The electric and solar cars of the Tour De Sol roll into downtown Portland May 26 after five days on the road from Connecticut. Five days for a four-hour drive is progress, right? Well, actually, yes.

By Christopher Barry

That's Daren Hebold sitting on the hood of an electric vehicle, surrounded by his fellow teammates. Hebold isn't a geek. He likes jazz, plays soccer and runs track. A senior at Falmouth High, he's your everyday, all-American 18-year-old. He's headed to Northeastern University in Boston next year to study engineering. He likes to party. He has a girlfriend. But lately, he's been obsessed with an electric vehicle (EV) that he and others at Falmouth High have been building. Under the direction of teacher Spike Herrick, the students worked for months battling engineering and logistical nightmares to complete the project. The finished product? A 1984 Volkswagen Rabbit, renamed the "Electric Hare," that runs solely on battery power.

The Hare, which is distinguished by a racy lightning bolt painted on its side, and about 50 other EVs are heading to Portland via a winding New England route. It's all part of the Tour De Sol, a national road rally for solar and electric vehicles.

And on Friday May 26, the cars will glide into Monument Square to showcase new technologies and to convince skeptics that electric cars make sense—not only for the environment (everybody knows that) but for the average commuter as well. This is the first time since its inception seven years ago that the race has come to Maine.

Some questions remain, however. Are these Henry Fords of alternating current and alternative transportation building the cars of the future? Or are they obsessive, nutty folks who putter around their garage building expensive toys?

Hebold insists these cars are the wave of the future. "I'll have one by the time I'm 25," he states flatly. Others aren't so confident and raise issues of price, comfort and the practicality of weaning U.S. consumers off petroleum-powered autos.

But for a couple of days, Portlanders will be able to come downtown, kick the tires on these new cars and ask a lot of questions. After all, it's their future at stake.

*continued on page 7*
A conversation with Bill Owen

Bill Owen of Brunswick is the president of the Cumberland Motor Club Inc., the only club in Maine that conducts motor sport activities like auto-cross and TDS (time-distance-speed) rallies. The 36-year-old club conducts about a dozen auto crosses each year, in which drivers navigate a course consisting of marker cones laid out on an asphalt surface. The drivers rate performance of the vehicles in various categories, including handling, braking, and acceleration. Club membership isn't required for participation; anyone with a driver's license is invited to participate. The most recent rally was held on May 21 in a parking lot near the Old Port. Club members will be assisting with the electric auto cross at the Maine Solar Blast on May 27. (See page 13.)

Why do you do this?
It's fun. It's a challenge that sharpens your driving skills and helps to cultivate your "personal best." And one of the main purposes of the club is to promote safer driving actions and attitudes.

How long have you been doing this?
About 10 years. Some friends invited me down for a look-see - they were involved at the time. Ever since I was hooked.

I have a disability and found myself with time on my hands - and it's a great feeling of satisfaction to help bring these things about. There are a lot of enthusiasts in this club that offer a great deal of unselfish assistance.

What do you think of electric cars?
I personally think that we need to incorporate these cars into our everyday activities. Gov. King ain't gonna let us off forever without facing the consequences of operating polluting vehicles - what we're driving now, internal combustion vehicles.

Do you think Internal combustion cars will ever be totally replaced by electric cars?
No way. They'd have to haul off and dump 'em in the ocean before they replace all these cars. That's whether they're for daily operation or for weekend recreation. Why do people drive the first cars that were ever made? People don't like change. Nostalgia can be very powerful.

But the pollution issue is a valid one. We're not getting hit hard enough yet in Maine to realize the consequences. If we were out in California we'd know what nutting it. People can't see smoke coming out of the tailpipe, but believe me, it's there. It's a good way to commit slow suicide.

Interview and photo by Colin Malakie

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We did it. And we're proud of it. But then again killing ants is our business. After 45 years, it's no wonder we've got thousands slaughtered in Saco condo complex.

We made it happen. See what's new... come see what's new...

