

TOURISTS TAKE THEIR CARS ABROAD

Autos Are Taken Like Trunks While Shippers Make All Motoring Arrangements for Passengers

By NEA Service. NEW YORK, Aug. 3.—When a tourist goes abroad this year, and henceforth, he may take his automobile as he does his handbags.

That is one big reason why thousands of Americans have been touring Europe in their own machines, enjoying the wide world scenes that had not been revealed to them otherwise.

Another reason is the little attention they have to pay to their cars or to the many and intricate arrangements that have to be made for touring in England, France and the other continental countries. The great shipping concerns are doing that now.

The International Mercantile Marine Company, for instance, goes to the extent of taking the car from the tourist at the dock and delivering it abroad, not only as it was brought to the American pier, but with all the necessary papers, licenses and other "passes" required of foreigners touring Europe. In addition, the company, as well as others, furnishes its tourist passengers with road maps and other touring information of the countries they expect to visit.

Legionnaires May Drive. An entire itinerary of travel may be arranged for tourists by the shipping concern. It is in this ease of European



Uncrated, cars are hoisted into the holds of ocean liners.

page." But even if he doesn't have his car with him, he will be interested in French highways when he takes any of the various busses that will traverse the familiar American battlefields.

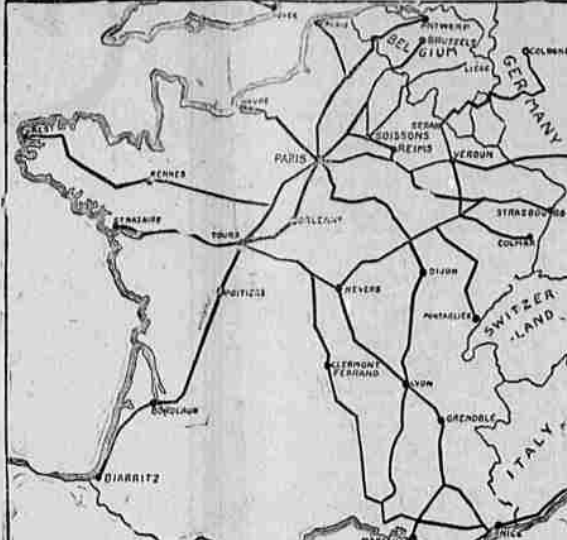
For those who do take their autos with them, their cars are over when they leave the cars at the New York docks. Here each car is drained of its oil and gasoline and loaded into the hold of the liner, without crating, just as is the passenger's personal baggage.

While passenger and car are sailing over the Atlantic, the company agents in England or France are making arrangements for their reception there. On arrival, the tourist is greeted with an International driver's pass, which permits him through all continental countries.

Customs Bond Demanded. There is also a "carnet de passage" which represents the duty imposed on the car if it is kept in any country over a year, and for which a bond covering this duty has to be furnished by the passenger. The money is returned on arrival in the United States.

For France, also, tourists get a "laissez passer" for which a tax of 10 francs a day is required.

Driving in France is pleasant, distances are short and there's a congenial welcome in every vil-



Map shows roads of France that will take many Legionnaires over the battle areas and to the famous resorts.

lage. The shipping company are out a membership in the Royal ranges even for that, for it takes Automobile Club for English tour-

ing, and for aid in continental driving as well.

Even the car's insurance is prepared ahead by the shipper, and if the route is through England, the channel tickets for passengers and car are bought in the same way.

With the latest map, including lists of hostels, points of interest and other helpful information, the American tourist abroad is almost at home.

Needn't Run Out of Gas

There are "gas" stations all over France, as well as other countries, although not so abundant as here. There the fuel is called "essence," and in England it is called "petrol." Both are a little higher in cost than the gas here.

Automobile storage is cheap for overnight stops, so that the automobile itself costs little more than it would if used in this country.

At the same time, the roads that connect the battlefield cities of France and Belgium are in good shape, it is reported. From Paris they spread out, north, east and south, past the villages of A. E. F. renown and down to the great resort districts of the Riviera and the Pyrenees.

The return is as easy as going. The only consideration is leaving by a port where the ocean liner docks, so that the auto may be hoisted directly on shipboard.

