

Beadle Bridge Walk



SUBMITTED PHOTO

Beadle Elementary families gathered for the annual Beadle Bridge Walk on October 1. Over 200 staff, students and families attended the family night and walked the bridge together.

American Life in Poetry

Left Behind

BY TED KOOSER
U.S. Poet Laureate

Here is a poem by David Ray, of Arizona, that gets to the subject of how a person moves ahead following the death of a loved one. For a time, the simplest activity can feel both strange and new. His most recent book of poetry is *When*, from Howling Dog Press, 2007.

WIDOWER

She took such good care of him
that he seldom lifted a finger.
So only now does he stand

by the sink and peel
his first potato, with the paring knife
she left as legacy. The potato,

he notes, fits the human hand,
was made to do so, one
of the miracles. She knew all along.

*We do not accept unsolicited submissions. American Life in Poetry is made possible by The Poetry Foundation (www.poetryfoundation.org), publisher of Poetry magazine. It is also supported by the Department of English at the University of Nebraska-Lincoln. Poem copyright ©2014 by Glenna Luschei, "Comings and Goings," from *The Sky Is Shooting Blue Arrows*, (Univ. of New Mexico Press, 2014). Poem reprinted by permission of Glenna Luschei and the publisher. Introduction copyright © 2015 by The Poetry Foundation. The introduction's author, Ted Kooser, served as United States Poet Laureate Consultant in Poetry to the Library of Congress from 2004-2006.*

Hy-Vee Earns Two EPA GreenChill Achievement Awards

WEST DES MOINES, Iowa — The U.S. Environmental Protection Agency (EPA) recently announced that Hy-Vee, Inc. has been awarded two GreenChill program awards for its stores' efforts to reduce refrigerant emissions and decrease their impact on the ozone layer and climate change. Hy-Vee is being recognized with the achievement awards for its outstanding progress in this sustainability area over the past year.

"Hy-Vee's commitment to lowering its refrigerant emissions across its stores proves the company is serious about its role in protecting the ozone layer and climate," said Tom Land, manager of EPA's GreenChill Partnership. "Hy-Vee's success achieving annual goals to reduce refrigerant emissions shows an understanding that sustainability is the business model of the future."

Hy-Vee has been awarded the 2014 Superior Goal Achievement award, which goes to each

partner that achieves its annual GreenChill refrigerant emissions reduction goal. Additionally, Hy-Vee has received the Exceptional Goal Achievement award, which is more difficult to earn. This award recognizes those who go above and beyond their emissions reduction goal.

"Hy-Vee believes a healthy environment and healthy communities go hand in hand. That's why our sustainability mission is to promote the well-being of our customers, employees, communities and the global environment," said Pat Hensley, Hy-Vee's senior vice president of government/industry relations who oversees the company's sustainability efforts. "Hy-Vee will continue to voluntarily and proactively commit to making sustainable choices."

GreenChill is an EPA partnership with food retailers that helps them transition to environmentally friendly refrigerants; reduce the amount of refrigerant used by stores and eliminate leaks; and to adopt green refrigeration technologies and environmental best practices.

Car Talk

Hybrid Versus Standard Engine

BY RAY MAGLIOZZI
King Features Syndicate, Inc.

Dear Car Talk:
I own a 2006 Highlander Hybrid, and I think it is the best vehicle I have ever owned in my 64 years. I trade vehicles every 10 years, and I want to buy a new Toyota Highlander in 2016. Should I get the hybrid, or the standard gasoline engine? I know there are social advantages to the green Highlander, but I don't think the extra cost justifies the gas savings these days. Are there other automotive benefits to the hybrid engine — better acceleration, etc.? What is your present opinion of the state of the art of the hybrid engine today, and the pros and cons? Thanks!

—Ken

Well, you're right, Ken: There are social advantages to hybrids. Especially if you're looking to attract dates who care about the environment. There are environmental advantages to hybrids, too, and some people buy them purely for that reason.

