

takes place when the en- service is in the Swedish rauge. The Senior choir sing at this service. To service a cordial invita- is extended to all Scan-avian friends.

29th: Sunday school children give their annual Christ- program. n Lutheran congregation u one and all a Merry and invites you to all its

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WE DRIVERS

A Series of Brief Discussions on Driving, Dedi- cated to the Safety, Comfort and Pleasure of the Motoring Public, Prepared by General Motors



No. 5—DRIVING ON HILLS

In some parts of the country hills are taken for granted... and good steep ones, too. But for some of us who live in flatter country, hill driving is not so familiar.

As a matter of fact, there are several conditions peculiar to driving in very steep hills or mountains, especially if the altitude is high. For instance, a car that develops 100 horsepower at sea-level, has only 82 horsepower at an altitude of 5000 feet, and only 80 horsepower on top of Pike's Peak.

Another thing is that sometimes grades are deceptive and we don't realize how steep they are, if there is no level ground to judge by.

So if we go on a road trip and happen to get into country where hills are hills, we often have no idea of what is in store for us. Like as not, we will come rolling up to a hill, taking it for granted that we'll make the grade. But before we've gone very far we find that our power seems to be giving out, and we're slowing down. Then we realize we must shift to second gear, but we're lucky if we haven't found out so late that there we are, stalled on a hill!

Now people who drive on hills all the time say one thing to remember is that there's nothing like a good start. Of course, this is true, because the minute we start up, gravity starts to work and work fast. Yard-by-yard it uses up our momentum till by-and-by that momentum is just about gone. Then we have to shift to a lower gear to increase our power.

Experts tell us that by far the most common fault in hill-climbing is failure to shift to a lower gear soon enough. So just to be sure, some drivers start a definite point at which to change gears. The consensus of opinion seems to be that we should always go into second gear as soon as our speed gets down to 20 miles an hour.

There are times, however, when we want to stop on a hill. So it's important to know how to start again, with our car on an upgrade. And there seem to be two methods used by experienced drivers.

Some use their foot brake to keep their cars from rolling backward, put their engine in low gear and accelerate slowly with the hand throttle, gradually engaging their clutch and releasing the brake at the same time. Other good drivers do exactly the same thing, only they use the hand brake and the foot accelerator. But both groups tell us it doesn't make much difference... to use whichever method we happen to like the better.

Now there aren't many hills that cars can't climb nowadays... and what goes up must come down. And that's where we have to look out for momentum. He may have been a friend in need when we were coming up hill, but going down he'll run away with us if we aren't careful.

And if there are any sharp curves or any bad bumps or loose gravel, we have to be careful or he'll pitch us right off the road.

Many drivers say that we should go down a hill in the same gear we would use to get up. In other words, if it's steep enough so we would have to go up in second or even low gear, then we'd better get into that same gear before we start down. If our car is in second or low gear, our engine works as a very effective brake, and besides it saves a lot of wear on our real brakes.

Speaking of gears, experienced drivers say we should never, under any condition, disengage our clutch and coast down hill. That's just what momentum is waiting for. Just give momentum a free rein, without our engine to check it, and nobody can tell what's going to happen.

When we do get in country where people are used to driving on hills all the time, it may seem to us that they take those hills without the slightest concern. But if we were in their cars with them and could watch them closely, we would see that they take all these precautions we have mentioned... just as a matter of habit. And one thing is sure. They make it a rule to pass other cars on hills, or get on the wrong side of the road, when they can't see far enough ahead to be sure whether anyone's coming.

Bethlehem Church Program December 23

The annual Christmas entertainment of the Bethlehem church, Deerfield, will be held Monday, Dec. 23 at 7:30 p.m. The program will contain recitations, vocal and instrumental music, drills, pantomime selections and an operetta.

Among the children who are to participate in this program are Marjorie Hurt, Bob and Bill Notz, Margaret Kamminga, Anita Pagle, Reed Basinger, Edna Mae Herr-

mann, Carol Jacobson, Carl John Bates, June Krase, Anna Marie Herrmann, Barbara and Richard Merry, Frances Schoonover, David Stryker, Fredda Boone, Lenora Pedersen and Ruth Giss.

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Church Notes

(Continued from page 12) Presbyterian Church Deerfield Dr. W. F. Weir, Minister 9:30 Church school.

10:00 Men's and women's Bible classes.

10:45 Public worship. Sermon appropriate to Christmas. Christmas hymns. Christmas special numbers by the choir assisted by Mr. Julian Stripe.

4:00 Christmas Cantata "The Salvation of Israel" will be given by the choir assisted by Mr. Julian Stripe.

7:00 Taxis society's Christmas service.

Monday: 7:30 A pageant will be given by the Church school, "The Perfect Gift." Adults join with youth and children in these Christmas festivities.

7:15 Boy Scouts.

