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LEITER'S
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COUNTRY CLUB PLAZA

Literary Societies
Special Discount

Midnight Show ONLY
Friday, Dec. 22

**"HEY, LET'S
TWIST"**

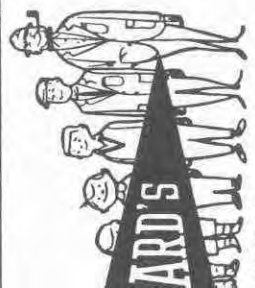
with PEPPERMINT STARS

PARAMOUNT
Theater

**Floozie
NUTS**

PHONE
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CITY, MO.



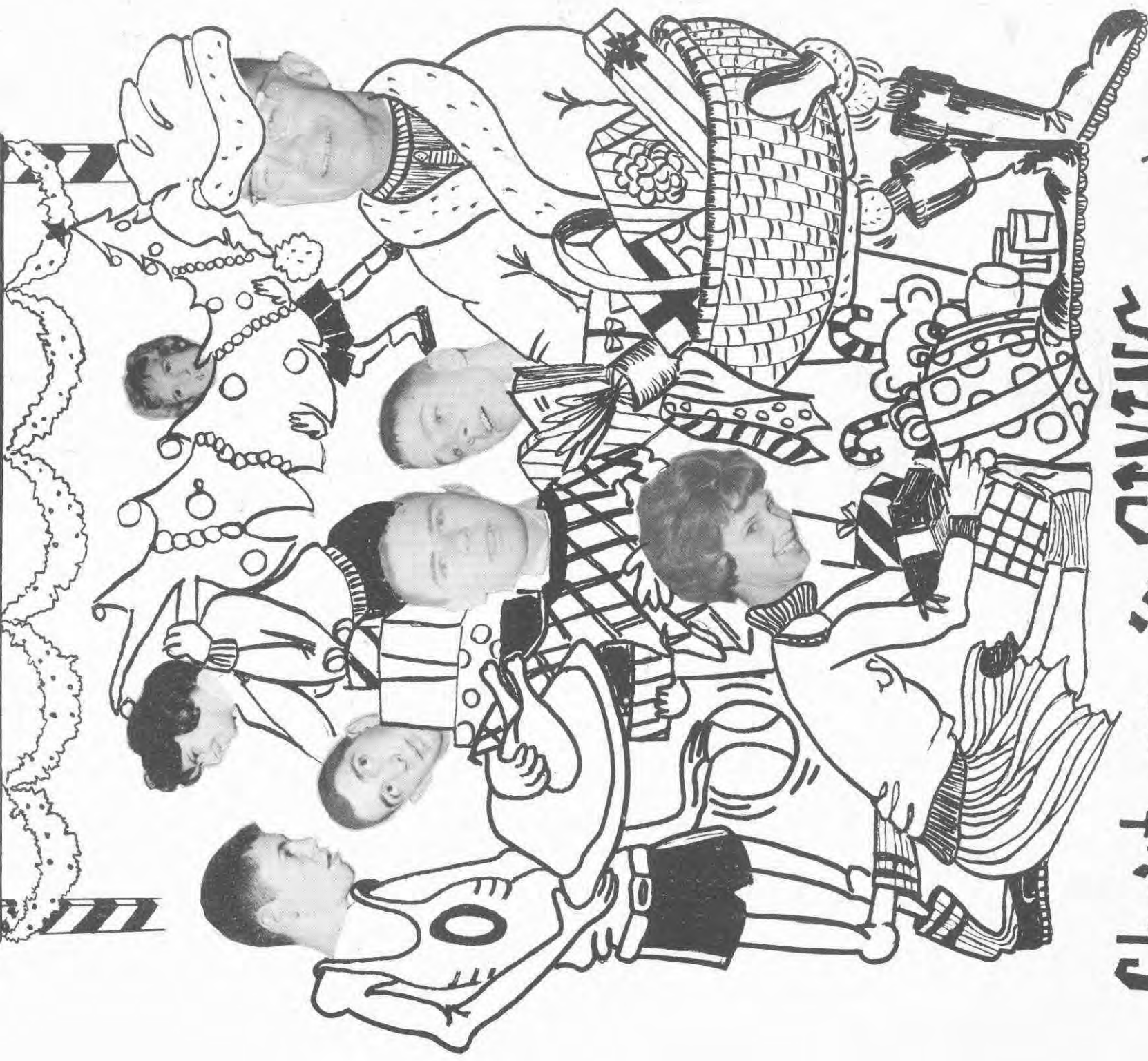
FROM 4 TO 45

WEsport 1-0767

ops — a pictorial section of
southwest Trail, December 21,

Editor
grapher
Andy Hoffman
Emily Rich
Brook Sandford
Larri Deane Lewis

**MERRY CHRISTMAS
SCOOOPS**



Christmas is GIVING and...

*Holiday Greetings
from*

CHANDLERS

CORSAGES OUR SPECIALTY

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EM 1-7015



GOLDERS' SHOE REPAIR

417 W. 75th

TO ALL STUDENTS

Girl's Lofter Heels 50c
Boys' Heels 75c

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\$1.00 or more

Prairie Village The Landing

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Practice kit now!

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money order to
WARREN'S DANCE KIT
KMBC TV-Dept. G - K.C., Mo.

Merry Christmas

and

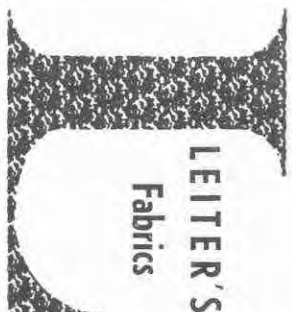
Happy New Year

from

Lee's Booterie

6309 Brookside Pl.

LEITER'S
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Special Discount

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for the FREE BOOKLET—"ELEC-
TRIC HOME HEATING IS HERE!"
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Midnight Show ONLY

Friday, Dec. 22

**"HEY, LET'S
TWIST"**

with PEPPERMINT STARS

PARAMOUNT
Theater

Merry Christmas

and

A Happy New Year

La Pizze

● 7946 Wornall Rd.
● 3509 Broadway



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221 West 47th Street

Westport 1-0767

Jack Frost
DO-NUTS

KANSAS CITY, MO.

PHONE

WE1-7434

BROADWAY'S JOYOUS MUSICAL LOVE STORY!

A ROSS HUNTER
PRODUCTION IN ASSOCIATION WITH
JOSEPH FIELDS
**RODGERS &
HAMMERSTEIN'S**

FLOWER DRUM SONG

IN COLOR
LENSES BY PANAVISION®



STARRING
**NANCY KWAN
JAMES SHIGETA**
JUANITA HALL
and
MIYOSHI UMEKI

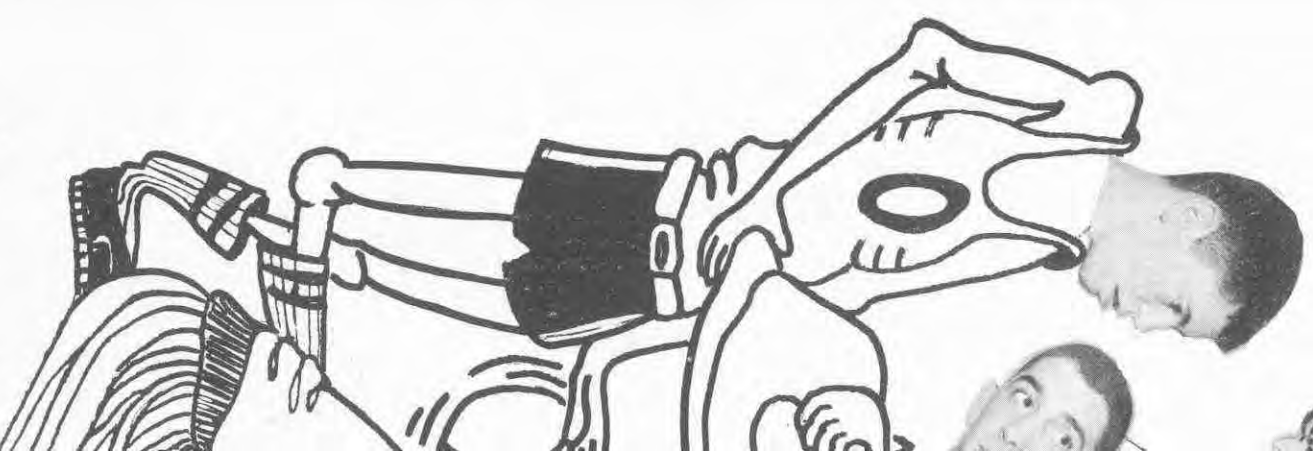
Brookside Theater

Coming December 22

Scoops — a pictorial section of
the Southwest Trail, December 21,
1961.

Editor Andy Hoffman
Art Editor Emily Rich
Photographer Brook Sandford
Poet Larrri Deane Lewis

Christmas



MERRY SC

Christmas is RECEIVING...

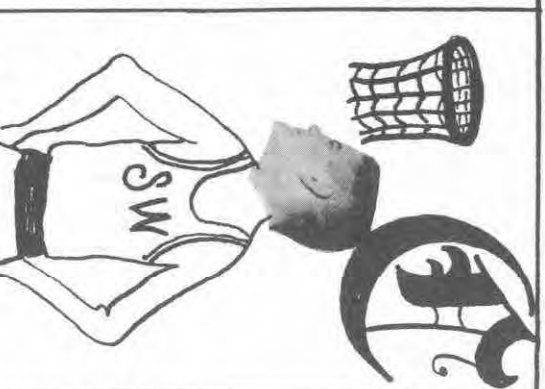
Our Christmas AT



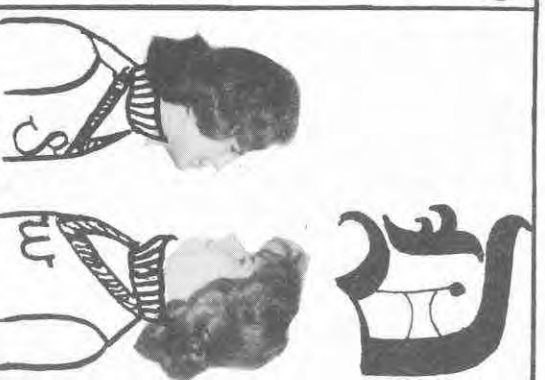
... is for Amadori.
She asks Santa for snow,
And if he brings it,
Asledding she'll go.