Autos May Now Go by Air



By rail, by boat and highway, the new automobiles come to us from the manufacturers. Now they have their place even in the air. Here's one strapped to a Farman Goliath double-motored airplane in France, for delivery to its new owner.

CHEMISTS' WORK ON AUTOS TO BE TOLD

By NEA Service. DETROIT, Aug. 3.—Chemists of the United States will tell the motoring world how really important they are in the making of automobiles, when they convene here September 6. It will be the 74th meeting of the American Chemical Society, and will be devoted entirely to chemistry's contributions to automotive transportation.

That it is an immense contribution is brought out by the statement of Eric M. Billings of Rochester, N. Y., secretary of the society's industrial division. "The automobile," he says, "em-

loys immense amounts of some materials, including 14 per cent of the country's production of iron and steel, 25 per cent of aluminum, 85 per cent of rubber, 50 per cent of plate glass, 63 per cent of leather and 89 per cent of gasoline."

Yet these, all important chemical products, are but a few of the many materials that go into the modern motor car, Billings points out and he adds:

"Large amounts of acids, alkalis, fluxes, resins, cyanide, bone, collodion, glue, graphite, grinding wheels, lime, pumice stone, cork, asbestos, felt, hair, jute, cotton and pulp products are among a large number of other materials that are also utilized."

"Chemistry and its allied sciences have made large contributions to the production of most of these materials, and many of them are manufactured by the strictly chemical industries."

KEEP COPS COOL

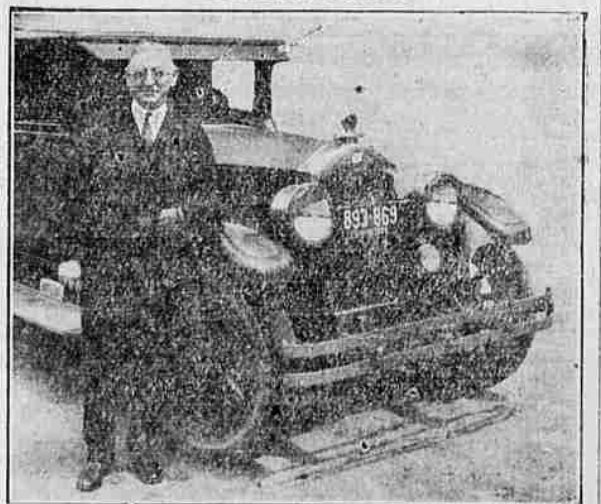
Consider the traffic cop broiling under the hot sun. Stand as he does for hours, even doing nothing, and see how you like it.

It makes a fellow hot under the collar, especially since he has to remain dressed up to uphold the dignity of the city. So we shouldn't be surprised to draw a cuss-word or two out of him if we happen to break a traffic rule or delay other machines.

If we thought of the man and his difficulties, our own would fade in the distance. We would try to cooperate with the traffic police, to keep along with traffic especially during the busy hours and avoid the slightest infringement of the motoring code.

That would help our own nerves, too, in this warm weather. It's bad enough to be hot naturally, let alone raising our temperature and that of others by inexcusable driving mistakes.

Puncture Proof Tubes Are Joy of Insurance Man



An insurance man cannot afford to take chances of delay when keeping an appointment with a client so the tires and tubes on his cars should be the best obtainable, is the belief of J. J. Jackson, an eastern representative of the Aetna Insurance company.

A letter received recently by the Polson Rubber company from Mr. Jackson tells of his experiences with the puncture-sealing tubes over a period of eight years during which time the car covered a distance of over 175,000 miles. Here is an excerpt from the letter.

"My last personal car was sold to my son a year ago equipped with the original Polson tubes, which had rolled up 60,000 miles

of service. The tubes were in first class condition and when the fourth set of casings were put on the car twelve nails were found in the right front tire but no loss of air had resulted."

The Western Auto Supply company has been recently appointed Polson distributors for the Pacific states and a demonstration of the tube is being held at their local store.

MANY WEAK EYES

Since January 1, 15 per cent of the 24,000 applicants for automobile driver's licenses in Trenton, N. J., have been found to have defective eyesight.

