillips presented the squadron with the 1989 Chief of Naval Operations Aviation Safety Award.

The award recognized '232 for its outstanding safety record which spans 35,000 accident-free flight hours over the past decade.

"The accomplishment of this record is the result of superb leadership, superior technical skill, outstanding airmanship and total professionalism at every level," wrote Adm. C.A.H. Trost, Chief of Naval Operations.

"I feel we will continue to maintain this (accident free hours) in the next decade and

beyond," LtCol. Victor Simpson, VMFA-232 commanding officer, told his Marines at the award presentation.

The award comes after the squadron broke F/A-18 combat flight training records with their month-long deployment to the West Coast earlier this year. According to Operations Chief GySgt. Dave McAllister, the squadron flew 870.2 accident free hours during the span of one month, far surpassing previous records.

"Normally, the squadron flies less than 400 hours during a single month,"

McAllister said, "870.2 hours is unheard of."

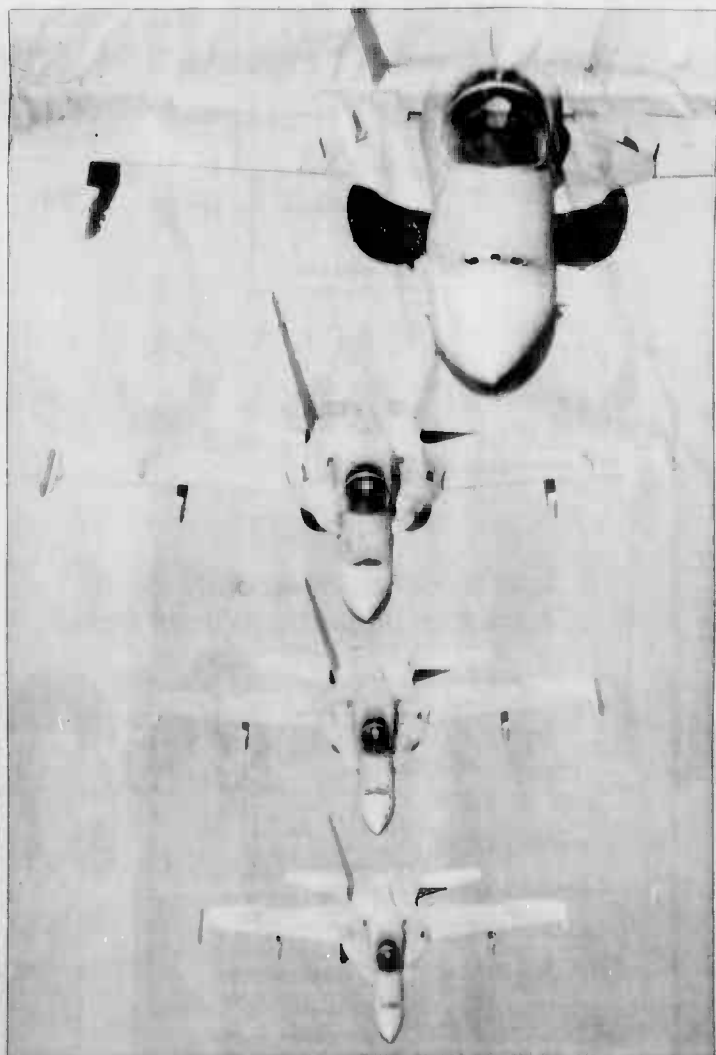
The first half of this deployment was to Twentynine Palms, Calif., in support of a 3d Marine Regiment Combined Arms Exercise. The second was at MCAS Yuma, Ariz., where they flew a variety of air-to-air combat sorties.

"We go to the West Coast annually," McAllister said, "because we need large areas of land to perform much of our crucial training."

McAllister said that the West Coast trip brought the squadron up to 90 percent combat readiness. He explained, that this is an ongoing rating of the squadron's overall readiness based on essential training that pilots need to stay combat ready.



Carrier qualifications are essential to pilot training



F/A-18 pilots maneuver their jets.

Hawaii Marine

The Hawaii Marine is an unofficial newspaper published every Thursday by RFD Publications, Inc., 45-528 Leike Road, Kaneohe, HI 96744, a private firm not connected with the Department of the Navy or the United States Marine Corps. All advertising is provided by RFD Publications, Inc., by calling 236-5841 or by visiting their office. Circulation is 8,000.

The Hawaii Marine is a free publication delivered each week to all family housing units aboard Marine Corps Air Station, Kaneohe Bay and to all Hawaii-based Marine Corps commands. Housing carriers are paid only

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Keiki tournament Task force gets fishy on Maui

Story and photo
by SSgt. Christopher Gray

A Marine Air-Ground Task Force from the 1st MEB hit the island of Maui July 20. As they touched down, the men were confronted with a situation they don't often encounter. It wasn't hostile enemy fire, but hundreds of curious bystanders stopping to take a look at those magnificent Marines and their flying machines.

The Marines, from HMH-463, HMM-165, HQSVCCo., 3d Marine Regiment and Co. A, 3d Medical Bn., RSSG-1, were invited to the "Valley

Isle" to set up a static display for the following day's 13th Annual Kaaanapali Kelki Fishing Derby.

The derby is a non-profit community event hosted on the beautiful fairway of the Royal Kaaanapali Golf Course in the heart of Lahaina's tourist district. Children from all around Maui are invited to come and fish in the course's pond for prizes, fun and best of all for free.

According to Jimmy Gomes, a sponsor and coordinator for the event, the fishing derby is just a way of saying thanks.

"You just can't forget

where you come from. This is just our way of giving something back to the community that has given so much to us," said Gomes. "And we like when the military comes because it adds so much to the event. The people on Maui really don't have much of an opportunity to see the military."

That was proven by the hundreds of people stopping by to visit with the Marines and see their CH-46 Sea Knight and CH-53 Sea Stallion helicopters, as well as have their children's faces painted with camouflage paint.



Young fishermen attack the waters during the tournament.

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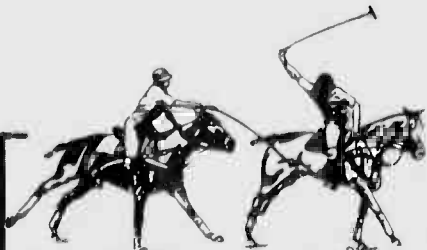
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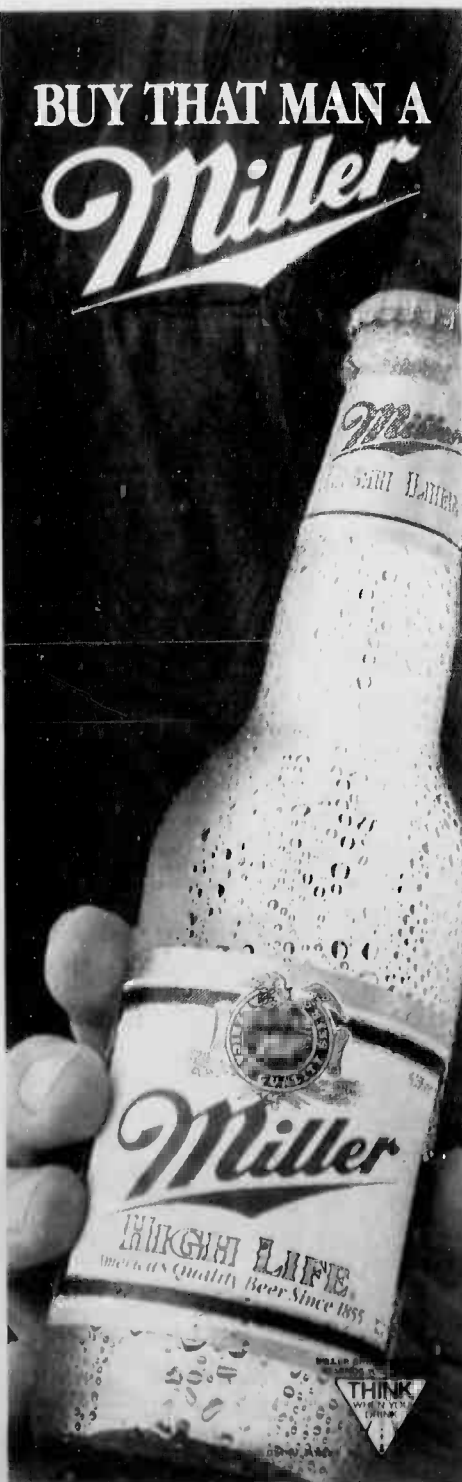
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Legally Speaking