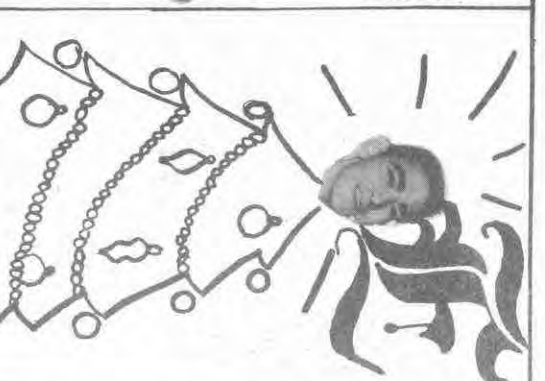
... is for Bond
Who asks only for stilts
In hopes it will bring him
The height of famed "Wilts".



... is for Curtis
All sports are his fame,
And all that he asks for
Is slightly better aim.



... is for Daileys
A mirror they'd druther.
For, being close look alike,
They are tired of each other



... is for Elton
Already a Star,
Whose taste in cheerleaders
Is far above par.



... is for
Who F
Her gr
To hav



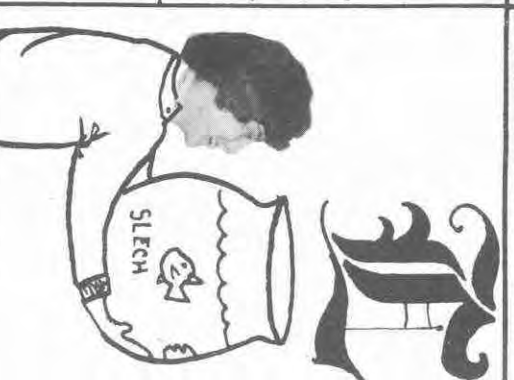
... is for Indin
On the Trail a beaver,
All she wants for Christmas is
Her two front teeth.



... is for Jeter
For Track he must wait,
But he would like Santa
To move up that date.



... is for Krebs
In flying, a jack,
All he wants for Christmas
Is his flight license back.



... is for Logan
Whose one Christmas wish
Is to have a playmate
For her single goldfish.



... is for McCaffrey
Whose one wish is clear,
To win the championship
In basketball this year.



... An
But
Is



... is for quidnunc,
In truth means "what now?"
Well—have a Merry
Christmas
And enjoy it like how!!!



... is for Rose
You would think he's a dame.
So, his wish for Christmas
Is a masculine name.



... is for Sleeper
Who would just like to see,
In girls' basketball,
Another senior victory.



... is for Thrasher
Who is really an ace.
All he wants for Christmas
Is a new briefcase.



... is for Unell
A bright girl in her way.
She'd like cars, clothes,
money, and furs
For her Christmas pay.



... Who
n
Or pe
To re

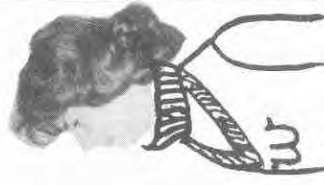
Christmas Alphabet

A



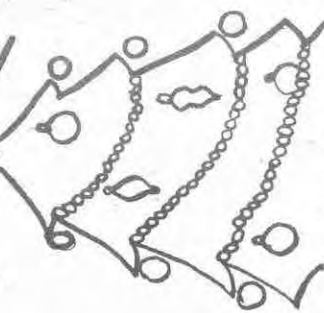
... is for Daileys
A mirror they'd druther.
For, being close look alike,
They are tired of each other

B



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A mirror they'd druther.
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They are tired of each other

C



... is for Elton
Already a Star,
Whose taste in cheerleaders
Is far above: par.

D



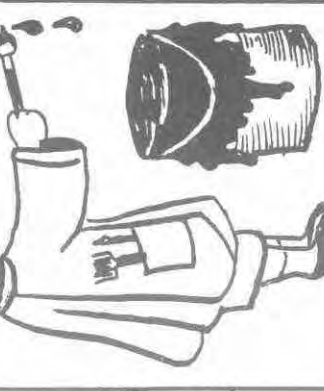
... is for Francie
Who puts pep in our school.
Her greatest wish is
To have a fine Yule.

E



... is for Goodwin
In football a star.
He'd like some new strings
For his worn out guitar.

F



... is for Hoyt
An artist to be.
A box of crayolas would
Fill her with glee.

G



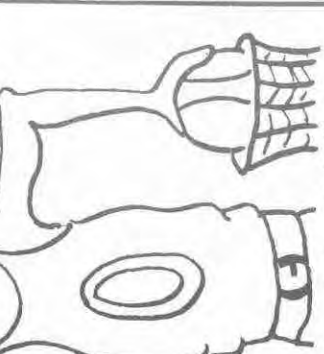
... is for Logan
Whose one Christmas wish
Is to have a playmate
For her single goldfish.

H



... is for Logan
Whose one Christmas wish
Is to have a playmate
For her single goldfish.

I



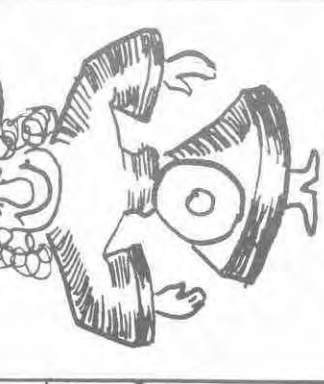
... is for McCaffrey
Whose one wish is clear,
To win the championship
In basketball this year.

J



... is for Nilsson
An artist, also,
But her chief aim
Is a good looking beau.

K



... is for OOPS!
No O's to be found.
Check the yellow pages,
Of O's they abound.

L



... is for Paterson
A high voice she has.
And she's asking Santa
To get rid of Jazz.

M



... is for Thrasher
Who is really an ace.
All he wants for Christmas
Is a new briefcase.

N



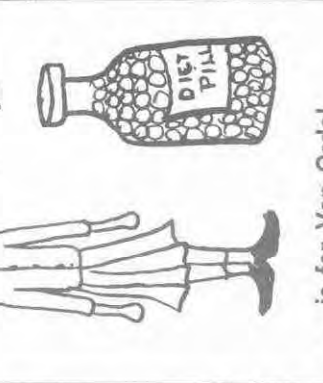
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O



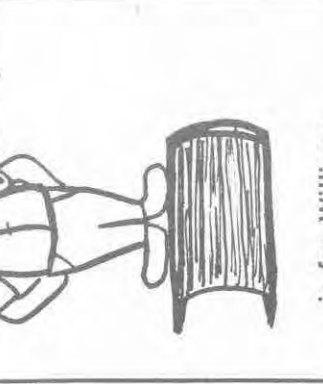
... is for Unell
A bright girl in her way.
She'd like cars, clothes,
money, and furs
For her Christmas pay.

P



... is for Van Osdol
Who would like a Rose
named Scotty,
Or perhaps a diet pill
To reduce what she has not.

Q



... is for Williams
His first name is Jerry.
And to stand on for height
He'd like a dictionary.

R

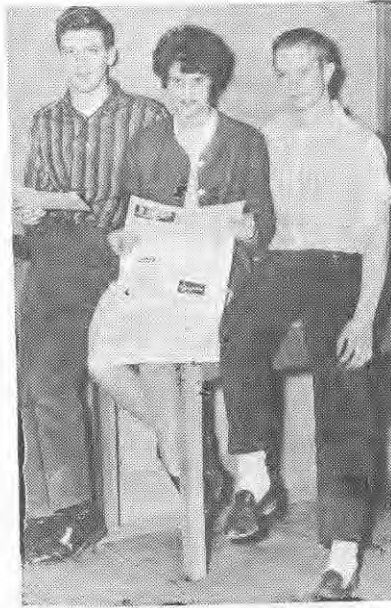


... is for the Staff
Who would like you to know
That they want, for AFTER
Christmas,
About two deep feet of snow!

Valedictorian of Senior Class Wins 'Best Driver of the Year' Title



KICKING OFF THE BEST DRIVER CONTEST Gayle Pugh and Nan Singer attempt to inform the entire school with their king-size banner announcing the intentions of the planned safety contest.



AFTER A SERIES OF THREE QUESTIONNAIRES published in consecutive issues of the TRAIL, Ronnie MacLennan, Emily Rich, and Pete Clagett prepare to take the rigorous practical driving test.



"ARE YOU WINNING THE SPEED RACE TO THE MORGUE" was the prize-winning safety slogan entered by the best driver contest winner, Ronnie MacLennan.



THE FINALISTS, Ronnie MacLennan and Pete Clagett, appear with Mr. Nevin Wasson, director of driver education in the Kansas City, Missouri public schools before taking their final practical driving test.



AS A FINAL REWARD FOR EXCELLENCE IN DRIVING, Ronnie MacLennan receives a \$25 savings bond from Mr. W. L. Cannon.

SOUTHWEST TRAIL

Vol. XXXVII

Southwest High School, Kansas City, Mo., April 5, 1962

No. 12

Install Red Cross Lockers

The bright red crosses on a few lockers in the halls call attention to a new safety factor. These are the new disaster lockers set up for the school by the Red Cross Council. There are 11 lockers in all, three on each floor except the fourth floor which has only two.

These disaster lockers, containing a blanket, sheet, and a well-equipped first-aid kit, have been prepared to aid in the safety of the school. The lockers open with a key or by combination. In case of an emergency a key can be obtained from Mr. V. Gustafson, the office, Miss Vesta Bolliger, Mr. William Greenstreet, or Mr. William Brewster. The members of the executive board and the officers of the Red Cross will have the combination.

The idea of having these disaster lockers was actually originated

The Time Is Now!

(An Editorial)

In promoting safety, every possible precaution to safeguard the public must be taken. When two schools within a few blocks of each other dismiss their nearly 2,900 students at the same time, resulting in many traffic hazards, added precautions must be taken.

Because of a shortening of the lunch hour, Border Star is dismissing its pupils at 3:10 p.m., five minutes before Southwest. This inevitably results in overcrowded streets and hazardous driving.

Unless safer habits are observed by student drivers as well as by parents coming for their children, drastic measures to deal with the present laxness must be adopted. Such measures, as demonstrated in the past, will include forbidding students to park within three blocks of the school and parents to stop and double park when coming after their children.

Were the two schools to space their dismissal times by an added ten minutes, the problem might be partially solved. In addition, high school hot-rodgers (whether they be students or visitors) who attempt to show off their talents immediately after school should be dealt with severely.

In relation to this, Border Star students should not be made to suffer because of "smart aleck" drivers as those in the area of 65th and Pennsylvania, one of the worst intersections.