Double-Deck Boulevards Get Place in Traffic Plans of Big Cities

By NEA Service.

CHICAGO, Aug. 3.—Creeping paralysis, commonly known as traffic congestion, will get a run for its money in a few communities at least.

St. Louis and New York are both planning to relieve bound-up traffic by the construction of elevated streets.

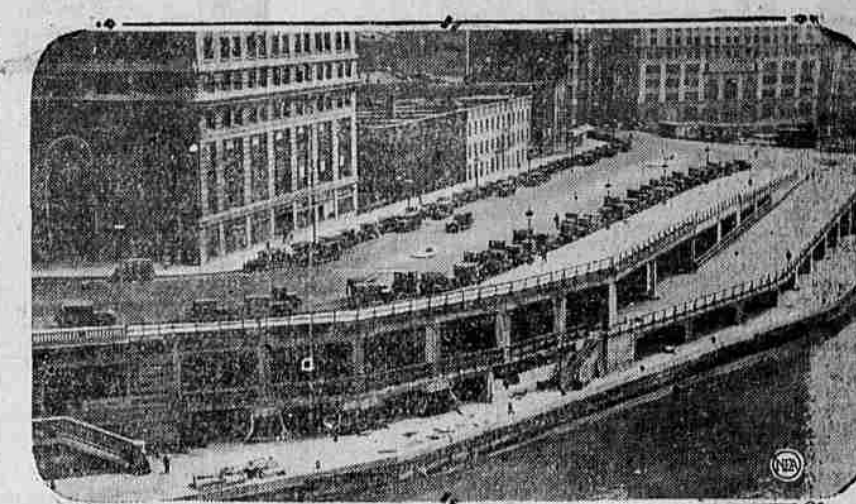
Chicago already has a double-decked street in service. This is Wacker Drive, which is three-quarters of a mile in length. The fourteen lane roadway holds out hope for traffic relief as travel over it is quick and comfortable.

St. Louis engineers and officials are preparing to submit a bond issue next year for the construction of a three-mile two-layer driveway. The upper level of the boulevard will be used for passenger automobiles and the lower level for trucks.

In addition an elevated plaza for parking 6000 cars will be built. The entire project will involve the condemnation of 40 blocks of downtown business property. However, the completion of the project will bring about a saving of several million dollars yearly, say St. Louis business men.

New York will have a long elevated express highway when present plans are consummated. This roadway will extend from West Seventy-second street along the Hudson river to Canal street.

At thirty miles an hour, to be



Wacker Drive in Chicago pioneers in the movement for speeding up traffic with double-deck streets.

permitted by city officials, cars will be able to traverse the length of the elevated thoroughfare in ten minutes or less, considerably better than the elevated trains or subway service.

It is planned to elevate the highway to 20 feet, assuring ample

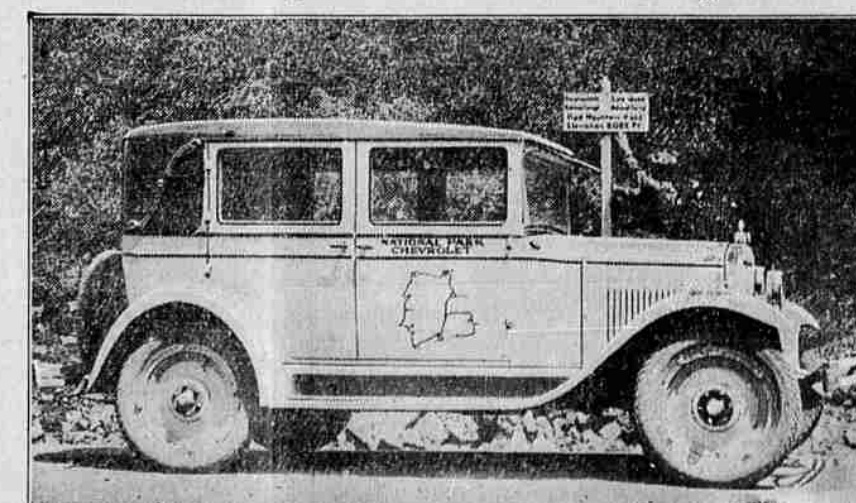
clearance for street traffic. The 65-foot width will provide six wide traffic lanes, three in either direction. This will give a traffic capacity of at least 5000 cars hourly.