Wednesday: 8:00 Choir rehearsal.

Tuesday: 7:15 Girl Scouts.

Trinity Episcopal Church Rev. Christoph Keller, Rector East Laurel Avenue

Saturday, Dec. 21st, S. Thomas 9:30 a.m. Holy Communion. Sunday, Dec. 22: 7:30 a.m. Holy Communion. 11:00 a.m. Morning prayer and sermon.

4:00 p.m. The Church school service of Lights and Presentation of the Advent offering. (The Girls' choir).

Christmas Eve—Tuesday, Dec. 24: 11:00 p.m. The Midnight Choral Eucharist. (The Parish Choir).

Christmas Day, Wednesday, Dec. 25 7:30 a.m. Plain celebration of the Holy Communion.

10:30 a.m. Choral celebration of the Holy Communion. (The Men and Boys' Choir).

Thursday, Dec. 26, St. Stephen. Friday, Dec. 27, St. John.

Saturday, Dec. 28, Holy Innocents: 9:30 a.m. Plain celebration of the Holy Communion.

Announcements The Church school regular 9:30 service will be omitted on Sunday, Dec. 22. The Feast of Lights and Presentation of the Advent offering will be at 4 o'clock on that day. Parents of the children are invited to this service.

Bethlehem Evangelical Church Rev. Earl J. Brus, Minister 815 Rosemary Terrace Deerfield

Sunday, Dec. 22, 1935 Sunday school 9:45 a.m. Mr. Arthur F. Merner, superintendent. Morning worship 11 a.m. A Christmas anthem by the choir. The Christmas sermon with Reverend Brus in the pulpit. Subject, "The New Incarnation." Evangelical League 7 p.m. Topic, "Wise Men Worship." Leader, Richard Merner.

Weekday Activities Choir rehearsal Friday 8 p.m. Annual Christmas program Monday evening 7:30. Everyone invited. Recitations, pantomims, solos, an operetta. Come yourself and bring your friends. There will be no midweek service either December 25 or January 1.

Dahl's Auto Reconstruction Co. Auto Repainting Cold Frame and Axle Straightening Body and Fender Repairing SPRING SERVICE STATION WELDING AND SOLDERING 322 N. First St. Phone 77

Deerfield Women Hear Mrs. R. L. Johnson The Deerfield Woman's club held a most delightful meeting Tuesday, December 10. Mrs. Robert L. Johnson thrilled her audience with a talk and picture of Natchez, Miss., a place where old southern charm still prevails. Several old Christmas carols which we always enjoy, were sung by Jean Cruickshank, Kathryn Kerrihard, Edwin Johnson, Rose Marie Barrett and Nora Russell.

Dainty refreshments were served by Mrs. Charles Piper and members of the Garden department. There will not be another meeting in December due to the holidays.