The Border Star P.T.A. has been active in seeking a solution to

Ronald MacLennan Receives \$25 Bond; Driver Education Course Proves Value

Any Southwest student would gladly take a ride with Ronald MacLennan—for this senior has been named **Southwest Driver of the Year**. Winning over the two finalists Emily Rich and Pete Clagett, Ronald was awarded a \$25 savings bond.

When questioned about his driving ability, Ronnie replied, "My course in Driver Education certainly paid off in dollars and cents. I know that the knowledge gained in that course will continue to serve me well every day of my life."

The idea for a safe driving contest originated with the sponsors, the safety committees of the Student Council and Red Cross, and the Trail. It was the answer to the search for a new type of safety program. Knowing the natural competitive nature of students, the sponsors agreed to have a contest open to all pupils who either had their licenses or were enrolled in Driver Education classes.

In the January 15 issue of the Trail the contest was officially begun; applicants were to study the three drawings depicting situations in which a driver might find himself. Having chosen the correct answer to solve the problem shown, the contestants had to submit an original safety slogan. After two more groups of drawings and problems, semi-finalists were determined.

Point System Law Stresses Safety

To promote driver control and driver improvement on the roads of Missouri, the Drivers' and Chauffeurs' License Law was passed. This law, effective as of October 13, 1962, is more commonly referred to as the driver's "point system."

One of the two basic functions of the "point system" is to provide a method to determine the proneness of a driver to violate traffic laws and to measure the seriousness of these violations. Secondly, the system provides for driver improvement. If a driver accumulates four points in one year, he receives a warning letter. This letter tells him how close he may be to having his license suspended or revoked. He realizes that in order to protect his driving privileges, he must improve his driving habits and his at-

new disaster lockers set up for the school by the Red Cross Council. There are 11 lockers in all, three on each floor except the fourth floor which has only two.

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The idea of having these disaster lockers was actually originated about three years ago. Mr. Brewster, along with the Health and Safety Committee and Finance Committee of the Red Cross, finally reached the acceptable plan last semester.

After the final plans were worked out, the Council sent the idea to Mrs. Roberts — the student sponsor for High School Red Cross. She, in turn, approved it and furnished Southwest with the necessary equipment for the lockers.

Mary Lou and Sue McClelland and Laura Di Giovanni performed the final step of painting. The girls enjoyed the job, although they have been disappointed in students who tend to smear and mar the newly designed lockers.

Laura DiGiovanni, chairman of the Disaster Lockers Committee, "feels that if we have an accident in the school these lockers will aid in caring for any minor injury." She also added, "Only with co-operation of the student body and faculty can the use of these lockers be successful."

One Hundred Teen-agers Attend Safety Meeting

Rhonda Bloom, Steve Woods, and David Silverforb represented Southwest at a safety meeting held on March 20. Mr. W. J. Brewster, driver education instructor and chairman of the area teen-age safety council, and Mr. William Greenstreet, activities director for Southwest high school, also attended.

Speakers included Mr. Nevin Wasson, acting supervisor of safety education for the Kansas City Public Schools, speaking on the summer safety camp, and Mr. Charles Bates of the Toedman Cabs, Inc.

other dismissal times, resulting in many traffic hazards, added precautions must be taken.

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In relation to this, Border Star students should not be made to suffer because of "smart aleck" drivers as those in the area of 65th and Pennsylvania, one of the worst intersections.

The Border Star P.T.A. has been active in seeking a solution to this safety problem. The responsibility also lies with the Student Council Health and Safety Committee as well as the student bodies of both schools to improve the situation. Immediate action and cheerful co-operation will inevitably produce the desired results. Southwest high school should lead the way in establishing the safest community possible! **The Time Is Now!**

Car Club Stresses "Safety and Service"

by David Litwack

"Quite a project your club has undertaken," this reporter said as he entered the garage of Douglas Pillsbury and stepped over and around the numerous parts of a car scattered over the floor.

A youth with a soiled shirt poked his head out from under the hood. "As soon as I finish pulling this manifold, I'll be with you."

"Getting the car ready for the strip?"

"That's right," the youth replied as he turned from his work. "It's the car Mr. Robert Phillips, our adviser, furnished us. It was a 1955 Chevrolet when we started."

"You seem to be disassembling the engine," this reporter addressed the Road Phantoms Car Club president.

"Yes. When we finish tearing it down, we'll rebuild it according to American Hot Rod Association specifications. In addition to this we're going to increase the carburetor twofold by using a four-barrel carburetor."

"What specifications were you referring to?"

"They are prescribed in an AHRA Tech. Manual. One of the most important is probably the armor scatter shield which must surround the clutch and flywheel. The 1/8-inch thick armor will protect the driver and onlookers from a possible clutch explosion."



SAFETY CHECKING A CAR, members of the Road Phantoms Car Club inspect all parts of the machine. (left to right) Jim Holler, John Curt-right, Bill Green, Doug Pillsbury (president) and Jim Jennett.

"The best of luck to you."

"This won't be a matter of luck. We're working in the interest of safety. By providing for maximum safety on the strip we will improve maximum performance."

"Safety and service" are the by-

words of the Road Phantoms Car Club. With activities ranging from helping a distressed driver pull out of snow to supervising the Kansas City Timing Association drag strip, the organization has partici-

parted in many activities. In Missouri, the Drivers' and Chauffeurs' License Law was passed. This law, effective as of October 13, 1962, is more commonly referred to as the driver's "point system."

One of the two basic functions of the "point system" is to provide a method to determine the proneness of a driver to violate traffic laws and to measure the seriousness of these violations. Secondly, the system provides for driver improvement. If a driver accumulates four points in one year, he receives a warning letter. This letter tells him how close he may be to having his license suspended or revoked. He realizes that in order to protect his driving privileges, he must improve his driving habits and his attitude toward safety. Failure to do this will cause suspension or revocation of his driver's license.

A driver's license is suspended for a period of 30 to 90 days upon

(Continued on Page 2)

test originated with the sponsors, the safety committees of the Student Council and Red Cross, and the Trail. It was the answer to the search for a new type of safety program. Knowing the natural competitive nature of students, the sponsors agreed to have a contest open to all pupils who either had their licenses or were enrolled in Driver Education classes.

In the January 10 issue of the Trail the contest was officially begun; applicants were to study the three drawings depicting situations in which a driver might find himself. Having chosen the correct answer to solve the problem shown, the contestants had to submit an original safety slogan. After two more groups of drawings and problems, semi-finalists were determined on the basis of the number of correct answers. From this group of 200 finalists Emily, Ronald, and Pete were chosen for accuracy and good slogans.

At this point the contest became increasingly difficult. The three finalists took a 25-question written examination. Ronald and Pete missed only one question; Emily, two questions. The tie between the boys was broken by the practical driving test judged by Mr. Nevin E. Wasson, acting supervisor of Safety Education of the K. C. Public Schools.

Ronald scored 91 points, Pete, 90.

Youth Court Members Learn by Serving

Twice a month the Southwest Youth Court, an organization of students from seven area high schools, hears cases of pupils who have received traffic tickets. The procedure followed is similar to a jury trial—the charge is read, the jury asks questions, the verdict is given, and the student is brought before the court to hear the decision. If found "guilty," the pupil and one of his parents are asked to sign a pledge to stop driving for a designated period of time.

A local lawyer is present at each meeting to answer any legal questions about procedure. The members of the council have an opportunity to meet many of the outstanding men in law, and they learn from them while serving in the community.

Since the founding of the Southwest Traffic Youth Court in November, 1951, the number of fatalities and accidents caused by careless teen-age driving have decreased according to police statistics.

(Continued on Page 6)



But Officer, it's what they call "creative" driving.

Safety Belts, Anyone?

Several years ago, the world renowned British racing driver Sir Donald Campbell was in the United States. While driving at Utah's Salt Flats Racing Course at speeds of more than 300 mph., his car suddenly overturned, leaped 900 feet through the air, rolled over three times, and skidded another 240 feet. Campbell was taken immediately to the hospital, but amazingly enough, he had only minor injuries. Yet, just about the same time of Campbell's arrival at the hospital, attendants rushed in a woman whose car had struck a soft shoulder at 45 mph. She had broken her leg, pelvis, and shoulder. How can a man emerge unscathed from a 300 mph wreck, while at 45 mph, barely escape death? The answer is—the seat belt. Campbell was using one; the woman wasn't.

Out of the 30,000 people who died in automobile accidents last year, up to half of these might have been saved by seat belts. Of the some 450 people who died in the automobile last Fourth of July, **not one was wearing a seat belt.** Why is it, then, that the public is so indifferent toward seat belts? Why do only 3% of American drivers have this life-saving feature in their cars?

Few people realize the exact nature of a seat belt and its values. Seat belts in automobiles are much like those in airplanes, except that auto belts are bolted not to the seat but to the floor. This insures greater protection. Their cost, plus a charge for installation, is usually no more than \$20. Yet, their safety value is immeasurable. Although many people believe it better to be thrown from a car in an accident, experts now say that the chance of death is five times greater if the victim is catapulted out rather than held in the car.

Even in rare accidents that set an automobile afire or plunge it into deep water, it is safer to have a seat belt on. In such an accident, the victim has a chance to remove the belt and escape; without it, he would be fatally thrown against the dashboard. The Army was painfully made aware of this fact when in 1950 it found that it was losing

What's New?

by Candy Lamkin

Kansas Citians are finding that with the aid of a three-cent post card, they can effectively express their opinions concerning various hazardous intersections in the Kansas City area.

Recently WDAF began a series of studies of such problem intersections. Requesting that viewers write in those junctions which they felt particularly dangerous, either due to the absence of a traffic signal or the timing of the signal, the station has found the idea a great success.

Ken Robinson of WDAF explained the procedure. Working with the traffic departments of Missouri and Kansas, the station selects the danger spot to be highlighted for that week. Films are taken of the spot during heavy rush-hour traffic. Then traffic engineers make a tape explaining why this particular area is a problem, and what will be done about it.

The films and tape are run together on WDAF, channel 4, Sunday nights at 10 p.m.

"We receive everything from postcards to seven-page letters concerning certain intersections," said Mr. Robinson. "About 53 to 58 letters are received each week."

The big question, of course, is, "Does all this do any good?" The answer is an emphatic, "Yes."

So far the timing on twenty-nine traffic lights has been changed as a result of the program. Either the stop period has been shortened or lengthened to promote smoother, more efficient driving conditions. In addition, seven new lights have been installed.

Currently, the program has been centered on a problem familiar to every Southwest student—the congestion at the intersection of Meyer, Wornall and Brookside during rush-hour periods. It will be interesting to see if any improvements result from the study.

