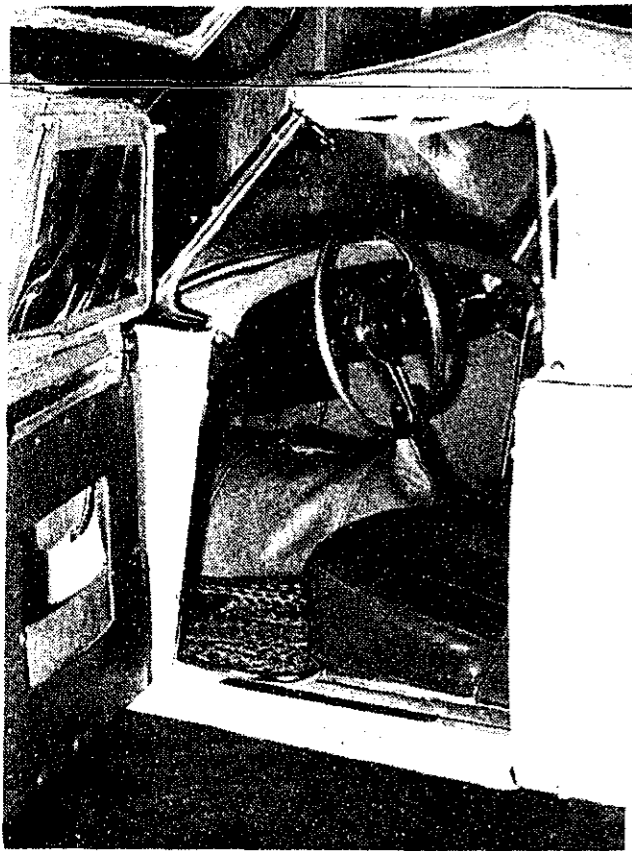


Lewis Spencer also an artist

Ex-yacht captain 'sails' rare sports car

Lewis Spencer is probably the only ex-yacht captain living in the Cass City area. He definitely is the only Swallow Doretti owner in

this area. Few of the English sports cars were made 26 years ago and even fewer made it across the ocean to this country.



GETTING INTO the Swallow is a tight squeeze. The door is narrow and as evidenced by the height of the seats, the driver and passenger sit low to the ground.

Spencer and his wife, Helen, came here about a year ago from Fort Lauderdale, Fla., where for about the previous 20 years he earned a living as a captain of privately-owned yachts.

His last job was to be in charge of a 90-footer, owned by a Pontiac dealer. Mrs. Spencer is a native of this area. She and her husband have been married 15 years, having met in Florida.

A desire to return to this area, plus an offer from her brother, Gary Deering, a carpenter, to help them build a house, led them to move here.

The Spencers now live in their new house on Seeger Road, northeast of Cass City, down the road from her parents, Ed and Vera Deering.

Spencer was born at Staten Island, N.Y., but has lived most of his 50 years in Florida. He did live for a time in California and Nevada.

He attended then Michigan State College for a year, the result of his having met some Michiganians in Florida, and worked on a highway project south of Kalamazoo after leaving MSC.

He learned to pilot boats in the Navy, which led to his career as a yacht captain.

HE ALSO IS A TALENTED artist, having sold many of his paintings in Florida, having had them displayed at one-man shows and written about in magazines in that state.

Spencer also has a penchant for owning and working on cars, usually foreign and usually sports cars of 1950s and '60s vintage.

The Swallow Doretti and 1964 Mercedes-Benz sedan that sit in his garage are the latest examples.

He usually buys the cars fairly inexpensively, fixes them up and drives them around a few years and then sells them for a profit.

Since moving here, he has done some house painting and furniture refinishing, hopes to reestablish his painting for art career and is willing to take on a car restoring project for some-

one for the right price.

Mrs. Spencer is a receptionist at General Cable.

WHAT CARS HAS Spencer owned? With the help of his wife, he starts counting.

He bought a 1950 Alfa-Romeo coupe (made in Italy) and later traded it for a Mercedes-Benz 230SL (German) sports car. He later owned another 230SL and now the present sedan.

There have been three Jaguar sports cars, a 1953 MG TD and a 1957 Bentley sedan (all English made).

The Swallow was made in England in 1954, the only year they were produced.

No one knows apparently how many were made, but Spencer guesses about 50.

THE SWALLOW WAS INTRODUCED about the same time as two other English sports cars that became very popular in this country, the Austin-Healey and the Triumph TR-2, and the transplanted Floridian speculates the Doretti (Italian for Dorothy) proved unable to compete in the market place.

The car used the same engine, gearbox, rear axle and some front suspension parts as the TR-2 and was imported into this country by the then Standard-Triumph Motor Co.

Its four-cylinder 90 horsepower engine gives it a top speed of about 100 miles per hour. In overdrive fifth gear, the car can get 35 miles per gallon on the highway.

