MOVIE COLUMN

Star boards with girls on film lot

By BOB THOMAS

HOLLYWOOD (AP) — If you really want to know how Tony Randall happened to get a dressing room in the female stars' building at MGM, he'll tell you.

"It's status," the actor says. "Very important thing in this town, status."

Randall's quarters are in the hallowed halls that once housed Greta Garbo, Joan Crawford, Greer Garson, Judy Garland, June Allyson, Ava Gardner and more. His apartment is conveniently adjacent to those of Lana Turner and Doris Day.

"It's a housing jam," he explained. "They couldn't fit me into the male star's building."

The studio tried to house him in the featured players' building when he reported for work with Kim Novak and James Garner in "Boys' Night Out."

"For three whole days I could not go to my own dressing room," he said. "I had to hold out for another one. Status."

THREE CATEGORIES

Randall explained the divisions of dressing rooms:

- Actors — a plain room, no bathroom.
- Featured player — a room, dressing room and bathroom but no shower. "To take a shower you have to pad down the hall in slippers and robe."
- Stars — a handsomely decorated suite complete with shower.

"But there are degrees of star dressing rooms, 'boy' Randall added. "Do you have a bar in your dressing room? Further, does the studio stock it with liquor? Do you have a refrigerator—with ice?

"An actor must consider these things. So you end up demanding things you don't even want, all because of status."

Big stars like Doris Day and Rock Hudson, with whom Randall stars in "Lover Come Back," have massive trailers on the set.

"Rock's was a sort of love-gift from the studio after signing a new contract," reported Randall. "It has the works—hi-fi, stereo, refrigerator, telephone."

Randall agrees that his room in the female stars' building is suitable to his status. It allows him all the privileges of the male stars' building "except that I can't walk around the halls nude."

Ma Murray urges paving on highway

MISSOULA, Mont. (AP) — An outspoken British Columbia newspaperwoman suggested Saturday that Montana "turn a little heat on Washington, D.C." to get the Alaska Highway paved.

Mrs. Margaret "Ma" Murray dubbed "Mrs. Alaska Highway," told the chamber of commerce convention that "I feel like Montana is the only state that gives a damn whether we ever pave the Alaska highway."

She traced the history of its construction since the idea for it was born to her and her late husband back in 1928.

Today, she said, the 1,226 miles of highway, punched out of the wilderness for wartime aid to Soviet Russia is badly in need of repair.

Mrs. Murray said America spent a lot of money to build the road because it wanted protection, but the war ended, leaving Canada to maintain the highway at a cost of from $800,000 to $14,000,000 a year.

"We want that highway paved too," she said. "But so far as Canada is concerned, not much can be paved until a lot of highway is rebuilt."

She estimated it will take five to eight years to get the road paved.

Mrs. Murray impressed upon the audience the vast potential of the north country, including the new U.S. state of Alaska, and she pleaded: "Send us some settlers. There's plenty of room for 25,000 of them.

"Contrary to some statements that have been made, we don't hate anybody in the United States. We need you."

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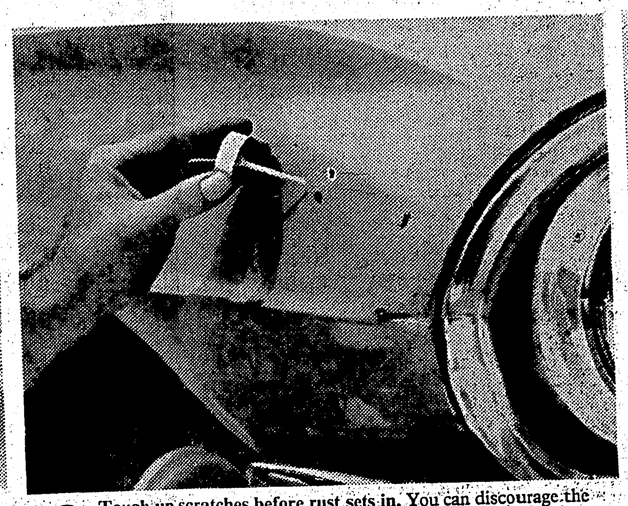
Shell suggests 10 ways to cut repair bills

1. Avoid 100-foot trips. It's a mean trick to start a cold car, drive it just a few feet, then turn it off. Yet people often park in front of their homes, then drive into the garage later on: This can increase engine wear, dilute your oil with unburned fuel and give sludge more chance to form. If at all possible, drive right into the garage when you arrive home.