Certainly WDAF is to be commended for this fine idea and its immediate success.

Senior Play Next Week; To Give Popular Comedy

Confusion, laughter, and tears figure in this year's Senior Play

TRAIL BLAZERS



Laura DiGiovanni and Frank Bysfield

Safety, the password in this issue of the *Trail*, is a well-known fact to Laura DiGiovanni and Frank Bysfield. Laura has been on the Red Cross Executive Board, chairman of the financial committee this semester and co-chairman of Business Committee of the High School Red Cross, last semester. She also received the Red Cross pin, which goes to the senior (excluding the officers), who does more to further Red Cross work in the school. Laura spends one hour every day helping in the nurse's office.

Frank, too, is extremely interested in safety. Last semester, Frank was Sgt.-At-Arms of the Red Cross, and this semester he is vice-president of this organization.

Laura and Frank may be seeing each other in the halls next year, for both students are hoping to attend Kansas City Junior College, although St. Teresa is still a possibility for Laura.

A lawyer's life is a busy one, and Frank has decided that active life is the type he needs. After graduating from Junior College, Frank hopes to attend either Virginia or Michigan university to attain a law degree. Laura plans to major in business.

Laura has seen every one of Rock Hudson's movies at least two times, and Frank finds fried chicken just as inviting. Laura, during her spare time, works at **Adler's** Department Store, while Frank has just finished a two-year stay at the Waldo theater working as an usher.

"Safety is one of the most important factors in human life!" is the one comment in which both Trail Blazers believe.

POINT SYSTEM LAW STRESSES SAFETY

(Continued from Page 1)

out conviction for a moving violation. After the second consecutive year with no convictions for moving violations, the remaining point

cape death? The answer is—the seat belt. Campbell was using one; the woman wasn't.

Out of the 30,000 people who died in automobile accidents last year, up to half of these might have been saved by seat belts. Of the some 450 people who died in the automobile last Fourth of July, **not one was wearing a seat belt.** Why is it, then, that the public is so indifferent toward seat belts? Why do only 3% of American drivers have this life-saving feature in their cars?

Few people realize the exact nature of a seat belt and its values. Seat belts in automobiles are much like those in airplanes, except that auto belts are bolted not to the seat but to the floor. This insures greater protection. Their cost, plus a charge for installation, is usually no more than \$20. Yet, their safety value is immeasurable. Although many people believe it better to be thrown from a car in an accident, experts now say that the chance of death is five times greater if the victim is catapulted out rather than held in the car.

Even in rare accidents that set an automobile afire or plunge it into deep water, it is safer to have a seat belt on. In such an accident, the victim has a chance to remove the belt and escape; without it, he would be fatally thrown against the dashboard. The Army was painfully made aware of this fact when in 1950 it found that it was losing more men in auto wrecks than in the Korean War.

Dr. Luther Terry, Surgeon General of the United States, predicts that 70% of all U. S. drivers will be involved in auto accidents within the next five years. Many who read this article will be in such accidents. The question is—who will be lucky enough to be using a seat belt?

In addition, seven new lights have been installed.

Currently, the program has been centered on a problem familiar to every Southwest student—the congestion at the intersection of Meyer, Wornall and Brookside during rush-hour periods. It will be interesting to see if any improvements result from the study.

Certainly WDAF is to be commended for this fine idea and its immediate success.

Senior Play Next Week; To Give Popular Comedy

Confusion, laughter, and tears figure in this year's Senior Play as a group of girls invade the boys' dormitory at Winsocki Prep School for the Senior Prom. With every boy expected to bring his girl, the appearance of a famous movie star, Gale Joy, as one boy's date, causes an uproar. What with all the boys clamoring for a dance with the famous movie star, the girls decide that something should be done. They rush in for revenge and the boys find out that "there is no fury like a woman scorned."

The date is April 13 and 14 at 8 P.M. Seniors will sell tickets for \$0.50 each, as part of their senior fees.

Frank, too, is extremely interested in safety. Last semester, Frank was Sgt.-At-Arms of the Red Cross, and this semester he is vice-president of this organization.

Laura and Frank may be seeing each other in the halls next year, for both students are hoping to attend Kansas City Junior College, although St. Teresa is still a possibility for Laura.

A lawyer's life is a busy one, and Frank has decided that active life is the type he needs. After graduating from Junior College, Frank hopes to attend either Virginia or Michigan university to attain a law degree. Laura plans to major in business.

Laura has seen every one of Rock Hudson's movies at least two times, and Frank finds fried chicken just as inviting. Laura, during her spare time, works at **Adler's** Department Store, while Frank has just finished a two-year stay at the Waldo theater working as an usher.

"Safety is one of the most important factors in human life!" is the one comment in which both Trail Blazers believe.

POINT SYSTEM LAW STRESSES SAFETY

(Continued from Page 1)

the accumulation of 8 points in 18 months. After the suspension period has expired, the license is reinstated and the accumulated points are reduced to 6.

Upon the accumulation of 12 points in 12 months, or 18 points in 24 months, or 24 points in 36 months, a driver's license is revoked. No license which has been revoked can be reinstated until the expiration of one year from the date of revocation. If a driver is convicted for the second time of violation of traffic laws while driving when intoxicated, the revocation period is 5 years. Upon the third such conviction, the license is revoked for life. After completion of a period of revocation, a driver may make application for a new license.

The accumulated points of a driver are reduced by one third upon completion of one year with-

out conviction for a moving violation. After the second consecutive year with no convictions for moving violations, the remaining point value is reduced by one half. The third consecutive year warrants cancellation of all remaining points.

Points are assessed in the following manner:

Missouri Statutes—	
Driving under influence of alcohol	12
Driving under influence of narcotics	12
Driving while license suspended or revoked	12
Leaving scene of accident	12
Obtaining license by misrepresentation	12
Any felony involving use of motor vehicle	12
County or Municipal Ordinance—	
Leaving scene of accident	6
Driving under influence of alcohol	6
Driving under influence of narcotics	6
Careless and Imprudent	
Driving—	
Violation of passing regulations	4
County-municipal ordinance	2
Permitting unlicensed operator to drive	4
Speeding Violations—	
State	3
County or municipal ordinance	2
Violation Municipal Stop Sign Ordinance	1
Any moving violation (not covered above)	2
Any above violations contributing to an accident in addition to points assigned	2

STOPPING DISTANCES OF GOOD BRAKES ON GOOD PAVEMENT

SPEED MILES PER HOUR	Distance traveled in 1/2 second before brake can be applied after seeing danger (in feet)	Distance required to stop after brake is applied, on good pavement with good braking efficiency (in feet)	Total distance traveled after seeing danger (in feet)
20	22	21	43
30	33	46	79
40	44	82	126
50	55	128	183
60	66	185	251
70	77	251	328

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SOUTHWEST TRAIL

Published twice monthly, except during the summer months and holiday periods, by the students of Southwest High School, 6512 Wornall Road, Kansas City, Missouri.
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Southwest Science Fair Brings Hope For Strong Showing in City Contest

Forty-eight projects began the 1962 Southwest Science Fair, held Saturday, March 10, in the cafeteria, publicly displayed in the physical, biological, and physiographical fields.

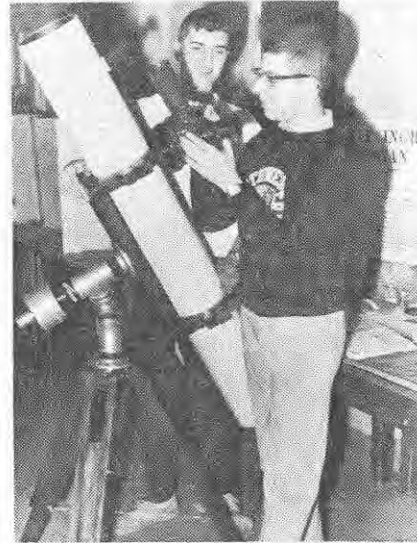
The grand prize was won by Gary Hall with a six-inch, F/8, Newtonian telescope, which he constructed last year. Senior physical blue ribbons were won by Gary Hall's telescope and by Brook Sandford, who ground an achromatic object-glass. The senior biological division's single blue ribbon award was won by Betsy Lanner, who constructed a working model of the human circulatory system.

In the junior division, John Heller's group project, **A Photoelectric Cell**, won the highest award given for physical entries, a red ribbon. A large collection of sea-shells assembled by Diana Ramos received the only blue ribbon given in the biological section.

Mr. Frank Stark, science club sponsor, said that this year's fair was considerably smaller than last year's display. Mr. Stark also noted that prize winning exhibits can be found to include a **problem**, a **solution**, and a **practical conclusion**. Entries in the fair were judged on creative ability, scientific thought, thoroughness, skill, clarity, and presentation. He urged future fair entrants to begin planning for next year's competition now, because top-grade exhibits require many hours of thought, research, planning, and experimentation.

The Southwest fair narrowed the number of entries to the Greater Kansas City Fair to about fifteen. Mr. Stark said that all of the ribbon-winning entries will definitely go to the city contest, and that other high-potential projects will be selected for competition. It is necessary to eliminate all but the best projects because the Municipal Auditorium cannot accommodate all the exhibits which were entered in the school fair.

The city-wide science exhibit will open April 11 and run through April 14 with exhibits from high schools throughout the Kansas City area. To the boy and the girl whose project is judged best in the city, will go an expense-paid trip to the National Science Fair, to be held in Seattle, Washington. The Kansas City Star, donor of the award, will also include a side-trip to the



Science Club officers Mike Mann, left (Treasurer), and Pete Levi, right (Vice-President), inspect the prize-winning science fair exhibit, a six-inch, F/8, Newtonian Telescope.

LOOKING AHEAD

- April 6—Southeast Invitational Track Meet
- U. S. Navy Band
- April 11—City Science Fair
- April 13—Senior Play
- April 14—William Chrisman Relays
- Senior Play
- April 17—William Jewel Relays
- April 19—Begin Easter Holidays
- April 21—K. U. Relays
- April 27—End of second grade period

P.-T.A. Mutual Help Fund Plans Clothing Drive

The Mutual Help Fund will end its 1962 drive for clothing between April 9 and 13. At this time bins will be placed in the front hall for the collection of outer garments for boys and girls that are in good, usable condition. This clothing is repaired and cleaned by Southwest mothers; and then, is distributed to needy families with children attending Kansas City public schools.

