

Kids' KOrner

From airbus to video games, manufacturing turns global

WASHINGTON.— The wings are British, the tail Spanish. The nose is definitely French, the body German, and the engines American.

Flying with parts from 17 countries, some made as far away as South Africa and Australia, European-built Airbus jumbo jets embody the globalization of today's manufacturing.

More and more products, including those stamped "Made in U.S.A.," are being put together with parts from several countries. Or they travel thousands of miles to a variety of nations to be produced, sometimes crossing the ocean twice before landing in our hands.

A telltale maple-leaf sticker on the door of a new 1984 Ford car sold in Virginia reveals that it was assembled in Canada. Its transmission came from Japan, its engine from Mexico.

MULTINATIONAL CARS

As auto makers move toward creating a "world car" in the compact-size category, some models already are coming off the assembly line with parts from at least a half dozen countries, from Brazil to Taiwan. They may be made either by U.S. subsidiaries in other countries or in foreign-owned factories.

Most cars now built in the United States have some foreign parts in them, usually about 10 to 15 percent of the total, according to several automotive organizations. A bill pending in Congress would set limits on the "foreign content" in cars made in the United States.

As American as it once was, making baseball mitts and gloves is "a global effort" today, says once large U.S. manufacturer.

It depends on the availability of quality leather and low-cost labor.

At least 80 percent of all mitts and gloves sold in the United States are made in Korea or Taiwan, the Commerce Department reports.

American baseballs also travel long distances before the first pitch. Their cork centers come from Portugal; the threads and leather covers are produced in the United States. But the pieces are shipped to Haiti, Honduras, or the Dominican Republic to be hand-stitched together. There is no machine method for sewing baseballs, and Caribbean labor is cheaper.

QUARRIED HERE, POLISHED THERE

A new office building in downtown Washington, D.C., contains 60,000 square feet of gleaming Spanish pink granite. It was quarried in northwestern Spain, then trucked across Spain and southern France to Pietrasanta, Italy, to be cut into square sheets and polished. The finished product then was put on a ship for its U.S. destination.

Indicative of the globalization trend, which gained momentum in the 1970s, is the enormous increase in the number of goods with parts that are made in the United States, shipped to other countries to be assembled, then returned under special provisions of the U.S. Tariff Schedules. These imports jumped from \$953 million in 1966 to \$18.3 billion in 1982, the U.S. International Trade Commission reports.

The tariff law enables U.S. manufacturers, who pay duty only on the value added in foreign countries, to reduce their production costs to compete with foreign manufacturers. Increasingly, parts are being assembled in less-developed countries where labor costs are

lower. Great automation of U.S. production facilities could reverse the trend.

In the electronics field, lightweight components frequently are made in the United States, flown to the Far East to be combined with foreign parts, assembled there, then shipped back to this country for sale.

"You almost have to tear something apart to 'ell where all its parts came from," says James McFee of the Commerce Department's International Trade Administration. The sourcing of materials for personal computers and word processors is becoming very international.

The popular U.S. video-game industry also is "highly international and makes extensive use of foreign components and offshore production facilities," says Ralph Watkins of the International Trade Commission.

The manufacturers of most of the world's video games are based in the United States, Japan, and Taiwan. The largest producer of hand-held video games, a U.S. company, makes its games in Hong Kong.

MADE IN U.S.A.?

For some U.S. color television sets, the only parts made in America are the picture tube and the cabinet.

Whether they carry designer labels or not, clothes travel in international circles before reaching the wearer. Fine Egyptian cotton, for example, may be woven in Italy, sent off to Hong Kong for tailoring into a blouse or shirt, and enter a fourth country to be worn.

Pre-cut denim fabric may leave the United States for Mexico, the Dominican Republic, Haiti, or Costa Rica and come back as

bluejeans. Paper cutouts cross the border into Mexico to be made into disposable apparel for U.S. hospitals, from surgeons' hoods and gloves to nurses' caps.

Even bits and pieces of women's underwear—American made—may be shipped as far as the Philippines to be fashioned into the finished garment.

Make snacks carry weight in nutrition

NEWARK, Del. — Snacks are a way of life in America, and if chosen wisely, they can provide much-needed nutrition. But if you're a snacker, don't forget to count what you eat as part of your daily food intake, says Delaware extension county home economist Claudia Holden.

"Snacks should carry their weight in nutrition," Holden says. "Nutrition lightweights like soft drinks, candy, fatty foods and some fried foods are almost all calories."

According to a recent food consumption survey, 75 percent of Americans snack three to five times during a three-day period. Teenagers reportedly get one-third to one-half of their calories from snacks.

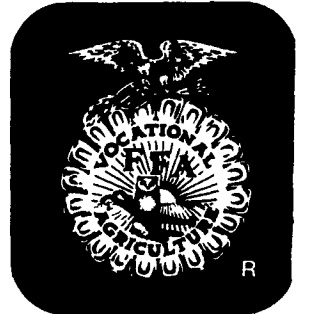
"Who you are and what you do has a lot to do with choosing snacks that are right for you," Holden says. "Most young children, for example, can't consume enough food in regular meals to satisfy their daily nutritional needs. So a slice of bread, a wheat cracker, a piece of cheese or fruit mid-morning or midafternoon can supply them with enough added energy to keep them from becoming tired."

Teenagers need a lot of food to provide for their growing bodies and active lifestyles, the home economist says. They should choose snacks that supply protein, vitamins and minerals, as well as the right amount of energy.

