



The NEW BERN MIRROR

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During a lull in the trial of Daniel Bryant, the Cat Man, in Craven Superior Court last week, we got into a conversation with Jack B. Richardson. He is a fingerprint expert with the State Bureau of Investigation.

It was Jack who took the New Bern burglar's prints, after his arrest here. And, on the stand, he testified that the marks made by Bryant's fingers and thumbs were exactly the same as those left at various homes robbed by the ingenious 220-pound Negro.

"Maybe it's a stupid question," the editor of The Mirror admitted while talking with Richardson, "but do monkeys have fingerprints?" The query brought no laugh. "They certainly do," he replied.

As a matter of fact, Jack told us that a chimpanzee's prints are so much like a human's that even an expert can't tell the difference. They are about the same size as a woman's or a child's hand, and have the same type patterns.

All members of the ape family possess markings on the tips of their fingers, but monkeys smaller and larger than the chimps would never be mistaken for folks like us. For example, a gorilla's prints are quite big and coarse. You can hope that no prints made by a man will ever be that huge.

If some of our readers subscribe to the theory that man sprang from the monkeys (and in some instances didn't spring far enough) this revelation about similar fingerprints is additional fuel for argument.

Nobody is going to get The Mirror into a squabble over evolution, and for the sake of vanity, if nothing else, we refuse to concede that our family tree was once chock full of chimpanzees, orang-a-tangs or baboons.

However, it's a scientific (or should we say-zoological) fact that monkeys really do have hands. All four of a monkey's "feet" are actually hands, with grasping fingers and more or less perfect thumbs.

That's why they appear to be so clumsy on the ground. Most of them walk on the outside edges of the palms of their hands, with fingers and thumbs curled in. This gives them that funny bow-legged look.

A graduate of the Institute of Applied Science, Richardson agreed with us when we speculated that a chimpanzee might commit a crime, and a human being could get blamed for it.

Jack brought up an interesting point, however. "We would probably know if the fingerprints left at the scene were human," he said. "by observing the position in which the hand or hands had been placed."

According to Richardson, humans invariably spread their fingers apart when touching or grasping something, while a monkey keeps his fingers close together. There could, of course, be exceptions, but this isn't likely. And, monkeys being monkeys, their finger tips are usually dirty, dirtier even than the fingers of that small boy of yours after several hours of play. This would be a revealing factor too when the chimp left his prints.

No duplicates have ever been found among the 140 million fingerprints that are on file with the Federal Bureau of Investigation. Which, of course, bears out the firmly established belief that there are no duplications.

Perish the thought, but wouldn't it be disconcerting if the FBI or somebody else found some fingerprints that matched your own exactly, and they belonged not to a fellow human but a monkey? It

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STILL MORE RECOGNITION—New Bern's Ed Wallnau, who is vice-president of the Hotel Piccadilly in New York City, admires the Air Force Recruiting Service Class I award which he has just received for his outstanding support to the USAF Recruiting Service and its mission. Seen

with Ed is MSgt. Lee Rogers, Air Force Recruiter of the year, and his wife, Vicki. Wallnau has been saluted countless times by all branches of the service, and his Cadet Lounge is a Gotham landmark.

New Bernian's Son Builds Car For Famed International Race



"LET ME HAVE IT!"
... Chipper Spigner's pet is impatient.

—Photo by Florence Hanff.

Designing and creating a race car that can qualify for an international event is easier said than done.

Many fail, but Henry A. Grady, III, whose father is a well-known New Bern attorney, Henry Grady, Jr., has accomplished this feat with his co-builder, Gene Beach. Tomorrow, down in Florida, their highly praised vehicle will compete in the Twelve Hours of Sebring.

Dubbed the Begra—a name coined from Beach and Grady—it is scheduled for driving by John Bentley, with Henry in relief. Bentley won the Index of Performance test last year, driving as OSCA, and this will be his eighth year in the world-famous Twelve Hours. It is said that no other driver can match him in experience.

Challenging the Begra will be Europe's best. It will run in Sports Category "C" as a prototype American racing car, and with its 750 cc displacement will be vying with the long-successful OSCAS and D.B.s.

Described as a 12-hour endurance orgy, the Sebring Twelve Hours is going to demand the maximum of a vehicle that weighs just 630 pounds. Grady and Beach have no doubts as to its stamina and efficiency and it might well be that automotive history will be made tomorrow.

A mechanical engineer who graduated from the University of North Carolina, Henry hails from Clinton. He manages the Motor Imports Part Co., of Miami, and has been enthusiastically and doggedly

striving to perfect racing cars for the past five years.

He and Gene were both pilots in the Korean war. Beach flew single-engined fighters, while Grady flew the multi-motored jobs. They became good friends, and teamed up when they returned to civilian life. Gene lives at Clearwater.

It took them 16 months to transform the Begra from a dream into a reality. Lee Lilley, one of the winners at LeMans last year, calls the car "knock-kneed, bow-legged, pigeon-toed and slow-footed" but he adds quite emphatically that "it works."

Last April, on a tricky 2.7 course near Cocoa, the Begra registered its first class win in the 10-lap event for Triumphs, Porsches, MGA's, Alfa Normals and similar race cars.

Later, it finished third behind two Porsche 1600 Supers, in a field of 33 outstanding vehicles. It was apparent that Grady and Beach had come up with something extraordinary, and the Begra occasioned plenty of talk in racing circles when it finished first in two big meets at Daytona.

The Begra's lightness, to a considerable extent, resulted from its all-aluminum body. An architect by trade, Gene pounded out the body over an old stump in his backyard.

Henry assumed responsibility for fashioning the motor. He worked alone at Miami, while Beach was doing his laboring at Clearwater. When the engine and chassis had been completed by Grady, he towed

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