

20 CRASH ON PONTIAC ROAD

More than 20 crashed and distorted highway guard rails on one short stretch of poor conditioned macadam road between Pontiac and Flint represent more than 20 accidents which have been reported on this stretch during the past two weeks. This stretch of pavement on U. S. 10 between Pontiac and the Oakland-Genesee County line is in bad condition, and at the same time is carrying one of the State's heaviest burdens of traffic. The 1928 State highway program includes this stretch on its program for replacement and widening. The Detroit Automobile Club, through its safety and traffic committee, is urging an early start on the work. Built of old style macadam, it is almost impossible to maintain dry

average highway speeds under wet weather conditions without reeling into the ditch at every turn. Sloping edges, holes and washed away shoulders make this 16-mile stretch one of the worst safety hazards in southern Michigan, according to E. S. Matheson, touring manager of the Detroit Automobile Club. All of the broken guard rails were standing in good condition three weeks ago, he says. An examination made by the club's road scout of this stretch yesterday tells the story in pictures of more than 20 serious automobile accidents which have forced the machines through these service rails and steel ropes into the ditch.

Motorists have been warned to proceed with caution through this stretch under wet and slippery weather conditions.

In an attempt to rid his hair of dandruff Fred Kevin of Holoken, N. J., rubbed kerosene in his hair and when lightning came tove to almost impossible to maintain dry

STERNAL TELLS OF EXPANSION

"The fact that we supply motorists with a complete tire service is one of the reasons that our business is showing a steady growth," said F. E. Sternal, who operates the Goodyear service station at Woodson. "Tire stores," he said, "cannot be operated like haberdasheries, furniture stores, or most other places of business where the customer selects his goods, pays for them and the transaction is a closed incident.

"We must and cheerfully do see our customers get the full number of miles that are built into tires by advising and assisting them in the proper care of their tires and giving them first class repair service when they need it.

"At best," he said, "tires are subjected to a great deal of rough treatment. While it is true the average tire of today is built to withstand much harder wear than at any time in the history of the industry, it is also a fact that tires are given much harder use than perhaps ever before.

"In addition to giving our customers a product which offers the highest point of efficiency than at any time in the history of the tire, we are also busy in getting the greatest possible mileage out of their tires by keeping them properly inflated at all times, and otherwise taking proper care of their tire equipment.

"Periodical check on air pressure and inspections on the condition of their tires will often prevent serious tire trouble. We provide this service free of nominal cost. Our repairing equipment is also such that we are ready at all times to give quick service on repairs of casings and tubes."

FRENCH FLYERS READY FOR HOP



Reported ready for an attempted Paris to New York non-stop flight, Sergeant DeTroyat, left, French army flyer, has been grounding a plane at Le Bourget airport, Paris, and awaiting favorable weather conditions. Henri Delage, right, commercial flyer, may accompany DeTroyat on the transatlantic attempt.

- gears by shifting from high to low.
10. Choked or hard lining.
 11. Eccentric or distorted drum.
 12. Loose wheels or wheel bearings.
- It isn't until we are annoyed by the squeaks from the brakes that we give these appendages any notice.
- Then, most likely, it is too late to prevent poor braking, for with squeaking brakes goes an uneven, imperfect system of control.
- Twelve causes for squeaking brakes are listed by Motor Age, in a recent issue. They are:
1. End of band touching drum.
 2. High areas of unequal pressure.
 3. Sand between brake drum and lining.
 4. Twisted bands.
 5. Unequal adjustment.
 6. Worn anchor pins.
 7. Bands frozen on anchor pins.
 8. Twisted anchor pins.
 9. Exposed rivets.

WE HEARD IT SAID BY—Louis Hascell, local reporter: "Our Birmingham Rotary club's bowling team defeated the Exchange club last week in a hotly contested game. This season, you may tell the Exchange that the silver loving cup that goes to the golf champions won by the Exchange last year, will be in the hands of the Rotarians before the snow flies next winter!"

MEN ENJOY AUTO STYLE SHOW

The Buick Motor company Detroit branch recently brought to a close its "Buick Style Show," a twin display of off-fashionable, newest creations for women's wear and the smartest offerings of the automobile world. The event was held at last week in the General Motors building retail saleroom of the branch, and attracted thousands of visitors.

The style show was devised in an effort to portray the importance of style in the modern motor car. The entire Buick line, in its many, new colors, was exhibited against a background of spring flowers. The central display was a striking Buick brougham in glistening black Duco, set upon a low dais flanked by a large decorative fan.

On the stage thus formed, to the accompaniment of music, being models introduced spring fashions in women's millinery, gowns, and footwear, on Tuesday and Thursday nights. Attendance was especially heavy on the nights of the twin exhibit.

"A surprising thing to us," said James Dickson, Jr., manager of the branch, "was the fact that so many men visited the style show before. In style is usually associated with women, but in this case it worked out differently. Men also are very much interested in the matter of style and color."

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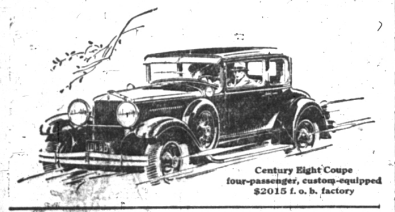
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Under The Hood

Difficult as it is for many of us to shift gears from low to high in ordinary driving, it is even more a task for us to shift from third to second or first.

The reason is that we don't appreciate the mechanics of the operation, and seem to feel that this should be done as easily as ordinary gear shifting.

When a car is being driven in high gear, the gears are doing no work at all. The engine shaft is connected directly to the propeller shaft and the car speeds up in direct proportion with the speed of the engine.

The gears may be said to be out of mesh.

To change down to second, however, the gears must be put into mesh, in order to vary this proportion between engine speed and car, or rear wheel speed.

While the car has been moving in high, the rear wheels might be moving in the proportion of one revolution to about five of the engine.

But the next lower gear, second, gives only one revolution of the rear wheels to about eight of the engine, which means that the engine would have to be speeded up proportionately in order to maintain the same road speed. Or saying this another way, the car would have to be slowed down proportionately in order to match the rear wheels, through second gear, with the speed of the engine.

Therefore, in changing down, the engine must be speeded up just enough so that its revolutions would be in the proper proportion with those of the rear wheels, through second gear.

A British inventor has designed a speedometer which not only tells the driver the road speed he is making, but designates the engine speed and the required speeds for changing to first, second and high.

Thus, by watching this instrument, a driver can tell at what point he is ready to shift to another gear without causing any commotion in the transmission case.

Such an instrument might be highly useful in this country, too.

It is going up a long, steep hill that difficulty is encountered. The car slows up going in high, and it is hard to tell at just what point it is best to shift from high to second. This needs considerable experience of the particular engine in use.

But generally the best advice is to release the clutch, shift to neutral, speed up the engine slightly and shift into second. This—although including four distinct movements—will be done in the shortest possible time, for the least delay causes the car to slow up further and make shifting more difficult.

To shift into first, the car must be slowed to a standstill. For new drivers, it should be magnanimous, or the engine might stall.

Going up hill, a new driver might stop perfectly still and start his car all over again, rather than take the chance of stripping his

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