

HRIS: PAVING THE WAY FOR CHANGE

Converting a human resources department from manual record keeping to an automated system is a task in itself. Toss in trying conditions—such as an extremely tight timetable, explosive growth, a company-wide physical relocation, merit increases, cost center changes, and the need for a payroll interface—and you have a recipe for world-class indigestion.

Despite the obvious potential for disaster, Community Care Network managed the feat described above in less time than anticipated, and with few—if any—problems.

Based in San Diego, Calif., Community Care Network (CCN), a Value Health Company, is a managed care organization that develops and operates programs that promote quality, cost-effective health care for group health and workers' compensation clients. The 600-employee organization has undergone rapid growth during the past several years.

Because of its rapid growth, and in preparation for the possible affects of health care reform, CCN had decided some time ago to improve its systems. Specifically, management wanted to take a hard look at process improvement—which revolves around questions such as, "what is done," "how is it done," and "does it add value?"

Since the HR department had few systems in place, it was an obvious candidate. Record keeping was being handled with little more than paper

files and spreadsheets, according to human resource system administrator Fran Forehand. "We were doing everything manually," recalls Forehand. "Some of our HR information was being stored within empty fields on our payroll service bureau's database. But, reporting was very cumbersome. Data was often inaccurate, and far too much time was spent pulling reports together—especially if we had to go to actual personnel files."

In preparation for automation, the HR staff, under the guidance of human resources director Donna Nagel, worked with other departments to determine the information needs of both HR and the organization as a whole. Although a VAX-compatible HRIS had originally been considered, it was later decided that the HR department should operate its own independent LAN. This strategy would allow CCN's information systems staff to remain focused on the organization's highest priority—external customer ser-

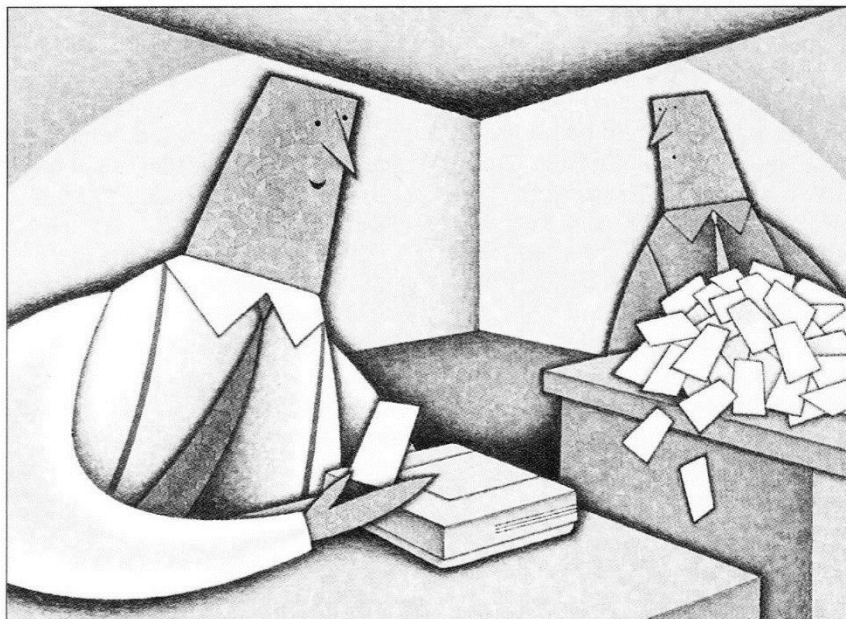
vice—while simultaneously providing the HR department with comprehensive systems capabilities it could independently manage.

Windows was determined to be the operating system that would provide those features most needed by the department, including ease of use, versatility and the ability to run applications simultaneously. As for the HRIS, the HR staff sought user-friendliness, large history records capacity, data manipulation capabilities, powerful report-formatting capabilities and, most importantly, tight integration with an application "suite," such as Microsoft Office.

THE CONVERSION

In preparation for the conversion, a task force consisting of representatives from CCN's management, HR and IS departments was assembled to evaluate available systems and identify possible logistical problems. To ensure that every possible option was investigated,

"THE MORE
THEY REALIZE
WHAT WE CAN
DO, THE MORE
THEY'RE
CALLING US UP...
THEY'RE
AMAZED."
—FRAN
FOREHAND, CCN



an outside consulting firm was asked to participate.

The whole evaluation process took almost six months, during which task force members attended several on-site system demos and some electronic ones.

A final decision was made soon after the demos and, according to Forehand, the new software was selected for its compatibility with the Microsoft Office application suite, the flexibility and reporting power of its front-end and the reputation of the vendor as an after-sales service and support provider. Adds Forehand, "We [also] thought the price was reasonable, for what the system could do."

Immediately after selecting the HRIS, Forehand learned that the entire company would be relocating to a new office building. "Actually, it worked out really well," says Forehand. "We realized that we'd be able to set up the new system in a new building with all the wiring installed." The physical move took place over 1993's Labor Day weekend, and hardware upgrades were performed soon after. Forehand and the HR staff

**WITH THE
NEW SYSTEM
ON-LINE,
CCN'S
FOREHAND IS
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then focused on the actual implementation of the system.

Because the data residing within the payroll service bureau's database could be downloaded only at the beginning of each month, timing became a critical issue. The first dataset was collected, converted by the HRIS vendor and imported into the new system. Using the data as "test material," Forehand spent the rest of the month checking accuracy and fine-tuning the conversion process. At the beginning of the next month, the conversion process was repeated. Three days of training followed, during which all HR systems users were introduced to relational database theory and given applicable hands-on system experience. Despite the fact that none of her staff had ever used such a powerful product, Forehand says, "Everyone received it very well and felt very comfortable with it."

Management's ultimate goal for HR reporting required the HRIS to interface directly with CCN's payroll service bureau. So, with just a brief pause to regroup, Forehand began to tackle the final leg of the journey from manual antiquity to an automated future.

Work on payroll interface implementation began in May, with a "live" target date just one payroll before company-wide merit increases and cost center changes were scheduled to take place. However, due to the payroll service

bureau's inability to meet CCN's deadlines, the interface was not ready until the same week in which the changes would occur. Not wanting to take unnecessary risks, Forehand opted to "test" the payroll interface by running parallel to the service bureau. The following month, she took the interface live without encountering problems.

With the new system on-line and under heavy use, Forehand is dreaming about the new capabilities the system will provide the HR department. Microsoft Mail is currently being installed, and should provide the staff with even easier ways to communicate. And, HR's internal customers seem to be extremely pleased about the department's ability to respond to requests for information. Says Forehand, "The more they realize what we can do, the more they're calling us up. But it's nice to be able to say, 'No problem.' It takes us about 10 minutes to do it, and they're amazed."

Management is indeed pleased, but perhaps no one is more relieved than Forehand that the system is operational. There is every indication that CCN will continue to grow rapidly; but Forehand's certain that, with the help of automation, HR can handle anything. ◀

—John Moretti is a senior writer for SPECTRUM Human Resource Systems Corporation.

Many Choices, Few Answers

DOS, Windows, client/server and the future

By John Moretti

Everywhere you turn, there's talk of "moving up," "moving on" and "migrating" to the next generation of operating system or network configuration. Indeed, computer technology stands at a

crossroads, and the paths lead in many different directions. Organizations are asking themselves if they should stay with DOS, move to a graphical user interface such as the current version of Microsoft Windows, or wait until the next version of Windows is released later this year. On top of those choices, organizations are finding themselves under increasing pressure to boost productivity by upgrading enterprise-wide systems to the client/server model. Whether an organization simply decides to standardize on Windows, or wants to revamp the entire corporate computing structure, such transition can incur unexpected costs and logistical problems that ripple outward. Overwhelmed by too many choices and too few answers, many decision makers are adopting a "wait and see" stance.

