STORKatorials

LINDA ELIZABETH FRENCH . . . arrived at Torrance Memorial hospital at 2:30 a. m., Sept. 19, the first child of Mr. and Mrs. Donald Wesley French of 24229 Hawthorne avenue, Walteria. She weighed five pounds 15 ounces. Her mother was the former Marie Audrey Reynolds and her father is a stockman at the Ford plant in Long Beach. Linda Elizabeth is the first grandchild of Mrs. Helen M. Reynolds of Los Angeles and Mrs. Sarah Elizabeth French of Walteria.

JOAN VOILA BUNCH . . . was born to Mr. and Mrs. Ted Bunch of 1432 Carson street at 11:53 a. m., Sept. 19, at Torrance Memorial hospital. She is their first child and she weighed nine pounds four ounces. Her father operates the Five Points cafe here and her mother, before her marriage, was Marie D. Rockholm. Joan Voila is the 15th grandchild in the family. Grandparents are Mr. and Mrs. Fred C. Rockholm of Naper, Neb.—Mrs. Rockholm came from there to see her new granddaughter—and Mr. and Mrs. Earnest C. Bunch of Huntington Beach.

ROBERT JAMES CARPENTER . . . was greeted at Torrance Memorial hospital by Mr. and Mrs. Harold Carpenter of 25624 Pennsylvania avenue at 2:10 p. m., Sept. 20. He tipped the scales at seven pounds nine ounces. Robert James has a sister, Alice, age 27 months. His father is employed in the National Supply estimating department and his mother was formerly Marian Hodge. Grandparents are Mr. and Mrs. A. J. Hodge of 2423 Redondo-Wilmington boulevard, Lomita, and Mr. and Mrs. H. Carpenter of 1610 252nd street, Harbor City.

ROBERT HENRY RIPPY . . . weighing six pounds nine ounces was born to Mr. and Mrs. Bishop H. Rippy of Redondo Beach at 8 p. m., Sept. 21, in Torrance Memorial hospital. He is their first child. Father Rippy is owner of a market in the beach city and Mrs. Rippy was Elda Cluff before her marriage. Benjamin Cluff of Redondo Beach is Robert Henry's grandfather.

GAIEL ROGER MADDOCK . . . was born to Mr. and Mrs. Gaiel Maddock of 1860 Plaza del Amo at 9:37 p. m., Sept. 22, at Torrance Memorial hospital. He weighed six pounds eight ounces and is their first child. Mrs. Maddock was June Chesser before her marriage. The grandparents are Mr. and Mrs. F. M. Chesser of this city and Mr. and Mrs. Ray Maddock.

LAUREL ANN PATRICK . . . was greeted by Mr. and Mrs. E. W. Patrick of Wilmington at 8:49 a. m., Sept. 24, at Torrance Memorial hospital. She weighed six pounds one ounce and has a sister, Janet Louise, aged five and one-half years. Father Patrick is a tractor operator for the Cox Construction Company in Lomita and Mrs. Patrick is the former Alice Peterson. Laurel Ann's grandparents are Mr. and Mrs. August Peterson of Albia, Ia., and Mrs. Alta Patrick of Wilmington. She is the 12th grandchild in the family.

RICHARD JAMES SHEPARD . . . was born to Mr. and Mrs. Theodore E. Shepard of 21127 Cypress street, Lomita, at 7:05 a. m., Sept. 24, in Torrance Memorial hospital. He weighed eight pounds five ounces and has a 23 months' old brother, Lawrence. Richard James' father is a truck driver and his mother is the former Alice Standeven. His grandparents are Mr. and Mrs. James Shepard of Wilmington and Mr. and Mrs. William L. Standeven of Omaha, Neb. He is the third grandchild in the family.

BABY JACK . . . a son, was born to Mr. and Mrs. Harold Jack of 1518 258th street, Harbor City, at 8:10 p. m., Sept. 23, in Torrance Memorial hospital.

BABY KARR . . . a daughter was born to Mr. and Mrs. Kenneth Karr of Hermosa Beach by Caesarean section at 12:53 a. m., Sept. 23, in Torrance Memorial hospital.

