

Chandler Dealer Gives Tip on Way to Break in Motor

"It has always been the practice of a dealer selling a new car to advise the buyer to take it easy for the first 500 or 1,000 miles. Various manufacturers even go so far as to print a warning, to go with every car, to run slowly for this mileage to insure the owner that his or her car will be properly broken-in," comments Tom Hay, north shore Chandler distributor.

"It must be understood that the first 50 miles put on a new automobile oftentimes determines whether that car will render the maximum in satisfactory service. When a new car is run over 30 miles an hour during the breaking-in-period, there is a possibility of lowering its efficiency as well as its performance later on. It, therefore, behooves every new car owner

to 'baby' the car for the first 500 miles and besides this, another suggestion should be adhered to very closely.

"As is the case with all Chandler motors, and many of the better cars in the industry, the motors, of course, receive a block test or running-in operation at the factory to eliminate stiffness, but even with this every motor has a tendency to be somewhat stiff when new. It, therefore, follows when a motor is stiff it needs ample lubrication, and here is one way to insure oneself of breaking in such a motor in the right way. When driving a new car away from the factory, or on a trip, the practice of lifting the foot momentarily from the accelerator should be followed. This, will not in any way lessen the speed of the car, but it will provide a very good effect upon engine lubrication.

"Allowing the car thus to drive the engine creates a vacuum in the cylinders, which tends to draw oil into the area above the crankshaft, thereby

greatly helping to break in the motor in a satisfactory manner."

Bill to Be Introduced to Stop the Use of Stars

Declaring that the use of stars on automobiles to avoid traffic law penalties is uncalled for, State Senator Arthur A. Huebsch of this district promised this week to introduce at the next session of the general assembly a bill prohibiting the issuing of such stars.

"It has been brought out that thousands of cars, especially in Cook county, are sporting such courtesy stars," says Senator Huebsch. "I fail to see why anyone needs or should be granted such a privilege. Police cars, fire trucks and ambulances do not need stars to have right of way. Certainly, members of the general assembly don't need such stars and neither do officials or friends of other governmental agencies.

HIGHWAY MEN OF WORLD TO STUDY U. S. METHODS

Coming to This Country in 1930
at Invitation of Congress—
Great Interest Is Shown

Leading highway officials from all parts of the world are coming to the United States in 1930 to study American methods of road improvement and road use, according to word brought back from the recent sessions of the International Road Commission at Paris, by Thomas H. MacDonald, chief of the United States Bureau of Public Roads and chairman of the Highway Education Board. Mr. MacDonald went to France as head of the official delegation representing the American government at the road meeting. He later made an investigation into phases of highway development in many of the countries of Western Europe and in the British Isles.

"Not only was the invitation extended by our Congress through President Coolidge accepted unanimously," says Mr. MacDonald, "but from comments of delegates from other countries, it is evident there is a deep-rooted, world-wide interest in what is being done to improve highways here. The great distinction which exists between our program and that of other nations, is that while here the whole country has adopted motor transportation, elsewhere car use is still largely in the hands of a few.

"The rapid expansion in the United States faced our engineers with an urgent demand for the immediate improvement of hundreds of thousands of miles of highway. At the same time, increased valuations growing out of bettered transportation facilities and a moderate tax upon the vehicle itself made it actually cheaper for the public to have roads than to go without them, so that we were able to embark upon a construction program without parallel in the history of public works without dislocating our financial system.

"Concurrently, we were faced with the question of whether it was cheaper to build these roads slowly and laboriously by human labor as most other countries now do, or whether we should work out mass production methods and so meet the national demand quickly. Experience has demonstrated that the latter plan is by far the more efficient and less costly.

"Foreign highway engineers who are as well or better versed in the technique of road building as our own men, in the main are only now arriving at the stage where they must meet similar problems in their own countries, hence their interest in the sessions here in 1930.

Roads Built Since July 1 at a Cost of \$155,177,915

Road building projects completed in the United States since the beginning of the fiscal year on July 1, 1927, amount to 6,592.5 miles at a cost of \$155,177,915.59, of which the federal government paid \$68,289,824.77, according to a statement by the Bureau of Public Roads. Federal aid funds still available for federal aid highway construction now total \$84,115,118.45.

The statement points out that projects under construction for a mileage of 11,510.8 miles, will cost \$306,185,374.92, with the federal government paying \$126,486,015.43. These figures include projects reported completed, the final vouchers of which are not yet paid, totaling 3,178.9 miles at an estimated cost of \$87,211,295.12 and a federal aid share of \$36,351,738.01.

