

wronged by this budget, and it is the responsibility of Congress to right that wrong.

For many, many years, America's veterans have been good soldiers. They have done their duty and been conscientious, responsible citizens. Every time the Veteran's Affairs Committee was handed a reconciliation target, it met that target. Billions of veterans' dollars have been handed over in order to balance the budget and eliminate the deficit. Time and time again, America's veterans answered their nation's call. The country needed their support, and America's veterans gave all that they could give.

Well, the budget deficit has been eliminated. That battle has been won. I believe that this year, it is time for America's veterans to come first. We, as a nation, owe them that.

I listened closely to the testimony of the many veterans' service organizations as they have come to Washington to appear before the House and Senate Veterans' Affairs Committees over the past few weeks. I carefully studied the Independent Budget for Fiscal Year 2000, which I mentioned earlier. I hear a strong sense of urgency and frustration and even anger that I've never heard before. America's veterans are telling us that they have done more than their fair share—and now they expect us to be their advocates.

As I read the Independent Budget, I was struck by this powerful statement that I would like to share with you. The signers of the Independent Budget said, "As the Administration and Congress develop budgets and policies for the new millennium, we urge them to look up from their balance sheets and into the faces of the men and women who risked their lives to defend our country. We ask them to consider the human consequences of inadequate budgets and benefit denials for those who answered the call to military service."

I took this to heart! Because, as I said earlier, the Administration budget of \$43.6 billion is completely unacceptable, we Democrats on the Veterans' Affairs Committee developed a proposal, based on this Independent Budget, that would add \$3.19 billion to the Administration proposal.

We came to the meeting today, hoping for a full discussion of the chairman's proposal which added \$1.9 billion to the Administration's request, the Democratic alternative which added \$3.19 billion—and a vote on which one to send to the Budget Committee. For I believe that it is our duty, as members of the Veterans' Affairs Committee, to send to the Budget Committee the very best "views and estimates" on the VA budget that we can.

In a democratic society, it is our right to be able to express ourselves, to debate and discuss various alternatives, and to vote!

The chairman's recommendation could have gained more votes than the Democratic alternative proposal, but we will never know. Because a vote was not permitted. Not to allow a full discussion of the needs of veterans and the best way to meet those needs—this is simply outrageous. These are the needs of our veterans that we are talking about! Let us hope that the travesty that occurred this afternoon in the Veterans' Affairs Committee will not be repeated for a very long time.

As the Independent Budget asks of us, I ask my colleagues to remember the faces of the men and women who sacrificed so much as we develop a budget worthy of our nation's veterans.

TRIBUTE TO DR. MARLENE DAVIS

HON. SANDER M. LEVIN

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 11, 1999

Mr. LEVIN. Mr. Speaker, I rise today to honor Dr. Marlene Davis, Superintendent of the Southfield Public Schools.

Dr. Davis recently was named the 1999 Michigan School Superintendent of the Year. A native of Dearborn, Michigan, Dr. Davis has an extensive educational background. She holds a Bachelors of Arts in Art History, from Michigan State University; a Masters of Arts in Guidance and Counseling, from the University of Michigan; a Masters of Science and a Ph.D. in Education Administration, from Purdue University.

Before coming to the Southfield Public Schools in 1991, Dr. Davis was the Superintendent of Novator Unified Schools and Fillmore Unified Schools, in California from 1985 to 1991. She was also a proud member of the United States Peace Corps for three years, serving in Sierra Leone.

Dr. Davis was named Michigan's 1999 Superintendent of the Year because of her vision and leadership as exemplified by her initiation of the Southfield Public Schools strategic plan, designing the framework of the high school restructuring plan and the implementation of various diversity programs.

Although she has dedicated the last 20 years of her life to make education a priority for the leaders of tomorrow, Dr. Davis is deeply involved in the Southfield community as well. This includes serving on the Boards of the following: Southfield Chamber of Commerce, the Southfield Community Foundation, the Metro Detroit Bureau of School Studies, Gilda's Club and the Southfield Total Living Commission.

Mr. Speaker, I ask my colleagues to join me in congratulating Dr. Marlene Davis as the recipient of this most prestigious award and wishing her success as she continues to serve the educational community.

