

Mundis earns automotive scholarship

YORK — A 19-year-old, who can replace the spark plugs, points and condenser on her auto, has been named one of eight national winners in the 4-H automotive program.

Carol Mundis, 43 North Belvidere Avenue, York, received a \$1,000 scholarship at the 58th National 4-H

Congress in Chicago Nov. 25-29.

The awards were presented by The Firestone Tire & Rubber Company, sponsor of the 4-H automotive program.

Mundis, daughter of Mr. and Mrs. Phillip Kuntz Sr., is a high school senior and a three-year 4-H'er. She plans



Carol Mundis

a career as a special education teacher.

In addition to tuning up her 1972 Ford Maverick, the York County girl has repaired a headlight on it, cleaned the engine using a commercial engine cleaner and a garden hose, rotated the tires and changed the oil.

Mundis described herself as "a city girl who never dreamed of being a 4-H member" and said she not realizes the impact 4-H has had on her life.

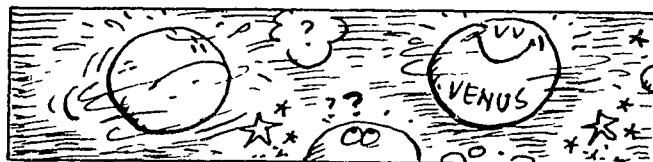
The 4-H'er began her automotive project by

learning the basic parts and functions of an auto. "I became concerned about what I would do in case of an emergency," she said. "So I continued the project and I learned how to make safety checks."

Earlier this year she put together a demonstration entitled "Wheels" in which she told how to buy and care for an auto.

Last year, she led a 4-H automotive hazard hunt and parts identification project. "Many people, even men, could not locate the hazardous items, such as loose lug nuts, broked windshield wiper blades and low radiators," she said.

She was in charge of a safety check lane at the county 4-H Fair earlier this year and again checked autos for hazards. She also arranged for her club to make a local auto hazard check, with fines being imposed against those who didn't pass. The fine money went into the 4-H Center Maintenance Fund.



Jupiter whirls around its axis every nine hours and 51 minutes; Venus, once every 243 days.

Soybean growers support duty-free rail cars

ST. LOUIS, Mo — United States soybean growers are supporting a bill that would eliminate for two years an 18 percent duty on railroad hopper cars imported from Mexico and Canada.

H.R. 3046, written by Representatives Fithian and Vander Jagt, was introduced recently into a House trade subcommittee. More recently, a similar bill was introduced by Senator Lloyd Bentsen into the Senate Finance Committee.

"Because of the size of the 1979 U.S. soybean crop, coupled with a record U.S. corn crop, the American Soybean Association is concerned that U.S. railroads will be unable to move U.S. soybeans to the ports in time to meet the needs of our international customers," said ASA President Allan Aves.

"Much of the lack of U.S. rail capacity can be traced directly to a shortage of hopper cars needed to move soybeans and grain to the ports."

In a letter to the bills' strongest critic, Representative Daniel Rostenkowski, Aves said, "At the present, domestic manufacturers of rail cars are operating at full capacity, but there is still a backlog of 130,000 rail cars on order."

"Even without additional orders it will take at least two years to meet the current demand for rail cars. Access to additional

rail cars is vitally important to agriculture's transportation needs."

Manufacturers in Canada and Mexico have the combined capacity to ship up to 12,000 hopper and gondola cars to the U.S. over the next two years.

"The current 18 percent ad valorem duty charged on such rail cars makes it uneconomical to import the Mexican and Canadian cars into the United States," Aves said.

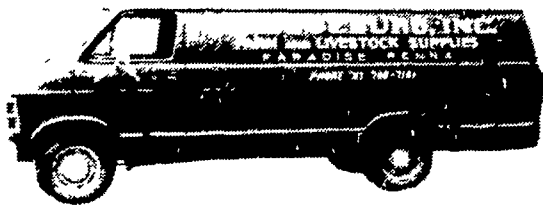
Passage of H.R. 3046 would eliminate this inflationary and unnecessary tariff and allow domestic railroads to afford to import the needed cars from Mexico and Canada. In turn, the additional cars would help to alleviate a very serious situation in the agricultural sector," he said.

Concert from domestic rail cars manufacturers that importation of rail cars will have a serious impact on their industry and American workers is unfounded according to Aves.

"There is no indication that removal of the import duty would have any negative impact on U.S. manufacturers or American workers," he said.

