

CONVENIENCE IN DRIVING FEATURE OF NEW WHIPPET

The employment of the new "Finger-Tip Control" on the new Whippet four and sixes and the Willys-Overland company, is declared by experts to be the greatest single advancement in driving convenience since the self-starter.

Perfecting following many months of experimental research work, the development of the "Finger-Tip Control" represents another fundamental engineering achievement for the Toledo manufacturer. The development of this feature places at the fingers of the driver complete control of starting the motor, operating the lighting system and sounding the horn without moving the hands from the steering wheel.

The "Finger-Tip Control" is actuated at a knob or button in the center of the steering wheel. By merely pulling up on this knob, it engages the starting switch so that it is no longer necessary for the driver to grope with his foot in the front compartment, to dodge accelerator pedal, gear shift lever, and sometimes scratch shoes and stockings in an effort to find the starting button.

The old method was not only inconvenient but lacked certain elements of safety which are assured through the "Finger-Tip Control" system. An example of this is illustrated when the driver stalls on a hill. Under the old system, it was necessary for the driver to use his emergency brake while he reached forward to the toe board with his right foot for the starter button. With the new system, the driver merely uses his foot brake to hold the car, pulls up on the "Finger-Tip Control" button, which starts his engine, shifts his car into gear and proceeds on his way.

Under this system, there is no necessity for that rapid transfer of the right foot from brake pedal to starter, and possibly back again, a situation that in moments of emergency frequently resulted in disaster.

In addition to the convenience of the "Finger-Tip Control" starter found in the center of the steering wheel, an additional safety factor is found in the control of the lighting system by the same button, through a slight rotary movement.

This rotary movement causes various contacts to be made in the switch so that the lights are either off, in parking position, in dim position, or in bright position. The distinct safety factor of this is seen in the driver absolutely controlling his lights at his finger tips without having to reach to the dash panel for changing the rays. The driver may be using his bright lights and when signaled for to change to dim lights, performs the operation conveniently, in the fraction of a second, without changing his driving position. As soon as he passes the oncoming car, he merely switches the button back to "bright" by turning the button at his finger tip.

The horn is likewise operated on this same button by merely pressing it downward when necessary.

These factors give additional safety to the driver as well as being a marked convenience which sets a new high standard in the automobile field.

ESSEX RELIEVES DRIVING STRAIN

Practically all of the new models embody features designed to reduce driving strain. Noteworthy is equipped with an automatic choking device. This information eliminates a good deal of the annoyance usually experienced when driving in winter weather.

Instead of constantly choking his motor after starting it on a cold morning, the driver of the new Essex need only pull out the choke button half way and from then on the choking action is entirely automatic and closes when the motor becomes thoroughly warmed. This is accomplished by means of a balanced butterfly valve on the air intake which controls the amount

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of air taken into the carburetor. The valve is opened gradually by the force of suction as the speed of the motor is increased, providing the proper fuel mixture when a steady driving speed is attained.

PACIFIC HIGHWAY FOUND GOOD ROAD

When the touring season for 1929 officially opens, motorists on the Pacific coast and tourists coming west will find many improvements to the highway systems of California, Oregon and Washington. These three great states are determined to maintain their leadership in highway perfection, and preparations are under way to make highway travel on the west coast more alluring and attractive next year than ever before.

Much has already been accomplished through the combined efforts of the three state highway commissions. The Pacific highway is the first of the Pacific coast's famous roadways to receive the attention of the official bodies.

Stretching from the Mexican border to the Canadian line, this beautifully maintained ribbon of pavement, 1642.5 miles in length, has undergone many improvements during the past month. In California, according to a report brought here by scouts who travelled over this road in a Duesen silver anti-vary six "75" sedan, the Pacific highway is in excellent condition. Twelve miles of the route, between Lemoore and Lodi, near the Oregon line, has been widened and re-surfaced. On the route through Sacramento and Marysville, improvements are being made on the west end of the Sacramento Causeway and between Sheridan and Wheatland, but highway travel is not being retarded.

For the four and three-quarter miles of work now under way on the Pacific highway between Oregon City and New Era is completed, northern Oregon will have one of the finest stretches of highway in the west.

The Durant scouts report that many of the curves have either been eliminated or are being straightened. It will be possible to drive with greater safety on the new road, they state, and the wider highway will permit greater speed. When finally completed, there will be a twenty-foot paved roadway with six-foot gravel shoulders on either side to permit parking.

The Oregon state highway department and the contractor handling the job have endeavored to accomplish two things in the building of a new masonry wall just south of Oregon City. They wanted to make it as artistic as possible and still construct it so substantially that it would not give way, should some luckless driver lose control of his machine. Apparently they have succeeded, the scouts comment, as its strength is sufficient to withstand the crash of any car, even at a high rate of speed.

