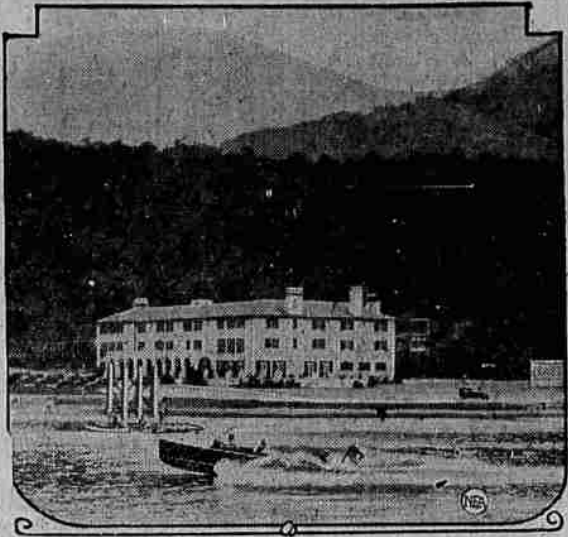


Nature's Wonders Make "Land of The Sky" Tourists' Metropolis



Lake Lure, product of a \$4,000,000 damming project, adds motor-boating to the many sports around Asheville.

(By NEA Service.)
ASHEVILLE, N. C., July 27.—Smooth, broad concrete and macadam roads wind in gradual grades up and down mountainsides, taking the traveler over a country that is a revelation to him.

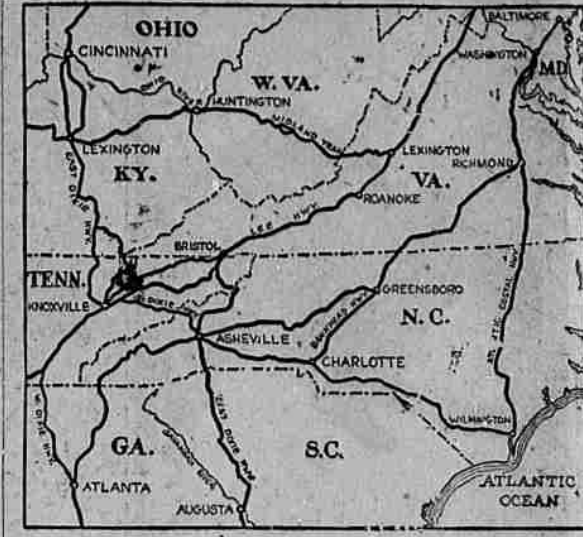
It is western North Carolina, in "The Land of the Sky," so replete with natural wonders and the products of man's genius that tourists flock to it from all sections of the country. Asheville, its center, has therefore become a metropolitan city, a resort center where the sports season starts early and ends late in the year.

This city itself is 2500 feet above sea level, in the healthful atmosphere of the Blue Ridge range. Yet it is in a veritable hollow, rimmed by towering moun-

tains on all sides. Highest of these is Mt. Mitchell, rising 6711 feet above sea level, the highest point east of the Rockies.

Where Appalachians Begin
Other peaks rise to the south, the west and the east and meet together in the Blue Ridge of North Carolina, the beginning of the long range of the Appalachians. Hardly a mile in this whole area is level. Valleys and hills abound, with their running streams and pine-covered heights.

To the west, on the Tennessee line, is the Great Smoky range that opens up a tremendous area of forest land for the rapture of tourists. It is the new national forest of the east, one of the greatest and most impressive of the country. Here are 450,000 acres



Map shows the main roads that lead to Asheville and western North Carolina, from important centers of the country.

of forest and other natural wonders, much of it accessible only by horseback or foot, but a large part of it being opened up to the motorist.

Pisgah National Forest is another wonder of nature, stretching from the southwest of Asheville across to the northeast, and including an array of mountains and valleys that can be met in few other regions.

Out of Asheville, the roads are like ribbons. They stretch in all four directions, toward Knoxville for the Dixie highway to the west, Atlanta and Columbia, S. C., to the south, Wilmington, N. C., other large cities to the east, Roanoke and Washington to the northeast, and Cincinnati to the northwest. Whichever way the motorist

turns, out of this city, there are beauty and variety in the natural scenery. Only a little ride to the south and southwest, past Hendersonville or over Hickory Nut Gap and the Lake Lure region, takes the motorist into the lower rolling country of the Piedmont district and on to the lower, flatter land of the coast.