With traffic in New York increasing rapidly, city engineers

believe that this super-street will be of untold value and worth far more than its cost.

New York residents are purchasing automobiles at the rate of 30,000 a month—seven miles of cars. Consequently this and other traffic relief projects are receiving a great deal of attention.

Tour Through Western Wonderland in Progress



In this illustration the National Park Chevrolet is shown at Red Mountain pass, 11,025 feet above sea level, on the road to Mesa Verde. This is one of the grades the car has conquered with ease in its present park-to-park tour. Yellowstone and Glacier have been logged subsequently.

with R. H. Grant, vice president of the Chevrolet Motor company, and has met with signal favor from its inception. The purpose is to show motorists that in the United States are attractions far superior to those of foreign countries and that not only will they receive greater enjoyment by "seeing America first" but cause their money to be circulated in their own country instead of being drained out of it

by other lands. Incidentally the tour has demonstrated that the pleasures of motoring into the national parks may be had at comparatively slight expense by owners of light cars, such as the Chevrolet, which in this case has proved its riding comfort, stamina and dependability under the most exacting road and climatic conditions. When the tour is completed a summary of routes,

road conditions and tourist accommodations will be issued.

LIGHTS CAN'T GO OUT

Beginning September 1, Sacramento, Calif., plans to bar from the state highways all vehicles with magneto-operated headlights without the use of a battery.

How's She Hittin'?

BY ISRAEL KLEIN, Science Editor, NEA Service

After the vacation, the automobile needs attention.

Usually it has been driven hard, for hundreds and even thousands of miles, with only the car during the entire trip that is essential to its running smoothly.

As a result, after a long run, the car's joints squeak, the springs are dry and dust-covered, bearings are loose and the entire chassis needs tightening.

What the car needs is a general tightening up and re-lubrication. Bolts get loose after a shaking on the road, although not as much nowadays as in former years when the roads were more bumpy. Nevertheless, the wrench should be applied to all nuts, to keep the car from shaking apart.

Before tightening the spring clips, it would be advisable to clean the spring leaves and then inject new graphite between them. Kerosene or gasoline should be used for the cleaning process, but this should be dried off before the graphite is applied.

Then the spring clips may be tightened. Most often the transmission and differential require renewal of heavy oil or grease. The old oil should be drained out and new oil injected.

The case should not be cleaned with gasoline or kerosene, for these oils would be hard to get out completely after the cleaning and what remains of either would cut the grease and render it less efficient.

The gear case should be half filled with the heavy oil or grease. In summer, grease is the lubricant used. For winter, it should be a heavy oil, because grease might freeze too quickly.

The rear transmission is important, especially after a long run in

summer. The grease is thinned out so that it seeps through the loosened housing, and even through the axle tubes or brakes and on to the wheels.

The entire rear axle and brake mechanism in this event needs not only tightening, but cleaning, before the new grease is put in. The brake bands get oil soaked and slip, if the packing has become loose.

The remedy might entail new packing to prevent further leaks, but generally cleaning of the brake bands and tightening of the housing will cure this.

The kind of oil or grease used in the rear end depends on the type of car. The instructions of the manufacturer should be followed in this case, as in all others for that matter.

Usually, however, heavy oil is placed in the rear axle housing. A steam cylinder oil, and perhaps an addition of medium grease, make a good combination.

COPPER AUTO BODY

An all-copper auto body, hammered and unpainted, is the work of a New Zealand coppersmith. The unique body includes fenders, radiator, head lamps, disc wheels and bumpers.

SIXTH FOR ROADS

One sixth of the entire public budget, or \$1,500,000,000, was spent during the fiscal year ended June, 1925, for the upkeep and building of roads and highways in the United States.

ROADS FREED OF GLASS

The Detroit Automobile Club is saving quite a few punctures for Detroit's motorists. The club's "glass patrol" gathers broken glass off the streets after accidents. In three months the patrol figures it has picked up four tons of glass.

How good news does spread! General Gasoline is still the best.

OL' TRUSTY

By Sef

