City to Build
$250,000
Death Trap

by David Stipp

The City of Lawrence, which produced, directed and staged the wreck of the Anderson Building at 600 Mass last December, may be setting the stage for a followup series of wrecks at the same site, according to three University of Kansas professors. Despite the professors' warnings, the city has accepted a bid to build the controversial parking lot as designed.

Following a "must do" order that had the City Engineer's staff burning the midnight oil, the City Manager announced that the plan for the parking lot was complete, and would be ready for a bid date to be set at the March 10 City Commission meeting -- just in time for the city primary election.

That morning, John Morris, assistant professor of architecture and urban design, examined the city's plan.

When discussion of the bid date began that Tuesday night, Morris objected to construction of the lot on two general principles. First, that the location was unsuitable because it lacked easy access to either Lawrence or City Hall. Second, that the entire project was economically unfeasable. He pointed out that if all 28 acres were cleared, nine hours a day, six days a week for 52 weeks, it would still take nearly 32 years for income to match the $250,000 price tag.

The City Manager post-fooled his objections as old hash already settled. When this began to attack the plan on the issue of the danger inherent in the specific design, the city staff offered to display its diagram of the parking lot for all to see -- and did so.

There was a moment of confused silence as all those who were seeing the design for the first time tried to comprehend what was before their eyes. Commissioner Robert Schum ended the pause by asking, "Where's the exit?" (Ah-Huh!) The exit, it was explained, was in exactly the same place as the entrance, sharing the common driveway. Then, Morris asked, were vehicles supposed to exit onto Sixth Street with a traffic jam or colliding with vehicles trying to enter the lot? Simple, the staff explained after a little deliberation. This was an "English style" traffic pattern. Vehicles would enter and exit the lot in the left-hand lanes, thus avoiding any crossing of paths.

Even so, nearly everyone agreed the design could use a little refinement; and the commission asked Morris if he would be willing to donate his services in helping the city staff iron out the wrinkles. After some haggling and posturing, the four city fathers made it clear that they would have a parking lot at that location, regardless, but that Morris was welcome to help make it less dangerous, if he wanted to. Morris agreed to do what he could. The next afternoon, he and Gaylord Richardson, associate professor of architecture and urban design, met with city planners to discuss the design. The results of this meeting were not to be known until the next Tuesday, March 17.

In the meantime, Public Notice sought the professional opinion of Tom Mulinazzi, who teaches traffic design and safety in the School of Civil Engineering. After examining the design and the site, Mulinazzi admitted it wasn't a very good spot for a parking lot. However, he said there were several alterations that could be made to the design to reduce the risk factor. The three main ones being: 1. Widen the overall driveway. 2. Reduce drastically the number of vehicles exiting the lot were forced to enter the flow of traffic on Sixth Street. 3. Construct a substantial traffic barrier to protect vehicles exiting the lot from vehicles entering the lot uphill from them.

Next Tuesday morning, March 17, Public Notice called on the City Engineering Department and asked to be shown the changes made in the plan. The City Engineer, Leonard Hoover, pointed out the new location of the handicapped parking spaces, the wider driveway, and the new, six-inch high traffic separator -- complete with a three-foot high 'keep right' sign. Keep right? What happened to the "English style" entrance/exit plan? After a short, but confused conversation, Hoover was quite plain and emphatic: No plan he had ever seen or worked on regarding the 600 Mass parking lot contained any notion of an "English style" driveway.

The implication of Hoover's remark is clear. Either the City Engineer had slipped a cog or, one week before, the City Manager and the four City Commissioners had been willing and eager to approve a dangerous design without anybody in the room knowing what the real picture was.

The revelation of the true nature of the design had a considerable impact on the question of danger to the patrons of the parking lot and the contiguous traffic on Sixth Street. By moving the exit point even farther south toward the Journal-World building, the already critically deficient visibility was worsened.

