

DRIVING TROUBLES IN HILLY COUNTRY ENCOUNTERED DIFFICULTIES

Motorists Accustomed to Level Roads Find Handling Car In Rough Territory New Experience

"Motorists who are used to driving only on the level roads of the middle west frequently find themselves at a disadvantage when they are forced to do any hill climbing," says Charles M. Hayes, president of the Chicago Motor club. "If the motorist who plans on doing rather extensive touring would practice his hill climbing on the flat roads of his native state, he should save himself much worry and possible disaster. Thousands of drivers who can drive in traffic without any difficulty, or who can safely pilot their cars over slippery country roads, find that hill climbing requires a special kind of skill and knowledge.

Is Different
"Hill climbing is no more difficult than ordinary driving, but it is different. The motorist who learns the difference will have no trouble. In ordinary driving the motorist pays little attention to the manner in which he stops his car, but on a hill crowded with cars stopping presents a real problem. The novice who is forced to stop on a hill is always worried about slipping back when he takes his foot off the brake to step on the accelerator; the veteran hill climber does not consider this a problem, for he keeps his foot on the brake, and when he gets ready to start he uses the hand throttle instead of the accelerator. Better still, perhaps, is the practice of holding the car with the hand brake and accelerating with the foot as

usual. In this way all possibility of slipping backward is eliminated.
Shifting Gears
"Another difficulty encountered in hill climbing is that of shifting from a higher to a lower gear. This is the reverse of the usual order, but a little practice on level ground will make any driver proficient in a short time. Here is the way to execute this maneuver: throw out the clutch and shift to neutral; while the gears are in neutral accelerate the engine and shift from high to second, or from second to low. It is essential that the shift be made at a time when the engine is accelerated. The safest procedure, however, is to climb hills in second or low. If this is done there will be no need to try the double clutching stunt.

Nerve Test
"Climbing a steep hill may put a motorist's nerve to the test, but there is far less danger in ascending hills than in descending. The reason for this is that the driver who has made a stiff climb successfully is likely to be off his guard. The temptation to coast is strong. All hills should be descended in gear. On roads of 5 per cent grade it is usually safe to drive in high gear; when descending steeper grades second or low gear should be used, and the spark should be retarded. The hand brake should be put into service as an additional aid to the braking power of the engine. Do not shut off the ignition as is some times advised."

Now that this "medicinal beer" has been fully described, the next thing to know is the antidote.—Detroit News.

It is not yet hot enough to explain fully the impatience to discover the Pole.—Philadelphia Record.

For one thing, a man can live better outside the city and inside his income at the same time.—Los Angeles Times.

ELECTED PRESIDENT OF THE CORDON CLUB Miss Ethel L. Coe of Art Dept. of Northwestern Heads Society

Miss Ethel Louise Coe, director of the art department of Northwestern university, has been elected to the presidency of the Cordon club of Chicago, which has its rooms in the Fine Arts building.

The Cordon, an organization of women generally conceded to have "arrived" in the practice of the arts and the professions, numbers over six hundred members, including in its lists nearly all of the leading women musicians, artists, and writers of Chicago and vicinity; and the outstand-

ing women of the higher professions, medicine, law, et cetera. There are some difficult of classification,—women distinguished in organization and philanthropic work, as well as a group of lay members, who, though not actively engaged in the practice of the arts or the professions, are actively identified with their furtherance.

Miss Coe's eligibility for membership in the Cordon club was determined by her standing as a painter.

The late Richard Wagner, in his resonant and terse manner, once described the sound made by a saxophone as "raeenkreunzungsklanwerkzeuge," and we wonder what he would have had to say about the direct primary.—Ft. Wayne News-Sentinel.

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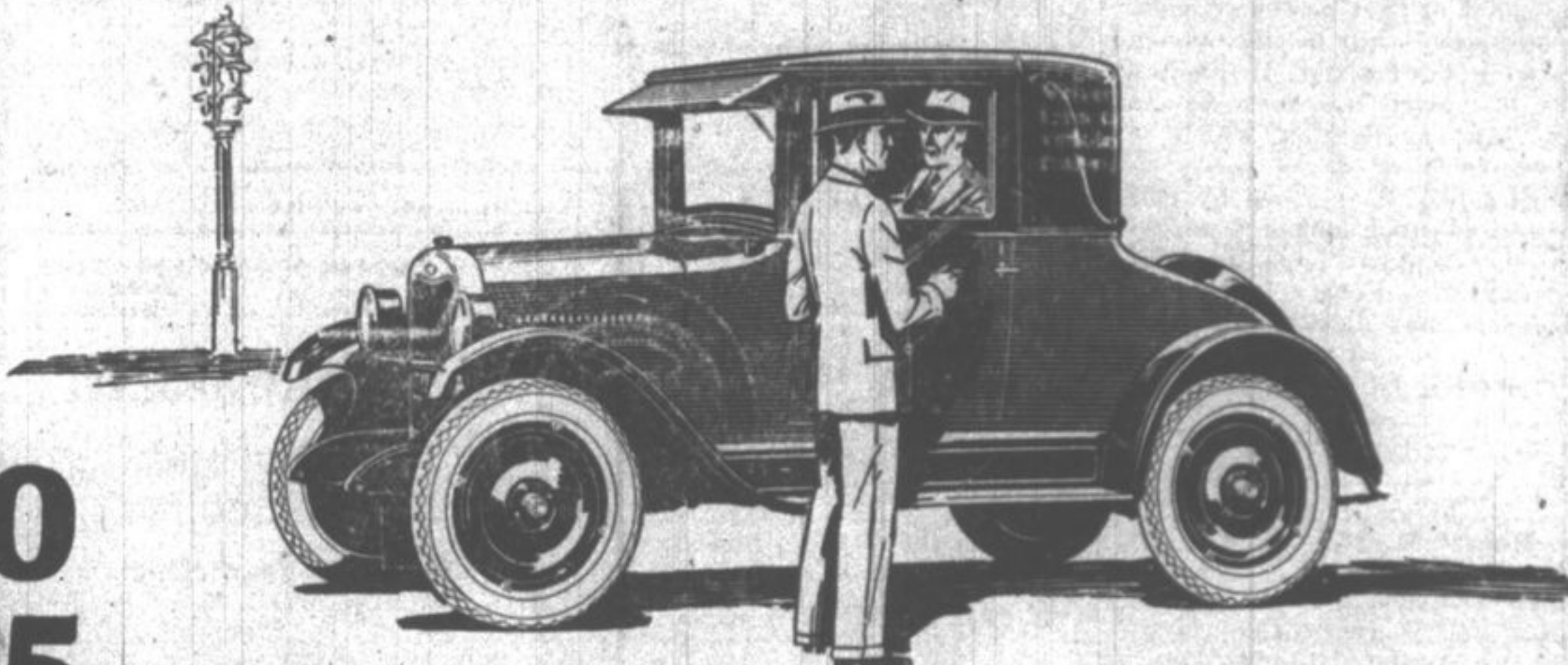
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