

Herald Motorcade

For Enthusiasts — Clubs — Autosports — Motoring

Torrance Drivers Finish In Top Ten in Youth Run

Torrance drivers came through with standings of sixth and eighth in a field of 29 drivers competing in the Youth Economy Run over the week end of May 25-26, according to final "ton-mile" tabulations of the run.

All drivers were under 21 years of age, and were competing in a 710-mile stock car competition from Los Angeles to Boulder City and Las Vegas under the sponsorship of the Peace Officers Car Club Assn. of Southern California and Richfield Oil.

Frank Gunn won top honors in the miles-per-gallon judging with his Chevrolet entered by Paul's Chevrolet. He logged 22.7 m.p.g. on the trip and placed eighth with 45.3 ton miles.

Places Sixth

Fred Cicero in a Cecil Thomas Oldsmobile got 18.7 m.p.g. on the trip and placed sixth

with a 46.9 ton miles average. Local entries in the event for junior drivers were sponsored by the Peace Officer Car Club Assn. Torrance participants included Fred Cicero, Frank Gunn, Jim Cemoire, Gary Wilson, Frank Carbought, and Chuck Reese.

Cicero drove a 1957 Olds put in the run by Cecil Thomas and Sons of San Pedro. Frank Gunn drove a new Chevrolet entered by Paul's Chevrolet of Torrance. Cemoire and Wilson were observers on the run, riding with cars from other areas. Carbought and Reese worked as officials, assisting drivers and observers when needed.

Clothing Furnished

Local entries received a complete change of clothing before the trip. Through the courtesy of Lou Schlanger of the Torrance Men's Shop, the boys were given peggers from the Angeles Peggers Co.; sport shirts by the Paul Howard Shirt So. (through Strums), and BVD T-shirts and Keepers socks.

The run left Pasadena Saturday morning and went to Las Vegas via Barstow, Kingman, Ariz., and Boulder City. The drivers and officials stayed at Nellis Air Force Base near Las Vegas during the stopover, and returned to Los Angeles, Monday.

Officers on Trip

Representing the local police department on the trip were Officers Buck Ingram, director of the Torrance Police Car Club Assn., and Sam Piazza, advisor to Bartenders Car Club. Mrs. Ingram and retired Sgt. Bill Evans also made the trip as officials.

EXTREME POINTS

Most northerly point in the U.S. in Minnesota's Angle country; most southerly is Cape Sable, Florida.

• 24-HOUR TOWING •
CUSTOM BODY WORK
VAN LINGEN BODY SHOP
20431 Hawthorne Blvd.
TORRANCE
FR 4-8001 FR 2-7148



FOR WINNER'S CHILD . . . A quarter midget racer, like these shown on an assembly line at the Wahlborg Engineering Co., 3103 Pacific Coast Hwy., was presented to Sam Hanks, the winner of the Indianapolis "500" last Thursday. The local firm donated the car. Shown working on the cars are Jack Frederikson and Bill Grant.

Midget Made in Torrance Given '500' Race Victor

In addition to the \$103,000 purse he garnered at Indianapolis for winning the Memorial Day race, winner Sam Hanks also received a midget racer made in Torrance.

A resident of Pacific Palisades, Hanks also received a 2-horsepower quarter midget racer as a gift of the Wahlborg Engineering Co., 3103 Pacific Coast Hwy. The firm's president, John McCarry, said the racer, designed for children 4 to 11 years old, was to be given to Hanks' children or a child of his choice. McCarry has not yet received word what Hanks will do with the little auto.

The tiny racers are made at a plant on the Torrance airport, where the Wahlborg Co. moved from Paramount last month. They have brightly painted fiber glass bodies and bodies designed for safety of their young drivers. They

make the cars on an assembly line basis, producing about 700 a year.

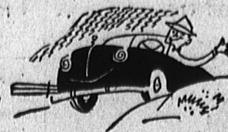
The quarter midget racers are designed for youngsters four to 11 and the half midget racers, with three-horsepower, are designed for 12 to 16-year-olds. They will go as fast as 30 miles per hour.

There are several quarter midget race tracks in Southern California, the nearest in Lawndale, where youthful drivers compete for top honors. The cars sell from prices ranging from \$295 for the unfinished do-it-yourself models to \$465 for the completed deluxe models.

SEAT BELTS \$4.95
This Week Only
Garsh Auto Supply
1224 SARTORI AVE.
TORRANCE FA 8-6559

Rolling Around

By JIM CALLAHAN — Herald Auto Editor



Over the past several years the motoring public has been made increasingly seat belt conscious. On the "pro" side of the ledger are publicized and implied claims that fastening on a seat belt when you climb into the family juggernaut, is an absolute indication that you'll be safe and sound when you unfasten the belt at your destination. To a certain segment of our motoring public, the attachment of a seat belt to their vehicle means that they are now equipped to operate a "full race" on the highways because the seat belt, like a fairy godmother, will take care of them no matter what happens. Seat belts can't and won't do all the things that they are given credit for.

