

3,000 MILES IN OAKLAND ABROAD

Much Pleasure in Having Your Own With You When You Go Abroad

Take your own car with you on your trip abroad is the advice of William Lister of Evanston, assistant attorney general of Illinois, after completing a 3000 mile trip through England, Scotland and part of the European continent.

Mr. Lister, driven as Oakland six which he took over with him, was enthusiastic over the joy of touring in his own car and suggested that trips through England and Scotland especially should be made in a motor car—your own motor car.

"One may rent a car over there," he explains, "but I am sure it is much better to have your own car with which you are entirely familiar. My motor trip in the highlands of Scotland was a delightful experience. On one occasion we made a trip in one day which normally, by train and bus, would consume three days. And while traveling the lonely glens and over the heather-clad hills, we made frequent halts which the use of the motor car as a conveyance conveniently and comfortably.

"Our Oakland was delivered to the steamship wharf in Montreal the evening before sailing. This was the last we saw of the car until it was unloaded on the pier in Glasgow, equipped with British license plates and membership in the automobile association. This is part of the steamship service."

Mr. Lister gives an interesting account of the activities of the British automobile association. He said that one of the unique services rendered by the association was the employment of scouts to ride the highways to render aid to motorists belonging to the organization.

"The Automobile Association of Great Britain is a splendid organization," he explained. "The most conspicuous evidence of contact between the association and its members is the motorcycle and bicycle scouts, who patrol the highways. This association maintains telephone booths along the highways, and garage agents. It also publishes a list of accredited hotels. Among the facilities in these hotels, toilet cabinets are provided for members of the association in which can be found needed articles, including towels, comb and brush, etc. Each member is furnished with a key with which to open the telephone booths and toilet cabinets."

"The association scout, as a rule, is kind and accommodating, and whenever a member of the association passes him on the highway, if he is dismounted, he immediately brings himself to attention and salutes. While riding he is also required to salute the members as they pass. The scouts carry a first-aid kit and a small

WALTER P. CHRYSLER'S TRAFFIC TALKS

LONDON BOBBY A GOOD TRAFFIC OFFICER

"Keep to the Left" is the warning which first greets the American motorist in London and rural England. Secondly, he will notice that nearly all of the cars are equipped with right-hand drives.

It is interesting to recall here why motor cars and vehicles of all kinds keep to the left in England. Years ago, according to the story, all traffic kept to the right and when the drivers of the great coaches with their six and eight horses, cracked their long whips, they frequently struck pedestrians on the sidewalk to their right. To protect pedestrians from this stinging whip, vehicles were pushed over to the left-hand side.

All things considered London traffic is wonderfully well handled.



The London "Bobby," as the English policeman is known affectionately to the English public, is respected the world over. And to him must go much of the credit for the able manner in which traffic is handled in London, but not if he first studies a London street map. Streets do not run at right angles like they do in most American cities. The ablest traffic men in London who have been to America and studied American traffic methods say that synchronization is not practical. And they should know.

There are small lights on the front fenders of all automobiles to indicate the extreme width of the car. These lights add to the attractive-

ness of the car and date from war days when air raids were common and street lights few. They have remained as a fixture.

Motor cars are permitted to park on either side of the street pointed in any direction. A car on the right side of the street is permitted to cross through approaching traffic on the left-hand side and park on the left-hand side with the car pointed in the right hand direction. I doubt whether that is permitted anywhere in the United States.

American cities have learned that the turning of motor cars has much to do with the speed with which traffic is moved. Turns are not permitted at all at some corners. Left hand turns are not permitted at others. Complete turns are not per-

mitted at others. But in London turns of any kind seem to be permitted anywhere. And the reason for it is that London's streets are so irregular.

London's traffic moves more rapidly than that of New York, but not as rapidly as that of Paris. Smallness of cars makes possible a more flexible traffic than in New York.

The student of traffic who goes to London and Paris and the other Continental cities and then returns to New York realizes that New York has probably the best traffic regulation in the world. And New York should have because America has long been the leader of the automotive industry. Of the 18,000,000 cars in the world more than 15,000,000 are in America.

REPAIR EQUIPMENT. The highways in Scotland and England are very good and are macadamized. Gasoline sells at 50 cents per gallon. In London I saw quite a few Oakland and also on the continent.

"During my entire trip I never had a wrench on the car, not even a spark plug removed nor a tire taken off. The brakes were never touched, which I think is a good test for four-wheel brake efficiency, especially in a hilly country such as that through which we traveled while abroad."