On the desktop, the venerable and omnipresent DOS (Disk Operating System) may finally have reached the end of its useful life span. Most will agree that the move toward graphical computing has become as inevitable as faster processors and falling prices. Although Apple Computer pioneered graphical computing in the early '80s, Microsoft has managed to dominate the marketplace with its Windows operating system. Actually, "operating system" is a misnomer. Windows currently acts as a "shell" which insulates users from dreaded and cryptic DOS commands. When we point to a Windows icon and click the mouse button, Windows translates our actions into instructions that DOS understands.

According to the July 25, 1994, issue of *PC WEEK*, the next version of Windows, code-named Chicago, is currently in Beta testing and remains on track for release in the fourth quarter of this year. Unlike the current incarnation, Chicago will no longer need DOS to run computers, because it will be a self-contained, 32-bit operating system. It will, however,

run DOS programs, as well as allow users to navigate a "DOS" command line, if they so choose. Chicago also will solve many of the quirky problems inherent to the DOS-Windows relationship, such as limited-length file names, memory allocation limitations and sluggish file access. Interestingly, IBM-compatible PCs have featured 32-bit hardware architecture since the release of the 386 processor. A true 32-bit operating system such as Chicago will finally allow PCs to fully flex their processing muscles.

The Windows Advantage

Even as a shell, however, the current version of Windows offers a number of very real advantages over character-based computing. First, Windows allows people with little or no high-level technical expertise to use computers (pointing at an icon and clicking a mouse button is inherently easier than typing a difficult-to-memorize command line). Second, Windows allows users to open—and switch between—a number of applications (gone are the days of opening and closing applications to get from one to the other). Third, applications designed specifically to run within the Windows environment shorten the learning curve by offering design continuity. In most well-designed Windows applications, standard menus and commands are located in the same place. Therefore, when you've learned one Windows application, you're well on the way to learning others. Even those organizations that initially considered Windows little more than a cute gimmick have rushed to take advantage of graphical computing's ability to enhance productivity and enable users to see graphical representations of their information, such as pie chart and bar graphs.

If new operating systems weren't enough of a change to ponder, information systems people everywhere are raving about client/server architecture. Client/server computing combines the

best aspects of both mainframe computing and LANs (Local Area Networks). Client/server reduces network traffic, enhances the network administrator's ability to secure and back up critical information, provides users with graphical user interfaces, and efficiently spreads the processing workload between desktop PCs and mainframe-like servers. (For a more detailed explanation of client/server computing, see *The Software News* article entitled *What is Client/Server and Why Is It Important to Me?*) ■

Mr. Moretti is a senior marketing writer for SPECTRUM Human Resource Systems.



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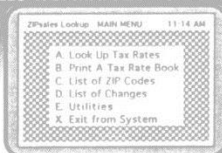
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Version 5.0 eliminates forced opening entries

MYOB Is A Class Product

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Microsoft's system could prove to be a wise investment for PC users

A Look At Windows 95

By John Moretti

For more than a year, we've all been hearing about "Chicago" and how it will revolutionize personal computing in much the same way that the first release of Windows brought character-based system users into the world of computing.

Although the new Windows will no longer need DOS (Disk Operating System) to run PCs, users still will want support for their DOS-based applications. In addition, Windows 95 will have to support existing 16-bit Windows applications, as well as new versions of Windows software rewritten to take full advantage of the 32-bit environment. Microsoft has accomplished this ambitious goal by implementing 32-bit code everywhere except those places where 16-bit code would be needed to run existing 16-bit applications. The result is two-fold; Windows will run faster and more efficiently as a whole and, at the same time, will allow users to benefit from the new operating system without losing their investments in 16-bit software. By any measure, Windows 95 is one of the most ambitious software projects ever, and Microsoft's reputation is thought by many to be riding on its success.

Microsoft has been careful to stress that Windows 95 is *not* the panacea for all computing needs. Windows NT, a high-end 32-bit operating system which has been around for several years, offers far more in the way of scalability (the ability to run on machines with several processors tied together, or in distributed processing environments), portability (the ability to run on Intel, Intel-compatible, and non-Intel-compatible CPUs), and security (Windows NT meets several very stringent government security specifications). For users seeking such features, Windows NT has been — and will continue to be — the best choice.

However, for those desktop system users who have outgrown basic graphical computing's charm, and who now yearn for increased system protection from misbehaving applications, simplified

peripheral installation, and the ability to fully exploit powerful new CPU architectures, Windows 95 should prove to be a

wise investment. Let's take a look at some of the most commonly asked questions regarding Windows 95.

Why the name switch from "Chicago" to "Windows 95?"

"Chicago" was simply a code name. To many, however, the

name has stuck as a result of the lengthy publicity the project has received during the past year or so. The product's actual name, Windows 95, was announced only recently and was chosen to help users more easily identify which version of the software they purchased. Microsoft

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Windows 95 Eliminates Need For DOS

Explorer feature gives user access to all files and applications and is dubbed "File Manager on Steroids"

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felt that Windows' existing naming convention (Windows 3.0, Windows 3.1, Windows 3.11, and Windows For Workgroups 3.11) was confusing and opted for a fresh start.

Is Windows 95 simply an upgrade to the existing Windows, or is it really something

different?

Since its initial introduction, the Windows "operating system" (a misnomer) has functioned as a "shell" or "environment" which translated the user's mouse actions or keyboard commands into language that DOS could understand. Windows 95, on the other hand,

is a true, independent operating system that provides three major benefits. First, it eliminates the underlying need for DOS. Second, it fully exploits the power of modern hardware (found in 386DX and better machines). Third, it provides users with a friendlier and more productive graphical

environment.

The DOS and Windows combination have worked just fine for me. How will Windows 95 improve performance?

One of the most frustrating limitations of the Windows/DOS combination involves memory allocation (DOS) and system resources (Windows). Software drivers required to run peripherals such as scanners, CD-ROM players and mice can take up valuable conventional memory. Loading device drivers—and even DOS itself—into upper memory can help, but a large number of drivers can still take so much conventional memory that robust DOS applications won't even run. Device drivers written specifically for Chicago will be loaded as "virtual" drivers only as needed. In addition, they will use no conventional memory. For users running DOS-based applications (and especially those who plan to install CD-ROM players, fax/modem cards, etc.), this capability promises to free up considerable amounts of conventional memory (some estimates suggest as much as 200K).

Windows-based applications should realize similar performance gains. As some of you may know, Windows' ability to run multiple applications depends not only on RAM (Random Access Memory) but also on the availability of system resources (also known as GDI or Graphical Device Interface memory). Windows-based applications are notorious for devouring resources and, unfortunately, Windows cannot fully recover those resources when the application closes. Therefore, it's easy to have large amounts of RAM available for applications, but insufficient system resources to run them. Windows 95 will solve this problem by tracking which applications are using system resources, and then recovering them fully when those applications close. Currently, the only way to completely recover system resources is to exit and reenter Windows.

Can you give me some specific examples of how Windows 95 will enhance my productivity?

