AUTO SECTION

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AUTO SECTION

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LIKE LINDBERGH

George Souders Springs Surprise on Auto Racers

By NEA Service

LAFAYETTE, Ind., June 15.—What's the use fooling around on small dirt tracks! Why not hit for the top and the big money?

With words and intentions to this effect, Bill White, 29-year-old Hollywood (Calif.) race car owner and manager, took in tow his 27-year-old race driver protege, George Raymond Souders of Lafayette, and left the wide stretches of dirt tracks and small purses of Texas for the speedway at Indianapolis.

Result: Souders is today king of the motor racing world. The day before Memorial Day he was practically unknown, even in his home city. Now, by virtue of his victory in the 500-mile motor speedway classic on Memorial Day, he has joined the elect circle of motor speedsters.

Many were surprised at his achievement, but no one more than himself.

Souders could make a good match for Captain Lindbergh, the trans-Atlantic flyer. His is a story of a modest, quiet, good-natured and big-hearted young chap, though fearless, skillful and intelligent as a motor race driver, working up, plugging steadily until he stands at the pinnacle in motor racing.

Start on Dirt Track

The young race king was born on a farm near Lafayette, and entered Purdue University following out his bent toward engineering, but the lure of grease and the sputter of a motor were too strong to withstand, so he left college and conducted a garage for several years.

On July 4, 1922, Souders was watching races on a dirt track at Danville, Ill. One of his Lafayette friends had a car in it. He experienced trouble with his motor at the end of the first race. Souders volunteered to fix it, and did. Then, without previous intention, he drove the car in the next race to win third place. That was the beginning.

George Souders, winner of the 1927 Indianapolis 500-mile race, is shown at the wheel of his Dusenberg special... Inset shows his mother.

Helps Race Victim

More racing followed. He liked it, and he found he had a knack for it.

Shortly afterward he demonstrated his generosity. He entered a dirt track meet at Greenup, Ill., and won all three events. However, one of his competing drivers was fatally hurt in the first event, and Souders donated all his prize money to the mother of the unfortunate young man.

After a while Souders found himself on Texas tracks. His record was nothing spectacular but he was considered above the ordinary run of drivers. Here he attracted the attention of White.

The latter supplied better cars, and Souders began to attract more attention.

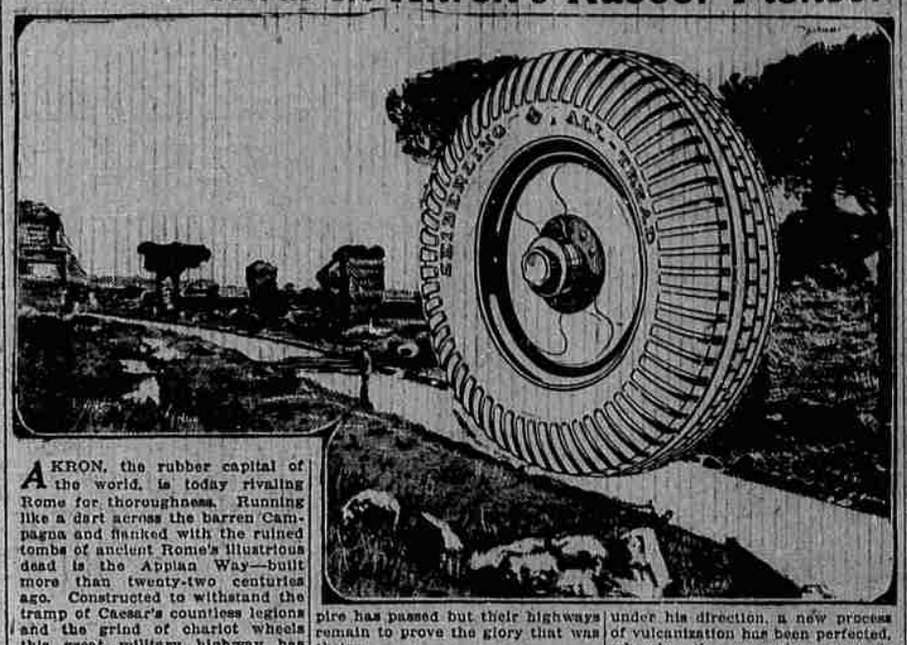
Then came Indianapolis. Three weeks before the race they started real work. Souders now had the job, after flying through dust and skidding through mud and dirt tracks, of becoming accustomed to a rough and treacherous brick track.