By Capt. J.E. Sandbohn
Joint Legal Services Center

Every year, famous people like Warren Beatty and Pete Rose are accused of being the father of some groupie's child. But, paternity suits aren't just filed against rich people.

For a man, the prospect of paying \$300 a month for 18 years to support a child that is not his may be frightening. A paternity suit is a judicial proceeding used to determine if a man is the actual biological father of a child.

Whether a man has to pay that \$300 a month depends on the outcome of that suit.

In most cases, a paternity suit is initiated by a mother

who is trying to get money to help raise a child. In is not uncommon, however, for a father to file a suit in a situation where the mother will not allow the father to see his child. Although, either parent can benefit from a paternity suit, in the end it is society and the child that benefit the most.

Society benefits because the child is less likely to be raised on welfare, which costs taxpayer dollars. The child benefits both economically and emotionally as he will be less likely to live at the poverty level, and will know his father's name.

Paternity actions usually begin with an allegation by the mother that a particular man is the father of her child.

Paternity suits

Most states require mothers on welfare to cooperate with the state in establishing paternity. This allows the state to stop welfare payments to the mother and collect money from the father for welfare payments already paid.

A Marine cannot be forced to admit that he is the father, until there has been a court hearing. Anyone who has been wrongfully accused of being the father of a child should say nothing and consult a lawyer immediately.

However, most fathers are willing to admit paternity when confronted with the facts. In these cases, the court will issue a judgement of paternity and an order of support against the father.

This order of support will almost always require that the father pay support from the day the child was born, not the day the judge issued the order. This is done so fathers will have no incentive to deny paternity just to save a few months of child support payments.

Also, an alleged father cannot avoid paternity by simply not showing up in court. A default judgement is issued and again, the absent father is ordered to pay the child support.

All Marines are expected to provide adequate support for their lawful dependents. Failure to do so can result in administrative or disciplinary action. Failure to pay child support is one of the few reasons a military member can have money taken out of his pay without permission. On the brighter side, if a Marine has an illegitimate child, he can receive BAQ at the "with dependents" rate, as long as he can prove he is already providing support for that child.

Paternity can be disproved in several ways. The alleged father can present evidence that he was in the middle of a six-month float in the Persian Gulf during the time the child was conceived. He can present evidence that someone else is the father of the child, or use the most common method—a blood test.

This article is a general overview of a very complex area of law and is not intended to provide specific answers to individual problems.

If you need to commence a paternity action or defend against one, you should speak to a lawyer at the Joint Legal Services Center as soon as possible.



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On the Blotter

Alcohol Related Incidents
●A Marine was arrested by HPD for DUI after he was observed running a red light in Kailua. The officer detected alcohol on the Marine's breath when he was stopped and administered a field sobriety test, which the Marine failed. He was transported to the Kailua Sub-Station, where an intoxilizer test resulted in a .17 percent

blood-alcohol level. The Marine was released on \$150 bail and is scheduled to appear in court.

●A Marine was arrested by HPD after he was observed speeding and lane weaving on the Queen Emma overpass. The officer detected alcohol on the Marine's breath and administered a field sobriety test, which the Marine failed. The Marine

submitted to an intoxilizer test which resulted in a .15 percent blood-alcohol level. He was released on \$150 bail and is scheduled to appear in court.

●Military police responded to a breach of peace at the Windward Enlisted Club and found two Marines involved in a fight. The fight grew from an argument between the two Marines. One of the

Marines was transported to Tripler Army Medical Center, where he was treated for a laceration above his eye. The other Marine was transported to MPD, where he was processed and released to his unit.

Other Incidents
●Station MPs responded to a larceny complaint involving a portable stereo system. The Criminal Investigation Division conducted the inves-

tigation which led to a Marine being apprehended and the property recovered.

●The Criminal Investigation Division is investigating the destruction of a red VW van that occurred between 10 p.m. and midnight July 22, in the parking lot of barracks 1633. Anyone with information should notify CID at 267-3110/3519.



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At A Glance

Ship Visit

The **USS Rathburne** (FF 1067), a Pearl Harbor-based Knox class frigate will be open for public tours from noon-4 p.m. Saturday. Visitors are asked to park outside the Nimitz gate and take the transportation that will be provided. Reservations are not required.

Marine Band

The FMFPac Band will perform at the Hale Koa Sunday from 4-5:30 p.m. Beverages will be available and the Territorial Coffee House will be open for dinner after the performance.

Troy State

Troy State University will hold its Term-1 registration from Aug. 13-24. Classes include Personnel Relations,

Social Foundations and Administration in Higher Education. For more information call 656-1517.

MDA Telethon

The Muscular Dystrophy Association is gearing up for the silver anniversary of the Jerry Lewis Labor Day Telethon, which will be locally coordinated at Restaurant Row. Volunteers are needed to answer phones and perform many other jobs to help make the fund raising event successful. For more information call 486-2697.

Career Seminar

The Chamber of Commerce of Hawaii has scheduled a job and career seminar for people getting out of the military. It will be held Wednesday from 5:30-7:30

p.m. in the 5th floor cafeteria of the Prince Kuhio Federal Building. For more information call 531-4772.

SNCO Wives' Club

The SNCO Wives' Club will host their monthly coffee Aug. 11 from 8:30-11 a.m. at the Dependent Recreation Center. All spouses of Staff NCOs or Navy equivalent are invited.

Remedial Education

Scholastic Aptitude test (SAT) review classes will begin aboard the Station Aug. 18 and run for five Saturdays from 8 a.m.-2 p.m. AFCT review classes will start Aug. 20 and will be conducted Monday-Friday for five weeks. These classes are free for active duty military. For

more information call 254-1703.

Hale Koa Luau

The Hale Koa Luau will be held every Monday and Thursday evening until the end of August. Festivities begin at 5:30 p.m. and dinner starts at 6:30. The cost is \$21.95 for adults and \$12.95 for children under 12. Tickets are available at ITT.

Job Workshop

The NCOA Job Seekers Workshop will be at the Windward Enlisted Club from 8 a.m.-noon Aug. 9. Information on how to make the most of your military experience when entering the civilian job market will be presented. The event is free to all military people.