To the north and the west, the drive is over craggy, more rolling country, but in nearly every case the driving is smooth and the climb is easy for almost any type of car to make in high. Great engineering feats have been accomplished in making this country accessible under all conditions. As a result many more thousands of tourists have come here than ever before.

How's She Hittin'

BY ISRAEL KLEIN
Science Editor, NEA Service.

Many of us can't understand why anything should be wrong with our cars, when we seem to be extremely careful in driving, never speed the motor or strain it unduly on hills or in traffic.

In fact—and here's the rub of the matter—many motorists contend they are extremely cautious in their driving. They never go over the city speed limit, they take their time and keep to the right. They would rather slow up and stop for a changing light than beat the yellow over the crossing.

The trouble here is that poking along is almost as harmful to the car as speeding in spurts. Running the motor too slowly on high doesn't help it in the least. It's a

strain for which the motor isn't designed.

Idling the motor, as the gear pedal is shoved in and the car goes sliding along to a slow stop, is another practice more harmful than it is good. Idling fails to burn all the gas that goes into the cylinders. The result is that some of it finds its way through the piston clearance into the crankcase and causes oil dilution.

Oil dilution in turn affects proper lubrication and ends in scoring the cylinders.

A man who rolls slowly along the road, at a safe and steady pace, is apt to fall asleep at the wheel. He becomes less attentive to his driving, lolls back in his seat and enjoys the scenery as though he were in a Pullman chair.

There is more danger of a collision in his case than there is if

he sat up properly at the wheel and drove the car more speedily. Of course, a spurt here and there is no help to the motor, either. But there's a happy medium.

Moderate drivers, those who keep alert at the wheel, also keep up a steady but good pace on the high road. Thirty to 35 miles an hour, within the legal limit, should be maintained for efficient driving.

The slow driver usually finds himself riding the clutch—an other harmful practice. Slipping the clutch plates the slightest bit causes them to rub smooth, squeak and lose their effective grip on each other.

That means installing new clutch plates.

Besides, the slow poke is so sure of his driving that he sometimes fails to notice any irregular-

ity in the engine or a rattle in the body. In other words, he is mentally off guard. He is too much at ease.

Driving should be taken as easily as possible. But at no time should we lose our alertness. It's dangerous, too.

LARGER AUTO SOCIETY

The Society of Automotive Engineers, backbone of motor advancement in this country, has just taken in 258 new members. This brings its total membership to 6500.

FREE AUTO INSURANCE

Purchasers of one type of automobile in America get free accident insurance policies. This is in addition to a loss-of-use policy paying an owner \$5 a day for every day the owner is deprived of the car in case of theft.

DRINKERS LOSE AID

Although every owner of an automobile has to carry liability insurance in Massachusetts, an insurance company may cancel the policy of one against whom they have evidence of intoxication, a recent decision rules.

AUTOS SHIPPED AS PERSONAL BAGGAGE

(By NEA Service.)
NEW YORK, July 27.—American tourists may now take their automobiles to Europe as "personal baggage," with no extra charge made for the cars as freight.

This policy has been adopted on the new French liner, "le de France," besides its two sister ships. The liner has a veritable garage, where the cars are lashed to posts and covered with tarpaulins for the sea voyage.

France co-operates by granting French registration numbers and driving licenses without examination.

NO FATALITY IN FIVE MONTHS

(By NEA Service.)
FORT WAYNE, Ind., July 27.—This city has the distinction of having gone through more than five months of this year without a single motor fatality.

This record is attributed to a concerted safety campaign by the local chapter of the National Safety Council in co-operation with the industries, schools, newspapers, radio stations and the police and fire departments.

The courts also have been co-operating by inflicting severe penalties for traffic offenses, even to revoking drivers' licenses when necessary.

CHRYSLER CARS NOW EQUIPPED WITH NEW MOTOR

A new high compression engine which it is predicted will completely alter the public's understanding of motor car performance—power, speed and acceleration—is announced by the Chrysler corporation.

This new engine, to be known as the Chrysler "Red-Head"—the head will be painted a vivid red color to distinguish it—makes it possible for the Chrysler car owner to take advantage of the greater power-producing elements of high compression fuels.

