

POWELL TO HAVE MODERN GARAGE

New Hudson - Essex and Packard Home to Be Finest Ever Is Claim

The new home of the Packard, Hudson and Essex automobiles which is now being erected at 350 north high street for the Fred M. Powell Motor Car company will be one of the finest in the city, according to Harry Twitchell, salesmanager for the company. The building was designed by Freeman and Struble, Salem architects. Nelson Brothers are the owners of the building and it is understood they are figuring making it a two story structure. It will concrete with brick veneer front. The show room will have plate glass to the floor level and will be 48 by 72. There will be a sales rooms, parts room, shop, service room and wash rack.

The company will not operate a regular garage but will conduct a modern Packard, Hudson-Essex service and sales station.

TRUCK PRICES LOWERED

(Continued from page 1)
the face of this previous reduction the present additional cut of \$80 is almost unbelievable.

"Graham Brothers have advanced astonishingly in the last three years. After hearing the comments of the Graham Brothers truck owners we have said, I can understand why. There is no limit to their enthusiasm and admiration. The truck is exceedingly attractive in the first place, and in addition is exceptionally rugged and powerful. There seems to be no road, no hauling condition, that it can not master. Moreover, the initial cost is extremely low and it serves the owner faithfully over a much longer period than one usually expects a truck to function.

"Graham Brothers also have another important advantage which had a tremendous influence on their quick ascendancy to leadership. This is the fact that they market their product through Dodge Brothers dealers all over the world. They are thus provided with an organization much larger and more capable than the average truck manufacturer can hope to establish. All Dodge Brothers dealers also have highly competent and well stocked service departments—and service is of vital importance to truck owners.

"These facts have found recognition among buyers of commercial transportation everywhere. They are responsible for Graham Brothers present large production and for the substantial cut in prices."

Fortune Smiles on Artist

Who Trod Humble Path LONDON—One of London's numerous sidewalk artists, who draw and paint in the streets to attract pennies from the pockets of pedestrians, has risen to fame and had his works exhibited at the Regent gallery, in Old Bond street.

He is G. Bissill, a miner, who saw service in France. After the war, being out of employment, he took up the occupation of daily drawings on the pavement, and sat with upturned hat to catch small coins. His skill eventually was recognized by artists who had fared badly in life, and recently he was invited to exhibit a number of his drawings.

E. C. Morse Now With Walter P. Chrysler



WALTER P. CHRYSLER, President and Chairman of the Board of Directors of the Maxwell and Chrysler Motor Corporation, announces the appointment of E. C. Morse as Director of Export Sales.