(continued on p. 2, col. 3)

Prophecy Fulfilled

Before you dismiss the photo at the top of this page as being unrealistic, take notice. The drawing at the left appeared on the front page of PUBLIC on April 8, predicting major changes for the north end of downtown. The crane and wrecking ball are positioned in the rubble of what used to be Bryan Anderson's building.
The coefficient of friction on wet pavement is .39 and the grade at site is .10. Thus, the minimum wet sight stopping distance is roughly 110 ft.

Noting that the above distances reflect the unrealistic traffic speeds of 25 mph questioned by Richardson, Wright stated that his professional relationship with Anderson had ended and that he would not be appearing before the commission before him as a taxpayer and a citizen. "I see," Binns said derisively. "Before, you were working for Anderson, but now you're just a citizen." "That's right," Richardson responded. "Just a citizen."

Public Works Director George Williams admitted there were "some problems with the design," but said that he "questioned Wright's figures." Wright's reports and diagrams later were submitted to Morris and Mulinazzi independently, and each arrived at the same conclusion. Although not of professional quality, the report sufficiently accurate representation of the facts and factors pertinent to the question of safety hazards inherent in the design of the parking lot.

Carter prefaced the call for a vote by saying the time had come to decide whether the "stall tactic" was going to work, or whether the city should proceed with the parking lot as planned. One week earlier, Binns had accused the critics of the lot design of trying to delay this "perfect setup for collisions," he said. This is a particularly dangerous configuration. John Morris and I make several improvements, but my feeling is that it is still not safe. I think we can say that adherence to good practice in parking design would prevent a lot from being built here.

Noting that Richardson and Morris had worked as paid professional consultants to Bryan Anderson in September 1980, Commissioner Don Binns questioned Anderson in September on the safety questions posed by Richardson specifically. "It wasn't us who waited until three weeks before the election to submit them. If they were in such a hell-fire big hurry to tear my building down, why didn't they timid them for three months?"

Had they hoped to delay action on the parking lot until after the April 7th elections "toward what possible end?" Wright questioned.

At a December meeting, Parkley Clark told everybody that the conditions of the bond sales tied the city to building a parking lot on that site at exactly the same degree that the city was tied to tearing down the Anderson Building, he observed. "If that's the case, he continued, "what possible difference could it make who is sitting in the commissioner's chair? We would be fighting this particular design whether it was proposed in January or July."

City officials disagreed with the notion that the lot is unsafe. Garnar Stoll, head of the Lowa City Planning Commission, said the city's plan for the parking lot was not line-of-sight distance regulations. Hoover said his parking lot plan is based on the idea of a "stall tactic"

"I think you'd have to say they have any comment on the safety questions posed by Richardson," Wright said. "But they have picked on this spot because it's controversial," he opined. "It's the lot that these people are suddenly interested in, you know."

"That's almost too funny," Richardson said when told Hoover's remarks, noting that all the praise that the city and county had given to people off the hill, such as John and myself, for helping them out on projects through the years," he recollected. "Now, just because we're saying things they don't want to hear, they say we're being petty and small-minded."

When asked whether the removal of the light post and sidewalk would provide adequate visibility at the exit point, Mulinazzi said, "It would help but it could not have a significant impact on the overall safety factors.

Would he recommend that an independent safety consultant be brought in? "Let's just say," he responded, "that the situation deserves further study."
Look at it the Wright Way

"Everybody's guilty. I'm talking 'bout you and me." Those words from Sonny Terry and Brownie McGhee's blues tune, "Big Wind," aptly rang around my mind every time I think about the hostage crisis in Iran. You can draw your own conclusions about the guilt but mine started in the spring of 1973.

In fact, I can pinpoint the exact instant: when I dropped the leaflet an Iranian student had leafleted on the streets of Lawrence. By my inaction, I handed to me into the trash can in whose job it was to keep an eye on such things to be basically handled and Brownie McGhee's blues tune, "Look at it the Wright Way." As a candidate in 1977, I'm talking 'bout you and me. Those words from Sonny Terry and Brownie McGhee's blues tune, "Look at it the Wright Way," reverberated in my mind as I decided how to vote for the presidency in 1973.

Several attempts have been made to explain the principle of selective voting. Why would you want to vote for fewer than the maximum number allowed in a multiple election? Because you tried to teach them how to do it properly.