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Windward Family Festival

A weekend of fun and games

Despite Friday's rainy weather, more than 25,000 people showed up last weekend for the largest island-wide event ever held on Windward Oahu.

The 1990 Windward Family Festival was co-sponsored by the Air Station and Castle Medical Center. The focus of the three-day event was to foster continued good relations between military and civilian people in the local community, and to give Marines and sailors at Kaneohe Bay an opportunity to enjoy a large-scale family event.

"All profits from the festival go back into family programs," said Dan Dufrene, festival chairman. "These programs include child care and athletics."

Before opening ceremonies, a festival preview provided physically challenged children and veterans with a boat ride around Coconut Island and a chance to experience the carnival rides. Thirty physical therapists from Castle Medical Center and Marines and sailors volunteered to help everyone have a good time.

Entertainment for the event included the current version of The Mamas and The Papas, The FMFPac Show Band with special guests Don Ho, Danny Kaleikini, Jan Brenner, and Azure McCall and other local groups. For the younger crowd, the Mutant Turtles were on hand.

Another popular festival event was the Bikini Contest held Sunday. Sixteen contestants competed for more than \$3,000 in cash and merchandise. From the sounds of the audience this event was a definite crowd pleaser.

Marines from the 1st MEB showed the public some of the equipment and weapons they use on a daily basis. Everything from helicopters and jets to mortars and M-16s were on display and kids of all ages were "cammied up."

Various Air Station organizations such as Armed Services YMCA, Red Cross, and

the Boosters Club added to the food and beverage booths for a chance to tally-up some funds.

More than 450 volunteers from all walks of life made the festival successful. "There's no way we could have had a Family Festival without those volunteers," said Walter Skierkowski, director, Moral, Welfare and Recreation. "We owe such a debt of gratitude to all of them. Many of the volunteers worked all three days and were keeping in the spirit of the event."

Skierkowski said the event was a chance "...to open the

arms of friendship to the families of the community."

"I am very pleased with the results of the Festival," said Col. R.R. Critzer, Air Station Commander. "It was with the spirit of Aloha that the communities (Kailua, Kaneohe and the Air Station) were brought together."



Cpl. William Allen rides the ferris wheel with Paul Brown, his special friend.



25,000 people visited the Festival.



Sgt. Leon Watkins, Weapons Co. 2/3, explains the capabilities of the 81mm mortar to Festival visitors.



Col. R.R. Critzer (left) and Terry White, president of Castle Medical Center, cut the ribbon to start the festivities.

Marines trade punches at Festival smoker

By LCpl. G. Poznar Smith

As a feature presentation for the 1990 Windward Family Festival, a boxing smoker was held to entertain festival goers and give young fighters on the Station a chance to square-off in the ring.

All seven boxers spent the final moments of an FMFPac Band performance warming-up. Empty seats were scarce as the FMFPac Band ended their dynamic performance, and the crowd switched their attention from music to the dynamite-charged boxers.

Jaques Q. Chambers vs.

Audwin Jones
The first fight on the card started tentatively with both fighters feeling out the other's defenses. Thirty seconds into the first round, Chambers over swung a right and fell to the deck, but it was justly ruled a slip.

Jones was content to fight

the aggressive Chambers in a defensive style, scoring repeatedly with countering jabs. The first ended with neither fighter visibly hurt.

The action picked up to start the second, but both boxers were missing more than connecting. Chambers landed a solid roundhouse to Jones' ear for the only good punch of the round. With both fighters tiring in the closing seconds, they switched to wrestling and pushing, as referee Todd Bristow worked to keep the two apart.

The third round seemed to be what the boxers were waiting for. The pace was furious all the way, and Jones rocked Chambers with an uppercut followed by a straight right. Jones kept to his defensive style, scoring on combos while backpedaling.

Chambers, seemingly unscathed, landed four or five punches, getting Jones' attention. The fighters were giving it their all, and the

final whistle sounded with the boxers in a wrestlers embrace.

The judges scored it as Jones racked up a unanimous decision. The crowd seemed split between the outcome.

Rick "The Rock" Rockwell vs.

Robert Beattie
The crowd was juiced up for this, the first and only heavyweight bout on the night's card. Rockwell was the quicker of the two, but took some punishing blows to the face in the first few seconds. There wasn't anything tricky about Beattie's strategy—just throw 'em hard and fast.

After a particularly ferocious combination, Bristow gave Rockwell a standing eight. Rockwell was already puffy under one eye and had a mouthful of blood to boot. The standing eight pumped him up though, and he responded with a short pounding of Beattie. Although Rockwell was connecting, his blows seemed

futile against the obviously heavier Beattie. The round ended, and Rockwell had to be pointed toward his corner by Bristow.

The action couldn't have been more heated to start the second. Both boxers were trading blow for blow, but Beattie's were causing more damage. At 1:35 of the second, Beattie clocked The Rock to the canvas with a crunching left to the side of the head. Bristow ended the fight amidst cheers from the appreciative crowd.

Zachary Simmons vs.

Carl Vinegar
The third fight featured two boxers from the Kaneohe Boxing Club, and a re-match from the last Smoker in February. Simmons relied heavily on his reach advantage to keep the stockier Vinegar at bay. At 1:45, Vinegar smacked Simmons with a looping roundhouse punch for the first telling blow of the fight.

Simmons began the second

with one-two combos galore. He kept Vinegar neutralized with flashy jabs and uppercuts. Midway through the round, Bristow gave a glowering Vinegar a standing eight. Not to be outdone, Vinegar walked through the defensive jabs of Simmons, and staggered Simmons with one quick right hook. Bristow gave Simmons a standing eight.

Vinegar had a mouthful of blood, but was coralling Simmons in the corners and on the ropes. It was all Simmons could do to keep Vinegar away.

The third saw the pace pick up, and the result was the same. Vinegar was pounding the tar out of Simmons, keeping him on the ropes. Simmons' cornermen were screaming for him to get off the ropes, which Simmons did by hugging Vinegar, a smart boxing move. With 10 seconds to go, Bristow finally gave Simmons a warning for holding.

After several minutes of

deliberation, the judges' decisions were handed in, all unanimous for Simmons in a controversial call. The crowd response was unanimous, too; all hoots and accusations of a fix. Vinegar took it in stride, returning Simmons' embrace.

Jaques Q. Chambers vs.

Freddy Jackson

The fourth and final bout promised to be unusual, as Chambers stepped in for his second fight on the night. The chiseled Jackson was at an advantage from the get go.

Jackson showed no mercy from the first blow to Chambers' head as he continued to score with left-right combos. Chambers was trying to even his record on the night with a win, but Jackson crowded Chambers into a neutral corner. An overmatched and under powered Chambers took an incredible barrage of punishment, and Bristow stopped the fight at only 1:22 in the first.

Aggies Wanted

Texas A&M University is inviting former Aggie students who are serving in the military in Hawaii to be a part of the A&M-Hawaii football game Sept. 1 in Honolulu. The winners will also be interviewed for the A&M coaches TV show. Interested Aggies can submit for the drawing at the Joint Public Affairs Office located in building 244 by the Station Theater.

Rugby Action

The Hawaii Marine Rugby Football Club is getting ready for the FMFPac Rugby Championships to be held on the Air Station Aug. 17-27. The Hawaii Marines RFC is the defending FMFPac champion. Anyone wishing to join the RFC can call Jim Blottman at 257-0065, or Brad McGaha at 257-2049. No experience necessary.