These families are not on any sort of relief but are merely unable to clothe their family properly, due to a restricted budget. Due to the

Announce Honor Students

Senior Boys: Jim Agranoff, Jim Anderson, Ted Bland, Bob Bond, Steve Carpenter, Woody Cozad, Greg Curtis, Paul Duffendack, John Foad, Dick Fogel, Allan Friedson, Gil Fulmer, Webb Gilmore, Ronnie Goldsmith, Steve Goodman, Steve Gould, Jeff Green, Ronnie Grossman, Steve Hansen, Jeff Hantover, Dave Harrop, Ted Hodgson, Andy Hoffman, Ralph Jacobson, Nell Johnson, Nick Kelne, Stephen Koshland, George Koutsoubos, Gary Lasister, Pete Levi, Craig Lewis, David Litwack, Ronnie MacLennan, Mike Mann, Larry Mayer, Tom McCaffey, Staley McDermet, Paul Pritchard, Frank Reaves, Don Rifas, John Rollins, Scott Rose, Maxwell Sandford, Anthony Saper, John Shelton, Larry Small, Bart Strother, Danny Sudran, Dillard Taylor, Rex Thrasher, Tom Turner, Alfred Volkowitz, Marshall Westburg, Richard Wiens, Walter Willmert, Steve Woods, Richard Woollen, Norman Yoffee.

Senior Girls: Merrilee Anderson, Sue Barker, Frances Bartlett, Barbara Bassin, Susie Bauer, Carolyn Bufton, Connie Clay, Phyllis Clay, Carol Cole, Barbara Curtis, Joyce DeLancey, Louise Denebeim, Ann Falkenberg, Francie Feild, Janet Glass, Judith Golding, Linda Greenbaum, Jackye Greenberg, Bonny Halbeck, Linda Hatfield, Carol Helms, Gail Henry, Sandra Higman, Sharon Horak, Joyce Howey, Terry Hoyt, Ellen Jenks, Beverly Katz, Jeanne Keith, Cindi Koch, Mary Koentigsdorf, Diana Kuhle, Janet Laird, Barbara Langworthy, Ginnie Lemmon, Linda Lenge, Barb Levitch, Larri Deane Lewis, Sallie Manley, Sandra McLean, Suzanne Morgan, Marcella Nagelvoort, Connie Nelson, Judyanne Nelson, Caryn Nilsson, Shauna Olivett, Christine Paterson, Mary Porter, Beverly Portman, Gayle Pugh, Shirley Reid, Emily Rich, Cindy Rowan, Arlie Russell, Alicia Saunders, Carol Sherer, Natalie Singer, Jane Smith, Susan Stern, Pamela Tennyson, Ranelle Tobb, Brenda Unell, Lyn Van Osdol, Harriet Wadsworth, Carole Ward, Marcia Wien, Ann Willmetz.

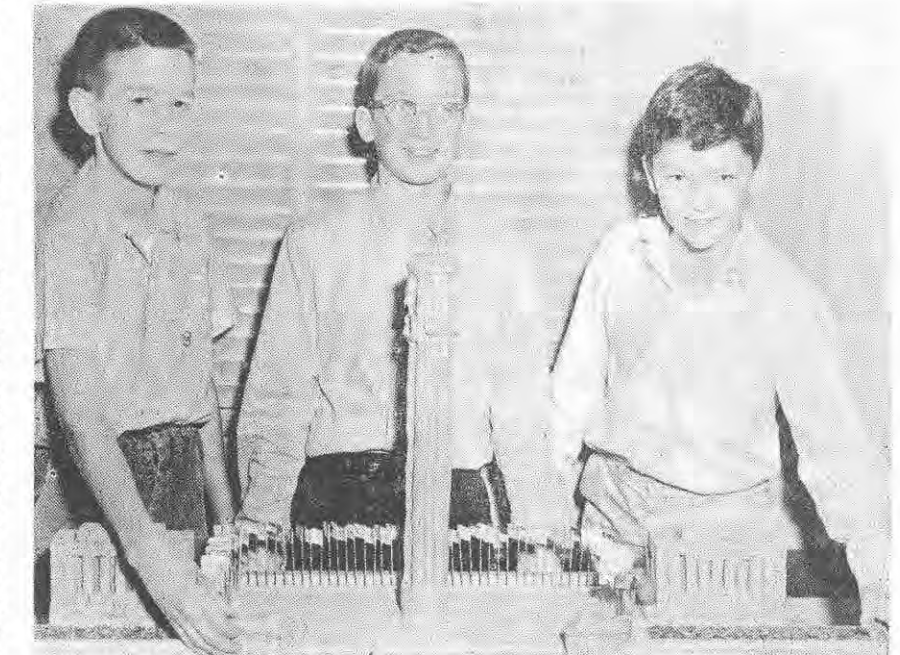
Junior Boys: Ronnie Bodinson, David Cohn, Patrick Corti, Carlton Crenshaw, Mike Davis, Steve Dawson, George Day, Jim Denham, Sol Eaglestein, Bill Goodson, Charles Hagen, Chris Haken, David Hirsch, Jim Hodgson, Peter Kirby, Frank Lam, Bill Lawrie, Harold Levine, Tom Lusan, James McFerrin, Steve McLaughlin, John Maier, Jim Mnookin, David Moubert, Stuart Newman, Steve Osman, Douglas Price, Jim Roberts, Jim Rogers, Steve Rosenbaum, John Savella, Tom Sawyer, Charles Schmelzer, Cam Schutte, Dick Shideler, Tom Shuler, David Silverforb, Donald Stein, Bob Schweger, Dale Taylor, Tom Vollrath, Arnie Wasserstrom, Douglas Whitmore, J. B. Wikoff, David Wolf, Stanley Woll, Dennis Woodling.

Junior Girls: Mary Lou Baruxis, Lynne Baughman, Phyllis Biederman, Justine Boehm, Paula Borenstine, Jeanne Brett, Susan Brown, Joyce Campbell, Marie Clark, Lillian Connelly, Diana Cornwell, Harriet Davis, Mary DeLano, Sharon Epstein, Laurie Fenimore, Linda Ferguson, Jeanne Fording, Martha Groening, Ingrid Haskell, Betsy Jackson, Jan Johnson, Bonnie Jones, Karen Kemmerly, Susan King, Betsy Lanner, Susan McDermott, Leslie McLaughlin, Barbara Milens, Dana Mindlin, Donna Moss, Marie Muff, Joyce Nanninga, Linda Gay Nelson, Lynn Otman, Peggy Phipps, Charis Railing, Kathy Schoenfeldt, Linda Schmitz, Paul Schryver, Diane Schultz, Deanne Silverman, Janet Solter, Joan Stiefel, Kitchie Swartz, Pat Taylor, Leslie Thompson, Nina Wayne, Jackie Wells, Christine Wheatley, Nancy Williams, Martha Woodmansee, Sunny Yeddiss, Gail Young, Judy Zarr.

Sophomore Boys: Bill Abend, Joel Achtenberg, Tom Blair, Jerry Bressei, Bob Caan, Charles Carter, Howard Claussen, David Cochrane, Barnett Conen, Robin Counts, Phil Crenshaw, Doug Curis, Dave Duderstadt, Richard Duncan, Franklyn Finks, James Gardner, Harold Greenbaum, Alan Gutovitz, Carl Haas, Fred Hadley, Jim Hebenstret, William Hermann, John Hines, Bob Horder, William Kirsch, Jay Klein, Bill Laing, Gary Lamb, Robert Lees, Elliott Levy, Paul Levy, Steve Lockwood, George McElheny, John Minturn, Samuel Munague, Bill Myers, Mark Nelson, Fred

People-to-People Program Inspires Students To Build Memorial Replica

by Sunny Yeddiss



DISPLAYING THE MODEL of the Liberty Memorial are (left to right) Harry Poindexter, Bruce Nichols, and David Bean.

Navy Band to Southwest

An opportunity for students to hear the United States Navy Band will be presented through the efforts of Mr. Lester Milgram, former student director of the Southwest High School band, graduate of '34, and now president of Milgram Food Stores. Two performances, at 1:45 and 8 p.m., will be given April 6 in the Southwest auditorium. Students will be offered a special price of 50c for the afternoon performance. Those not wishing to attend will remain in a study hall until the close of the concert.

In co-operation with the Southwest alumnus, proceeds will go to the Southwest Tooters' Club for the benefit of the instrumental music department.

Through the years, Mr. Milgram has shown a great interest in the instrumental music department of his former school. An award is given in his honor to the band member contributing the most toward the progress of the band.

As an added attraction, Mr. George Alter, director of the Southwest instrumental music department, will serve as guest con-

As a result of the rededication project conceived and conducted by Kansas City businessmen, Miss Charlotte Brooke's afternoon Common Learnings class constructed a scale model of the Liberty Memorial.

The rededication of the Liberty Memorial aided the People-to-People program by bringing persons together from all over the world. Miss Brooke's class learned a great deal about this program from their study of the Memorial.

Investigate History of Project

The members of the class discovered that the People-to-People movement began five years ago, when a group of public-spirited Americans were invited to a special meeting at the White House. There President Dwight Eisenhower urged them to join in a massive effort to improve international understanding. At this meeting on September 11, 1956, he said: "If we are going to take advantage of the assumption that all people want peace, then the problem is for people to get together and to leap governments . . . if necessary, to evade governments . . . to work out not one method, but thousands of methods by which people can gradually learn a little bit more

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Sophomore Girls: Linda Bair, Marilyn Beave, Raleigh Berenson, Barbara Birenboim, Judy Blsman, Jane Bland, Roslyn Braeman, Lynda Clyne, Iobi Cohen, Darletta Colham, Annie Craven, Beverly Criswell, Lynne Davis, Ann Dillon, Pat Donovan, Roberta Fairchild, Evelyn Gershon, Karen Gilbert, Ellen Greenbaum, Gale Griffin, Jane Hadley, Diane Herbranson, Linda Hillinger, Kay Hoffman, Margaretties, Beverly Inwood, Judy Jones, Sharon Kahn, Charlotte Krebs, Peggy Landrith, Julie Laudon, Sandra Lee, Sally Lockridge, Valorie Lopsure, Marolyn McCandless, Carol Makete, Sandra Maslan, Nancy Middleton, Margie Morgan, Peggy Nenko, Sandy Noll, Marilyn Packard, Elizabeth Poindexter, Mary Pringle, Barbara Roberts, Meredith Roll, Ann Rothstein, Harriett Rubin, Ann Saferstein, Judy Scoppilin, Sarah Sealock, Linda Shannon, Frances Sharp, Linda Shattuck, Martha Shipman, Kay Simon, Cynthia Swartz, Lynne Turner, Fran Weindling, Christine Westerman, Wendy Winett, Carol Jo Wing, Elizabeth Woodward, Gail Young.

