ERSKINE CLUB SEDAN LATEST

New American Edition of Six-Cylinder Car to Be Announced Soon

The New American Edition of the Erskine Six—a club sedan, will be introduced to the United States this week, according to an announcement by officials of The Studebaker Corporation of America.

The appearance of the new club sedan, with a larger, roomier body and a new and more powerful motor, follows completion of the work of introducing the Erskine into the export markets of the world, where during the past 12 months it has met with unqualified success.

The new Erskine was designed primarily for the American market. It meets American demands for ample, roomy comfort. It also motorists have come to associate with Studebaker products as a result of Studebaker's triumph in winning every official speed and endurance record for fully equipped stock cars regardless of power or price.

The body of the new club sedan has graceful lines and a low hung appearance which gives the car an entirely distinctive air. Dietrich, the custom body designer responsible for its outstanding beauty, has succeeded in retaining the smart lines characteristic of the Erskine while actually increasing many interior body dimensions. The seats are wider and deeper, and there is an increased amount of head room and leg room for driver and passengers.

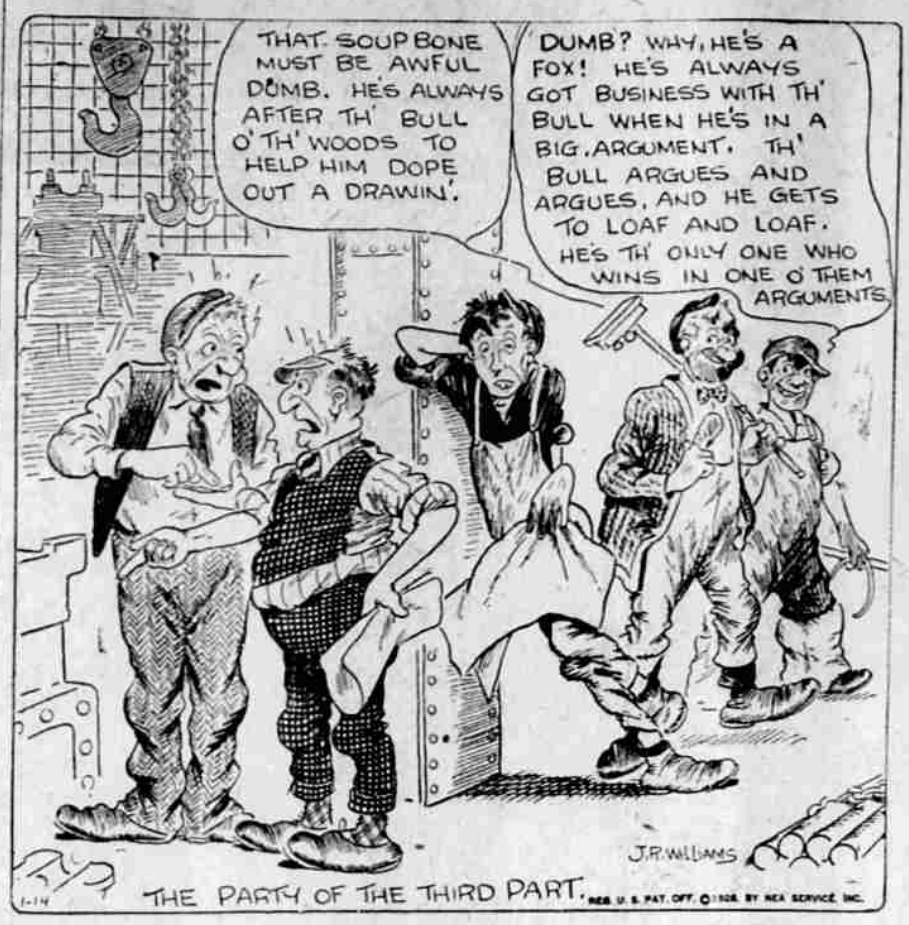
Brilliantly increased performance is developed by the new Erskine six cylinder engine, which has a bore and stroke of 2¾ by 4½ inches.

In speaking of the performance of the new Erskine, Studebaker officials point to the sensational achievement of a stock Erskine sedan which completed a 24-hour speed and endurance run on the Atlantic City Speedway under supervision of the American Automobile association at the average speed of 54.1 miles an hour. The Erskine Six now holds a mark never equalled by any stock car selling for less than $1000.

Tests on Studebaker's million dollar Proving Ground have gasoline economy and smoother operation at all speeds, as well as improved chassis design which includes a more rigid frame and new multiple leaf springs that materially improve riding comfort and roadability. The chassis of the new American Edition of the Erskine has rear motor supports mounted in rubber to eliminate any possibility of vibration reaching frame and body.

All work and no play makes Jack for heirs who will have some enough to enjoy it.