A friendlier interface: Windows 95 features a redesigned

user interface which will make working with computers easier for both novices and experienced users. A Task Bar located at the bottom of the screen will indicate which applications are currently running, as well as allow users to switch with a single click. A feature called the Explorer will give users access to all system functions, files and applications. Consequently, Explorer has been dubbed "File Manager on steroids." Computer publication columnists already are warning users that some changes will take users by surprise (such as the absence of both File Manager and Program Manager—both of whose functions will be handled by Explorer), but extensive testing suggests that these initial inconveniences will be offset by enhanced productivity.

Pre-emptive multitasking: Windows 95 will provide true, pre-emptive multitasking for upcoming 32-bit applications. Windows 3.x does support multitasking (running several applications, or tasks, at the same time). However, multitasking under Windows 3.x is cooperative, rather than pre-emptive.

In cooperative multitasking, processor use is never taken from a task. Instead, a task must voluntarily yield control of the processor to another task. Applications written for cooperative multitasking operating systems must be written to cooperate by yielding processor time at specific intervals. An application that does not yield often enough will cause the system to lock up until the application is finished with the processor. Printing form Word 2.0 is a good example of failed cooperative multitasking. During printing, Word will not yield processing time often enough to allow other applications to run. The result is an unresponsive system, as long as printing is in progress. The worst case scenario for cooperative multitasking is a crashed application that, obviously, cannot release the processor at all. The entire system becomes unresponsive, and the user is forced to re-boot.

Pre-emptive multitasking, on the other hand, allows the operating system (Windows 95) to take control of the processor from 32-bit applications without the task's cooperation. This allows the processor to work on several tasks at once

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between HRVantage and what they've already done. HRVantage's Office integration also allows organizations to explore the concept of paperless workflow. Documents may be

sent directly out of HRVantage to electronic mail subscribers. To date, HRVantage has been installed at 20 Microsoft International subsidiaries and its headquarters in Redmond, Wash., and provides them with "true, worldwide reporting based on consistent data from around the world," according to Microsoft's Brad Claypool. ■

Pre-emptive Multitasking Improves Performance

Faster printing, plug-and-play, hot docking hard drives, and even long file names coming with Windows 95

Continued from page 34
(actually, the tasks are still taking turns with the processor, but the "turns" are of such a minute length that it appears to the user that a number of tasks are being carried out simultaneously). Most importantly, if an application should become unstable, the system will be able to take processor control away from it. Therefore, errant applications will be much less likely to lock up the entire system the way they can under Windows 3.x.

Pre-emptive multitasking will

greatly increase system performance for upcoming 32-bit applications. And, on dual-pipeline processors such as the Pentium (whose "multithreaded" architecture will allow two instructions per clock cycle), pre-emptive multitasking will really shine.

Scalable performance: Windows 95 should noticeably improve performance over Windows 3.1 on 386DX or higher systems with at least 4 MB of RAM. As additional RAM is added to the system, performance is said to increase proportionally.

portionally.

Faster printing: A new 32-bit printing subsystem should help increase system responsiveness while jobs are printing in the background. The subsystem should also dramatically reduce the amount of time print jobs take to finish.

Plug-and-Play: If you've ever struggled with DMAs, IRQs and UMBs, or don't have a clue as to what they are, you'll be thrilled at what Plug-and-Play support will offer. Users will be able to install upcoming Plug-and-Play peripherals (sound cards, scanners, fax/modems, CD-ROM players, etc.) simply by plugging in the device and re-booting the system. Hardware vendors recently reported that nearly 40 percent of sound cards and CD-ROM players were returned simply because installing them properly required so-

phisticated systems knowledge. With Plug-and-Play, installing peripherals should be no more difficult than plugging a CD player into a stereo receiver.

In addition, Windows 95 will enable "hot docking" of Plug-and-Play-enabled hard drives; that is, users will be able to plug or unplug drives without first powering down their computers, and Windows 95 will adjust the system automatically.

Long file names: Who hasn't longed for the ability to name a document "Annual Report — Linda's Revisions" instead of "APLREVS.DOC"? Windows 95 will support long file names (information on the maximum number of characters was unavailable at this writing), and will support all punctuation except periods, which will remain reserved for extensions.

It has been suggested that

Windows 95 will attempt to "shield" 16-bit applications from the longer file names by truncating them. For example, a Windows 95 user may be able to open a document named, "Annual Report — Linda's Revisions" in a 16-bit version of Microsoft Word as ANNUALREDOC. Whether or not users will have to upgrade to 32-bit applications to utilize long file names is yet unclear. However, just the promise of longer file names may prove to be reason enough for many users to upgrade.

If you're happy with your current Windows version, it won't hurt to learn as much as you can about Windows 95. As 19th-century electrical engineer and inventor Charles Franklin Kettering said, "We should all be concerned about the future because we will have to spend the rest of our lives in it." ■

Mr. Moretti is a senior marketing writer for SPECTRUM Human Resource Systems Corporation in Denver, Colo.

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SPORTS CAR FEVER

by John Morretti

Driving is fun again! Not so long ago, performance was measured in miles-per-gallon. Lowered oil prices and vastly improving technology have finally let us have our cake and eat it too. High performance offerings come in a surprising number of packaging designs these days, and everyone from the carpooling mother to the commuting stockbroker can have the amenities he or she needs built around a powerplant which will, on short notice, deliver the kind of acceleration which makes the hair on the back of your neck stand at attention out of sheer respect. A brief review of manufacturer's "high performance" automobiles follows.

Audi 5000CS Turbo Quattro-Front engine, 4-wheel drive, 4 door sedan. Engine-Turbocharged and intercooled, 5 cylinder, 158 hp. 5 speed manual transmission. Very slippery body shape with enough get-up-and-go for the Autobahn. Tastefully designed interior goodies and bunches of passenger space. A superb, family rocket ship.

BMW 325i-Front engine, 2 or 4 door sedan. Engine-2.7 liter, 6 cylinder, 121 hp. 5 speed or automatic transmission. Germany's ultimate driving machine in a more refined version of the shape we've all seen zip by on the back roads. Efficiently used interior space with solid comfort. The engine? Legendary. Gorgeous digital goodies. Base price, \$19,995.

Chrysler Conquest Turbo-Front engine, 2 door GT. Engine-Turbocharged and cooled, 2.6 liter, 4 cylinder, 145 hp. 5 speed or automatic transmission. Chrysler's all-out performance offering. Their one word "Space Warrior" sums up the interior. Aggressive body shape and terrific push from the intercooled turbo. Worth the wait to find one. Base price, \$13,740.

Isuzu Turbo Impulse-Front engine, 2 door sports coupe. Engine-Turbocharged and intercooled OHC, 2 liter, 4 cylinder in line, 140 hp. 5 speed or automatic transmission. Giorgio Giugiaro's own body design. Super interior with twin "satellite pods" which put all the bells and whistles at your fingertips. Enough go to scare you silly. A big hatch is an extra bonus for those of us with things to do. Base price, \$13,999.

Mercedes 190-E-Front engine, 4 door sport sedan. Engine-2.3 liter, DOHC, 4 cylinder, 167 hp. 5 speed

or automatic transmission. The grille lives on and Mercedes continues to practice "form follows function." Purely functional, yet lavish interior. High performance for the exec who wants to beat the Wall Street Journal delivery boy to his office door in the morning. Base price, \$35,400.

Nissan 300ZX Turbo-Front engine, 2 door sports coupe. Engine-Turbocharged, 3.0 liter, V6, 200 hp. 5 speed or automatic transmission. Wow! The shape we all grew up with a la 1986. Incredible power. The seats are superb and the digital dash is downright entertaining. Buy one and drive to L.A. for Sunday brunch. Base price, \$22,000.

