

## Four Wheel Brakes Said Necessary for New Cars

During the past few years the American motor car buying public has been greatly interested in the question of traveling fast on wheels, hence the trend toward greater acceleration in the majority of American motor cars which have been built within the past two years particularly. Today we have motor cars in all but the lighter models, which will jump in the wink of an eye from a standing start.

It is rather poor sort of car which will not travel from 55 miles to 60 miles an hour when the watchful eye of the traffic officer is turned the other way.

This has brought with it the necessity for having cars that will stop with about the same celerity. The four-wheel brake is regular equipment on the great majority of our present day automobiles in all but the light car class.

And this has brought a hardship on the driver of the light car which he is going to have corrected if his voice can be heard among the larger manufacturers.

It's not a pleasant sensation for the driver of a light car to see some six or eight cylinder vehicle ahead of him decelerate at a rate about double his own possibility of stopping. The vision of crashed front lamps, bent fenders, and the chance of a twisted frame are not to his liking.

The European light cars stop in an amazingly short distance because they have highly efficient four-wheel brakes.

With the trend toward the European type of light car which is so manifest in this country at the present time the question of four-wheel brakes on our lighter cars is receiving serious consideration from the majority of builders.

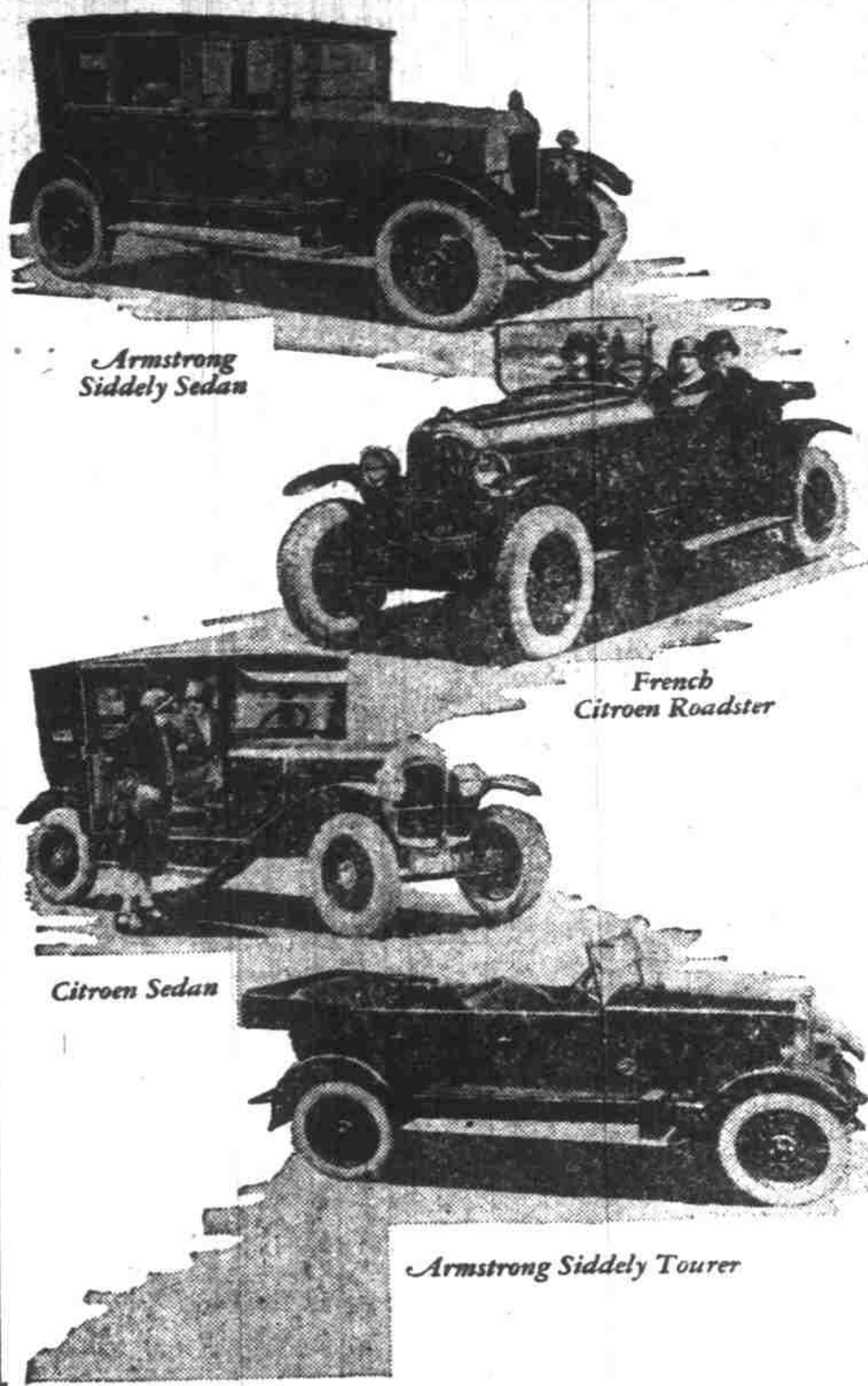
Light cars can be equipped with brakes which will stop them in from one and a half to twice their own length from a speed of twenty miles an hour. From a speed of forty miles and hour it is entirely feasible to stop them within three and a half to four times their own length.

