

NORTH SHORE MOTOR NEWS



CLUB'S SCHOOL CAMPAIGN FOR SAFETY PROMISING

Next Generation Will Be "Traffic-Wise," Is Prediction of Motor Club President

The next generation in the United States will be "traffic-wise," predicts Charles M. Hayes of Winnetka, president of the Chicago Motor Club. Mr. Hayes based his prediction on the practical safety lessons that are being expounded every day by the school boy's patrol; the weekly discussions between teachers and classes on safety posters, and educational work along the same lines in the home.

"The greater part of this program is sponsored by automobile clubs affiliated with the American Automobile Association," explained Mr. Hayes. "There are nearly 1,100 of them in the United States. As an example, the Chicago Motor Club has assisted in organizing and maintaining patrols numbering more than 14,000 members in the fifty-one counties in which it operates. White belts and badges are supplied free to those young officers, who guard the life and limb of approximately 1,250,000 pupils.

"We also issue more than 50,000 two-color posters, portraying a vivid lesson in safety, free of charge each month to schools in our territory. The posters, like the patrol, are the result of a vast amount of research in determining the best methods of warning the youngsters against the dangers of the street.

"The lessons conveyed by the patrol and posters are stamped on the young mind while it is still receptive and pliable. We believe that they will be remembered by the pupils throughout their lives, like the A B C's or the multiplication table. Material assistance is given by parents who continue these lessons in the home."

All Graham-Paige Dealers to Gather in Detroit, Jan. 3

Graham-Paige having registered a big year has just issued invitations for its first national dealer's convention according to Carl Hanson of Hanson Motors, Winnetka Graham-Paige distributor. The event is to be held at Detroit on January 3 and 4.

The dealers will be shown an elaborate exposition of the growth and progress of the Graham-Paige Motors Corporation in its first year as builder of cars bearing the name of the three Graham brothers.

They will be shown the new buildings that have been added to the main plant for increasing the 1929 capacity.

The new engineering laboratory, with its elaborate equipment, and the final test building and test track will come in for especial attention. At Wayne, not far from Detroit, material expansion has been made in the Graham-Paige body factory, and a large group of buildings in Detroit itself has been added to plant facilities for the export and the service departments.

WEAR ON GRAVEL IS COSTLY

An inch of gravel will be worn away in the course of a year by a traffic of 500 vehicles per day, according to N. M. Isabella, Wisconsin maintenance engineer, occasioning a loss of 400

Steel Spoke Wheel New Achievement to Credit of Ford

Steel spoke wheels for Lincolns is the latest move by Henry Ford, according to D. W. Leonard of the Skokie Motor company of Wilmette, north shore Ford distributor. "When Ford introduced the steel spoke wheel in Ford cars, having the parts welded together into one piece, and making the spokes integral with the rim and hub, engineers began to look forward to the building of a similar wheel for the Lincoln car," said Mr. Leonard.

"The strength and security of the one-piece wheel were proved so completely that its adoption by Lincoln was looked forward to. Various preliminary questions had to be answered, and a number of obstacles overcome before that could be done, but one by one, after exhaustive experimental work and conclusive tests, these were overcome, and the necessary equipment was installed in the Lincoln plant to produce wire wheels for Lincoln cars. The wheel is now in production.

"Twenty long and twenty short spokes are used in its manufacture. The former connect the rim to the outer end of the hub, while the latter are used between the rim and the inside end of the hub. The spokes are held in position for welding by loading fixtures that automatically determine their angle and distance apart, and also locate the rim and hub in a proper relative position.

"The spokes are welded in groups of ten, necessitating eight welding machines for the operations. The short spokes are welded first, in tens to the rim and then to the hub. The long spokes follow, being likewise welded first to the rim and then to the hub.

"The Lincoln one-piece wheel has been tested conclusively at the experimental laboratory of the company at Dearborn. One trial was an impact testing machine to determine the wheel's resistance to a severe impact blow. It stimulates the effects of skidding and striking against a curb and is measured in foot-pounds. A foot-pound is the blow caused by one pound falling one foot, and in the case of the Lincoln wheel, a maximum of 400 foot-pounds was reached. It was possible to measure the amount of deflection following each blow as well as the endurance of the wheel in withstanding it."

Motor Cars on 85 Percent of the Farms in Illinois

Eighty-five percent of all farms in Illinois have automobiles; 13.3 two or more automobiles; 11.9 per cent have trucks. Putting it another way, on 193,936 farms you will find one motor car, on 30,017 you will find more than one and on 26,879 you will find motor trucks.