Mazda RX-7-Front engine, 2 door

automatic transmission. Again, a personal luxury car with a rhinoceros engine. Plus, roomy interior. Every gadget but a microwave oven available. Big and bold styling, with a racy flair. Base price, \$19,600.

Pontiac Fiero SE-Mid engine, 2 door sport coupe. Engine-2.5 liter 4 cylinder EFI or 2.8 liter multi-port fuel injected V6, 92 hp./130-140 hp, respectively. 4 or 5 speed manual transmission. This little darlin' is a joy to drive. The shape took the automotive world by surprise awhile back, and Pontiac is working hard to keep it that way. Very responsive ride powerplant. The only drawback is the size. Take your checkbook. Base price \$8,949.



sports coupe, engine-2-rotor, 1.3 liter 146 hp. 5 speed automatic transmission. Being compared to the Porsche 944 for performance. Smooth rotary power curve. Well organized interior. Wonderful handling for those road trips. Updated styling gives the RX-7 a slightly more aerodynamic look. Base price, \$15,000.

Mercury Cougar XR-7-Front engine, 2 door luxury sedan. Engine-Turbocharged, 2.3 liter OHC, 4 cylinder inline, 5 speed or automatic transmission. The emphasis here is luxury, but the power is there when you want it. All the electronic goodies available. A family car with teeth. Base price, \$14,809.

Merkur XR4Ti-Front engine, 2 door sedan. Engine-Turbocharged, 2.3 liter, inline OHC, 4 cylinder, 175 hp. 5 speed or automatic transmission. Pronounced "Mare-koor", Ford of Germany builds this one. As mentioned before, if it can tangle with a busy Autobahn, well, you know. Architecturally elegant interior with lots of room. A large concealed hatchback and split rear seating allow functional storage. The slippery shell gets a visual boost from twin, integral fairs. Great turbo response on the road. Base price, \$16,503.

Oldsmobile Toronado-Front engine, 2 door, personal luxury coupe. Engine-3.8 liter, sequential port injected V6, 4 speed or

Porsche 944 Turbo-Front engine, 2 door sports coupe. Engine-Turbocharged 2.5 liter SOHC, inline 4 cylinder, 217 hp. 5 speed manual transmission. Distinctive Porsche styling wrapped around a rocket sled on wheels. Supremely ergonomic interior. As you sweep past the 130mph mark, the turbo tells you the best is yet to come. 153 mph top speed, guaranteed. Think of it. Think of it, you could buy your groceries two states away without losing much of your day. At least test drive one! Base price, \$29,500.

Subaru XT Coupe-Front engine, 2 door sport coupe. Engines-1.8 liter overhead valve, 1.8 liter overhead cam, and turbocharged 1.8 liter overhead cam, all horizontally opposed, 4 cycle, 73-110 hp. 5 speed or automatic transmissions. A long, lean wedge with quite a bit of rear seating space for its size. More of those neat "pods" which put the goodies right at your fingertips. Subaru is getting lots of mileage out of customer satisfaction and we've all seen the commercial in which the young lad must convince his utilitarian dad that this is a Subaru. Top taken. Base price \$14,181.

Toyota MR2-Mid engine, 2 door sports coupe. Engine-Twin cam, 1.6 liter 16 valve, 112 hp. 5 speed manual transmission. Another purist's delight. No need for turbo here. Like driving a steerable bullet. Very responsive handling and ins-

tant power. Incredibly packed interior, although snug. Maybe that's what gives you the giddy feeling of riding a little spaceship. Base price, \$11,298.

Volvo 740 Turbo-Front engine, 4 door sedan and wagon. Engine-2.3 liter, turbocharged and intercooled, 4 cylinder 4 cylinder OHC, 160 hp. 160 hp. 4 speed or automatic transmission. The 'ol boxy Volvo has come and gone and only a subtle hint of the old shell remains. Enough to tell you that this car is a good example of engineering common sense as Volvos have always been. Clutter free and indestructible interior make this the choice of many upwardly mobile young families. Acres of passenger space and the traditionally superb head room as well as a cavernous trunk add to the value. On top of all that, the turbo will take your breath away. An elegant performer. Base price, \$22,000.

Volkswagen GTI-Front engine, 2 door sports coupe. Engine-1.8 liter, 4 cylinder inline SOHC, fuel injected, 102 hp. 5 speed manual transmission. A very perky, lightweight little zipper. Aesthetic but uncomplicated interior and cozy seats make this one ideal for tedious commuting. Large hatchback allows plenty of room for the groceries, golf clubs, or even the big, panting St. Bernard. Split rear seats add to the convenience. A great car for the busybody who's constantly in high gear. Base price, \$9,350.

Chrysler LeBaron GTS Turbo-Front engine, 4 door sedan. Engine-Turbocharged, 2.2 liter, 4 cylinder, 146hp. 5 speed or automatic transmission. Chrysler commitment inside a swoopy Eurostyle shell. Very clever, concealed hatchback provides tremendous cargo space. Roomy and elegant interior with loaded, hightech dash. Great turbo performance. Base price, \$11,975.

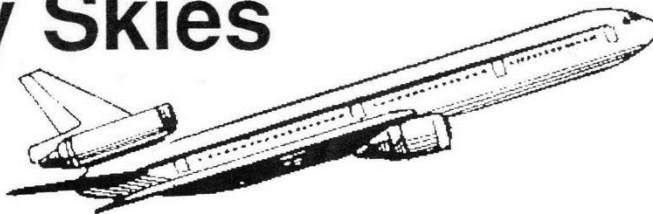
Honda Prelude Si-Front engine, 2 door, sports coupe. Engine-4 cycle, OHC 12 valve, EFI, 2 liter, 100hp. 5 speed or automatic transmission. An aerodynamic wedge on wheels, the Prelude boasts a smooth transmission. Plush interior with all the goodies. Many technological handling improvements make it sweet to drive.

Chevrolet Corvette-Front engine, 2 door sports car. Engine-5.7 liter TPI V8, 230hp. 4 speed or automatic transmission. America's original "bad boy". Slung low to the ground, this baby is engine, through and through. Phenomenal performance. Neat dash but sparse on extra interior room. Base price, \$27,027.

Keep in mind that the base price is only for a general comparison. Goodies cost extra. Space prevents a more thorough look at the tremendous offshoots and variations in the models covered here. In any event, there is a car which will meet your luxury, convenience, performance and monetary considerations. Be sure to get complete warranty information on any automobile you may be considering. It's an integral part of your value for the dollar. One more thing, be sure to buckle up. It's the law and you'll live to tell your grandchildren about those cars in "the good old days". Happy motoring.

Fly The Friendly Skies

By John Moretti



Springtime always seems to bring on a yearning for travel, and despite the plummeting price of gasoline, there are those of us who would rather not spend up to half of our vacation time smoothing out the interstates. Air travel is fast becoming as cost efficient as a car trip, and the advantages of arriving at one's destination smelling of something other than a car's interior are obvious. In the airline industry, Lubbock is referred to as a "collector" city, routing the majority of outbound travelers towards a "hub", such as Dallas or Houston. From airports of that size, almost any destination in the world may be reached with the appropriate number of flight changes. Let's look at our options of flying out of (oddly enough) the "hub" city.

