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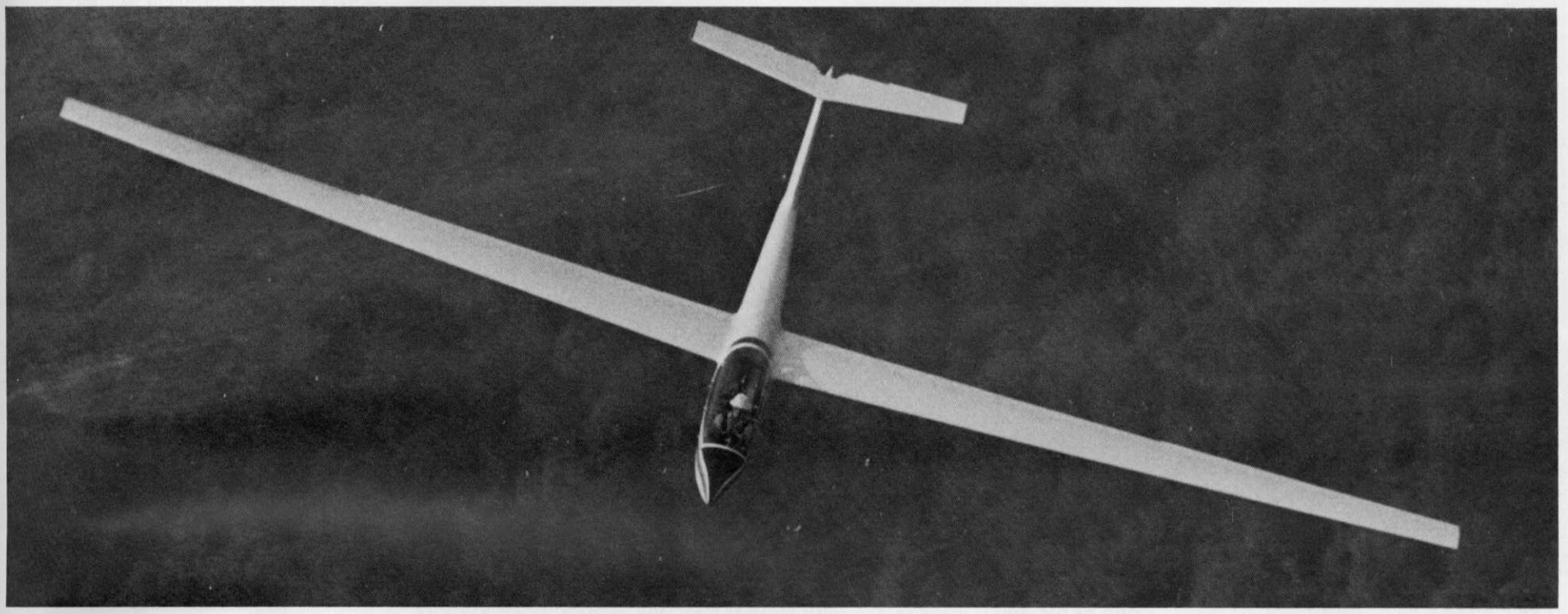

BOB SIMS, director of Reliability and Quality Control, soars above the eastern Ohio countryside. The story and photos are featured on Page 3.

Light, computerized, efficient

1981 features new technology

Fall is here, marked by shorter days, colder nights, the changing of leaves. . . and the introduction of new cars.

Although there are few drastic styling changes for 1981 model year GM cars, there have been extensive design improvements and technological advancements that have resulted in weight reductions, greater comfort and convenience and, most importantly, increased efficiency.

Perhaps the greatest achievement in this area is the Computer Command Control system, standard on all gasoline engine-equipped 1981 GM cars. The GM designed engine management system uses an on-board computer to help achieve the highest corporate average fuel economy in GM's history while reducing exhaust emissions to their lowest level ever.

It is in this area that Packard Electric has made the greatest contribution to the 1981 line-up. And it has been the "single greatest challenge in Packard Electric history," according to General Manager James R. Rinehart. That challenge is to produce wiring harnesses for low voltage/low current applications that operate reliably under the most severe conditions.

Other advantages of Computer Command Control include:

•Virtual elimination of engine dieseling through more precise idle speed control.

•Almost total reduction of cold start stalling through more precise programming of spark and fuel.

•On -car diagnostics that will allow service personnel to locate problems more quickly.

The Chevrolet Citation X-11, Chevy's snappiest front-drive machine, will become more sophisticated in 1981 with an exclusive high-efficiency, high-output 2.8-liter V6 engine plus other exclusive powertrain and suspension features.

Its subtle appearance is marked only by an 'H.O.660' logo on a distinctive X-11 composite hood, a block-lettered 'X-11' low on each door, a spoiler and a set of 60-aspect steel-belted radials on 14-inch cast aluminum wheels.

The '81 X-11 delivers performance in the form of:

•A 2.8-liter 60-degree V6 with an expected 17.5 percent more horsepower than last year's standard engine.

•A larger-capacity dual snorkel air breather.

•A large-diameter exhaust system.

•A four-speed manual transmission with an exclusive 3.31:1 low gear ratio.

•An automatic transmission for firmer shifts and higher shift speeds.

•Higher numerical axle ratios.

•Special suspension components.

GM's new fluidic washer system is standard on most mid-size cars and the Toronado, Riviera and Eldorado for 1981.

This system improves cleaning by oscillating the stream of solvent so that it fans out over the entire windshield.

Among the many new or expanded offerings available as either standard or optional equipment on 1981 model cars are:

•Electronically Tuned Receiver (ETR) radios with automatic signal-seeking, scanning capability and digital readouts for frequency and time. A wide choice of these units will be offered as options on most GM cars, including stereo radios with citizen band and cassette tape or 8-track. New, extended-range rear speakers are included with stereo radios.

