

Serving--
 ★ Black Mountain
 ★ Swannanoa
 ★ Montreat
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Montreat budget hike small

The \$123,725 appropriated for the 1978-79 fiscal year June 23 by the Montreat Town Board represents a slight 4 per cent increase over last year's budget.

As with last year's budget, the largest sum of money, 53 per cent of the total budget, is appropriated to the police department, with 73.9 per cent of that money going to police salaries. The \$65,597 budgeted to the police department for the upcoming fiscal year is 9.2 per cent more than the \$60,567 budgeted last year.

The money earmarked for public works is 6.6 per cent less than the money appropriated last year. The reduction, from \$47,966 to \$44,828, is because of a reduction in salaries. The money budgeted last year for salaries had to pay for the

services of one full-time man and one part-time helper. This year, explained Mayor John K. Abernethy, the mayor for the part-time helper is provided through federal disaster relief funding and not included in the Town's budget. The money budgeted for public works is 36.2 per cent of the total budget.

The proposed cost of general government is up 8.3 per cent from \$9,427 in 1977-78 to \$11,300 in 1978-79. Appropriations for commissioner expenses are up 200 per cent from \$100 to \$300 and appropriations for legal and professional fees have doubled, from last year's figure of \$600, to \$1,200.

The amount of money spent for parks and recreation remains the same at \$300.



Despite the effort, it's a strike. (Clint Williams)

Montreat eligible for additional funds

by Clint Williams

The disclosure of the likelihood of receiving \$6,500 to \$7,200 in additional Powell Bill revenues high-lighted the June 23 meeting of the Montreat Town Board.

During the open discussion that followed the third reading of the 1978-79 budget, Pete Post, chief of police, informed the Board that an investigation by he and Ms. Susan Neville, the tax collector and municipal accountant, uncovered four to 4.6 miles of road that was previously thought to be non-qualifying. This new qualifying road could make

the town eligible for the unexpected money, according to the staff attorney of the North Carolina League of Municipalities that Post spoke to.

In his report to the Board, Commissioner Ivan B. Stafford stated that the \$20,000 under the listing "contributions" could be amended.

"I don't see any reason, at this time, to change the amount of the figure," Stafford said. "However, I think an aggressive pursuit of it can add a couple or three thousand dollars to that income."

Stafford went on to say

from the "non-tax-paying agencies" of the town, he had met a "very co-operative, interested, concerned spirit" when discussing the subject of contributions.

In his report on the budget, Stafford presented several amendments to the budget. The first amendment was an increase in the revenues from the North Carolina Franchise Tax. That figure was changed from \$8,000 to \$8,880. The change was based on a May 1 memo from the State Treasurer, Stafford said.

In another amendment to the budget, the salaries for the

police department were increased \$500, from \$48,102 to \$48,602.

Under the category of public works there were three amendments.

The proposed expenditures for repaving and widening were reduced from \$7,186 to \$6,686, the expenditures for sanitation collection were increased from \$10,000 to \$10,880 and the \$1,100 earmarked for the metropolitan sewerage district was placed in the contingency fund.

Following the Commissioner's report, there was lengthy discussion about the

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Fire Report

One truck and 11 men responded to a car fire at the Black Mountain Golf Course on June 19. Damage was estimated at \$200.

Lightening struck a house on June 19 and did \$200 worth of damage despite the absence of fire. One truck and five men answered the call.

Also on June 19, a machine at the Blitmore Woodworking

Company caught fire and set the air ducts on fire. One truck and 19 men responded to the blaze which caused \$500 in damage.

One truck and three men washed down some gasoline at "Mr. Zip" on June 21.

The Buncombe County Ambulance Service made 15 routine calls, five emergency calls and was not needed on two calls.

OATS cards to be issued

The Buncombe County Council on Aging (OATS) will receive applications and issue identification cards for the Older Americans Act and transportation service on Thursday, June 29, at the Lakeview Center on Lake Tomahawk, Black Mountain.

Dick Patzfahl, director of the Council will be present to assist residents of Buncombe County age 60 and over in obtaining this portal to portal service in taxi cabs for immediately necessary trips to

doctors, social service agencies, shopping and other needs.

Applicants should bring proof of age, birth certificates or their Medicare card and people residing with them. The purpose of the O.A.T.S. program is to provide needed transportation for older adults especially those residing in outlying areas of the county.

More information may be obtained by calling Council on Aging office 258-8027, and asking for Jerry Hechler, transportation Co-Ordinator.

Local ABC pay exceeds average

by Dan Ward

If a comparison of the salaries paid Black Mountain's ABC Board with those of other one-store towns fails to show that the board here is overpaid, it shows that there is a large discrepancy in how towns value their boards.

In the case of seven towns and cities in North Carolina having only one ABC store, the average salary of the ABC Board chairmen is \$2,514—as compared with \$1,800 paid to Black Mountain ABC Board

Chairman J.G. Northcott. Black Mountain's other two board members, in contrast, are paid well above the \$711 salary at \$1,200 per year.

