

# CITES CAUSES OF SPEEDING

## In accurate Speedometers Greatest Trouble

"Eighty-five per cent of the speeders' cases that come before me are due to slow speedometers," explains Judge J. F. Boyer, Evanston police magistrate. "Too many people take it for granted that their speedometers are correct. In nearly every case where the speeder and the arresting officer has disagreed we have found their difference in opinion was due to the difference in speedometers."

"The speedometer should be tested once each month if the motorist wants to keep it correct. They are similar to a watch, but some cannot be put in shape. In that case it is cheaper to buy a new instrument than it is to continue paying fines. I believe I am safe in saying that 50 per cent of the speedometers have not been adjusted in two years, if the owners have had their car that long. Occasionally we find one that runs a little fast, but where there is one running fast there are ninety running slow. There has not been one instance in which we have tested out a car and found the speedometer correct."

"When a speeder is overly certain that he is correct, the officers take him out for a test. One officer rides a motorcycle along-side of the car, while another officer sits in the car with the driver. Each one can see the other's speedometer and compare readings. They vary from one to eleven miles. Motorcycle officers test their instruments every two weeks to be sure they are in perfect running order."

"Atmospheric conditions will cause a speedometer to get out of gear. Extreme heat or cold, or a sudden clap of thunder will cause a contraction or a jarring of the mechanism which often slows it up as much as eight miles. Then there are some speedometers on a sprock-

et wheel in which the cogs wear out and therefore slow down the instrument.

"Another cause for speeding is the oversized tire. A car equipped with cord tires will travel on the average 1 8-17 of a mile to two miles faster than the meter registers. To prove that this was a fact and not a theory I can submit figures of an engineer for the Chicago Motor club. The average rim, which is 26x3.1426 is 81 7-10 inches around. The same rim equipped with a 34x4 plain tire is 106 81/100 inches in circumference, while the oversize is the cord tire 35x4 1/2 which is 113 10-100 around, which makes a difference of 6 29-100 inches each revolution of the wheel. If the car is going thirty four miles an hour with small tires, the same rate of speed with cord tires would make a difference of two miles, or if traveling at the rate of twenty-five miles with plain tires, the same rate on cord tires, would be 26 8-17 or 1 8-17 a mile faster than the speedometer registers."

## SUBURBAN BUILDING TO OUTLAST PRESENT BOOM

That the suburban movement during the next ten years will be most spectacular is the prediction advanced by the Babson statistical organization in a letter to the National Association of Real Estate Boards. "We feel that suburban development is really the back log on which the building and real estate industries will have to depend when the present boom in other building comes to

a close," Mr. Melvin L. Morse of the Babson organization said.

There is no question, that the amount of new building is abnormal and that a reaction must come, Babson's hold in further explanation of this prediction. But instead of a precipitate drop, the decline in new building is more likely to take the form of a series of steps. These steps will be determined by the cost of building and may occupy several years. The demand for new buildings at the present level of costs, they hold, is nearly filled, but the need for new buildings, taking all classes as a whole, is by no means filled. When costs are reduced another lot of contracts will be forthcoming. These for a time will check the decline.

The potential demand for suburban construction, particularly residential construction, will be a matter of years, the statistical studies of the building situation nationally show. The suburban movement, it is argued from this, is the prime reason that the anticipated decline in building activity will not take place in a single crash. The suburban movement in itself will not be sufficient to hold building prices at high levels, but it should cushion the probable decline, and insure a fair amount of construction for a long time to come.

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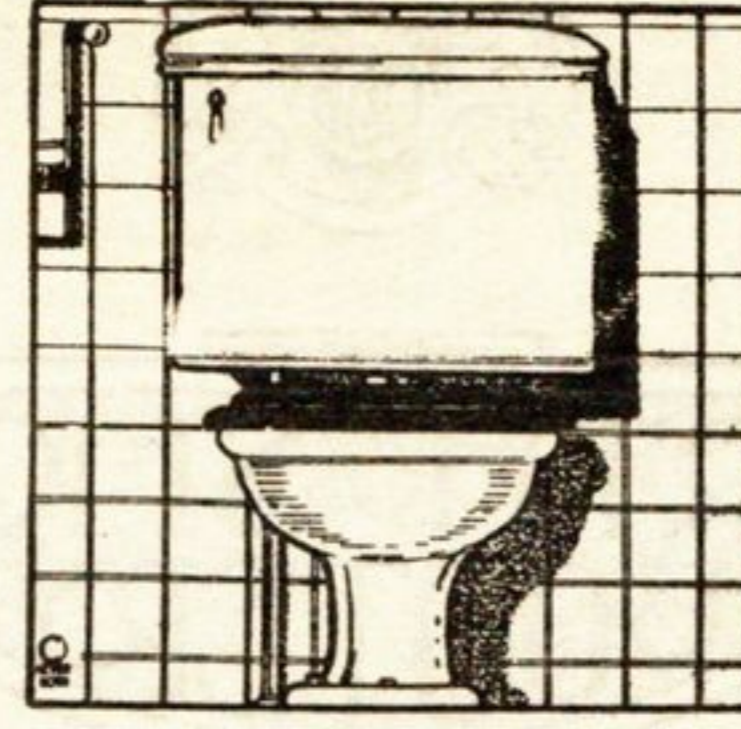
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