Men's Basketball
Tryouts for the 1990 Hawaii

Marine men's basketball team will be held Sept. 1 at 10 a.m. in the Main Gym. All Hawaii Marines, and sailors stationed with Marines are eligible to try out.

Flag Football

Eight-man intramural flag football starts Aug. 20. Headquarters and Service Co., 1st MEB, is forming a team for all interested players. There will be a meeting at Brigade Tactics School, building 223 at 1 p.m. tomorrow. For more information call Lt. Fazekas at 257-5898.

Karate Classes

Dependent Recreation is offering Okinawa Shorin-Ryu-Karate classes Mondays, Wednesdays and Fridays at the Family Gym. Adults and children 3 years old and up are being enrolled. For more information, call Sensei Johnson at 254-2122, or Dependent Recreation at 254-2963.

HASAC Runners

The Hawaii Armed Services Athletic Council 1990 Cross-Country meet is set for Sept. 21. Marines stationed in Hawaii and sailors stationed with Marines are eligible. Anyone interested in competing should contact the athletic office at 254-2458.

Smoker

Friday Night at the Fights, a boxing event open to all Hawaii Marines and sailors stationed with Marines, will be held Sept. 14. Registration will end Aug. 30. For more information call 254-2458.

Cross-Country

Any unit interested in fielding a unit level cross-country team for 5&K courses can call PFC Shawn Flaberty at 257-2197.

Windward Triathlon

Athletes can still sign up for the Windward Triathlon,

which will be held on the Air Station Aug. 19. Volunteers are also needed for aid stations and to help out in the finish area. Volunteers will receive a complimentary T-shirt. The triathlon consists of a one-mile swim, a 50 mile bike leg and a 10 mile run. Entry forms may be picked up at the Athletic Office. For volunteer sign-up call 254-2516.

Keiki Fun Run

There will be a 100-yard dash for 4 and 5 year olds, and a three kilometer race for ages 6-13 at the Ala Moana shopping mall at 7 a.m. Aug. 12. The entry fee is \$8. For more information call 522-0393.

Softball

The K-Bay Athletic Club is looking for women to round out their fall-league softball play. If you are a team looking to play, a player looking for a team or a coach

looking to help out call Sue Higgins at 254-2176.

Soccer Players

The Hawaii Marine soccer team is looking for players for their team. Anyone interested can meet at Pop Warner Field Monday-Wednesday from 5-9 p.m., or call Cpl. Eddie Herrera at 257-5552.

Women's Soccer

Six players are needed for the women's soccer team here on the Air Station. No experience necessary. A coach for the team is also being sought. For more information call Lisa Nelson at 254-8946.

Chess Club

Those interested in joining a chess club can contact Petty Officer 3rd Class Tapun at 257-5680. Players of all levels are welcome to join the club, which will meet every Sunday from noon-3:30 p.m. at the Station Library.

Gym Regs

The Station Gym is not open until 10 a.m. Mondays through Fridays. Units needing gear for a unit function should coordinate with the athletic director at least a day before the event. Also, people using either fitness center (weight room) are reminded to bring their own towels when using the facilities; attendants have the right to refuse admittance if towels are not brought.

Ice Hockey

Anyone wishing to compete in ice hockey should contact Chaplain Murray at 257-3326 or 262-5746 or LCpl. Broton at 257-2288.

Fencing Club

The Hawaii Fencing Association is looking for people to join their ranks. No experience is required, and equipment is available from the association. For more information, call Barbara McClintock at 487-3111 or Capt. Muller at 257-1847.



Flipped Over Skiing

A skier takes a dive as the Hickam Water Ski Club performs at the 1990 Windward Family Festival, Saturday

USMC photo

Big leaguers visit Station

Story and photos
by Sgt. T. Shearer

Children and adults alike had a good bull-pen view of 14 former major league baseball all-stars, as they stopped by the Air Station on the opening day of the 1990 Windward Family Festival.

The Major League Ball Players Alumni Association Tour was here to sign autographs and pitch some words of wisdom on both baseball and life. The star attraction was a batting class conducted by former Dodger Steve Garvey.

"He's fabulous," said 12-year-old Carmelita Tirado, daughter of Daniel (BSSG-1) and Carmen Tirado, after receiving an autograph and peck on the cheek from Garvey. "I play softball and it's neat to see someone like this."

The Alumni Association Tour is a new concept. It was started two years ago to get former players together to visit places that aren't normally graced by major league athletes. The current tour will make stops at military bases in Guam and Europe, as well as the Hawaii visit.

"The tour is sponsored by ATT and Kodak," said Joe Ramondini, director of consumer marketing for ATT. "This is our way of giving something back to the military—both of our compa-



Steve Garvey gives Carmelita Tirado a kiss with his autograph.

nies have strong ties with servicepeople."

As the kids and adults lined up for autographs, the players were giving words of encouragement. Bobby Honda who retired from the Chicago Cubs ball club, balanced a young man on

his knee while putting his monicker on a ball.

"What's your favorite part of baseball?" he asked.

"I guess seeing you," said the boy.

This exemplifies the goal of the tour. They take baseball to Americans living overseas.

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Festival canoeists stroke to new beat

Story and photo
by Cpl. Reginald M. Cole

Morale, Welfare, and Recreation, in association with the Hui Wa'a Canoe Club Association, sponsored a canoe regatta Saturday during the 1990 Windward Family Festival.

What began as a rainy downpour at dawn soon turned into perfect racing weather for the paddlers as they prepared for the half-mile race at Hangan 101's beach.

The Na Ohana O Na Hui Wa'a Canoe Club Association was on hand to supply the canoes, steersmen, and last-minute safety instructions for the military canoe racers.

The Men's Open division paddlers were the first to hit the water. Classified as paddlers having prior paddling experience, the men of

the open division knew it was more than "just for fun" — they had something to prove. With team names like "Navy Seals," "Surf Sport," "Blazing Paddles," "Alii Kane" and "Windward Kai," the teams paddled for victory.

Coming out on top were Scott Lund, John Dixor, Jerry Omerod, Dennis Guerra, and Roy Montoya of Surf Sport. They finished the race with a time of 3:27.78. Finishing a minnow-length behind were the Blazing Paddles with 3:28.24. Other finishers rowed in as follows: Windward Kai, 3:30.48; Alii Kane, 3:40.12. The water-logged Navy Seals rounded out the race with a 4:07.50 clocking.

In the second race of the morning, "The Menehunes," a men's novice team comprised of Station Property's Robert Graham, Ron Bevens,

Anthony Bellenor, Gary Casten, and Glenn Hubinski, beat out five other teams to capture the victory. With a winning time of 3:41.28, the Menehunes crossed the finish line 12 seconds ahead of any other team.

"We trained long, grueling hours to get our timing down and it paid off," said Bellenor. Other finishers were: Medical N/A, 3:53.96; Blazing Paddles, 3:54.37; "G-Men," 3:58.55; "Aqua Hogs," 3:59.04; and "Flying Tigers," 4:17.62.

