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## Road Tips

### Illinois

Ninety-Fifth street is closed from Western avenue to State street in Chicago. Traffic can detour on either 87th street or 103rd street.

Dempster street is now open from McCormick boulevard to Illinois-19.

Dixie highway is closed from Lincoln highway in Chicago Heights to Joe Orr road. Traffic is directed east on Lincoln highway, or 114th street to Halsted street, north on Halsted street to Joe Orr road, then west on Joe Orr road to Dixie highway. Traffic can also detour west on the Lincoln highway to Ashland avenue and north to Dixie highway. Both detours are all paved.

Cook county—The Halsted street detour north of Sibley boulevard has been changed. Traffic is directed east on 138th street to Indiana avenue, south on Indiana avenue to Sibley boulevard, then west on Sibley boulevard to Halsted street. This detour is all paved.

Illinois-1—Detour in Harvey, follow marked detour over city streets.

Illinois-5 (US-20)—Detour in Melrose Park, follow 25th avenue south to St. Charles road, west on St. Charles road to Illinois-46, north on Illinois-46 to Illinois-5.

Illinois-18 (US-32)—Detour in La Grange, follow marked detour over city streets. Detour in Naperville, follow marked detour over city streets.

Illinois-21—Detour in Niles, follow Illinois-42A north to Dundee road, west on Dundee road to Illinois-21 in Wheeling. Illinois-21 is closed between Ballard road and Dundee road.

Illinois-42 (US-41)—Detour in Fort Sheridan, follow marked detour route through Highwood and Fort Sheridan streets.

Illinois-46 (US-45)—Detour in Bellwood, follow St. Charles road east, 25th avenue to Route 6, west on Route 6 to Route 46. Detour in La Grange, follow marked detour over city streets.

Illinois-55—Detour at Des Plaines avenue, follow Des Plaines avenue north to Illinois-6 west on Illinois-6 to 17th avenue, south on 17th avenue to 22nd street.

Illinois-63—Detour at Harlem avenue follow Harlem avenue south to Lawrence avenue, west on Lawrence avenue to River road, north on River road to Route 63.

### Indiana

Gravel roads and most gravel detours of the state highway system are reported in good condition.

US-24—There is a 10½-mile detour from Goodland east to 1 mile east of Remington. Pavement from Monticello for 14 miles east, then detour ½ mile north to the old route to Logansport. Detour just east of Huntington until city completes paving to meet state road is one half mile.

US-27—A detour of 4½ miles has been established from one half mile north of Richmond to Chester. The 11-mile detour just north of Winchester remains. Also the 8-mile detour southeast of Fort Wayne remains.

US-30—Practically all paved. Has a run-around at the Erie Railroad 2 miles east of Shorerville.

US-31—Practically all paved and open at present. However, there is a section of one-way traffic south of Kokomo while pavement repairs are being made.

US-41—This route is all paved except 4 miles of gravel, 3.2 miles of which is south of Morocco. There is a 3-mile good gravel detour from 4 miles north to 5½ miles north of Rockville and a ¾ mile detour in Evansville.

US-40—All paved and open. Repair crew working between Cumberland and Greenfield with one-way traffic in effect.

US-50—The detour from east of Ver-

## Use of Stroborama by Graham-Paige Presents Illusion

In the new engineering laboratory building of the Graham-Paige Motors corporation, the illusion of motionlessness in the rapidly whirling fan is produced by the stroborama, a marvelous device that enables the engineers to analyze high speed mechanical motion, and to learn exactly how various units and parts behave at different speeds. The new laboratory is one of the most completely equipped research buildings in the automotive industry. In conjunction with the company's new final test building and concrete track for road tests, the new laboratory completes the Graham-Paige facilities for research work in the designing and developing of motor cars, and for the thorough trial of every car before it is shipped from the factory.

The building housing the laboratory is of brick and reinforced concrete, two stories high and 300 feet long. Four dynamometer rooms are constantly in use making test after test to insure the utmost efficiency of Graham-Paige engines. A special water brake dynamometer is used for the long continued tests. Then there is a cold room, in which an entire car can be tested at temperature as low as 20 degrees below zero. A heat room permits a car to be operated under desert condition at temperatures as high as 140 degrees. In the silent room, completely insulated from all outside noises, entire cars or separate units can be tested for noiselessness. Other machines subject chassis and bodies to shock tests, stimulating high speed driving over rough roads.

The stroborama, is perhaps the most spectacular exhibit of all. This device is of French manufacture; only four similar installations exist in America, one of which is maintained by the Navy department. By means of a cluster of neon tubes of 1000 candlepower, the stroborama illuminates an entire chassis, engine, or any unit, with a light timed to flash in synchronism with the rate of motion of the part under study.

Its effect, is readily understandable. If a man were in a dark room, with an instantaneous flash of light illuminating his watch every 60 seconds, the second hand of the watch would seem to be motionless, because he would see it always in the same position. If the light flashed every 61 seconds, the second hand of the watch would seem to advance only one second in each minute. With the electric fan running at 2750 revolutions per minute, the light is adjusted to flash 2750 times a minute. Consequently, each blade is seen in exactly the same position at each flash, so that the man seems to stand still.

Hanson Motors of Winnetka is the Graham-Paige dealer.

### SYRIA BUYS MANY U. S. CARS

Syria imported 80 per cent more American automobiles last year than in 1927 while the outstanding development in this foreign market was the heavy increase in trucks imported from the United States, the number reaching 362, as compared with seventy-nine in the previous year.

non to Dillsboro has been lengthened from 17 to 32½ miles. Surface fair but narrow. Cincinnati to Louisville traffic should use Indiana-56.

US-52—A detour is in effect from 5½ miles west of Metamora to Brookville, because of this fact, Indianapolis to Cincinnati traffic is advised to use the all-paved route via US-40 to Richmond, via US-40 to Richmond, Ohio-11 to Eaton, Ohio-9 to Hamilton and Ohio-4 to Cincinnati.