

HEADLIGHTS AT TOP

Inventor Says Present System On Autos Is Continuation Of Old Buggy Days

By NEA Service

CLEVELAND, Feb. 16—Present methods of automobile headlighting is wrong, and as long as we contemplate improving these lights in their present position, the system will remain all wrong.

With this conviction, Arthur B. Nock of this city has decided to tackle the problem in a revolutionary manner. He has stripped the car of its headlights at the front, and devised a double light to be placed directly above the windshield.

Nock has tried out this light in all sorts of ways, and has decided it's the perfect form—giving good illumination to the driver and helping, rather than hindering, the approaching motorist.

"Automobile lighting," says Nock, "has developed from the point of the barn lantern beneath the family rig."

Lists Ten Advantages

The advantages of his new form of light, Nock lists as follows:

- "1. It gives a soft diffused strong light, showing roadway and curb for a distance of 200 feet.
- "2. It does not have the usual effect of eye strain on the driver.
- "3. The power of this light to penetrate rain, smoke or fog is

greater than any yet known for automobile lighting.

"4. Due to its elevation and diffusion, ruts, holes and other obstructions are clearly visible.

No Dimming, No Glare

"5. The front of the car is lighted so that oncoming drivers can distinguish it easily.

"6. The correct angle of lighting is assured, eliminating use of dimmers.

"7. Glare is practically eliminated.

"8. Variation of loads, spring action, hills, and so on, have no effect on the light beam.

"9. The light is out of harm's way in case of accident.

"10. Elimination of front head-

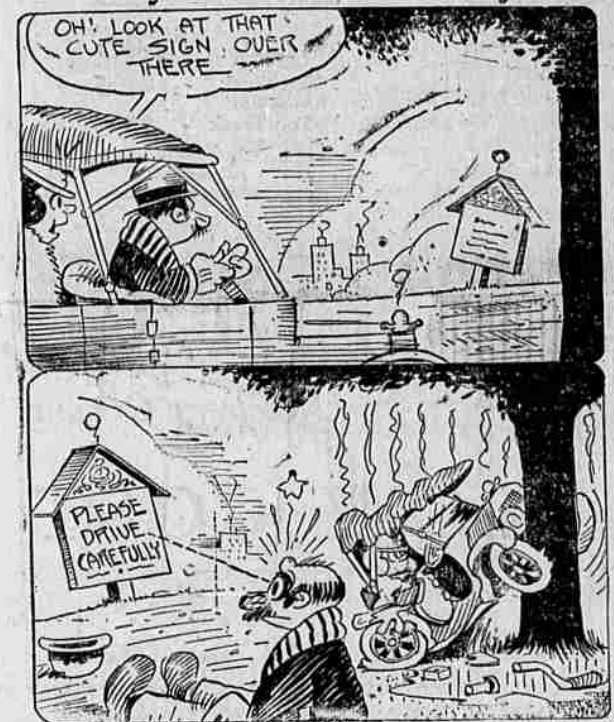


How invention of Arthur B. Nock would look. Apparatus shown in photo; Nock at right.

lights reveals the full sweep of body lines."

Ol' Trusty

By Swan



CHRYSLER MAKES 109 MILES IN AS MANY MINUTES

What is believed to constitute a new record for winter driving over rough, icy roads in the mountain states was recently established by a Chrysler Imperial "80" Phaeton in a night trip which covered 109 miles of treacherous going in exactly 109 minutes.

The route taken by this stock Chrysler car between Cheyenne, Wyoming, and Denver, Colorado, was over highways on which ice and snow with plenty of mud thrown in made the trip hazardous yet mile after mile was clicked off at the rate of considerably more than a mile a minute. In fact, mile after mile was covered at speeds of 75, 76, 77 and even up to 82 miles per hour.

The trip was taken, in conjunc-

tion with airplanes, to transport photographs to a Denver newspaper.

The time established by the Chrysler Imperial "80", in addition to setting a new motor car record between the two cities, clipped 71 minutes from the scheduled time of the fastest express train between these two points.

The Imperial "80" Phaeton was the same Chrysler that last summer established a new record for cross country driving for 500 miles or more by a standard stock car, when it covered the 702 miles between Kansas City and Denver in the phenomenally short space of 13 hours and 56 minutes. Previous to the Cheyenne-Denver mark, this Chrysler car had more than 30,000 miles of service registered on the speedometer.

ITALY RUNS AUTO CLUB

The Automobile club of Italy is under government control and all automobile owners are required to become members, according to reports from Italy. The present status of the club is said to be the result of an order by Premier Mussolini, who plans to use the organization as a government auxiliary.