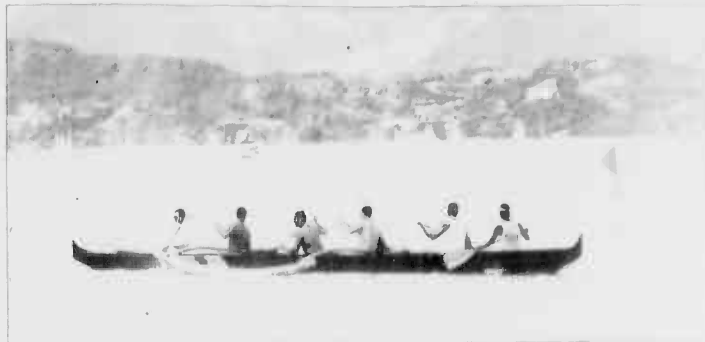
In the final race for the military division, Surf Sports' mixed team of Scott Lund, Nikki Parsons, Jerry Omerod, Dennis Guerra, and Roy Montoya rowed away with the first-place spot.

Surf Sports beat out their closest competitors, the "Panthers," by two seconds at the

finish line with a time of 4:01.85. Other Mixed division finishers were: "Pan-

thers," 4:03.10; "Wicked Wahines," 4:06.54; "Zig-Zags," 4:13.56; "Die hards,"

4:16.98; "Flying Tigers," 4:20.71; and Blazing Paddles, 4:25.24.



Blazing Paddles #1, a men's novice canoe team, strides in after losing to the Menehunes in the Windward Military Canoe Regatta held Saturday

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Also, should you have a question you would like to pose on nutrition, diet, or preparation, please jot it on a piece of paper. Be sure to put your name on it. After the question is answered, this will be added to the Farberware unit drawing. Any question not answered because of time factor will be saved, reviewed, and answered by mail. We will send the answers to the Wives' Club representative for distribution.

We are making every effort to have enough folders to give one to each attendee. This folder comprises a chart of all retail beef cuts, a number of recipes printed so that they may be cut to recipe-card size, plus an oven-cooking bag.

Should you wish to have a "no host" lunch prior to attending the seminar, please phone for reservations.

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Armed Services YMCA

The Armed Services YMCA Outreach Office is located down the sidewalk from the 7-Day Store on the Air Station. For information on programs or to make reservations, call 254-4719/4965. Child care is provided unless otherwise indicated below.

Swap Meet

The next swap meet will be held Aug. 18 from 9 a.m.-2 p.m. Interested sellers can call the ASYMCA to reserve a booth for the biggest meet of the year. Bring the whole family for a day of bargains

and fun.

Women's Awareness

The ASYMCA has an ongoing social, recreational and educational activities designed especially for women. Child care and transportation are provided.

Kids Craft

Make a pair of jazzy tennis shoes using puff paint, appliques, glitter and sequins during a class Aug. 24. Re up on the latest fashion craze, and create a pair of shoes that could cost as much as \$60 in outside stores.

Wreath Class

A class will be held Wednesday to teach interested people how to make country wreaths from cloth and straw. The cost is \$10, and must be paid by Friday. Stop by and see an example.

Family Cruise

The ASYMCA is sponsoring a family cruise off the coast of Diamond Head, Waikiki and Honolulu Aug. 22. The fee of \$12 for adults and \$9.50 for children is due by Aug. 19. Reservations are required.

Family Services

The Family Service Center offers the following programs to help military people improve their lives. For more information and reservations, or to get on the newsletter mailing list, call the FSC at 254-1541.

Home Day Care

People who are caring for children in their homes for a total of 10 or more hours each week, must register with

the FSC. They have information on how to become a certified day care provider, or how to find one if you have children who need a babysitter.

Oriental Tour

Newly arrived single people and families are invited to attend a tour of Oahu Aug. 10 from 8 a.m.-4 p.m. Reservations are required and a bag lunch is recommended.

Hawaii Schools

A representative from the Department of Education will give students and parents a brief on state school policies and programs Aug. 18 from 7-9 p.m.

Job Bank

The Family Service Center maintains a computerized listing of jobs available in the civilian market, and can

input names for potential employers to see. Call for an appointment.

Achieving Goals

Learn how to be a "wish-buster," by turning dreams into clear-cut goals for developing life patterns. A professional speaker will conduct the workshop Aug. 28 from 6-9:30 p.m. Enrollment is limited, so advance reservations are suggested.

Sponsorship Briefs

A class for sponsors is held every Thursday from 2-3 p.m. Information on arranging for temporary lodging and other logistical considerations that will help a newly arrived

person adjust will be given.

Resume Writing

Learn how to write an effective resume that will help land a good job. The next class is Aug. 22 from 10-11 a.m., call for reservations.