•A new side-lift frame jack for improved vehicle lifting stability, standard on many GM models.

•New halogen headlamps with high and low beam, optional on all cars.

•Electrically operated outside mirrors, available on all full-size cars.

•Multi-function turn signal levers that incorporate controls for windshield washers, pulse wipe, dimmer switch and the optional cruise control, available on all cars.

GM's A-specials—the Chevy Monte Carlo, Pontiac Grand Prix, Olds Cutlass Supreme and Buick Regal—feature new, aerodynamic designs for 1981.

Aimed at improving fuel economy, the new sheet metal includes lower

(Continued on page 3)

Packard announces new method for reporting 'substantial risks'

Packard Electric established a method for employes to report what they perceive to be "substantial risks" in their work environments, according to safety officials.

A "substantial risk" is defined as an unusual chemical effect that may have an adverse effect on health or the environment. The reporting method, required under the U.S. Substances and Control Act, states that anyone who manufactures, processes or distributes chemicals shall report to the U.S. Environmental Protection Agency (EPA) information relating to a substantial risk.

If an employe perceives a potential "substantial risk," the employe should inform his or her supervisor. The supervisor will request a Chemical Effect Report and Review (CERR) form from the Chemical Safety Department and give it to the employe. The employe should fill out the form according to the instructions on the form and return it to his or her supervisor. The supervisor will then sign the completed form and return it to the Chemical Safety Department (Dept. 46). The employe will receive a reply within 15 days of submitting the completed report.

If a substantial risk does exist, Packard will inform General Motors which will report it to the EPA. Necessary corrective action will then be taken.

If it is found that no substantial risk exists, the employe may appeal the decision to the EPA for re-evaluation.

Further information regarding substantial risk reporting is available through the Chemical Safety Engineering Department (PAX 2521), or through department supervisors.

News--briefs

Monza, Sunbird

1980 model Chevrolet Monza and Pontiac Sunbirds remain eligible for employe discounts since neither will be produced for 1981. Hourly employes purchasing either vehicle will receive a $235 refund, as long as the General Motors New Vehicle Refund Allowance Plan rules are followed. Eligible salaried employes may purchase either vehicle and receive a 15 percent discount on the base price and a 19 percent discount of the options. These discount and refund privileges will remain in effect until further notice.

Nissan-Dixie?

Nissan Motor Co. is considering locations in Georgia and Tennessee as possible sites for a Datsun truck plant. According to a story in a Detroit newspaper, "informed sources" say Tennessee is the front-runner apparently because of its "climate and economic inducements to locate a plant there."

Small car forecast

GM is increasing its North American plant capacity to build as many as 4.8 million front-wheel-drive cars a year by 1984, as compared to the present capacity of 900,000 a year, noted GM group vice president Martin J. Caserio. He pointed out that this year alone GM is building 790,000 subcompact models. Caserio predicted that in 1982, GM's subcompact production will reach almost one million units. And in 1983, it will be 1.45 million. Correspondingly, he said, four-cylinder engine production is rapidly increasing, with the smaller engine representing about 40 percent of GM's 1981 line-up. In 1983, they will be installed in about 60 percent of GM's cars.

United Way drives

Campaigns to support the United Way are underway at two Packard plant locations and will begin next week at the third. The Warren drive, which began late last month, will continue through Oct. 24. Clinton's efforts will wind up on Friday, Oct. 3. Brookhaven will conduct its United Way campaign the week of Oct. 6.

Whassis?

The Environmental Protection Agency has given its stamp of approval to a device called the "Pass Master Vehicle Air-Conditioner Compressor Cutoff Device" — that's PMVACCCD for short — which reportedly helps air-conditioned cars save fuel. According to the New York Times, the device, which "sells for less than $15," disengages the air-conditioning compressor during heavy acceleration. According to the government, the device could result in fuel savings of "up to four percent."

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Warren employe earns tenth patent

Question: What do the Pack-Con male terminal, the splash-proof side marker lamp socket and the oxygen sensor connector have in common?

Answer: They were all designed and patented by the same man, Warren Pearce.

Pearce, a senior design engineer in Advanced Engineering, recently earned his tenth patent, and has four pending. Additional examples of Pearce's engineering talent include a fused electrical terminal, a vented electrical connector for Engine Controls and an electrical connector for printed circuit boards.

In addition, Pearce has been involved in the design and development of Packard components such as the plastic retainer for distributor cap wires, the side-post battery terminal and fiber optics devices.

Pearce started at Packard on Sept. 18, 1950, 30 years to the day that the "Cablegram" interviewed him for this story. He began in the Salvage Department on Dana Street at $1.18 per hour, when Packard employed only 2,800 people. He spent two years there "doing whatever needed to be done."

DESIGN ENGINEER Warren Pearce, right, holder of 10 patents, reviews one of his many innovations with Robert Van Wingerden, general sales manager and director of Product Engineering.

In early 1952, he took a job driving a forklift, a job he held until March of 1957, when he moved to Drafting.

While in Drafting, Pearce earned a suggestion award of more than $900 for a Fisher Body harness change. "I didn't design the harness, but I knew what it needed," he said.

In March of 1962, Pearce moved to Component Design where he stayed for 11 years before starting in Advanced Engineering.

Although Pearce has no formal engineering education, he said he believes it can offer a good background in problem solving.

But, according to Rick Hanson, assistant staff engineer Advanced Engineering, Pearce has the ability to solve problems from a little different perspective than most people see. A lot of people can come up with ideas by the gross, he noted, "but Pearce's ideas are ready to go when he's done with them. Product Engineering has taken advantage of his assets by making his assignments very broad. We use him to review all the designs of our group," he said.

Gene Winter, patent contact, Engineering Operations, called Pearce "a prolific and practical designer."

