



Gov. Julian Carroll confers with his office. Williams, 54, was appointed by the governor as commissioner of the

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**Phelps Named Pastoral Counselor**

Thomas C. Phelps has been named to serve in the newly created position of pastoral counselor for the Bluegrass West Presbyterian Care Center. The Rev. Mr. Phelps, a minister for 26 years, will help develop a program aimed at working more closely with the clergy, giving them more opportunity to be involved in the work of the center. The center's mental health and mental retardation programs is carried out through offices in the counties of Nicholas, Anderson, Bourbon, Franklin, Harrison, Scott and Woodford. Offices are staffed by teams which include psychiatrists, psychologists, psychiatric social workers and various counselors.

Thomas C. Phelps



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**Farm and Home**

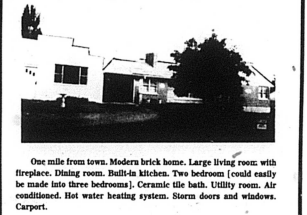
**Bicycle Safety**  
44 tires can repair their own bikes, so they'll not only save money, but prevent serious injuries they might suffer from roadside bike repairs. To start, you'll need a few simple tools—an open-end spanner wrench for pedals and wheel-bearing cones, an air pump, tire gauge, spoke wrench, pressure gauge, crescent wrench, screwdriver (about a quarter-inch), pliers, hammer, chain tool for driving rivets in and out of chain links, tire iron and rubber patching kit for repairing tubes. Flat tires probably will be cyclist's biggest repair problem. Mending one takes about 10 minutes. Sometimes, the cause may be as simple as a loose valve core, which can be corrected in seconds by merely tightening it with a hex-head cap nut. To find out if this is your problem, fill the tire with air and rub soapy water on top of the stem. If bubbles form, it's your trouble. If tightening doesn't stop the bubbles, you'll have to install a new core. If your trouble isn't there, though, take off the wheel and force air from the tire. Remove it from rim by inserting a bicycle tire iron or a broad screwdriver between rim and tire, and prying. You'll really need two tools, one to hold the tire from the rim, and the other to keep prying. You need only remove one side of the tire so you can pull out the tube. Fill it with air, and stick it in a pan of water. A small one will do, since the tire is immersed the whole tube at once. Bubbles reveal holes. With crayon or grease pencil, mark a large circle (six or greater) directly over the hole will release the patch you will put down around bubbles sources, wherever they may occur on the tube. Next, dry the tube thoroughly, and roughen lumpy spots with sandpaper. Apply rubber cement (or whatever comes with your patch kit) and let it dry thoroughly. Then apply a patch, cut large enough to extend at least half an inch across the patch. Rub the patch hard with a screwdriver handle to set it. Inflate the tube and splash water over patches, to make sure they're sealed. Before inflating tube back inside the tire, check for puncture causes. Maybe a nail, invisible from the outside, still protrudes through the tire. Run your fingers inside. See if any spoke heads have penetrated from the rim. If so, repair them. Finally, stuff tube back into tire and inflate a bit more than it lays properly, without wrinkles. If you can't find a hole in a tube under water, you may be a victim of a high pressure leak; that is, the tube leaks only under your riding weight, but not off the rim. If that's the case, buy a new tube. Do the same if you find a rather small puncture or a hole near the base of the valve stem, or if the tube seems almost perforated with tiny holes. Paddle, too, is a common maintenance. Great bearings about twice a year. If your bike's pedals don't come apart, just squeeze a little oil into openings near moving parts occasionally. Spin the pedals to work the oil in. If you ever have to replace a pedal, you'll need a special, slim, open-end pedal wrench to get it off. Unscrew the pedal on your right by turning to the left, remove left pedal by turning wrench to the right. When replacing pedals, make sure to fully tighten them against crank arm. If you hear a grinding noise or clunk in a pedal on any ride, or if it sometimes sticks instead of rotating, loosen the outside dust cap end. Take the lock nut slightly and drop in some oil. If you ever strip a pedal's crank threads, you'll need a new pedal. Replace it before it falls off while you're riding and causes a bad accident. On to handlebar repairs. If handlebars twist up and down after you've fully tightened the stem clamp, loosen it and slide in a small strip of metal, called a shim (you can cut one from a tin can) between the bar and stem. Then tighten the bolt, handlebars will again be secure. If you ever correct handlebars in a fall, straighten them by pulling on one end. But if they're considerably weakened by the fall and straightening, get new ones. To replace handlebars, remove all horns, mirrors, tape, grips and the like, and slide them out of the stem clamp. Never ride without handlebar grips unless you want to change grips impaled during a fall. Replace worn and loose handlebar grips, too, because they might slip off if you attempt a turn or tug on them to apply heavy pedal pressure. When handlebars turn right or left without turning your bike's front wheel, correct the problem by tightening the expansion bolt and stay stem. First, align the handlebars so their center section runs parallel to the front axle. Fixing chain problems, especially with multi-speed bikes, may require professional handling. But you and your 4-Hers can perform some of the simpler repairs. A broken chain really can crimp things fun, and literally have you stranded, unless you know how to fix it on the spot. On any multiple speed bike, a thrown