Once, long ago, a person speculated that some��or some reason you shouldn't? . But I've heard much from him lately, and I'm here to explain the principle of selective voting, or why a voter might not have remained in power. The principles underpinning our democracy and the United States were worked out by the Founders, and we have determined that equality and the scope of its meaning are worthwhile principles, and for all humans the same rights we are entitled to. Selective voting isn't a gimmick or a ploy or anything unusual at all. It's a tool every voter should welcome any plot that puts the majority of the voters in the clear. Rumors of alliances between candidates were raged--and justifiably so. But if Americans seek to keep an eye on Iran and the militants' takeover of our embassy and you can see that the hostage crisis failed to penetrate the people in Iran. It says, to maintain political stability, we have to maintain political stability in Iran and preserve the flow of oil into our energy-greedy society.

Oh, really? Well, how politically stable is Iran today? And how much oil is Iran sending our way now? And ask me this, all of you: For how many barrels of oil would we have allowed the 53 American hostages to remain in Iran to face trial and imprisonment?

The principles underpinning our democracy and the United States were worked out by the Founders, and we have determined that equality and the scope of its meaning are worthwhile principles, and for all humans the same rights we are entitled to. Selective voting isn't a gimmick or a ploy or anything unusual at all. It's a tool every voter should welcome any plot that puts the majority of the voters in the clear. Rumors of alliances between candidates were raged--and justifiably so. But if Americans seek to keep an eye on Iran and the militants' takeover of our embassy and you can see that the hostage crisis failed to penetrate the people in Iran. It says, to maintain political stability, we have to maintain political stability in Iran and preserve the flow of oil into our energy-greedy society.

It was a simple enough phrase; yet, in the 200 years since it was penned: The principles underpinning our democracy and the United States were worked out by the Founders, and we have determined that equality and the scope of its meaning are worthwhile principles, and for all humans the same rights we are entitled to. Selective voting isn't a gimmick or a ploy or anything unusual at all. It's a tool every voter should welcome any plot that puts the majority of the voters in the clear. Rumors of alliances between candidates were raged--and justifiably so. But if Americans seek to keep an eye on Iran and the militants' takeover of our embassy and you can see that the hostage crisis failed to penetrate the people in Iran. It says, to maintain political stability, we have to maintain political stability in Iran and preserve the flow of oil into our energy-greedy society.

But why must it stop there? The words from the Declaration of Independence read, "all men," not "all Americans." One principle was inspired by and founded upon these words, and it is entirely fitting that part of our national policy and for all humans the same rights we are entitled to. Selective voting isn't a gimmick or a ploy or anything unusual at all. It's a tool every voter should welcome any plot that puts the majority of the voters in the clear. Rumors of alliances between candidates were raged--and justifiably so. But if Americans seek to keep an eye on Iran and the militants' takeover of our embassy and you can see that the hostage crisis failed to penetrate the people in Iran. It says, to maintain political stability, we have to maintain political stability in Iran and preserve the flow of oil into our energy-greedy society.

It's Marci for Me in 83

Paid for by the Committee to Draft Francisco - M.I. Roberts, Jr.
"You Underestimate Us, 'Barkley':

Thanks, Shelley Miller, for the tailgate at the top of the page. It's a concise summation of the entire Bryan Anderson Building episode.

The conflict began quietly on Sept. 19, 1979, with one public notice in the Journal-World classified section.

Anderson maintained that his due process rights under the Sixth Amendment had been violated because the city never attempted to notify him personally. He filed suit against the city in Douglas County District Court in early 1980. Anderson's attorney, Robert Kroeker, compared the statute allowing condemnation without notification to "a time bomb in the basement, which an owner has no way of knowing is ticking."

The neighborly thing to do, of course, would be to budget 80 cents into the $260,000 for a certified letter to the property owner notifying him of the condemnation action. But doing the decent thing would occur to few politicians and to even fewer lawyers, most of whom hope to become judges some day.

The condemnation action couldn't have come at a worse time for Bryan Anderson. While the city was claiming his business, cancer was claiming his father. And Bryan's account ran out.