Pearce attributes his ability to experience. After awhile," he said, "you don't have to eat an egg to know it's rotten." I guess that comes with experience."

Pearce summed it up by saying, "There is a lot of self-satisfaction in knowing that you solved a problem; that you made something that would work. . . and, that drives me a lot more than getting a patent."

GM readies vision coverage for retirees

Packard retirees, eligible dependents and surviving spouses of retirees are now insured for vision care through the Metropolitan Life Insurance Company.

Enrollment notification forms from Packard's Hourly and Salaried Benefits sections, as well as information packets from Metropolitan, were mailed to retirees and spouses during the past week, reported Jim Dickson of Hourly Benefits and Tom Habel of Salaried Benefits.

Until now, vision care insurance has not been available for retirees. Vision care coverage previously ended upon retirement from General Motors.

Under terms of the coverage, General Motors will pay the full cost of the premium.

Covered vision care expenses include:

- Vision examinations by an opthamologist or optometrist once during a 12 consecutive month period.
- Lenses prescribed as a result of the examination. The lenses are covered once during a 12 consecutive month period.
- Frames which may be obtained only once during a 24 consecutive month period. Additional frames needed during the 24 consecutive month period will not be covered, regardless of reason.

Habel and Dickson explained that frames should be purchased from a participating provider in the plan. A reasonable number of the frames in the participating provider's frame display will be frames which have been approved for the GM plan.

Co-payments will be required from the patient for services provided in the program. Generally, the co-payment for the vision examination will not exceed five-dollars. The co-payment for lenses and frames combined will be $7.50 when the frames are selected from the approved display. The plan will limit the benefit to $15 toward the purchase of frames selected outside the GM frame display.

There is very limited coverage offered for contact lenses under this program. Details concerning the extent of coverage for contacts, as well as services and materials, may be found in the information packet," Dickson and Habel reported.

Claim forms may be obtained from the respective benefit office.

Those who have not received the forms by Oct. 10 should contact their respective benefit offices.

Murphy looks to '81 growth, opportunity

GM Chairman Thomas A. Murphy issued the following statement assessing the prospects for the 1981 model year and summarizing the results of the 1980 model year:

"The auto industry, now emerging from one of the most turbulent and difficult periods in its history, will be embarking on a period of renewed growth and opportunity in the forthcoming 1981 model year.

"Car deliveries are expected to show the largest gain, with trucks recording a more moderate improvement. To accomplish this model year forecast will require the recall to work of many thousands of indefinitely laid-off employes.

"Of continuing concern to all in this country have been the sales inroads made by foreign-made cars and trucks. We estimate they will finish the 1980 model year exceeding 25% of car sales. In our forecast for the 1981 model year, we see some reduction in their sales penetration as a result of the outstanding fuel-efficient new cars coming from all of the domestic manufacturers.

"At GM, new lines of personal mid-size models will be introduced which feature refinements in aerodynamic design and further weight reduction that will result in significant improvements in fuel economy.

Murphy also said that ride and handling has been improved as a result of suspension and chassis modifications. Developments in engine technology — such as the modulated displacement engine (V-8-6-4), available on some Cadillac models — will provide car buyers with improved fuel economy.

He said, "In perhaps the most significant technological development from the standpoint of long-term potential, all gasoline engine-equipped GM car lines will incorporate a new Computer Command Control system for the 1981 model year. The system permits constant automatic fine-tuning of the engine operation to achieve the highest fuel economy with the lowest emission levels, and opens up the potential for a whole range of future computer applications on the vehicle."

Murphy pointed out that the corporate fuel economy average for 1981 will be about 23 MPG, nearly a mile per gallon above the federal standard.

"In response to changing customer demands, GM has accelerated its product development programs. Over the next several years virtually every passenger car line currently available will be redesigned or replaced by a new, more fuel-efficient model."

Murphy predicted that the four-cylinder engine will become the corporation's dominant power plant, and virtually the entire car fleet will be converted to front-wheel-drive.

Murphy said, "Funding these programs will present a significant financial challenge.

Truly a sport, not transportation

Director Sims soars in sailplanes

By Joe Tori

Bob Sims likes to fly, but not in the traditional sense. Sims, director of Reliability and Quality Control, owns a sailplane and enjoys soaring unpowered above the eastern Ohio countryside on his free weekends.

Sims began sailplaning about 10 years ago, and since then has owned two sailplanes, a "single-place" and a "two-place."

A pilot during World War II, Sims said, "When I got out of the service, I'd had enough flying; I lost interest."

After 24 years of not flying, Sims "rediscovered flying in soaring. I was riding in a car one day, he explained, and saw sailplanes landing in a field near the highway. The fellow I was with was interested too, so we stopped to take a look. I got the guys to take me for a ride."

Soaring, according to Sims, "is truly a sport. Powered flight is transportation."

Sims explained that there are about five different special interest areas that make up soaring. There is the area of learning to fly—sustain flight. There is also competitive soaring, in which pilots must navigate a course.

Some are interested in building sailplanes, he said. In addition, there are those who are interested in the area of instrumentation, an area Sims said can become quite sophisticated. Finally, Sims said, there is the area meteorology which one can gain a better understanding of through soaring.

When Sims owned his single-place, he was interested mainly in competition. "I never did win any major competition," Sims confided. "Third is the best I've done. But, I always finished in the top half," he noted.

BOB SIMS sights his landing approach from the cockpit of his two-seat sailplane.

Sims said these events usually last three days with pilots competing in various classes. Depending on lift, he said, the triangular courses may run from 75 to 125 miles. Placing is determined by how quickly the pilots navigate the course. This means the competitors must climb quickly and fly as fast as possilbe between thermals (columns of warm rising air).

SIMS BUCKLES UP before taking to the air.