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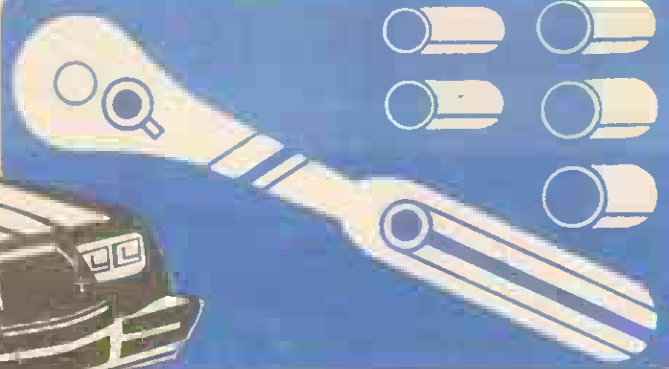
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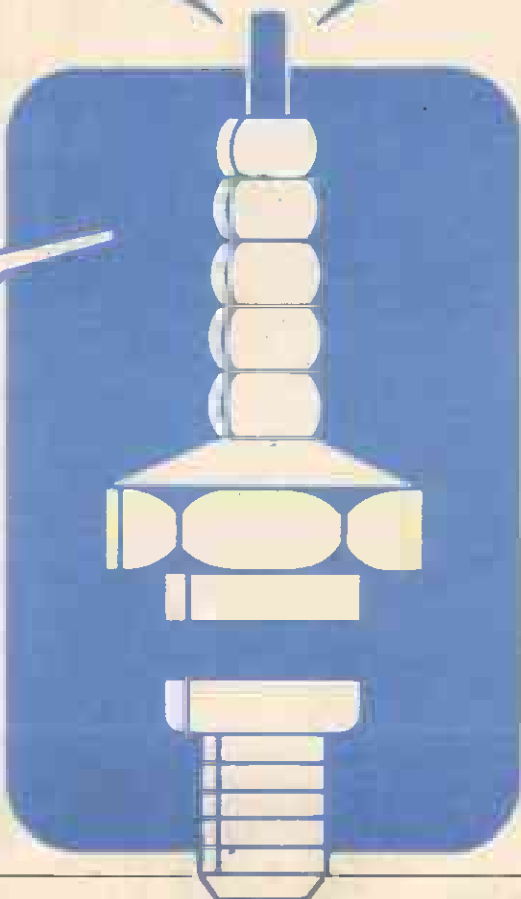
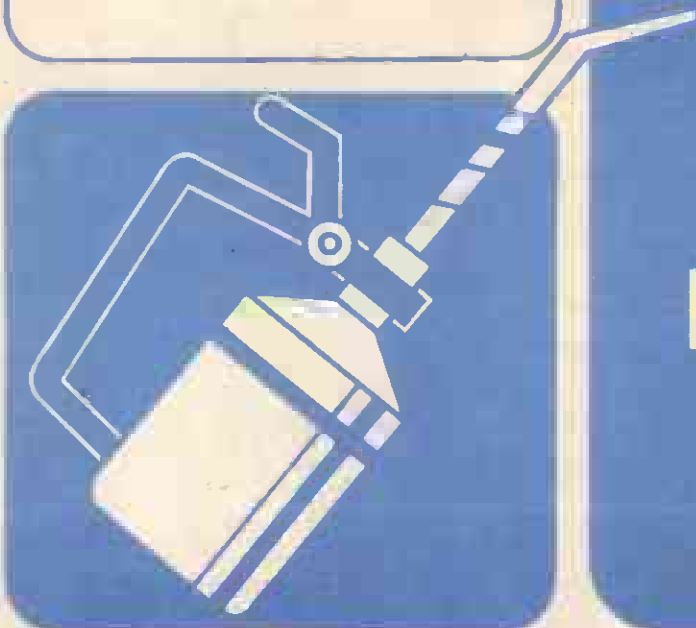
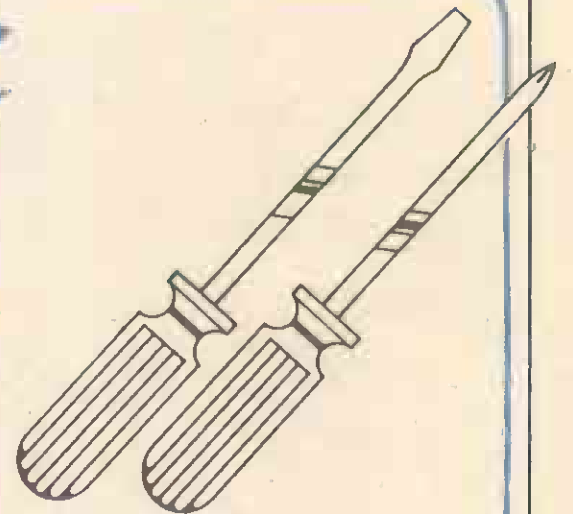
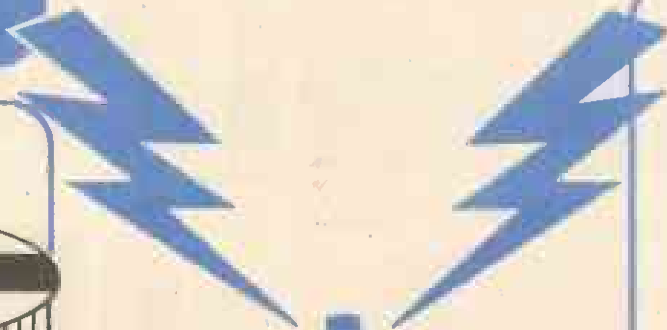
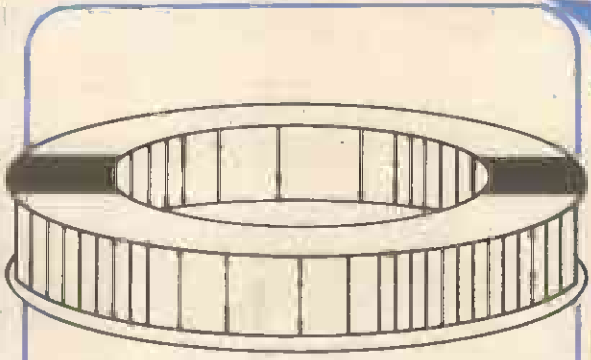
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Sun Press



Summer CAR CARE



SUPPLEMENT TO: HAWAII MARINE, HAWAII NAVY NEWS, HAWAIIAN FALCON, HAWAII ARMY WEEKLY & SUN PRESS NEWSPAPERS

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Unser offers money-saving tips

You don't have to be an expert to drive efficiently and get the best possible performance from your car.

According to champion race-car driver, Bobby Unser, three-time winner of the Indy 500 and spokesman for the Turbo-Wash pressure washer, "Learning how to drive economically will save money, keep your car running better, and add to the life of your car, while poor driving habits waste as much as half the fuel in your tank."

America's No. 1 racer offers the following money-saving tips to keep your car running great:

• **Preventive maintenance means big savings** — Have your car tuned up every 15,000 to 30,000 miles. Miles per gallon

can drop as much as 15 percent if your car isn't running right.

• **Check tire pressure.** You can lose three to four miles per gallon if your tires are not at maximum pressure.

• **Make sure your thermostat is running efficiently.** A cold-running engine can waste one out of ten gallons of gas.

• **When you need new tires, purchasing radials instead of conventional tires can improve your gas mileage up to 7 percent.** You'll also save money on replacement, since they last longer than conventional tires.

• **Safe driving is like money in the bank** — Avoid unnecessary lane changes. Weaving in and out doesn't move you forward, but it does use up a lot of gas. Accelerate

slowly from a stop.

Everyone knows that driving over 55 miles an hour burns more gas, but did you know that driving slower than 25 mph wastes gas, too?

• **On moderately hot days, using your car's ventilation system instead of the air conditioner will save gas.** In milder weather, drive with windows closed so airflow doesn't make your engine work overtime.

• **Keeping your bank account and bodywork in shape** — Don't waste money on rust-proofing a new car ... most already come with corrosion protection built in and warranties against corrosion. Rust-proofing an older car can actually cause rust, because you may seal in the same corrosive materials you were trying

to protect against.

Car covers are another waste of money. Instead of protecting your car, the cover traps moisture and slows down evaporation.

• **The best way to prevent rust is by keeping your car clean.** Hand-washing your car instead of taking it to an automatic car wash saves money and is easier on the paint job.

Those big car-wash brushes can grind dirt right into the paint, and the recycled water may be

spraying corrosive salt on your car.

To avoid scratches when you wash your car at home, use water pressure instead of elbow grease to get rid of grime. Finish up with a good wax to seal out dirt and corrosive chemicals.

• **Choosing the right mechanic** — Shop around for estimates and pick the right shop for each job. One may charge less to do the body work while another may have a good

price on painting. An independent diagnostic center has no incentive to suggest unnecessary repairs. The \$30-\$45 fee can save you hundreds in the long run.

For more year-round car-care tips from Bobby Unser, send a stamped, self-addressed envelope to: CAR CARE TIPS, c/o Turbo Tek Enterprises, 8850 Venice Boulevard, Suite 205, Los Angeles, CA 90034.



Champion race car driver Bobby Unser uses a pressure washer to eliminate dirt without scrubbing and protect his car's finish.

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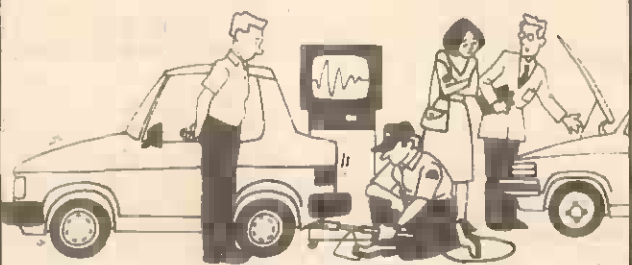
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CAN YOUR CAR PASS THE TEST?