It is said he spent more time on the big brick oval than any other entrant, and he became thoroughly familiar with it. Hours were spent over the motor of White's Dusenberg special.

In the race, few paid any attention to Souders, who hit a steady pace around 100 miles an hour. Finally he came in the winner, 12 minutes ahead of the next car.

He was the only driver who went the complete 500 miles without relief, a mark of his endurance and fitness.

Romans As Road Builders Now Find Rival In Akron's Rubber Pioneer



AKRON, the rubber capital of the world, is today rivaling Rome for thoroughness. Running like a dart across the barren Campagna and flanked with the ruined tombs of ancient Rome's illustrious dead is the Appian Way—built more than twenty-two centuries ago. Constructed to withstand the tramp of Caesar's countless legions and the grind of chariot wheels this great military highway has lived to feel the strain of tanks, caissons, and marching Fascisti of the modern Italy.

Through Gaul and Britain the modern traveller rides upon roads many of whose bases were laid under the direction of Roman centurians. The majesty of the Empire has passed but their highways remain to prove the glory that was theirs.

The Romans did not learn to build roads in a day. Neither have the rubber companies perfected their improvements over night. For thirty years Frank A. Seiberling has been building tires. He developed the first tire building machine and the cord tire. Today, under his direction, a new process of vulcanization has been perfected, whereby the water-bag cure is substituted for the dry heat of steam. Tires are cured more uniformly, the natural oils of rubber and cotton are preserved and the new product is ready for service upon the modern Appian ways which stretch for thousands of miles across the United States.

VICTIMS MOURNED, SURVIVORS WARNED

(By NEA Service.)

BOSTON, Mass., June 15.—Massachusetts, with its strict examinations for driver's license, examination of brakes and compulsory automobile insurance, may be ranked as one of the leaders among states which try to cut the automobile death rate.

But strict enforcement of ordinances designed to see that only cars with proper braking facilities and competent drivers are allowed on the road has been found insufficient by Registrar of Motor Vehicles Frank A. Goodwin in his drive to cut the death rate from automobile accidents.

Something else, it may be called psychology, seemed to be needed. So it is being supplied in weekly doses in such a way that any newspaper reader cannot escape it in this state.

Each week a list of those killed in automobile accidents is compiled by Registrar Goodwin's office and a copy of this list is mailed to the newspapers. They print it in one or two column boxes with a wide black border and under the heading "In Memoriam."

The list is led by this paragraph:

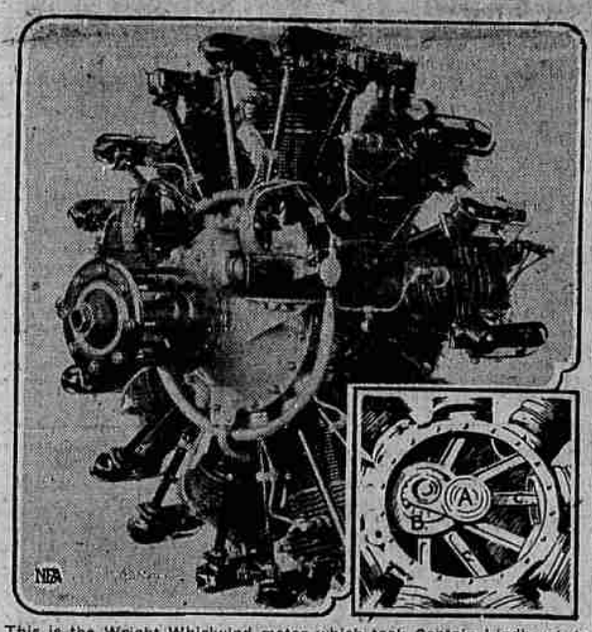
The Commonwealth of Massachusetts mourns the passing of the following citizens, reported during the week ending ——— as having lost their lives in automobile accidents."

Then follow the names, ages and residences of those killed, followed by a few words of warning, such as:

"Parents and Teachers: You have a Duty for the Children's Safety. Warn them not to Play in the Streets."

This is psychology such as that used by Ohio in erecting white crosses along the highways at points where deaths occurred from motor accidents.

Lindbergh's Motor Is Revolution in Modern Airplane Design



This is the Wright Whirlwind motor which took Captain Lindbergh to Paris. Inset shows details of crankcase... A, the crankshaft; B, "mother bearing"; C, piston rod.

BY ISRAEL KLEIN
Science Editor, NEA Service

The motor, that speeded Colonel Lindbergh and his airplane across the American continent and the Atlantic in three giant hops is the latest development in aviation.