About two years ago, Sims sold his single-place and bought a two-place sailplane so he could eventually instruct. Sims said, "I did this in the service for two years, but under different circumstances. I really enjoy taking others up for the first time," he continued. "I will enjoy instructing."

Another of Sims interests is "soaring new places." When he retires, Sims said he would like to take his sailplane out west to the Rockies of Arizona and the Tetons in Wyoming. "I have done it before in Arizona and Colorado," he said, "and it's not the same challenge as flying gliders in this area."

In the east, normal soaring altitudes are around 4,000 to 5,000 feet, and usually not more than 7,000 feet, according to Sims. However, out west, it is not unusual to hit altitudes of 13,000 feet in thermals. Out west great altitudes are accomplished by soaring in "waves," as opposed to thermals. A wave is air that is deflected by mountains and that rises and falls, and then bounces off the ground to much higher altitudes. According to Sims, altitude records of more than 46,000 feet have been achieved in this way.

On the other hand, distance records have been set in the east by soaring the deflected air of the Appalachian ridge, for more than 1,000 miles from New York State to Tennessee.

Sims is a member of the Cleveland Soaring Society, based in Chardon, Ohio. The club, located along Rte. 44 about two-and-a-half miles south of Chardon, offers rides on Saturdays, Sundays, Wednesdays and holidays for as little as $15, for those interested.

Membership in the society costs $300 a year and entitles the member to the use of the club sailplanes and free instruction. The only other cost is for air tows, which run $10 to $15, according to Sims.

Sims said it usually takes an average of 25 flights to solo. Then, in order to obtain a license, the pilot must pass a flight test and a written test. Sims noted that soaring is not leisurely "like lying under a tree. You must stay alert. And, you must obey FAA regulations."

Is it safe? According to Sims, "There are never any engine failures."

Technology key to 1981 line-up

(Continued from page 1)

hoods and higher rear decks for a more wedge-shaped design.

The reduction in aerodynamic drag on these models ranges from 10 to 20%.

All 1981 Cadillacs, except for Seville, use a new 6.0 liter engine that has the capability of allowing all eight cylinders, or six or just four to operate, according to driving needs.

Called "modulated displacement," the system is designed to save fuel, which it does by reducing the number of working cylinders "on the run."

The new 6.0 liter also features digital electronic fuel injection.

Light-duty pickups, Suburbans, Jimmys and Blazers from GMC Truck & Coach and Chevrolet are marked by new front-end styling, and improved fuel efficiency in 1981.

Aerodynamically designed sheet metal is new from the cowl forward, and pickup trucks feature weight savings ranging from 80 to 300 pounds.

Big news for 1981 is the optional 5.0-liter GM V8 with four-barrel carburetor, a 9.2:1 compression ratio (the highest in 10 years) and Electronic Spark Control (ESC). This engine has been engineered to deliver performance rivaling last year's 5.7-liter V8 without sacrificing fuel economy inherent in the 5.0-liter. The combination of high-compression with ESC to protect against audible spark knock gives a significant horsepower boost while still operating on regular unleaded fuel.

Other new options include:

•One-way glass on vans, Suburbans and Jimmys/Blazers.

•Halogen hi-beam headlights and quartz clocks.

•Cruise control with "resume speed."

Special features for most of the 4 x 4s include:

•Aluminum transfer cases incorporating new synchronizers that allow shifting into four-wheel- drive at speeds up to 20 mph.

•Automatic locking front hubs.

•And an optional front quad-shock package that provides an extra set of

(Continued on page 4)

1981 option list led by comfort, convenience items

(Continued from page 3)

shock absorbers on the front axle, heavy-duty rear shocks and a front axle pinion nose snubber to limit axle wind up.

A new four-speed "automatic overdrive" transmission with a direct drive torque converter clutch for improved fuel economy is standard on all large GM wagons and some other top-of-the-line full -size models equipped with 5.0-liter V8s.

It is available as an option on most other 5.0-liter-equipped GM cars, as well as Olds Eighty-Eights ordered with a 4.3-liter engine.

Most GM cars will get better mileage, too, through the use of higher-pressure tires for 1981 and new tread designs that contribute to a reduction in rolling resistance.

Recommended tire pressure on full-size and mid-size models has been upped to 35 PSI, and on the X-cars and the Riviera, Toronado and Eldorado, it's as high as 30 PSI. Suspensions have been retuned to keep the ride smooth.

New roller hydraulic valve lifters that reduce friction on the camshaft enable GM's 1981 5.7-liter V8 diesel engine to go 5,000 miles between oil changes instead of the previous 3,000.

Another feature for diesels is an optional fuel heater option to reduce waxing problems encountered during cold weather when winterized fuel is not available.

Also, improved engine tuning results in less smoke, and a re-designed exhaust gas recirculation system helps meet the 1.5 grams per mile NOx federal standard.

1981 diesel cars are equipped, too, with a large capacity water separation system in the fuel tank, and a water-in-the-tank warning signal.

The swing to smaller, more fuel-efficient engines continues in GM for the 1981 model year.

V6 engines are standard on all full-size and mid-size Chevrolet, Pontiac, Oldsmobile and Buick sedans and coupes.

The 2.5-liter L4 engine is standard on all X-cars—the Chevy Citation, Buick Skylark, Olds Omega and Pontiac Phoenix. The Chevette is powered by a 1.6-liter L4.

At Cadillac the new 6-liter "modulated displacement" engine is standard on all models, except the Seville.

GM's 5.7-liter V8 diesel engine is available as an option on various models at all GM car divisions, and GMC Truck & Coach. The 5.7-liter diesel is standard on the Cadillac Seville. Oldsmobile offers diesels in 19 of its 23 models.

In all, there is an exciting new line-up of GM cars guaranteed to please just about everyone interested in performance, handling, comfort, convenience and fuel economy.

