

# SUSQUEHANNA

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## Becoming a priest

### Why Mike Carroll is giving up success in this world

"This is a surprise to everyone, including my parents," says Mike Carroll, who recently announced his decision to become a Catholic priest.

Mike, who was a top athlete at DHS, a very good student, and a popular man with the girls, had been scheduled at Penn State this fall. A spot on the football team was waiting there for him. Everyone expected him to go the standard route. But he didn't.

Without telling anyone, Mike made up his mind to definitely become a priest,

and got accepted at a seminary in Kentucky. Then, he told his family and friends.

Mike's first class at the seminary starts today at 5:00 o'clock.

Why did Mike decide to give up the clear promise of worldly success? How did he come to be the first young man from his parish to join the priesthood in the last 108 years?

"The decision isn't mine," Mike told us. "I've known I was going to be a priest ever since I was a little boy."

Mike showed us a quote from the Bible (Hebrews 5:1-4), which says, "...one does not take this honor (priesthood) on his own initiative, but only when called by God." How did Mike know that he had been called?

"When it's on your mind 24 hours a day, when the only times you feel happy are in church or with people who have strong faith, and when you dream about being a priest, you know. I felt I would never be happy unless I became a priest," he explains.



Rich Kushner poses in the Bradley GT

# Vrrroooooom!

*It costs less than you might think to say,  
"Wanna go for a ride in my Bradley GT?"*

"Dollar for dollar, it's a good value, especially if you like something personal," says Rick Parr of Strickler Imports.

Rick was discussing the Bradley GT sports car in the Strickler showroom (on Rt. 230 near Mount Joy). The Bradley features racy lines, a rust-proof fiberglass body, full instrumentation, a padded dash, bucket seats, low weight, and even lower headroom (Your reporter's rubbed the roof at full slouch), all as a sports car should. The Bradley isn't really a car, though—it's a kit.

Here's how it works: take a VW bug and remove the body. That's right, just unbolt it and throw it away. You can do this quite easily on a VW. Then open your previously purchased Bradley GT kit and bolt that on. Install the new wiring harness, steering wheel, lights, etc., and you have a flashy sports car.

Strickler Imports didn't do this. They bought theirs already assembled at the Manheim Auto Auction. They are asking \$3000 for it, not a bad deal when the kit alone costs \$2995.

When the Times arrived, we were greeted by Rich Kushner, who showed us the Bradley and gave us some literature about it.

While we were making notes in one of the offices, Rick Parr (whom we had not seen before) suddenly stuck his head through the window and explained that he had just received a phone call from a woman at the Bradley company, who had called to find out "how they like the car" (she knew they had one because Rick had ordered a new part for it). The woman also asked if they had had any problems getting it inspected (they hadn't).

"Quite a coincidence," observed Rick.

The Bradley company, a leader in car kits, uses the telephone a great deal, so much so that a photo of a Bradley has been used in ads for the Bell System, as an example of a very successful product sold over the wires. In this case, they were asking for feedback as well as subtly selling.

Feedback from knowledgeable persons like Rick and Rich can be used by the company to upgrade their product. Rick told us that he is thinking of buying a GT-2 (the one he has now is a GT-1).

"A lot of details have been cleaned up" on the GT-2, Rick judges by the brochure photos. He noted that the GT-1 lacks real

bumpers, having skinny pipes instead, and suffers from inadequate air circulation. And as we found when we tried sitting in it for a showroom-to-lot ride, the Bradley is very difficult to get in and out of. Most of these more obvious problems will be eliminated in the GT-2. Rick especially likes the new door design of the GT-2, although he feels that "Fun cars are always hard to get in and out of."

The basic Bradley kit costs \$2995. The "executive Option Group" adds another \$540 (for such things as Deluxe License Plate Frame and special body finishes), and the assembled kit (which just bolts on complete) with options package is \$3995. After that you can get more options such as air conditioning (\$595) or roll bar (\$150). Strickler's Bradley has the Executive Options.

Rick Parr told us that the Bradley handles fairly well, and has good acceleration (it weighs 1500 lbs., 500 less than original). It gets 35 or 40 m.p.g., better than original, due to the lower weight and better aerodynamics.

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Standing in front of the BVM Church in Marietta are, from the left, Father Michael, Mike Carroll, and Father Joseph G. Gottwalt, retired pastor emeritus.