

Adjust recipes to diet

Many of your favorite recipes can be adjusted for use in your sodium, fat and cholesterol-control diet without giving up good flavor. To do this, read the ingredients in your recipes carefully and make the appropriate following substitutions as suggested. Unless otherwise indicated, use an equal amount of the substituted ingredient.

Reducing the sodium content. If your recipe calls for: Broth or bouillon—use unsalted bouillon cubes according to package directions. Tomato juice—use unsalted tomato juice or dilute 1 6-ounce can of un-

salted tomato paste with three cans water. Tomato Puree—use unsalted puree or combine one six-ounce can of unsalted tomato paste with one can of water. Flavored salts such as onion salt, celery salt and garlic salt. Use onion or garlic powder or celery seed or flakes as indicated in the recipe.

Reducing the Cholesterol and fat Content, butter, shortening—Margarine (stick form is best for baking).

Melted butter or shortening—vegetable oil or melted margarine.

Baking chocolate—three tablespoons of unsweetened cocoa powder plus one tablespoon of vegetable oil in place of each one ounce square of chocolate.

Ice cream—Ice milk, fruit ice, sherbert or low-fat frozen yogurt.

Sour cream, imitation sour cream—Drained, low-fat plain yogurt for hot and cold foods. (To drain yogurt, line a strainer with a clean cloth, paper towel or a double layer of cheese cloth. Place yogurt in strainer and allow to stand for 30 minutes).

Cream—Polyunsaturated cof-

fee creams, undiluted evaporated skim milk, double-strength reconstituted non-fat dry milk powder or skim milk.

Whole eggs—one egg white plus one teaspoon vegetable oil (which may require some experimenting with baked goods) or commercial cholesterol-free egg substitutes according to package directions.

Milk-skim milk, reconstituted non-fat dry milk powder or reconstituted evaporated skim milk.

Evaporated milk—Evaporated skim milk.

Low sodium recipes

Meat Loaf

Makes six servings
Calories: 135 per serving

½ cup skim milk
2 slices bread, broken into pieces
1 pound lean ground beef
2 egg whites, slightly beaten
½ cup chopped onion
2 teaspoons chopped celery
1 medium fresh tomato, peeled and chopped
2 tablespoons unsalted catsup
1 tablespoon lemon juice
½ teaspoon pepper
¼ teaspoon dry mustard powder
¼ teaspoon sage
¼ teaspoon garlic powder

Pour milk over bread and allow to stand five minutes. Mix in remaining ingredients. Form into a loaf and place on a rack in a shallow roasting pan. Bake in 375 F. oven 1½ hours.

Spaghetti with mushrooms sauce

Makes six servings
Calories: 225 per serving

3 tablespoons unsalted margarine
1 cup sliced fresh mushrooms
1/3 cup chopped onion
1 garlic clove, minced
1 can (1 pound) low-sodium

tomatoes
1 can (6 ounce) unsalted tomato paste
½ cup water
1 tablespoon sugar
1 bay leaf
¼ teaspoon basil
¼ teaspoon oregano
¼ teaspoon pepper
1 package (8 ounce) dry spaghetti cooked without salt

Melt margarine in large skillet. Add mushrooms, onion and garlic. Cook until onion is tender. Stir in remaining ingredients except for spaghetti. Cover and simmer over low heat two hours, stirring occasionally. If sauce appears too thick add additional water. Remove bay leaf. Serve over spaghetti.

Miracle weight loss drink

There is no such thing as a miracle weight-loss product. Any product that claims to help you lose weight quickly—whether it's 100 percent manmade—is

not safe. The only healthy way to lose weight and keep it off is by watching your calorie intake, eating a balanced diet, and exercising!

Cost of raising a child

The total cost of raising an urban child from birth to age 18 in the western region of the United States is about \$92,786 (in constant 1983 dollars). The cost for a rural non-farm child in the west is \$96,878. These figures, calculated by the United States Department of Agriculture, are for a moderate level of expenditures are grouped into eight categories. The categories and the total cost to age 18 for an urban child are: food at home, \$18,554; food away from home, \$2,646; clothing, \$6,032; housing, \$30,764; medical care, \$5,823; education, \$1,776; transportation, \$15,066; all other, \$12,116.