Adults, whether 20 or 70, can also benefit from snacks. The idea is to eat things that are long on nutrition but which provide no more calories than the body can use.

Some older adults have chewing or digestive problems that interfere with regular eating habits, Holden says. Snacks can help them develop a more comfortable eating schedule and meet nutritional needs.

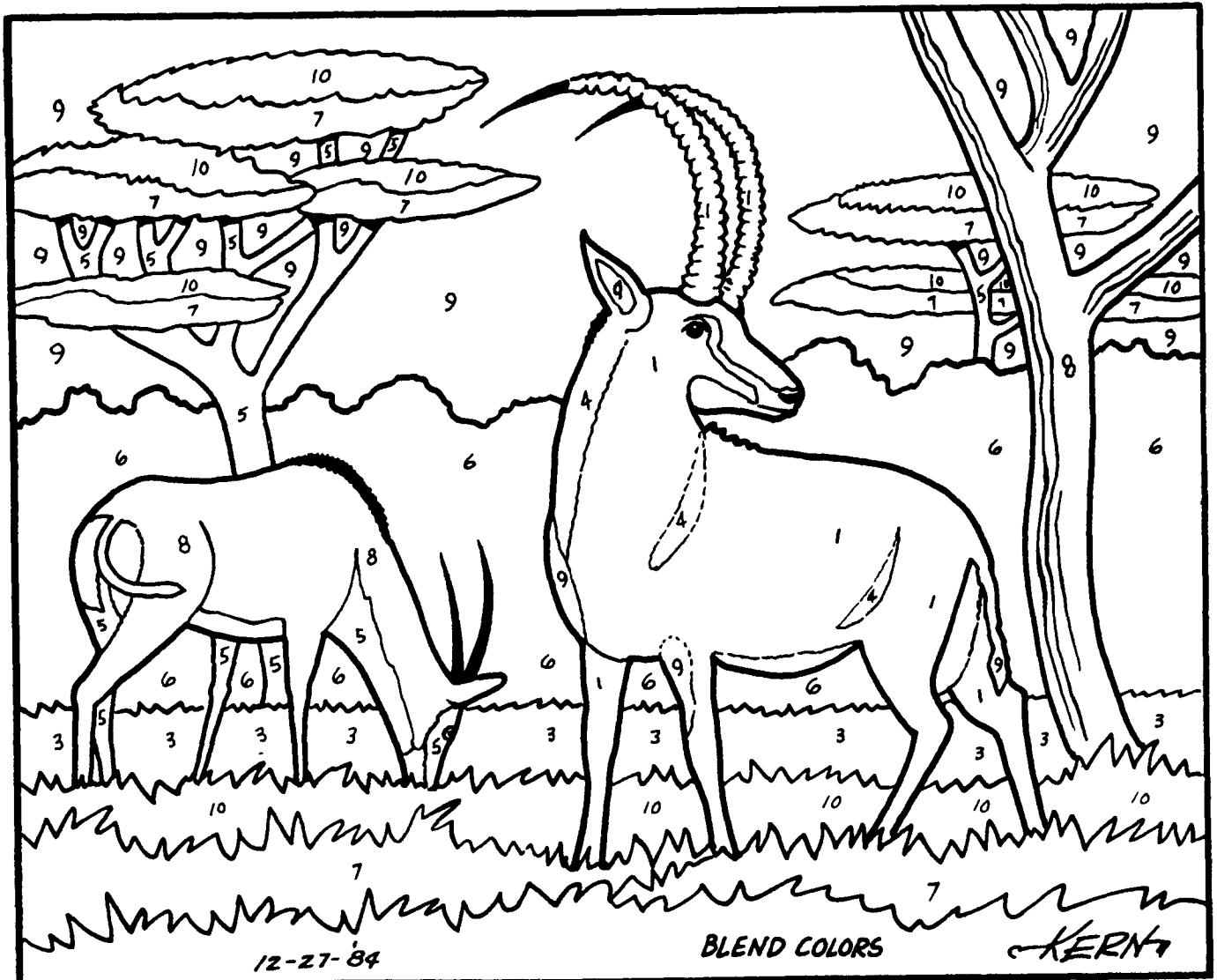
"It's true that snacks can be bad for you... bad when you gobble up food that are loaded with salt, sugar and fat but low in protein, vitamins and minerals," Holden says. "And snacking can be bad when caloric intake doesn't balance with caloric needs. But if you use them to supply your body with nutritious foods that are lacking in your regular meals, snacks can be good for you."



COLOR THIS!

- | | |
|-----------|---------------|
| 1. BLACK | 6. PEACH |
| 2. RED | 7. GREEN |
| 3. YELLOW | 8. LT. BROWN |
| 4. BLUE | 9. LT. BLUE |
| 5. BROWN | 10. LT. GREEN |

SABLE ANTELOPE: THESE HANDSOME ANIMALS STAND ALMOST FIVE FEET TALL AT THE SHOULDER. THEIR GRACEFULLY CURVED HORNS ARE SOMETIMES MORE THAN FIVE FEET LONG. THESE HORNS ARE HIGHLY PRIZED BY HUNTERS AS TROPHIES. ANTELOPES ARE PROBABLY THE FASTEST RUNNERS OF ALL THE WILD ANIMALS, WITH SPEEDS UP TO SIXTY MILES AN HOUR.



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BLEND COLORS

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