

50-MILE GAIT IS HELD SAFE LIMIT

Col. J. G. Vincent Believes Average Motorist Should Not Drive Faster

DETROIT (AP)—Although hearing the half-century mark in age, Col. J. G. Vincent, co-designer of the Liberty airplane motor and now vice president of engineering for the Packard Motor Car company, thinks nothing of driving an automobile at a 100-mile-an-hour clip, but he believes that most people should not be allowed to drive more than 50.

"There is some demand among motorists for very high speed, but most of them want smooth, powerful, safe operation at relatively moderate speeds," Colonel Vincent says. "We now have automobiles capable of speeding along over highways at 50 and 60 miles an hour with more safety than we were assured a few years ago at 25 miles an hour. Speed itself is not dangerous if the car is capable of being controlled by the driver at all times, but when either the car or the driver is not capable of attaining high speeds with safety both are a menace."

"Since man's vision and ability

to react quickly to situations which confront him while driving are limited, I believe that we can hardly hope to develop automobiles which the great masses of motorists will be capable of driving with safety at more than a 60-mile-an-hour gait. Most of them should not drive at speeds above 50."

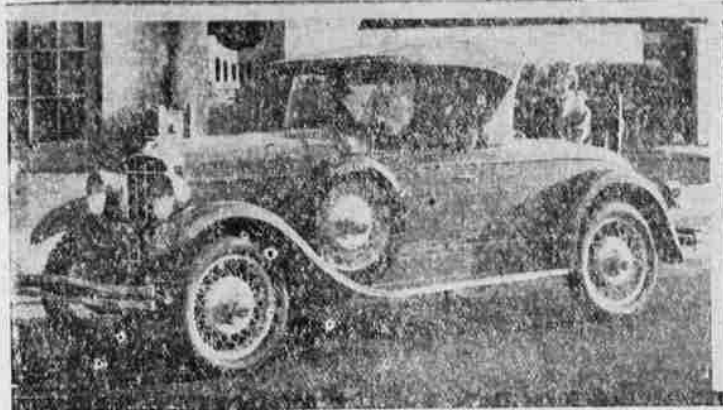
Although Colonel Vincent has very definite notions about the average motorist's desires and capacity for high speeds, he often takes one of the cars which he is helping to perfect and puts it through several laps at 100 miles an hour on the two-mile Packard speedway just outside Detroit.

When friends ask him why he does not leave these high speed tests for younger men who are not acting in an executive capacity, he explains that the best way to solve an engineering problem is first to understand the problem thoroughly and have first-hand knowledge of it.

Twenty-five years ago, Colonel Vincent was poring over the ledgers of a St. Louis commission company, trying to learn bookkeeping. He did not like his job.

In 1898, the year the first Packard was built, he left bookkeeping and in 1912 rejoined his old chief in the development of Packard. Today, at 48, he is vice president in charge of engineering.

THE DURANT DE LUXE SPORT ROADSTER



Heralded as the wonder car, the new Durant "50" line of automobiles has made its appearance. The new cars surpass in beauty, power and performance any previous low-priced six-cylinder motor car produced by the Durant company. The picture above shows the new de luxe sport roadster.

ALCOHOL CAR FUEL NEARER REALIZATION

WASHINGTON (AP)—Renewed activity of British interests to develop an alcohol motor fuel which could be used in part as a substitute for gasoline in automobile and airplane engines has been reported to the department of commerce by Homer S. Fox, American trade commissioner at London.

One of the principal British companies interested in the development of alcohol for motor fuel, Distillers' Company, Ltd., has reported its experiments as demonstrating that alcohol is twice as efficient as benzol in preventing knocking in an internal combustion engine. The company has announced the production of a dry alcohol, which, through the use of a French process, makes possible 9 per cent absolute alcohol, which may be mixed with gasoline in any proportion.

The Singapore Distillers of Malaya, Ltd., formed this year for the purpose of developing alcohol as a motor fuel in British Malaya, has purchased a 4,000 gallon alcohol producing plant from a London concern for use in Malaya.

Decline Seen In Auto Fatalities

WASHINGTON, Nov. 24 (AP)—A slight decline in the rate of deaths due to automobile accidents was indicated in the commerce department's study for the four weeks ending Nov. 2. In that period 621 persons were killed in automobile accidents in 17 large cities of the country.