Still struck by the unfairness of the procedure, Anderson went after the statute itself. The law was unconstitutional, his attorney claimed, because it placed an unreasonable onus on the property owners. That appealed for filing of final briefs when it was put in limbo by the destruction of the building.

Throughout the controversy, one nagging question kept cropping up: the city claims that Anderson knew his building had been earmarked for demolition before he bought it, but Bryan says he didn't. How is one to determine which party is telling the truth, short of asking everybody to take polygraph tests?

We could consider which party has shown the greater propensity to lie, but that might be too subjective. Or we could apply a little logic to the known facts and draw a conclusion, if possible.

Fact: When a speculator buys a building on credit, knowing that the building wasn't given equal space and attention in the area to save the city, went back in and raised his price. The city climbed back into the ring and raised its price. He was within the distance. He's still going.

The clairvoyance of the ensuing frame-out attracted the attention of nearly every television and radio station in Kansas, as well as all the important newspapers. The Los Angeles Times News Service sent Larry Green down from its Chicago bureau to find out what the fuss was about, on his account ran nationwide.

In the session, the word spread: "This guy's gettin' screwed." And the presence of supporters became a phalanx. Yard signs went up, letters were written, petitions circulated and buttons appeared on lapels everywhere, all carrying the common plea: Save 600 Mass.

But the pleas were falling on deaf ears—the ears that mattered, that is. When Bryan and about 60 supporters went to a city commission meeting to discuss the fate of the building, they were treated quite rudely. About midnight, when the item finally came up on the agenda, the city fathers turned their backs on the citizens and strolled off into "executive session."

Commissioner Marci Francisco—the city mother—was caught in a dilemma. Not wanting to deprive the public of their only set of ears, she stood by her post with her arms turned up. "What shall I do?" she asked the assemblage.

"Do on in," came the reply. "Do your best."

The next morning, Mayor Ed Carter told the KWMA radio audience that looking at the city commission room gallery had been like "looking at a zoo." Not overly furnishned by taste or good manners, our mayor.

The citizens responded with a petition calling for a moratorium on condemnation and demolition until a comprehensive downtown development plan could be implemented. To sign off the petition drive, 50 local artists staged an art show. The 1980-81 Anderson's struggle to save 600 Mass.

The petition drive sputtered at first, then caught hold as the public began to recognize the obvious injustice of the situation. True to form, the City Fathers insinuated the intelligence of the 2,400 people who signed the petition by telling them they...
The Mess at 600 Mass

didn't know what they had signed.

As the confrontation developed,
a curious pattern began to emerge.

On one side, there was the Anderson
crowd calling public
meetings, inviting citizen in-
volved and saying to the media:
"Come. Look. See for yourselves."

On the other side were the city
fathers, speaking only when spoken
to, and then saying little more than "We have organized the
Anderson Building must go, and it
shall be so."

Ironically, to say the least, that
"The Zoo" was conducting their campaig

to save the building in the
best tradition of democratic
principles and procedures, while
the elected representatives were
doing their best to circumvent
them. About the only communi-
cation volunteered by the city
fathers was a letter to the editor
of the Journal-World that ran in
their December 16 edition, Monday.

Although the letter was billed
as a response by the city, it was
signed only by Don Binns, the only
member of the Gang of Four whose
t was of service does not expire
April 7. Coincidence, of course.

The letter was no response at all.

"The Anderson affair was evidently in the mood of Anderson's mob at next evening's
city commission meeting. As the
commissioners squirmed through the
agenda toward the crucial downtown
development item, they frequently
caste uneasy glances at a packed
gallery in which four of five more
big pink "stop the wrecking ball"
buttons. And dozens more had
handed outside, waiting for the
action to start.

The commission tried to pull
the fuse by quickly voting four to
one to refer the downtown proposal
to the planning commission without
any discussion. But the audience
was having none of it, and the com-
mission found it impossible to
slip on to the next item. As
the din grew, someone moved for a
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Spring Weather, Local Cyclists Warming Up

by Karl Gridley
Co-editor, Mid America Cyclist

Once again it's that time of year when the thought of being outdoors seems to counter all notions of industry. From villages in the French Alps to towns on the Kansas prairie, people are pulling out their bicycles and planning rides through the newly greened countryside.

