

Parke-Davis Realigns Company Executives

The Board of Directors of Parke, Davis & Company has announced a realignment of the company's top operating management, effective immediately.

Dr. Austin Smith, chairman of the board and chief executive officer, will also assume the office of president, formerly held by Harold W.H. Burrows, who retired Dec. 31.

C.D. Smith, executive vice president, becomes a member of the board's executive committee, and will act as its secretary.

William G. Meier, who has been vice president, production and engineering, was appointed administrative vice president. Dr. L.M. Lueck, formerly director of quality control, has

been elevated to vice president for quality control and government relations.

Dr. Joseph F. Sadusky, Jr., who has been vice president for medical affairs, was named vice president for medical and scientific affairs.

Carl Johnson was appointed vice president for corporate and community relations. He has been vice president, advertising and public relations.

Dr. L.A. Sweet, formerly vice president, research, has been named vice president for research development and application, a newly-created office.

John A. Bradshaw, who has been assistant general attorney, has been promoted to general attorney and will continue as assistant secretary of the company.



A CHECK TO HELP finance the activities of Boy Scout and Cub Scout troops at Starkweather School is turned over to members of the troop committee by representatives of the sponsoring Rotary Club. The group includes: (from left) Rotarian Robert Stone, Rotary President Bud Gould, Cubmaster Harold Martin, Scoutmaster Chet Solonij and Explorer Troop Advisor Ferris J. Mathias.



OLD PEWTER SHOP — Among the early crafts practiced at Henry Ford Museum and Greenfield Village in Dearborn, is that of the pewterer, who pours his molten pewter in antique molds to fashion tin soldiers for the children and household articles for their mothers. Other Greenfield Village craftsmen include the candle-maker, weaver, glassblower, potter, blacksmith and tinsmith.

'Air Pillow' Could Save Life In Crash

DETROIT — A unique form of automotive crash restraint system that cushions and arrests the forward motion of driver and passengers by means of a rapidly-inflating air pillow, has been introduced here.

Auto-Captor as the new system is called reveals a potential to assist in reducing fatalities and serious injuries with or without seat belts in accidents.

In a joint SAE paper prepared by research engineers from Eaton Yale & Towne Inc. and Ford Motor Company it was revealed that the system has been under development and test for several years.

Although it has proven concept feasibility; design, testing and production considerations keep it some time away from actual installation in production vehicles.

The system incorporates three elements: a crash sensor mounted in the vehicle, a compressed gas reservoir, and a deflated air pillow that may be incorporated into the panel design or into the steering wheel for driver protection or into the back of front seats for rear seat passenger protection.

When the sensor receives crash criteria it triggers the reservoir and inflates the air pillow in less than 4% of one second — before driver and passengers even start to move forward in the crash sequence.

When driver and passengers start to move forward they meet the pillows which then exhaust through side orifices (or "blow-out patches") to release energy at a more favorable rate. This system thus offers dissipation of massive kinetic energy over the longest possible distance with minimum rebound.



NEW AUTO-CAPTOR CRASH RESTRAINT SYSTEM developed by Eaton Yale & Towne, Inc., and designed to reduce fatalities and injuries in auto accidents is demonstrated here. Inflated pillows are positioned between instrument panel and model and dummy in front seat. In actual operation the pillow is inflated by a crash sensor in less than 4% of one second to arrest and cushion passenger and driver forward motion in a crash situation. The experimental system was introduced jointly by Eaton Yale & Towne, Inc., and Ford Motor Company.

crash is the equivalent of one car crashing into a parked car at 45-mph.

Primate tests revealed that animals protected by the system could survive 50% more force than animals protected by other restraining systems.

Auto-Captor is a product of the efforts directed towards automotive safety by the Eaton Yale & Towne Research Center. When this engineering group first studied the area several years ago, they decided that the air-pillow crash restraint system was the near ideal solution to the safety problem.

"They explored a number of schemes before a workable concept was achieved. After hundreds of tests a working system with the potential of meeting human survivability requirements (as described in SAE Standard J445A) for a 30-mph barrier crash resulted.

At this stage of development of the concept, the two companies joined their efforts in a series of tests for a technical evaluation of the concept for automotive application, utilizing the Ford crash simulator and proving ground vehicle, vehicle crash barrier.

The results of this evaluation led to an agreement in which Eaton Yale & Towne assumed responsibility for the complete system design and development, and Ford undertook the establishment of design criteria and the design and conduct of development testing for Ford-built cars.

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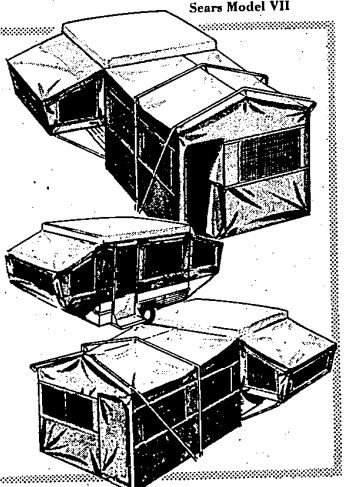
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Snowmobile Accidents Unreported

A recent rash of snowmobile accidents—some minor, some serious—has prompted Capt. Don Downer, commanding officer of the Michigan State Police Safety and Traffic Division, to call attention of the snowmobile operators to the laws governing the reporting of accidents involving their machines.

"The law also applies to involvement with an unattended vehicle and if the owner can't be located, the driver is obligated to report the accident to the most convenient enforcement agency."

Reports reaching the State Police indicate that more than a few accidents involving the gas-driven snow buggies have gone unreported to official sources. Personal injury, as well as property damage, has apparently occurred.

"Snowmobiles traveling cross country, through fields and farms and on access trails, are now subject to some new responsibilities. Snowmobile groups tell us that the best policy is to always get permission from property owners before using an area. This is sound advice and goes along with the logic of 'If in doubt about an accident, report it to be sure.'"

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