During the corresponding period in 1927 within the same cities the number of deaths reported was 634. During the four week period ending October 6 of this year the death total from automobile operation in the same area was 622.

EUROPEAN CARS NOT THREATENING

C. W. Nash, After Trip Abroad, Tells of Trend in Overseas Models

KENOSHA, Wis., Nov. 24 (Special)—American automobile manufacturers and the American industry generally will not guard against any European invasion of the field of Yankee motor car design and engineering in 1929, but lower prices on cars in volume production on the Continent may be expected to add to American car competition overseas, in the opinion of C. W. Nash, president of The Nash Motors company, whose return from a tour of Northern European countries and the annual motor exhibitions in Paris and London has brought new light on the always interesting foreign motor car situation.

"Mechanically there has been a marked improvement in European motor car design," he said today in summing up his impressions of the two months' tour, which included not only studies of the Paris and London shows, but also inspections of key industrial plants in Sweden, Germany, France and England.

"The American industry is credited with remaining comfortably in advance in this respect and also with developing some of the most important of the mechanical features of the manufacturing year, but to my mind both French and English made cars are better today than they were a year ago, and their manufacturers have been able to considerably reduce prices of the cars that are produced in volume."

Trend Changes
One of the most important changes noted lies in the trend of the European coachwork.

"The biggest manufacturers in Europe and we in America are thinking more nearly along the same lines of design this year than ever before," Mr. Nash pointed out. "I have never been more pleased with our Salon body design and the general charm of the 1929 Series cars than after viewing the best efforts of European coachbuilders at the Paris and London exhibitions. The general trend of the most popular European design follows the Salon lines as far as moulding treatment, length, lowness and grace is concerned. It also parallels our development in composite body building, which makes hardwood complement steel and steel strengthen hardwood in the '400' models. It is no small satisfaction to realize that our own body builders and artists of Europe are of one mind in the matter of 1929 styles."

A parking space is where you leave the car to have those little dents made in the fender.—Brooklyn Times.

Leading British Firms Move To Challenge U. S.

LONDON, Nov. 24 (AP)—With the intention of challenging American supremacy in the world automobile market, three of the leading British firms will be amalgamated under the name of Humber, Limited. The firms are Commer Cars, Ltd., Humber, Ltd., and Hillman Motor Car company, Ltd.

"We mean to concentrate on producing a car which will win a place in the world's markets and excel any American car of equivalent price," an official of one of the companies said. He added that the eventual aim of the amalgamation was to rival the General Motors company of America.

The new combine will have an initial capital of £1,250,000. No public issue of shares is intended.

BRAKES WORRY RACERS MORE THAN ENGINE

Why is the automobile race driver more concerned with his brakes than with his engine? The question starts the average motorist because few give any thought to the idea that racing has anything to do with stopping. Speedway fans think only of speed and picture the puppets of Lady Luck centering their thought on the power plant beneath the hood when all the while, those daring drivers of the board ovals are in constant fear of the action of their brakes.

Dave Evans, a popular favorite on the American tracks, speaks for the racing fraternity when he says, "Coming down those straight-aways one hundred and thirty or forty miles an hour is a ticklish job when it comes to applying brakes, as most of them lock and that means disaster."

Not only is it necessary to slow down on curves but there are the many pit stops to be considered. The quicker the driver can stop safely—the higher his final average will be. Seconds mean everything in modern racing.

To meet the needs of today's speed demon, the Russell Manufacturing company has developed what are known as Durak brake-shoe liners.

UNLUCKIEST HUNTER

ROSE LARK, Minn., Nov. 22 (AP)—Paul Peters, Garner living near here, believes he is the unluckiest deer hunter in Minnesota. On the last day of the hunting season, he tramped the woods for miles in quest of a deer without success. He returned home just in time to see two men shoot a big buck which had been feeding in Peters' barn yard.

Altogether now, three cheers for the pedestrian—hop, hon, hurrah!

YEAR 1929 TO FIND INCREASE IN U. S. ROADS

AKRON, O., Nov. 24 — The year 1929 will see the improvement of the nation's byways to the extent of hundreds of thousands of miles, with consequent increase in the annual car mileage, according to Miller tire men.

This will be reflected not only to larger increase in tire sales, but

also in larger sales of gasoline and oil, and other accessories in the use of automobiles, it is believed.

