AUTOMOBILE NEWS

NEW STYLE OF FORD IS DENIED

Rumors of Changes in Car Without Truth, Manager Says

PORTLAND, Ore., Apr. 16—There will be no radical changes in Ford automobiles, and no changes such as have been outlined in current rumors for the past few months are contemplated according to a statement issued by C. A. Bullwinkel, manager of the Ford company's local plant.

Rumors emanating in the east had set April 1 as the date for Ford's definite announcement of changes, and Mr. Bullwinkel, together with Ford executives in other sections of the country, chose the day as the opportune time for denying the truth of the rumors.

"Improvements, yes, but new car, no," said Mr. Bullwinkel concerning a new model Ford car.

"It is quite natural that people should take an active interest in what Mr. Ford is doing and what he contemplates doing in the future. As the world's largest manufacturer of automobiles and the fact that he has for years been more or less in the public eye, anything that would affect his product or his dealings with the public is given wide prominence. It is to be regretted, however, that this same prominence should be given to rumors that, on the face of them, can be give no credence.

"It has always been and will continue to be the policy of the company which bears his name to give honest value in its cars. Times change, conditions change and Ford cars will always be found abreast of them. During the last year numerous changes and improvements have been made in the Ford car. For instance, Ford cars now come in five colors, and only recently wire wheels were made standard equipment on closed models. Another improvement that has been made is the installation of the Holley carburetor as standard equipment on all models. We know that the company is always experimenting, always looking for methods and means to improve the product.

"The same model T motor that has been placed in approximately 15,000,000 Ford cars is coming to us in large quantities from the factory at Detroit.

"In view of the oft-expressed confidence of Mr. Ford in the American public, we feel that should the time ever come when the present Ford car does not meet the requirements of transportation, he will not hesitate to make a public announcement."

Much Nash Stock Owned by Employes

Seventeen million dollars worth of Nash Motors stock is owned by employees of the company! This was revealed yesterday and it was pointed out that none of this stock includes that owned by the directing heads of the company. Practically every foreman in the Nash plants and hundreds of men who work on the "bench", including many salaried employees, those employed on a time basis and those employed on the basis of piece work, are included among the company's stockholders.

These members of the great Nash Motors organization, most of whom work on the actual production of the car itself, have a primary interest in the success of the company and in the quality of the product they are building.

Detroit Has Most Autos in Country

In a proportion to area and population Detroit has more automobiles than any city of its size or larger.

WE AMERICANS

Marks of the typical American exterior are a heavy tread in men and a quick provocative step in women, confides a magazine writer. Absolutely!—always stepping out! . . . And you always can tell where an American comes from—if he has a Boston accent his home is sure to be in Coffeyville, Kas., and if he speaks with a soft southern drawl you can almost be sure that his home is South Bethlehem, Pa., but that he went to school for six months at Washington, D. C. . . . You always know a New Yorker, too. He is the man from Bloomington, Ill., who says "sholt". . . . Abroad you can pick the American every time. He sold an interest in the Capitol building at Washington just before leaving, and has a little something to invest in the Taj Mahal. . . . By their words ye shall know them.

AUTO ENGINE IS RACED TO DEATH

Terrific Speed Maintained in Factory Test, Auto Expert Declares

By Israel Klein
(Science Editor, NEA Service)

There isn't a part of the present-day automobile that engineering experts consider perfect enough to absolve it from further research and improvement.

The engine and the fuel system are getting the most attention today. But every other part of the car, from the transmission in the rear to the paint on the body, has its problem with which the engineers are contending.

An average transmission is set up with a slight change based on calculations and ideas of the engineer to make it a sturdier and more workable mechanism. It is attached by means of a shaft to a the transmission at a definite dynamometer, a motor which runs speed, as required by the test.

The transmission is kept going until it breaks down. That is called a life test. On the figures obtained—the mileage as recorded by the dynamometer, the amount of oil needed for lubrication, and the wear on the gears—engineers base their design for a better mechanism.

An Engine Test

Rear axles are varied slightly and put through a life test, being run by the dynamometer until they break under the strain. So are gears of all kinds, crankshafts and entire engines.

A stock six-cylinder engine is run day and night at a speed of 2600 revolutions a minute, until it breaks down. That's almost twice as fast as its speed under ordinary conditions. It's so fast that the exhaust manifold is red hot and the block is vibrating under a terrific strain.