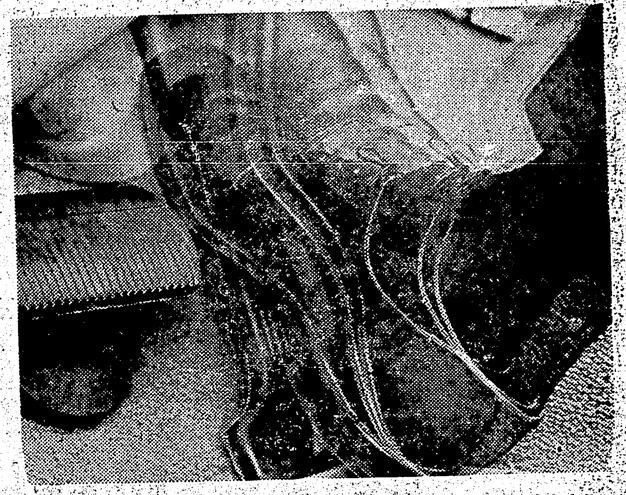


2. Touch up scratches before rust sets in. You can discourage the spread of rust by using touch-up paint on body scratches. Rust also attacks when drainage holes on the underside of car doors and body panels are plugged. Keep those holes open (a screwdriver or any pointed instrument works fine) and you may well prevent a rusted-through door or body section.

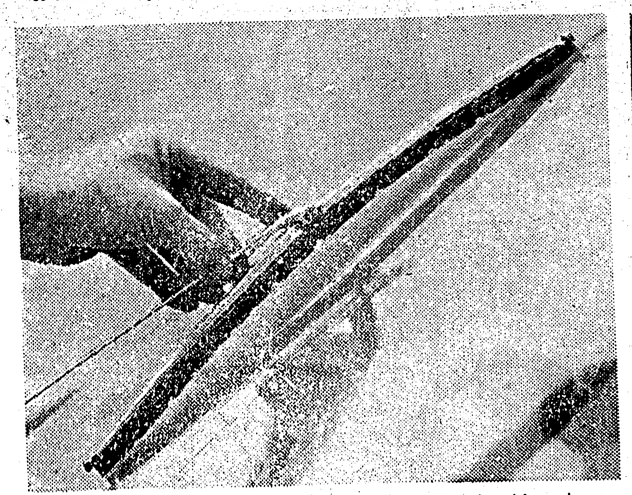
3. Check your cooling system hose for weak spots. Inspect all of the rubber hoses that interconnect your cooling system. If they are cracked or swollen, they could give way at any time and cause your engine to sizzle—even seize up. Less serious, but a potential cause of overheating, is a radiator clogged with bugs. Ask your Shell dealer to clear away external radiator clutter with air pressure.

4. Look for oil streaks on inner walls of tires. It may take a bit of back-bending, but it's well worth the effort to check the side of your tires you seldom see—*the side facing in.* If there's any sign of leaking fluid on tire walls, tell your Shell dealer. A leaking brake cylinder or rear axle oil seals could be at fault. Either can lead to extensive repairs if not corrected right away.