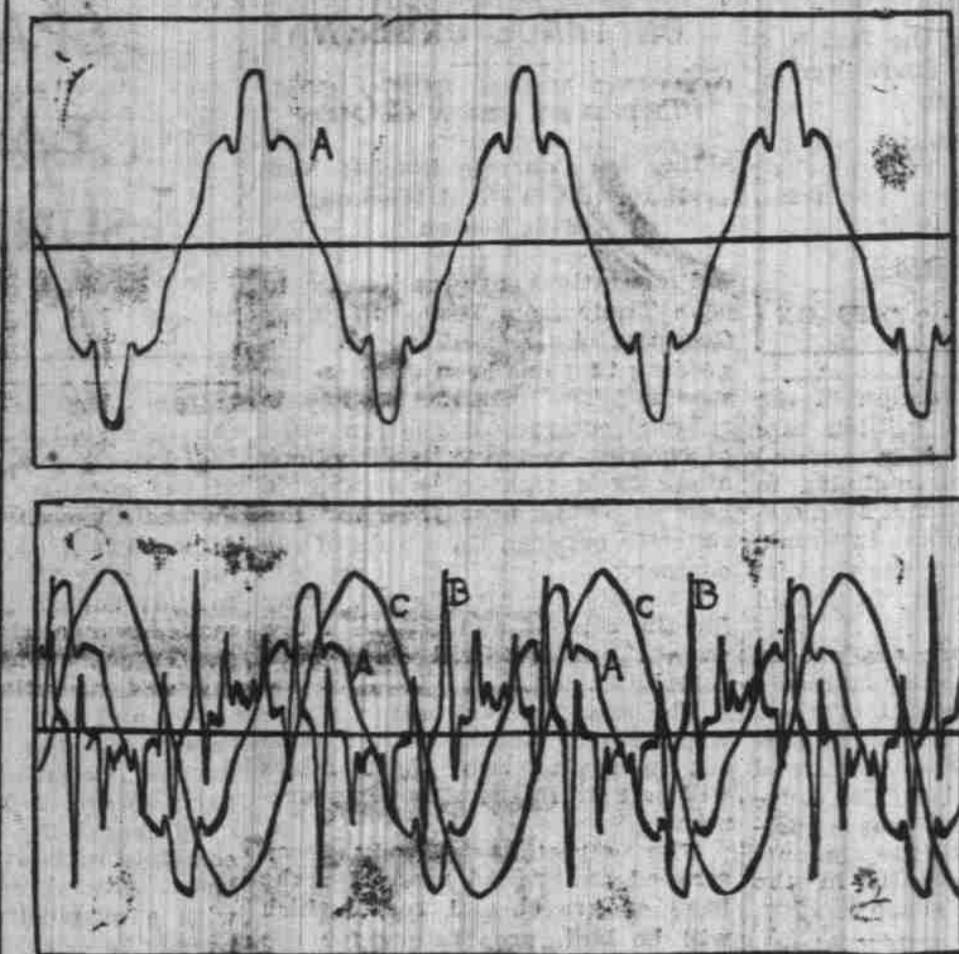
Mr. Morse has had a world-wide experience in the export field. He was at one time sales manager of the Hudson Motor Car Company, vice-president of the Chalmers Company, later general manager of the same company, organizer of the John N. Willys Export Corporation, Vice-President and General Manager of the same Corporation, and most recently General Sales Manager of the Willys Sainte Claire Company.

Last year Mr. Morse joined the Chrysler and Maxwell corporation in the domestic sales organization and later was appointed director of export sales.



Claire Windsor's grace blends well with the beauty of her Fada Neutrodyne Receiver. Miss Windsor who has just completed her role as the lead in Hobart Henley's production "The Denial," is an enthusiastic radio fan.

Home Made Current Taps Radio Devices Which Would Eliminate B Battery



Home-made current tap devices, intended to eliminate B batteries, are often found to be highly expensive because they require frequent tube renewals. Even some inferior commercial devices are designed so that the rectifier tube sometimes lasts less than a hundred hours of normal service. Such high upkeep costs completely destroy the principal object—economy and convenience—which animates investment in a current tap device.

However, there is no reason why a B battery eliminator should not be economical. If there is some means of regulating the voltage supplying the rectifier tube filaments, they may be operated at a voltage which permits of maximum filament life, provided that excessive plate current, so destructive to the filaments, is not forced through the tube.

Vacuum tube filaments are designed to give long life at their rated filament voltage. Even if operated a few per cent above the rated filament voltage, their life is materially reduced. The average vacuum tube will last but half as long if the filaments are supplied with a voltage 5 per cent above their rated voltage.

Tube Limitations
A UV 201-A tube should not be operated with more than five volts of filament potential. When this type of tube is used with a current tap device as rectifier, is generally burned somewhat above this voltage in order that its current output may be sufficient to meet the needs of a multi-tube receiver.

Fluctuations in Power Line Voltage
All fluctuations in power supply are coupled to the receiving tubes through current supply devices. Curve A shows the voltage fluctuations of an average power gen-

erator, while B and C show the effect of capacity and inductive loads upon the voltage supply.

An accurate alternating current voltmeter should therefore be applied to the filament terminals of the rectifier tubes, in order to make certain that there is no overload. Otherwise frequent tube renewals will be necessary.

Not only are voltage readings necessary, but a means of regulation must be provided. The step-down transformer supplying the filament voltage may be perfectly designed, in order to meet the voltage requirements of the tubes when the current supply is 110 volt 60 cycle alternating current. Considerable variations in line voltage take place constantly, which nullify the accuracy of the voltage output of such a transformer. For instance, a transformer which gives 5.0 volts output at 110 volts of line supply gives an output of 5.45 volts when the line voltage increases to 120. This increase is sufficient to cut the life of the average tube three-fourths.