These figures are announced by the research department of the Illinois Chamber of Commerce, which has just completed a tabulation of mechanical equipment on Illinois farms. This brings out basic data taken from official sources and arranged in convenient form for the business man interested in the farm market in Illinois.

cubic yards of material for every mile of 18-foot gravel road. At a cost of \$2 per yard the total yearly loss in material amounts to \$800 per mile.

Road Tips

Condition of roads in Illinois and nearby states is reported by the Chicago Motor club as follows:

ILLINOIS

Illinois-6—Detour at Westchester; follow marked detour over Pusheck road south to 22nd street; follow this west to the Mannheim road or Illinois-46; follow this north to Illinois-6.

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

INDIANA

US-50—Completion of new pavement from Indiana-1 to Dillsboro removes a 22-mile detour.

Indiana-53—Two miles of new pavement is opened from Rensselaer north. This removes a 5-mile detour.

US-20—All open and paved.

US-30—All open and paved, except for a gravel run-around at the Erie railroad, 2 miles east of Shererville, and 1,400 feet of crushed stone at the drainage canal, east of Hana.

US-41—This route which is mostly all pavement is all open at present.

US-52—All paved except for 16 miles of gravel between Andersonville and Brookville. No detours at present.

WISCONSIN

US-12—Closed for about 2 blocks south from the junction of Wisconsin-23 at Delton. A fair detour is provided. This detour, caused by con-

Nash to Construct Huge Steel Plant; Will Cost Million

A record year by Nash Motors Company is to result in a huge piece of expansion, according to word received by O. E. Springer of Suburban Nash Sales of Winnetka, this being the construction of a million dollar steel plant at Racine.

The new plant will be for the joint use of the Nash factories at Milwaukee, Racine and Kenosha. The details of construction, the location of the plant, definite cost, or the time work will begin on the building are not yet settled. Racine is the logical place for the plant.

Production at the Nash plants now at a seasonal level will shortly after the first of the year step up to a point that will average 1,000 units daily by mid-spring.

struction, probably will be in effect all winter.

Wisconsin-36—Closed for concrete construction between Lyons and Springfield in Walworth county. Traffic to Lake Geneva can follow Wisconsin-14 to Elkhorn and US-12 to Lake Geneva and avoid this route.

Wisconsin-30—Rough detour west of Lake Mills in Jefferson county.

Wisconsin-13—Short detour north of Friendship in good condition.

Wisconsin-70—Closed east of Fifield, in Price county. Detour well marked, but in rather poor condition.

Purchase a Good Used Car from Income at CADILLAC

Cadillac 341 Custom Blt. Sedan. Luxurious 5 pass., 1928, in original beige with brown interior that gives new car appearance. U. S. Royals, spare, all Cadillac appointments. The 90 degree V type, 8 cyl. engine excellent. Carries a standard new car warranty \$2,850

Cadillac 314 Brougham '27. This desirable 5 pass., newly refinished in Calumet blue, splendid mohair interior. Firestone tires, complete Cadillac equipment. Mechanically excellent. Carries a standard new car warranty \$1,675

Cadillac 314 Custom Blt. Imperial '26. Distinctive 7 pass., just refinished in beautiful Calumet blue, grey broadcloth interior, black leather driving compartment. New U. S. Royals, spare, beautiful appointments. Mechanically reconditioned. Warranted \$1,650

La Salle 1927 Sedan. The popular 5 pass. in attractive light green, stylish grey mohair interior. Disc wheels, U. S. Royals, spare, 2 spotlights, and all La Salle equipage. The swift, powerful motor A-1 in every respect. Carries a standard new car warranty \$1,600

Chrysler 72 Town sedan, 1928. Attractive 5 pass. in beautiful tan duco, harmonizing brown mohair interior. Fisk tires and typical Chrysler equipment. The 6 cyl. motor, smooth and powerful, is mechanically O. K. \$1,150

Hudson 1928 Brougham. Beautifully refinished in blue, black leather back quarter, blue mohair interior. Has Good-year tires, spotlight, trunk, shutter front, etc. The 6 cyl. motor performs faultlessly. Priced low \$900

The above cars may be purchased from income—
The G. M. A. C. Plan

CADILLAC MOTOR CAR CO.

Evanston Branch

1810 Ridge Avenue

Phone University 8600