Opposed to the seat belt optimist are those who say that they wouldn't have a seat belt in their automobile; that the seat belt is nothing but a death trap or at best holds you in the car where you'll be injured rather than letting gravity and other features take their course and toss you out on the pavement. Like most controversial questions there is something to be said for the advocates of the seat belt and a certain measure of rightness in the contentions of seat belt opponents. If we may be permitted to tip our conclusion, the scale tilts in favor of seat belts as a valuable contribution to motoring safety.

Fanatical enthusiasm for the seat belt, including some talk of making their installation mandatory, has diminished. This is a good sign. Seat belts contribute much to motoring safety. How much they contribute must depend on the quality of the belts and the stability of their installation.

The seat belt is like the high horsepower engine. The multi-horsepower plant will help get you out of a good many tight spots, this same engine improperly used can get you into some pretty serious predicaments. There may be times when wearing a seat belt has caused a person to sustain injuries of a serious nature that he might have avoided had he not been wearing a seat belt. Most of the incidents cited, in this vein, involve high speed head on collisions, unconscious victims who may burn to death in an accident because they can't release their seat buckle. There are any number of equally gruesome examples.

But are these isolated, though documented incidents, reason for abolishing the seat belt or discouraging its use? Not so says Cornell University and emphatically not so maintains the California State Highway Patrol. There are several Highway Patrol officers walking around today because they used the seat belts that are a part of highway cruiser's equipment.

The whole idea behind the seat belt is that you have a better chance of surviving in an accident if you remain nearly immobile when the accident occurs. The seat belt helps you maintain this immobility — which keeps you from sailing through the windshield, bashing your head against the dashboard, being thrown through a crash-sprung door into the path of an oncoming vehicle, or impaled on fence posts or telephone poles. This is what the seat belts is meant to do and it does the job very effectively.

It is absolutely correct that the seat belt that holds you inside your vehicle may, if you are unconscious or unable to release it, contribute toward your being injured. Chances are you would be in pretty bad shape anyhow with or without the seat belt. Who is to say what might have happened in certain accidents had nature been permitted to take its course.

Opponents of the conventional seat belt come up with an alternate safety measure—the shoulder harness. This, they say, does not cause any internal injury, nor does it act as a center-body fulcrum which allows the upper body to pivot toward the steering wheel or dash board. Granted, the shoulder harness, or loop devise is very effective and may be superior to the seat belt in many respects. It is widely used in aircraft and competition motor events. But if you have observed airplanes, or competition autos with the shoulder loop installation you may have noticed the additional design characteristic that is mandatory with this kind of device. There must be a head block or cushion. Competition autos and aircraft provide a sturdy back-of-the-head rest for the operator. This prevents whiplash action of the head and neck that occurs every time the shoulder harness is brought into play. Without the head block serious neck and spine injury can occur when gravitational stress enters the picture.

Don't install shoulder harness without a head block.

To perform at their safety best, seat belts should be firmly fastened to the frame of the car. This is the point that is subjected to the greatest strain. All seat belts should have a quick fastening and quick opening buckle, similar to aircraft seat belts. Webbing or belt fabric should be wide so that it doesn't cut into the abdomen when body weight is thrown against it. And seat belts, if installed, should be used at all times.

You may be one of those motorists who thinks seat belts are silly; you may be of the school that maintains that the seat belt can kill you. Perhaps you have a point, after all people drove for years without them. The seat belt, in the opinion of the writer, is like a life belt or a miracle drug. Improperly used it is of no value; properly used it can be a godsend.

The conclusions of this columnist are that the seat belt is a valuable contribution to motoring safety. And I'll go even a little further, any kind of a seat belt except an improperly installed shoulder harness, is better than none. Even the flimsy poorly anchored belt in a minor accident can save you from smacking the dash. If it tears loose in a bad mixup you are no worse off than if you didn't have the belt. Don't get inadequate belts though, if you install them and I hope you do, go first class. The best belts cost only a little more. Check with the auto supply stores in the Motorcade for seat belt information and prices.

One last word, if and when you get those seat belts installed please don't become a member of the "Famous Last Words Club." We quote: "I'm only going down to the corner for a paper, so I won't bother to fasten the belt." Being close to home is no kind of insurance that you can't get clobbered and your seat belt is of absolutely no use to you if it is flopping around unfastened.



TRIUMPH AT SANTA BARBARA . . . Ruth Doushless in Triumph TR-3 which she drove to third place win in Women's Race for Production Cars over 1500 CC. at the C.S.S.C. Sports Car Races held at Santa Barbara May 19. Congratulating Ruth are Bill Creighton, local Triumph and Renault dealer, and husband Bill Doushless.

American Craze for Small Cars Has Detroit Worried

Detroit would like to move in on the very fine volume being enjoyed in the United States by the foreign car market but they aren't likely to do it, according to Autocar, top British automotive marketing magazine.

In a recent article, Autocar points out that Detroit manufacturers are in no more position to engage in making popular size imports than British manufacturers are to engage in the volume enjoyed by American auto builders.