Four major, commercial airlines serve Lubbock: American Airlines, Aspen Airways, Delta Air Lines, and Southwest Airlines. It would be all too easy to begin comparing one airline's glazed peanuts to another's, but not many of us are enticed to fly a particular carrier by the condiments they serve or the color scheme of the equipment they operate. Most of us are concerned with more mundane details, such as available nonstop service, accepted credit cards, or discounts offered.

American Airlines had its early beginnings with a mail flight which was piloted by one Charles Lindburgh, on April 15th (tax day!), 1926. The company's name was Robertson Aircraft Corporation and, along with others, was merged to become American Airlines some years later. American currently operates Boeing 727s and McDonnell Douglas Super 80s out of Lubbock. Seating capacity is 150, and 144, respectively. Depending on passenger load, as many as five Flight Attendants serve each flight. Four, daily, direct flights are offered to DFW, with connections available to 130 destinations, worldwide. American is a member of the Universal Air Travel Plan and accepts all major credit cards. Personal checks are welcome with drivers license and credit card identification. A frequent flyer's program (The Advantage Program) is available. By the way, it was American who pioneered the concept. Discounts for Seniors are offered. American recommends that you show up at least 30 minutes before departure. Their slogan is "Something special in the air."

Aspen Airways is a Colorado owned and operated airline which began as a flight between Denver and Aspen for use by the members and participants of the Aspen Institute For Humanistic Studies. Some years later, the endeavor was purchase by a private interest and became Aspen Airways. Aspen owns and operates 11 Corvair 580, jet-powered aircraft, and two, Bae 146, fanjet aircraft. The Corvair seats 50 passengers, and the Bae seats 86. The Corvair, incidentally, is regarded as the world's quietest aircraft. The Corvair is serviced in flight by one

Flight Attendant: the Bae by two. Two, daily, direct flights are offered between Lubbock and Denver, with connections to Aspen, Colorado Springs, Durango, Montrose, Farmington, Gillette, Sheridan, Cheyenne, and Amarillo. It is worth noting that Aspen's marketing partner is United Airlines, and special joint fares are available, as well as automatic credit towards United's Mileage Plus Program when connecting with any United flight. Aspen Airways offers discounts to students, seniors, and the military. Low, joint fares are offered for destinations such as Phoenix, Los Angeles, Las Vegas, Seattle, and San Diego. They accept the following credit cards: American Express, Visa, Mastercard, Diners Club, Carte Blanche, United Travelcard, and are a member of the Universal Air Travel Plan. Personal checks are accepted with accompanying drivers license and credit card, and on the condition that the bank is in a city served by Aspen. Aspen Airways' slogan is "You've got a good thing going", and bill themselves as "The world's fastest ski lift."

Delta Air Lines was begun by C. E. Woolman in 1925 as a crop dusting operation to combat the mighty boll weevil. In 1928, Woolman bought out the Huff Daland equipment and changed the name to Delta (after the Mississippi delta region it called home) Air Corporation. Three, fabric-covered, six-seater aircraft were purchased, and service between Dallas, Texas; and Jackson, Mississippi was established. Since then, Delta has merged with Chicago and Southern Air Lines, and Northeast Airlines. They now own and operate around 250 aircraft. Equipment flown out of Lubbock is the Boeing 737-300, which seats 137, and is serviced by three Flight Attendants. Seven, daily, direct flights are offered out of Lubbock; five to DFW, and two to Amarillo, with connections to Killen, TX; Knoxville, TN; Las Vegas, Lawton, OK; Lexington, KY; Little Rock, AR; Los Angeles/Ontario/Long Beach, CA; Louisville, KY; Melbourne, FL; Memphis, TN; Miami/Ft. Lauderdale, FL; Minneapolis/St. Paul, MN; Mobile, AL; Pascagoula, MS; Monroe, LA; Montgomery, AL; Montreal, QUE; Nashville, TN; Nassau, BAH; New Orleans, LA; New York/Newark; Norfolk/Virginia Beach/Williamsburg, VA; OKC; Ontario, CA; Orlando, FL; Pensacola, FL; Philadelphia, PA; Phoenix, AR; Portland, OR; Raleigh/Durham, NC; Salt Lake City; San Angelo, TX; San Antonio, TX; San Diego/Oakland/San Jose, CA; Savannah, GA; Seattle/Tacoma, WA; Shreveport, LA; Tallahassee, FL; Tampa/St. Petersburg/Clearwater, FL; Temple, TX; Texarkana, AR; Tulsa, OK; Waco, TX; Washington DC/Baltimore, MD; West Palm Beach, FL; and Wichita Falls, TX. Delta currently operates flights to Munich, Stuttgart, and Shannon, Ireland. A frequent flyer program is offered and credit cards

accepted are: American Express, Bank Americard, Carte Blanche, Discover, Amoco, Barclay, Chargex, Entree, Eurocard, Sundiners, Torch Club, Visa, Mastercard, and Diners Club. They are also members of the Universal Air Travel Plan and accept government transportation requests. Discounts for students and Seniors are available. Personal checks are welcome when accompanied by a major credit card and drivers license. They ask that you check in no later than 45 minutes prior to flight time. Delta's slogan is "Delta gets you there."

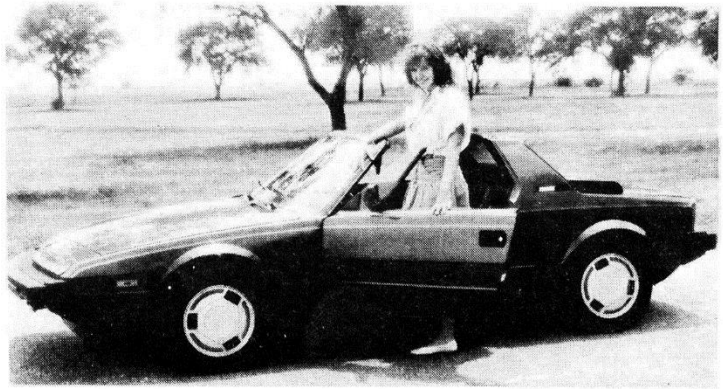
Southwest Airlines is a Texas success story. Initial operation was begun in 1971 with just three Boeing 737-200 aircraft. There was something romantic about a real, Texas airline which catered to the commuting businessman with down-home hospitality (hotpants were a favorite in the old days). In 1978, Southwest obtained authority to extend its first interstate operation to New Orleans, and success has followed. Chief executive officer Herb Kelleher continues to dish out stout competition to the "big boys" saying, "The airline business is the closest thing to war in peacetime." Even competitor Muse Air was absorbed by Southwest after a brief four years in the business. Southwest now operates 737-200s and 737-300s (more of which are on order). Seating capacity is 122 in the 200, and 137 in the 300. Three Flight Attendants serve each flight. Nonstop flights are available to Albuquerque, Dallas, and El Paso; with connections to Amarillo, Austin, Chicago, Corpus Christi, Denver, Houston Hobby and Intercontinental, Kansas City, Las Vegas, Little Rock, Los Angeles, New Orleans, OKC, Phoenix, Rio Grande Valley, San Antonio, Ontario (CA), San Diego, San Francisco, Tulsa, Midland/Odessa, St. Louis, and just of late; Nashville. Although there is no frequent flyer program, Southwest offers discounts for tickets purchased in quantity, flights after 7PM, and on weekends. They accept American Express, Carte Blanche, Diners Club, Visa; and is a member of the Universal Air Travel Plan. Discounts are available for students, Seniors, and the military. Personal checks are accepted with drivers license and credit card. Southwest recommends that you show up 30-45 minutes prior to flight time. Their slogan is "Just say when."

