

## Texas voters would pay higher taxes

AUSTIN (AP) — Almost half of Texas voters are willing to pay higher taxes to help the poor, but more than half oppose more state aid for the unemployed, University of Texas researchers say.

Thirty-five percent think the best way to raise new money is through a state lottery, according to a telephone survey conducted by the Lyndon B. Johnson School of Public Affairs and the School of Social Work.

An increased sales tax was favored by 17.7 percent while 16.4 percent wanted tax money from betting on horse and dog races.

Only 2.6 percent did not want any more taxes to provide additional state services.

Dr. Martha Williams, social work dean, said, "This says to me there are certain programs that people are willing to pay higher taxes for."

Max Sherman, dean of LBJ School and former state senator, told a news conference, "I think this is a good example of what the people of Texas are thinking."

A series of questions on 28 subjects were asked 673 eligible voters Oct. 10-19.

Forty-four percent of those called refused to take part in the survey, Williams said. Others were called to make a total of 673 answers, she said.

The survey is part of a detailed program "Texans and Government: What Citizens Want," sponsored by a number of foundations and commissions.

Williams said 48.5 percent said they would be willing to pay higher taxes to help the poor and 42 percent said they did not think there were enough state services for the poor.

However, 56.3 percent said they did not want additional state services for the unemployed, although 42 percent said they thought improved services were needed.

On another question, 47 percent said the state should not require children to provide for their elderly parents, while 44.3 percent would support such a requirement.

## Racer has been around cars all his life

# Student finds drag racing only natural

By Janet Wynne  
Reporter

Danny Leibham, a junior mechanized agriculture major from Houston, says it's only natural that he drag races.

"I started racing about a year ago, but I've been around it all my life," Leibham says. "My dad raced until 1975."

"There are pictures of me in diapers crawling around my dad's cars trying to help him work on them."

Leibham says his father is happy his son has taken up the sport, but his mother didn't like the idea at first.

"She was afraid I'd be traveling all over the country like my father used to," he says. "But now she accepts it because she understands that my racing is just a hobby, and I compete in a regional division so I don't travel very far."

Leibham competes in division 4 of the super street class. Division 4 includes Texas, Louisiana, New Mexico, Arkansas, Oklahoma, Mississippi and Mexico.

He says next year he'll probably move up to super gas, which is a more competitive class. But, he says, he never wants to race in the top classes where the cars reach speeds of 270 mph.

When cars are moving that fast, a wreck becomes much more dangerous, he says.

Most of the cars in the super street class are 1967, 1968 and 1969 Camaros with rebuilt Chevrolet engines, he says. Leibham says his car, a 1968

Camaro, does the quarter mile in 10.9 seconds. That's moving at about 130 mph, he says.

"When the Christmas tree (a column of lights used to signal the racers to begin) turns green, you take off," he says.

"At first I wasn't used to the acceleration, but it didn't take long," he says.

Leibham won the trophy for highest total points in the Sun Belt Series this year. The series, also called the winter series, consisted of three races held in Houston, Baton Rouge, La., and Lake Charles, La.

"I got \$500 for winning the series and \$250 in Houston and Baton Rouge for being runner-up," he says.