Freshman Boys: Charles Bacon, John Baker, Bill Bates, Albert Bean, Tom Blackmar, Michael Briggs, George Carnall, Frank Coe, Harry Coe, Pete Cortelyou, Chris Cord, Bill Hess, David Kahle, Paul Katz, Mike Kirk, John Langworthy, James Lawrie, Drew Love, John Maichel, Jon Morton, Scott Nicol, Lee Payne, George Peck, Jack Rowe, Richard Shuyler, Robert Smalley, Robert Thomson, William Truog, Paul Van Osdol, Jim Watkins, Mike Zuk.

Freshman Girls: Penny Baraban, Hazel Borenstine, Nancy Brimacombe, Katherine Broyles, Jeanne Campbell, Gay Clerihan, Elaine Conen, Lenora Cole, Sally DeLano, Lida Eichenberger, Mary Falkenberg, Janis Fey, Nicole Filby, Adrian Fogel, Sonia Gorin, Susan Greathouse, Jean Grossman, Jane Handy, Patricia Harrison, Ann Holmes, Rita House, Linda Johnson, Nancy Kain, Debby Kerner, Elizabeth Lesan, Jan Lieppman, Daphne Lynch, Linda Manley, Linda Matthews, Jan Melcher, Sandy Nadlman, Carol North, Ellen Passman, Sara Price, Diane Ramos, Linda Roberts, Pam Rowley, Katherine Shopfili, Alison Shafer, Karen Smith, Gretchen Van Horn, Jane Williams, Joanne Williams, Lynnsay Williams, Catherine Wood, Mary Woods.

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As an added attraction, Mr. George Alter, director of the Southwest instrumental music department, will serve as guest conductor of the band for several selections. Several Southwest students, chosen on the basis of an audition, will be invited to play with the band during the concert.

The Navy Band, which has had many tours and played for many foreign dignitaries, is known all over the world.

Go To State Contest

In preparation for the State Music Contest which was held at Warrensburg, Mo., on March 31, the district elimination took place at Southwest. There were fifteen Southwest entries that achieved a rating of I and fifteen other Southwest entries with a rating of II. These thirty entries were eligible to compete in the state contest. Those with a I rating were the following: Boys' Double Quartet, Double Mixed Ensemble, Sextet No. 1, Roddy Rager, GMV; Carolyn Cox, GMV; Chris Paterson, GLV; Steve Bernstein, BMV; Andy Campbell, BMV; Larry Hill, BMV; Dick Duncan, BMV; Laurie Fenimore, GHV; Ardyce Chinnery, GHV; Jill Edmison, GHV; Sandy Gladi, piano; and Kay Hoffman, piano.

The following achieved a rating of II: Boys' Quartet, Sextet No. 2, Phyllis Clay, GMV; Sandy Noll, GLV; Linda Nelson, GLV; Michelle Koshland, GHV; Tom Cummings, BHV; Bruce Woodruff, BMV; Chuck Waldron, BMV; John Swenson, BLV; Maria Rice, GHV; Judy Lunsford, GMV; Linda Nelson, piano; Lillian Connelly, piano; and Dennis Woodling, piano.

Gramms, Christina Griffin, JoAnn Holler, Janelle Jennings, Lois Johnson, Peggy King, Martha Leonard, Linda May, Ann North, Christina Reicher, Katharine Reinohl, Sue Robertson, Monica Rosen, Jane Schlanger, Susan Schloesser, Maribeth Sembach, Judy Smith, Susan Sanders, Carol Lee Thomson, Joan Wolf.

Investigate History of Project

The members of the class discovered that the People-to-People movement began five years ago, when a group of public-spirited Americans were invited to a special meeting at the White House. There President Dwight Eisenhower urged them to join in a massive effort to improve international understanding. At this meeting on September 11, 1956, he said: "If we are going to take advantage of the assumption that all people want peace, then the problem is for people to get together and to leap governments . . . if necessary, to evade governments . . . to work out not one method, but thousands of methods by which people can gradually learn a little bit more about each other."

"Industrious" is a term that could well be called synonymous with Miss Brooke's Common Learning's class. In their spare time, the members have constructed an exact replica of the Liberty Memorial out of clay.

Each student in the class did his part in constructing the replica. If the student did not build an individual part, he contributed money to help pay for the overall cost. The expense of the project was about fifteen dollars; yet the expense could not be measured with the time and effort that was put into the construction of this miniature.

Use Exact Methods

Each detail was carefully worked out to an exact scale. The architecture of their model Liberty Memorial is professional looking. Students divided into groups and chose different sections to develop. The shaft of the memorial was skillfully molded out of clay by Bruce Nichols to resemble the original. Vickie Leonard performed the difficult job of arranging the flags in the same order as those at the Memorial. The Memory Hall and Museum were duplicated by Sarah Lonnecker and Judy Smith. In the back of the model building, a decorative frieze was drawn by Barbara Millman. David Bean added a great deal of reality to the replica with a wooden base measured exactly to scale. With the addition of Janie Harper's steps, Harry Poindexter's clay sphinxes, and Sarah Schloesser's clay urns the final touches were added.

Mr. George Mahan from the Memorial's Museum has offered to put the model on display there. Thus, the project demonstrating these Southwest Indians' ability will be open for all Kansas City to see and enjoy.

NASA Aviatrix Jacqueline Cochran Lauds United States Space Program

by Ranelle Tobb

With the John Glenn orbital flights still the subject of many discussions, it was a great opportunity for Trail reporters Sally Platt, Jane Sleeper, and Ranelle Tobb, to interview Miss Jacqueline Cochran, a top aviatrix connected with NASA. She was in Kansas City March 8, to speak at the Matrix Table dinner of Theta Sigma Phi, national journalistic society.

Miss Cochran was the official timer for Alan Shepherd's flight, being the only woman in Mercury control tower. For Glenn's orbital, she was an observer. When asked what the odds were for Glenn's flight, she replied that there was a 10% chance for danger, but only .1% chance for loss of life. She considered his flight a boost to American morale, but added that the cynicism Americans feel about U.S. attempts in space is ungrounded. "You don't have to be first to be best," she emphatically stated. To prove this, she read statistics compiled by NASA. It showed that prior to February 12, the U.S. had launched 63 earth orbiting satellites while Russia had launched only 13. Of these, the U.S. has 33 still in orbit with 10 transmitting data; the U.S.S.R. has 1 satellite in orbit which is not transmitting. Russia has had 1 lunar impact. Both countries have launched 3 solar-orbiting ships, and both still have 2 of these ships in orbit.

Sees Russian Aircraft as "clumsy"

As the president of the Federation Aeronatique Internationale, 1958 and 1959, Miss Cochran toured Russia. She feels that although Russian aircraft are superior in speed, they are "clumsy" with their rigid wings and controllable reverse thrusts for landing. The Russians used women pilots in World War II, and in fact, the first state

funeral was for an aviatrix who died in the War.

Always trying to further the role of the aviatrix, she organized a group of American women pilots to serve in England with the British Air Transport Auxiliary, and later directed WASPS in 1943. Recently Miss Cochran helped finance physical endurance tests for women to match space flight requirements. However, she thinks the day when women will pilot a commercial airliner is far in the future. As director of Northeast Airlines she estimates that it costs "\$50,000 to train a pilot to fly a jet, and women are poor economic risks because they will quit to marry."

Sets World Aviation Records

Miss Cochran says of aviation, "You never learn how, you're always training." She received her license in 1932; and since that time, she has made and broken many world records. In 1960, she flew solo 1,325 m.p.h. almost twice the speed of sound. Last October, flying a Northrop T-38 Talon jet, she set a record by holding an altitude of 55,253 feet for 90 seconds.

Being orphaned and having to work to support herself, Miss Cochran completed only the third grade. Almost everything she knows is self-taught, but she admits that she still has difficulty spelling. Based on her own experience, she advises students to utilize their school time. She added that those students who just "get through" only sell themselves and their country short. "Whoever gets something for nothing—ends up with nothing." If the United States is to be a truly democratic country whose people are "rich in minds and morals", they must be educated. She concluded that, "Nothing is as important as knowledge."

Cozad Wins Fourth In State Contest

Woody Cozad, Southwest's fine actor and orator, represented Southwest and Kansas City at the state oratorical contest held by the American Legion.

In order to gain the state finals Woody first had to win the school, district, city, and zone contests, for which he received a total of seventy-five dollars and two gold medals. These victories enabled him to participate in the state contest held in the Missouri House of Representatives at Jefferson City, where he competed with the top high school speakers in the state. At the close of the contest Woody emerged with 4th place and a check for twenty-five dollars.

In the first three contests Woody was required to have a 6 minute prepared speech and be ready to give a 4 minute extemporaneous speech on the Constitution. However, when he reached the state finals he had to make his prepared speech 12 minutes and his extemporaneous talk 6 minutes.

Woody is the first Southwest speaker to gain the state finals in a number of years, and his performance was applauded by many Legionnaires. The margin of victory in contests on the state level is very slim; and although Woody did not win, he did bring recognition in the field of oratory back to Southwest.

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That Fatal Sixtieth of a Minute

Despite the concentrated efforts on the part of a number of agencies to secure safer driving habits, fatal accidents have become such commonplace things that just hearing of them no longer impresses the readers.

Traffic accidents are something remote like the trouble in Algeria; and subconsciously, readers believe that we are immune to these ghastly disasters on the streets and highways. It has been said that experience is a good school; however, safety is one lesson which is of little use when learned by experience. Probably the closest thing which can be obtained, this side of the grave, to this mortal experience is to see the results of such an accident or hear its sickening details.

To accomplish this purpose the national magazine "Motor Life" in co-operation with study groups at Cornell University and the University of California has done extensive research for a number of years to find out just what happens during the first second of an accident. Suppose a car strikes a solid tree while traveling at a comparatively slow speed of 55 mph. These are the details of what happens during the first sixtieth of a minute of an accident such as this.

In the first tenth of that fatal second, the front bumper and fender collapse.

During the second tenth, the hood crumbles, rises, and strikes the windshield. Spinning rear wheels rise from the ground. Fenders begin wrapping themselves around the tree. The car frame is braked effectively, but the body is still moving 55 mph. Instinctive-

ly the driver stiffens his legs for the jolt, but they snap at the knee joints.

During the next tenth the driver's torso catapults from the seat. Broken bones ram into the dashboard. The steering column begins to collapse, and the steering wheel speeds toward the driver's chest.