Safety has also been the byword of engineers in the construction of a new bridge near New Era. It is claimed this structure is one of the strongest in the state.

The story of the construction of this stretch of the Pacific highway

HUDSON-ESSEX SET UP NEW RECORDS

During 1928 Hudson-Exes advanced to the point where it was the third largest builder of motor cars in the N. A. C. U. ranks, and, consequently, it occupied third position at the National Automobile Show.

Figures released by the automotive trade commissioner in Paris showed Hudson-Exes production for 1928 was 252,207 cars, and the company expects to produce a quarter million 1929 models before July 1st, 1929. Production schedules for the first quarter call for 109,000 cars—the largest quarter in the company's history.

Another vital function of these stones is the precise boring of piston holes. Their dimensions must be true to one ten-thousandth of an inch, and their character defines precision tools of lesser strength than the diamond.

DIAMOND DUST FOR NASH PRECISION

Diamond dust—one romantic and highly valuable element associated with industry—is now expediently being brought motor cars to mechanical perfection.

Today, every Nash "400" crankshaft that moves along the famous precision production lines of the Nash plants leaves a small residue of diamond dust film behind it. This precious dust is worn away from the grinding stones in "truing up" the grinding stones for each seven-bearing crankshaft that is turned out.

Throughout the Nash factories, thousands of dollars worth of diamonds are used in the various operations requiring absolute accuracy. These stones—the hardest substance known to man—are dark in color and possess high commercial value only; but they are protected and cared for as jealously as any twinkler in a society jewel case.

When the new stones are selected by Nash experts, they are weighed and their characteristics and history are listed on regular forms, which are filed in the well guarded diamond safes. Each day, the stones are checked out to factory workers, and each evening they are carefully checked into the vaults again. Their records resemble the Borillon system in completeness and detail.

Although the use of diamonds is but one of many special precision methods employed along the famous Nash straight-line production system, their functions and handling constitute one of the most interesting and at the same time little known operations in the fascinating process which turns raw material to finished cars in the great factories.

The stones, some of them ranging in size from a pin point to a half inch, are played an important part in speeding up the work. Dangerous curves have been eliminated, while large cuts have been made in the backs to make the road as level as possible.

ing from one to six karats and out to varying edges as required, are mounted in removable steel bars which fit into the grinding stone assemblies or in other machinery where the hardest cutting edge is demanded. In turning out the crankshafts, the grinding stones themselves much harder than steel—must be absolutely true at all times. Thus, when each "400" crankshaft is completed to its required perfection, the stone must be made true. It is then that the diamond is employed by expert workmen.

NEWS BRIEFS

(Associated Press Local Wire)
JACKSON, Mich., March 6.—Five passengers were cut and stabbed and others injured when a negro passenger armed with a knife ran amuck on a St. Louis-Detroit motor bus near Somerset Center, Mich., yesterday. The man escaped.

DETROIT, March 6.—The body of a man identified as Leslie Thomas Lloyd, 21, was found yesterday near Wyandotte, a suburb. He had been shot to death. Police believed he had been engaged in the "liquor racket."

HARRISBURG, Pa., March 6.—An attempt to hold up the Dauphin hotel in the business district here yesterday resulted in a gun fight between the would-be robber and several policemen. The battle ended when a police bullet penetrated his head, wounding him seriously. The man gave his name as A. R. Brown, Jr., of New Orleans.

TEXAS BANDIT KILLS ONE MAN, WOUNDS ANOTHER

(Associated Press Local Wire)
HOUSTON, Texas, March 6.—One man was killed and another wounded when a bandit attempted to hold up a restaurant in an outlying section here shortly after midnight. The bandit escaped.

LEONARD B. BAKER, 24, is dead, and S. W. Clinton, 40, a railroad fireman, is suffering from a bullet wound through the face.

Both were patrons in the cafe as the bandit entered and drew a pistol on Miss Edna Parsons, cashier, who fainted. Then the bandit shot.

COUGHS UP BURR

MECHANICSVILLE, N. Y.—Two years ago Marie McGovern, 17, swallowed a cockle burr and then forgot all about it. Many months later she began to feel sharp pains in her lungs. An X-ray picture revealed an abscess in her lung, but no foreign matter to cause the abscess. Finally nature provided a cure. The girl had a coughing spell which expelled the burr. Marie is now recovering rapidly.

NEW PILLOW FORMS
We have just received a big line of multi-covered pillow forms. As sorted shapes, square, oblong, oval, heart, etc., from 8 to 18 inches. Special prices, 25c, 35c and 50c each. Carry—"Where you save."

HIGH SCHOOL HOOP TOURNEY FACING PROHIBITIVE BAN

CHICAGO, March 6.—Large high school basketball tournaments bringing teams from many states for several days will be things of the past if the recommendations of the National Federation of High School Athletic associations are adopted.