For several years, high compression engines and fuels have been in use on racing automobiles, but due to the inadequate distribution of this particular fuel it has not been practical to use high compression in automobiles for general service. Mr. Chrysler, who has been watching the development of the anti-knock fuels by the oil industry, now sees the opportunity of introducing to the motoring public engines which are designed to operate with this fuel because of its now very broad distribution. This gives motorists an opportunity to enjoy the improved performance of high compression engines, which take full advantage of the anti-knock fuels.

The original Chrysler engine introduced three years ago was a high compression engine. Chrysler engineers have realized the many advantages of increasing the compression still higher. They anticipated the coming of high compression fuels. And so they set about to design and build a car of a strength and sturdiness more than adequate enough to meet the demands of a higher compression motor. For example, the Chrysler car is built with an unusually powerful, bridge-like crankcase webbing and with a staunch, firmly supported seven-bearing crankshaft, both of which are of fundamental importance.

This newly developed engine and assembly is distinctly different from the ordinary engine and is a development which has been made practical through the wider distribution of higher grade motor fuels.

Just what happens when a high compression cylinder head is used can be explained simply. In any gasoline engine, the down stroke of the piston pulls a certain volume of gas into the cylinder. The intake valve closes. Then the piston rises, compressing the gas. In



Bound on a tour of all the National Parks of the entire West, the Chevrolet Motor Company's National Park Chevrolet, an Imperial Landau, has to date visited Bryce, Zion and the North Rim of the Grand Canyon. No. 1—One of the tunnels that lend variety to the splendid road up Red Canyon leading to Bryce. No. 2—The Vermilion Cliffs form a long, brilliant line of color across the Arizona sky-line. No. 3—A snow bank of vivid white on the black lava beds of Cedar Mountain furnishes a bit of striking contrast. No. 4—Superintendent E. T. Scosson of Zion National Park studies the map of the wonderful new 24 mile highway that is to provide a new outlet to the east by climbing the precipitous east wall of Zion. 5—With white "blow sand" for a pigment, a desert mountain for a canvas and the wind for a brush, Mother Nature has painted a startlingly realistic cat down in the Cronise Valley, on Zion Park road between Baker and Daggett.

the average gasoline engine the compression ratio is near four to one—which means that the charge is compressed to one-fourth the space it occupied when the piston was at its lowest point. When the charge is fully compressed—when the piston is at the top of its stroke—and the charge is fired, the gas will expand to four times the space it occupied when compressed. At the bottom of the stroke the exhaust valve opens and the burned gas escapes.

In the development of the original Chrysler engine, Chrysler engineers were able to so perfect the design which had to do with the utilizing of fuel, that they were able to employ higher compression ratio. In the higher compression motor the volume of gas drawn in to the cylinder was almost exactly the same.

Today the Chrysler corporation announces an even higher compression engine.

The principle of high compression is easily understood. The tighter you pack the powder charge in a muzzle loading gun the greater the force given the bullet. Similarly, the tighter gasoline vapor and air are compressed in the combustion chamber—the space between the top of the cylinder and the top of the piston—the greater the force of the explosion.

It is a fundamental fact that the amount of power which can be obtained from gasoline increases as the compression of the motor is raised. Consequently with engines

of higher compression a considerable increase in fuel economy is noticeable.

The Chrysler "Red-Head" engine is available to all owners of Chrysler six-cylinder cars produced since July, 1925.

Parabrase Motor Oil 100 per cent pure paraffine base. At General Independent Dealers.

KEEP LIGHTS ON

The Minnesota state supreme court has just decided that parking without lights at night renders the owner liable if injury results from a collision. By this ruling the driver of a car running into a truck without warning light on it, recovered damages.

TIRESOME TRAINS KEEP 'POP' HOME

Or Famous Veteran Starter of Automobile Races Would Still Be Waving The Checkered Flag

BY DAN THOMAS
NEA Service Writer.

COVINA, Calif., July 27.—If all the auto races in the future could be staged right here in California, Fred J. "Pop" Wagner would continue to wave the checkered flag for another ten years.

But since that is impossible, the veteran starter has hung out a "retired" sign. He doesn't mind the roar of the tiny "bugs" as they whiz past at 140 miles an hour—but he does detest the tiresome trans-continental train rides.

"Pop" has a beautiful 15-acre estate in Covina. He has his own tennis court, swimming pool, a small orange grove and a house that borders on a mansion. There is only one room of the entire 19 that interests him, however. That is the library, the walls of which are lined with pictures of racing drivers for 25 years back. It beats the best trains in the world.

