

CRASH IN MINIATURE startles these youngsters as they pile up around a curve at Little Indy race track for "miniature" drivers. Races at the track, located at 190th and Normandie, are held every weekend. Break-

ing track records Saturday night were Eddie Losinski, who set a 7:51 in "A" class, and Randy Brogden, who set a record in "B" class.



WHEELBARROW RIDE surprises this young racer at Little Indy during recent races. Young drivers race every weekend at the track, located at 190th and Normandie. At Saturday's races, Eddie Losinski won the

"A" class trophy dash and took the main event ahead of David Peppin, second. "B" class trophy dash went to Hank Hamilton and the main went to Brother Brogden.

'Big Name' Entry Slated At Raceway

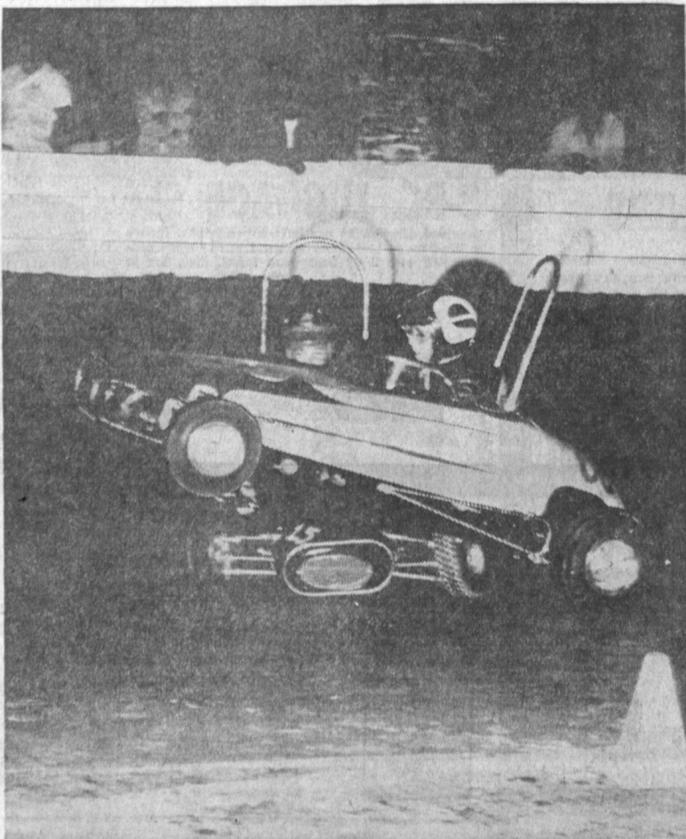
Dan Gurney, one of the southland's top products of international automobile racing and ace of the German Porsche team, today became the latest "big name" entry for the \$20,000-added Grand Prix for Sports Cars Oct. 14 at Riverside Raceway.

He will drive in the fifth annual 200-mile charity classic, not as a European Grand Prix factory representative, but as the long-time driver for his old friend, contract Frank Arciero of Montebello. Gurney will handle Arciero's rapid Lotus 19 Monte-Carlo.

The Gurney-Arciero team has been a fantastically successful combination.

Gurney and the Lotus hold the sports car Riverside record of 2:00.93 for the former 3.275-mile Grand Prix course. With its added improvements, the car should be just as successful over the challenging 2.8-mile course adopted for the forthcoming international event.

Gurney, then a young Riverside amateur sports car enthusiast, started with Arciero in 1957 and wheeled an old 4.9 Ferrari over the newly built raceway to a second behind LeMans winner Carroll Shelby.



"OUT OF MY WAY," says a young Little Indy racer, as he discovers if you can't go around, the only alternative

is to go over. The youthful drivers race at the track, located at 190th and Normandie, every weekend.

Youngsters Break Track Records at Little Indy

Track records at Little Indy, 190th St. and Normandie, were broken in both classes Saturday evening. In the "A" class, Eddie Losinski set a 7:51 while Randy Brogden broke the "B" class record.

Eddie Losinski won the "A" class trophy dash and also came in first in the main event with David Peppin second. The semi-main event went to Doug Cook and Cortney Welch.

James Holmes took the junior main with Christine Succa second. The junior

semi-main went to Eddie Estey and Mike Pawsey.

Heat winners were Eddie Losinski, Ronnie Nelson, Roger Girdner, John Clasen and Jerry Delesco.

"B" class trophy dash went to Hank Hamilton, while the main was taken by Brother Brogden with Randy Brogden second. The semi-main went to Gussie Reed, Pat Fee and Larry Patton.

Albert Crain took the junior main with David Esey second. The junior semi-main went to Mike Hampton and Rippy Curry.

Heat winners were Brother Brogden, Carmen La-

the trophy dash. The main event went to Rick Goode, Crain and Rippy Curry.

Dick Crook and Steve Porzio. John Cooper took the semi-main with Diane Welch second.

WHAT'S DOING

R. S. Pyle, your Telephone Manager in Torrance

New Record, Test Runs Scheduled at Salt Flats

High-flying Mickey Thompson will invade the Utah salt flats this week for a series of record and test runs on the Bonneville 10-mile circle.