And there are mechanical advantages. For instance, in all the years we've now been servicing Toyota Priuses, we've probably done two brake jobs. Because hybrids use regenerative braking to recapture the vehicle's motion, the traditional brakes get used very lightly. In a standard Highlander, you'd probably replace the brakes once, or maybe twice, in 100,000 miles.

Exhaust systems on hybrids last a lot longer, too, because when you're running under battery power, you're not creating exhaust. And, more importantly, you're not creating exhaust in stop-and-go



Ray
MAGLIOZZI

the free ride.

So those are the benefits. The primary downside is the hybrid battery system. While Toyota says it expects the battery to last the life of the car, there's no guarantee that you won't need one at some point. Just like a transmission is supposed to last the life of a car, not all of them do. That's how Aamco has stayed in business all these years.

The hybrid battery is warranted for eight years and 80,000 miles (10 years and 150,000 miles in California). But if you go past the warranty period and need a battery, you could be looking at close to \$5,000 in a Highlander. Maybe they'll get cheaper in the years between now and when you need one, but who knows?

And if you drive 20,000 miles a year for 10 years, and put 200,000 miles on a car before you trade it in, you could conceivably need a battery toward the end. If you're truly unlucky, you also could need an inverter someday, which is even more expensive. But that's more rare.

So with all that in mind, now let's do the math on the fuel savings. Let's say the

driving, where the greatest amount of rust-inducing moisture is produced.

While you'd expect any Highlander's engine to last at least the 10 years, hybrid engines typically last longer, because they're used less of the time. When you're doing stop-and-go driving, the engine is just sitting there, enjoying

difference in cost between the standard Highlander and the Highlander Hybrid is about \$5,000. And let's say you drive 20,000 miles a year for 10 years. The EPA says the regular all-wheel-drive Highlander gets an average of 20 mpg, and the hybrid gets 28 overall.

So, if we assume a gasoline price of \$3.50 a gallon for the next 10 years, the Highlander would cost you \$35,000 in gas. The hybrid would cost you \$25,000. So you'd save enough to cover the cost of the hybrid power train, and a battery if you need one. And you'd get more miles. You'd also get an additional 100 miles in range on each tank before having to stop for gas, if that makes a difference.

So, it's up to you, Ken. A lot of people don't drive enough, or keep a car long enough to recoup the money spent on a hybrid.

You can plug in your own annual mileage and your guess about gas prices, and see what the math says. But it looks like the hybrid might make good sense for you.

Auto repairs can be costly! Save money by ordering Click and Clack's pamphlet "Ten Ways You May Be Ruining Your Car Without Even Knowing It!" Send \$4.75 (check or money order) to Car Talk/Ruin, 628 Virginia Drive, Orlando, FL 32803.

Got a question about cars? Write to Car Talk in care of this newspaper, or email by visiting the Car Talk website at www.cartalk.com.

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AND DOUG BERMAN

Unique 'Night At The Museum' Concert Celebrates SCSO 100th Anniversary

VERMILLION — For understandable reasons, the National Music Museum in Vermillion very rarely permits its priceless Stradivari instruments to leave the museum and be played.

"So, to have the chance to hear a Strad — and in live performance — is not only a great privilege but a once-in-a-lifetime concertgoer experience," says Ryan Haskins, Sioux City Symphony Orchestra director and conductor.

On a historic evening this October, on the Orpheum Theater stage in Sioux City, the National Music Museum's 1730 Antonio Stradivari cello will come alive once again. The Sioux City Symphony Orchestra (SCSO) in collaboration with the National Music Museum (NMM) will present "Night at the Museum." This spectacular production will feature not only the NMM's Stradivari cello (played by Kenneth Olsen, of the Chicago Symphony Orchestra), but a historic 1780 Calisto harpsichord, an 18th-century keyed trumpet, a special 1937 Martin alto saxophone, and a stunning Indonesian gamelan.

The Saturday, Oct. 17, event will take place at 7:30 p.m. People are urged to reserve tickets now. "This is not a concert we will be able to repeat," says Haskins.

