

Foolproof Way To Stop Auto Will Be Placed on Market Soon

By WILLIAM JOHNSTON
Denver — A faster, safer, apparently foolproof way to stop an automobile is going on the market in the Denver area this fall.

Built by the Automatic Brake Corporation, employing patents held by four inventors, the Reflex Brake Control will be sold nationally within a year.

The claims made for the Reflex brake are fantastic. Its manufacturers have defied engineers, the Colorado State Patrol and this writer — an ordinary driver — to disprove any of them.

I wouldn't do it. Neither, apparently, would the experts. Chief Gilbert Carrell of the Colorado Patrol wants one on his car.

Service Station Sales
Stanley Calkins, a Denver businessman who is marketing the Reflex Brake Corporation, plans to sell it mainly through service stations. He will urge new car buyers to forget about power brakes which cost one-half to three-quarters as much — and install the Reflex instead.

At least for now, it can be purchased for about \$100 installed, with a guarantee against all defects for three years or 18,000 miles.

The Reflex has three major components — a power unit, a "slave" valve which actuates it and a "sensor" valve which controls the slave valve.

The new brake works this way: An overlay pedal is installed on top of the accelerator pedal, with an inch and a half clearance. In this position, the brakes are fully engaged. They are disengaged

Safety Rules for Happy Halloween

Chicago (Science Service) — Rules to insure that your ghosts and hobgoblins get home safe from their Halloween "trick or treating" are easy to follow, the American Medical Association reports here.

The AMA, together with the National Safety Council, lists the following safety tips in the current issue of Today's Health:

1. Be sure costumes are flameproof, light-colored enough to be seen easily at night and made so that they will not trip their wearers or catch on bushes or fences.

2. Paint false faces on children, using cosmetics and burnt cork, instead of using masks which may obstruct vision.

3. Do not let the child carry a sharp instrument; give him a flashlight-powered lantern rather than a candle.

4. Remove all breakable objects and furniture from your lawn, steps and porch; keep your porch light on Halloween evening.

Parents should also remind children not to run into or play in the streets. Other re-

by pressing down on the overlay pedal until it touches the accelerator. Then, you're off.

Calkins said a dozen test units, one of them in operation for 70,000 miles, have functioned flawlessly.

One to a Driver
"We expect to make only one sale to a driver," he said.

"This unit will be moved from car to car. We could have guaranteed it for five years or more, but didn't want to strain the buyer's credulity."

"This brake thinks for you in emergencies," Calkins said. "Your reflex action brings it into operation. At about 30 miles an hour, you will travel

12 feet during the time your foot is moving from the gas pedal to the brake pedal. Reflex saves you that 12 feet. Ask any highway patrolman—12 feet is often the difference between life and death."

At 80 miles an hour, tests have shown the difference to be more than 100 feet.

I drove a 4,000-pound automobile equipped with a Reflex brake. Within 30 minutes, having experienced no foot fatigue, I had learned to "feather" the brake for smooth, effortless speed control and stops in traffic. I developed this technique unconsciously, without coaching

or any suggestion from Calkins.

At my first stop sign, I automatically moved my foot to the brake pedal, forgetting about Reflex. I stopped 40 feet short of the intersection.

Stopped Short
At 30 miles an hour, close to an intersection, I jerked my foot from the overlay pedal, expecting to go halfway through the intersection. I stopped 10 feet short of it.

At speeds of 50, 55, 60 and 65 miles an hour, I made crash stops. Using the regular brake pedal as well as the Reflex, I easily saved 100 feet. Neither of my passengers was pitched forward dangerously by the sudden stops.

I deliberately went into a highway curve at 15 to 20 miles an hour more than I should have. The car slowed to a safe speed without any sway or lurch.

At the end of the test drive, while I was turning into a parking lot, the car in front of mine stopped suddenly. I again went for the brake pedal. My car stopped dead

before I could touch it.

"The greatest single feature of this brake," Calkins said, "is its 'dead man' safety advantage. Every heart case,

or epileptic, should have it. If you fall asleep at the wheel, your foot relaxes — and Reflex wakes you up immediately with a good firm,

straight-up stop. The driver who faints, or loses control for any reason, will not endanger other lives. His car will stop immediately."

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3rd Section MEDFORD, OREGON, THURSDAY, OCTOBER 22, 1959 Pages 1 to 12

Doctor Disproves Theory on Cause of Baldness

Miami Beach, Fla. (Science Service) — The theory that baldness is caused by a reduction in the amount of blood circulated through the arteries of the scalp has been disproved by a plastic surgeon.

Baldness may be caused, however, by a reduction in the circulation of blood through the veins in the scalp, Dr. Philip F. Corso of Memorial hospital, New York, reported at the meeting of the American Society of Plastic and Reconstructive Surgery, at Miami Beach, Fla.

Dr. Corso reported that he injected a plastic material called methyl methacrylate into the veins and arteries of the heads of nine male cadavers, ranging in age from infancy to 84 years.

Although the arterial circulation of the scalp decreased sharply in the older specimens studied, the change was not accompanied by a loss of scalp hair, thus disproving the theory that diminished arterial circulation is the cause of baldness, the surgeon explained.

Theory Supported
Further observations tended to support a theory, advanced by others, that diminished venous circulation in the scalp might be related to hair loss.

According to this theory, a fibrous layer of tissue, which stretches tightly under the skin of the scalp, may make it difficult for blood to pass through the veins in the area.

He suggested that surgery to relieve tension in this fibrous layer of the skull might improve venous circulation and possibly arrest hair loss.

minders include extra care in night driving, supervision of partying children — making certain they do not over-eat — and arranging Halloween parties to suit the child. Very young children should not go through "torture chambers" or "halls of horror," the AMA warns.

Great Grandma, 82, Teaches School

Vandalia, Mich. — (UPI) — Eighty-two-year-old Mrs. Nellie O'Dell doesn't believe in retirement.

Mrs. O'Dell, a great grandmother, tried it once two years ago after serving more than a half-century in the teaching profession. But now

she is back on the job teaching eighth graders at Vandalia school on a half-day basis.

Mrs. O'Dell believes that being active and associated with young people helps keep her young too.

TRAVELLING TREE

Kent, O. — (UPI) — The ginkgo, which is gaining favor in the United States as an ornamental tree, originated in China, later reached Britain by way of Japan and came to America in 1784, according to researchers of the Davey Tree Co. here.



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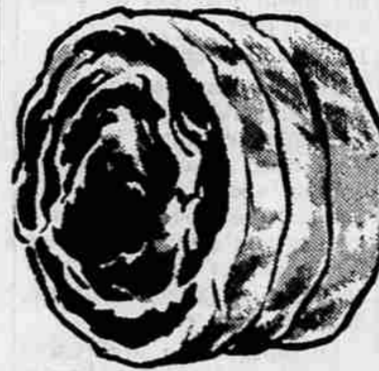
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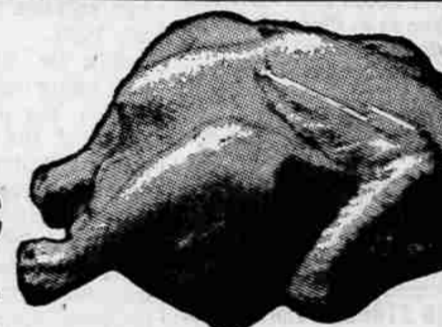
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