

Autologue

New Yorker Adds to Pleasure Of Trip to Carmel-Monterey

By JACK O. BALDWIN
(Based on notes supplied by Mrs. Baldwin)

In our opinion any trip to beautiful old Monterey and to picturesque Carmel is a thrill, out when you can make the trip in a brand new Chrysler New Yorker the more than 180-horsepower New Yorker furnished us by Dick Barton of Barton's Chrysler-Plymouth agency on Torrance Blvd.

Monterey and Carmel are a mite crowded this time of year and anyone planning to make the trip should make reservations as most of the motels are reserved in advance.

We arrived in Carmel about dinner time and had a real opportunity to try the Chrysler's power steering as we parked in front of the Hearststone. It was no trouble to wheel the big New Yorker in between two parked cars—the hydraulic boosters on the steering gear did all the work.

After enjoying a Martini while sitting around the fire that burns in the window and chatting about the large collection of bottles that line the wall we left, nosing our smooth-riding

New Yorker toward Monterey and fisherman's wharf. At Ceritos on the wharf we took a table by the window overlooking the bay with its hundreds of small craft anchored among the shimmers of colored lights that came dancing across the waters. We each had an abalone steak that was big enough for two people.

We stayed the night at the famous Munras House—an old Spanish home that houses the first fireplace built in California. The dining area is in the courtyard, which is surrounded by adobe walls three feet thick. The courtyard has since been roofed and is one of the most charming dining rooms in Monterey. The feeling of early California is so strong you can almost taste it.

Next morning we twisted the key in the ignition of our New Yorker. As the big V-8 engine fired up, we dropped the shift lever into automatic and were off on the 17-mile drive along the bay—certainly one of the most beautiful 17 miles we had ever driven.

We took the turns with ease, guiding the big Chrysler with a fingertip. We saw the famous windswept pines of Monterey, the seal-covered "Seal Rock," and beaches still dotted with bits of wreckage of at least two ships that went aground on the offshore rocks. The road is lined

by some of the most beautiful homes we have ever seen.

The end of the 17-mile drive put us back into Monterey. There we saw a sign:

"Tourists, Follow Red Line for Tour of Historic Landmarks." We took the tour and saw some of California's earliest buildings. The old customs house, the museum, and a score of other hundred-year-old adobe buildings.

We decided to take the inland route (Highway 99) back to Torrance since we went up Highway 101 through Santa Barbara (all motels full) San Luis Obispo and past the restored San Miguel Mission.

We clipped along the highway out of Salinas to San Lucas, turning off on Highway 198 to Coalinga where it was 105 degrees at 11:30 in the morning. Rolling out of Coalinga on Highway 33 we clipped along in the straight open stretches—putting the miles behind us at the rate of 85 miles per hour. Those 180-horsepower gave the New Yorker as much pick up at 80 as it did at 35 miles per hour. We let down the massive arm rest in the front seat. I sat behind the wheel, one elbow resting on the door arm rest and the other propped on the seat arm rest which could easily serve as a jump seat for a youngster. With the wheel responding to the slightest fingertip pressure it was like touring the country in

a train. There's where that Chrysler power steering really pays off in pleasure. Because of the hydraulic arrangement which allows the driver to turn the wheels with very little effort, road shocks are reduced to a minimum. Although the wheels may drop into a rut or hit a washboard section of roadway, the driver feels very little jarring of the steering wheel. It relieves much of the tension that quickly tires a driver on a long ride.

We left Blackwell's Corner on Highway 466, putting the big Chrysler through its chain of four forward speeds. Thirty-six miles and 25 minutes later we were on Highway 99 just 21 miles above Bakersfield.

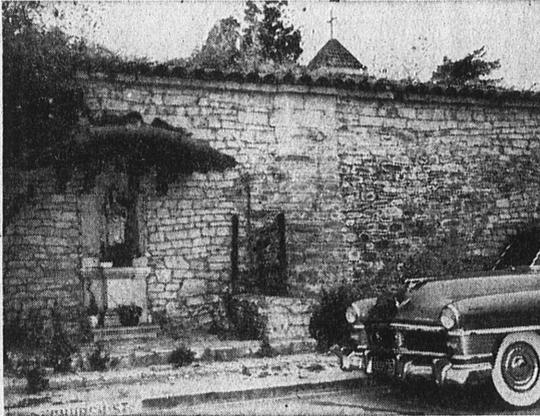
The Ridge Route out of Bakersfield, once an all-day fatiguing ordeal, was reduced to a simple drive with the aid of the New Yorker's 180 horses and power steering. The powerful V-8 engine leveled hills and seemed to tip even the flat stretches to a downhill grade. From Bakersfield to Castate took us just an even hour.