Fluctuating Currents Bad
Power circuits are so designed that their voltage usually drops as the load increases and vice versa. For instance, in an industrial city measurement of voltage at a consumer's residence revealed that at half a minute before twelve the voltage of supply rose from 95 to 120 volts, while just before five in the afternoon it increased from 100 to 125 volts. These wide fluctuations are disastrous to the life of vacuum tube filaments which are supplied with current through transformers from such mains unless there is means of regulating the filament voltage.

During the early evening, line voltage is usually about a hundred volts; it gradually increases through the evening so that by

DETAILS ARE GIVEN CARE

CONNECTING RODS DECLARED OF MOST IMPORTANCE

With any internal combustion engine, the connecting rods are of vital importance to satisfactory performance and the service which it renders. To the connecting rods are being directed the closest scrutiny; automotive engineers are constantly watching the detail of connecting rod design and the methods of machining them before they become a part of the finished automobile engine.

So important are the connecting rods in the Cleveland mileage and standard six motors to Cleveland six engineers that they have seen to it that each rod is subjected to fifteen distinct operations to make certain that it is as near perfect as it is possible to get it before it goes to the motor assembly.

Of course, after the machining operations there are a number of things to be checked such as the weight of each rod and its alignment.

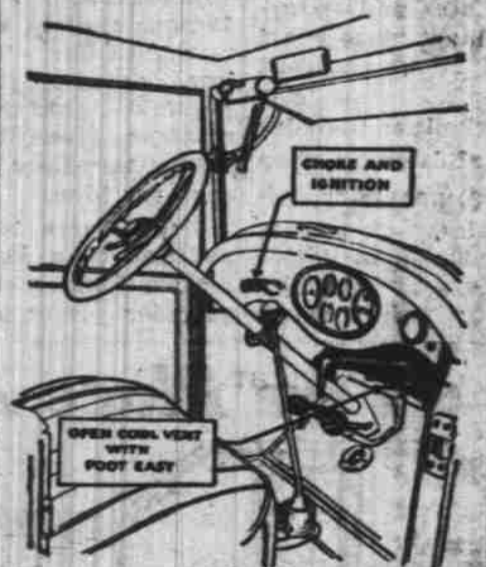
It is unnecessary to dwell individually on each of the boring, machining and testing operations in connection with the preparation of Cleveland six connecting rods because they would be too lengthy, with one exception and that is the operation which involves the bonding of the bearings to the connecting rods.

In any internal combustion engine it is absolutely essential that the heat which is generated in the connecting bearing should be properly dissipated to insure the maximum in service from the connecting rod bearing. Where the connecting rod bearing in a motor is separate from the rod, an oil film usually settles between the rod and the bearing and holds the heat in the bearing. The reverse situation: that of proper dissipation of heat, prevails with Cleveland six bearing construction.

By the use of a special machine the molten bearing metal is poured right into the rod which prior to this operation has been properly tinned to insure a perfect bond with the bearing metal. In following out this practice of making the bearing virtually a part of the connecting rod, Cleveland engineers insured themselves of the fact that any heat, which by chance is generated in the bearing is dissipated through the rod, leaving the bearing properly cooled at all times.

Furthermore, with the force feed lubrication in both the Cleveland six motors, metal to metal contact with the crankshaft and connecting rod bearing is eliminated by a film of oil under pressure, consequently heat at the connecting bearing point caused by friction is reduced to a minimum.

SIMPLICITY



Just as a radio set with a dozen controls is confusing and difficult to operate, so is an automobile with controls scattered all over the driver's compartment.

Modern car building tends to grouping all instruments under one glass, protected and readable at one glance. Choke and ignition alone are left by themselves in one, definite spot.

WALTER P. CHRYSLER'S TRAFFIC TALKS

TRAFFIC RULES THAT DO NOT RULE



Here is a picture of New York traffic which shows regulations not regulating. It was taken at Fifth Avenue and Forty-second Street, one of the world's busiest corners. Note that although traffic is moving north and south pedestrians are traveling from East to West and from West to East. How to get pedestrians to observe pedestrian regulations is a serious problem. Signal towers and traffic officers are seemingly not the real solution.

Due to the efficiency of this connecting rods, more and more motor car companies are adopting this practice.

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