The national federation has not only put its foot down on the national prep classic at the University of Chicago and similar interstate tournaments but has also strongly disapproved of long schedules and frequent tournaments within states. With the federation refusing to sanction the Chicago tournament the national meet will be shorn of its national aspect as the organization has 21 states as members.

In its effort to halt what is termed "overemphasis of the game" the federation will ask the North Central Association of colleges and secondary schools to adopt standards demanding sane limitations of schedules as an essential prerequisite of accrediting.

Colleges, high schools, athletic clubs and other organizations accustomed to conducting invitational tournaments will be appealed to in the federation's campaign to do away with all tournaments except those requested by the state high school association.

An average of one interscholastic game a week throughout the season is a reasonable maximum for a schedule, the opinion of the federation, which has instructed its national council to urge high school educators and coaches to curtail schedules to the maximum suggested.

The action of the federation taken at its recent meeting in Cleveland came after a poll of some 7,000 principals. Two thirds of the principals expressed their disapproval of interstate tournaments, stating that the number of tournaments has increased to such an extent as to constitute a menace to the educational system, and that there is little justification for interstate and inter-sectional tournaments which involve extensive travel and long absence from school.

Representatives from twenty-two of the 21 state members were present at the Cleveland meeting. All but Utah and South Dakota voted for the proposition to refuse sanction to interstate tournaments.

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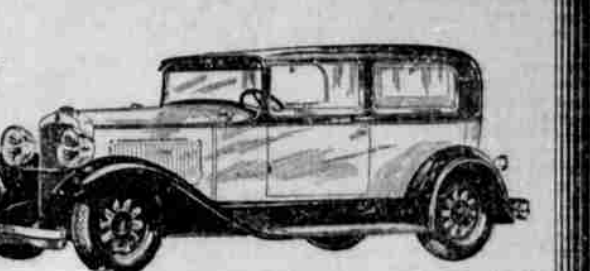
RIVERSDALE P. T. A. TO HOLD PROGRAM FRIDAY

The Riversdale P. T. A. has completed plans for a most enjoyable

evening Friday, March 8, starting at 7 o'clock. The event will consist of a box social and a one-act play for the benefit of the P. T. A. fund. The entertainment will be held in the schoolhouse, located at the intersection of the Garden Valley and Curry estate roads. The program will be open to the general public.

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January and February sales more than double those for same two months of 1928

The new Superior Whippet is off to a flying start! Its greater beauty and larger bodies are winning instant success and nation-wide popularity, as thousands of new owners respond to the appeal of the unprecedented value offered by this finest of Fours and Light Sixes. Sales for January and February showed a gain of more than 100% over sales for the same two months of last year!

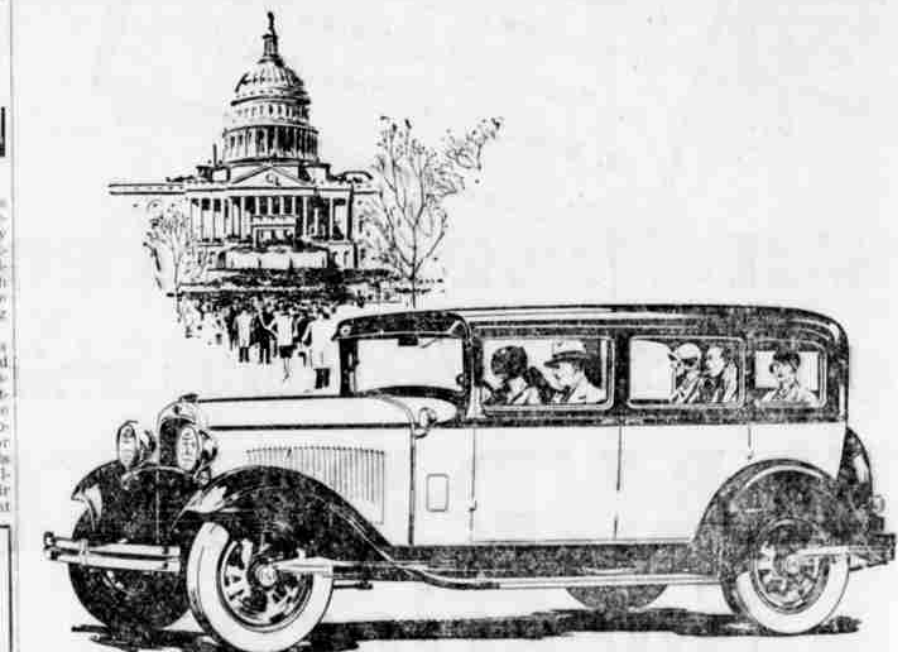
See the new Superior Whippet, and you readily understand its great success. Graceful lines, smart colors, longer bodies, higher radiator and hood, sweeping one-piece full-crown fenders, make it the style authority in its class.

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