In the deadly fourth tenth of a second, two feet of the car's front end are totally demolished, but the rear is still rushing onward at 35 mph. The driver's body is still traveling 55 mph. Half a ton of motor plunges into the tree, and the car's rear rises as high as the tree's lower branches.

One-half second from impact, the driver is impaled on the steering column. Blood rushes into his lungs.

During the sixth tenth, the force of the impact has built up so that the driver's feet are ripped out of tightly fastened shoes. The break pedal shears off, and the car frame buckles in the middle. The driver's head bangs into the windshield while the rear wheels, still spinning, fall back to earth.

The seventh tenth of a second finds the car body completely distorted. Hinges rip. Doors spring open. The seat flies loose, striking the driver from behind; but it doesn't matter as the driver is already dead.

The driver isn't around to experience the final three tenths of this horrible second: neither are the other passengers.

No, it isn't a pleasant thing to leave blood on some street or highway. Remember that this was not a hypothetical person, not some other guy; and remember that he wasn't necessarily breaking the law, but only traveling at 55 mph. Just think what could have happened at 75 or 80. He may not have been doing anything illegal but one moment of carelessness left him fit to be buried in a shoe box. He may have been dead right, but he was still very dead.

Junior Achievement Elects Second Term Officers

The fifty junior corporations in the Junior Achievement program of Greater Kansas City have completed their mid-year elections.

Many of the individuals have been re-elected to either the same office they served last term, or a new office, and approximately one half are displaying their leadership for the first time for the past half

ed by the Jamco Company, in which William Kirsch is the re-elected treasurer; William Mehornay is president of his company known as the Spengage—he also is a re-elected officer and helps produce a rain-gage; secretary Marie Muff is a re-elected officer in the Pro-Teens Company manufacturing pants hangers; another secretary, Claudia Smith, of Caddies

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ed Russia. She feels that although Russian aircraft are superior in speed, they are "clumsy" with their rigid wings and controllable reverse thrusts for landing. The Russians used women pilots in World War II, and in fact, the first state

something for nothing—ends up with nothing." If the United States is to be a truly democratic country whose people are "rich in minds and morals", they must be educated. She concluded that, "Nothing is as important as knowledge."

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Students from Southwest serving leadership positions are the following: Jim Burner is president of the Galaxie Products making bulletin boards; Joyce Campbell, of Ja-Way, is secretary of a serving tray production; memo pads are made by the Janco Company in which Joan Chandler was promoted from secretary to the position of treasurer; the Jamarco Company produces letter holders, while Ann Falkenberg maintains the books as treasurer; Jeanne Fording is the secretary for the Go Pa Co. Sales company producing dusting clothes; the vice-president of manufacturing for the Whiteo Company is Glen Froelick who helps in the production of booster cables for cars; Michael Howell is another vice-president of manufacturing for the Pop-A-Cap Company which manufactures novelty bottle open-

ed by the Jamco Company, in which William Kirsch is the re-elected treasurer; William Mehornay is president of his company known as the Spengage—he also is a re-elected officer and helps produce a rain-gage; secretary Marie Muff is a re-elected officer in the Pro-Teens Company manufacturing pants hangers; another secretary, Claudia Smith, of Caddies Enumerated, helps produce what is called chow horse; Novel-O-Meter manufacturers a mood-barometer, with Paul Smith acting as treasurer, re-elected from another office of last term; and Robert Zolotor is vice-president of manufacturing of the Spengage Company mentioned earlier.

Sunny Robertson received \$25 for winning third place in the top salesman contest sponsored by the Greater Kansas City Junior Achievement organization on Achievement organization. March 30.

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Take Care To Make Football Safe

by Charles Blackmar

Is football dangerous? By the nature of the game it is a strenuous contact sport, but at Southwest it is also a safe sport due to the elaborate precautions taken to protect the players.

Safety starts first with conditioning. Since medical studies have proved that players who are not in condition are more injury prone than those who are, all Tribe squad members are expected to be in peak physical shape when the practice sessions start the week before school opens.

In order that they might work themselves into shape and at the same time build up a "team spirit," the gridders always meet in the evenings during the latter part of August for voluntary calisthenics and running. As an additional safety precaution each player is required to have a doctor's examination prior to the start of the season.

Another procedure that helps to prevent injuries is the exercises performed before each practice and game. The purpose of these drills is not to build muscles, but to limber the body before the hard contact.

Top Quality Equipment Reduces Injuries

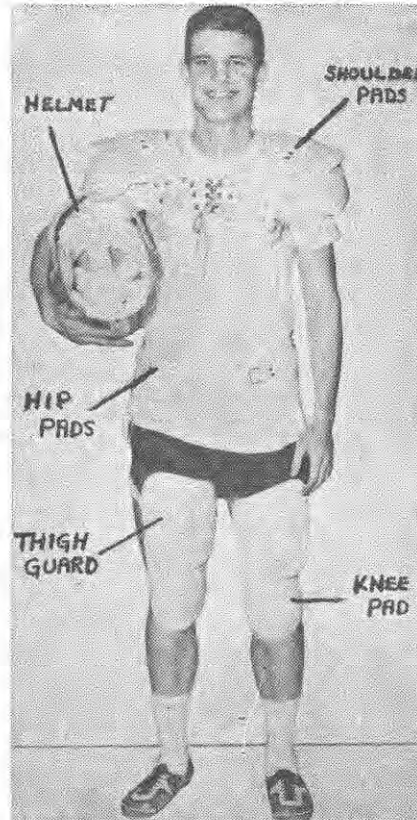
Equipment also plays an important role in preventing injuries. According to Coach Robinson the varsity is better equipped than many college teams. He estimates that it costs over one hundred dollars to outfit one player. Even the players on the freshman team are furnished with first-class equipment.

Many players consider their helmet to be their best friend on the field. However, one type of helmet received national publicity last season when it was discovered that it caused several serious accidents.

This particular helmet rode far down on the back of the neck and jammed against the bones on the neck when a blow was delivered to the face mask in front. None of the helmets used at Southwest are of this design, and this type of injury is impossible. All of the helmets have a flexible nylon face mask to protect the mouth and teeth.

Rules For Player Protection

The rules are written to protect



Indian half-back Jim Roberts models the equipment which protects him while playing football.

players. In order to make the games safer, several changes will be instigated next season. The most important requires all players to have a protective mouth-piece. It is claimed that this device will all but eliminate injuries to the mouth and teeth. Other changes eliminate unsafe blocking techniques.

More Injuries In Park Games

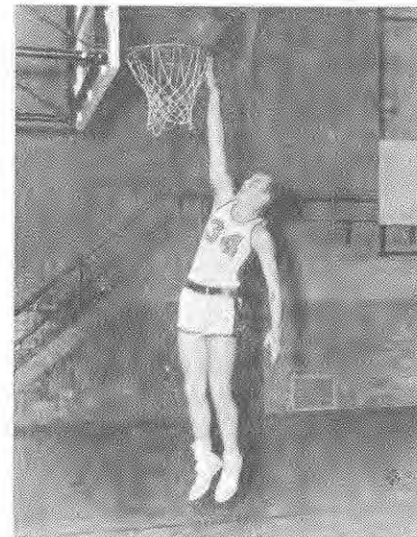
A good way to find out how safe high school football really is, is to compare the number of serious injuries suffered by students playing in the city parks to those of the players on the different school teams. The comparison would show that the players on the school teams had about one-sixth as many accidents. Varsity gridders would think it foolhardy to practice without proper equipment and warm-ups. Yet, energetic boys spend many a crisp fall afternoon participating these dangerous circumstances. With a little bit of extra effort they could be leading their school team to victory and playing a safer game.

McCaffrey Receives Elective Honors

As an exciting end to the 1962 basketball season, Tom McCaffrey, 6'3" scoring ace for the Southwest Indians, was elected by the area basketball coaches and sports writers to the first team of the Inter-scholastic League all-star squad and the second team of the all-district squad for the past season. Also receiving an honorable mention in the all-city elections was Greg Curtis, third high scorer on the Indian squad.

Southeast Leads All-City

The rest of the all-city first team is comprised of two Southeast seniors, Larry Norris and Jack Patterson, Randy St. Clair, a senior from Westport, and Warren Armstrong, a sophomore representing Central. Along with Norris and Patterson, Southeast placed three more on the all-city line-up. Making the second team were the Washington brothers, Preston and Russell, and getting an honorable mention was Bob Black. Teaming together, these five made the Knights the league leaders with a perfect season.



Indian All-Star Tom McCaffrey

Southeast also placed Larry Norris on the first team of all-district and Jack Patterson made the second team. The remainder of the first team is comprised of Kerry Compton from Raytown, Bob Bauers from Rockhurst, Larry Lang of Lee's Summit, and Mike Mattox from William Chrisman.

McCaffrey's Glory Due

Tom McCaffrey was certainly



THE ANNUAL BASKETBALL BANQUET marked the last time this year's squad was assembled together. Also on hand were all the people who helped the coach and team during the season. Top (left to right) Paul Lonacker, Dennis Lucas, Shane Davis, Mrs. Cannon, Coach Kipp, Gary Fowler, David Litwick and Jim Jennett. Middle left, Coach Kipp and Mr. Cannon take turns making baskets. Middle right, Greg Curtis digs in.

Bottom, every one enjoys himself after a fine meal. A short anecdote about each player and manager preceded the presentation of letters. The players also presented Coach Kipp with a small token of their appreciation.

TIME OUT

This week's Time Out features two members of the Southwest varsity track team, Terry Berk and George Cook.

Terry, a 5'8" 140 pound senior, is best known for his proficiency in the 60-yard dash and broad jump. The speedy cinderman has finished third three times in the 50-yard dash, and in the Big Eight indoor meet he placed sixth in the finals of the sixty yard dash. Berk also captured first in the broad jump against Van Horn.

Terry, who plans to run the 100 in future meets, believes that this year's squad can really go places with Central and Southeast provid-

Damon Captures Third In Shot at State Meet

Vic Damon, lean Southwest shot putter, was the only Indian to place in the State Indoor track meet held in Columbia. Vic gave the tribe three points with a heave of 52'-19". The winner of the event, Gene Crews of University City, St. Louis, set a state record with a toss of 63'-11" in the preliminaries.

Another Tribe performer, Phil Manuel, who had been a pre-meet favorite in the pole vault was not up to his usual form because of an injured back.

University City won the meet with 2814 points. Kansas City, Okla.

to be their best friend on the field. However, one type of helmet received national publicity last season when it was discovered that it caused several serious accidents.