The reason for Autocar's comment is the increasing sentiment among Americans that imported type automobiles should be built in the United States because the import field was making serious inroads on the Continent that U. S. producers would put a damper on the enthusiastic reception being given the imports. In reviewing the situation, Autocar first puts the continental builders at ease by explaining, and quite correctly, that the volume of imported cars being purchased by American enthusiasts and economy minded motorists, while ever increasing, is still just a drop in the bucket to the overall number of units sold in America. While the foreign car units sold have presented scheduling problems to some European concerns because of the increased demand, Detroit can't afford to make a strong bid for this market.

The Swedish built Volvo fills the bill for the family that wants sports car dash but can only keep one car in the stable. The aptly named Renault Dauphine, is literally a little princess. This sleek, well-engineered beauty is seen in fine company in our area. Morris and the MG sedan, not to mention the Hillman are being eyed and purchased by Southland motorists.

Some Join Europeans

Detroit, because of the complex nature of its automotive business, could not build a comparable quality foreign type automobile in the variety desired by the American public, and make a profit on it. Certainly they would like to get on the band wagon. That is just good business. Several enterprising manufacturers, notably the independents, have tie-ins with European manufacturers.

Get into the seat belt habit—make fastening the seat belt as much of a motoring gesture as closing the door after you get in. It doesn't even take a second and it can save your life.

For all of you custom car enthusiasts, Motor Trend is conducting a Custom Car Contest for re-styled customs using bolt-on equipment. See the July Motor Trend for details. You've got until Aug. 15, 1957, to submit a photo, 8x10, of your dream job. Prizes are really worthwhile.

The very popular Nash Metropolitan is built in England for Nash and distributed over here through Nash outlets. Studebaker-Packard just recently became associated with Mercedes-Benz on a mutual interest deal.

What captivates the American motorist who buys an import is the extremely high quality of craftsmanship, engineering innovations, economy and style of the imported vehicles. In this field, he can purchase a distinctive automobile, brand new, that enables him to express a large measure of individuality at the same time that he makes a practical investment.

Imports Growing

Americans are buying more and more imports. The already solidly entrenched sports car field with such well-known marques as Triumph, Jaguar, Austin-Healy, etc., is sharing the spotlight with other models that make ideal second-cars for the two car family, or single cars for practical minded motorists who want a stylish utility vehicle with a sensible price tag.

The Swedish built Volvo fills the bill for the family that wants sports car dash but can only keep one car in the stable. The aptly named Renault Dauphine, is literally a little princess. This sleek, well-engineered beauty is seen in fine company in our area. Morris and the MG sedan, not to mention the Hillman are being eyed and purchased by Southland motorists.

A Bigger Volume

No, Detroit is not worried about being moved out of the top three spots by the imports. All in all it's a pretty happy thing. The wonderful imports enable those Americans who are so inclined to gratify their desire for a truly fine automobile with excellent servicing and parts availability assured because of the established nature of the car and its dealers.

Detroit enjoys bigger and better volume each year, with no end in sight, turning out sleek, high powered, roomy vehicles designed for American motoring and strangely enough, the envy of every European as those who have toured abroad can attest.

CARLINE
AUTO PARTS—SUPPLIES
Open Sunday 9 a.m.-3 p.m.
400 S. Pacific Coast Hwy.
FR 5-9728

DRIVE WITH CONFIDENCE!
VIRGEL'S
FRAME AND WHEEL ALIGNMENT
At The Sign Of The Bear
Complete Brake Service
FA 8-6156
1750 Carson Torrance

SPORTS CAR PERFORMANCE
PLUS ECONOMY AND COMFORT IN A FAMILY AUTOMOBILE

WHITTLESEY MOTORS, INC.
1500 CABRILLO AVE.
TORRANCE FA 8-2585
IN GARDENA — Vermont at 168th St., DA 3-1361

FORD—CHEVROLET—PLYMOUTH
Bonded Brake Reline
(hydraulic only)
Reg. 27.95
NOW ONLY 15.88
Including parts and labor!
Make Your Appointment Now!
EASY BUDGET TERMS
GOODYEAR SERVICE STORE
2026 TORRANCE BLVD.
TORRANCE FAIRfax 8-6465

Popular 4 Door Sedan
equipped with V-8 engine, Powerglide, tinted glass, radio, heater, whitewall tires . . .

\$2440

6 Passenger Station Wagon
equipped with V-8 engine, Powerglide, radio, heater

\$2596

Bel Air hardtop Sport Coupe
equipped with V-8 engine, Powerglide, tinted glass, radio, deluxe heater, whitewall tires . . .

\$2686

PRICES REDUCED

LOOK AT THESE EXAMPLES

Lower down payment!
Lower monthly payments—and savings big enough to pay for your whole vacation!
Come in today and trade "UP" to the leader—Chevrolet!

PAUL'S CHEVROLET, INC.
2162 PACIFIC COAST HIGHWAY, LOMITA 1640 CABRILLO, TORRANCE