Simple as it is, it has caused a revolution in airplane design. Its remarkable success in making a trip of more than 6500 miles, at a pace of 100 miles an hour and without a hitch, is bound to make a profound impression on future aviation.

The engine is what is called an air-cooled, radial motor. The one Lindbergh used was a Wright Whirlwind, made by the Wright Aeronautical Corporation, a pioneer in this type of engine design.

Two essential facts make this motor different from others. First, it is air cooled. Second, and more significant, its nine cylinders are ranged in a circle around a crankshaft with only one throw.

More Efficient Type

This arrangement makes the motor more compact, lighter and more efficient than the V-type engines formerly used in airplanes and similar to those now run in automobiles.

The whole engine weighs only 508 pounds, yet it can develop 250 horsepower, a remarkable achievement for such a small motor.

The crankshaft of this motor, unlike those of the V-type or "in-line" engines we know, has only one "throw," on crankpin, just like one of a single cylindered motor. It is therefore short and reaches directly out to the double-bladed propeller which is whirled about by the engine.

The single throw carries what is called a "mother bearing," which is made so that it can whirl about the crankshaft, once to each series of power strokes of the engine. Attached to the "mother bearing" are the piston rods, which lead to the pistons in the nine cylinders. Each rod is placed on a bearing of its own within the "mother bearing."

Cylinders Hit in Order

As a power stroke occurs in a cylinder, the piston pushes the "mother bearing" away from it. The next cylinder takes up this power and gives the "mother bearing" another push. And so the power explosions go on in order around the circle of cylinders with the "mother bearing" pushed around as fast as the cylinders explode.

The whirlwind motion of the "mother bearing" on the crankpin turns the crankshaft and thus whirls the propeller at the front of the plane.

Each cylinder is exposed, with thin fins lining it so as to radiate its heat as fast as possible. That makes it unnecessary to cool the engine with water. Lack of water for cooling reduces the weight needed in the power plant of an airplane, including not only that of the water itself, but the radiators, water jackets and connections.

In addition, the parts of the engine are concentrated about a center in so simple and compact an arrangement as further to reduce weight and aid in the lifting and carrying power of the engine.

MANY RAMP GARAGES

The Chicago loop district is to get one of the hundred ten-story garages planned for downtown congested sections of large cities in the United States. These are designed on the plan of staggered floor construction with a series of short ramps from floor to floor, each costing about $1,000,000.

TOO MANY LIGHTS

Like a craze of fashion or of hero worship, cities have taken up the practice of installing signal lights almost as a fad. The result, say traffic experts, is greater rather than reduced traffic congestion.

Signals should operate only where and when traffic conditions demand such control. They prove a hinderance when put up at a point that can almost take care of itself, or when kept in operation when there is little traffic in the neighborhood.

Signals, too, are being placed too close together, making it a worrisome and nerve-racking undertaking for a driver to drive through them. Even on those streets where the signals are timed for progressive traffic control, the motorist who doesn't strike them at the right moment finds he has to stop and start at almost every light he meets along the way.

This new means of traffic control is better in principle than any other method we have tried out. But over-indulgence of this system makes it bad practice.

It requires a great deal of study to get a good working system.

RED-HOT PAPA

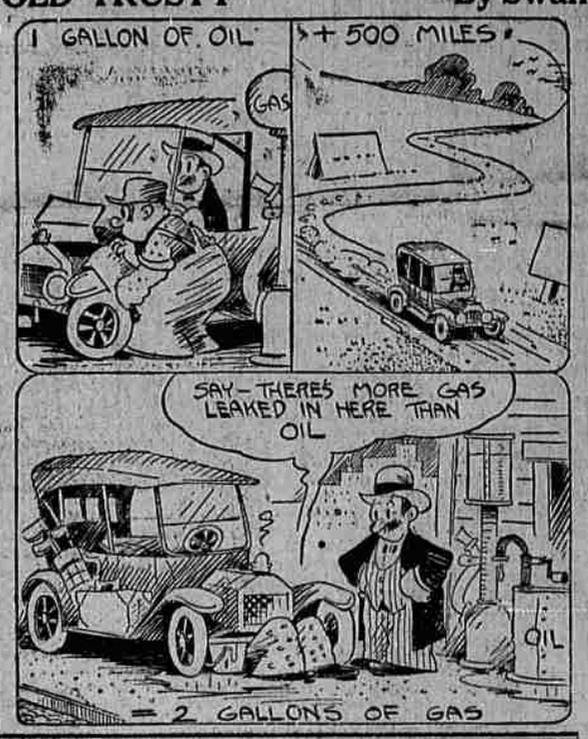
Instructress: But if you've never danced in your life, had you better begin with the Charleston?