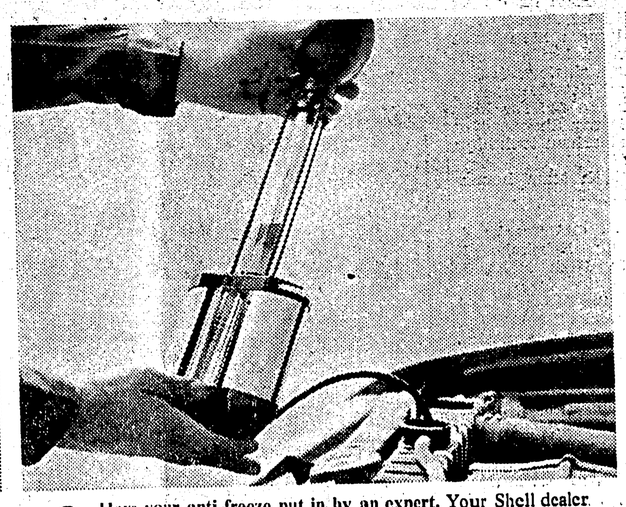
5. Obey the cardinal rule of car care. A professional lubrication job is still the best way to keep your car in good health. But it should be done on a regular basis—not "every so often." For safety's sake, Shellubricate every 1000 miles. If your car has an automatic transmission, your transmission fluid level should be checked regularly. Your Shell dealer can do this during Shellubrication.



6. Never "gun" your car to warm up your engine. It doesn't help a bit. Matter of fact, it can increase engine wear. Many drivers also think it's worthwhile to idle their cars on a cold morning. But, with today's modern engines, it isn't necessary. It just wastes gasoline. Far better to start your engine, wait a few seconds until it's running smoothly—then be on your way *at a moderate speed.*

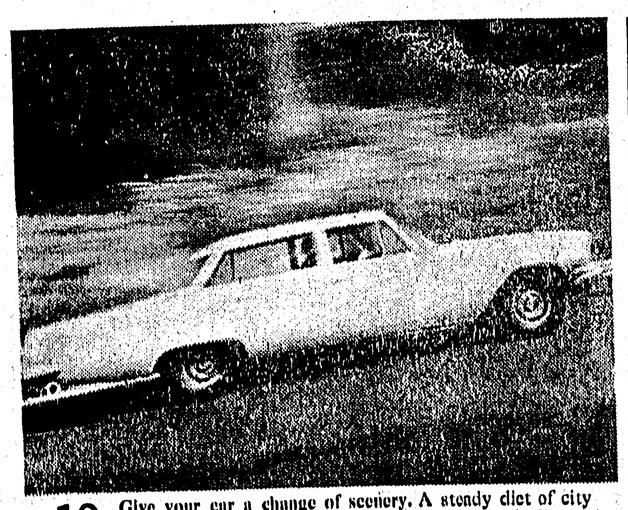


7. Check a terribly neglected little accessory. People seldom give their windshield wipers a second thought—*except* when it rains. But wipers wear out too. Instead of wiping your windshield, they can smear and scratch it. Wiper blades are easy to replace—but windshields aren't. Ask your Shell dealer to check your blades *and* wiper arms next time you see him.



8. Have your anti-freeze put in by an expert. Your Shell dealer will inspect your cooling system for possible leaks. Then he'll put in the right amount of Shellzone anti-freeze to protect your car to the temperature you specify. Note: He always checks his work with a hydrometer (see photo). *You get a written guarantee of all-winter protection—with free refills, if necessary.*

9. Don't let front wheels hit the curb. Banging front wheels against the curb is tough on wheel alignment—and tires too. So approach the curb carefully. This sounds like a small thing, but it can help prevent costly front end problems. (*Suggestion:* take a look at the tread on your front wheels now. If they show uneven wear, your front wheel alignment may need attention.)



10. Give your car a change of scenery. A steady diet of city driving adds to the combustion deposits inside your engine. This deposit build-up can lead to knocking and eventual trouble. But many deposits will fly out the exhaust when you hit the open road. So, take your car for a highway drive this weekend. It can be good exercise for it. And a pleasant afternoon for you.

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