"It may also be interesting to you to know that the cost of transporting my car from seaboard to seaboard and return, including foreign license plates for England and Scotland, automobile association license and ten gallons of gasoline, which was put into the car after being unloaded from the steamship, was \$350. I think anyone touring England and Scotland

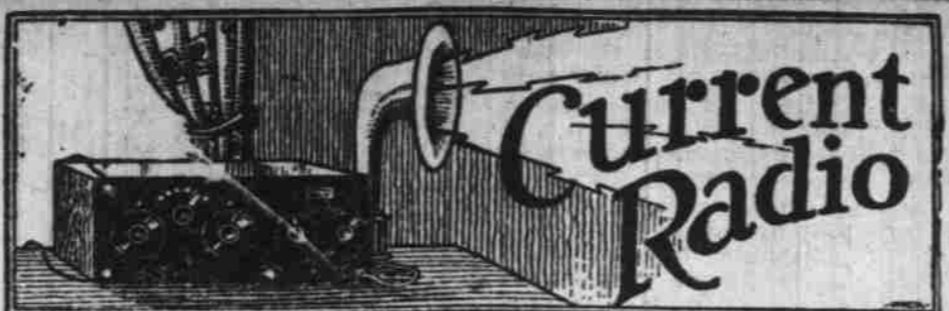
particularly should by all means take his car along.

"All driving is on the left-hand side of the road and is by no means difficult. After a few hours' driving, with a little concentration, one soon becomes accustomed to keeping to the left; besides, there is but little traffic on the highways of Scotland and England, which also makes traveling much more enjoyable."

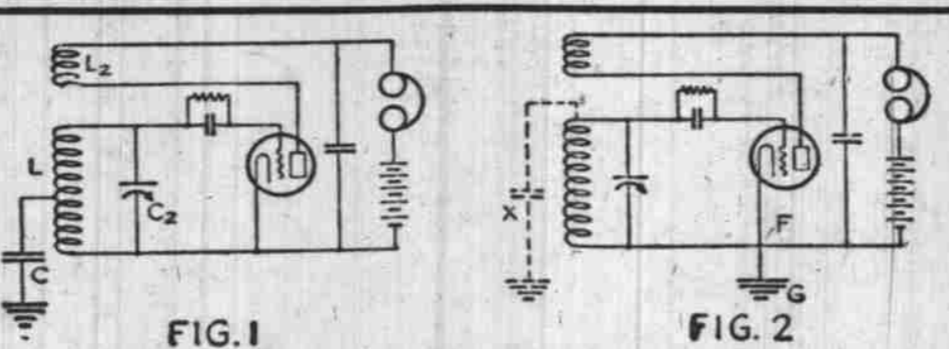
Wine inspired song and poem, but nobody can get romantic about liquor in a fruit jar.

One reason why knights of old wooed so ardently was because they didn't have so much cooperation.

A vindictive man is one who can get out and enjoy what happens when the jit stalls on the track.



This department is conducted by special arrangement between Churchill's Radio Shop and the American Radio Relay League, Inc., the national organization of radio operators and experimenters.



Antenna-Less Circuits

Every little while some "new" circuit comes out which lays claim to originality on the grounds that it will work without an antenna.

Before we go any further, let us settle two things in the reader's mind: First, that any receiver, no matter what kind it is, will work with some success without an antenna of the transmitting station is not too far away; second, that all of the "no-antenna sets" will work better if we equip them with good aeri-

Within certain limits, it is the size of the aerial system, and its freedom from obstruction, or shielding, objects, which governs the strength of the received signal. An aerial longer than 100 feet is not usually necessary, or advisable but a good 100-foot antenna, swung outside the house, and clear of trees, buildings, chimneys, etc., will give the best results with a given set, probably, that it is possible to obtain.

Now, as we cut down the length of the antenna, and cut down its height above obstructions—in other words, we decrease the amount of "pick-up"—our signals are obviously going to get weaker. If we string our 100-foot antenna inside the house, we will not get quite as good results as when it was outside. If we cut down the length, and wind the turns around a small room instead of stringing them full length in the attic, we will get still less response.

If we use a loop, the amount of energy picked up by our loop is

usually less than that picked up by the wire strung inside the room, because the loop occupies less space, and with the picked-up energy less, our signal is going to be weaker.

