

Kennedy gallery installs computers for inventory

United Press International
NEW YORK — An art gallery is the last place you'd expect to find electronic computers, but New York's Kennedy Galleries has a most sophisticated system.

The prestigious 104-year-old Kennedy has put in a completely computerized accounting and inventory control system because, in contrast with the typical art gallery, which is a small, intimate venture, it inventories 25,000 works of art at any given time. Its sales volume runs between \$10 million and \$15 million a year, up from \$1 million a quarter century ago.

The Kennedy also uses the computerized equipment to put to-

gether its handsomely illustrated catalogues and its three art periodicals, the American Art Journal, the Kennedy Quarterly and the Kennedy Monthly.

Kennedy's record keeping and global correspondence have compelled director Lawrence Fleischman to install the most modern automatic word processing machines too.

There are two reasons for this, he says. Interest in foreign countries in American artists has mushroomed astonishingly in the last few years and as the leading dealer in traditional American art, Kennedy is besieged with inquiries from all over the world.

Also, unlike some of the more snooty galleries, Kennedy has always dealt in prints, which are mass market items even if they're of such high quality that they are sold at premium prices.

The Kennedy carries only the works of American artists and, with few exceptions, has been a citadel of traditional and representational art. Only in very recent years has it begun to deal in the works of some of the more prominent American abstract and expressionist painters.

The gallery was founded by Hermann Wunderlich and was called Wunderlich's until World War I. The wave of anti-German sentiment that hit America then caused Wunderlich's son and his partner, Edward Kennedy, to change the name of the business. But Rudolph Wunderlich and his mother still are partners along with Fleischman, a famed art collector, originally from Detroit.

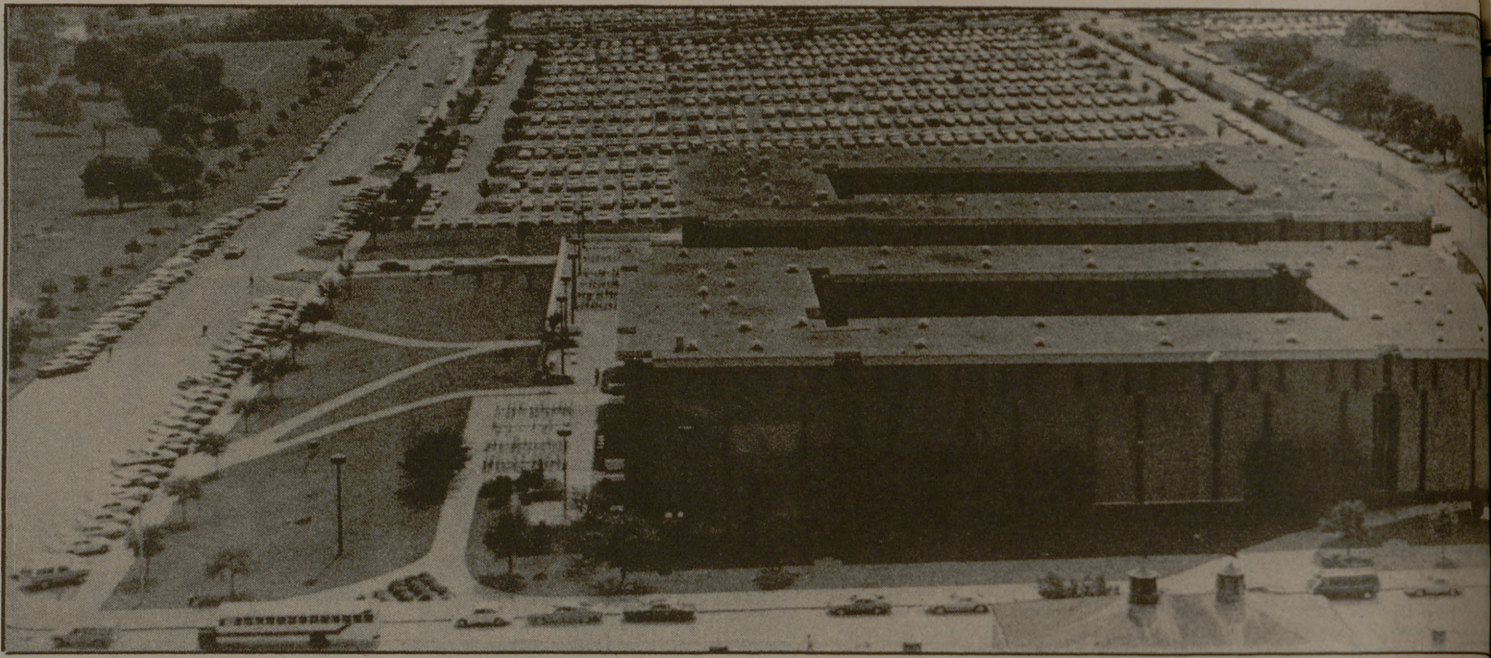
In its early years, the Kennedy, then a tiny store compared with its present opulent West 57th Street quarters, was a favorite browsing place for such distinguished artists as Whistler, Childe Hassam, William Merritt Chase, Elihu Vedder and John Twachtman.

But the gallery was equally famous for the other American artists whose works it successfully popularized, especially Fredric Remington and Charles Russell, the great illustrators and painters of Indian and frontier life.

Although in its early days it dealt mostly in modestly priced originals and prints, the Kennedy in recent years has cashed in big on its overall expertise in American art.

Although recognizing art as "big business," Fleischman feels investment should not be the criterion in buying paintings. "A painting should be purchased because it is good and, most important, because the purchaser likes it."