A TRIBUTE TO RICHARD KILEY

HON. BENJAMIN A. GILMAN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 11, 1999

Mr. GILMAN. Mr. Speaker, it is with deep regret that I report to our colleagues the passing this past weekend of one of the outstanding actors in American show business—an individual for whom respect was universal.

Richard Kiley was one of the most respected members of his craft because he brought sincerity and professionalism to everything he did. Richard Kiley was not only a gifted actor, but a great humanitarian, whose friendship spanned nearly a half century.

Richard was one of the few people in show business who had the reputation of lending class to every project he had undertaken. From originating the starring role in "Man of LaMancha" to providing the voice over of thirty years of "National Geographic" documentaries, and from his Emmy-winning role as star of "A Day In The Life" to his guest appearances on various other programs, and his

most recent film, "Patch Adams," Richard Kiley brought grace, dignity and intelligence to all of his many roles.

In recent years, we came to rely on Richard Kiley, not only for his advocacy of the National Endowment for the Arts and other programs to encourage artistic development, but also his concern for the environment of his home town of Warwick.

Richard Kiley is perhaps best known as the first actor to play the title role in "Man of LaMancha" for which he received the Tony Award for "the most distinguished performance by a musical star" as well as the Drama Critics Poll and the Drama League Award. He repeated the role in London Center, and on a record-breaking tour of the United States.

Born in Chicago, Richard began his career in radio as a soap opera juvenile in such vintage favorites as "The Guiding Light" and "Ma Perkins." After three-and-a-half years in the Navy, his first significant employment was to understudy Anthony Quinn in the touring company of "A Streetcar Named Desire" and later take over the role of Stanley. He was first seen on Broadway as Joey Percival in the successful revival of Shaw's "Misalliance," for which he received the Theater World Award.

Richard's first musical role was the Caliph in "Kismet" in which he introduced the classic, haunting song, "Stranger in Paradise," which was one of the biggest hit songs of the 1950's. For a time he was in the enviable position of alternating straight plays with musicals, following the Caliph and Major Cargill in the Theater Guild's "Time Limit." He co-starred with Gwen Verdon in "Redhead," for which he won his first Tony Award. The following season he was seen as Brig Andersen in "Advise and Consent," the dramatization of Allen Drury's Pulitzer Prize-winning novel, after which he co-starred with Diahann Carroll in Richard Rodgers' "No Strings."

Richard co-starred with Colleen Dewhurst in the Spoleto Festival production of O'Neill's "A Moon for the Misbegotten." He returned to Broadway as Caesar in "Her First Roman," followed by the "Incomparable Max," "Voices" with Julie Harris, "Absurd Person Singular," "The Heiress," and "Knickerbocker Holiday." He appeared at the Kennedy Center in "The Master Builder" and at the Edinburgh Festival in an American poetry reading with Princess Grace of Monaco. He played Tartuffe at Philadelphia's Drama Guild, Moliere in "Spite of Himself" at the Hartford Stage, and toured as Scrooge in a new musical version of "A Christmas Carol." He was last seen on Broadway in the revival of Arthur Miller's "All My Sons" for which he received a Tony nomination.

His television career began during the medium's "Golden Age" and continued until his death with regular guest appearances on many popular shows. He received both the Emmy and Golden Globe Awards for his performances in "The Thorn Birds," as the lead star in the series "A Day In The Life," and as Kathy Baker's father on the acclaimed series, "Picket Fences."

Richard Kiley's motion picture career began with his spellbinding, standout performance in the classic 1955 film, "The Blackboard Jungle." Other notable performances include his roles in "Eight Iron Men," "The Phoenix City Story," "The Little Prince," and "Looking for Mr. Goodbar," in which he appeared as Diane Keaton's father. Richard also appeared in

"Endless Love," and his last film, the box office and critical smash, "Patch Adams." Richard Kiley possessed one of the most melodious and thus frequently heard voices in show business. He narrated numerous television programs throughout the years, including thirty years of "National Geographic" specials, "Mysteries of the Bible," "Nova," and "The Planet Earth."