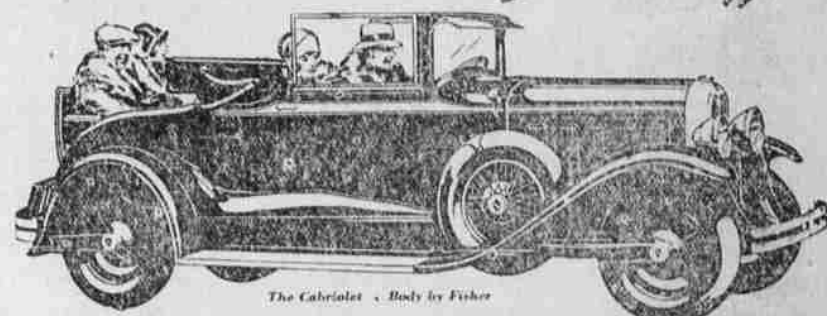
Authorities are as one in the opinion that with the task of improving main thoroughfares well under way, the next important step is to improve roads into districts of the main travelled roads, where a large bulk of the rural population lives. It is pointed out that although cars are used at all seasons even off the improved highways, it is often with difficulty, particularly in the winter and spring months.

A MATTER OF DISTANCE
Boy: When we reach that bend in the road, I'm going to kiss you.
Girl: Isn't that going a bit too far?

Her Husband: What do you want with a horse? We have two cars and you don't ride horseback.

Mrs. Goodale: I know that, but horses are becoming so scarce each member of our Good Deeds Club has pledged herself to keep at least one horse to feed the starving horseflies.

A NEW All-American Six



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Skimming the straightaway at seventy and better. Turning up sixty-eight horsepower when it's really exerting itself. Accelerating from 10 to 25 miles per hour in six short seconds. That's what this New All-American has been doing for months on General Motors Proving Ground... And now it's

here where you can try it. Where you can experience its glorious performance yourself. A smart, colorful car that you're sure to admire... especially after you've had it out on the road... Here's real pulse-stirring performance. Just try this New All-American. You'll find that it offers brand new motoring thrills.

Prices \$1145 to \$1775, at factory. Excludes Hydraulic Shock, Overhaul and tire covers included in list prices. Bumpers and four fender mounts extra. Check Dealership delivery prices—they include lowest handling charges. General Motors Time Payment Plan available at minimum rates.

JENNINGS & SHUMATE
Adams Avenue

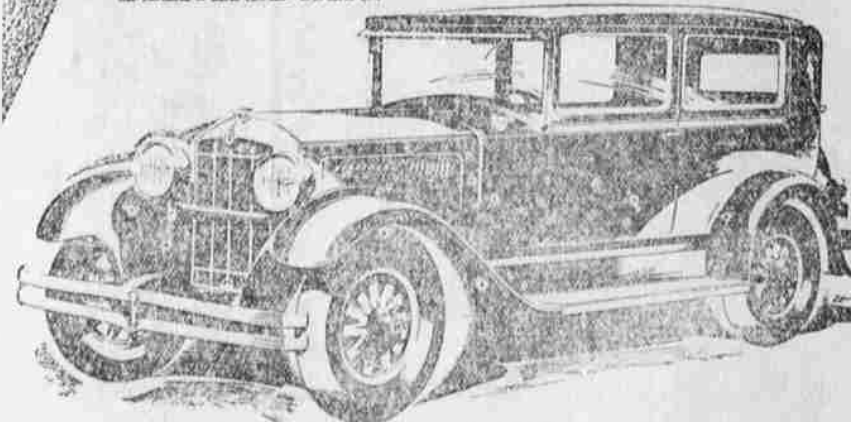
First—an OVATION now—a LANDSLIDE

AN OVATION greeted the New 1929 Durant 60. Now—seven days later—that ovation has grown into a veritable landslide of public approval.

The wonder car of the decade has scored a brilliant triumph!

Gigantic values account for the Vibration Damper, Red Seal with fire enthusiasm, Lustrous Continental Motor with High chromium plating, Lancheester Compression Road, effortless steering control, Speedway Model comfort-grip steering wheel, Nelson Belladine Invar Strut Pistons, Bendix Four-Wheel Super Servo Brakes.

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