OUT OUR WAY — By Williams



Jack Frost, Damager of Highways, May Yield Secret to Engineers

By John L. Cooley
(Associated Press Science Editor)

CAMBRIDGE, Mass. (AP)—Civil engineers at Massachusetts Institute of Technology are gunning for Jack Frost, that elusive imp who plays such havoc with highways in northern climates.

They have prepared several ambushes for him in New England and hope this winter to wrest from him the secret of how he spoils improved roads.

This destructive prank, known to the profession as heaving, is not fully understood by engineers, but it causes large annual repair bills in the colder states. In order to get a clear conception of the inside process of heaving, the federal bureau of public roads in cooperation with Technology experts, has selected several New England sites at which careful observations of the upward and downward movement of the soil are being made this winter.

Samples of soil taken at various stages of the experiments will be sent to laboratories at the institute and at the University of South Carolina where research workers will study the distribution of the ice layers and crystals and will endeavor to duplicate in the laboratory the freezing conditions that exist in nature.

Dr. Charles Terzaghi, an associate professor in the department of civil engineering at Technology, says that little or nothing is known either about the freezing of soil or the cause of excessive heaving of roads on clay sub-beds.

"We only know," he explains, "that during the frost season fairly large pockets and thick layers of ice form in soil. But we don't know from where the water comes or whether the seat of heaving is near the surface or at a greater depth.

"It has been generally believed that the heaving due to frost was exclusively caused by the expansion of the water associated with freezing. If all the water contained in the voids of the soil down to a depth of four or five feet should freeze the heaving due to expansion could not possibly exceed about one and a half inches. As a matter of fact, the heaving of roads resting on fine sands does not exceed this amount.

"However, for roads on clay soils conditions are altogether different. According to the results of investigations at the Michigan state college of agriculture, only about half of the water contained in the voids of a dense clay can freeze. Nevertheless, the heaving of roads resting on soils of that type sometimes even exceeds five inches and in addition is occasionally very unequal, the heaving being concentrated at different localities.

"Hence there is no doubt that the freezing of clay soils must be associated with the continuous feeding of water towards the freezing zones. But very little is known concerning the source of this water supply.

"The first reasonable theories on the process of freezing in clays were advanced by Professor Stephen Taber of the University of South Carolina. Therefore that institution was chosen by the Bureau of Public Roads as a center for the investigation."

The tests to be made this winter are part of a program of scientific soil studies undertaken some time ago by the Bureau in cooperation with technology. These experiments, made with hundreds of soil samples obtained in many countries, are designed to develop standard methods of testing soils so that road surfaces may be scientifically adapted to their bases. The samples are examined to determine their compressibility elastic properties, permeability and other characteristics.

Whippet Records Lead Light Car Field, Is Claim

In presenting the perfected line of Whippets at low prices that place it in direct competition with the lowest priced cars, executives of the Willys-Overland Company declare that never before in the history of the automobile industry—especially in the light four-cylinder field—has a car at such a long list of notable records as the Whippet. These records, made over a period of 15 months since the original presentation of this modern light car, cover every phase of test and in each instance the Whippet has set such a high standard of performance that it is accorded the quality leadership in the American light car field.

In addition to the special tests that were made the Whippet also has established an unusual performance record in the hands of more than 150,000 owners who have proven the Whippet stamina, speed, power and economy of operation over a combined total of a half billion miles of travel.

The following are cited as a few of the outstanding accomplishments of the Whippet:

Cannonball Baker drove a Whippet from coast to coast, a distance of 3,559 miles averaging 43.25 miles to the gallon of fuel. This record was made under the official observation of the A. A. A.

Ed Hughes drove a Whippet from a point in Death Valley, 284 feet below sea level to a point in White Mountains, 13,150 feet above sea level, the highest point ever reached by any automobile on the Pacific coast.

Ten thousand persons saw a Whippet climb the trackless Stone Mountain near Atlanta, Ga. The Whippet was the first light car to accomplish the climb. Only three cars have ever made the grade, the other two being much larger and more expensive automobiles.

In a speed run from Atlanta to Macon, Ga., a Whippet averaged 48.3 miles an hour.

Traveling 1,845 miles from Canada to Mexico a Whippet averaged 29.3 miles to the gallon of gasoline.

One of the best speed records of the Whippet was a 50-mile test on Rockingham speedway in which the fast four-cylinder light car averaged 71.6 miles an hour.

"I heard rumors that there were some disagreements among the crew of your airship, Captain."

"Well, that's true. But we didn't really fall out!"

VOICE OF STEEL

An artist's character study of Myron C. Taylor, new chairman of the United States Steel Corporation's finance committee. He is expected to serve as spokesman henceforth for America's largest corporation.

Senate's Brightest

(NEA, Washington Bureau) Smiling Milburn McCarty, who hails from Eastland, Tex., is the brightest page in the United States senate. Who said so? None other than Vice President Dawes—after Milburn delivered the pages' address of thanks for the holiday dinner given them annually by Bell 'n Harta.