The child's share of family housing is the most costly item. The housing category includes the cost of the family dwelling, utilities, household operations, furnishing, and equipment. The per child cost estimates were based on a per capita share of these expenditures.

Clothing costs reflected only purchases. Other clothing may be received as gifts or handed down from other children.

The "other" category included the child's per capita share of the family's expenditures for personal care, recreation, reading, and other miscellaneous expenditures.

Diet, exercise keep you fit

A well-balanced diet coupled with regular exercise is the winning combination to keep your body in top-notch condition.

Food has three functions in the body; to build and repair tissues; to regulate body processes; to furnish energy.

The basic components of food are nutrients. Carbohydrates, protein, fats, vitamins, minerals and water are the nutrients we need each day.

Carbohydrates are the major source of energy in the average diet. They are the most efficient and readily available source of body energy, and generally the

most inexpensive. Carbohydrates have an advantage over fats: they contain less than half the number of calories per ounce.

Carbohydrates is a structural component of all body tissue and is needed for growth and repair, and making body chemicals such as enzymes and hormones.

It's a common misconception that foods high in protein are superior and should be eaten in abundance. Actually, Americans eat protein far in excess of their needs and not only is an excess unnecessary, but it can be harmful. By eating a varied, well-

balanced diet, you will get the protein you need. Protein should contribute only about 15-20 percent of your total caloric intake.

Fats are the most concentrated of food energy, having more than twice the calories as protein or carbohydrates. Because they are digested and metabolized more slowly, fats keep hunger pangs away longer. Fats should be eaten in moderation, providing about 30 percent of the calories in the daily diet.

Vitamins and minerals function as body regulators and are widely distributed in food. Therefore, by eating a varied and well-balanced diet, you should receive an adequate supply.

Iron is of particular concern to women because their dietary iron requirement is nearly twice as great as that of an adult male. A lack of adequate iron results in loss of strength and endurance, and fatigue and shortened attention span. Foods contributing iron to the diet include liver, eggs, nuts, leafy green vegetables, raisins, and enriched breads.

Water is an essential part of the diet and is needed in constant supply. It's necessary for energy production, temperature control (particularly during periods of vigorous exercise) and for the elimination of waste. Depriving the body of water greatly limits energy and endurance.

Treat your car good, it'll treat you good

What this country needs today is a good 100,000-mile automobile. Here's how to make your next car become one.

If you're buying a new car today, you have a good reason for hoping you can keep that car a long time. At today's prices, even a subcompact can cost \$10,000 or more.

But to give your car a chance at 100,000 miles, you'll have to employ techniques that will make it last longer, run better, look newer and be worth more down at the end when you finally decide to sell or trade it in. We're talking about your next new car because so many cars already on the road have suffered too much abuse and neglect to make the 100,000 miles.

If you're a typical American driver, you may have a love affair with your car, but you're a careless, inattentive lover. In study after study, we're found to be routinely driving our cars with incorrect, tire pressure, low oil levels, dirty oil and filters, belts in serious need of adjustment, carburetors or fuel-injection systems out of tune. So it's amazing that so many cars make it to 25,000 miles.

In spite of macho names and cold, mechanical hearts, cars are sensitive and respond to kindness or neglect. Mistreat a car, and sooner or later, you'll be sorry. Here's how to be thoughtful and kind so you can enjoy a rewarding 100,000 mile relationship.

*Breaking in a new car. Remember when you were advised to drive a new car very gently for the first few thousand miles? Advances in metallurgy, lubrication and design have made that pointless today, but a little moderation for the first few hundred miles will help. The parts are all a bit tight, and the new car will tend to run hot.

After the first 1,000 miles change the oil to drain out the fragments of metal that are

floating around in it. This is the most important oil change in the long, long life of your car. After that, you can drive it normally.

*Exterior. Simply washing a car regularly can make it look years younger as it gets older. Even when it doesn't look dirty, the film of grime and chemicals that collects on the surface can do harm. You've seen how pollutants in the atmosphere can eat away the face of a building, so you can bet they aren't doing your paint any good. Also, if you live in the snowbelt, see that your car is rinsed off underneath as often as possible during the winter. Salt—from the road or in the air near the seacoast—is extremely harmful, the number one cause of rust in automobiles.