For many years the bicycle in the United States was considered not much more than a toy—something the kids could ride around on until they discovered the joys of the automobile. Today, however, there is a bicycling renaissance in this country; and people are buying ten-speeds in numbers only dreamed of a short decade ago.

Spurred by sky-high gasoline prices and an increasing awareness of personal health, the bicycle is achieving a status in the American life-style that rivals the role it played in Europe.

Perhaps you are one who is all in favor of bicycling but are confronted continually with mechanical troubles that demand more patience than you have. If so, don’t leave that bicycle sitting in the middle of the garage. The following hints may help get you rolling again.

Tires: Having lots of flats? Check to see if you’ve got gelatric tires. Is the rubber peeling off the sides? Is the tread worn off or the rubber hard as concrete? If so, invest in new tires with “gummed” sidewalls. You’ll have fewer flats and a lot less headaches.

Derailleurs: Does the rear derailleur on your ten-speed constantly slip from cog to cog on the back wheel? If so, you probably need to tighten the shift levers and adjust the cable to the right length.

Brakes: If the brake pads on your brakes hang more than a quarter of an inch from the wheel rim on either side, they should be tightened for greater stopping efficiency. It would be wise to purchase a “third-hand tool” before attempting to make this adjustment. This tool holds the brake pads to the rim while you adjust the cable to the right length.

Seats: Like to ride but always end up with a more rear or knees? More than likely the seat is poorly adjusted. The seat is at its correct height if you can pedal backwards with your heels on the pedals without your hips swaying. Most factory ten-speeds come with very poorly anatomically designed saddles. Though plastic padding looks comfortable, it is painfully deceptive. A fine saddle such as those made by Avocet or Brooks is well worth the investment for the discomfort it will alleviate.

Bearings: There are six separate sets of bearings on your bicycle: the front and rear hubs of the wheels; the two pedals; the bottom bracket (or crank); and the headset. If you hear grinding noises in any of these places, the bearings need to be overhauled. To do this, special tools are required, as well as a good supply of solvent and grease. Inquire at your local bicycle shop for the tools you will need.

Once you desire further information on bicycle maintenance and repair, I recommend Richard’s Bicycle Book (published by Ballentine) for expert advice. It is a well-written, illustrated, informative and funny book that is reasonably priced.

Once you’ve got your bicycle in top mechanical condition you’ll find it is a greater pleasure to ride. If you haven’t done a lot of riding before, be sure you don’t overdo it. You can tear up your knees, hyperventilate or get severe leg cramps if you push yourself too hard. Stay in the low-to-medium gear range to start with, especially on the hills. It will be far better for your cardiovascular system if you do more spinning in lower gears than grinding in the higher.

If you don’t already have toe clips, get them. You will increase your pedaling efficiency by 40 percent, guaranteed. With them, your feet will stay in one place on the pedal instead of sliding all over, wasting energy. Don’t worry about being helplessly strapped to your bike in a crash. You will become used to your toe clips in no time and able to pull out of them reflexively.

Always be sure that you have eaten enough to keep your energy up for the duration of the trip you plan to go. Nothing is more agonizing than finding yourself 30 miles from town with all your calories spent. It is called “the bonk,” and it can make an hour on a bicycle seem like a marathon. Guard against the bonk by stocking quick-energy food such as granola or chocolate bars in your handlebar bag or day pack.

There’s also should be carried if you plan to ride more than ten miles—especially if we’re slapped with a summer that sizzles like last year.

Now that you are all set up and eager to start pedaling--the Mt. Oread Bicycle Club hopes you will participate in the tours taking place this spring and summer. Starting April 4, “Leisure Tours” will be leaving from the South Park gazebo each Saturday at 1 p.m. Distance will be from 10 to 15 miles, at an accommodating pace with an experienced tour leader.