Pupil: I propose to. The fact is—ah—I'm a member of Parliament and I'm—ah—given to understand that the dance is much favored at the—ah—socials attended by the younger residents of my constituency. In view of the impending extension of the franchise I feel it might be advantageous to me to acquire some proficiency in that—ah—exercise.—Punch.

CARS EXCEED HOMES

Denver has fewer single homes than automobiles. The score is 59,627 single residences to 60,900 passenger automobiles.

OLD TRUSTY — By Swan



AUTO FUEL BOUGHT AT BAKERS' SHOPS

(By NEA Service.)

PARIS, June 15.—Thirty automobiles on a three weeks' tour through France, recently, demonstrated the usefulness of fuels other than gasoline in automotive touring.

Most remarkable in this demonstration was the run made by 14 of these 30 vehicles on what is called "gazogene," a fuel manufactured on the spot by the motor car itself. This is generated from charcoal, wood or other similar substances.

All of these vehicles carried heavy loads over the entire trip. One, weighing 11 tons, traveled 150 miles in one day, and another, weighing eight tons reached a speed of 35 miles an hour.

In one case, a small touring car, running on granulated peat charcoal, exhausted its original supply along the way. For the rest of the journey the driver stopped at bakers' shops along the way, bought wood charcoal and traveled on this!

Each gazogene vehicle is equipped with a generator, which is a sort of furnace. A slow fire burns the necessary fuel and produces a gas which is fed into the engine through a carburetor.

Of the 14 gazogene vehicles, eight used "carbonite," a special compressed charcoal made up into eggsized balls, and having the advantage of cleanliness, ease of handling and greater density and purity.

U. S. TAKES FIRST

The United States now leads the world in the export of casings, having put France back into second place. This country supplies about 33 per cent of the total of all countries in exports.

WARMING WATER FOR HENS MAKES THEM DRINK MORE

Hens drink more water in cold weather when it is warmed, and poultrymen find it takes less work to keep the flock well watered, according to a report just issued by the Oregon experiment station and the Oregon committee on electricity in agriculture. The report was written by George W. Kable and F. E. Fox of the station staff.

"A number of Oregon poultrymen have been experimenting several years with different means of warming the flock's drinking water on cold days of winter," says the report. "None of the heaters tried proved satisfactory, and in response to a number of requests for information on the subject the investigation was undertaken."

Finding the right type of heater on the market has proved hard, as most of those on sale use too much current and heat the water too hot, it was found. There are some heaters made for other uses, which may be successfully adapted to warming small amounts of drinking water. It is thought that as demands increase manufacturers will place special heaters on the market for poultry flock use.

In testing heaters under poultry house conditions four flocks of 115 white leghorn pullets each were used. Two of these flocks were given water at tap temperatures and two water warmed for 10 days, after which the heaters were alternated until each flock had been given warm water or cold water for 40 days at 10-day intervals. The air temperature ranged from freezing to 47 degrees, the unwarmed water from 37 to 49. The water was warmed from 45 to 81 degrees. The flocks having warmed water drank 5 per cent more than the flock having cold.

For two days of the 40 days of the test air temperature remained below freezing all day. The heated pans were free of ice all day, while the unheated pans were frozen over in early morning before the poultryman came to care for the flock. On these days the flock drank 25 per cent more warmed than cold water.

Two types of heaters were used—clamp on and immersed. The clamp ons are readily applied to most metal containers, do not burn out when the vessel is empty, are effective and run at low cost. The heaters needed to be kept from inflamable materials for safety against fires.

FOWL SCHEME

Mr. McAberdeen (arranging with clergyman for his second marriage): And I should like to have the ceremony in the yard this time.

Clergyman: Good gracious why?

Mr. McAberdeen: Then the chickens can pick up the rice. We wasted a great deal last time.—Manchester Evening News.

NO HOPE FOR HIM

She: I tell you our son will never get married. He's too stupid.

He: But that's the very reason why he will marry.—Deer Goats, Vienna.

LINDBERGH STAMPS TO BEAR PICTURE OF PLANE TAKEN BY NEWS-REVIEW PHOTOGRAPHER

LINDBERGH STAMPS TO

To M. J. Ackerman, New York photographer for the News-Review and NEA Service, goes the honor of having taken the picture of Colonel Charles A. Lindberg's trans-Atlantic airplane, "Spirit of St. Louis," which was used by the U. S. Post Office Department in designing the new Lindbergh memorial airmail stamp.