1981 CHEVROLET CHEVETTE features Computer Command Control, flush-mounted windshield for reduced drag and improved appearance, optional high-contoured bucket seats; and for the first time, power steering is available.

1981 OLDSMOBILE SPORT OMEGA features front-wheel drive, rear-deck spoiler and flexible plastic front fenders.

1981 PONTIAC GRAND PRIX is dramatically restyled with a higher trunk line, flush-mounted opera windows and aerodynamic hood rake.

1981 BUICK REGAL SPORT COUPE is marked by improved aerodynamics, two-tone paint, turbine wheels, and new Gran Touring Suspension.

1981 GMC FLEETSIDE PICK-UP is lighter, more aerodynamic, fuel efficient and is available with a high-compression 5.0 liter V8 engine.

1981 CADILLAC SEVILLE is offered with new wire wheel covers, a variety of two-tone paint schemes and a standard diesel engine.

Alphabet artist Williamson retires, believe it or not

One of Packard's most recent retirees, George Williamson, Jr., plans on "about 30 years work—in art."

Williamson, a tool and die maker from Dept. 952, is an artist and maintains a studio at his Columbiana home. For the past five years he has been concentrating on a unique form of art known as Alphabet Art.

"Alphabet Art is the drawing of pictures without lines. Instead, letters of the alphabet are used to make a likeness of a person or animal. With a person, the letters from his or her name replace the lines that would have been used in the drawing," Williamson said.

Williamson's Alphabet Art efforts earned his work a place in a museum for the unusual.

"Ripley's 'Believe It or Not!' museums will soon be displaying an Alphabet Art drawing of the late Robert Ripley. I made the sketch last year and contacted the Ripley people about their using it. They told me that they would use two such drawings of mine. However at this time, I am not sure which of the six Ripley museums in the United States and Canada will be displaying the pictures."

Another major Alphabet Art effort by Williamson saw him sketch each of the U.S. presidents from Washington through Ford.

"I did that over a three month period in 1976. I called it 'Two hundred years of presidents.' "

Now in his first month of retirement, Williamson predicted he would be "working night and day" in his studio.

"I'll be doing many Alphabet Art pictures from the requests I receive for them. However, I am also involved with oils, pastels, watercolor, pencil and ink in my artwork. That should last me about 30 years. . ."

Callahan, Hodson, Pentz play on pro team

Three Packard employes star for Hardhats

By Michael Hissam

Professional football during the past 20 years has moved to threaten baseball as America's national pastime. Through expansion and a merger, the National Football League has grown to 26 teams, each carrying a roster of about 45 players.

Yet, there are more than enough ready, willing and able bodies to fill those rosters. Thus, the creation of minor football leagues which exist to offer players an opportunity to show they should play in the big league. The minor circuits also give other players a chance for that last hurrah.

Three Packard-Warren employes are professional football players. Matt Hodson, Production Engineer; Cole Pentz, Dept. 4414, and Bob Callahan, Dept. 1306, suited up a dozen times this year for the Youngstown Hardhats. Their gridiron schedule took them to such football strongholds as Erie, Pa., Tonawanda, N.Y. and just about anywhere else that still had a team in the Mid-Atlantic Football League when it was Youngstown's turn to play them.

Hodson, Pentz and Callahan quickly admitted that while the caliber of play in minor league football is quite good — several ex-NFL players dot minor league line-ups — it's everything else surrounding the game that keeps it "in the minors." Or as Pentz stated, "We play good ball; it's just rummy circumstances."

Hodson, a rookie this year, is a defensive linebacker. His job on the field is to stop any running back who has visions of first down yardage or more distant real estate.

"I still like to play," said the 23 year old 6'2", 210 pound graduate of Rose-Hulman Institute of Technology in Terre Haute, Ind. "By playing with the Hardhats, I get a chance to play with and against some guys who had a shot at the big time. I wasn't drafted by any National or Canadian Football League team, but I still wanted to play with higher caliber players.

"I also realize that pro football is a year-to-year thing to prove one's self. At Packard, I can focus on a career. There is a saying on the Hardhats: 'The Hardhats don't put bread on the table.' "

Callahan noted that although Youngstown is classified as a minor league operation, it is by no means at the bottom of the pro football totem pole. "Minor-pro ball, in which Youngstown is involved, is more of a business and budget committment than semi-pro football. There is more discipline in the minor-pro game than there is in the semi-pro game. None of the minor or semi-pro teams has a parent club in the big league as do minor-league baseball teams."

CALLAHAN, PENTZ, HODSON

Callahan, at 6'3" and 200 pounds is listed as a tight-end, but often finds himself doing duty with the special teams. Pentz has dubbed Callahan "the captain of our special teams."

Callahan, from Farrell, Pa., added that one challenge for Hardhats players is making the weekly practices. "We meet on Wednesday and Thursday of each week for practice, and those practices last two hours a night.

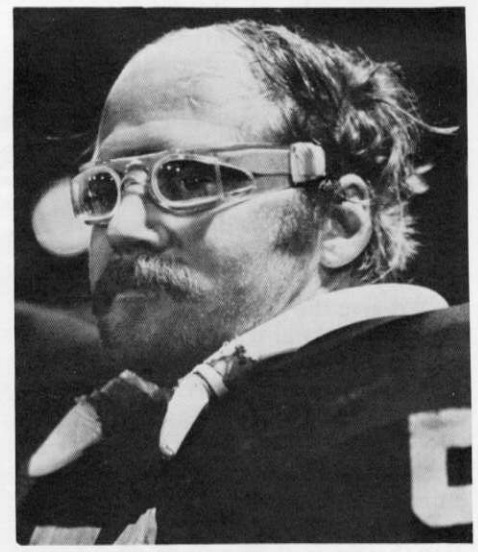
"There is a lot more teamwork here," Callahan stated. The players have more self-respect and dedication. We add something to the game; something that is taken away in the NFL by the big time money. We have spirit and more enthusiasm. We're out for the game and not the money. Football is still fun for us.