Driving the Indianapolis "Harvey Aluminum Special" racer, Thompson is aiming at the International Class C records made by J. B. Baillie in a Jaguar at Monza in 1957.

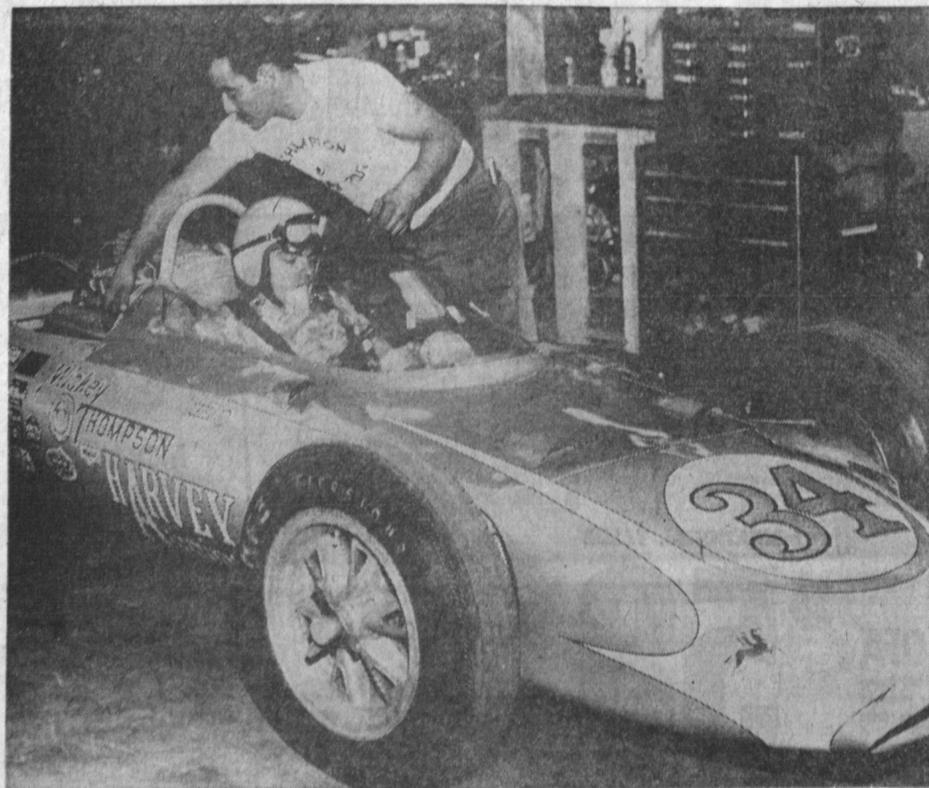
The Indy roadster will be powered by a new Chevrolet Corvette engine de-stroked down to under 305 cubic inches. Mounted in the rear, the engine utilizes a new fuel injection system and is equipped with forged aluminum rods, pistons and flywheel.

"Two products under test," said the 34-year-old

automotive consultant to Harvey Aluminum, "are titanium valve retainers and a forged spindle."

Thompson would predict no speeds but admitted he should go over the 140.67 mph mark for the one-hour standing start run. The hazard in driving the racer on the 10-mile circle course is that the car will be in a skid all the time because the rear-end must drift a foot out of line with the front.

The California speedster also will pilot a supercharged stock Pontiac Catalina during the Bonneville tests, which began Sept. 18. Thompson cars early this month swept the major classes in the National Championship Drag Races held at Indianapolis.



RACER MICKY THOMPSON will pilot "Harvey Aluminum Special" Indianapolis car in record and test runs at Bonneville this week. Racer will be powered by a

new Chevrolet Corvette engine being checked by engineer Paul Nicohini.

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As any mother knows, it's usually hard to keep youngsters away from the phone. They love to use it. And it's important they learn how to use it properly when they're young. That's why we put together "Adventures in Telezonia." It's a teaching kit, complete with puppet movie, shown at left, that shows grade school students how best to use the telephone. We worked it out at the request of teachers and with their assistance. It teaches the right way to make calls, including those from public phones. And this training helps everybody get better telephone service. "Adventures in Telezonia" is available to schools just for the asking.

If school for your children means a college out of town, you might like to take a telephone tip from some other parents we know. They set up a weekly "date" to call... a certain evening or Sunday by prearrangement. That way they don't risk the disappointment of missing their "collegiate" and at the same time take advantage of low station-to-station rates.

BE ALERT

With thousands of youngsters back in school again for the fall term, it is an appropriate time to remind drivers to be constantly on the alert for split-second emergencies—particularly near school grounds.

Driving slowly and carefully many times is not enough. Even the slowest speed may kill or maim a child who dashes from the street from behind a parked car.

We at Pacific Telephone are particularly proud of what we call **Defensive Driving.** In the widely hailed program, all employees must attend a three-day school and pass a test in "defensive driving" before they are allowed to operate a company vehicle.

For us, the program has paid high dividends.

In the same way, a sudden stop because you were alert and prepared may some day pay priceless dividends both for yourself and for an excited, frightened child.

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