At least every six months, right after your car's been washed, wax it. Do it yourself, or have it applied professionally, but do it. It doesn't matter which brand you use. Your objective isn't to treat the paint but to keep the air away from it.

Keep your car out of strong, direct sunlight whenever convenient. Sun takes a severe toll over the years.

*Brightwork. Most of what we used to call "chrome" is plastic or stainless steel today. A good wash with mild soap and water before waxing is about the best you can do. Don't waste time or money on preparations that promise to restore the gleam to your car's trim. Once the gleam is gone, there's no bringing it back, short of replacing it. Never, ever apply any kind of abrasive to brightwork or plastic trim.

*Tires. Even the synthetic-rubber compounds that tires are made of now are subject to attack from atmospheric bogeys—especially ozone. In very sunny areas, the ozone can cause your tires to harden, lose

their elasticity and eventually crack. Fortunately, several products on the market will prevent this. If the environment is harsh where you live—salty or hot—treat your tires once a month. And check tire pressure at least that often, but every week is better. Always run your tires at the manufacturer's recommended levels.

Rotate the tires every six months. If you include the spare in this rotation schedule, you'll get 25 percent more mileage from your tires. There's no sense in not getting the value out of that spare you've already paid for.

Have the wheel alignment checked when you rotate the tires. Or even more often if you spend much time on very rough surfaces—like those in New York City. Once the wheels are off, ask the service person to check the balance—static and dynamic. That takes only a few minutes, but can make a big difference in how your car rides and handles, and how long your tires hold up.

*Interior. Most cars today have vinyl seats and door panels. Some have velour, and certain high-priced models have leather. And, of course, there are carpets. Caring for all these materials requires simple common sense and good housekeeping.

Vacuum the rugs occasionally, and then brush up the nap. If you have a lot of rain, snow or mud, use floor mats. If your clothing gets soiled from your work, play or whatever, seat-covers are a must. Dozens of cleaning products on the market will help you look after your car's upholstery. Choose one from an established manufacturer, and use it.

*Engine. It's the heart of your car, the single most costly component in it, and the most expensive to repair or replace. One point cannot be overem-

phasized: If you want to get 100,000 miles out of your engine, engine oil must be changed more often than your owner's manual recommends. To lower apparent maintenance costs, manufacturers are suggesting 4,000, 5,000 even 6,000—mile intervals between oil changes. But after such long use the oil will have lost much of its lubricating ability, and mechanical deterioration will be the sure fire, inevitable result.

This is one of the few times when you should ignore your manual. Surveys indicate that if you're going for long life with high mileage without major repairs, you should change the oil at least every 3,000 miles and 2,000 is better.

Change the air filter every year. Your engine will love you, and reward you every day you use it.

*Coolant. The days of filling up the radiator with the garden hose are long gone. All modern cars require a coolant with special properties that efficiently conduct engine heat to the radiator, inhibit rust and resist freezing. At least every six months have your coolant's effectiveness checked, and add more coolant if necessary.

Remember, you need a modern coolant summer and winter. Every two years or so, have the entire cooling system professionally flushed out—not just the radiator. You can't do it yourself, but if you stay to watch what comes out of your car's cooling you won't wonder why you need to do it.

*Transmission. Modern automatic transmission is a mechanical miracle—extremely complicated, but so problem free that with decent maintenance, it hardly ever gives any trouble. But many transmissions have filters these days, which should be changed every two years, perhaps when you check and replace the transmission fluid.

With a manual transmission, you can stick to your owner's handbook. But if you want to reach all the way for long life, drain the transmission and flush it every two years.

*Hoses and belts. Once in a while, squeeze the hoses between the radiator and the engine—all of them not just those that are easy to reach. Eventually, they're going to start to feel hard, and when they do, replace them. Otherwise, the next stage is cracking and leaking—and trouble.

Check all the accessory drive belts for tension, on your own or at the dealer's. If you start this practice when the car is new, you'll be able to feel when the belts start to get loose. Tightening them up is a simple procedure that takes only a few minutes. When belts start to wear, and they will, have them replaced. Belts and hoses are cheap. Engines are expensive.