"We don't have a curfew. But, we know we have a ballgame. Nobody has to nurse or babysit us to make sure we'll be in condition for the game," said Callahan, a 29 year-old who once earned "All-Marine" honors when he played football during a hitch with Uncle Sam's team.

Pentz, 30, is the center for the Hardhats. The 6'1", 225 pounder previously played that position for the Youngstown State University Penguins and the man on the other end of Pentz' snaps in those days was Ron Jaworski, now of Philadelphia Eagles fame. With seven years experience on the Hardhats, Pentz has also become the unofficial historian for the team. He has a knack for recalling famous plays, both on and off the field; some of the better ones being off the field.

"Getting the team to an away game is an experience," according to Pentz. Some years we vote to have buses. Other years we vote to car pool.

"One time we had a bus driver taking us to Pittsburgh. He was yelling at us from the moment we left Struthers. After the game, he resumed the yelling. One of our guys decided this man would make a great assistant coach. So the idea was to pour a cooler full of ice water over the driver, then present him with a Hardhats' coaches cap. The problem was that the player wanted to dump the ice water on the driver while the bus was barreling down the turnpike! Seven of us jumped on the player and convinced him not to dump the water until we got to Struthers. Just as soon as the bus stopped, about two gallons of 35 degree water descended on the driver . . . The player then presented him with the cap and declared him an official assistant. You know, that driver wore that cap to the rest of the games," Pentz recalled.



PENTZ contemplates

Pentz also pointed out that designers of buses did not plan for overgrown minor-league football players. "Some of our guys need two seats. Others need two seats and half the aisle."

Traveling to away games also poses other problems: finding the stadium, according to Pentz. "One team sent us directions. Hell, there was an obvious error. Half our guys — we went by carpool — never made it to the stadium until the second quarter. One guy wound up driving in circles for four hours somewhere in West Virginia.

"I might add that on more than one occasion, we've had to push a bus up a hill," he professed.

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Minor-league football: It's a different world

By Michael Hissam

What is a minor league football game like?

The caliber of play is impressive; those guys can run and throw, and to be honest, you really wonder what more it would take to get a player into the NFL. Beyond the play, however, minor league football is something else.

Youngstown's Hardhats play their home games at Struthers Stadium. It is no Three Rivers or Cleveland Stadium. It is old and has been through a few expansions. "W.P.A. 1937" on the side of the concrete stands tells you something.

On Sept. 2, the Hardhats played one of those "krooshial" games. Their opponent was the Pittsburgh Wolfpak. If the Hardhats lost, there would be no post-season activity. To stay in playoff contention, the 'Hats had to win.

At this level of pro ball, fans do not tear down turnstiles. That night was no exception. But, mixed with the nearly 1,000 fans entering the stadium were a few Hardhat players dressed in their uniforms ready for action.

A glance into the dressing facilities, tucked under the stands, was all that was needed to explain why some players prefer to suit up at home.

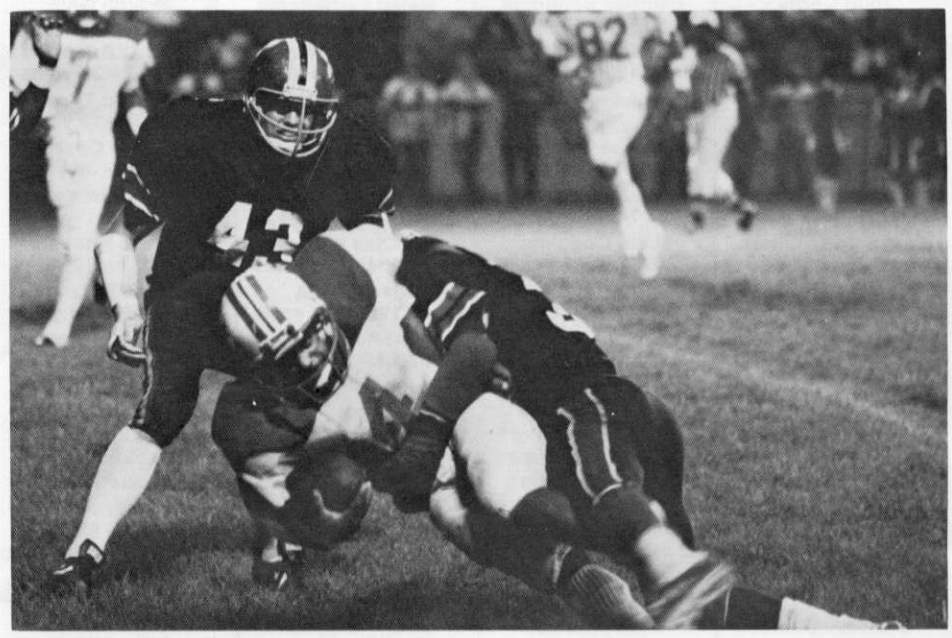
Fans here are as avid as they come. They really whooped it up when the 'Hats scored. In fact, there is the equivalent of the exploding scoreboard. The ambulance driver hits the lights and sirens every time the Hardhats cross the goal line. Early in this game, smoke began pouring from one of the transformers on a light pole. A few minutes later, the Struthers Fire Department arrived to keep an eye on that situation. Shortly after their arrival, the firemen requested evacuation of a portion of the home stands and that the Hardhats move their bench 20 yards downfield.

Youngstown rolled out to an early lead, a lead they struggled to keep. Standing on the sidelines made it very easy to hear bodies colliding and coaches shouting assorted instructions to their players. When one is so close to the action, one even gets to know the referees. One of the striped-shirt entourage was impressed that we were from Packard and immediately said, "That Hodson is good."