The *New York Times* recently called the National Music Museum "one of the largest and most important collections of historical instruments in the world," whose "galleries teem with masterpieces." Haskins says, "It will be a great privilege, and indeed thrill, for the Sioux City Symphony Or-



chestra to perform with these masterpiece instruments." At least two of the instruments are being incorporated into a public performance for the first time in more than a century. The harpsichord has never previously been played with a modern symphony orchestra. "It will also be a historic night for the classical music world as a whole," says Haskins.

The Sioux City Symphony Orchestra is celebrating its 100th year. "Night at the Museum" will showcase the vitality of classical music and instruments.

The NMM's rare Stradivari "Fruh" cello was originally a bass viola da gamba, made in Cremona, Italy, around 1730. It left the Stradivari workshop with five or six strings and frets but was converted into a cello in the mid-19th century to suit changing musical tastes. Formerly owned and played by cellist Karl Fruh, the cello resides alongside other National Music Museum crown jewels — an Antonio Stradivari violin, mandolin and guitar — in the Museum's renowned Rawlins Gallery.

"Some of the most common questions we get at the museum are 'What does a Stradivari sound like? Or 'Do you ever let anyone play them?' Here are some answers," says National Music Museum director Cleveland Johnson.

Among the other instruments gracing the Orpheum stage for "Night at the Museum" will be the NMM's Calisto harpsichord. One of only a half dozen Portuguese harpsichords to survive, it was made about 1780 and is the only known example of maker José Calisto's masterful craftsmanship. The Calisto will be played by award-winning American harpsichordist Byron Schenkman.

A keyed trumpet will also be making a special appearances at the event. Structurally different from the valved trumpet used by modern orchestras, it is rarely heard in performance in part because so few pieces have been written for it. "The keyed trumpet also requires an exceptional musician — a true specialist," says Haskins. "Only a handful of musicians throughout the world can play it, and well." The instrument will be played by celebrated Baroque trumpeter Barry Bauguess.

The featured Martin alto saxophone, one of the treasures in the National Music Museum's saxophone collection, was owned by renowned

American classical saxophonist Cecil Leeson, who debuted the Glazunov Concerto to the United States on it in 1938. Zachary Shemon, of the acclaimed PRISM Quartet, will play the Martin.

The massive Kyai Rengga Manis Everist Gamelan, which also will be displayed in the Orpheum, is America's largest Javanese percussion orchestra and consists of more than 50 instruments. The gamelan was acquired by the National Music Museum in 1999 as the result of a generous gift from the late Margaret Ann Everist of Sioux City. Minneapolis-based professional group Sumunar (Joko Sutrisno, Director) will play the NMM gamelan.

Among the classical pieces to be performed at "Night at the Museum" are Handel's Music for the Royal Fireworks; J.S. Bach's Concerto for Harpsichord in F minor BWV1056; Haydn's Trumpet Concerto; and the previously mentioned Glazunov Saxophone Concerto.

Other National Music Museum treasures will be displayed throughout the Orpheum venue during this enchanting "Night at the Museum" experience.

For further information and tickets, go to siouxcity-symphony.org

70th Anniversary Celebration



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Yankton Medical Clinic, P.C. is pleased to announce the association of

April K. Willman

MD, FAAP, Board Certified Pediatrician

Dr. Willman completed her residency in pediatrics at the University of Missouri in Columbia and received her medical degree from the Sanford School of Medicine at the University of South Dakota. She completed her undergraduate work at Augustana College in Sioux Falls. Dr. Willman joined Yankton Medical Clinic, P.C. September 22, 2015. She specializes in pediatric care for newborns and children up to 18 years and has expertise in caring for premature babies, providing support for parents and children to develop healthy lifestyles, and cares for acute and chronic illnesses in children. Part of her practice is the evaluation and care for physical and emotional development, including ADHD.

She is a Fellow of the American Academy of Pediatrics.

Dr. Willman and her husband, Dave, are the parents of two children and reside in Yankton.

Dr. Willman began seeing patients at the Yankton Medical Clinic, P.C. September 22, 2015.



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