

AUTO MAKERS ARE REFINING PRODUCT

Paying More Attention to Details Now That Speed Limit About Reached

Motorists are benefiting by the current slow market in the automotive industry.

All manufacturers, striving for as much as possible of what business there is, are concentrating on improving their product, to make it just a little bit better than that of their rivals, says Carl L. Turner, I.N.S. correspondent, in a story from Detroit, in the Waukegan News-Sun.

The result has been distinctly noticeable in late models of practically every manufacturer. Conveniences obtainable only on expensive machines when the demand was great now appear on most of the lower priced cars.

And the alert manufacturers are

not stopping there. Their engineers are busy learning new ways of making their product more desirable.

The "speed" era seems to be vanishing. Automotive engineers no longer are concentrating on building more speed into their cars, believing that present models are as fast as any motorist needs on the open highway.

In fact, various safety organizations have appealed to the manufacturers to stress speed less in their advertising, construing it as an invitation to the motorist to "open up" their machines on the highways to see if the claims of 70 and 80 miles per hour are true.

The industry's answer to this has been that high speeds are built into cars not for the purpose of breaking speed laws but to increase acceleration. This, they claim, actually is an aid on highways authorities because it facilitates the movement of traffic and tends to relieve congestion of heavily traveled arteries.

Enough Speed

However, most automotive engineers agree that all the speed needed is available in practically all present day cars. Hence, they are directing their energies in other directions.

One of the chief annoyances of the average motorist — body and motor squeaks and noises, is receiving considerable attention. Leaders of the industry predict that within a few years many of the present sources of irritation of that kind will be eliminated.

Recently the engineers of one large automobile company discovered a way to minimize greatly the roar of the engine fan. Irregular spacing of the blades did the trick.

They found that an automobile engine makes a humming noise for the same reason as the electric fan of the home and office—vibration of air caused by the rush of fan blades.

The crowded condition in which fans operated between the engine and the radiator set up an area of

high pressure and made the problem of eliminating the noises without decreasing the cooling efficiency more difficult.

Fan blades could have been flattened or the fan speed reduced, they pointed out, but that would have sacrificed efficiency. Finally it was found that by spacing t-yM,p-netao blades at irregular distances best results could be obtained.

Waukegan Man Has Big Radish; Near 3 Pounds

Frank Ussatti, box 71, West Washington street, Waukegan, goes in for farming on a small scale but produces mighty big radishes. Last week he came across the prize of the crop. It weighed two and three-quarters pounds, was eight inches long and five inches in diameter. Ussatti placed the prize vegetable on display.

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