Wagner started flourishing various colored flags for bicycle races 41 years ago. In 1899 he started his first auto race. Since then he has become famous and popular wherever races have been held.

"I'll never forget the first auto race in which I officiated," he muses. "I thought it was a joke but decided that I might just as well pick up some spare change. The cars could only get half way around the track and then they had to stop and wait for steam pressure to pick up again. All the rac-



"Pop" Wagner

ers were steam cars then. And they traveled 30 miles an hour.

"During the last few years I have made eight or nine trips across the continent each year. I didn't mind it when I was younger but I hate even to look at a train now. I would much rather stay right at home and play golf every day.

"Oh, I may go east to help out several close friends but I won't make more than one trip. And I probably will start the Los Angeles speedway races for several years to come."

Despite the fact that he never rode in a racing car, Wagner is one of the most colorful characters to be seen on a speedway. His knickers, leather jacket and pipe are familiar sights to all speed fans. "Wag" always did a real job of starting. Track officials, knowing that he had forgotten more about racing than most of them knew, gave him a free hand. When Wagner was handling the flags, the boys always got off to a clean start.

"Pop" is through with strenuous living. At the 60 year mark he has started out to enjoy life—by staying home. He divides his time equally between the golf links, his orange trees and his library, with its picture-covered walls.

Wagner's heart is still at the speedways, but his body prefers the luxury of his home where he and his wife—"Mother Wag"—the boys call her—can entertain the speed demons when they are in Los Angeles. "Pop" tells the boys, "These trips are all right for you. You are seeing a lot of the country—but I've seen it for 40 years."

The Great Heights Impress Visitors at Yosemite and Sequoia Parks

By NEA Service.

SAN FRANCISCO, July 13.—The entire length of California is a stretch of parks and national forests that can keep the tourist in one constant maze of bewildering beauty.

There are dizzy heights of mountains and trees such as the easterner doesn't behold. There are vast stretches of thick forest and great plains. There are deep blue lakes high in the recesses of the mountain ranges, and there are historic missions that remind visitors of the romantic past of this country.

Coming westward along the Lincoln or the Victory highway, the tourist finds it profitable to detour from the main road at Truckee, a little west of Reno, and enter a magnificent mountain country in to Yosemite valley. The road here winds around Lake Tahoe and passes through Tioga Pass and over the Tuolumne Meadows to one of the greatest parks in the country.

Four Gateways to Yosemite
A new all-year highway penetrates the lower Sierra by grades that most cars take on high. It leads back from Yosemite to the concrete north and south highway that runs between Sacramento and Los Angeles.

Another way of reaching this forest is from Merced by way of the Wawona road, but it is a steeper climb than any of three other entrances to this valley. The Big Oak Flat road, for instance, leaves the state highway at Stockton or Modesto and passes the historic mining town of Sonora and the Hatch. Hatchy water works which San Francisco is building in the Sierra.

The Wawona road itself detours from the all-year highway near Mariposa and passes two magnificent groves of giant sequoia on its way to Inspiration Point and the valley floor.

Much of wilderness left.
For lovers of solitude, there is plenty of wild mountain country left. Yosemite valley covers eight square miles. It is but the tiny center of a national park 1140 square miles in extent, and in half an hour of hiking, motoring or riding, the crowd can be left behind for scenery grander than the valley floor can offer.



Dizzy heights and vast vistas of landscape greet visitors to the Yosemite Valley or Sequoia National Forest. There's Yosemite's El Capitan at the left, Yosemite Falls in center, its drop of 1700 feet mirrored by the lake below, and the giant sequoias of California at the right.

A hundred miles or so to the south are Sequoia National Forest and its little neighbor, General Grant National Park. Here again we reach vastness, this time in the trees that thicken the landscape. Thousands of the giant sequoias grow here covering a mountain plateau 6000 feet above sea level. You can ride or walk among them all day, surrounded by trunks of a deep red color that reach a diameter of 36 feet and tower from 200 to almost 300 feet into the sky.

Visalia and Fresno are the starting points from the state highway for Sequoia and General Grant parks. Yet you can easily leave San Francisco or Los Angeles after breakfast and dine that evening at Giant Forest in the heart of Sequoia park.