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Portsmouth, Mass., Northampton, Mass., Sturbridge, Mass., and Massachusetts passed laws mandating two percent of all cars sold after 1998 have to be zero-emission vehicles. The law is modeled after California's anti-smog law, which requires California-built vehicles to pass tests demonstrating that they will not emit more than 1.5 grams of hydrocarbons and 0.1 gram of nitrogen oxides. The California law has been in effect since 1975.

Critics of EVs, including oil companies, complain that the batteries used in EVs are not environmentally friendly. They argue that the production of batteries is just as harmful to the environment as the production of gasoline. However, studies have shown that EVs are actually more energy-efficient than gasoline-powered vehicles when accounting for the entire life cycle of the vehicle.

There are a few concerns about EVs. One is the range of the battery. EVs generally have a range of 60-150 miles, which is enough for short trips but not for long distances. However, many EVs have been modified to have additional range by installing larger batteries. Another concern is the charging time. Most EVs take several hours to fully charge, which can be inconvenient for some drivers. However, some EVs have been developed that can be charged in just a few minutes.

Despite these concerns, EVs are becoming increasingly popular. In the United States, the number of EVs on the road has grown from just a few thousand in 2010 to over a million in 2022. This growth is expected to continue as more EVs are developed and the technology becomes more affordable.

Anthony D. Bruno
Tour De Sol

JAMES WORDEN

James Worden is the president of Solectria, an EV manufacturer based in Wilmington, Mass., that's rapidly emerging as one of the major forces in a young industry. Worden set the range record for the first Tour De Sol in 1988 while driving the "Solectria Two," a car he built as a high school student. "It's in a little museum in New Hampshire," he says. "Of all places."

"We're selling (EVs) but we're not selling them to dealers yet. We sell them to utilities, government agencies, ride share programs and leasing fleets. People could come in and buy them, but they don't right now. This car [the Solectria Two] with an electric meter (now) gave for $83,000. But everything beneath the hood is a hand-built. Six of our customers are entering our cars this year. It's real exciting. The ones they're entering are simply production cars. So we know run-of-the-mill production cars are good enough to run in the race and actually compete.

"Every year we've set new records. [In the first Tour De Sol] we went something like 35 miles. [This year] we expect to break 200 miles. The only car we're running this year is the Sunrise. It's designed for production... but it's still a prototype now. It's going to roll out in some form in 1997, which is right around the corner."

"Compared to the big three automakers' production cars, our conversion cars are already on par with what they have. And the Sunrise is way ahead. It's out there in both range and performance. This not a racing vehicle, it's a comfortable mid-size car. It's a large car actually. It doesn't look it. But look in the interior and you'll see it's very spacious."

Who are folks behind the electric vehicles competing in the 1995 Tour de Sol?

To find out, CBW sent writer Christopher Barry and photographer Colin Malakie to Waterbury, Conn., to talk with competitors from Maine and throughout North America on May 20, when the contestants first arrived. What follows are excerpts from interviews with the drivers who are gliding into Portland on Friday, silently, effortlessly and without fouling the air.

CHALREY KING

Charley King is an electrical engineer with Northeast Utilities, an electric company with operations in Connecticut, western Massachusetts and New Hampshire. He lives in Killingworth, Conn., with his wife, two kids and "a bunch of smelly internal combustion vehicles." King drove the first leg of the race to Northampton, Mass., in a converted Ford Ecostar utility van.

"This thing does a real nice job. One of the important niches EVs can fill will be as a general delivery type of vehicle. Look at the carrying capacity of the vehicles the phone companies are using. They're using pickups with caps on the back. This would have equivalent volume. And there's no real difference between the two.

"But when you get into an EV, you're going to be consciously or unconsciously comparing it to the car you just got out of — the internal combustion car. The EV is going to have to be identical or better. It's almost a psychological thing. I've driven pretty much every EV there is. But in the majority of the vehicles, there's always something saying 'I'm an electric vehicle. You drive the utility van and in five minutes you'll forget you're driving an EV.' EVs should be identical to (gasoline-powered cars) and they'll have to be if people are going to buy them. It'll be a tough battle. The EV is up against an internal combustion system that's had 100 years to get refined."

