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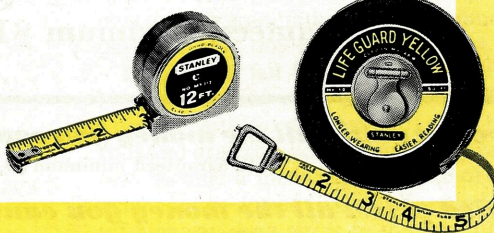
The Stanley family of LIFE GUARD YELLOW RULES meet requirements of the do-it-yourselfer, hobbyist and craftsman. All have easy-reading black markings on a yellow background and a special finish that resists most solvents, oils, alkalies, acids. Independent laboratory tests prove they will give you 3 to 10 times more useful life than other rules.



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12-ft. Tape Rule with Life Guard Yellow Blade,  $\frac{3}{4}$ " wide. Blade is flexible, yet rigid. \$2.98

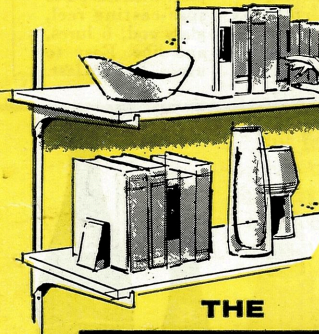
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and . . . NEW

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## SPEAKING OUT

If you sit down and think about it, what else is there for a teen-ager to do?"

"The proposal to set aside a lightly traveled street for drag races is the most constructive idea I have heard on the problem. . . ."

Certainly these people are entitled to their opinions, but their attitude hardly lends support to the argument that racing on "approved" drag strips teaches safe-driving habits. Anyone who feels that he has to race on the public highway because the old drag strip has been closed certainly leaves something to be desired as a student of safe driving.

In any case the issue here is not, as these letter writers seem to think, the right of honest devotees to indulge in a competitive sport. The issue is public safety—the safe use by you and me and our families of the public roads and streets. Nowadays just driving the family car to the market, or the office or the theater and back requires of everyone real concentration on courteous, defensive driving. There isn't any room or any need for driving as if every other vehicle housed your mortal enemy. And that's the formula the hot rodder, the drag racer and their kind have learned.

Where are the police when the highway drag race is under way? Don't the noise and the excitement arouse neighbors? It sure does, and here's what happens:

Last May four members of the Pennsylvania State Police were attacked and stoned by bystanders when they moved in to arrest three drag racers.

In 1960 the San Diego, California, police arrested 116 persons in a drag-race protest riot. Thirty-six of those arrested were teen-agers, some girls. Prior to police intervention, the drag-racing enthusiasts had started racing on a boulevard in East San Diego. The race was staged as a protest against their failure to obtain a racing strip to replace one that had been closed down following a fatal collision of racing cars.

#### Code of the Drag Addict

Are those the actions of safety-minded groups of youngsters who pledge to obey all traffic laws on our streets and highways? Or are they actions of young people indoctrinated in competitive driving, who seem to think they can appropriate public traffic arteries as their private domain, jeopardize the lives of law-abiding motorists and pedestrians and get away with it?

What about parental responsibility? Why do parents permit, and too often encourage, their own children to learn the spurious enchantment of speed and to develop the deadly instinct of competitive driving in the obvious face of the hazard involved? I just don't know. But maybe there's a partial answer in the kart track.

The kart is a midget automobile. These crazy kid-killing contraptions were designed for youngsters from five to fifteen years of age. But dad quickly showed interest and he proved that, by squeezing into a space hardly adequate for a midget, he could get thirty-five or forty miles per hour out of junior's kart. Some of the higher-powered, twin-engine units will reach ninety miles per hour.

Here the urge for speed on the part of the parent places in the hands of children—years before legal driving age—a gasoline-driven motor vehicle that is about as safe as a baby cobra. Under the guise, "Karting is a safe, wholesome

family sport," thousands of parents have fallen prey to these midget destroyers. Are they safe?

A school principal in Alabama suffered a fractured skull when struck by a kart. Sen. Estes Kefauver suffered serious leg injuries while trying out a neighbor's kart to see if he should buy one for his son. On Staten Island, New York, last June, two fifteen-year-old boys were involved in a head-on kart crash. Result: One dead, one injured critically. And last year in Pennsylvania, fifteen minutes after a state trooper had warned a group of karters not to drive on the highway, a fourteen-year-old youth was killed when he ignored the advice and ventured out onto the busy Lincoln Highway with his kart. These are only a few of the untold number of cases involving injury and death to youngsters not old enough to ride a bicycle on the sidewalk with safety. It is a sad commentary on parental guidance and moral responsibility.

#### How About Your Own Child?

If your child joins a hot-rod club or a kart club and eventually maims or kills himself or some innocent victim, you have no right to excuse your negligence with the statement, "I didn't know he was racing." It's your business to know and apply the necessary corrective measures before it's too late.

In Pennsylvania safety-minded Gov. David L. Lawrence spurred legislative passage in 1961 of a Junior Driver's License Law which imposes a curfew for juvenile drivers. This will help curb the junior speed demon and put a premium on safe driving. Its effectiveness will depend to a large degree on parental cooperation.

In cases where parents don't know, or don't realize the seriousness of junior's automotive escapades until the court or the hospital calls, the hearings held by our Bureau of Traffic Safety have been helpful. We summon both parents and the juvenile offender to these hearings. I conduct many of them personally. It has been encouraging to see parents, upon leaving, determined to exercise needed control, and youngsters chastened, and at least partly convinced of the importance of safe, legal driving. I'm hopeful that these hearings will be the first and the last for most of the youngsters.

Our greatest discouragement came in a case where a boy freely admitted racing another lad on a public highway, and was about to turn in his license and serve a one-year suspension. Then daddy got into the act. He said he'd appeal the suspension. He didn't, but the boy got the message: Dad thinks it's all right to race. A few weeks later the boy was arrested for driving while under suspension. Now he's a Juvenile Court ward, and developing quite a record—thanks to dad's timely lesson.

I find it both sad and shocking that there should be this large minority of drivers who seem to believe that our highways are the place to work out aggressions and hostilities, and that to drive belligerently and with utter disregard for anyone's safety is the ultimate in motor-achievement. I believe that off-highway drag strips, kart tracks and the like contribute far more to highway delinquency than they do to driver improvement; and that parents who take the trouble to learn the laws and the rules of highway safety can do more by their own example and good discipline than all the courts, drag strips and kart tracks in the world to bring about better, safer driving on our highways.

THE END