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Defending Champs Win Intramural Basketball

Tom Turner's defending championship team won the senior high intramural basketball tournament for the second straight year. It was a closely fought battle all the way with Marshall Gale's team leading 14-10 at the half. However, with a well-rounded scoring attack the champions picked up and emerged victorious by the score of 34-25. The winners, led by Staley McDermott, Tom Turner, and Richard Weins with 11, 10 and 8 points, respectively, held the losers to 11 points in the second half with their tremendous defense. The leading scorer for the losers was Jack Litman with 7 points. Other members of the winning team were Dick Fogel, Scott Rose, Bob Bond, and Ted Bland.

In the consolation finals a very close game was won by Gary Lasister's team over Tom Smith's team by the score of 58-53. With Smith scoring 30 points, the game was close all the way; but a balanced scoring attack by the winners provided them with a victory. Steve Vincent, Steve McLaughlin, and Gary Lasister all scored in double figures, and Vincent lead the way with 14 points.

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Indian All-Star Tom McCaffrey

Southeast also placed Larry Norris on the first team of all-district and Jack Patterson made the second team. The remainder of the first team is comprised of Kerry Compton from Raytown, Bob Bauers from Rockhurst, Larry Lang of Lee's Summit, and Mike Mattox from William Chrisman.

McCaffrey's Glory Due

Tom McCaffrey was certainly the brightest spot on the Southwest team as he led the area in scoring honors, being the only person on the all-city team with an average topping the 20-point mark. With an all season total of 22.4 points per game, Tom made his highest score against Pem-Day when he rallied for 34 points; he highlighted many games with a spectacular shooting exhibition, scoring in the high 20's on several occasions. The record of this Southwest senior is highlighted by a total of 403 points after hitting 50% of the floor shots and 75% of the free throws. Placing with Tom on all-city is Greg Curtis, who, although not achieving the record of his teammate, did much to aid his team both offensively and defensively. He scored 56 points in the season's action.



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Terry, who plans to run the 100 in future meets, believes that this year's squad can really go places with Central and Southeast providing the toughest competition. He names people who lack interest in all sports as well as track as his pet peeve.



George Cook and Terry Berk

George Cook, 5'10" 145 pound junior, is the team's 880 and "wise-cracking" specialist. Finishing first against Center and placing against Van Horn, Raytown, and Rockhurst, George also placed fifth at the Big Eight indoor meet.

The tireless athlete thinks the team is great. He also admits that it lacks balance but will always finish strong in the big meets. George, who plays the trombone in the all district orchestra, names fish as his favorite food. The lack of participation in school athletics heads his list of dislikes.

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Another Tribe performer, Phil Manuel, who had been a pre-meet favorite in the pole vault was not up to his usual form because of an injured back.

University City won the meet with 28½ points. Kansas City challengers Raytown and Central finished fourth and sixth. St. Louis Beaumont high school broke the mile-relay record set by Southwest in 1958 when they won the State title.

Herman Gary of St. Louis Saldan set the only other record of the meet when he raced through the 60-yard high hurdles in 7.5 seconds.

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Togitis—Unco-operatus—The Lost Art of Toga Draping

The mixed reactions of the college students ran from, "Help! We're being invaded!" to "Call the Booby Wagon! There're some nuts running around here dressed in sheets!" as toga-clad Latin students from all parts of the state flooded the campus for their annual convention. The students who belonged on the campus weren't the only ones who had mixed emotions about those converted sheets. They bothered, irritated, and confounded most of the loyal Latin Clubbers, too. Only the elite few whose mothers were handy with sewing machines escaped the general pandemonium. Their togas fitted properly, and they stayed on. Many of the delegates, however, came to Hendrix Hall dressed in street clothes carrying a sheet and several safety pins. Though those with sheets and pins had the noblest of intentions for whipping together a masterful toga "just like the one Caesar used to wear," the results were unpredictable, amusing, and certainly bore no resemblance to anything Caesar or Cicero ever wore. More usually failed than succeeded, however, because of that strange malady everyone was catching, Togitis Unco-operatus.

The Lost Art of Toga Draping or "Ouch! I Stuck Myself!"

The boys had most of the trouble as the girls generally wore sewed togas instead of street clothes, while the boys wore pinned togas over their street clothes. And herein lay the chief cause of all their frustration. In old Rome, Togae were cut from patterns that looked like rounded triangles, and were roughly four yards across the base. Frequently this was augmented by a second piece with more cuts in it that was sewed to the first. The whole thing was slung over the left shoulder so that it hung slightly below the knees in front and just about to the knees in back, and then it was artfully tied with a rope. Since draping a toga was a fine art twenty-one centuries ago when everybody wore one and all knew the pattern, no wonder the loyal Latin Clubbers faced a frustrating problem when they used sheets that were too short, and that were rectangular instead of triangular!

One poor fellow thought he had the situation licked by folding the sheet about one-third of the way

down from the top so that it just touched the floor when he held it to his shoulder. Enlisting the assistance of a fellow sufferer with the promise that, "once mine is on, I'll help you with yours", he and his helper stretched out the sheet to its full horizontal length. The ingenious boy wrought magic as he turned the common sheet into an exotic toga by winding himself up in it, while his friend anchored the far end. The helper pinned him in carefully, jabbing his friend only a couple of times. Although he looked more like an Egyptian Mummy than a Roman Senator, his ingenuity would have been rewarded except that he couldn't move. Having had his laugh, the friend unpinned the helpless lad and spun him like a top out of the mal-contrived toga.

Just Plain Lazy

Across the room some other boys were having trouble creating togae on the spot. One boy attacked the problem from a different angle. He brandished his sheet like a matador, and swung it serape-style over his shoulder. This left one shoulder uncovered so that his red checked shirt contrasted sharply with the white toga. Another boy with virtually the same problem (his shirt was green) solved it by removing his shirt. Tarzan figured that his skin clashed less with the toga than his shirt had. But the laziest of all the serape-style toga creators was the boy who simply pinned a folded sheet around his shoulder by letting it hang down the left side of his body. This effectively immobilized his left arm, while both his shirt and pants clashed with the toga where it dangled open on the right.

To The Rescue

While the distraught, harried, helpless, indifferent, and infuriated boys struggled to maintain the spirit of the convention, and to go along with the game, the girls who had had a touch of homemaking came around to lend some help. With a few quick twists, a few well placed pins (girls can pin sheets without pinning skin, too), and some common sense, they fairly mastered the situation, helping those first who suffered worst from the demoralizing effect of the disease. And though the surprised fellows studied the girls' methods carefully, most of them never found the cure for Togitis-Unco-operatus.

CAR CLUB STRESSES "SAFETY AND SERVICE"

(Continued from Page 1)

pated in numerous activities to serve the community. Approved and sponsored by the American Hot Rod Association, the K.C.T.A., and the YMCA, it boasts a membership consisting primarily of Southwest seniors. Mr. Robert Phillips, Southwest English teacher, is the organization's newly acquired sponsor.

Safety First, Even at Drag Strip

When asked about the duties included in supervising the K.C.T.A. Doug replied, "We inspect all incoming cars for liquor and weapons. With the assistance of policemen and some of our bigger members, we have avoided a lot of controversy here. We also start and flag racing cars, and spot check the strip after each race.

"Only two cars at a time are allowed on the strip which can easily hold five abreast. Besides winning several trophies in various races, we can proudly state that there have been no accidents under our supervision."

"Isn't courtesy of the road an important factor stressed by the Road Phantoms Car Club?"

"Our officers insist that polite driving habits be maintained by all members. Often, especially during the past winter, we have given aid to drivers in distress. We stress courtesy and call attention to our efforts by presenting all drivers assisted with cards printed for this purpose.

"Incidentally, we're having plaques made which will be attached to the rear of each member's car. We hope this will create confidence and a favorable opinion with the Kansas City Police Department."

To Sponsor Car Check

The Car Club, in co-operation with the TRAIL, will establish a car check for all interested students. The check, to be held in the lot of the YMCA, will include the inspection of all car parts; and, if the consent of the driver is obtained, a test of the driver with highway patrol forms will be administered. This check will be held after school, early in April.

Speaking for every member, its president states, "We're not a Club made up of boastful hot rodders. We're proud of our tradition. An integral part of our work deals with safety on and off the strip. We have not safety even ahead of



Over 800 delegates participated in the Missouri Association of Student Councils convention held at Southwest on March 16 and 17. Discussion groups, speeches concerning school spirit and student councils, dances, and the election of the 1963 state officers were of special interest. Steve Woods (center) was this year's president. Convention activities included three General Assemblies (right center), Committee meetings, (left center), and a lunch served in the Southwest Cafeteria (top). Pat Taylor and Linda Lenge (lower left), delegate registrars, are shown with a delegate as he signed in at convention headquarters. For the delegate's convenience, a coat-check was operated (lower right) in the northwest corridor. Picture—(center left) left to right—John Callen, Van-Far High, Vandalia, Mo. Shirley Tempelmeier, Ritenour Sr. High, Overland, Mo., president; (rear) Ron Corvan, Washington High; (foreground) Joe Humphreys, Marshall High, Marshall, Mo.; Judie Ayers, Jefferson City Sr. High, Jeff. City, Mo.

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Frequently this was augmented by a second piece with more cuts in it that was sewed to the first. The whole thing was slung over the left shoulder so that it hung slightly below the knees in front and just about to the knees in back, and then it was artfully tied with a rope. Since draping a toga was a fine art twenty-one centuries ago when everybody wore one and all knew the pattern, no wonder the loyal Latin Clubbers faced a frustrating problem when they used sheets that were too short, and that were rectangular instead of triangular!

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ment."

To Sponsor Car Check

The Car Club, in co-operation with the TRAIL, will establish a car check for all interested students. The check, to be held in the lot of the YMCA, will include the inspection of all car parts; and, if the consent of the driver is obtained, a test of the driver with highway patrol forms will be administered. This check will be held after school, early in April.

Speaking for every member, its president states, "We're not a Club made up of boastful hot rodders. We're proud of our tradition. An integral part of our work deals with safety on and off the strip. We have put safety even ahead of winning a trophy, and our byword of 'safety and service' well states the purpose of our organization."

ience, a coat-check was operated (lower right) in the northwest corridor. Picture—(center left) left to right—John Callen, Van-Far High, Vandalia, Mo. Shirley Tempelmeier, Ritenour Sr. High, Overland, Mo., president; (rear) Ron Corvan, Washington High; (foreground) Joe Humphreys, Marshall High, Marshall, Mo.; Judie Ayers, Jefferson City Sr. High, Jeff. City, Mo.

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