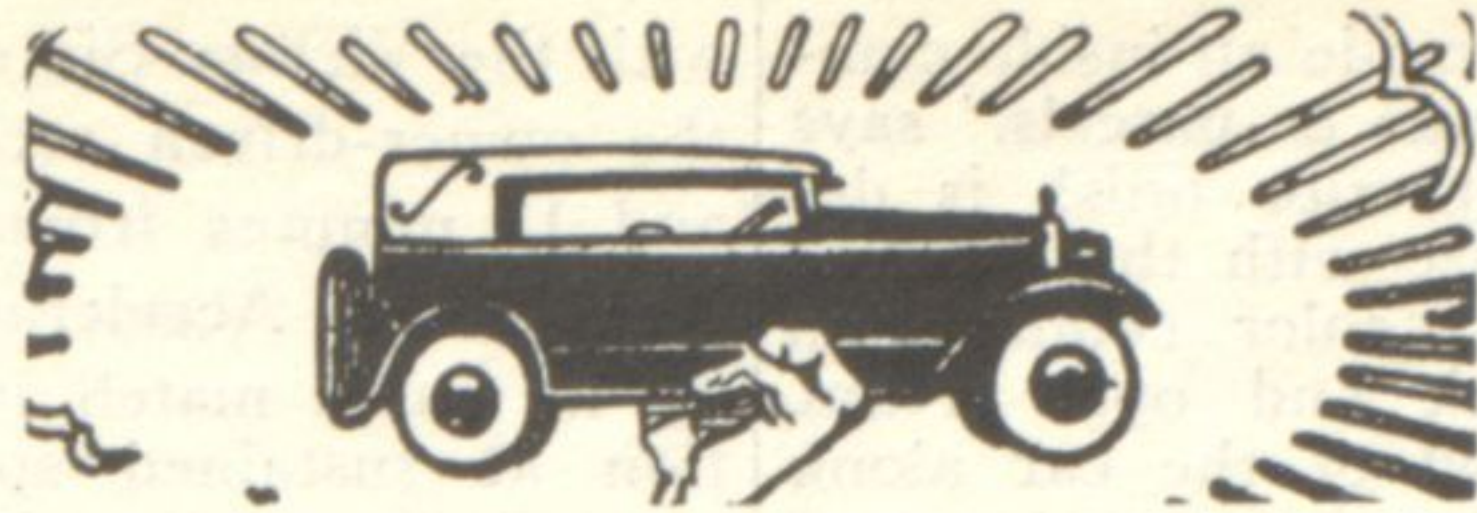


NORTH SHORE



MOTOR NEWS

GERMAN AUTOISTS HERE TO MAKE AN INSPECTION

Foreign Club of 150 Members Views Boulevard System—C. M. Hayes Banquets 'em

Chicago's grade separations and boulevard system were viewed this week by 150 members of the Allgemeiner Deutscher Automobile Club, who are touring the United States in busses for the purpose of learning American traffic methods that may be later employed in Germany.

Charles M. Hayes of Winnetka, President of the Chicago Motor Club, tendered a banquet on Tuesday night at the Stevens Hotel to fifteen officials of the delegation. The German Club's headquarters are at Munich and the name of the organization, translated, is General German Automobile Club.

Among those who attended the banquet were: Dr. H. F. Simon, German consulate general; Dr. H. A. Kroll, German consul; E. G. Kruetgen, former member of the Chicago Board of Education; George H. Wiedeling, former sheriff; Ludwig Plate, manager of the Chicago office of the North German Lloyd steamship lines; J. D. Ryan, manager of the foreign department, American Automobile Association; Joseph Braun, counsel; H. M. Brown, general manager; Joseph Cavanaugh, secretary, and Bert Vanderwarf, manager of the touring bureau, the last four being with the Chicago Motor Club.

The visitors are the guests of the American Automobile Association, which maintains close and cordial relations with the German club. The visitors have declared that they were greatly impressed with the forty-foot concrete roads to be found in some of the more congested parts of the United States, as well as the grade separations they have seen in the east.

Chicago's methods of separating cross-traffic, as exemplified on Lief Ericson Drive and Beach Drive, as the Outer Drive in Lincoln park is more properly known, has been discussed in Germany for some time, say the German Automobile club officials.

Autoists Await Opening of Wide La Salle Street

Traffic-choked downtown Chicago is to have a new outlet. A gigantic paving mixer is adding the finishing touch to the newly widened thoroughfare which will carry thousands of vehicles northward over a pavement varying in width from 67 to 86 feet.

LaSalle street is as old as Chicago, yet that Wall street of the Middle West has never served the full purpose expected of a modern traffic artery. But now with building fronts set back as much as twenty feet, and the street's first bridge across the Chicago river nearing completion, Chicago's Loop will have, in effect, a brand new entranceway.

TO HAVE AUTO MINISTRY

Automobiles are increasing so rapidly in Persia that the government is about to create a ministry of automobiles that will have charge over the ever-growing number. Chehremen Chaicar, son of the minister of agriculture of Persia, who is now studying automobiles and traffic conditions in the United States, will be appointed to this office upon his return to that country.