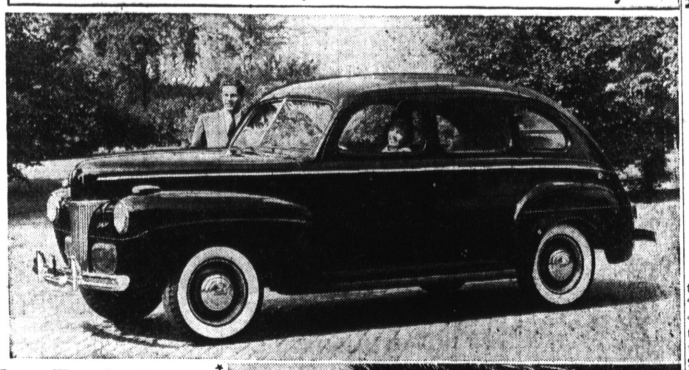
Hungry Rooster to Decide Contest at El Prado Furniture

How many kernels of corn can a hungry chicken eat in ten minutes?

If you think you know, go down to the El Prado Furniture store at 1220 El Prado and enter your guess. Carney Emmet has placed the chicken in his store window. The fowl will be put on a moderate fast just prior to the eating test. Then a counted number of corn kernels will be placed in the cage and the Black Monarch rooster will be allowed to "go to it."

The person who entered the nearest correct guess as to his capacity will receive a first prize of a three-way floor lamp. Second prize will be a fine coffee table, third prize will be a table lamp, fourth prize an ottoman. Enter your guess at the El Prado Furniture store today.

1941 Fords, Mercurys New in Size and Style



New Fords On Display Friday

Into the public spotlight Friday will roll one of America's most talked-about new cars—the 1941 Ford V-8.

When Schultz & Peckham, local Ford dealers, open their showrooms for public inspection Friday morning, visitors will see the new Ford line, which includes this year, for the first time, both a DeLuxe and Super DeLuxe series of models. At the same time, new models of the Mercury 8 car, which set a modern sales record in 1939 and strengthened that position during the recently concluded model year, make their 1941 debut.

Strikingly different in design, noticeably bigger in virtually every dimension, are the new Fords. In fact, engineers state 1941 models incorporate more improvements than have been made in any single year since the introduction of the famous V-8 motor. Chief interest in the new models centers around the added luxury and riding comfort made possible by size increases, according to the local dealer.

Bigger All Around

"Wheelbase of all models in both the Ford DeLuxe and Super DeLuxe series has been increased, while over-all length of the car has been stepped up 14 inches over length of last year's models," Schultz & Peckham declare. "This is indisputable statistical proof of our pre-showing statements that the 1941 Fords would be bigger than ever before. This is truly a big car."

"Ford Motor Company designers have taken advantage of this extra over-all to increase inside body dimensions by amazing amounts. For example, the front seat in sedans is actually seven inches wider than last year. And there's more leg room, head room and knee room in both front and rear compartments."

Four square feet of glass has been added to the previous window area. All four models in the DeLuxe series and the six body styles which comprise the new Super DeLuxe series, are powered with the 85 horsepower V-8 engine, still the only eight-cylinder motor in the low-price field, it was stated.

Mercury Is Improved

Body types in the DeLuxe series for 1941 include a fordor sedan, tudor sedan, coupe and station wagon. Featuring the Super DeLuxe series is an altogether new Ford body style, the sedan coupe, which seats six passengers in luxurious comfort. Other Super DeLuxe models are a fordor sedan, tudor sedan, convertible club coupe, station wagon and five-window coupe.

The Mercury 8 is hailed as a longer, bigger, easier-riding, faster-accelerating car. The smart new exteriors, with their bright metal speedlines, new chrome radiator grilles, chrome fender-top parking lights, and heavier bumpers with center-mounted license plates, are only a few of the points immediately observed as new on the 1941 Mercurys.

"Here again increased size has resulted in greater passenger luxury," Schultz & Peckham say. "Mercury 8 has a two-inch longer wheelbase, and a springbase increased in proportion to 129 inches. This means roomier bodies than ever before, and now the front seat width in sedans is 57½ inches from door to door."

For Smoother Riding

The greatly improved ride in all 1941 Ford and Mercury models has resulted from two major mechanical improvements, it was explained.

First, there is a new electrically-welded "X" type frame and center section, which makes the frame structure 100 per cent more rigid. Both front and rear springs, with a two-inch increased effective length, are softer, slower in action, and have a balanced action which eliminates "pitching." Lever-type hydraulic shock absorbers have a more sensitive adjustment to match the new softer-acting springs, and an improved front-end ride stabilizer minimizes side sway at the same time improving steering.