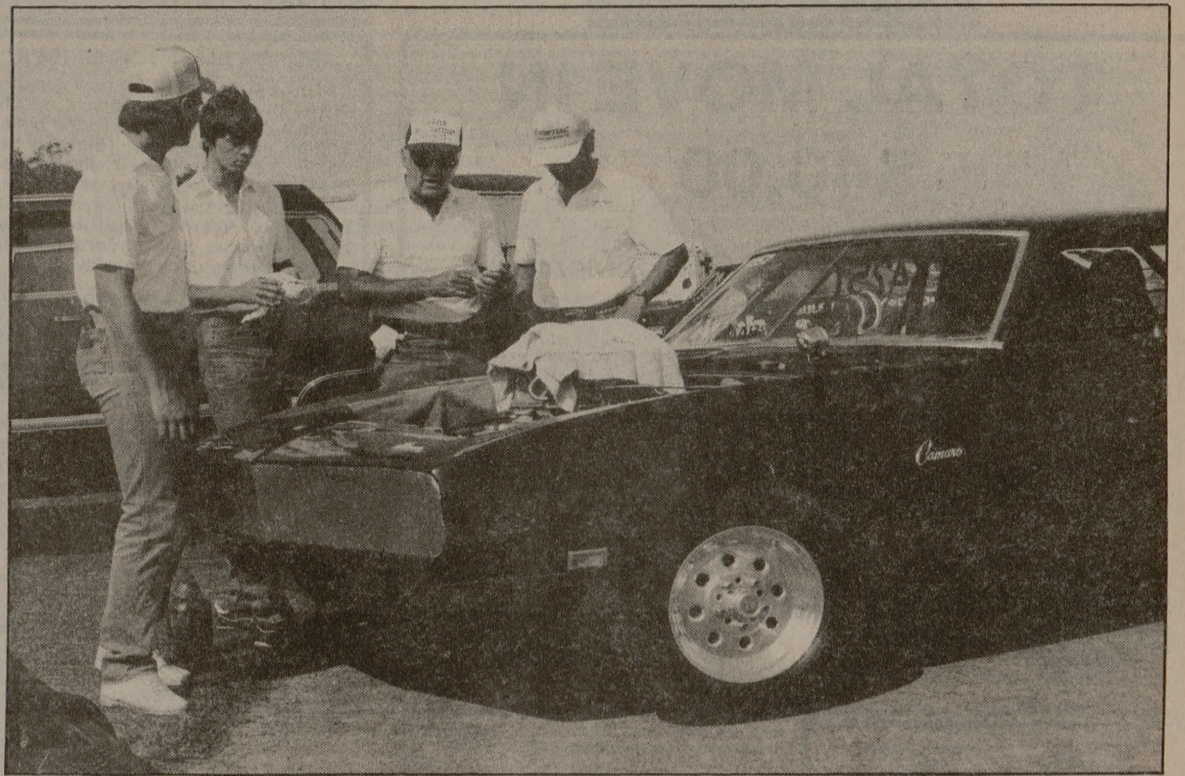
"You make more money from companies that run contingency than from prize money," he says. "You can receive contingency money by putting company stickers on your car. It's good advertising for the company, and if you win, the company will send you a check."

"I got a \$100 check in the mail from K Mart after the Sun Belt Series because I had a small K Mart sticker on my car. I'll be getting some more money for finishing second at Baton Rouge."

Out of about 50 companies that pay contingency money, he says he has stickers from about a dozen of them and plans to get more.

"I have an Aggie license plate, and the back of my car is full of A&M stickers," he says.

"With all those A&M stickers, I should go talk to Vandiver about



Danny Leibham and his friends work on his drag car.

Photo courtesy of Danny Leibham

sponsoring me," Leibham says with a smile.

The most satisfying things about drag racing are the high speeds and the sense of accomplishment from

working on the cars, Leibham says.

"If you buy a car that's already built, it's cheaper," he says. "I built mine, though. There's about \$25,000 invested in my car."

Drag racing can be expensive, he says. Costs include constant maintenance, a new set of tires every year at about \$200 each and high octane fuel at more than \$3 a gallon.

## Railroad Commission axes oil cutbacks

AUSTIN (AP) — The Texas Railroad Commission, voting to keep oil production at 100 percent, decided Monday that cutting production would not spark crude prices out of the doldrums that have dragged down the state's economy.

The commission voted 3-0 to set January production at 100 percent for most fields, as it has been — with the exception of a few months — since April 1972. Dallas oilmen William Burrow and H.S. Bennett had proposed a production cut they said could lead to higher prices.

"I think the person that can help them is the president of the United States," Commissioner Clark Jobe

said. "And I would call on him today to impose import limits on crude oil coming into the United States."