BRAD KOERNER

Brad Koerner is a freshman at the University of Virginia, where he studies architecture. He went to high school in Bolton, Conn. In his sophomore year there, a teacher asked if he wanted to help start an EV team. Ever since, he's been working on a rusty 1974 Fiat salvaged from a field. The team replaced the rear with fiberglass, so it doesn't look much like a Fiat anymore. "I love it so much," he says, "I came back for my third race. I'm not an environmentalist. I'm a racing driver." The Fiat is powered by lead acid batteries, except for the solar cells that power the car's fans. Back home, he drives a Toyota truck, but he'd like to own an EV.

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BOB OLSON
Bob Olson teaches physics at the Thousand Island Secondary School in Brockville, Ontario. Olson, along with three other teachers and over 10 students, converted a GMC pickup into an EV. Olson's team is the only Canadian entry in this year's Tour De Sol. A year ago the school was approached by Brockville Public Utilities, asking if they'd be interested in entering the race. With the power company sponsorship, some other local sponsors and a truck donated by GMC, Olson figures, "it's hard to believe this project didn't cost at least $60,000."

"We finished the vehicle at 2 a.m. Saturday night (a week before the race). The students worked wronging. We had all sorts of kids and adults working on the truck. In our school, we prin the names of the top students. Four of the kids working on the EV were on the list. Plus we had kids from the bottom of the class. They all worked together. The scholars did research. The mechanical ones did the design and welding. Everyone worked. One kid was going to drop out of school unless he got involved with the EV.

"Our students know the days of the gasoline car are almost over. They understand that their children will be driving totally different vehicles - ones that we can't even imagine today. That's how fast the technology is growing. We don't even know what the next generation of EVs will look like. We know they won't be these cars (pointing at the long line of EVs being assembled). These cars are just for research."

"All the kids are environmentally now because of working on the EV. They know there isn't much left. They're thinking about the future."

VICKY KHEIFETS
Vicky Kheifets is a junior at Framingham High School in Massachusetts. The University of Massachusetts at Lowell issued her environmental club the Solar Flyer to enter in the solar-racing category. Kheifets will drive the race car on the last leg of the trip into Portland on May 25. Kheifets calls the car's accelerator "the gas pedal." A teammate argues it's still called the gas pedal. But she stands her ground. The rest of the team seems to like the idea.

"It's a solar-powered race. The solar panels charge the batteries, which weigh 300 pounds. On the batteries alone it can run for about five hours. The maximum theoretical speed is about 20 miles per hour, but right now the car is having trouble getting up hills. We're not sure why. It could be we have too much weight in batteries or the motor isn't strong enough.

"One teammate got shocked by the 50-volt batteries, not me - thank God. We've learned not to touch two terminals of a battery. We've learned teamwork, too. And we learned we should use solar power because of our limited natural resources. Solar power is free. No one can stop us from using it except the clouds.

"We probably can't use this sort of vehicle in everyday life. But thinking about them gave us practice. We have the ability to see how solar power could potentially work."

The Solar Flyer is actually registered as a motorcycle. So all of us had to get our motorcycle permits in order to drive it. Our parents are going crazy."

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SALE

50% off all spring items
A skeptic’s view

Welcome to Tomorrowland

by Dick Sauna Scott

It’s been a long time since I visited Disneyland. It was supposed to be that way. As a child I expected a sense of wonder and mystery, but what I got was just another theme park. The rides were predictable, the food was overpriced, and the atmosphere was dull. It was hard for me to imagine that this could be what the future looked like.

So when I heard about the new Tomorrowland attraction, I was skeptical. I didn’t believe that it could live up to the hype. But then I saw the pictures and watched the trailer, and I was convinced. I had to see it for myself.

I arrived at the park early one morning, and the sun was just starting to rise. The sky was a deep red, and the stars were still visible. I couldn’t help but feel excited. This was going to be amazing.

As I walked through the gates, I was greeted by the sound of music and the smell of popcorn. The atmosphere was electric. People were everywhere, and the energy was contagious.

I made my way to Tomorrowland, and I was immediately struck by the sheer size of it. It was like nothing I had ever seen before. The buildings were towering, and the technology was advanced. I couldn’t wait to see what was inside.