Before you pack up everything you own for that trip, it would be very wise to check the airline you are flying for baggage restrictions; they vary from carrier to carrier. Showing up on time for your flight is a good idea too. There is nothing as uncomfortable as boarding a plane full of impatient strangers who are all waiting to see who held up the flight (if they're nice enough to hold it for you). Only one more word of wisdom; turn the oven off before you leave the house. See you at the window seat!

MASERATI

The Italian Tradition Is Now In Lubbock

By John Moretti



"Brrringg"

"Hello"

"John, could you do a piece on the new Maserati's being offered in Lubbock?"

"Sure! Maseratis in Lubbock, huh? Where?"

"Cycle City."

"Maserati makes Motorcycles now?"

"No, just cars, but Cycle City has acquired the dealership."

Talk about a well kept secret! The unmistakable trident emblem is now available in Lubbock at European Motor Cars By McKinney-A division of Cycle City, 6613 West 19th Street. Here's the story.

Of all the Italian auto builders, Maserati was the first to build a 4-door sedan (back in 1960) and has been historically the most willing to diversify it's product line. After Maserati's relationship with French auto builder Citroen ended in 1975, the Italian Government took over and placed Alejandro de Tomaso at the helm. His mission; to get the company back in the black while staying true to its heritage. It was clear that a new car would have to be conceived and developed, and the Biturbo (Bee-turbo) was born. Available in Europe in 1982, this jewel has finally made it to American shores. The only problem is finding one. Quantities are

limited, but that's probably great news to those who want to drive something rather exclusive. Here then, a quick look at the new line of Biturbos, and a glance at the truly incredible Maserati Quattroporte.

The Biturbo is named for the twin turbo system (one for each bank of cylinders) which eliminates most of the usual turbo lag at the lower-end of acceleration. European models are outfitted with a 2.0 liter engine, but the U.S. models boast a 2.5 liter powerplant to make up for the difference in performance caused by this country's required emission-control systems.

Maserati Biturbo-Front engine rear-wheel drive, 4-passenger, 2-door sedan. Engine-2.5 liter, twin-turbocharged V-6, aluminum block and heads, belt-driven SOHC, 3 valves per-cylinder, 185hp! Five-speed or automatic transmission. Rack and pinion steering. Front and rear disc brakes with vacuum power assist. The Biturbo flaunts a very modest body shape for such incredible performance; the only clue being the trident emblem on the grille. Unlike most European or "Eurostyle" offerings these days, the Biturbo sports unfashionably sharp corners, but again, this helps set it apart from all the look-alikes. The Biturbo's interior is elegant. Hand sewn Italian leather seat-facings and briarwood trim are standard, as are headrests, digital quartz clock with stopwatch, electrically operated side windows, engine and luggage compartment lights, rear-window blinds, full size spare wheel, remote trunk release and emergency tool kit. Instrumentation includes electronic speedometer with standard odometer and trip odometer, tachometer, water temperature gauge, turbocharger boost gauge, engine oil pressure gauge, fuel level gauge, voltmeter, and a full set of warning lights for various functions. Price as reviewed-\$27,000.

Maserati Biturbo 425-Front engine, 4-door, rear-wheel drive, 5-passenger sedan. The 425 stands for 4-doors/2.5 liter engine, and everything you'd find in

the standard Biturbo is here, along with an extra 10 inches in body length to accommodate the extra two doors. The great thing about the added length is that the 425 bears an uncanny resemblance to big-brother Quattroporte. Your choice of either 5-speed or automatic transmission. It's worth mentioning that I found myself cruising at 55 mph in second gear! A true performer, worthy of the Maserati name. Price as reviewed-\$30,000.

Maserati Biturbo Spyder Convertible-Front engine, 2+2, 4 passenger, rear-wheel drive sports coupe. This gem is a scaled-down, and more wedge-shaped little sister of the full-size Biturbo. Same engine as the aforementioned, but with a standard, automatic transmission. The convertible roof is of top quality materials and easy to operate. Again, a gorgeous interior, and ergonomically superb instrument layout. Price as reviewed \$35,000. They won't last long, so hurry!

Maserati Quattroporte-Front engine, full-size, 4-door, rear-wheel drive sedan. Engine-A huge, 90 degree V8 with four overhead, chain-driven camshafts, 5.0 liter, 288hp. Automatic transmission and front and rear floating ventilated disc brakes. This is it; the Italian monster defined! Big enough for the whole family, and with a top speed around 180mph, enough oomph to get you to the opera in Milan in record time! Absolutely stunning interior with all the goodies you'd expect. The seats are perfect, the ride is quiet, and the overall visual effect is nothing short of conspicuous consumption. Every doctor and lawyer in the continental U. S. is after one of these, and the quantities are very limited (one car allocated for this area, this year! Price as reviewed-\$68,000.

With luck, Maserati's state of the art production facility in Modena, Italy will up it's production quotas, and American importer Kjell Qvale will be bringing more of these superb automobiles into the U. S. Let's cross our fingers.

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SUMMER SCOOPS

ICE CREAM, YOGURTS, SORBETS.....

By John Moretti

The sun beats down with a vengeance. Exhausted cicadas groan out a song in the sweltering heat of midday. It's 102° in the shade, and that job in Point Barrow, Alaska that you read about in the trades is sounding better all the time. What to do?

For most, relief can be found in a traditionally American form of internal air conditioning. For some years now, this country has led the rest of the world in pounds-per-person consumption of that perennial favorite, ice cream. As of late, the frozen confection market has been flooded with a variety of new products, aimed at everyone from the die-hard sweet tooth to the fanatically ingredient-conscious health nut. Onward we go, on a tasteful tour of palate pleasing relief from the hot and windy West Texas summer days.

There are some distinct differences in the classification of frozen desserts. Ice creams are a smooth, frozen mixture of milk, cream, sugar, flavorings, and sometimes eggs. Philadelphia-style ice cream contains no eggs, while French-style ice cream contains egg yolks. The eggs add richness and help make a smoother product because of the emulsifying properties of the yolks. Ice milk is much like ice cream, but with a lower butterfat content. Frozen yogurt contains yogurt in addition to the normal ingredients found in ice cream or milk. Sherbets and ices are made from fruit juices, water and sugar. American sherbets usually contain milk or cream and sometimes egg whites (which increase smoothness and volume). Ices, also called water ices, contain fruit juice, water, sugar, and sometimes egg whites, but not milk products. The French word Sorbet (sor-bay) is sometimes used for these products. Granite (grah-nee-tay) is a coarse, crystalline ice, made without

egg whites.

There are also some quality factors which are worth considering. Smoothness is related to the size of the ice crystals in the product. The smaller the crystals, the smoother the product. Close attention to temperature is important in maintaining smoothness. Large crystals may form in ice cream stored for long periods at above 0°F. Overrun is the increase in volume due to air incorporated into the product at the time of freezing. Some overrun is necessary to give the product a smooth and light texture. Overrun can be as low as 20%, and as high as 100%. Mouth feel, or body depends on overrun, smoothness, and other qualities. Good ice cream will melt in the mouth to a smooth, not too heavy liquid. Some ice creams have so many stabilizers that they never do melt to a liquid. Many people have become so accustomed to these products that an ice cream that does melt strikes them as "not rich enough." So much for scientific.

