

**DRIVES 9,000 MILES  
IN A FORD TRUCK AT  
TOTAL COST OF \$127**

Imagine it! Nine thousand miles for \$127.37—that's the record of a Ford one-ton truck loaded with touring and camping equipment and carrying Mr. and Mrs. McIntosh and children (our informant doesn't say how many children), also their married daughter, Mrs. Armstrong, and her husband.

On July 7 last they loaded a Ford truck—not a touring car—with a tent, frying pans, fishing tackle and sundry camping equipment, climbed to their seats, and soon left behind the city of Ames, Iowa. Their trip led through Sioux City, Rapid City, Wind Cave, Hot Springs, Yellowstone National Park and 296 towns or cities, and consumed approximately three months.

A record of the expenditures for the entire 9,000 mile trip showed that the amount spent for gas, oil and repairs totaled just exactly \$127.37. Can you beat it?

**HERE IS REASON FOR  
PUSHING OUT CLUTCH**

A good many people ask this question, "What's the use of pushing out the clutch when you start your motor, as long as the shift lever is in neutral and there is practically no load on the engine?" The question sounds like a logical one, but as a matter of fact it is based on a wrong supposition. There is really a considerable load on the engine, just on account of the shaft and gears that must be turned.

Just try this test if you want to see how much this load amounts to. Turn your engine over by hand some morning with the clutch in. Then have some one hold the clutch pedal down, or fasten it down with blocks and try it again. If you turn the engine over rapidly you'll see that there is quite a difference and the load is much greater when the engine spins at the rate the starting motor turns it.

It pays to keep in mind the fact that thickened oil has a very definite braking action, and this action is very greatly lessened when you push down on your clutch pedal.

**A BIT PREMATURE**

A protest against the "continued arrest and imprisonment of trades unionists in the United States" was contained in resolution adopted at a special conference in London of the labor "triple alliance", made up of the unions of railway men, miners and transport workers.

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**NEW MODEL FRANKLIN,  
LOWER, "SPORTIER",  
IS ON EXHIBIT NOW**

Displaying smarter lines than previously and possessing several improvements that add to its comfort, a new model touring car has just been turned out by the Franklin factory. One of these was put on display this week at the salesrooms of Bridges and Gage, north shore distributors for the Franklin cars.

The body lines of the new Franklin are more graceful, and a suggestion of the sporting car style is given by lowering both the top and the seats three inches. This is accomplished without reducing the head clearance and without altering the construction of the chassis.

In order to make the driving position more comfortable the steering wheel is tilted at a slightly sharper angle.

The windshield has more slope than in previous models, and the result is to give the appearance of a longer wheel base.

The car is equipped with a dry disc clutch, making the engagement far smoother.

A new type of carburetor prevents "loading up" and thus adds to driving comfort.

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**NO NEWS THIS WEEK BE-  
CAUSE OF COAL SHORTAGE**

Because of the coal orders in effect this week the New Trier News was unable to appear.

The printers of the News could not possibly get out the paper this week because of the cut in their working hours, but there will be a News next week because the afore-mentioned printers have promised to print it.

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