

### AUTOMOBILE CLUB PROMISES NEW SERVICE TO COUNTY MEMBERS

An entirely new service to motorists throughout Oakland county was announced today by W. G. Brown, manager of the Oakland County Automobile club, division of the Detroit Automobile club, the two of which recently consolidated.

Emergency road service will be given to any club member on any highway or side road in Oakland County henceforth, it was announced by William A. Ochs, road service manager at Detroit. Official A. A. A. garages will be established throughout Oakland county to service members not only of the Oakland county division, but also members of other A. A. A. clubs of the United States who might chance to require service in Oakland County. Where former limitations of the Oakland County club provided

only service on the main highways, the combined road service department of the Detroit club will now provide prompt service to every nook and corner in the county where a club member might find himself entangled in mud or broken down on the highway.

The safety and traffic department of the Detroit Automobile club now comes into Oakland County joining the division in the installation of school boy patrols in every public institution.

This army of trained youths will form a part of an 80,000 force which exists among schools in Michigan to guard the cross-roads and highways at recess and closing hours of school. H. O. Rounds, veteran safety director of this work, has already begun organization in this county.

Legal service from a department of more than 20 persons in Detroit, under Howard D. Brown, will be extended to every member of the new county consolidation.

Insurance for collision, fire, theft, property damage and liability may be purchased by all Oakland County members at cost through the Detroit Automobile Inter-Insurance Exchange, one of the largest and strongest insurance organizations in Michigan.

This organization already writes insurance for more than 40,000 of the Detroit membership. Mr. Brown announced his complete satisfaction with the new consolidation in the following statement:

"Through the combination of the Oakland County Automobile club and the Detroit Automobile club, we are pleased to find limited facilities in rendering an extensive and tangible service to every member in Oakland County."

"Although the county club retains the advisory board, we now have all of the club service advantages in Detroit enjoyed by the largest automobile club in the world. Most satisfactory service has for the past several years been rendered between the Detroit Automobile club and the branches, as distant as Benton Harbor and St. Joseph and throughout all leading towns of southern Michigan to the Thumb district, where members are serviced by the Hoyt Huron branch."

### PUBLIC LIKES MORE SPEED, SAYS DEAN

Dean Edward Ottomann, of the Chicago Technical College, recently opined that "The people are wanting more speed and the manufacturer should make the car as safe as possible." This statement was in reply to a series of questions propounded by Percival White, prominent engineer while making his recent automotive survey.

As the mechanism of the automobile is perfected it is obvious that greater distances can be traversed which in turn is the basic reason for the public demand for speed. There are two principal means of relieving the danger that high speed lies in the possibility of turning over. Another great safety factor is fortification against impact in case of collision or sudden impact.

Dodge Brothers have embodied these two guards against injury in their new Victory Six Motor. The entire body is made of two walls of sheet steel—battleshield type—with an air space between. These walls are joined together at various points with lock joints giving the body much greater strength by creating a second defense against accident.

For the first time in motor construction the body and the chassis

### LAUD BUICK AT N. Y. SHOW

James Parry, village manager: "Flashing of the yellow traffic lights on Woodward avenue interfered to such an extent with the radio receiving sets in the neighborhood that they had to be discontinued. We find that the continual light has no effect however."

are united into one solid unit in this car. The floor is built into the chassis frame and the seats are attached directly to this. The old insecure framework, including the body sills, is thus eliminated. And in addition there is a saving of two full inches in the height of the car and a resulting lower center of gravity without sacrifice of road clearance. It would be practically impossible to overturn this car even on the sharpest corners.

In addition it combines, for the first time, the body and chassis into one unit which is necessarily much more solid inasmuch as the torsional twists and strains are now taken up by the solid piece of metal. The body is further strengthened by the butt-weld principle of construction. Two separate walls of sheet steel are used to replace the single wall and the result is an impervious rebound for the passengers.

A late spark means overheating and in winter many motorists allow the spark to fall too far behind schedule, according to engineers. At no other season is the damage from delayed timing so serious. It should be part of the motorist's routine to have the timing checked periodically.

### LAUD BUICK AT N. Y. SHOW

Flint, Mich., Jan. 18.—Comment from the National Automobile Show at New York, filtering back to Flint, indicates that Buick's Rainbow Chassis ranked well up among the many Show exhibits as a focus of public interest.

The Rainbow Chassis, prepared under the supervision of Kingston Forbes, Buick style engineer, represents months of work. It consists of a regular 1928 Buick Chassis, exterior parts of which are set out away as to reveal every moving part in actual operation.

The frame is finished in soft tan Duxon, and the springs, radiator shell, and all other uncluttered parts; including gears, in gleaming nickel. Small lamps of various colors are concealed inside the crankcase, head, transmission and rear axle housings, and torque tube, and between the channels of the frame, and these flash on and off at change hue as the chassis driving apparatus turns, flooding the whole display with soft light of many tints.

The chassis is said to be the most elaborate attempt ever made to reveal the inner workings of a motor car. Not only the operation of the pistons, but that of valves, camshaft, push rods, crankcase and all the other interrelated mechanism is plainly visible so that the function of each individual part may be readily discerned.

"The Buick chassis is about as

far from conventional design," said Mr. Forbes, "as the Rainbow Chassis from ordinary cutaway chassis hitherto seen. It is the product of almost a quarter-century of development and progress, development which has produced the vibrationless six-cylinder valve-in-head engine, the double drop frame, the torque tube drive, the famous sealed feature which shuts out dust and moisture, can-

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**\$1195** f.o.b. factory

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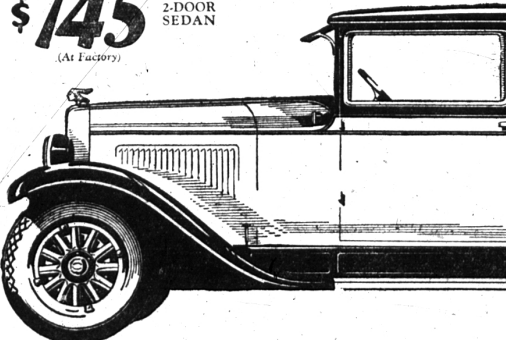
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