LOOKING AHEAD

In no country but the United States can such things as 500-foot highways, express roads and two cars to a family be talked about. No other country enjoys the unique advantages of the United States in expansive areas, great distances, and a comparatively small population.

Here are three million square miles of country, inhabited by 110,000,000 people—slightly over 35 to the square mile. Compare this with England, with more than 70 inhabitants to the square mile. Or with Germany and Italy, with almost 330 to the square mile.

That leaves little room in those countries—and there are many more like them—for widening of roads, let alone the doubling of automobiles in use by the two-car-family method.

Here we have a country of distances, to which no other country of rank can be compared. We can afford wide roads and twice as many automobiles, where the others have to skimp on road space and frown on extra cars, in order first to take care of their comparatively crowded populations.

Fortunately we are taking advantage of our present expansive-ness and are building the roads that in the future will be more than welcome to our increasing population.

We can't afford to make the errors of our forefathers in designing streets and highways that would care only for our present needs.

HUGH WILEY, THE WILDCAT, RIDES WITH ETHYL

(The Associated Oil Company's release this week of Hugh Wiley's glib column, is as follows.)

Many a man begs for a fair show after he has ignored the advance agent.

About the only way to keep a mule from going to sleep is to load him heavy with language and hot leather.

About all a knit-wear Venus can look forward to when she loses a beauty contest is the movies.

How doth the busy bee hum through the air on high? He gets his motive power free And not like you and I.

The kangaroo is comical But he has no reverse; So when the time comes to back up He skids from bad to worse.

I won't say who it is but I bet she could wear out an echo.

Looks like the only way to replenish the pre-war stock is to find another war.

Impulsive creator, ETHYL, — forceful, too.

Seems like most folks with money to burn are mighty short of matches.

PLAY TEACHES SAFETY

One of the largest theatres in Frankfort-on-Main, Germany, is presenting safety plays to instruct motorists and pedestrians concerning traffic laws. Free performances are given six times a day.

TO IMPROVE PARK ROAD

More than 15 miles of highway in Yosemite valley, Cal., is to be improved next spring.

ESSEX MOTOR GOES 35,000 MILES AND NEVER OVERHAULED

After driving his Essex Six sedan for more than two years, during which time he traveled over 35,000 miles, R. B. Mathews, a well known local man, yesterday went over to the Roy Catching Motor company, Roseburg representatives of the Essex, and bought a 1927 Super-Six model sedan, declaring that he was perfectly well satisfied with the Essex, as it has stood up under all sorts of road grilling. During the more than two years of service the Essex driven by Mr. Mathews has never been overhauled, nor has it given any trouble, and the repair bills during that time have been practically nil. One set of tires stood up for 30,000 miles of travel, and the old car is still in excellent condition.

MOTORISTS LIKE THE KNIGHT MOTOR

A statement issued through the Knight Patents Co., who control the manufacturing rights of the Knight sleeve valve motor in this country, says that the growth in use of the Knight sleeve-valve motor has been especially marked during the past year.

At the present time there are two manufacturers of Knight sleeve-valve motors in this country for passenger cars, Willys-Overland, Inc., of Toledo, Ohio, who build the Willys-Knight, and the F. B. Stearns Co., of Cleveland, Ohio, who manufacture the Stearns-Knight.

A third company to manufacture a Knight motored passenger car in the \$1000 price class has already been organized in Detroit and will be on the market with their new product in March.

Willys-Overland, who, up to two years ago built the Willys-Knight in but one model, a four-cylinder car, now build two sizes, the "70" Willys-Knight Six and the Willys-Knight Six. The first of these two was introduced in 1926 while the latter has been in production for two years.

Combined sales of these two cars have more than doubled any previous output of Willys-Overland in the Knight motored class and both have established sales records in their price class.

The Yellow Cab Manufacturing Co. are now equipping all new Yellow Cabs with Knight motors and many of the important bus lines are insisting on Knight-motored equipment for heavy work which they are called upon to do.

Up to the present time, the "70" Willys-Knight Six is the lowest priced Knight motored passenger

NOW MOTORISTS DON'T STOP

By NEA Service.

LOS ANGELES, Feb. 16.—Several communities in southern California that have passed laws requiring all motorists to come to a full stop before crossing any railroad track at grade will not put these laws into effect, according to information received from the Automobile Club of Southern California.

The reasons given for the change of attitude regarding the stop laws are that these laws would practically relieve the railroad companies from all liability in case of collision between trains and motor vehicles and would cause an unwarranted impediment upon motor vehicle traffic.