**Hospital Notes**

County extension agents Bill J. Nofziger, Sharon Alexander, Mrs. Margie Wilson. Visiting hours are 2 to 4 p.m. and 7 to 8:30 p.m. ADMITTED—Kay Price, Patricia Sue Gray, Mildred Adams, Betty Sallier, Ivy Sugg, Harry Galbraith, Christine Campbell, Eva Clinkenberg, Lucille Clark, Carlisle; Pete Miller, M. Oliver, Thelma Ford, Mrs. Clarine Mitchell, Ewing; Barbara Crain, Flemington. DISMISSED—Harrison Hunt, Adrian George, Ann Ivy, Minnie Marx, Ruth Compton, Lucy Earlywine, Mrs. Larry Price and baby girl, Glenn McClaughan, Thelma Ford, Irene Ellison, Myrtle Hearn, Mildred Adams, Mrs. Patricia Gray and baby girl, Carlisle; Paul Graves, Mildred Adams; Mrs. Barbara Crain and baby boy, Flemington; Clarine Mitchell, Zoe Herndon, Ewing.

interesting hobby for you or your 44ers, as you keep your cycles operating smoothly. Or, perhaps an older teen or two might turn it into a part-time source of income, once they are really good at the mechanics. Accumulating necessary tools and wants to take on the neighbors' bicycles.

**Real Estate For Sale Jewel Vice Realtor**



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Attached concrete block building could have a multitude of uses such as grocery store, any kind of work shop, garage, made into apartment or play room. If you can't find a hole in a tube under water, you may be a victim of a high pressure leak; that is, the tube leaks only under your riding weight, but not off the rim. If that's the case, buy a new tube. Do the same if you find a rather small puncture or a hole near the base of the valve stem, or if the tube seems almost perforated with tiny holes. Paddle, too, is a common maintenance. Great bearings about twice a year. If your bike's pedals don't come apart, just squeeze a little oil into openings near moving parts occasionally. Spin the pedals to work the oil in. If you ever have to replace a pedal, you'll need a special, slim, open-end pedal wrench to get it off. Unscrew the pedal on your right by turning to the left, remove left pedal by turning wrench to the right. When replacing pedals, make sure to fully tighten them against crank arm. If you hear a grinding noise or clunk in a pedal on any ride, or if it sometimes sticks instead of rotating, loosen the outside dust cap end. Take the lock nut slightly and drop in some oil. If you ever strip a pedal's crank threads, you'll need a new pedal. Replace it before it falls off while you're riding and causes a bad accident. On to handlebar repairs. If handlebars twist up and down after you've fully tightened the stem clamp, loosen it and slide in a small strip of metal, called a shim (you can cut one from a tin can) between the bar and stem. Then tighten the bolt, handlebars will again be secure. If you ever correct handlebars in a fall, straighten them by pulling on one end. But if they're considerably weakened by the fall and straightening, get new ones. To replace handlebars, remove all horns, mirrors, tape, grips and the like, and slide them out of the stem clamp. Never ride without handlebar grips unless you want to change grips impaled during a fall. Replace worn and loose handlebar grips, too, because they might slip off if you attempt a turn or tug on them to apply heavy pedal pressure. When handlebars turn right or left without turning your bike's front wheel, correct the problem by tightening the expansion bolt and stay stem. First, align the handlebars so their center section runs parallel to the front axle. Fixing chain problems, especially with multi-speed bikes, may require professional handling. But you and your 4-Hers can perform some of the simpler repairs. A broken chain really can crimp things fun, and literally have you stranded, unless you know how to fix it on the spot. On any multiple speed bike, a thrown

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