

# Letters to the editor

## To the editor:

Chief Bishop has resigned after 18 years of being the only chief of police this town has ever known, and I think the people of Broomfield owe him a hearty "thank you," and a sincere "well done."

But now we have another problem arising: who to replace him. According to several sources, our city manager has decreed that no one without a college degree need even apply. This, in my opinion, is typical of "Dictatorial DiCiero" who, also in my opinion, has developed a "Father of Broomfield" complex and thus has outlived his usefulness as city manager and should be replaced. This is not only my opinion, but the opinion of many in the community.

The next chief of police or director of public safety, (since our city is no longer a hamlet of 5-8,000 it needs a big-city label now), need not be a stranger to our community. What better-qualified man for the position than Lt. Bill Brophy, who has been ex-chief Bishop's right-hand man for almost two decades? He is familiar with every facet of law-enforcement (other than maybe the uncalled for need to burp and coddle some small-town politicians whose self-esteem is perhaps one thousand grade points above their own abilities).

Lt. Bill Brophy knows our

community and its problems, both past, present, and future. He is admired and respected by all who respect honest and efficient law-enforcement. He works well with the young people and he understands their needs. He knows the workings of each department, their functions, and the personnel. Lt. Brophy has attended countless law-enforcement schools to expand his knowledge of administration, techniques, police science, psychology and an endless number of other subjects relating to law-enforcement and its related fields. It's been said that you can tell a lot about a man by his children. Bill and Belle's children are among the most polite and well-mannered children I have met during my eleven years in Broomfield.

I sincerely hope that the residents of Broomfield who care deeply about the welfare of our community and believe in the ability, determination and integrity of Bill Brophy, will contact their council representatives and the city manager's office and DEMAND that Lt. Bill Brophy be our next director of public safety, (if he will accept it).

Broomfield used to call itself "Home-town USA." Why not use a home-town man who has devoted almost twenty years in this department to be ex-chief Bishop's replacement? Is it

too logical?? Makes sense to me.

Yours truly,  
Clyde F. Hart, Jr.

## To the Editor: To parents of 1979-80 junior high students:

Again, the board of the junior high CAC urges your attendance at the re-scheduled "7-Period Equivalency Day" general meeting this Thursday, Jan. 11, at 7:15. The meeting will be held at the Broomfield Junior High.

As previously written, your children will have to have your assistance in arranging their future school schedules. We parents will need to be informed as to what the "7-Period Equivalency Day" mean to our children.

Sincerely,  
Carol Day  
Broomfield Jr. High CAC

## To the Editor:

These views from the National Independent Automobile Dealers Association should be brought to the attention of the car buying public:

Once again the bureaucratic planners in Washington, acting as if they alone know what's best for the people, are trying to force an ill-conceived scheme on grassroots America. This time it's the Federal Trade Commission, which, if

successful, will unnecessarily force American consumers to spend several billion dollars extra when buying used cars.

Last year the FTC concluded hearings at which used car dealers and representatives like the National Independent Automobile Dealers Association were asked to discuss a method for telling buyers whether or not a used car had been inspected prior to its sale. The probable approach—a window sticker to be affixed to every car which, FTC staff members assured NIADA and others, would not involve any warranty regulation.

The FTC staff report made public this November recommends that the FTC Commissioners approve a different sticker altogether, one that 1) requires the inspection be performed on 60 automotive functions in accordance with detailed Department of Transportation specifications, and 2) would have the force of a warranty. The dealers were given 60 days to digest and respond to the 600 page report and 43,000 pages of related documents. That 60-day period (with no allowance for Thanksgiving, Christmas and New Year's holidays) ends January 12, and falls between the adjournment and reconvening of Congress. In other words, this is a midnight ride by the big thinkers to get their program approved and

underway before Congress, which lately has been more inclined to take a long look at such shenanigans, begins operating again.

What's all the fuss about? Or, as they say in business, what's the bottom line? It's this: FTC staffers say the inspection can be made for \$15, which will be passed on to the buyer. Since some 14 million used cars are sold each year, that would amount to some \$210 million annually—not a frightening sum. However, no one in the used car business believes the inspection proposed by the FTC can be made for less than \$100, and in some areas would cost as much as \$300. Now we have a different bottom line: an estimated \$1 1/2 to \$5 billion, a cost the consumer would end up footing.