Projects approved for construction, according to the statement, will total 2,363.5 miles, costing \$75,742,973.54, of which the federal allotment is \$28,725,350.11.

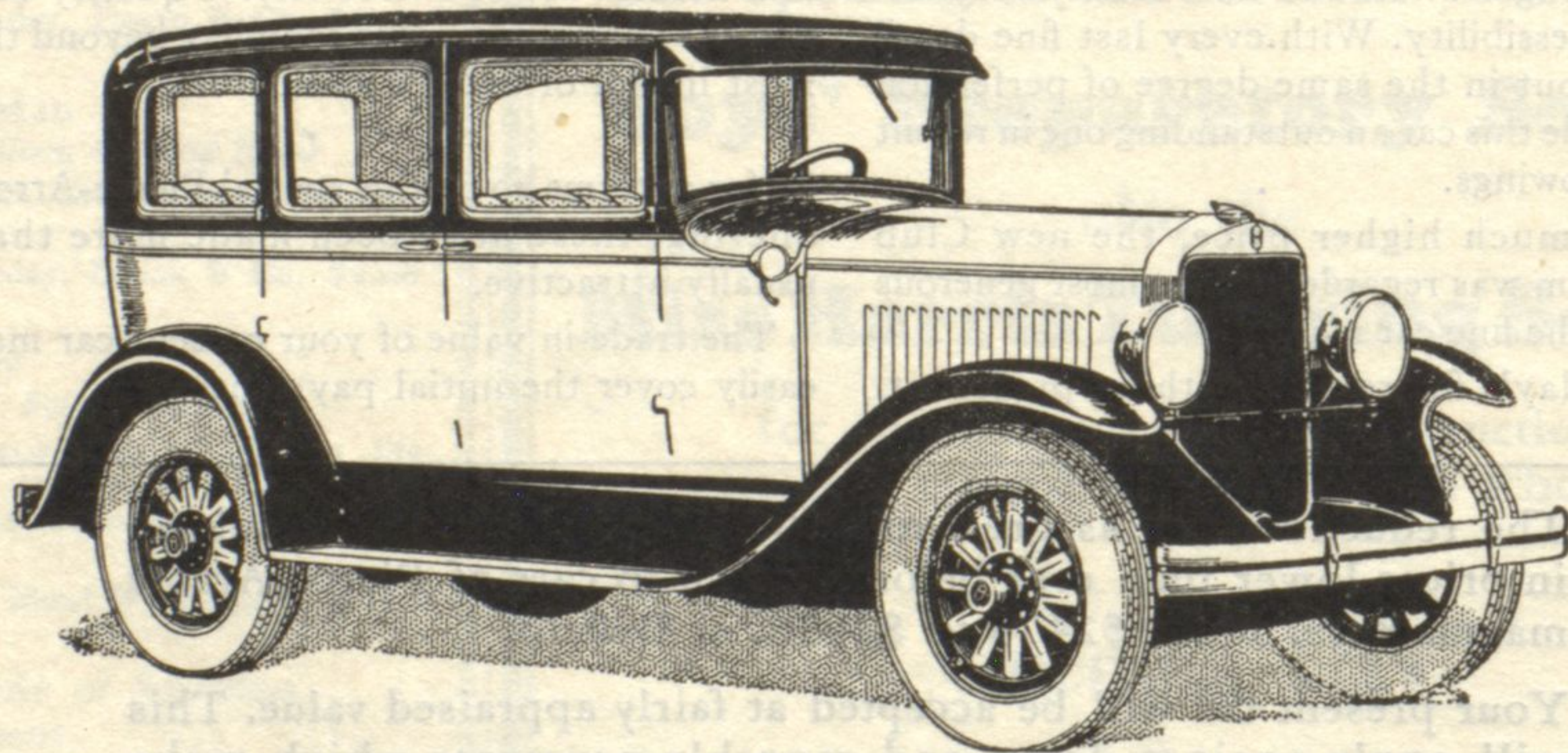
Easy To Handle...



Owners are emphasizing how easily Graham-Paige motor cars handle in traffic—and the relaxation they enjoy in driving the open road. A car is at your disposal.

*Joseph D. Graham
Robert C. Graham
Ray A. Graham*

Five chassis—sixes and eights—prices ranging from \$860 to \$2485. Car illustrated is Model 610, five-passenger Sedan, \$875. All prices c. o. b. Detroit.



HANSON MOTOR CO.

555-57 Chestnut St.

Ph. Winn. 330

GRAHAM-PAIGE

(1318B-3)