For a thrilling, thoroughly enjoyable trip we can recommend a jaunt to Carmel and Monterey—in a 1952 Chrysler New Yorker.

The most difficult part of the trip was returning to Dick Barton his four-wheeled highway luxury liner.



BEAUTY AND THE BEACH . . . Beautiful is the beach along the famous 17-mile drive between picturesque Carmel and Monterey. Beautiful, too, is this New Yorker from the showroom floor of Barton's Chrysler-Plymouth agency in Torrance.



HIGHWAY SHRINE . . . Typical of Monterey is this flower-decorated shrine built into the adobe wall surrounding one of California's earliest churches. The shrine was one of several historic sites to be seen while following a red line painted on the streets of Monterey as an aid to tourists.



OLD AND THE NEW . . . Three miles off Highway 101 near Soledad are the crumbling ruins of the Soledad Mission which makes a striking backdrop for the modern styling of a Chrysler New Yorker in which the side trip to the ruins was made. Bits of broken Indian pottery litter the ground in and around the mission. Other archaeological finds undoubtedly lie beneath the "melting" adobe walls.

Queen, Bands To Take Trip

Both the Junior and Senior bands of the Torrance Area Youth Bands will travel to Santa Barbara on Thursday, Aug. 7, to participate in the colorful "Old Spanish Days" fiesta.

The 100 members of both bands will leave the Civic Auditorium at 7 a.m., returning at about 10 p.m. They will travel in two Deluxe Tanner Motor Coaches.

Miss Shirley White, "Miss Torrance of 1952," will accompany the youth groups and act as "Official Hostess" for the City of Torrance in the pageant.

36 MONTHS TO PAY!

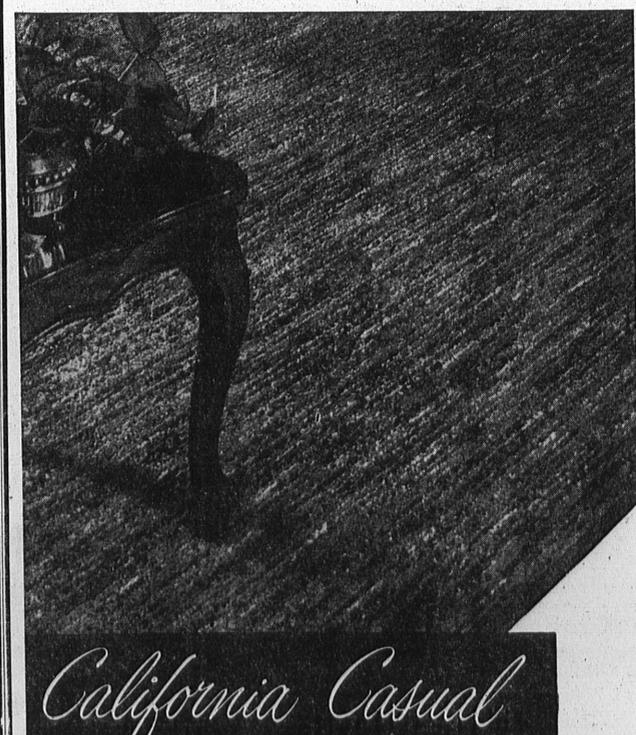
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MAN PULLS WOMAN'S HAIR OUT

Mrs. A. A. Grasson of this city asserted today that Sam Van Wagner deliberately pulled her hair out. She says she didn't even feel it, mostly because the hair wasn't hers. It belonged to her chair, and is that substance one may find in well upholstered pieces. After pulling said hair out, Sam Van Wagner of Van's Mattress & Upholstery Co., re-upholstered the chair and, per usual his meticulous, thorough work gained another happily satisfied customer. Mr. Van Wagner has been quoted as saying: "Hair today (may be) gone tomorrow—then you'll need mohair." Remember our phone, please—Tor. 1194, It's an ad.

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Rites Conducted For Resident Here 34 Years

Services were conducted Saturday morning for Mrs. Lola Mae Tomkins, 80 of 1811 Grammercy Ave., who died July 23. She has been a resident of Torrance for more than 34 years. Officiating at the rites at

Stone and Myers Mortuary were the Order of Eastern Star of Torrance and Rev. John Taylor of the First Methodist Church. She was a past matron of Torrance Chapter, OES. The deceased was also a member of the Woman's Benefit Association.

Interment was in Roosevelt Memorial Park. Surviving is a daughter, Mrs. Sarabel R. Richhart of 1811 Grammercy Ave.; a son, Raymond Tomkins of Palm Springs; and four sisters, one brother, four grandsons and six great-grandchildren.

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