Tip: If your car makes a chirping noise up front when you're parallel parking or when you race the engine, there's a belt problem somewhere.

*Rear axle. With so much of the auto industry switching over to front-wheel drive these days, fewer cars than ever have their differentials at the rear. In either case, be sure to follow your manual's recommendations. A worn differential makes an ugly noise and costs a lot to replace.

*Shocks, brakes and clutch. Eventually, your shock absorbers will wear out. When they do, see that they're replaced by units that are exactly the same as the originals that came with your car. Get them from either your dealer or an auto parts store. You may be tempted to "upgrade" your car's handling by installing stiffer shocks when the originals wear out. Be warned: experts say that's likely to ruin your car's ride and do little if anything is to improve the way it handles.

Your car's handling qualities are determined by the design of the suspension, the size and type of tire, the stiffness of the springs, the size and placement of antiroll bars, as well as the type of shock absorbers. Of course, you may be able to improve handling, but not by shock absorbers alone.

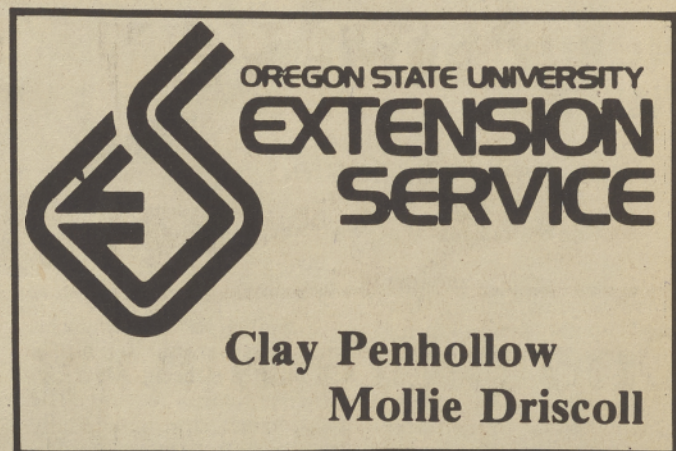
Both clutch and brakes on all modern cars are self-adjusting and require no routine attention from the owner. Just remember that both should be checked by the dealer during your routine service visits. Some auto manufacturers recommend draining the brake fluid and replacing it once a year to get rid of water absorbed from the atmosphere.

Some disc-brake systems have wear indicators that are visible when a wheel is removed. Others have warning lights on the instrument panel that announce when the pads in the disc brakes need replacement. Still others start to squeal when the pads are worn out. Above all, be sure to follow the recommendations in your manual.

*Driving habits. Common sense is all you need, but some cautions are essential.

Never race the engine when you first start it up. An engine is most vulnerable to wear after it's been standing for a while, especially if it's cooled down to the surrounding outdoor temperature. At that point the oil has drained out of the cylinder bores, bushings and bearing surfaces, so it's easy to damage the engine. Just let it run for a minute or two at a fast idle, or until your temperature gauge starts to move. This may be a nuisance, but it's one technique that can add years to the life of your engine.

Hard acceleration, braking and cornering may be fun, but they help to age your car before it's time. Higher stresses mean more wear.



Rose bush pruning due

Beautiful roses have a better chance of developing on home landscape rose bush is pruned now.

Roses may need a light, medium or heavy pruning depending on the variety and stage of growth.

Pruning is done to maintain vigorous new growth, remove weak and diseased limbs, open up the plant to air and light, shape the plant to the desired form and to promote quality blooms.

In all cases prune out old canes and crossing growth. For light pruning, remove about one-third of last year's growth. This should leave the remaining canes about two and one-half to four feet high. Light pruning is recommended for rambling and

climbing types of roses.

For moderate pruning, cut the canes back to about half their length. Weaker canes should be cut back even more. The canes that remain should be 18 inches to two feet high.

Bush-type roses and hybrid teas often require heavy pruning. Cut the canes back to within six to eight inches of the ground. Heavy pruning keeps the new wood close to the ground so the bush does not become leggy. It also keeps the flowers near the ground.

In addition to old canes and crossing growth, prune out dead and diseased limbs, suckers (shoots rising from below the graft), lopsided branches and weak limbs.