Commissioner Mack Wallace said, "What we're saying is, the state of Texas cannot provide a national energy policy for this country. It must come from Washington."

Burrow called the commission action "a great mistake."

"If they had issued an order as I tried to get them to do, subject to the imposition of an import quota by the president, this would have turned the whole situation around," he said.

Oil price cuts forced by Middle Eastern producers have reduced domestic production. The commission,

reported Monday that imported crude and petroleum products for the four-week period ending Nov. 27 totaled 6.37 million barrels, an increase of 1.01 million barrels from the same period last year.

"That, in and of itself, is tantamount to scandal," Wallace said.

After the meeting, Wallace said, "We're on what's called an Arab yo-yo right now. They can raise the price when they want to and they can lower the price when they want to."

He said a federal import fee on imported oil would not be an unfair restraint of free trade.

## DPS predicts 41 deaths over holiday periods

AUSTIN (AP) — At least 41 people will die in traffic accidents in Texas during the Christmas and New Year's holiday periods, the Department of Public Safety predicted Monday.

DPS Director James Adams said 23 people are expected to die on the state's highways and streets during the 54-hour Christmas holiday period.

The agency forecasts another 18 traffic-related deaths during the 54-hour New Year's period.

Adams said many of the deaths will be caused by drunken drivers and failure by motorists to wear safety belts.

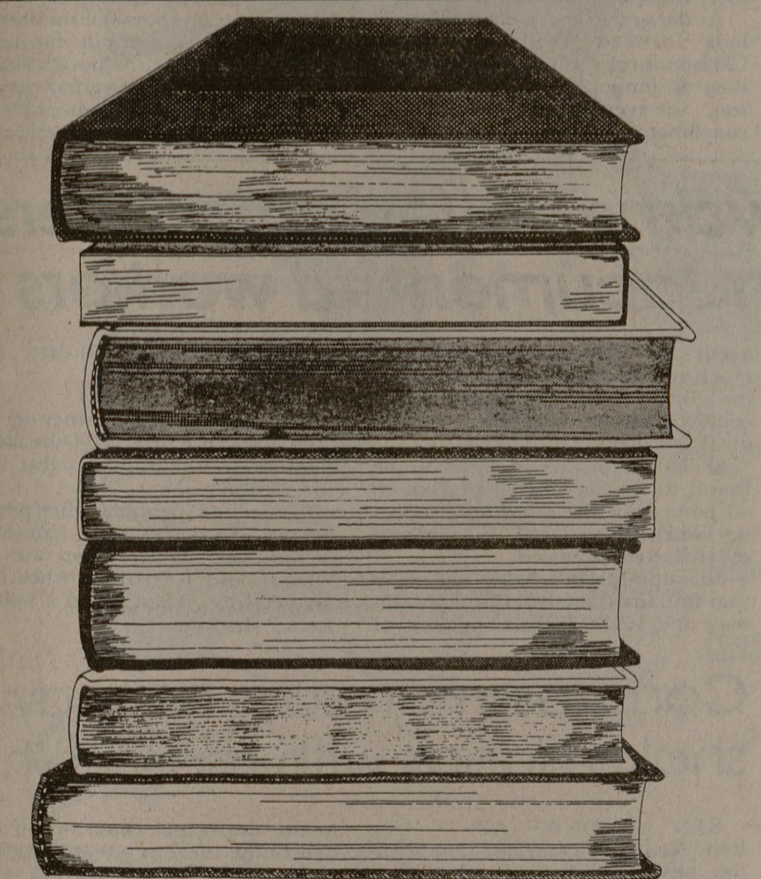
The counting period for Christmas extends from 6 p.m. Dec. 23 until midnight Christmas Day. The New Year's period lasts from 6 p.m. Dec. 30 to midnight New Year's Day.

During a 30-hour Christmas period in 1985, 15 people were killed in traffic accidents and two others died later of injuries.

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(Correction from Thursday Paper)

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