If we use the wiring in the house lighting system for an antenna, the goodness of the antenna system will depend entirely on how extensive the wiring is. Obviously, some houses are going to have better facilities of this kind than others. The results obtained with light plugs for aeri-

If we leave off the aerial entirely, the coils in the set act as the "pick-up." Obviously, such small "pick-ups" cannot collect as much energy as a large aerial, and they do not. With radio-frequency amplification, this very weak signal can be amplified to good audibility, but we would still get better results by using an outdoor antenna installation.

The ground connection is usually helping a great deal in all antenna-less circuits, also. We can do a great deal without the antenna, but disconnect the ground and the signals take a decided drop.

In Figs. 1 and 2 we have shown two ways of hooking up a set so that the ground is used only. In Fig. 1 the condenser "C" may be .001 mfd. capacity. In Fig. 2 the condenser "X" may be .0005 or .001 mfd. capacity.

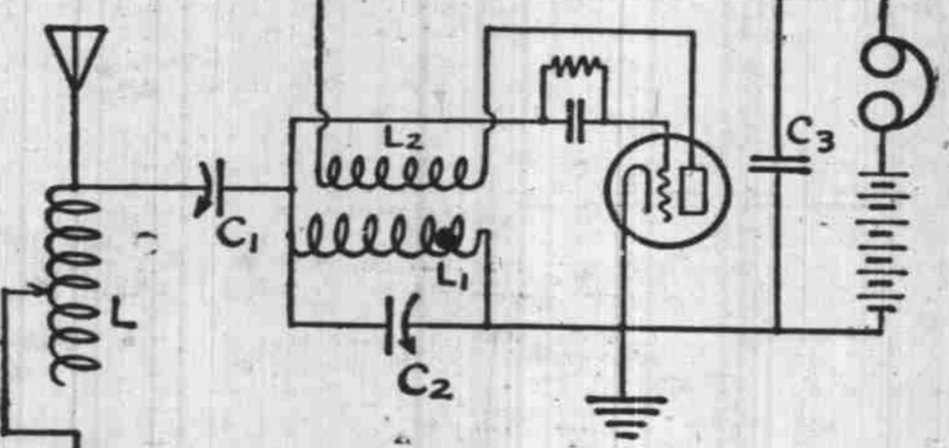


FIG. 1

A Capacity-Coupled Tuner

Most broadcast listeners are familiar with only two types of coupled receivers. One is the "conductively" coupled receiver, such as the single circuit tuner, where the antenna circuit is common with the grid input circuit of the tube. The other type of receiver is the "inductively" coupled receiver, in which we have a separate primary, usually wound on a rotor, and another independent coil for the secondary, or tube input circuit. The coupling in this second type of tuner is varied by changing the position of the primary with respect to the secondary.

There is still another type of tuner, however: The capacity coupled tuner. This type of receiver has not had much prominence with the broadcast fraternity, although it has merit and deserves some consideration. Today we show in our illustration a good type of capacity coupled tuner, and in the following paragraphs will give some of the details of design.

The primary, or antenna circuit, is formed by the coil "L" and the condenser "C-1." "L" should consist of 50 turns of wire on a 3 1/2 inch cardboard tube, with taps taken off every 15 turns after the 20th turn. "C-1" is a .005 mfd. variable.

The secondary tuning element is made up of the coil "L-1" and the .005 mfd. variable condenser "C-2." "L-1" consists of 50 turns of No. 24 or 22 d. c. c. wire on a 3 5/8 inch cardboard tube. This secondary tube must be placed at right angles to "L", and should be at least six inches from "L". The tapper "L-2" is a 3-inch rotor revolving in the "filament" end of the secondary, and should have about 28 turns of No. 28 dsc wire.

The grid condenser and leak are the usual sizes—about .00025 mfd. for the grid condenser, with the leak preferably a variable one, varying between one-half and five megohms. Note the phone condenser, "C-3," of .001 mfd capacity, and also the second ground connection from the filament.

Coupling between the primary and secondary is secured through the condenser "C-1", which may be a .00025 mfd. variable. In operation, when selectivity is desired the rotor of "C-1" is moved so that the condenser is at minimum capacity. If this gives too sharp tuning, or if somewhat louder signals are desired, turn the plates so that they interleave to a great extent. Broadcast tuning will be secured when "C-1" is at maximum capacity.

This makes a very easily han-

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If the owner desires to stay in the United States longer than 30 days and less than 6 months a bond is required of double the value of the existing duty or in lieu thereof a deposit equal to the estimated duty. Sureties must be

(Continued on page 4)

dled receiver, and is one worth experimenting with if the reader is the kind that likes to try out various circuits.

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