A Few Pointers for the Tourists

Road conditions in Illinois for the week as reported by the touring bureau of the Chicago Motor Club are as follows:

Cicero avenue is under construction from 63rd street to Archer avenue.

Baldwin road is now open to traffic from Rand road to Hicks road.

Elmhurst-Wheeling road is open to traffic from Rand road to Dundee road.

The Rand-Ballard road bridge is reported open to traffic.

Railroad avenue from Lake street to Wilmette avenue in Wilmette, is under construction.

Cumberland avenue between Irving Park boulevard and Lawrence avenue is in bad condition because of the construction of ditches adjoining the road. Traffic is advised to take Harms avenue rather than Cumberland avenue until the road is again in good condition.

—31st street is now open to traffic from 17th avenue to Mannheim road.

Ill-1—The Dixie highway between 26th street, Chicago Heights, and Steger road, is under construction and in poor condition. Traffic is advised to take Western avenue between Steger road and the Lincoln highway.

Ill-2—The Shippingsport bridge is open across the Illinois river at LaSalle. The weight limit at LaSalle and Peru is five tons; heavier loads are forced to cross at Ottawa or Utica. The bridge crossing the Rock Island tracks at LaSalle has been repaired and is open to traffic.

Ill-19—Detour in Des Plaines; follow marked route over city streets. This route is also closed just south of Foundry road in Cook county. The detour is over subdivision streets and is about five blocks long.

Ill-23—This route is partly dirt and is under construction from Ottawa to Somonauk and north.

Ill-30—All paved between Peoria and the junction with Ill-29 except for a short cinder gap at Princeville.

Ill-31—Paved and open from Canton to Quincy.

Ill-39—This route is open from Champaign to Bloomington. Short detours at Mansfield. Motorists are advised

to drive carefully on fills at Downs as there are no guard rails.

Ill-42—Detour in Lake Forest; follow marked detour route over city streets.

Ill-42-A—Waukegan road is now open to traffic from Glenview road to the Dundee road. This completes the widening to the full width, forty feet, of Waukegan road from Touhy avenue north to the county line.

Ill-47—Open from Dwight to Morris.

Ill-70—Open from Rochelle to Rockford.

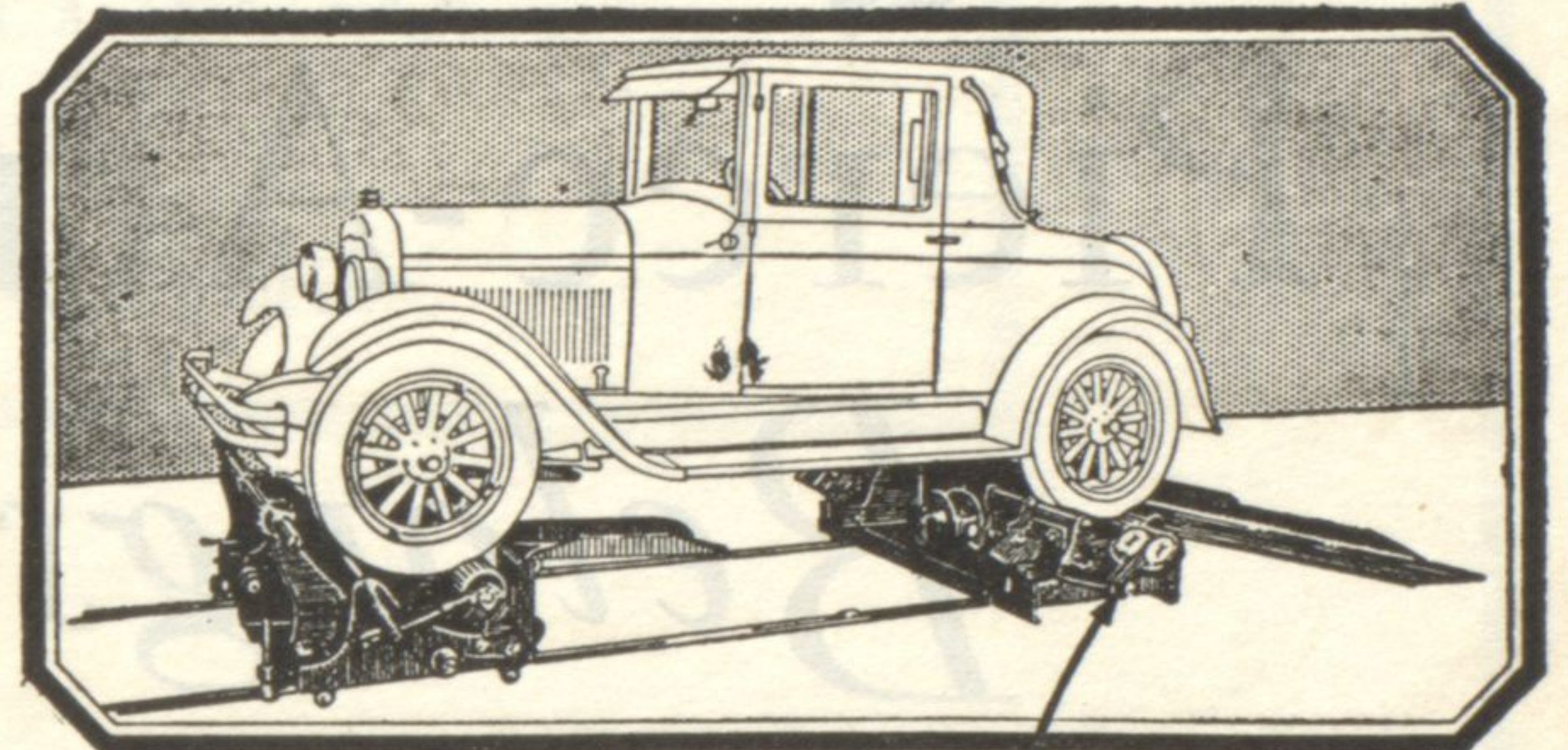
Ill-107—This route has just been graveled from the Champ Clark bridge to the junction with Ill-36.