Unlike many successful show business personalities, Richard Kiley did not divorce himself from his community, but remained an activist who his neighbors in Warwick, NY, knew they could count upon for assistance with community concerns, most especially in protecting the local environment.

Richard devoted time and energy to a number of charitable concerns, and has never been known to turn his back on any worthy cause or individual in need of help.

Richard Kiley was truly a man for all seasons and all generations.

We extend our condolences to Richard's widow Pat, and to his six children: Kathleen, Erin, Dierdre, David, Michael, and Dorothy. Richard also leaves behind 12 grandchildren and one great-grandchild.

Richard Kiley was a person who could serve as a role model not only to aspiring actors and actresses, but to all young people who aspire to success in their professions and as good citizens. Richard Kiley is an individual whose shoes will be difficult to fill, and who will long be missed.

CHEAP CAR PARTS CAN COST YOU A BUNDLE

HON. EDOLPHUS TOWNS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 11, 1999

Mr. TOWNS. Mr. Speaker, I would like to bring to my colleagues' attention the attached article, "Cheap Car Parts Can Cost You a Bundle", from Consumer Reports which appeared in its February 1999 issue.

CHEAP CAR PARTS CAN COST YOU A BUNDLE

One January morning last year, Daniel Della Rova was passing another car at about 55 mph on Route 222 near Kutztown, Pa. Suddenly the hood of his 1988 Honda Accord flew up, fractured the windshield, and wrapped itself around the roof. Unable to see ahead, Della Rova gripped the wheel tightly and managed to steer to the side of the road. "Lucky," he says, "I didn't hit anything." But the insurance company declared the car a total loss.

According to Charlie Barone, a vehicle damage appraiser in Malverne, Pa., who has examined the car, the cause of the mishap was what collision repairers disparagingly call offshore "tin"—a cheap imitation hood made by a Taiwan manufacturer. It's one of many, mostly Asian-made imitations of automakers' OEM (original equipment manufacturer) parts.

Barone, an outspoken critic of imitation parts, says they're cheaper than OEM for a reason: "They're inferior to original manufacturer parts."

He adds that the previous owner of Della Rova's Honda, who had damaged the original hood in a minor accident, probably paid \$100 less for the imitation hood than the \$225 the Honda OEM part would have cost. But the real cost could have been catastrophic.

An auto-repair problem similar to Della Rova's may be parked in your driveway right

now. If your car was ever in an accident, the repair shop may have installed cheap imitation parts, perhaps without your even knowing it.

Crash parts are a big business. Each year, U.S. drivers have an estimated 35 million automobile accidents costing some \$9 billion in crash parts. The most frequently replaced parts are bumpers and fenders.

Not all imitation parts are bad. Various brand-name replacement batteries, filters, spark plugs, and shock absorbers can provide quality along with competitive pricing. Some body-part copies are OK, too, but others are junk.

Several consumer groups have supported imitation crash parts, and for good reason: These parts provide competition, forcing automakers to reduce prices. That's good for consumers—but only if quality doesn't suffer. Unfortunately, the quality of imitation crash parts can vary widely.

Many collision repairers complain that imitation parts generally don't have the same fit and quality as OEM parts. "Approximately 75 percent of the time, you have to make modifications or tweak the sheet metal to make aftermarket body parts fit," says Phillip Bradshaw, owner of Bradshaw Collision Centers in Madison, Tenn. "And even then, it's often impossible to get the alignment and fit right."

In an effort to assure the quality of imitation body parts, the insurance industry established the nonprofit Certified Automobile Parts Association in 1987. To date, CAPA's certification program covers a small percentage of imitation body parts.

Because of the controversy over the price and quality of collision-repair parts, we decided to conduct our own tests on fenders and bumpers to learn about their quality firsthand. All the non-OEM fenders that Consumer Reports tested were CAPA-certified. (CAPA doesn't certify bumpers.)

We also investigated the claims and counterclaims about the benefits of aftermarket parts. Our tests and investigation uncovered two key findings:

Most auto insurers endorse imitation parts because they can be 20 percent to 65 percent less expensive than OEM. But the companies we surveyed provided no evidence that those savings are being passed on to policyholders.