"Since over 50 percent of the components of the imported cars would be American-made, there is every reason to believe that a lifting of the duty would generate increased domestic manufacturing and employment," he said.

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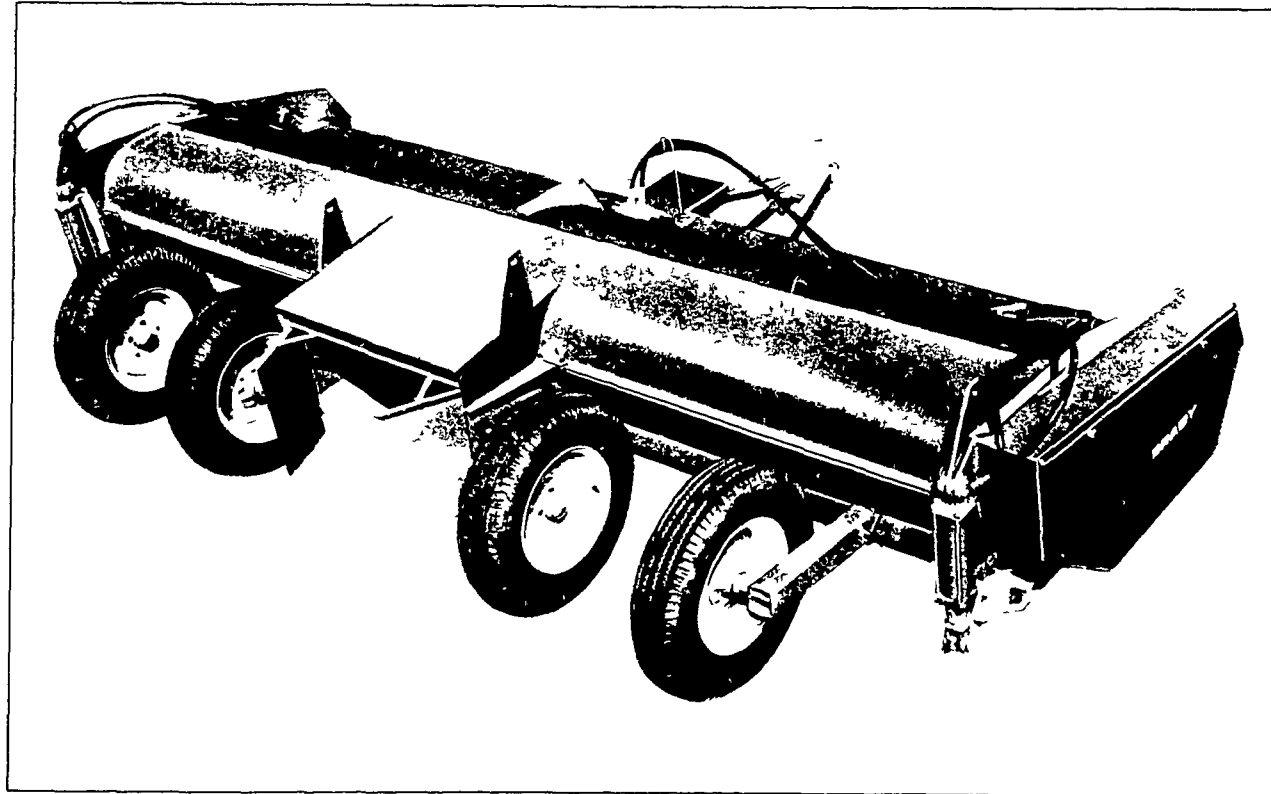
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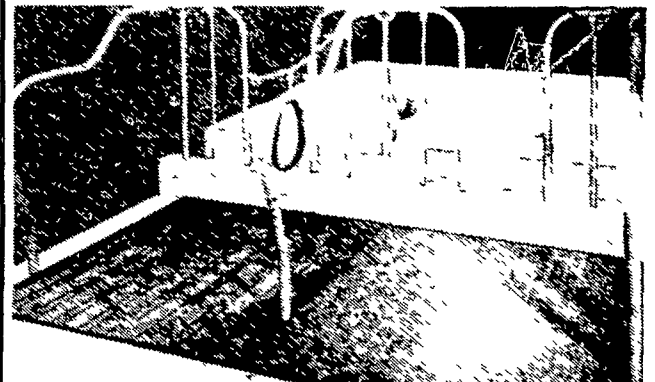
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