361 MOTORISTS IN BIRMINGHAM, ALABAMA, VOLUNTARILY TOOK THEIR CARS THROUGH AN EMISSIONS AND SAFETY CHECK LANE. OVER ONE-THIRD WERE UNABLE TO PASS THE EMISSIONS TEST, INDICATING A NEED FOR A TUNE-UP. MANY OTHERS FAILED THE SAFETY CHECKS.

TEST RESULTS	
FAILED EMISSIONS	35%
AIR FILTER	35%
WATER PUMP	33%
WATER PUMP ADJUSTMENT	33%
WATER PUMP REPLACEMENT	30%
WATER PUMP LOW	26%
WATER PUMP HIGH	23%
WATER PUMP BEATS	22%
WATER PUMP TIGHTENING	17%
WATER PUMP REPAIR	

BEFORE YOUR CAR FAILS THE TEST AND LEAVES YOU STRANDED, HAVE IT CHECKED. THEN, LIKE MOST OF THE BIRMINGHAM MOTORISTS, GET THE RECOMMENDED WORK DONE SO YOU CAN DRIVE WITH CONFIDENCE.



Manuals contain good advice

Motorists may crave high-ticket cars and more expensive options, but economy is still a premium point.

And, because it is, a record three out of four motorists pull up to self-serve gasoline pumps — all the more reason why smart motorists make their own routine inspections.

"What gas station attendants once performed routinely now must be done by the owner," says James P. Steiger, a director in the Technical Affairs Division of the Motor Vehicle Manufacturers Association (MVMA).

"However, car and truck producers have made life simpler by reducing the frequency for such routine maintenance as oil changes and spark plug replacements," Steiger says.

"In many cases, the requirement for lubrication or replacement of points and condensers has been eliminated. Most cars today don't even have a carburetor, and many of today's drivers can't even remember when brakes didn't self-adjust."

Steiger reminds motorists that their best bets for staying out of trouble and keeping cars in peak operating condition are contained in the vehicle's owner manual.

"The manual may be one of the best circulated and most ignored publications in the nation, or even the world," he says.

The manual tells you that the crankcase oil should be changed on most vehicles every 7,500 miles under normal driving conditions.

More frequent oil changes are recommended for engines with turbochargers and cars that tow trailers or often travel dusty, unpaved roads.

"Oil is the life blood of your vehicle," Steiger says. "It is especially critical to keep your oil fresh and full in today's smaller engines, machined under much closer tolerances than the big power plants of the '60s and '70s."

Spark plugs wear much longer, according to

Steiger, because, with the use of unleaded detergent gasoline, there is no lead or carbon buildup on the plugs.

While the carburetor is becoming a relic, it is vital to keep those fuel injectors clean. Some pumps advertise an injector-cleaning additive contained in the gasoline.

On the subject of pump labeling, MVMA suggests that you make certain of the ingredients in the fuel. Some additives are not desirable.

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SOLID STATE TUNE-UP INCLUDING INSTALLATION OF MOTORCRAFT™ SPARK PLUGS, INSPECTION OF CHOKE, THROTTLE LINKAGE, SPARK PLUG WIRES, DISTRIBUTOR CAP, ROTOR ADJUSTMENT OF IDLE AND IGNITION TIMING.

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4 cylinder \$49⁹⁵ 6 cylinder \$59⁹⁵

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*Excludes Platinum Plugs, Econoline, Aerostar, Distributorless Ignition System, Super Charged and SHO Vehicles. Taxes additional, parts and labor extra.

Expires August 31, 1990

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Receive a free *front end suspension, lubrication with the following service: Includes up to 5 quarts of Motor-Craft™ Oil, Motor-Craft™ Oil Filter and Installation. Probes and Diesel equipped vehicles higher, taxes extra.

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\$29⁹⁵

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LIFETIME SERVICE GUARANTEE

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Filters extend the life of your car's engine

Until the 1950s, car owners expected to overhaul their engines after a mere 20,000 miles. Today, a gasoline engine can run well over 100,000 miles and a diesel can last up to 500,000. What causes the difference? One reason is engine filters.

Oil, air and fuel filters, among the simplest and least expensive parts in an engine (filters cost only \$4 to \$15), are now installed in every car engine. Replacing filters can help prevent damage ranging from \$100 to \$1,500, making filters the best insurance a car owner can buy against premature and costly engine repair bills.

The most common causes of engine wear are dirt, dust, rust, metal particles and other contaminants. When these particles enter the engine, they can damage the expensive moving parts.

Filters are designed to remove these elements. Constructed from specially treated, pleated filter papers, they come in a variety of shapes and

sizes. As oils, air and fuel pass through these pleats, contaminants are retained in the filter.

The experts at Wix Filters, Gastonia, N.C., have some tips that can help keep your car's engine running with a minimum of maintenance.

- **Replace the oil filter with each oil change,** and as often as every 3,000 miles. The oil filter is critical to the engine's performance because it removes impurities from the engine's lubricating oil.

Since the thin film of oil that separates the moving parts is only a few thousandths of an inch thick, it's important that the oil be clean. Dirty oil can cause engine wear, damage the oil pump or even result in engine seizure.

- **Change the air filter every 10,000 miles,** more often in dusty areas. The air filter cleans the air entering the engine, catching dust, water and bugs.

As the air filter becomes clogged, air flow to the engine is restricted.

This can cause poor engine performance or even engine shutdown.

- **Replace the fuel filter every 10,000 miles.** The fuel filter removes dirt from fuel as it enters the engine. Without the fuel filter, these contaminants could damage the carburetor or fuel injectors.

Filters are replaced as a unit. While they can be changed at a service shop or garage, filter maintenance is a relatively easy job. Car owners may want to buy the filters from their local parts store.

If so, Wix recommends that car owners only buy filters of top quality construction. Things to look for include solid construction, good quality gaskets, good instructions and a strong warranty. Wix, for instance, warrants the filter and the engine against filter-caused damage.

Car owners should also be careful to use the correct replacement filter and to follow the manufacturer's installation directions carefully.

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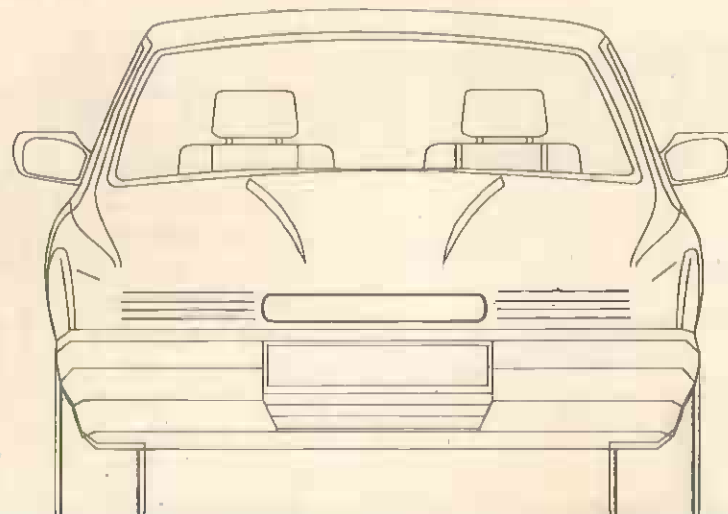
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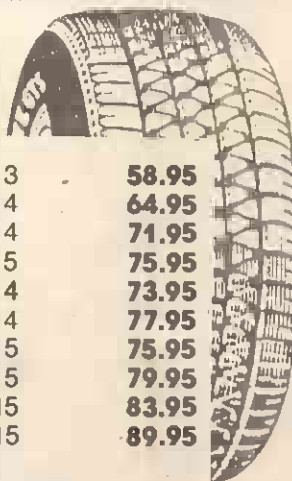


