

AX SIX CONQUERS ICE BLOCKED ROADS

Two Stock Cars Go Through
Worst Blizzard in New
England's History

Battling through the worst blizzard New England has experienced, with a single exception, in 27 years, two Nash-built Ajax stock cars made a hard fought but suc-

cessful journey from Boston to Oakes, New Hampshire and return. The fight against the elements was a deliberately planned endurance test conducted by four representatives of the Nash-Ajax distributor in Boston, their only instructions being to prove what the Ajax would do and to "break the cars" if it could be done by hard driving in almost insurmountable conditions that existed during the blizzard and immediately afterwards. Snowdrifts encountered at some points were so high that after "bucking" them repeatedly, it was necessary to shovel through; snow covered roads over which no vehicle had ventured were broken "open" and at the summit of Smith as they did.

Hill the owner of a farm stated the Ajax cars were the "first cars he had seen since winter set in." Residents of Wakefield stated the two cars were the first to pass through the town in "more than a month."

And when they returned to Boston the only mechanical adjustment required the replacement of a center bolt that had been sheared off a fender of one of the cars and a report of the representatives summed the endurance qualities of the Ajax as follows: "We all agree that we have never seen a motor car take the grief and punishment that we were forced to give them and stand it."

The cars left Boston in the "teeth" of a 50-mile gale. The first part of the run was from Boston to Newburyport, Mass. The snow was drifted so high in places that it sifted through the radiator, covering the ignition wiring with a sheet of ice. The drivers were advised at Newburyport not to try to make Portsmouth, N. H., but they kept on. As no cars had been over this section of the road, it was necessary for the Ajax Sixes to back the drifts all the way, a distance of 20 miles. From Boston to Portsmouth (59 miles) was made in 2 hours and 15 minutes running time.

On the Dover road the two Ajax cars were compelled to buck drifts half as high as the radiator. The cars were accelerated as fast as they would go in low speed and driven "head-on" into the drifts, smashing eight or ten feet each time before being stopped by a sheer blockade of snow. This process, with occasional shoveling, was repeated again and again, putting a terrific strain on the cars.

The snow beyond Wakefield was three feet deep on the level places and it was necessary for the drivers to shovel out from under the rear fenders and in front of the gas tank to prevent "hanging up" the cars on the differential housing.

On the mountain slopes near Ossipee the drivers coupled the two Ajax cars together in tandem fashion so that more force could be secured in bucking the drifts the snow on Smith Hill, near Oakes, was drifted in some places from three to five feet and required "bucking" and shoveling. It was here that an inhabitant claimed these Ajax cars were the first automobiles he had seen since winter set in.

On Saturday morning, the Ajax cars started back to Boston, encountered similar conditions on the return trip because of a fierce gale that drifted the snow over their tracks. Sunday afternoon they arrived in Boston and Monday both cars were put back in demonstrating service, after being washed and greased. And no repair work of any kind except the replacing of the center bolt was necessary on the return. The motors were untouched during the journey and after it.

OPEN MODELS STILL GREATLY IN DEMAND

(Continued from page 1.)

states: "Even in the northern states many persons still express a preference for the open car although there can be no doubt that the enclosed cars are rapidly displacing the open models. Lowered prices made possible by larger production and the undoubtedly greater all year comfort of the closed car are responsible for this."

"Recognizing the demand that still exists however, the Peerless Motor Car Corporation has included a sport phaeton in the body styles it is offering in its popular priced Six-80 model. Advance interest shown indicates that this style will find a ready market."

NEW PLANE PLANT IS TO BE ERRECTED

(Continued from page 1.)

ced through the various stages of manufacture, emerging from the other end completed airplanes. Until the new structure is ready for occupancy the Stout Division of the company will continue to be housed in one of the new buildings in the Dearborn laboratory group where machinery already has been installed and work of building all-metal airplanes has started.

Plans for the new plant call for a building 120 feet wide by 500 feet long and one story in height, of the same general construction as all the newer manufacturing and assembly plants of the company.

An unusual feature of the building will be that it will have a full 120-foot span from one side to the other without intervening roof supports, giving clear space for

assembly of the airplanes. The roof will be of steel and glass and the exterior walls of buff brick, conforming in general design with the other buildings in the group at Dearborn. A heating plant will be erected in connection with the building.