The second major factor contributing to the new models' smooth "boulevard ride" is found in the luxury-type springs used in seat cushions. In the Super DeLuxe models, a thick pad of latex-treated curled hair over coil springs gives a softness only associated with expensive cars in the past. Individual cushion springs in the Mercury are covered with a heavy pad of foam rubber.

Many Style Changes

"Many other improvements too numerous to recount have been made in the power plant and chassis this year," the local dealers said, "for example, the use of large live-rubber body mountings which eliminate body and door rattles, and prevent the transmission of mechanical and road noises."

The six Mercury 8 body styles—the convertible club coupe, sedan coupe, five-window three- or five-passenger coupe, tudor sedan, town sedan and station wagon (entirely new to the Mercury line are the station wagon and five-window coupe)—are all powered with the popular Mercury 95 horsepower V-8 engine.

Far from unnoticed by Ford Motor Company designers and style experts was the interior of the 1941 Ford and Mercury cars. Some of these changes, the local dealer said, are:

Instrument panels, newly designed, so that all gauges and the speedometer are under a single glass directly in front of the driver, where they may be clearly seen thru the clear vision two-spoke steering wheel. Gray elm graining has been used for window and door trim in the Mercury 8s, and plastic beading and trim sets off interior upholstery with charm.

Motors Operate Top

It was also pointed out that hoods on the new Fords and Mercurys are locked by a knob located under the instrument panel near the brake lever. This protects the engine, battery and accessories from theft.

Contributing to the gracefully streamlined exterior appearance are the bright speed lines of the newly-designed three-piece fenders, and the hidden gasoline filler cap.

An interesting feature of the convertible models in the Super DeLuxe and Mercury lines is an electrically-operated top, powered by two small electric motors and operated simply by throwing an electric switch on the dashboard. This new top will function at any time, whether or not the engine is running, a major improvement over vacuum-operated tops.

There are three color choices for the DeLuxe Fords in 1941; six for models of the Super DeLuxe series, and a similarly wide assortment available for Mercury body types, including two of the popular metallic colors.

In dealers' showrooms throughout the Southland last week, the public gave an enthusiastic response to the debut of two of the nation's most strikingly different cars—the 1941 Ford V-8s and Mercurys 8s. Noticeably bigger in all dimensions and distinctively styled were the new models. Top: the new Ford Super DeLuxe fordor sedan. Below: a newcomer to the Mercury 8 line, the five-window coupe, for three passengers or for five with auxiliary seats.

1941 Ford DeLuxe Coupe. Like the rest of the Ford line for 1941, it is longer, wider, easier riding, with added beauty of line and finish.

County Now Has 5,039 Precincts

New sub-divisions which brought the voting population of some election precincts to as high as 700 persons has necessitated splitting them for the Nov. 5 election, by action of the County Board of Supervisors.

Forty-five precincts were split by the supervisors, on recommendation of Registrar of Voters W. M. Kerr, with the result that the county now has exceeded the 5,000-mark, the exact figure being 5,039.

YUM! YUM! . . . Here's something good to eat at the Frolic: "Pigs in Blankets" or little pork sausages all wrapped up in fluffy biscuit. They will be dispensed for a small fee, at the Fern Street school booth on El Prado.

Aged Motorist Held On Drunk-Driving Charge After Collision

One of the oldest defendants ever to face Judge Robert Lessing on a charge of driving while intoxicated was haled into court in Torrance this week. He was 72-year-old John Frances Veazey of 2890 Arlington avenue. Veazey was arrested at the intersection of Marcelina and Cravens avenue last Saturday afternoon after he assertedly crashed his machine into a car being driven by Max Bauman of 2351 250th street, Lomita, at Marcelina and Arlington.

Bauman told police Veazey did not stop after the collision. The Lomitan pursued the aged motorist and finally caught up with him a block away and held him until officers arrived. Veazey's case was continued by Judge Lessing for a week. He is understood to be making arrangements to pay the damages done to Bauman's car.

Ninety-two percent of all the trucks in American highways have a capacity of less than two tons. Less than one percent carry loads as high as five tons.

PUPPETS . . . Olvera Street Puppeteers will come to Torrance to present their amusing show Friday evening and all-day Saturday at the Levy building, second floor, on Cravens avenue. They are being sponsored by the Elementary P.T.A.