The test is to see what happens to the valves when the engine runs at this high speed. From the results may come a new valve design, or a new valve arrangement, to enable the engine to take higher speeds and greater loads without effort.

The amount of power of efficiency lost through the transmission is another problem for the engineer. When he discovers this he'll try to design a transmission that will be less wasteful.

Search for Efficiency

So the engineer puts a transmission between two dynamometers, one driving it and measuring the input, the other being driven by it and measuring its output. The difference measures the efficiency—or inefficiency—of the transmission.

The entire car at times is given a dynamometer test, to discover the amount of vibration or a number of other details about its running behavior. In this case, the front or rear wheels are run over a pair of drums driven by a dynamometer, and the rest of the car is chained down.

Whatever is sought is recorded by apparatus designed for its special use.

Brakes are tried out in a special garage. Engine fans and fan belts are subjects of experiment. An engine and radiator are placed before a special wind tunnel to discover the radiator and fan efficiency in cooling the motor.

After Noise and Vibration

The slightest detail for improvement isn't overlooked.

One of the most delicate tests being conducted today is the search for the sources of vibration and noises in the car. For this search, the engineers enlist the services of a special radio amplifier, built so as to dampen its own vibration and record only those of the engine or automobile.

The tubes are placed on rubber mountings, suspended freely, and they are covered with heavy layers of tape. Four stages of audio frequently are used, after the microphone picks up the faintest of sound to be recorded.

In the same laboratory, electrical engineers work with 220,000 volts in order to discover the vagaries of the low voltage in the auto's ignition system.

A large dark room is used for the testing of headlights under conditions of the road at night.

Cold Weather Indoors

Cold weather conditions are simulated in a room that can be brought to as low as 20 degrees below zero. In there a car can be attached by belt or chain to a dynamometer outside the room and run for various cold weather tests.

Or an engine is placed in the room, attached to the dynamometer and tested for freezing, or for crankcase oil dilution, or for any of the other cold weather difficulties that face engineers today.

A rubber laboratory has for its purpose the design of rubber engine and chassis mountings and other uses of rubber to make driving easier.

Methods Also Improved

An electroplating laboratory is now being devoted to the study of chromium plating of bright surfaces, such as radiator shells, door knobs and son on. Chromium is one of the hardest metals in existence, is rust proof and durable. It is now being tried out for automotive use.

Research goes even into improvements of manufacturing methods, in order indirectly to improve the car. Therefore, one research laboratory includes an experimental foundry where foundry methods for testing coke and iron are sought, and where the properties of new materials are uncovered.

The work of the automotive research laboratory is so tremendous and so varied that it requires a shop of its own where parts are made to the special design of the engineers. In a shop like this an entire experimental chassis, including all but the body, can be built.

Americans Spend Much On Taxicab

The annual bill paid by taxicab riders in the United States is estimated at $400,000,000, according to a report of the Mid-Atlantic Transport company.

Now is about the time of year when many folks trade in the old car for a new one. And lots of times, in spite of that big red sticker on the windshield it is pretty hard to keep the new bus down to the twenty miles per hour limit. But this should be watched closely. You know a brand-new fellow on a job; it sort of has to get the hang of things before it can really accomplish anything. The parts of the new motor need to be worked in and if they get to working too hard at first, the car is bound to suffer for it in the end.

Construction Of Roads in Hawaii Gaining Rapidly

HONOLULU, T. H. (Special)—Since the granting of federal aid to Hawaii three years ago, highway construction has found a new impetus in the territory. The program for this year is an intensive one.

Formerly Hawaii had to finance all of her own road building, but the United States government now stands 50 per cent of the expense up to a maximum cost of $15,000 a mile. This means that the territory receives approximately $265,000 a year in federal aid. The cost of highway construction in Hawaii, however, often amounts to $40,000 or $50,000 a mile and the mean average is perhaps $30,000.

The government has a fleet of caterpillar tractors always on the job. Work has been going on chiefly on the islands of Oahu and Hawaii, but now has begun on Kauai also. With steep slopes and sharp curves, the Caterpillar "30" is found most practical for grading, for it does not turn over easily, and can be operated continuously without a break-down. Martin graders are used with the tractor for this work.

New Jersey Plans Big Road Program

New Jersey is planning to spend $140,000,000 during the next six years for highway improvement and construction. The routes to be included in the program are still under consideration.

Paris Subway Is Plan For Traffic

Underground passages for automobiles at the principal street intersections may be constructed this year in Paris to relieve traffic congestion.