I started with the Space Mountain ride. The line was long, but it was worth it. As I sat in the car, I felt a sense of excitement build up inside me. I closed my eyes and held my breath, and then the ride began.

It was like nothing I had ever experienced before. The sensation of weightlessness, the rush of speed, the sound of the wind rushing past me. I felt like I was flying.

After Space Mountain, I went to the Astro Orbiter. It was a gentle ride, but it still had its moments. I could feel the gentle sway of the ship as it circled the planet. It was like being on a space station.

Finally, I made my way to the Space Ranger’s storybook ride. It was a lot of fun, but I was disappointed with the character interaction. It felt like they were reading a script, and it was hard to connect with them.

As I walked out of the park, I couldn’t help but feel conflicted. On the one hand, I was excited by the technology and the possibilities. On the other hand, I couldn’t help but wonder if we were heading down the wrong path. The future is uncertain, and I couldn’t help but feel a sense of unease.

But then I remembered something. In the end, it’s up to us to decide what kind of future we want. And I think that Tomorrowland could be a starting point. It’s a reminder that anything is possible, and that we have the power to shape the world we live in.

I’m not sure if I’ll ever visit Tomorrowland again. But I do know one thing: I’ll never forget the experience.
Henry Foster's other issue

By Jeff Cohen and Norma Schenck

Now that Bob Young has been confirmed as the new U.S. Senator, there is still much to be said and much to be done. However, before moving on to new issues, it is important to remember the issues that were discussed during the Senate confirmatory hearings. In particular, the issue of Foster's medical history is still relevant.

Foster has been on the federal government's list of suspected agents of the Soviet Union for more than two decades. Despite this, he has never been charged with any crime and has never been shown to be guilty of any wrongdoing.

The Senate confirmed Foster by a vote of 58-42, with 9 Republicans voting against him. This was a narrow margin, and many senators expressed concerns about Foster's past behavior.

Foster's supporters argue that he has been unfairly targeted by the government and that he is a dedicated public servant. His opponents believe that he is a political appointee who is not qualified for the Senate seat.

As we look forward to the future, it is important to remember the importance of transparency and accountability in government. We must ensure that our senators are properly vetted and that they are fit to serve in the highest office in the land.

In summary, while Foster's confirmation was somewhat controversial, it is important to remember that he has never been shown to be guilty of any wrongdoing. It is up to us, as voters, to hold our senators accountable and to ensure that they are fit to serve.

Sasme are

No more guns

There are only 22 million firearms in America. This number is approximately equal to the number of people in the United States. It is a problem that needs to be addressed.

Governor George Bush has proposed a ban on the sale of assault weapons. While this proposal has received much attention, it is not necessarily the best solution.

The problem with the ban is that it would not be effective in reducing gun violence. In fact, studies have shown that gun bans do not significantly reduce the number of firearm deaths.

In conclusion, while the issue of gun control is a complex one, it is important to remember that the best solution is to focus on reducing the number of firearms in circulation and to address the root causes of gun violence.

The next few years will undoubtedly be filled with challenges. We must work together to ensure that our country is safe for all Americans.

This is a time for unity and for working towards a better future for all.

Casco Bay Weekly
The heart of a hospital is greater than the sum of its parts—advanced technology, medical experts, and a staff that comforts. Ultimately, a hospital is defined by its values—treating each patient as an individual, with competence and compassion in equal measure.

At the heart of a hospital is healing. At the heart of healing is Mercy.

Isn't it romantic?

Being a freelance writer sounded glamorous, even noble, at first. Then the reality set in.

By Rick MacPherson

I must admit, I’m a sucker for a romantic image. Consider this example: I once spent 10 months living on an island Down East. I had heard there was something enriching about isolation and natural beauty, and I was ready to settle down and let myself be transformed by the spectacular setting. I fancied myself a modern-day Thoreau, OK, so it was Mount Desert Island, but it felt remote enough to me.

But as we all know, you can’t eat the scenery. I gradually became unhinged as I spent weeks without hearing a voice other than my own. At one point, the snow drifted to cover the east face of my ate. I saw myself that my eat’s dry kibbles actually smelled appetizing. Every time I looked in the mirror, I saw someone who looked a lot like Jack Nicholson in The Shining. To this day, I have nightmares about the oppressive isolation and unyielding natural beauty. So much for that romantic notion.

