

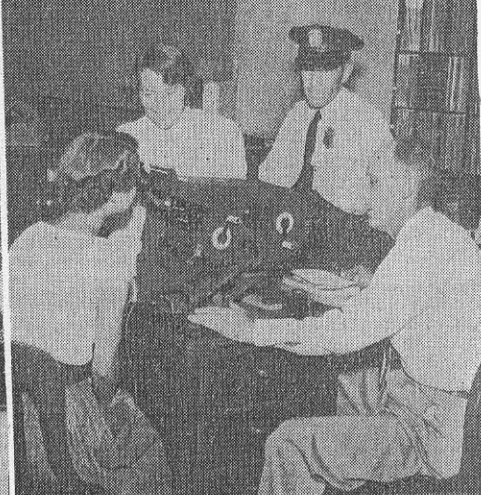


Staff Photos by Tom Pitts

... Four cars and instructors—one more than last year—are ready for driver training courses. . .



HOODS UP—Traffic Officer R. J. Denny explains the difference between a carburetor and a radiator to (left to right) Rachel Huls, JoAnne Fulk and Nancy West, future women drivers and Mineral Springs High School students.



THE EYES HAVE IT—Dorcas White, Mineral Springs sophomore tests her vision on a standard "ortho-rater" with the help of classmate Shirley Jarvis and (left to right) Officer Denny and R. Glenn Jarvis, veteran county driver training instructor.

Driver Training, Most Popular School Course, Begins This Week With Larger Teaching Staff

By George Thomas
Journal Reporter

City and county "schoolrooms on wheels" will start to roll again this week and next as an expected thousand or more teen-age students line up for "the most popular course in the book."

The city-county driver training program—reinforced by an extra car and instructor—is expected to reach 550 to 600 students in county schools this year and perhaps an equal number in city schools.

That would be about double last year's enrollment figure, which would have been higher if two cars and instructors instead of one had been available for extra pupils who wanted to take the course.

New faces in the program this year will include Lacy Venable, county instructor, and Traffic Officer R. J. Denny.

Mr. Venable will split the county schools with R. Glenn Jarvis, who has had to cover the whole territory alone until this year. Officer Denny replaces Officer H. G.

"Rabbit" Tucker, who was with the program four years.

The fourth instructor—there are four altogether—is Henry P. Sale, who has been with the program a year.

Four 1952 Chevrolets, provided through the co-operation of the manufacturer and O. F. Fowler, local dealer, will be used for the road training, which is combined with 30 hours of regular classroom work. City and county school teachers handle the classroom phase of the program.

County instructors will get rolling first this year. Mr. Jarvis and Mr. Venable have already mapped out a schedule.

Mr. Jarvis, accompanied for the first month by Mr. Venable, will start at Lewisville School Monday and then visit, in turn, Old Town, Clemmons, Carver, Mineral Springs, Walkertown and Glenn.

Mr. Venable, after his introductory month, will visit Rural Hall, Griffith, Carver (with Jarvis), Mineral Springs (with Jarvis), Kernersville and South Fork.

The city instructors will start a

week from Monday but have not as yet drawn up a schedule.

The program is sponsored by the Winston-Salem Automobile Club under direction of John Brown, president.

As usual, according to W. T. Ritter, general manager of the club the course will stress "courtesy and good, safe driving habits."

"We teach them that any intersection might turn out to be a dead end street—unless they approach it carefully," is the way Officer Denny puts it.

The classroom work is built around a 455-page book entitled "Sportsmanlike Driving."

Published by the American Automobile Association, the book goes into such aspects of driver training as physical fitness, correct vision, reaction time, driver psychology, good habits, traffic laws, driving technique, car maintenance, economy and highway and parking problems.

Commenting on the popularity of the course in years past, instructors spoke of long waiting lists and special efforts to get to every class.

"Even kids who were sick managed to get out of bed somehow and come to classes," Mr. Jarvis said. "That's all they'd do—just get up in time for driver training and then go back to bed. Nobody ever seemed to get sick enough to miss that."

Although the instructors do not give license tests themselves, a State license examiner is sent out

to the schools to do that. And those who have completed the training course need take only the road test to get a license.

What impresses Mr. Ritter most about the course, he said, is the amount of teamwork it involves.

The AAA, which approves the loan of cars for the program, the manufacturer who makes available extra-quota cars, the dealer who buys them and later resells them as used cars, the local insurance companies which provide free insurance for the program, the city and county school teachers who give the classroom training, the city and county governments which provide the four instructors, all have a hand in the thing, he reminded.

Since its beginning in 1948, the county program has trained 1,410 young drivers. The city program—started a year later—has added more than 1,000 to this number.