Ald. A.F. Tyson, in response to comments at the last regular Town Board meeting by Ald. Ruth Brandon that the position of ABC board member is "well-paying"; asked Town Manager Mack Kirkpatrick to compare salaries here compared to other municipalities. Comparison is based on figures provided by the State Alcoholic Beverage Control Board.

Other municipalities having one store are Asheville, Waynesville, Sylva, Morganton, Hendersonville, Blowing Rock and Bessemer City.

Ironically, those cities with the largest populations pay board members the lowest salaries. Asheville—population 60,900—pays \$300 per year as does Morganton—population 16,040.

Asheville pays its chairman \$2,100 per year while Morganton pays \$1,200.

The highest paid board chairman is Hendersonville's, at \$600, followed by Sylva—at a population of 1,700—at \$4,200. Those two towns pay board members \$1,200 and \$780, respectively.

The town with a population closest to Black Mountain's—one-fourth higher at 5,400—is Bessemer City. Bessemer City pays its chairman and board members the least at \$500 and \$300 respectively.

The town with the lowest population, but that caters to nearby dry Boone, is Blowing Rock, which pays board members \$600 per year and its chairman \$1,200.

At question, beside the pay in Black Mountain compared to other towns, is what the ABC Board does to earn the salary, particularly in light of the fact that all other town committees work on a volunteer basis.

The committee of three meets once each month at the ABC Store on State Street. The three review sales volume and income from the previous month and compare it to projected figures for the year. The board, being responsible for hiring and firing of store personnel, will occasionally discuss personnel affairs. Meetings are usually less than an hour long and sparsely attended by the public.

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Wins Hickory again

by Dan Ward

Another Gary McKinney of Black Mountain puffing his way up NC 9 on a bicycle may have written him off as "another one of those health nuts."

But Gary is in it for more than the exercise—he races, and wins, at meets around the state.

Last week, he won an annual one-third mile race at Hickory Speedway. Earlier this month, he placed second in the junior division of the state time trials in Greenville.

"The other guy beat me by about two minutes there," he said. "And I probably would have beat him if I had a better bike."

The absence of Gary's better bike is tied in with another story—the hazards of riding a bicycle in an auto-oriented society.

I was training about two, three days before the (Greenville) race and I had a \$400 racing bike. I was coming up through town—we had just ridden to Swannanoa and back. I came up on this car and he made a left-hand turn in front of me and I hit him in the side. That bike was delishious."

"He was really nice about it,

bother us much unless they try to run us off the road or something."

The Owen High School junior said he has four bikes now, and is in the process of building a very light, aluminum alloy bicycle for racing.

"All that power you've got will be more useful on a light bike—you aren't pushing as much weight."

The bike he's building will weigh 13 pounds and will be equipped with tubeless racing tires. "A conventional 10-speed," Gary said, "weighs between 28 and 32 pounds."

Unlike in sports such as football or basketball or horse racing, a person need not be a certain size or weight to be a good cyclist. "He simply must produce enough pedalling power and stamina to match his weight."

"A little guy stands as much chance to win as a big guy on a road race," he said.

Based on the increasing number of races, 50 to 60 in North Carolina alone, bicycle racing seems to be on the increase in popularity.

"Running events have got cycling events two to one now," Gary said, "picking up the confidence of a front-runner."



June 30 opening of I-40 official

North Carolina Secretary of Transportation Thomas W. Bradshaw Jr. has formally announced plans for the opening of I-40 from southeast of Swannanoa to US-70 east of Black Mountain.

The 6.4 mile segment is scheduled to open Friday, June 30, weather permitting. The opening of this portion of I-40 will eliminate the present traffic congestion in the town

of Black Mountain. "The early completion of this portion of I-40 will be very significant to motorists in this area during the July Fourth holiday period," noted Bradshaw.

The 4.2-mile segment of this project was constructed by Asheville Paving Company, and the 2.2-mile portion was contracted to A.B. Burton and Company. These projects

were originally scheduled to be completed by September and October, 1978, respectively. Total construction cost of the project is \$12.5 million.

"We were able to complete this project ahead of schedule," noted Bradshaw, "because of the interest and concern of Governor Hunt and his commitment to construct east-west highways linking the mountains to the piedmont

and the ports. The elimination of this bottleneck of traffic in Black Mountain will enhance tourism and travel to our state. In addition, we owe a special thanks to Asheville Paving Company and A.B. Burton and Company for their cooperation in moving ahead to get the job completed," Bradshaw concluded.

Just east of the Black Mountain section, there are currently two construction contracts underway to convert existing US-70 to interstate standards to become a part of I-40.

The first section, 1.6 miles, extends from US-70 and SR 2702 (Yates Avenue) intersection easterly to the McDowell County line. The second section, five miles in length, will add two additional lanes to existing four-lane segment from Ridgecrest to Old Fort. Projected completion dates for these projects are August 1979 for the first section and November 1978 for the second section. Traffic will be maintained through the construction site.

Formal dedication plans will be announced later by NCDOT to commemorate the completion of the Black Mountain area segment of I-40.

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Cars and construction crews share the unopened portion of I-40. (Clint Williams)