As fate would dictate that warm Saturday night, the game got close. Tensions rose on the sidelines and blood pressure readings in the stands jumped a few points as Pittsburgh closed the gap to one point, the tie averted by a blocked point after touchdown attempt.

As per script, there is always the down and out play that takes out the photographer, waterboy and two assistant coaches.

Scoreboards, even at this level of play, tend to reach 0:00 despite occasional malfunctions. When this contest ended, the ambulance driver did his thing, the players shook hands, the fans headed for assorted refreshment centers in the community and we headed for a suitable venue for some post-game analyses.



HODSON, 43, moves in to aid a fellow Hardhat.

Callahan, Hodson, Pentz wear different 'Hats' away from work

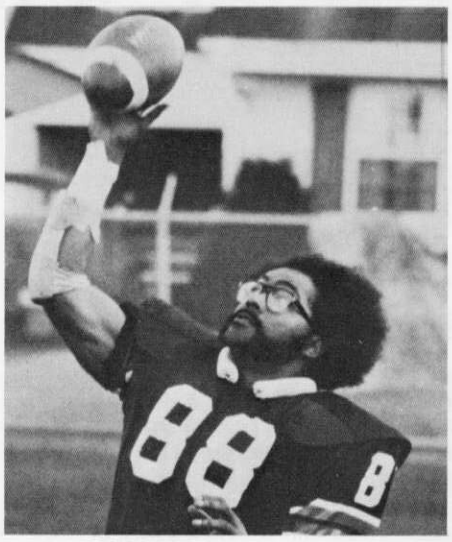
(Continued from page 5)

Extravagant locker room facilities are not found in the Mid-Atlantic Football League, Pentz stated. "I'd give the 'Worst' award to the Central Pennsylvania Bucks. We had to dress in a small wooden building, run one mile to the stadium, play the game, run back to the building, grab our clothes then run to another building to shower! Some guys decided to forget the shower - - and to think we went home in cars . . .

"I'd give the 'Second Worst' award to the Cleveland team whose visitors' locker room featured four shower heads and four shower temperatures: Cold, Colder, Coldest and Cold as Hell," Pentz stated.

"Ref jobs" can happen in the minors, Pentz remembered. "One time we were in West Virginia and every flag thrown in the first half was against us. On one play, the linesman threw a flag against the West Virginia team for being offsides. The referee came charging across the field and told the linesman, 'If you throw one more flag against the home team, you'll never referee around here again.' Our coach, Al Boggia, promptly informed the referee that several of our large linebackers heard that remark and that the boys sometimes are hard to control. Believe me, the second half was a different game."

A glance at the Hardhats roster shows a weight range of 155 to 264 pounds. Hodson explained how hungry football players invest their meal money on the road. "What meal money? In this league it's just about



CALLAHAN warms up

every man for himself with his own money.

"I remember one road game. The bus pulled into a 'mom and pop' convenience store just before midnight. Forty guys tore through the front door and grabbed all the sub sandwiches and beer in sight. You should have seen the looks on the owners' faces!"

For Pentz, Hodson and Callahan, the 1980 Youngstown Hardhat season is over. During the fall, winter and spring, they'll spend their hours away from Packard keeping in shape, trying to be ready to make the 1981 edition of the Hardhats, which according to early reports, will feature some good football, lousy locker rooms, long bus rides, last hurrahs and a few dreams.

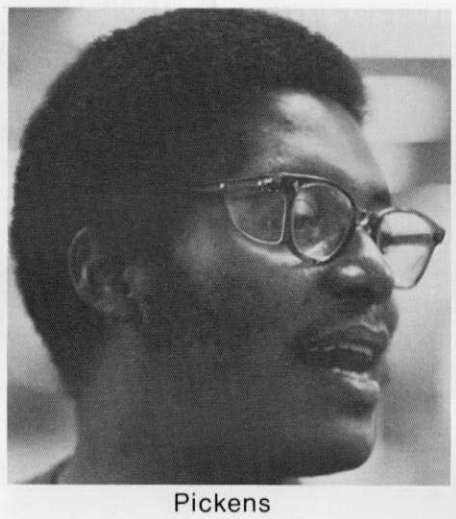
Packard probe

QUESTION: How do you think the introduction of GM's 1981 model cars will affect sales in the coming months? Do you see a recovery?

Martha Wilson
Dept. 2058

"As the economy picks up, I think we'll see a recovery in the next few months. The new models will offer the consumer more miles per gallon and the quality we've been working on."

Wilson



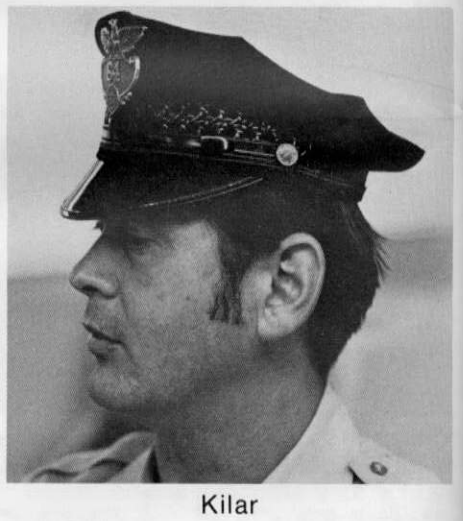
Pickens

Warner Pickens
Dept. 2047

"If the cars are smaller and get better gas mileage, they will sell, but if not, they won't. Everyone's interested in good gas mileage.

Bill Kilar
Dept. 53

"I don't see a big recovery. With the reduction in Ohio sales tax on cars, you'll see a surge in sales. It will probably be next spring or summer before you see any growth in sales.



Kilar

Flynn

Nancy Flynn
Dept. 545

"I think there will be an increase in sales. As more people get back to work or get jobs, you'll see more car sales."