The new hanger building, to be located adjacent to the manufacturing plant and on which work already is underway, will also be of buff brick but of different construction in order to accommodate the housing and easy handling of airplanes. It will be 123 feet wide by 300 feet long. An unusual feature is that each of the 300-foot sides will be enclosed by steel and glass doors of special construction. This will permit the entire opening of either or both sides, the doors sliding back and folding into the ends of the building. This has been accomplished by effecting a roof construction of cantilever type, extending on either side from steel towers built down the center of the building, the roof being supported much the same as the cloth on the steel ways of an umbrella.

An addition also is planned for the present Airport hanger which will house a dynamometer room for testing airplane engines as well as other test rooms. With the completion of the new hanger building, the present hanger, with its addition, will become more of a maintenance and repair station for airplanes operating in the Ford Air Transport.

The purchase of 1400 acres of land at Maynard, Ind., by the Ford Motor company has also been announced. The property, which is located on the Illinois-Indiana state line, approximately 25 miles southeast of Chicago, will be utilized as the Chicago terminal of the Ford Air Transport service. Since the establishing of the Detroit-Chicago airline on April 13, 1925, Ford planes have been landing at the government field at Maywood, Ill. Considerable difficulty was experienced by Ford pilots in reaching the landing field due to smoke and fog settling about Chicago. This will be avoided by the new location which removes the necessity of traversing the metropolitan district.

In announcing the purchase, the company stated that the property will be utilized only as a landing field.

"The Ford Motor company intends no manufacturing activity of any sort and contemplates building no more than a hanger for the shelter and servicing of airplanes," the statement said.

The hanger, incorporates sev-

eral unique features of construction and many of the most modern facilities for servicing airplanes. The building, which will be 123 feet wide and 103 feet long, will be so constructed as to adapt itself to future expansion in line

with future development of the air transport service. To facilitate the movement of planes in and out of the building, sliding doors designed to open the entire length of the hanger will be installed. This feature will be made possible

by the use of a cantilever type roof. The property is but six miles from the Chicago assembly plant of the company at Maywood and is in excellent condition for use as a landing field.

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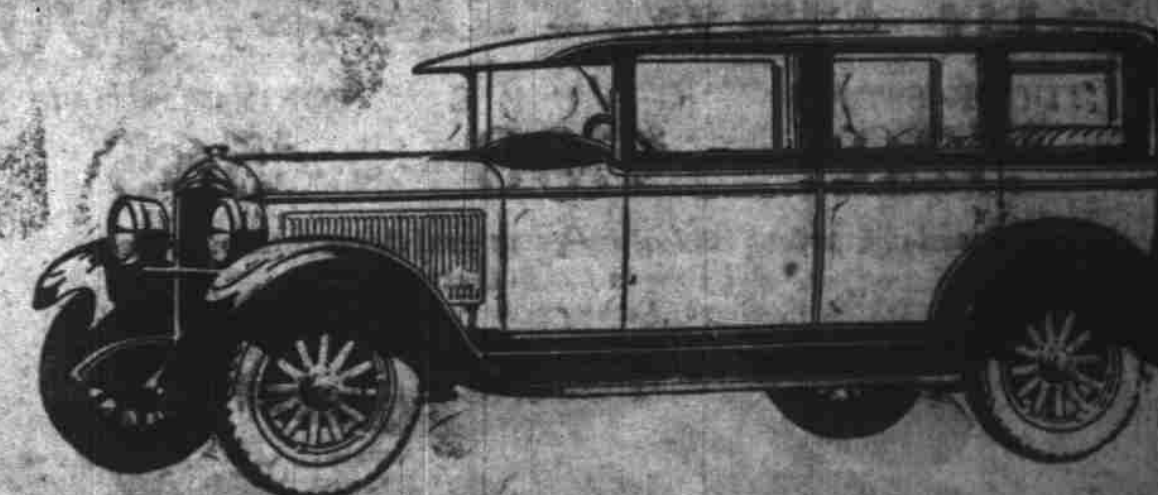
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