The Swallow Coachbuilding Co. before World War II built car bodies for Jaguar and Austin, another English firm. After the war, it made motorcycle sidecars. The Doretti was apparently the first and last car it built on its own. The firm is apparently no longer in business.

SPENCER BOUGHT THE car five or six years ago through an agent from its original owner in Fort Lauderdale.

The car was well cared for, to the extent that in the owner's garage, it was always kept parked on a carpet.

He has done some work on the car, refinishing the wood

dash, dyeing the convertible top a different color, having the seats reupholstered and installing wider wire wheels to soften the ride.

The car has a stiff suspension. "It corners pretty much like a race car," Spencer said.

For that reason, Mrs. Spencer adds, the car isn't very comfortable to ride in. "You hit those bumps on M-81 going into town," she said, gesturing with her hands to indicate how the car -- and those in it -- jar at each bump.

THE CAR WAS NICE for the warm top-down climate of Florida, but in Michigan, it isn't. Dirt roads, snow and salt don't take too kindly to a car in mint condition. For that reason, plus the money would come in handy, the car is with regrets for sale.

The port of entry price for the car back in 1954 was \$3,295. Spencer bought his for about \$3,000.

He's hoping to recoup his investment and then some, but is asking for nowhere near the \$10,000 he heard one was selling for in California.

That car and one in Illinois are the only other Dorettis he knows of in this country, though he guesses there may be a few more.

Being such a rare car,

Spencer gets a lot of queries as to what it is. The usual guesses are an Austin-Healey or an MG.

If he tells them it's a Swallow Doretti, the usual

response is a "what's that?"

For that reason, if he doesn't feel like talking, he explained with a smile, "I tell them it's an MG and they're satisfied."



LEWIS SPENCER and his mint condition 1954 Swallow Doretti. The car has about 65,000 miles on the odometer. It is powered by a four-cylinder, 90 horsepower engine.



SPECIAL OLYMPICS -- Cass City Jaycees will be paying expenses for Cass City High School students competing in the state Special Olympics at Central Michigan University June 5-7. Presenting the expense check last Thursday to Dean Keyser, with chapter members looking on, was Jaycee President Jim Turner. Dean took first place in his age group in the May 9 district Special Olympics and will be going to CMU along with Cecil Randall, at right, first in frisbee, and Ricky Hoag, not present, first in softball throw and second in 220 meter run. Second from right is Jess Deatherage, first in long jump, ball throw and 400 meters, who as a junior high student, won't be going to CMU.

Keeping cold air out

Lots of leaks can be easily sealed

A house is like a ship floating in a sea of air. The air tries to force its way in, like water, through every crack. In winter, the cold air that leaks in has to be heated, and it forces other, already heated air to leak out. Here are two suggestions from the U.S. Department of Energy for keeping hot and cold air where they belong.

wires enter the house, through holes around exhaust fans, around dryer vents, and around sink and bathtub drain pipes as they exit from the house. These gaps and holes should all be caulked or stuffed with insulation. The electrical outlets can be sealed with inexpensive gaskets that can be purchased at hardware stores.

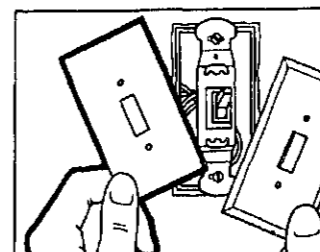
Don't Duck the Ductwork

Where your heating and/or air-conditioning ducts pass through the living areas of the house, there is no need to insulate them.

Where they pass through unfinished attics or basements, they are an important cause of money loss. Covering ducts can save up to \$100 a year in heating costs and \$35 in central air-conditioning costs.

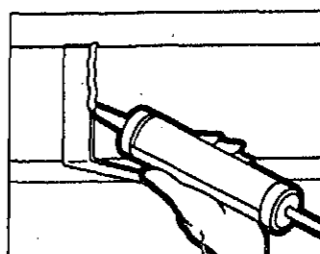
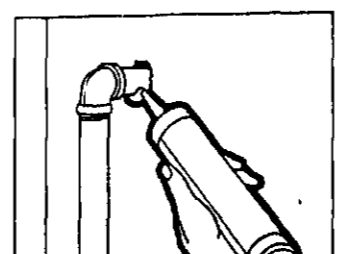
The most inexpensive approach is to use 2-inch foil-backed insulation and to do the ducts yourself, remembering to keep the foil facing outward. It is most important to seal the cracks between each section of ducting with flexible caulk before you add the insulation. Hidden air leaks coming from these cracks can limit the effectiveness of the insulation.

Encircle the ducts with insulation. Use duct tape to seal all the cracks between each section of insulation, and also seal the seam where each piece of insulation joins itself.



More Holes In Your Pocket

When people think of caulking and weatherstripping, they generally think of windows and doors. But most energy studies find that only 20 percent of that costly infiltration comes through these places. The other 80 percent gets in underneath the baseboards, through wall outlets, through holes where plumbing pipes and telephone



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