Dan Ray, executive director of the NIADA, is understandably concerned about this Washington brainstrom. He points out that similar government regulations in West Germany have destroyed a dealer market, and that virtually all used car sales there occur individual to individual. And while the Bonn government is considering ways to correct that situation, our federal thinkers continue their search for ways to bring it about here.

How much influence can NIADA and dealers have now on the FTC's ultimate decision? By law, not much. They are prohibited from commenting on the proposed sticker regulation, since their earlier testimony was restricted to a different sticker altogether. And who must

they address their limited remarks to? The FTC staff that misled them in the past.

"For my part," Ray said, "I'd rather see the FTC hired guns put their time to more productive use, like finding ways to stabilize the cost of gasoline."

Sincerely,  
David S. Couillard, owner  
Turnpike Auto Sales  
Broomfield Colorado,  
past board member NADIA

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## Jeffco Airport wins area FAA environmental award

Jefferson County Airport has been awarded the 1978 General Aviation Airport Environmental Award for the Rocky Mountain region.

Airport Manager Dave Gordon said the award is made annually by the Federal Aviation Administration to a general aviation airport in each of nine regions throughout the United States. The winner in each area becomes eligible for the National General Aviation Airport Environmental Award, Gordon said.

Other airports considered by the FAA for the 1978 award are located in North and South Dakota, Montana, Wyoming and Utah.

The primary reasons for selecting Jeffco Airport as the 1978 recipient were:

1. The airport's concern

about aircraft noise and its effect on communities in the area, shown by its raising of flight pattern altitude and the distribution of pamphlets asking pilots to avoid noise-sensitive areas.

2. The institution of an airport master plan which has dealt extensively with land-use planning, including methods of determining how land surrounding the airport can be used in a compatible manner.

3. The cooperation displayed by the airport when Ball Corporation purchased 180 acres immediately south of the field. Airport officials worked with Ball in Westminster and agreed on land use compatible with the airport's operation and the company's intended use of the property.

4. The new water and sewage systems currently being built. The facilities, intended to be in complete harmony with the environment, will allow the airport to recycle all its effluent and reuse it for irrigation purposes.

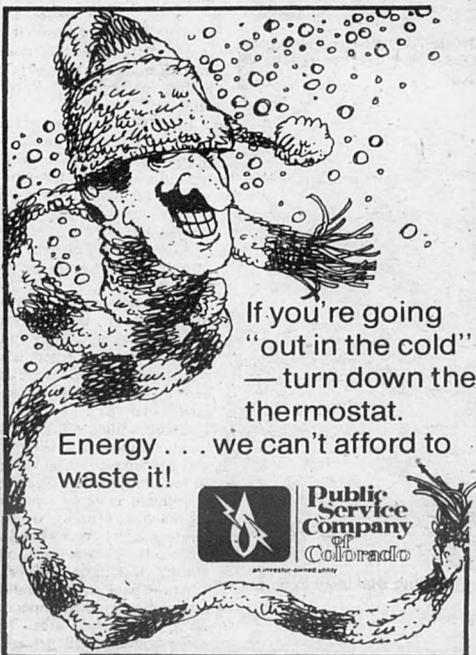
At ceremonies held in December at the Jefferson County Board of Commissioners office in Golden, an inscribed plaque was presented by Mervyn Martin, FAA director, Rocky Mountain Region, to Gordon, Robert Fairchild,

chairman of the Jeffco Airport Authority, and Hal Anderson, chairman of the Jeffco Board of Commissioners.

Also attending the award presentation were Max Bard, chief of the Rocky Mountain Region Airports Division, FAA; members of the Jeffco Airport Authority, Robert Bammerlin, Johnny Haas, Fred Patridge, and William Reece; and members of the Jeffco Board of Commissioners, Robert Clement and Joanne Paterson.



Mervyn Martin, FAA director, Rocky Mountain Region, right, presents the environmental award to Jefferson County Airport Manager, Dave Gordon. The award is given annually to an airport in each of nine regions.



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