Judy Dennison
Dept. 353

"Hopefully, sales will pick up. I'm confident. I think there will be a pickup in the spring."

Dennison

Retirees' corner

Martha Vagilla
Dept. 1415 - 14 years
William Davis
Dept. 1208 - 14 years
Elizabeth Sperko
Dept. 1149 - 30 years
Cozyetter Butts
Dept. 353 - 11 years
Elizabeth Weaver
Dept. 1374 - 15 years
Stanley Kiwalla
Dept. 374 - 37 years
Stella Fidorek
Dept. 1235 - 24 years
Mary Lou Landis
Dept. 343 - 19 years
Veronica Malarchik
Dept. 1311 - 23 years
Elizabeth Pearson
Dept. 1224 - 15 years
Marie Becker
Dept. 1403 - 30 years
William Becker
Dept. 1124 - 33 years
Arthur Joy
Dept. 1271 - 37 years
Richard Heakin
Dept. 1146 - 39 years
Robert Root
Dept. 2252 - 14 years
John Cerny
Dept. 953 - 22 years
Stephen Hanek
Dept. 1422 - 31 years
Robert Lynn
Dept. 92 - 30 years
Lenora Mendenhall
Dept. 310 - 30 years
Robert Hadley
Dept. 150 - 12 years
Marguerite Starnes
Dept. 1374 - 31 years
Donald Tropea
Dept. 952 - 15 years
Richard Doyle
Dept. 4451 - 20 years
Georgia Sotak
Dept. 51 - 22 years
Don Lovett
Dept. 152 - 36 years
Robert Hall
Dept. 511 - 33 years
Sarah Franco
Dept. 67 - 23 years
Ann York
Dept. 1124 - 25 years
Gertrude Blahu
Dept. 1274 - 30 years

Betty Sember
Dept. 1374 - 30 years
Robert Giddings
Dept. 1348 - 31 years
Anna Robinson
Dept. 1347 - 30 years
Paul Hinkle
Dept. 1454 - 27 years
Howard Kordes
Dept. 513 - 30 years
Anna Mitrega
Dept. 1474 - 22 years
Viola Ball
Dept. 1303 - 30 years
Gertrude Cartwright
Dept. 1347 - 31 years
George Bayus, Jr.
Dept. 1174 - 39 years
Walter Williams
Dept. 956 - 24 years
Paul Blaylock
Dept. 304 - 32 years
Harold Marsh
Dept. 903 - 45 years
Elizabeth O'Donnell
Dept. 1352 - 32 years
George Williamson
Dept. 952 - 14 years
Geraldine D'Amico
Dept. 1471 - 24 years
Beatrice Saunders
Dept. 1171 - 37 years
Mary Riffle
Dept. 1220 - 13 years
Arminta Fenstermaker
Dept. 75 - 32 years
Clarence Cavender
Dept. 304 - 33 years
Gertrude Grzeszczak
Dept. 1474 - 25 years
Lela Coggins
Dept. 1211 - 23 years
Christine Austin
Dept. 1345 - 14 years
Della Shaffer
Dept. 1124 - 13 years
Bernice Thompson
Dept. 945 - 15 years
Catherine Spirko
Dept. 965 - 30 years
Lewis Stanford
Dept. 304 - 30 years
Valerio DiLoreto
Dept. 304 - 34 years
Victor Applequist
Dept. 1124 - 33 years
Myra Sprague
Dept. 1374 - 32 years

Alice McMurray
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Elizabeth Schuller
Dept. 1405 - 30 years
Kathryn Jones
Dept. 1274 - 30 years
Charles Minneley
Dept. 547 - 30 years
Betty Aughenbaugh
Dept. 53 - 26 years
William Kennion, Jr.
Dept. 91 - 34 years
Margaret Ragan
Dept. 975 - 30 years
Donald Smith
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Edna Gardner
Dept. 4175 - 30 years
Dorothy Bodnar
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William Lehto
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Arthur Richards
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Vonda McIntire
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Dorothy Bole
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Andrew Campbell
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Helen Ferradino
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Veronica Hill
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Lee Shinn
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Robert Williams
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Lawrence Leyshon
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Charles Weese
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Joan Bryant
Dept. 1205 - 10 years
Walter Hall
Dept. 1436 - 21 years
Veronica Procopio
Dept. 1235 - 30 years
Jeanne Peters
Dept. 1127 - 11 years
Constance Crigler
Dept. 1016 - 11 years
Jean Orr
Dept. 310 - 28 years
Gloria Hohenberger
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Andrew Royal
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Kenneth Wade
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Phyllis Spencer
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Doris Wilms
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Evelyn Kelly
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Annajane Kratovil
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Alfred Parker
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Lila Parker
Dept. 859 - 30 years
Joseph Tori, M.D.
Dept. 67 - 12 years
Lille Daniels
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Mary Morris
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Mary Gustovich
Dept. 1222 - 25 years
Anne Zomparelli
Dept. 1224 - 30 years
Robert Schell
Dept. 945 - 30 years
William C. Mitchell
Dept. 900 - 31 years
Robert Evans
Dept. 552 - 32 years
Joseph Getz
Dept. 1437 - 35 years
Harry O'Brien, Jr.
Dept. 57 - 36 years
Edward Titus
Dept. 51 - 13 years
James Coen
Dept. 371 - 38 years
John Brody
Dept. 906 - 19 years
James Ronian
Dept. 151 - 30 years
Wilford Saltzman
Dept. 1371 - 34 years
Charles Ramsey
Dept. 178 - 18 years
Ruth W. Reese
Dept. 1301 - 28 years
Ida Kilpatrick
Dept. 59 - 27 years
Amelia Toma
Dept. 1074 - 32 years
Majorie Smith
Dept. 1141 - 30 years
Harry Mogle
Dept. 1000 - 30 years
Raymond Beyler
Dept. 511 - 15 years