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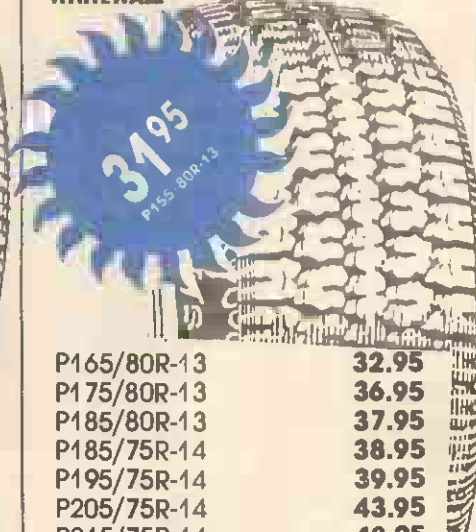
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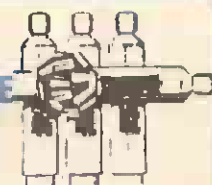
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Sparkling shine adds to car's value

With the cost of new vehicles rising every year and the cost of repainting rising just as rapidly, the smart car or truck owner takes preventive maintenance very seriously.

Nothing adds more to a vehicle's worth than a sparkling shine on its paint and chrome. In the past, a car owner would protect the paint finish by applying a wax and cleaner compound with mild abrasives to remove dirt and grime, and to provide a protective layer over the paint. Most everyone is familiar with this old-fashioned "one-step cleaner polish."

This method was fine for yesteryear's automotive finishes, though it seldom lasted long and entailed a great deal of "elbow grease."

Today's newer paint finishes are very different and entail different materials. New vehicles have thinner base or color coats followed by several coats of clear.

This clear coat is responsible for that gleam or shine one sees on today's cars and trucks. It is also the clear coat that requires special care and maintenance. Abrasives of any sort scratch the surface of the clear coat, thinning it and dulling the surface. Wax alone is not enough to protect this clear coat.

Here in Hawaii, the hot tropical sun and salt air act to break down the traditional "wax" system in four to six weeks, resulting in a loss of gloss and protection. A new car or truck left without adequate protection will lose value and appearance in as little as a year or two if not protected.

Science and modern technology have come to the rescue with a new



Proper cleaning and shining can increase the resale value of a used car and keep older cars looking showroom new.

system to preserve and protect the new paint finishes. This new system of protection is called Teflon (TM) Paint Sealant. Marketed by several companies under various brand names, this paint sealant formulation has as its prime ingredient, microscopic particles of Teflon.

Teflon, made by DuPont, is the most slippery substance known. Virtually nothing can stick or adhere to Teflon. It is Teflon that prevents eggs from sticking to your cookware; it also keeps things moving and sliding in our vehicles in space and is now available to protect the paint finish on your new car or truck.

When properly applied, preferably by professionals, the microscopic particles of Teflon in the paint sealant go into the pores of the paint and bond with the paint forming a tough protective coating. Far superior to wax, this coating is very resistant to road tar, bird droppings and other pollutants that damage paint.

Dirt and grime wash off easily due to the slick surface. This surface is also shielded from the harmful effects to the sun.

Instead of the traditional wax's four- to six-week protection, Teflon sealant offers effective protection for a year or more. Applied annually, your protection and shine could

last almost indefinitely.

Professionals who have been trained to use and apply this product for maximum benefit are recommended. Remember, professional products are concentrated and are not as diluted as many "over-the-counter" items are.

When you take your vehicle to get a professional Teflon paint sealant application at such establishments, you should also have your vehicle professionally detailed to restore its interior to that "factory" showroom look. Detailing involves thoroughly cleaning, dusting and treating both the inside and outside of your vehicle to restore the shine

and lustre.

Those nooks and crevices where dirt and dust collect are all cleaned back to the "new car" status. It is this attention to detail that gives even your 5-year-old vehicle a new-car look.

Protect your investment in your new car or truck with professional applications of Teflon paint sealant and you will be the envy of those who are still using the old traditional method of waxing.

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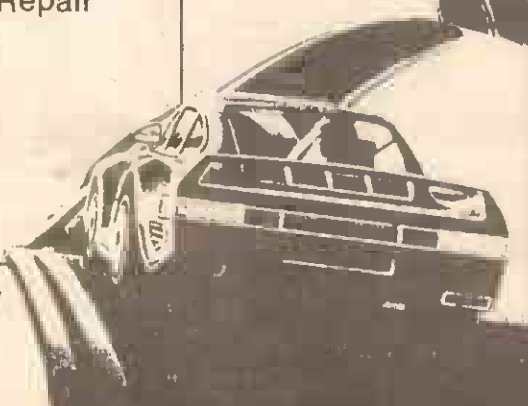


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Little radiator cap can be big trouble

The scene is a familiar one: A car on the side of the road, hood up, a geyser steaming from the radiator. A typical summer scene, right?

Wrong. This scene could come true any time of the year, stranding you on the roadside, the end result of a bad radiator or

cooling system cap, according to Swedish automaker Saab.

A car's radiator cap is one of those many little "out of sight, out of mind" parts of your car you probably don't think about. But it does a very big job, holding your car's coolant/antifreeze mix-

ture under pressure in your radiator and engine block.

A leaky radiator cap, or a cap that is otherwise in poor condition, can cause your cooling system to be improperly pressurized. The consequences of an improperly pressurized system could include

causing your engine to overheat, causing your engine's coolant hoses to rupture if the cooling system pressure is too high, damaging your heater core or damaging the radiator itself.

One way to tell if the cap is not in good shape is simply to inspect it, something you can do yourself. Before you remove the cap, however, it's best to wait till your engine cools. Boiling coolant can cause serious burns, warns Saab.

When the engine is cool, slowly remove the cap and check the rubber gasket inside. If it is cracked or looks deteriorated, consider replacing it before it causes trouble.

Also, check to ensure that the cap fits tightly, and that someone, somewhere along the way, has not replaced it incorrectly. If the cap is cross-threaded, meaning that it has not been replaced correctly, it will probably be sitting at an angle, and

possibly leaking.

If you suspect that the cap is damaged or should be replaced, you can have your service station or dealer make a pressure test on the cap, which requires a special device — and the know-how to use it.

If you have any doubt about the cap's reliability, have it replaced at the first opportunity, and save yourself some trouble down the road, advises Saab.



Your car's cooling system should be flushed and refilled with fresh anti-freeze at least once a year to safeguard against engine troubles.

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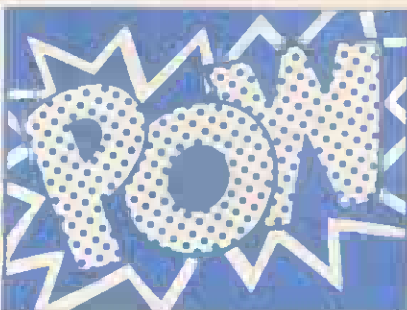
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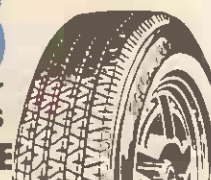
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