Ill-113—This route is all paved between Wilmington and Kankakee except for one mile earth gap.

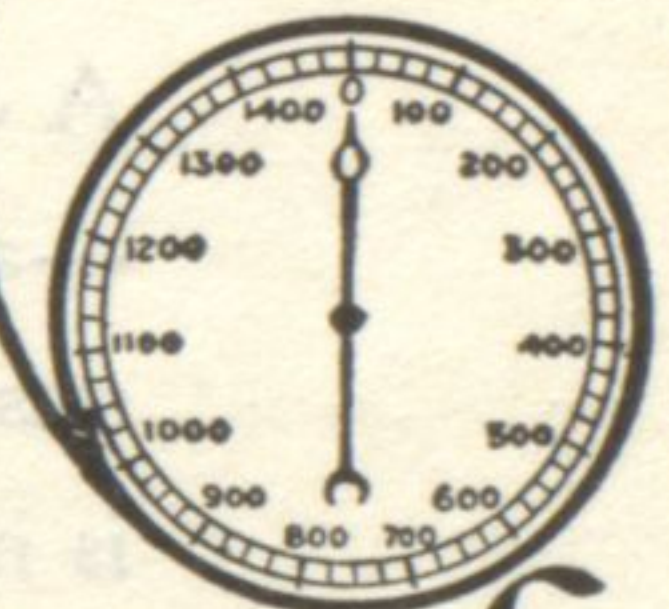
Wilmette Family Tours 1,804 Miles, Requiring a Week

Mr. and Mrs. A. E. Miller and sons Adelbert and Howard, of 1202 Lake street returned Sunday from an 1804 mile automobile trip to Washington and Baltimore in their Page Sedan. The trip took only a week. They stopped at Zanesville, O., the first night and were in Washington, D. C. the second night, traveling the National highway.

The return trip was made on the William Penn highway through Harrisburg and Franklin. This practically new route is paved all the way and is the best of the two highways to the east, according to Mr. Miller. Although a hundred miles longer, the hills are not as steep and the highway is in a little better condition.



We Are Saving Lives



If all brakes were in excellent condition there would be fewer automobile accidents and few people killed. Since we installed the Jumbo Giant Brake Tester we have found and corrected thousands of faulty brakes.

Here is a device that in two minutes time gives you an exact check on your brakes. There is a separate gauge to report on each wheel. If the brakes are in need of repairing and adjusting, the place to have it done is right on the "Jumbo". In this way the brakes may be perfectly equalized.

You drive away certain that regardless of the emergency your car is going to stop when and where you want it to. Test your brakes every thousand to fifteen hundred miles. It is just as important as oiling and greasing and the test is free.

See FOR YOURSELF

Right before your eyes—on accurate hydraulic gauges—the JUMBO Brake Tester reveals the true condition of the brake on each wheel. Eliminates all chance for human error—no guesswork. Assures positive equalization and perfect balance of brakes—maximum braking efficiency—"guaranteed safety!"

JUMBO BRAKE TESTER

Testing, Adjusting and Relining All Types of Brakes. Exclusive Authorized Service for North Shore on BENDIX-MECHANICAL and Lockheed Hydraulic Brakes.

FERD. PLATE

2212 W. Railroad Ave. at Noyes St. Ph. Gr. 2122

EVANSTON

Sales and Service

Westinghouse Automotive Brakes

Lorraine Lights

Gabriel Snubbers

PINES WINTERFRONTS

Ford Production Now Is 5,500 Daily; Increasing Fast

Production of the new Ford cars and trucks is at the rate of 5,500 daily according to D. G. Leonard of Skokie Motors, Wilmette, Ford dealer.

Every Ford assembly plant in the world was operating by October 1 and the company reports that the previous Ford record of 8,500 units of the model T line, established in 1926, will probably be exceeded by the production rate of the models A and AA within a few months. Since the first of the year approximately half a million units have been built and distributed with more than 100,000 made and sold in September.

Pay rolls are higher than ever before and 125,000 men are at work in the plants in the Detroit district. The formal announcement adds that production costs have been materially reduced because of improved manufacturing processes and that costs will continue to decrease as production increases within the next few months.