

(BP)**-- BAPTIST PRESS**

News Service of the Southern Baptist Convention

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**Sovi ts Imprison, Torture
 Ukrainian Baptists; Vins**

CHICAGO (BP)--The Soviet Union has imprisoned as many as 1,000 Ukrainian Baptists in the past 20 years, according to Baptist pastor Georgi Vins, who said he knew of 10 who were tortured to death.

Vins, himself a Ukrainian who served three prison terms, and who came to the United States in April as part of a prisoner exchange with the Soviet Union, recently addressed overflow congregations at Romanian and Ukrainian Baptist churches in Chicago.

He told them that in the Ukraine alone some 60,000 Baptists refuse to register their churches with the government. Vins was the secretary of "reformed Baptists" who broke away from the All-Union Council of Evangelical Christians-Baptists that cooperates with the government. He claims 49 percent of the members of registered churches sympathize with the dissident Baptists.

"The atheists have great authority in Russia," Vins said. "But they don't have the power of Christians. The Holy Spirit is at work there, and without his power, I wouldn't be here. The Russian people, as a whole, are sick and tired of atheism, and while many of the youth join organizations in which they swear allegiance to the state, in their hearts they believe in God."

Vins said the words of Jeremiah 29:11--"For I know the thoughts that I think toward you, saith the Lord,..." --meant the most to him during his imprisonment.

"Although I didn't know the future, I knew that God did, and that he would prevail," Vins said. "This is what I told my captors when they would taunt me by asking if there is a God, why had he deserted me; why wouldn't he release me?"

Asked about his future plans, Vins said he wants to tell the world of the suffering of the Christian believers in Russia. "Someone told me that Russian agents might follow me here, and try to discredit my work, or even have me assassinated," he explained. "But here in your country I have liberty to preach Christ and I am ready to die for him in peace, if necessary."

Vins, 52, who is still waiting for his family to join him in the U. S., will address the final session of the Southern Baptist Convention in Houston, June 14.

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**Fallis Interim Director
 Of European Baptist Press**
**Baptist Press
 5/31/79**

RUSCHLIKON, Switzerland (BP)--William J. Fallis of Nashville, Tenn., has been named director of the European Baptist Press Service for a 12-month interim period beginning August 1.

Fallis recently retired as chief editor of general religious books in the Broadman products department of the Southern Baptist Sunday School Board, where he had served since 1944.

The European Baptist Press Service, established in 1961, has offices on the campus of the Baptist Theological Seminary in Ruschlikon, Switzerland. It is the news agency of the European Baptist Federation, a regional branch of the Baptist World Alliance, whose 25 national

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member unions in Europe have a baptized church membership of about 1.25 million persons.

Fallis and his wife will come to Ruschlikon as volunteers in a program sponsored by the Southern Baptist Foreign Mission Board. Another volunteer, Wilma Williams of Austin, Texas, will serve concurrently in the same program as EBPS office secretary.

The secretary-treasurer of the European Baptist Federation, Gerhard Claas, said, "We express thanks on behalf of Baptists in Europe that Dr. Fallis is accepting this assignment, and we are grateful that Swiss immigration authorities are permitting him to reside in their country for this year."

The federation has granted a year's leave-of-absence to John M. Wilkes, director of the service since 1973. During his regular furlough, Wilkes, a Southern Baptist missionary from Oklahoma, will lead a student vocational seminar and teach missions at Oklahoma Baptist University, Shawnee.

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Ministers' Wives Share
Special Problems, Joys

By Jerilynn Wood

NASHVILLE, Tenn. (BP)--A group of ministers' wives recently aired frustrations and shared celebrations during a seminar at the Southern Baptist Sunday School Board's church program training center.

The seminar, sponsored by the board's church administration department, is the first the board has held specifically for ministers' wives.

"The seminar helped me to continue seeking my own identity beyond the parameters of a minister's wife," said Donnelle Smith, First Baptist Church South Miami, Miami, Fla. "I love being a minister's wife and being a part of a warm, vibrant fellowship. The joys far outweigh the frustrations."

"When my husband got out of the pastorate I threw my hands into the air and yelled 'whee.' I thought I would never have to experience those conflicts again," said R becca Prince, Britt David Baptist Church, Columbus, Ga. "Now both my husband and I have realized that his talents and gifts should be used in a Christian vocation and conflicts are not restricted to the Christian world." She said her husband had recently returned to the ministry.

"Actually coming to grips with the idea of being a pastor's wife was a major hurdle for me," said Eunice Warren, wife of a British intern serving at First Baptist Church, Dallas, Texas. "Fortunately, many of the stereotypes about ministers' wives are breaking down and congregations are allowing wives to be themselves and use their own talents."

"I think that a problem I have is not giving myself any freedom or leeway but constantly trying to live up to my own ideal standards," said Dorothy Williams, Nicoma Park Baptist Church, Oklahoma City, Okla. "Recently I have started loosening my restrictions and enjoying myself. For example, I now feel comfortable being seen in slacks or jeans which was forbidden a few years ago."

"A minister's wife worries or becomes frustrated with her husband, her children and even the congregation, but all in all I count it a privilege to be involved in touching and reaching people through the ministry of the church," Mrs. Williams said.

"We are beginning to offer seminars for staff wives because of their desire to engage in dialogue about issues which affect their personal growth and relationships," said Ernest Mosley, supervisor of the pastoral section of the church administration department.