Ackerman

The picture was made by Ackerman at Curtiss flying field, Long Island. Ackerman snapped the "Spirit of St. Louis" as Lindbergh started on a short test flight. This was only two or three days before Lindbergh took off across the Atlantic to unprecedented fame.

In the following story, Rodney Dutcher, Washington writer for the News-Review and NEA Service, tells how Ackerman's picture came to be chosen for the memorial stamp and how the stamp were turned out in record breaking time.

* * *

BY RODNEY DUTCHER
NEA Service Writer

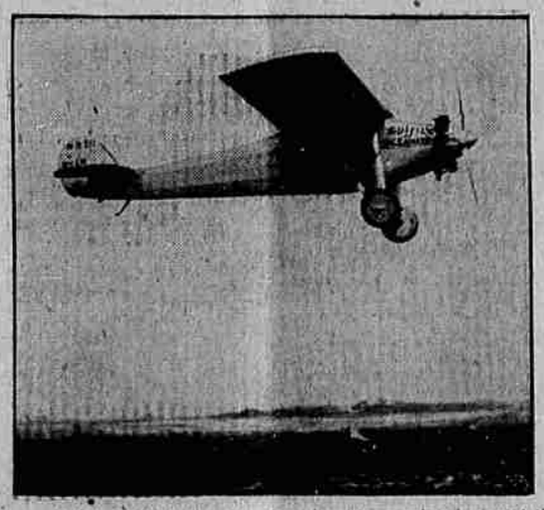
WASHINGTON, June 14—The Post Office Department has performed one of the fastest rush jobs in its history in printing and issuing the new Lindbergh 10-cent air mail stamp.

By the time it has finished production of the contemplated 10,000,000 or 15,000,000 copies of this issue, it will have given a News-Review and NEA Service photograph of Lindbergh's plane the widest circulation ever attained by such a newspaper picture outside of the newspapers themselves.

Ordinarily it takes from three to six weeks for a stamp to be issued from the time the Post Office starts work on it. But Postmaster General New decided to make this a 10-day job in order to have the first stamps on sale by the time of Lindbergh's return.

Suggestions for the stamp, by mail and telegraph had come from all over the country. Officials were confronted by the law forbidding the portrait of any living man to be used on stamps or currency. But it was decided that the law's spirit would not be violated if "Lindbergh Air Mail" were to be printed on the stamp, if the plane "Spirit of St. Louis" were to be shown with the American coast on the right and the European coast on the left, and if New York and Paris were to be specifically designated with a dotted line between showing the course of flight.

PRIZE PLANE; PRIZE PHOTO



Pictures of "Charlie" Lindbergh's plane have been printed around the world, but none other has been seen by as many persons as this one will be. Taken by Photographer M. J. Ackerman of News-Review and NEA Service, it is being reproduced on millions of Lindbergh air-mail stamps.

NEA Photo Chosen

After New had decided all this and it had been determined to make a rectangular stamp in which the plane would measure about one inch by half an inch, the important question arose as to where to find the best model for the Bureau of Printing and Engraving work to copy.

All available pictures of the "Spirit of St. Louis" in flight were scrutinized. Finally officials selected an NEA photo of the Lindbergh plane as the best.

Artists promptly got to work. They worked Saturday night, all day Sunday, and on into a new week, fashioning the necessary models. The models then were engraved.

After being printed, the stamps were dried, gummed, dried again, then perforated, then cut into blocks of 50 each then packed in packages of 5,000 each to be shipped out on Post Office orders.

Promise was that the first formal Post Office issue would be at St. Louis on the occasion of Lindbergh's homecoming celebration. Meanwhile, however, it was planned to have the stamps ready for Lindbergh on his arrival here.

They will be issued to all air mail route cities and it was expected that about 6,000,000 would be ready within two weeks.

Incidentally, Post Office officials pointed out that St. Louis would be "swamped" by eager stamp collectors who specialize on "first covers" and "first" cancellations."

The entire rush job on the stamps was directed by New and M. L. Eidsness, Jr., superintendent of the division of stamps.

"Rest in Peace"

This lone "grave" is a reminder of reckless motorists of the many engines that have been killed by lack of care. It covers an abused motor which had "died" within two years for want of proper lubrication. A filling station employe at Schenectady, N. Y., buried it and is its chief mourner.