First stop is the grocer's freezer. For those of us more inclined to sprawl in front of the air conditioner with spoon and carton in hand, the offerings are plentiful. Hovering over the freezer at Albertsons, I took notes on a wide variety of chilly treats. There are all sorts of ice creams and milks, from the bargain-brand type to the super premium types such as "Haagen Dazs" and "Frusen Gladje" (the latter being a highbrow term for "frozen dessert"). Decadence-in-a-package runs from the ever-popular "Heath" ice cream sandwiches (made with those great Heath bars), to "Oreo Cookies N' Cream Sandwiches", to "Klondike Bars", to something new called "Johnston's Hot Scoop Microwave Sundae" (patent applied for). This item contains a scoop of vanilla ice cream

surrounded by caramel. Pop it in the microwave, and the caramel melts while the ice cream stays frozen. Voila; a hot caramel sundae without the mess of preparing one!

The hottest supermarket item is the "fruit juice bar." These are touted as 100% natural, although most of them contain 100%-natural sugar, and/or corn syrup. Jell-O brand foods is marketing "Fruit Bars", "Gelatin Pops", and good ol' "Pudding Pops". Chiquita brand foods is pushing their "Chiquita Pops"; Dole has "Fruit N Juice Bars", and "Fruit and Cream Bars", and Minute Maid foods has just entered the race with their "Fruit Juice Bars". Don't forget all the plain, sugar-rich, ice-on-a-stick confections such as "Popsicle" brand products. By the way, if you've ever wondered what "quiescently frozen" refers to, it means that the product was frozen in a still state, rather than in the process of being mixed, as ice cream is.

For those of you who like to combine an outing with your frozen treat pig-out, there are several places worth mentioning. Baskin Robbins has been there whenever the heat was on, with no fewer than 31 flavors to cool you off. These 31 flavors are rotated from a stock of some 600-800 recipes, with monthly choices being made by the managers. Expect the unexpected when reading the flavor sheet. They're currently pushing their international flavors, including Almond Amaretto, Grand Marnier, Chocolate Raspberry Truffle, Cappuccino Chip, and Brandy Cherry Flambe. Sherbets include such punny flavors as Miami Ice, and a selection of sorbets includes Tangerine Cream (no doubt a take-off of the 60's band, Tangerine Dream), Rainbow, and the new Boysenberry. Low fat ice cream is also available, as are different kinds of cones.

Pralines and Cream is their most requested flavor.

The Hawaii Ice Company (1113 University) borrows its product idea from the cane fields of Hawaii, where blocks off ice were shaved into cups and flavored with exotic, indigenous fruits; thus the name "shaved ice". Hawaii Ice Company's machine is from Hawaii and the flavorings are varied. Try the Coconut, Bubble Gum, Rootbeer, Cherry, Strawberry, Orange, or any of the others with a blob of cream topping on it. They also whip up an all-natural fruit smoothee, make from a coconut/pineapple base and flavored with strawberries, bananas, peaches, or all three. Fresh squeezed lemonade is a big draw, as is fresh squeezed limeade. Floats are available too, made with Bell ice cream. Hawaii Ice Co. expects a line of sugar-free flavorings to arrive any time now. Check with them in a few weeks.

Zack's Famous Frozen Yogurt (4511 50th) offers lots of "healthy" yogurt with your choice of toppings. Chocolate, Strawberry, Vanilla, and Pina Colada are always carried, with another two flavors rotated from a stock of 17 others. Zack's likes to stress the health aspect of their yogurt and offers a full line of vitamins and health products. They also offer a sandwich menu, and total health cookies, which are huge. Sorbets and "Tofree" (tofu-based "ice cream") are carried as well.

Whirlawhip in the South Plains Mall serves frozen custard-style ice cream and yogurt, flavored with any of 35 types of fruit, nuts, candy bars and cookies. You choose chocolate or vanilla ice cream or yogurt, a flavor, and they blend it together and load it into a freshly-baked waffle cone. Expect a short line at the counter, and the aromatic smell of hot waffles. I've not yet seen a mother steer



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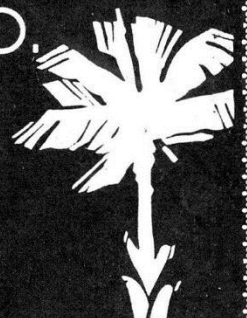
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Mast Transit

By John Moretti



Sailing. The very word evokes images of bronze-bodied men and women clad in Raybans and deck shoes, serenely skimming the waves in a pristine, seaworthy craft. Years ago, my grandfather became so attracted to the romance of the sea that he trotted right down to the boatyard and, blubbering over with excitement, put in the order for his first boat.

"It must have bunks for three", he insisted, "and a galley with a stove, fridge, and sink, and a head, and an auxiliary..."

How many feet?" queried the foreman.

"Feet?" said gramps.

"How big a boat?" sighed the foreman.

"Oh, 12, maybe 14 feet long. Can you do it?"

"No problem" grunted the foreman, "but she'll sink."

Patience has never been a standard feature of my lineage, but the story does have a happy ending. Kenneth MacNeil Wells has made the run from Chesapeake Bay, VA to Green Turtle Cay in the Bahamas for ten years straight, and has authored several books on sailing. Motto: you don't need the Queen Mary to get serious about sailing.

All you do need is four things: water, wind, boat, and (some) brains. What West Texas lacks topographically is made up for in lakes, fifteen or twenty of which are within an easy drive from Lubbock. One distinct advantage of having a sailboat is that they are welcome on almost any body of water, city parks included. Motorboats are not. There are plenty of other advantages too; a sailboat is much less expensive to insure, far easier to maintain than a motorboat, and with sailing, as opposed to water skiing, the boat is the sport, not just a tool.

The sailing fraternity knows no demographic boundaries. You are just as likely to see a Yuppie banking tycoon "making steam" as you are to see an 83 year old grandmother passing him in a heeled-over, racing catamaran. Jack Woody, of Woody's Paddles and Sails estimates that there are 1500-1800 "interested to fairly serious" sailors in Lubbock. Jack should know, as Woody's is the only boat shop in the area to target and serve the needs of sailors. In his five years at the helm of Woody's, Jack has seen sales and interest mushroom.

No wonder, as sailing is easy to get started in, and the rewards of the sport are unique. You'll find yourself looking at a Texas map on Wednesday afternoon, trying to decide which lake you and the gang will visit this weekend. You'll discover the silence that only a body of water can offer, and the constantly changing perspective of the shoreline. You'll wake up in the dead of night to run down to look at your boat in the driveway. You will become so accustomed to the feel of a moving boat under you, that you will swear that the office floor is bucking and swaying, ever

so gently. You will make friends at the lake, and answer questions about your boat, and sailing itself.

That brings us to some of the best ways to assimilate a little information about the sport before you trade that IRS refund for your first boat. A good first step is to make for a body of water, find a sailboat, and act interested. The interest should come naturally. Unless the cap'n is busy with a nautical maneuver known as "sinking", he or she should be glad to answer your questions, and maybe even take you out on the water. It's worth mentioning that more than a few romances have begun this way. Conversation just comes naturally.

If you're a Tech student, staffer, or faculty member, check out the various sailing classes and workshops, and the Tech sailing club. Call Wayne Taylor at 742-3351 for more information or consult your (grimace) class schedule.

Lubbock Parks and Recreation department's brand new recreation center in MacKenzie State Park will be offering sailing classes for the whole family this summer. Classes for children in grades 7 and above will be held on Saturdays, June 7th-June 21st, from 11:30AM to 1PM, and July 12th-July 26th, from 11:30AM to 1PM.