Unable to live entirely without romance, however, I soon found another lofty ideal to aspire to. I saw myself as a free-lance writer. From the start, allow me to be very clear: The romantic image of the writer’s life and the actuality of being a professional writer occupy distinct positions in my world. Perhaps it’s more accurate to say that the two resonate back and forth—so that I’m never quite sure whether the motivation behind my work is the romance or the money.

To be honest, I never envisioned myself pursuing a career as a writer. If someone had suggested the possibility five years ago, when I was studying philosophy, I would have dismissed the notion. Which is not to say I never wrote before. I just never imagined writing as a job.

But then I was seduced by the romantic image of the writer. In this image, I lived and wrote in a world where my bills were paid, my ate was never dirt and I worked at home. Writing was as simple an equation as candlelight, wine and soft music in the background... plus me and my Macintosh. In some variations on this theme, I pictured a loving, patient, sensitive partner who would watch adoringly as I sat down to compose an essay. Yes, it would be a breathtaking performance. And I imagined the words would flow magically from my fingers.

The reality of my writing environment has turned out to be a little different. While I do get to write at home, I have to juggle my writing with the two other jobs that actually provide my steady income. When I do feel like writing, it’s more often because of a caffeine-and-sugar high from a few cups of java than the inspiration of a noble muse.

I work at a cramped bedroom desk littered with disconnected notices from the phone and electric companies. The ambiance consists of a desk lamp, a stack of pamplet lists and the sound of the neighbors hanging around in the adjacent apartment. There’s no hovering, sympathetic partner (which is probably a good thing, since there isn’t enough beer and pretzels for two), although there is a clumsy, affectionate cat. And instead of freshly-printed forth words, I glare at my screen saver.

Every so often, I’ll mosey over and check out the word count. Hmm... only 1,690 words to go. How did I ever romanticize this?

And yet I keep on writing.
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Saturday
1, 5:15, 9:30
3, 7:15

The ocean into which they continually shovel their money. And yet they sail. To the void, someone creates a cost, which, of course should come as no surprise. No true romance can be sustained without an investment of dedication, responsibility and work. Unfortunately, we often discover these hidden secrets only after the love is too late, and we're hip-deep in a romantic reunion.

Yet how does such a romantic notion, which entails some pretty deep feelings, become entangled with conservative locals and his family's expectations. When Alfie brings home his wife, it becomes apparent that it's too late.
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**Music**

**Clubs**

**Thursday 25**

**Young Heal the Word**
Heals The Tides

**Comedy**

**Tom Dunham The Comedy**
Soul continued on page 24

**Concerts/Performances**

**The Dreamers”**
Dreams of the Planet Earth

**Auditioning for Lead**

**Harmonica**

**Auditions**
Vincenzo Music Academy, 39 Forest Ave, Portland.

**The Underground**
3 Spruce St, Portland.

**To the Left & Beyond**

**Stage**

**Sensational Sound**
Sensational Sound of the Planet Earth

**Performing Arts Center at Great Falls School**
A presentation of the Portland Symphony Orchestra, Thursday, May 25.

**Oregon Coast Music Festival**
A presentation of the Portland Symphony Orchestra, Thursday, May 25.

**Program**
Mendelssohn’s Violin Concerto in E Minor, Op. 64

**Fridays**

**Clubs**

**Wednesday 29**

**Soul**
Soul on the Rocks

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**Thursday 25**
- Trips to Mexico with John
- Film Festival: "Napoli" in an Authentic Clay Oven
- Transcendental Meditation Program
- Return to the Personal

**Friday 26**
- University of Maine: Music and Literature
- Freeport Summer Series
- Pecha Kucha: Small Stories

**Saturday 27**
- Portland Opera: "Napoli" Special Event
- Kingston: Movie in the Park

**Sunday 28**
- Opera at the Portland Museum: "Transfigured Night"
- Portland Art Walk: "The Art of the Everyday"

**Monday 29**
- Portland Opera: "Flames of Paris" and "Bolero"
- Portland Art Museum: "Inconexiones IT"

**Wednesday 31**
- Portland Opera: "Transfigured Night" at Merrill Auditorium
- Portland Art Museum: "Inconexiones IT"

**Friday's Specials**
- 56WGAN
- Peachy's
- The Clay Oven

**Saturday 3**
- Portland Opera: "Transfigured Night" at Merrill Auditorium
- Portland Art Museum: "Inconexiones IT"
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Rinnai

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Bean)

41 Exchange Street, Portland'

he/J at the June 14th Board Matng.