For advanced riders, the “Road and Go” tours depart the same place each Sunday at 1 p.m. The pace will vary those who show, and the ride will usually cover 25, 50 or 100 miles, with no vehicle service provided. For more information, call 884-3477.

The club also will be holding a Century Tour, a 100-mile ride of the Lakes. Participants will have the option of riding 25, 50 or 100 miles, with no vehicle service provided. For more information, call 884-4357.

A spring weather picnic will be held 1 p.m. May 17 in Mt. Oread Park. The banquet will be held at the Rouse Inn and will include a cash bar with ‘alfresco’ dining on the terrace. Cost is $6.50.

On May 17, the club will sponsor a Century Tour, a 100-mile ride of the lakes. Participants will have the option of riding 25, 50 or 100 miles, with no vehicle service provided. For more information, call 884-4377.

Co-editors Mid America Cyclist.

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843-4364
Black to play S-4, leading 22-19 in a 23-point match.

The dice have no memory, it is said; and they are blind, like myopic moles. And, like moles, if you give them an inch, they'll take a yard.

The above situation appears in *Playboy's Book of Backgammon* - one of the more entertaining books on the game - and is taken from the author's personal experiences. It is, in fact, Lewis Deyong's prize play.

Playing back for Britain, Deyong moved B6/B2, BS/Bl, putting two men on the bar, leaving a blot on Bl. The treacherous Colonel responded with a 1-1, but this third play is 100 percent safe from White's second throw. In fact, if the match score were reversed, we see that a gammon was irrelevant (22-22 or 22-21), this would be the preferred play.

This examination concludes by observing that Deyong's play would be absolutely correct - if the score were reversed. So at Lewis' expense, we learn two things. First, the importance of incorporating the pertinent data into our decisions; and, second, we see that under the pressure of top-flight competition, even the steadfast of players can stumble.

Tips for tyros: Don't be goaded into playing for higher-than-usual stakes just because "you're the big winner" and your foe wants "a chance to get even." If you want to try him at a higher level, insist upon a match-play format - it's easier to control your losses.

Hints for hustlers: Watch out for the pigeon who goads too easily.

Besides this most important difference, our move has two other advantages - assuming White doesn't throw a 1 on his next roll. First, he has a 4 percent chance to roll 5-5, which all but puts the 1-16 on his coffin. Second, from the standpoint of future safety, Deyong's play leaves nine rolls that will expose a blot on his next turn, compared with five for ours. White will hit Deyong with his second throw 7.6 percent of the time, but 12.1 percent against, whereas the correct play is 46.1 percent against, 2.1 percent.

It is interesting to note that nearly every novice who studies this problem picks one or the other of the two moves mentioned above, about 50-50, but very few find what is actually the second-best play: BS/Bl, BS/Bl. All three moves run the same risk of being hit by White's first throw. In fact, if the match score were such that a gammon was irrelevant (22-23 or 22-21), this would be the preferred play.

At the recent League of women Voters' candidate forum, Barkley Clark said he opposed district representation because "Lawrence is too small."

When Clark first ran for city commissioner in 1971, he allocated a 7-man commission: 1 at-large and 6 district reps. Said he: "The problem (with an at-large only commission) is that Lawrence is just too large...I think that we are large enough and diverse enough now that area representation is in order."
PUBLIC NOTICE ELECTION QUIZ

Match the Hopefuls with their Houses

A

B

C

D

E

F

As a firm believer in the theory that one can never know too much about our elected representatives, PUBLIC NOTICE offers this quick quiz to help voters test their perception of the five and one-half candidates running for the three vacant seats on the Lawrence City Commission. (If that sounds somewhat redundant, it's because at least two of the three seats have been vacant for the past two years.)

Matching the house to the candidate, the correct order is:

EVERYTHING BUT ICE *

• SALVAGE
• UNCLAIMED REFUND
• DAMAGED & RETURNED MERCHANDISE

6th & VERMONT (OLD ICE HOUSE) OPEN 9-7
SAT. TIL 5

REMEMBER 600 MASS ?
REMEMBER IT AGAIN ON APRIL 7TH!

committee to save Lawrence from itself - bryan anderson, treas.