AMERICA'S MOTORING EXPENSES FOR 1926

By Israel Klein

Science Editor, NEA Service

American motorists are participating in one of the greatest financial enterprises the world ever has experienced.

Figured conservatively, on the basis of exact reports and authoritative estimates, the people of the United States spent at least \$18,000,000,000 last year for automobiles and for the privilege of driving them!

What the actual value of this great industry may be, on the strength of this expenditure, would bring the figures so high that they would sound fantastic. The total would include amount of capital invested in automobile parts, tires and related industries, capital,

put into garage, dealers' and distributors' businesses, money already spent for highways and for machinery used in building more highways, and it would cover a rapidly increasing investment in the business of motor bus transportation.

For one year's expenditures alone, the total is dizzy enough. Here are the 1926 estimates:

Auto output	\$3,056,950,000
Tire output	970,000,000
Parts output	655,000,000
Service	910,000,000
Busses	500,000,000
Freight	150,000,000
Taxes	730,000,000
Maintenance	10,000,000,000
Highways	1,000,000,000

Very Conservative

This makes a total of \$17,976,350,000, which is the amount spent

NEW ROAD OPENS YOSEMITE TO WINTER MOTOR TRAVEL



With the opening of the Briceburg Highway to Yosemite Park, winter sports are now popular at this playground. Top photo shows view of the Valley with Half Dome at right. On the right is the overhanging rock on the new road with a picture of the Union Ethyl scout car. In the center is a real honest-to-goodness snowman made by the party. Lower left, another view of the Valley, and to the right, another view of the Briceburg Highway. The map shows the recently completed all-year road into Yosemite Valley. A member of the party is shown enjoying the well-known sport of skiing.

car in this country and, in its price class, is one of the leading sellers. With a new Knight motored car in the \$1000 price class, the full range of cars from the light six class up to the luxury class will be served with sleeve-valve motored automobiles.

Developments in this country are similar to those which have been going on in Europe where the patent rights in this type of engine have expired.

In Europe, the Knight motored cars range from the Imperia of

Belgium built as a light four up to the new twelve-cylinder Daimler-Knight which was accorded first place in public interest during the motor car Salons in Paris and in London. Daimler was the first motor car manufacturing company in the world to utilize the Knight patents.

Panhard-Levassor, of Paris, who have previously been in the field with a four and an eight-cylinder Knight motor, have this year brought out a six-cylinder power plant of the same type to meet a

generous public demand. The patent rights on the Knight sleeve-valve motor have several more years to run in this country.

ENGLAND'S TRUCK LAW

Modern heavy traffic laws are said to date back to the year 1922 when King James of England ruled that only vehicles of not more than two wheels drawn by not more than five horses were to be allowed on certain roads in England and all loads were not to exceed 2000 pounds.

EQUIPMENT HAZARD

Faulty equipment is a direct cause of many automobile accidents, says the National Safety Council, which urges motorists to have their machines inspected and overhauled regularly.

CARS ON U. S. FARMS

An estimate based on registration figures shows that there are about 4,850,000 automobiles on the farms of this country. This is exclusive of trucks and tractors which number about 1,000,000.

\$18,000,000.00

THAT BARS BUSES, USED CARS, TRUCKS

What It Costs to Run Your Car

These are the maintenance figures obtained by experimenters at the Iowa State College, in studying the operation of 11 typical automobiles, ranging in price from \$400 to \$1800. The figures are in cents per mile:

Gasoline	\$ 1.61
Oil	.31
Tires	.98
Service	1.24
Depreciation	3.16
Interest	1.24
Insurance	.31
Garage	.83
License	.59
Total	\$10.27

This is for the composite car, the average of all the cars considered.

Billion for Highways

"The country's annual highway expenditures amount to about a billion dollars a year. Motor vehicle transportation involves an annual cost of about \$11,000,000,000."

The figures given for maintenance in the form list of values include, in part, some of the other items—such as tires and service. But only a minor part of each item can be included in this, because maintenance doesn't include tires and service for new cars, while the figures are wholesale and almost balance the discrepancy.

The freight item covers cost of shipping cars and parts to and from factories and is based on a figure of more than \$73,000,000 for freight charges of the General Motors Corporation alone. Figuring Ford and the other companies

into the item, it easily amounts to the \$150,000,000 estimate.

Many Items Excluded

The highway expenditure of a billion a year is considered conservative, at present, although this will diminish after all the highways needed have been constructed, and only maintenance will remain to be considered. But that won't come for many years.

The only costs included on trucks and buses are original outlays. Costs of maintenance and depreciation aren't considered, making the original estimate even more conservative.

If these costs were included, the annual automotive bill would run far above the twenty billion mark.