Rinnai

Johnny Woodman (rock) T-Birds, 126

Deejay Tim Stanley (dance, dance, dance) The Underground, 3 Spring St, Portland, 773-3315.

Falcon. (lounge rock) Verillo's, 155 Riverside Rd, Portland. 775-6536.

Pub, 39 Forest Avenue, Portland, 775-1944.

Chuckled (funky-ass music) Granny Kilham's, 55/4/7-8, Portland. 773-7311.

Jenny Woodman (rock) T-Birds. 126 N. Boyd St, Portland. 772-7311.


Chalk, Portland, 723-2100.

Sleepy Tulip., Green Magn. School's Cyclone.


Portland, 777-8787.

128 Free St, Portland, 774-1114.

Fudge turned it up and slowed it down. That slo-mo style of rock was

Boston-based foursome who will play The

stations, and one critic went so far as to

comment, "Wow, absolutely terrific. We

Portland, where 10 pairs of tickets to the

416 Fore St, Portland. 780-1207.

Big Easy, 416 Fore St, Portland. 780-1207.

Karaoke with Nick Knowlton City, 137 Kennebec St, Portland. 777-8787.

Crosstye. (rock) Old Port Tavern, 11 Moulton St, Portland. 775-2787.

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799-4473.

128 Free St, Portland, 774-1114.

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Crosstye. (rock) Old Port Tavern, 11 Moulton St, Portland. 775-2787.

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799-4473.
BOLD NEW TASTE:

dance

Ballard Master Classes with Gabrielle Brown, held at The Portland Room, 20 Main St, Portland, 8-11 pm, $15, $10 students. 775-0547.

art openings

Werner Schwab Gallery: "New York City" by Fred Zinn, 20 Main St, Portland, 6-8 pm, free.

now showing

Portland Museum of Art: "Art In Low Key" by Robert E. Davis, 50 Faden Rd, S. Portland, 8-11 pm, free.

events

Knick yourself out

In 855 Maine, 11市场 St, Portland, 8-11 pm, $5.

BOLD NEW BAND:

Active Culture

Portland's favorite dance hall band returns to the scene bigger & better than ever. Adding top, funk and rock to their blend of reggae/ska madness, this six-piece band whips any audience into an aggressive frenzy.

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Owner Grant Wilson and Head Brewer Pete Leavitt will be pouring their Mollyockett IPA at the All-American Showcase on June 1st. It will be poured at the Portland Brewery Lounge in Portland (outside). The Portland Brewery Lounge is located at 203 Congress St, Portland 207-774-1554.

**DUE HAPPY HOURS:**

June 5 & 6, 1 to 6 p.m., 5 to 7 p.m., 7 to 9 p.m.

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Located at 205 Middle St, Portland 207-774-7964. Serving healthy, organic specials, casseroles, soups, and assorted salads. Located in the unique corner space of the old Rialto Theater. Reservations requested. MC/Visa accepted. 207-774-2972.

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Come to the other side of Portland. A portion of proceeds go to charity. Reservations requested. MC/Visa accepted. Located at 41 Middle St, Portland, 774-2972.

**Country cooking at its best, in the unique ambiance of the old Rialto Theater. Reservations requested. MC/Visa accepted. Located at 41 Middle St, Portland, 774-2972.

**Uncle Dick's Family Restaurant**

Uncle Dick's Family Restaurant, 774-7604. Located at 212 Danforth St, Portland. Serving breakfast all day. 7 a.m. to 1 a.m. Daily specials. Parking. 94 Free St, Portland. 775-3380.

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Word's Largest Garage Sale! The

into this phone. I click the "cheese" heading, and then

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because consumers are nervous about giving their phone numbers.