The imitation bumpers and fenders we tested were inferior to OEM parts. The bumpers fit badly and gave poor low-speed crash protection. Most of the fenders also fit worse than OEM fenders, and they rusted more quickly when scratched to bare metal.

THE PRICE VS. QUALITY DEBATE

Some insurers acknowledge there's a quality problem. That's why the In Insurance Exchange of the Automobile Club of Southern California uses only OEM metal body parts. "We have found significant problems in the quality and specifications of non-OEM sheet metal," says spokeswoman Carol Thorp.

Raleigh Floyd, an Allstate spokesman, says that his company uses OEM parts—and imitation parts "whose quality has been certified" by CAPA. But our tests of some CAPA-certified fenders indicate that the CAPA seal of approval is no guarantee of quality comparable with that of an OEM part. (The CAPA seal was affixed to the hood on Della Rova's Honda.)

Also, some consumers may not know what kind of parts they're getting. They may simply assume their car will be restored to its precrash condition.

Besides fenders and hoods, CAPA certifies other sheet-metal and plastic parts. In the crash parts market, CAPA parts account for 3 percent or less of the units sold. OEM parts account for 72 percent; salvage parts, 10 per-

cent. Non-CAPA imitation parts make up the remaining 15 percent. CAPA looms large in the industry because it's the only organization that sets quality standards for imitation replacement parts. Although its overall market share is small, CAPA is growing.

The debate over quality should heat up this summer as a \$10.4 billion class-action lawsuit, Snider vs. State Farm, goes to trial in Marion, Ill. The suit accuses State Farm of pressing shops and policyholders to use imitation parts that aren't equal in quality to OEM parts. That's "a breach of their promise to resote the vehicle to pre-loss condition," says Thomas Thrash, an attorney for the plaintiffs.

State Farm firmly denies this. "We believe these [non-OEM] parts are of the same quality as the manufacturer parts," says spokesman Dave Hurst.

Insurers haven't always looked kindly on non-OEM crash parts. In the early 1980s, State Farm's periodic repair reinspections revealed that many repair shops were charging for OEM parts but installing cheaper imitations and pocketing the difference.

"The shops were making a very long dollar," says Stan Rodman, director of the Automotive Body Parts Association, which represents manufacturers and distributors of imitation parts—and which was briefly the predecessor of CAPA. "They were getting a non-OEM fender for 90 bucks that the insurance company was paying them \$400 for."

By the mid-'80s, however, insurers began recommending imitation parts. Their repair estimates assured policyholders that the parts were as good as OEM parts.

The plaintiffs in the State Farm suit allege that the insurer knew better. In June and August 1986, for example, State Farm consultant Franklin Schoonover warned the company's research department that a sampling of imitation crash parts tested earlier that year by the Detroit Testing Laboratory represented a "major risk for consumer usage when compared to the GM OEM parts."

The lab found that some of the imitation parts weren't as strong, were more likely to have problems with cracking and peeling paint, and showed weight differences, indicating a wide variation in quality control.

In 1987, Ford sued Keystone Automotive Industries, the largest distributor of non-OEM body parts in the U.S., for using the phrase "like kind and quality" to compare its imitation parts with OEM parts. In 1992, a U.S. District Court ruling found that Keystone's claims were "false" and "made with the deliberate intention of misleading the public." In a \$1.8 million settlement, Keystone agreed to allow Ford to state in its advertising, "Crash parts from Keystone do not meet Ford OEM quality."

"We should not have made those statements," says Charles Hogarty, president and CEO of Keystone, which now uses the term "functionally equivalent" to describe its products. Hogarty says the description is "probably loose enough to mean whatever you want it to mean . . . it's not identical and there may be some minor, we'd say insignificant, differences."

THE CONSUMER CONNECTION

After it was established in 1987, CAPA compiled a manual that spells out quality controls, test procedures, and other steps required for manufacturers to get its seal.

In 1988, CAPA added consumer advocate Clarence M. Ditlow to its nine-member board. Ditlow is executive director of the Center for Auto Safety, a nonprofit watchdog group founded in 1970. (He is also on the board of directors of Consumers Union, Publisher of Consumer Reports. The center received funding from CU during its early years.)