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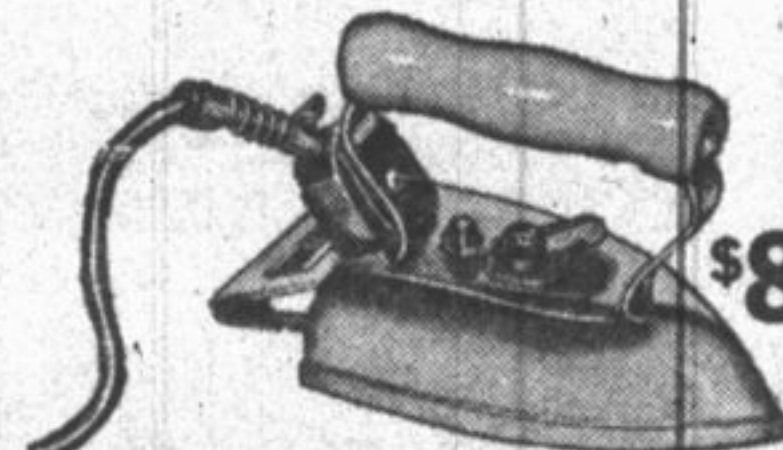
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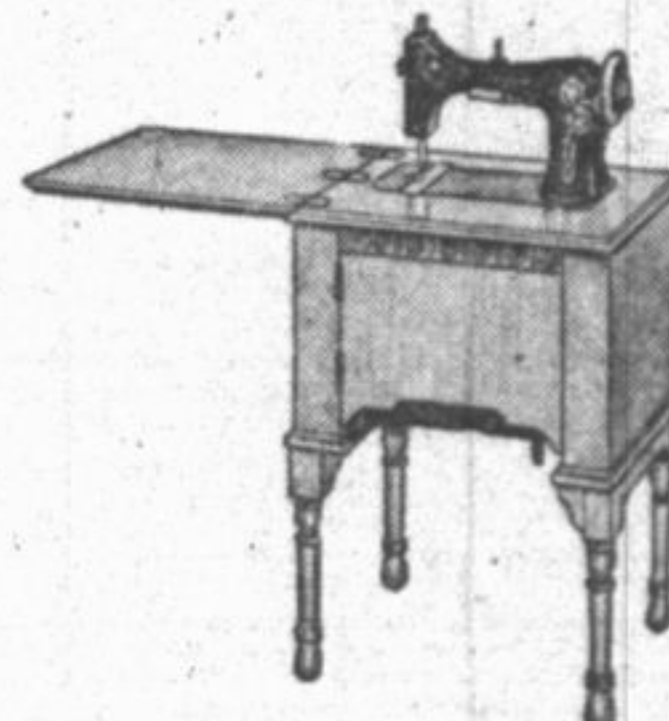
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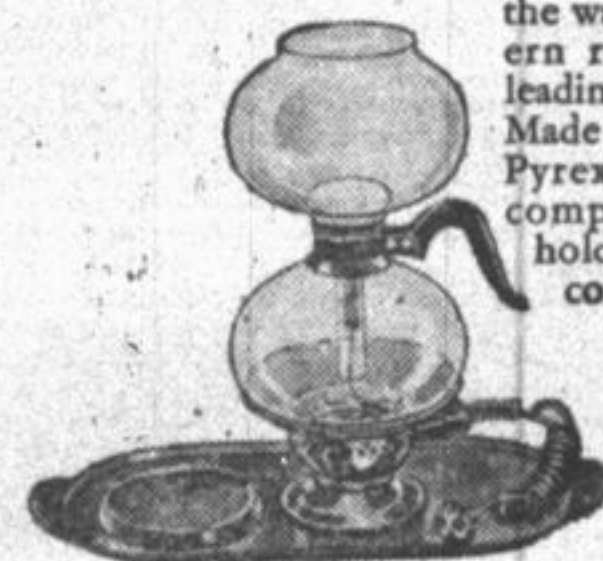
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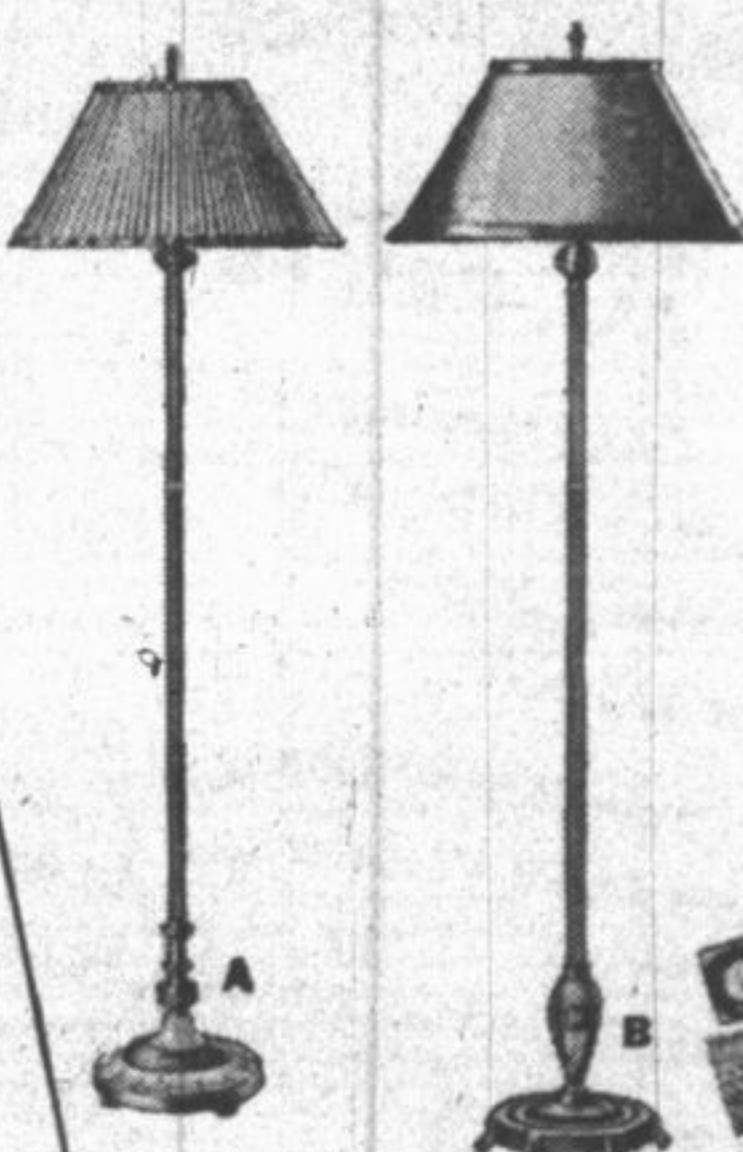


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