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businesses.

ache in a cake."

from the pole? Take it over to the Mitchell Post # 76 of the American Legion

and volunteers to help with the 1995 Portland Grand Trek Across Maine A 180-mile, three-day ride from the mountains to the sea to benefit the American Red Cross.

In the time it hits the screen?

of its Yellow Pages containing 2.1 million business listings called from the 300 Yellow Pages directories the phone giant publishes in New En-

local call, that's not an option for more

But even those in the hinterlands

value as a resource for families, which Is staffed 24 hours a day and offers a 24-hour confidential crisis line for anyone in need. M.A.D.D. Day. American Brake Service stores in Portland, Waterboro, and Windham are hosting a foreign exchange student for a semester or

parties. (Of course, that fee didn't include

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don't unwittingly desecrate Old Glory .

it's hard to argue that handing

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for these relics of the late industrial

made to help with the upcoming Grand Tour, which will begin in May and continue to

Broiled Boneless Tilapia, an 8-ounce center-

accessibility. As Phong Tran points out in her article, "Don't count on the internet being the end of the world."

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and over to offer support and guidance for young

club near you, they can mail you a

L.L Bean Outdoor Discovery Program holds classes and

white glacier to the recycling bins, the

information in hand right from the

because millions of U.S. homes

for the same.

in the face of this rush to discarding.

an article in the April edition of the

check how an address is

for assistance. To receive an informational packet, including phone stickers, or get answers to ques-

about drugs or medications, call: 1-800-442-6305.

a category called "Top 25 Headlines," which is regularly updated to show what's hot.

of how it would like to go about this.

have for Foreign Students The Ukrainians

humidity level at 50 percent and the

Is going to happen overnight. Not

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whether the phone giant is doing well or not is to look up the phone number of a business.

Because these computer products

30 - 60 cents for local calls, and

Because these computer products

1-800-222-3333. which is available for

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22

10 - 14 pm.

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darts and psychologists and 3 powderpuff dealers

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With I nterface "The Motor Boat Au-

removing too much. They can also get you a

but not unwittingly desecrate Old Glory .

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the phone giant.

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  Classic shape.

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  • Videotape analysis
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- **Di Milo's**
  • Casual dining
  • Informal discussion of parenting issues from 10:30.

- **Creative Resource Center**
  1103 Forest Ave, Portland, ME 04101
  • Parkinson's support group meets at 2 pm the fourth Sunday of every month at the Falmouth Congregational Church, 719 Main St, Westbrook. 839-4159 or 892-2751.

- **Program**
  • Third Thursday of every month from 1:30-7:30 pm. 797-2915.

- **Parenting Matters**
  • Third Thursday of every month from 9-11 am at the Guild Room, 80 Exchange St, Portland. 780-5522.

- **Arthritis**
  • First Wednesday of every month from 10-11 am at the Portland YWCA, 157 Deering St, Portland. 780-8624.

- **F. A. C. T.**
  • First Wednesday of every month from 10-11 am at the Portland YWCA, 157 Deering St, Portland. 780-8624.

- **Brass Band**
  • Every Wednesday at 1 pm at the Portland YWCA, 157 Deering St, Portland. 780-8624.

- **Brain Tumor Support Group**
  • Second and fourth Mondays of each month, from 9-11 am at the Home Office of the Portland YWCA, 157 Deering St, Portland. 780-5522.

- **Ask forongoing meditation sessions, no experience required.**
  • Noon. Program includes progressive, nurse-supervised morning and evening practice sessions. Instruction offered weekly.

- **Found Objects**
  • Thurs from 3:30-5 pm at the Twombly Community Center, 715 Forest Ave, Portland. Cost: $30. 828-2497.

- **Safari**
  • A unique fundraiser for Visiting Nurse Association.

- **Ameri­can Red Cross**
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By the Buoy's, Not the Roadsigns

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The buoy's have also been used to mark the boundaries of marine reserves and parks, and they continue to play an important role in the conservation of marine life. The buoy's have also been used to mark the boundaries of marine reserves and parks, and they continue to play an important role in the conservation of marine life.
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