"Also many times the church administration department offers a seminar for pastors or ministers of education and the wives want to come but get bored sitting in their husbands' conferences. A seminar for ministers' wives allows them to be with their spouse in addition to gaining pertinent information for their needs and situations," Mosl y said.

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The seminar dealt with several issues pertaining to needs of a minister's wife such as "Parenting in the Parsonage," "Matching My Gifts with My Church's Ministry," "When Your Husband Announces His Retirement" and "When Your Husband Changes Roles in the Ministry."

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Arkansas Layman Convinced Alcohol
Can Solve Nation's Energy Problem

By Joe Westbury

FORT SMITH, Ark. (BP)--The United States could be on its way to complete energy independence within three years if the government would accept alcohol as the automotive fuel of the future, asserts a Southern Baptist deacon.

A 49-year-old bridge builder-inventor, Stanley Barber believes he has a workable solution to the nation's energy problem that will stimulate the economy, help the country's balance of payments problem, and provide new employment at the expense of the OPEC oil cartel.

A deacon at Immanuel Baptist Church in Fort Smith, Ark., Barber has been experimenting with alcohol since the 1973 fuel shortage boosted the price of his diesel fuel from 12 to 48 cents a gallon. At that time he was using nearly 8,000 gallons daily on highway construction.

"I grew tired of seeing the United States government wring its hands like nervous Nellies trying to solve our fuel problem so I thought I'd try some experiments on my own," Barber says. "Methanol (pure alcohol) emerged as the most workable solution."

Since then his experiments have culminated in the invention of a dual fuel system which allows his cars to burn gasoline or alcohol from separate fuel tanks. A switch on the instrument panel instantly changes fuel lines to channel the desired fuel to the engine. The methanol fuel system bypasses the carburetor and contains a long aluminum cooling pipe to help the fuel evaporate for easier burning.

"If this nation could reduce its gas consumption by fifty percent we could drive the OPEC prices down to where they were before the embargo," he says. Additional alcohol could be produced from organic wastes of which large cities must rid themselves.

Despite claims that methanol is extremely corrosive and delivers only half the mileage, Barber has proven, with his 1974 Pontiac and 1975 Dodge Colt, that the allegations have no foundation.

The Pontiac was converted to methanol use at 80,000 miles and has since been driven an additional 100,000 miles. At 118,000 miles the automobile's 453-cubic-inch V-8 engine was dismantled for inspection which revealed the valves, pistons, block, heads and crankshaft were in perfect condition. Since the inspection, the spark plugs were changed only once, at 168,000 miles, after 50,000 miles of wear.

"Not only are we not experiencing corrosion problems as predicted, but we're receiving astonishingly longer engine life with far cleaner emissions. Alcohol burns cooler than gasoline and actually cleans the spark plugs and engine parts. It's safer from the standpoint of explosion, and the oil doesn't have to be changed near as often because it isn't soiled by gasoline hydrocarbons," Barber claims.

"We're getting 11 miles to the gallon with alcohol where the most we ever received with gasoline was 12 miles per gallon. On the four-cylinder Colt we receive 25 miles per gallon and we have not experienced any power loss on either vehicle."

Though he has repeatedly been told alcohol would cost far more than gasoline to produce, he pays only 42 cents a gallon for it in Fort Smith by purchasing it in quantity lots. "We have the technology that will enable us to market methanol much cheaper than our large oil companies can market gasoline," he said.

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Barber contends that price is not the reason for America to consider methanol as an alternative to gasoline. The real issue, he stresses, is that it "can be produced in our own nation for the benefit of our own economy. In 1978 alone we exported \$45 billion for the purchase of foreign oil--money irretrievably lost to our economy. This dollar hemorrhage resulted in a tighter money supply in the United States, thus triggering higher interest rates around the nation."

Barber says America's energy future is hopeless under the current leading of the Department of Energy.

"We are being meted out a series of punishments from Washington that offer no solution but to conserve and ration gasoline until it's gone, but we are being given no fuel to consider as its replacement," he says. "We are being punished with a lower speed limit, punished with cool thermostat settings in the winter and warm settings in the summer, and punished with high gasoline prices as an incentive to conserve. We are being asked to change our lifestyle to one of bare existence but we can only ration this commodity so long--we need to locate an alternative energy source now and put it into production immediately."

Government officials have not been overly enthusiastic about his work and he has received no assistance from the Department of Energy or major auto manufacturers. However, he has just received his first international patents and Arkansas Senator Dale Bumpers has introduced a bill in the Senate to allow a tax credit of \$500 for Americans who convert their cars to the dual fuel system.

Barber envisions mass production of automobiles which could burn either fuel and service stations offering both gasoline and alcohol to their customers. Prices would be competitive once again since methanol production plants would not be owned by oil companies and each would be competing for their share of the fuel market.

"It would be impossible to switch completely from petroleum to alcohol or any other fuel overnight," he continues. "Two fuels--gasoline and an alternate substance that will work effectively in internal-combustion engines that we have by the tens of millions--would be far more desirable than a single fuel. Such a venture would put thousands of people to work, substantially reduce American dependence on foreign oil and lower or eliminate our international trade deficit.

"If undertaken seriously by Detroit, we could produce an assembly-line automobile in three years that uses my dual concept of operating from either commodity. Simultaneously during this three-year period we could equip the nation with a network of methanol production plants under a wide diversity of ownership and have the mass-produced and distributed fuel ready when the cars roll off the assembly line."

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Westbury is public relations director at Union University.