So strong are his feelings on this topic, the Kennedy's director refuses even to discuss investment with a potential client.



Where did you say that parking

The observation deck on the 15th floor of the Oceanography and Meteorology Building provides an excellent view of the

parking situation on campus. Tours are conducted every Tuesday at 4 p.m. up to the observation deck.

Costs slow development

Radars prevent crashes

United Press International
DETROIT — Radar, a sophisticated electronic device most motorists associate with highway speed traps, may play a major role in preventing serious automobile accidents.

Within five years, automotive engineers in the United States and Germany say they hope to have ready a sophisticated, vehicle-mounted radar system that will stop a car automatically from approaching dangerously close to other vehicles or roadway hazards.

Such a system, safety experts say, could go a long way toward preventing thousands of collisions that occur as a result of poor visibility, slippery road conditions and "tailgating" drivers.

A radar device mounted on the front of a car sends out electronic waves that survey the road ahead. If

the waves strike an object or another vehicle, they beam back to an on-board computer which measures the distance and speed of the object in comparison with the speed of the car.

What happens then depends on the system.

In some, the computer sets off an alarm light or buzzer, warning the driver that he is following too closely behind another vehicle or that a hazardous object lies ahead.

In other systems, the fuel supply is interrupted, decelerating the car until a safe distance is regained. In critical situations, the brakes are engaged automatically.

Companies working on the systems say the technology is available, but a few bugs must be worked out and "cost efficiency" reduced significantly before the systems can be widely used.

One bug is the system's inability to tell the difference between a car or bicycle and a harmless roadside object when the radar-equipped vehicle is heading into a curve or, as a result of some other maneuver, is pointing away from the center of the road.

"That's a radar problem, not an automotive problem," said a spokesman for General Motors Corp., one of several U.S. firms studying radar braking systems. "Until there is some break-through with the ability of radar to discriminate between objects, there's no real need to develop the hardware."

The National Highway Traffic Safety Administration has shown a keen interest in radar systems, preferring one that will engage the brakes automatically in situations where a driver may not have time to react.

However, an automatic braking system could pose added hazards, particularly in "false alarm" situations that could lock the brakes and send a car out of control. "The sys-

tem needs refinement," an NHTSA spokesman said.

Progress has been slow. A GM spokesman said the project is considered at a "basic research" level with final development years away.

However, two West German firms have reported major advances on a government-backed project to develop a radar system that alerts the driver and decelerates the car but stops short of engaging the brakes.

The firms, Robert Bosch Corp., of

Stuttgart, and AEG Telefunken, have conducted road tests so far, the system works.

"We still have a lot of work in designing the device to fit the sign of the car," a Bosch spokesman said. "When you're testing a car, you are not concerned with cosmetics."

He said the device could be ready within five years if costs can be reduced. Earlier this year, it was estimated the Bosch-Telefunken team would cost about \$50 million to develop, or nearly \$500,000 per car.

Houston native wins physics Nobel prize

United Press International
HOUSTON — A Houston native who almost didn't gain admission to Rice University in the early 1950s has become the first graduate of that school to be awarded the Nobel prize in physics for his research on microwaves in the universe.

Robert W. Wilson, 42, who was graduated magna cum laude with honors in physics in 1957, won the international award for his research which hypothesized the universe was filled with microwaves of uniform intensity, lending support to the so-called "big-bang" theory of the creation of the universe.

Wilson telephoned his parents at dawn Tuesday to tell them of his achievement.

"It's a pretty exciting day for us," said Wilson's father, Ralph W. Wilson.

The elder Wilson said the family was overjoyed by the news of the prize, but it was not totally unexpected. Wilson was graduated from Lamar High School in 1953, but his

father recalled he was not a "A" student.

"He wasn't over-exercising academically in public school," his father said.

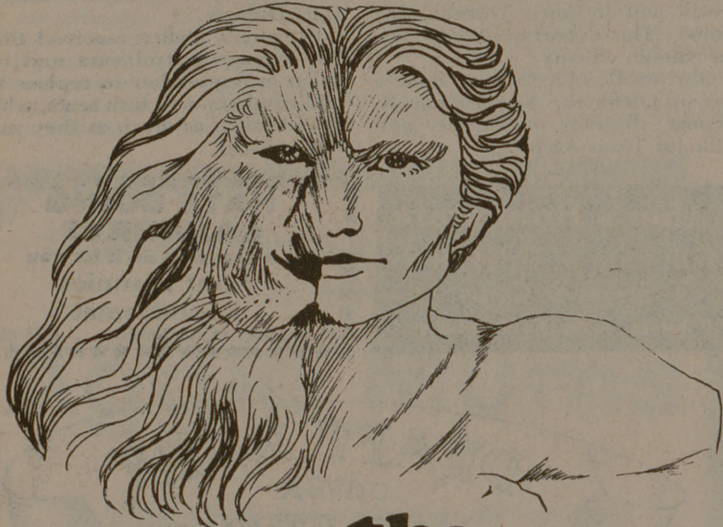
His sister, Mrs. William Blodgett, said "he was too building radios and working cars."

As a result, he was on the list to gain admission to the Rice Institute, a small private college in Houston.

"He barely got into Rice," his father said.

"I remember him well," said Harold E. Rorschach, physics professor who used to take the boy's physics in 15 minutes, answering everything correctly in a few minutes. "Everyone else would work an hour and fill up a (test) book."

Wilson was graduated from Lamar High School in 1953, but his



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