Adult classes will be offered on Wednesday evenings, June 6th-June 18th, from 6:30PM to 8PM, and July 9th-July 23rd, from 6:30PM to 8PM. Adult Saturday classes will be held June 7th-June 21st, from 9:30AM to 11AM, and July 12th-July 26th, from 9:30AM to 11AM. All classes will cover basic water skills and will be held at Maxey Lake, 30th and Oxford. The cost is a nominal \$30 per course. To register, drop by the outdoor center at MacKenzie State Park, Monday through Friday, May 19th-30th, from 8-5, or call Beth Howard at 762-6411, ext. 2684. She asks that you register for any course at least 30 days in advance. My prediction is overwhelming response, and you'd be wise to register now.

Woody's Paddles and Sails, cleverly double-billed as "Fun for Sail", and "Lubbock's Mast Transit Authority" offers lessons for beginners/intermediate/and advanced sailors and will be offering a free seminar on sailing Thursday, June 12th at 7PM at Woody's Paddles and Sails, 5505 Brownfield Highway. It would be well worth your while to get out to Woody's and browse around, even if you can't make the seminar. I found Jack, and his lovely wife Jackye, to be more than willing to entertain questions, show-off equipment, and generally familiarize an amateur with the "state of the sport." Jack is all too happy to answer questions; in fact, while I was there he took a call from a motorboat owner wanting some specifics on applying metal-flake top-paint to his boat. Jack, of course, had the answers. Woody's also boasts a library of video tapes, and a great mound of various sailing magazine back issues. He'll be

glad to order anything, from parts to books, to whatnot. This is the kind of service that has benefited Woody's with two national awards in the past five years.

Jack encourages potential buyers to carefully consider exactly what they want out of a boat. Will it be speed, or passenger capacity? Storage capability is another important consideration, as is price.

The cost for a used, 15-16 foot sailboat, with trailer starts at about \$600, with new boats beginning at about \$1,500. Don't let a seemingly steep price keep you from what you want, as it's comforting to know that a well cared-for boat should fetch back 80-100% of its retail price upon resale. Also, a well cared-for boat should go 5-10 years without needing any serious maintenance.

Down payments may be made with a credit card, and something that's catching on quickly is sharing the cost, and use of a sailboat. This might be ideal for the college student or a close-knit group at work.

As you are now probably frothing at the gills for a taste of the sailing experience, and have been supplied the five W's with which to pursue the sport, I will close with excerpts from "Sailing, A Dictionary for Landlubbers, Old Salts, and Armchair Drifters" by Roy McKie and Henry Beard. Meet you at the marina!

Aye Aye- Somewhat-somewhat redundant-redundant nautical-nautical method-method of-of saying-saying "yes."

Boom- The "long thing that holds the sail", and the sound it makes as it hits your head as you "jibe."

Buoy- Navigational aid; black can, red nun, red or green day beacon. All appear as a fuzzy black spots on the horizon.

Cabin- A cramped, closet-like compartment below deck where crew members may be stored.

Calm- A sea condition characterized by the simultaneous disappearance of the wind and the last cold beverage.

Canvas- An abrasive sailcloth used to remove excess skin from the knuckles.

Compass- A navigational instrument that records a variety of directional errors.

Crew- Heavy, stationary objects used to hold down cushions and the corners of charts.

Current- Tidal flow that carries a boat away from its desired destination.

Dock- Harbor landing place that goes "thud" when hit. See "pier."

Flotsam- Anything floating in the water from which there is no response when an offer of a cocktail is made.

Jibe- Course change which causes the boom to sweep rapidly across the cockpit.

Pier- Harbor landing place that goes "crunch" when hit.



BERTONE "A MINI FERRARI"

By John Moretti

Last month I told you about the new Maseratis at European Motor Cars by McKinney-A Division of Cycle City (6613 West 19th). While I was there to look them over, an auto transport truck busily unloaded what looked like a fleet of little Ferraris. To my delight, I now find out that the Bertone X1/9 is indeed being touted as the "poor man's Ferrari." That comparison is meant only in the most positive aspect, for this car has continuously earned the applause of the automotive world. From the pages of "Car" magazine, to the mouth of Emerson Fittipaldi (Formula 1 World Champion), the words have been nothing short of superlative. Here is a car which provides fuel economy, and oodles of sheer driving pleasure.

The Bertone Company was founded in 1912, and claims a longer history than any other company in the Italian coachbuilding industry. The present facilities cover some 75 acres in Turin, Italy, and employ over 1500 skilled workers (some of whom have been with Bertone for 25 years). Nuccio Bertone and company have been designing mid-engine models for 30 years, and have given their distinct styling expertise to some of the crown jewels in the auto industry, designing such four-wheel masterpieces as the Ferrari Rainbow, the Lancia Stratos Rally, the Alpha Romeo Carabo, the Lamborghini Miura, and the supremely awesome Lamborghini Countach (better known as "The Big Red Vacuum Cleaner").

Bertone's X1/9 is now the most produced mid-engine car on the planet, and already some 160,000 of them are eating up the pavement worldwide. A recent "Road and Track" review lauded the X1/9 as "the best open sports car of the eighties." Similar sentiments have been described by "Car and Driver" and "Autocar" magazines. To sum up, the automotive world has taken the X1/9 to heart.

There is easily enough aesthetic appeal in Bertone's thoughtful design to buy the car on its visual merits alone, but the real knockout punch comes with just a short spin. Behind the wheel is where it all comes together, and the painstaking

attention to achieving an ideal weight distribution has paid back the effort with dividends. The Bertone seems to be attached to the ground when cornering.

Even if you have the guts to stand on the brakes when cornering at near full-tilt, this little baby will refuse to lose any traction. Let's take a look at what makes this jewel such a great entertainment value.

Engine-4 cylinder in-line Single Overhead Cam type, Mid-Transverse location, 1.5 liter, 75 hp. Bosch-L-Jetronic fuel injection. Transmission-5-speed, all Synchronesh. Front and rear, 4-wheel, fully independent MacPherson strut suspension. Steering is direct acting rack and pinion. Front and rear disc type brakes, with hand controlled, mechanically operated parking brake. Fuel capacity is 12.2 gallons, and the Bertone boasts 23 miles-per-gallon (city), and 28 mpg on the highway.

Other features include an ingenious removable top which stores above the luggage in the forward storage area (no need to fumble with your bags when you decide to go convertible halfway through that road trip). The X1/9 has lots of cargo space altogether, with ample room in the front, and extra space in the rear-right behind the engine. The spare tire is thoughtfully placed directly behind the passenger seat, and is surprisingly easy to remove. The car's interior, although somewhat small, is well designed and executed. Seating is quite comfortable, and engine noise is minimal for its close proximity to the passenger compartment. Instrumentation is typically Italian-clean and functional.

The overall body shell is a bit more wedge-shaped than the original Fiat X1/9, and the aerodynamics have been preserved by retracting headlights. Various, tasteful color schemes are available, as are amenities such as air-conditioning and leather seating. A Bertone is waiting for your test drive, and priced between \$10,000 to \$12,000, deserves to be driven straight home and parked (conspicuously) in your driveway. Thanks again to Hale McKinney for his time and patience. I'll see you on the straightaway!

BY MCKINNEY
As Their New



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"The Bertone designed two-seater has been called 'It' by the automotive press. It is a sports car for the eighties: thrifty design and capable of returning a high level of performance to the enthusiast. In total, a sports car that is a true masterpiece in the most milktoast of driver's cars."



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