

Highway and Auto Dope

Traffic and Tourist News

AUTOMOBILE NEWS

MAY SET NEW AUTO RECORDS

INDIANAPOLIS (AP)—The annual 500-mile automobile race at Indianapolis Speedway on May 26, besides being a speed classic also will provide an opportunity for additional automotive experiments. Practically every car entered is of the 8-cylinder type. Super chargers introduced by German racers here several years ago and used in the experimental stage with American cars last season, will be used on many of the domestic speedsters. The super charger adds speed to a car, especially in coming out of turns in the race.

Single seaters, weighting not less than 1,400 pounds and having piston displacements of not more than 122 cubic inches—the same as in 1923 and 1924—are eligible for this year's race. Next year, however, the piston displacement will be 5 1/4 cubic inches or under. The 122 cubic inch machines have established new speed records for practically every distance. In dash events they have attained speed greater than 135 miles an hour.

Among the leading American drivers who will wheel monies are Tommy Milton, twice winner of the long run; L. L. Corum, joint winner with the late Joe Boyer last May; Ralph De Palma, Ronny Hill, Jerry Wandorlich, Harry Hartz, Earl Cooper and Pat DePaola.

Experts believe the track record of 98.24 miles an hour, established last year, will be shattered.

AXLE TESTER HAS FINE EAR

Dean of Gear Inspectors at Chevrolet Factory Completes Long Term of Service and Stays on the Job.

"Dad" Cutler, who completed on May 20 eight years of "silence testing" at the Chevrolet gear and axle plant in Detroit, has approved during that time more than 1,000,000 axle gear assemblies.

His ear has been specially trained to detect noises in the driving gears of the Chevrolet axle. "Dad" formally known as Joseph N. Cutler, is 61 years old but he has young ideas.

"Retire? Not a bet! I'm just starting on my second million. Besides I'm getting married in June."

Cutler has been a widower for 18 years. He is a veteran of the western oil fields and was in the Klondike gold rush.

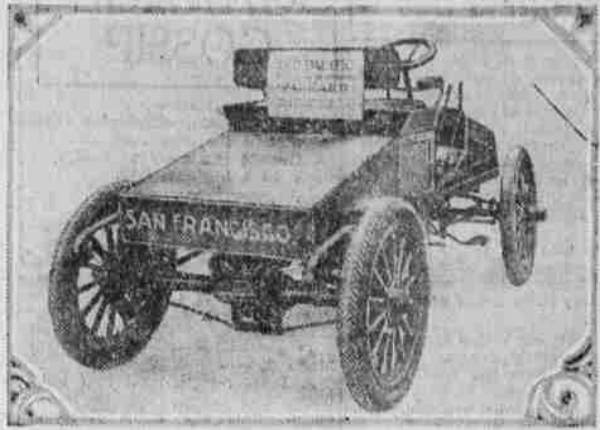
In his "silence test" the gears on the rear end of the drive shaft are clamped into a machine which has two rear wheels, axles and brakes similar to those in the completed car. The forward end of the drive shaft engages an electric motor drive which "Dad" starts with a foot lever. Then he manipulates the brakes so that the gears revolve both forward and backward under all possible driving conditions. If his ear detects irregularity in the pure of the gears, the assembly is rejected.

At adjoining test blocks are other men on the same work whose experience ranges from two to four years. But "Dad" is the dean of the crew.

"It requires one year of training before a man's ear is 'tuned' to a point where he can judge the sound of a gear assembly," he said. "I don't hear any other sounds around me. I have learned to ignore them. All I hear is the gear murmur."

"The method is like that of a robin listening for earthworms crawling under the sod. The robin

"OLD PACIFIC" HAS NEW SHOES



"Old Pacific" has now been running over 22 years and is still going strong. In that time it has covered 300,000 or more miles, crossed the continent by train and on its own wheels, and has had a myriad of other adventures.

Recently the question of new tires arose and it was decided to equip "Old Pacific" with Kelly-Springfield flexible cords. Then came trouble, for the veteran's rims and wheels were one-piece clincher style and very, very archaic. But the Kelly factory experts soon figured how to do it.

They sawed off the outside metal clench of the rims, mounting the tires with head filler on the inside, and then re-attached the sawed-off cylinder rings in reversed position, holding them in place with lugs similar to those used in modern mounting. Thus the original wheel and rim were preserved.

"Old Pacific" was built in 1903 by the Packard Motor Car Company. It has only one cylinder, and that is now chugging away on Florida roads. Later on the old car will visit other states.

Tips For Motorists

While the average newspaper reader, in looking over his favorite paper, reads almost daily of the escapades and exploits of the "flapper" he would deem it a far-fetched theory to connect that particular word with motor overheating. Yet there is a decided danger in the term "flapper" as proven below.

After a certain period of time, the rubber hose connections of the water system in the automobile en-

gine are prone to warp, rot, and curl. This causes the formation of what is known as the "flapper" valve. This valve retards the water circulation with the result that it shortly reaches the boiling point, passing off into steam through the overflow pipe in the radiator underneath the car, and can seldom be detected while driving. This particular cause of an overheated engine is a most perplexing one to the average car owner. The radiator may be full of water, the pump in first class shape, all working properly, but still the engine is overheating. When the red fluid in the radiator cap heat indicator registers above the danger line and everything else seems to be in good shape, then look for the "flapper" valve.

More Automobiles.
It seems hardly possible, but nevertheless it is a fact that there are now 2,000,000 more motor cars in use in the United States than there are telephones. These figures are from statistics of the Western Electric company. They show 17,740, 232 automobiles and 15,368,945 telephones—190 cars to each 31 telephones.

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TIRE COMPANY PAYS DIVIDENDS ON STOCK SHARES

Boston, May 1st—R. F. Goodrich Co., earned about \$2.25 a share for its 691,400 shares of common stock in the first quarter of this year, or at an annual rate of over \$9 a share. This compares with an actual balance of \$10.27 a share in 1924.

Profits for the current quarter, however, are running well ahead in pays no attention to surrounding noise. His interest is centered upon the slight sound of worms crawling under the grass roots. The robin makes his living by hearing those sounds. I make my living by hearing the gear sounds."

The parts comprising the axle gears are subjected to numerous precision tests before being assembled. An electrical device on the test stand determines the load under which the axle is tested and gives the equal of road conditions. The "silence test" is made just before the gear assembly goes into the car.

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