This rate of deceleration is practical and they work no hazard on the occupants of the car. I have seen experimental four-wheel brakes on light cars with these stopping powers and the slow up of the car was accomplished without any shock to the driver or occupants and without the slightest tendency to twist the wheels.

The practical type of four-wheel brake for the light car would be mechanical in type and fully enclosed. In other words the bands would be of the internal expanding type located within the brake drums.

Since the emergency brake is that in name only, and is rarely ever used except to hold the car on a slope or against the curb, it could be built to operate on the

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Types of European light cars which are influencing American manufacturers

### PRODUCTION RATES WILL BE INCREASED

(Continued from page 3.)

five consecutive months have broken all previous records for a new make of car. The sale of more than 10,000 Pontiac Sixes, the first three months established a new record, which has been maintained by production and sales of more than 25,000 Pontiac Sixes during the first five months.

During the first month that the Pontiac Six was introduced, January of this year, the average daily production was approximately 60 cars. During February, 145 cars a day were produced and this was increased to 230 a day during March. During April a schedule of more than 300 Pontiacs was maintained, and throughout May, 340 of these cars were produced daily.

The sweeping increase of Oakland Six sales for the same period over the year 1925 is equally as spectacular. The combined production of Oakland and Pontiac Sixes has placed the Oakland Motor Car company in volume as one of the ten leading automobile manufacturers.

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Mr. Used Car Buyer: Have you seen the real buys at the Capitol Motors Incorporation? See Biddy Bishop, 350 North High St. (\*)

### GUARD AGAINST ALL HAZARDS, IS URGED

(Continued from page 3.)

or maneuver my car with an assurance of safety in the space allotted in this traffic at the speed I am traveling." If this question brings a satisfactory answer whenever asked, then the driver has overcome the hazard of far sighted or short sighted driving. He is driving the proper distance ahead of his car.

## AVOID CONGESTION BY ONE-WAY LINES

Single Line Traffic Prevents Jam at Eucharistic Congress in Chicago

CHICAGO, Ill., July 3.—(Special)—The "World's Greatest Traffic Jam" promised on all the roads between Chicago and Mundelein, June 24, failed gloriously when thousands of pilgrims journeyed to the Eucharistic Congress by motor car over the 40-mile route.

Motorists were amazed by the freedom of congestion experienced on all routes. They were not delayed once and a steady stream poured off the concrete into the acres of parking space hour after hour. Traffic all along the route moved from 20 to 25 miles per hour without trouble. Even after the 30-minute cloudburst had drenched the fields and roads the traffic was not delayed for the concrete dried almost immediately and the cars maintained their schedule.

Preparedness was the reason for the congestion "fizzle." The nine routes to Mundelein were carefully chosen in advance. There was an adequate number of traffic officers. No route crossed another, and no traffic from side roads was permitted. One way traffic to Mundelein was the rule from midnight until 4 p. m. From 4 p. m. until the last cars left Mundelein, one-way traffic into Chicago was in force.

Highways leading northwest out of Chicago are notoriously jammed by normal Sunday traffic and tie-ups of long lines of cars for hours are common. In view of this fact, highway officials seized upon the greatly increased traffic of June 24 to study ways and means of relieving congestion permanently.

Analysis of the smooth-flowing traffic to Mundelein, say highway officials, unquestionably shows that it was the elimination of road intersections and the avoidance of railroad grade crossings that kept traffic moving. Thus their belief that congestion is caused by narrow roads, intersections and grade crossings was borne out.

Parallel 18-foot traffic lanes, or a continuous pavement 40 feet wide with additional widths at road intersections and the elimination of railroad crossings ap-

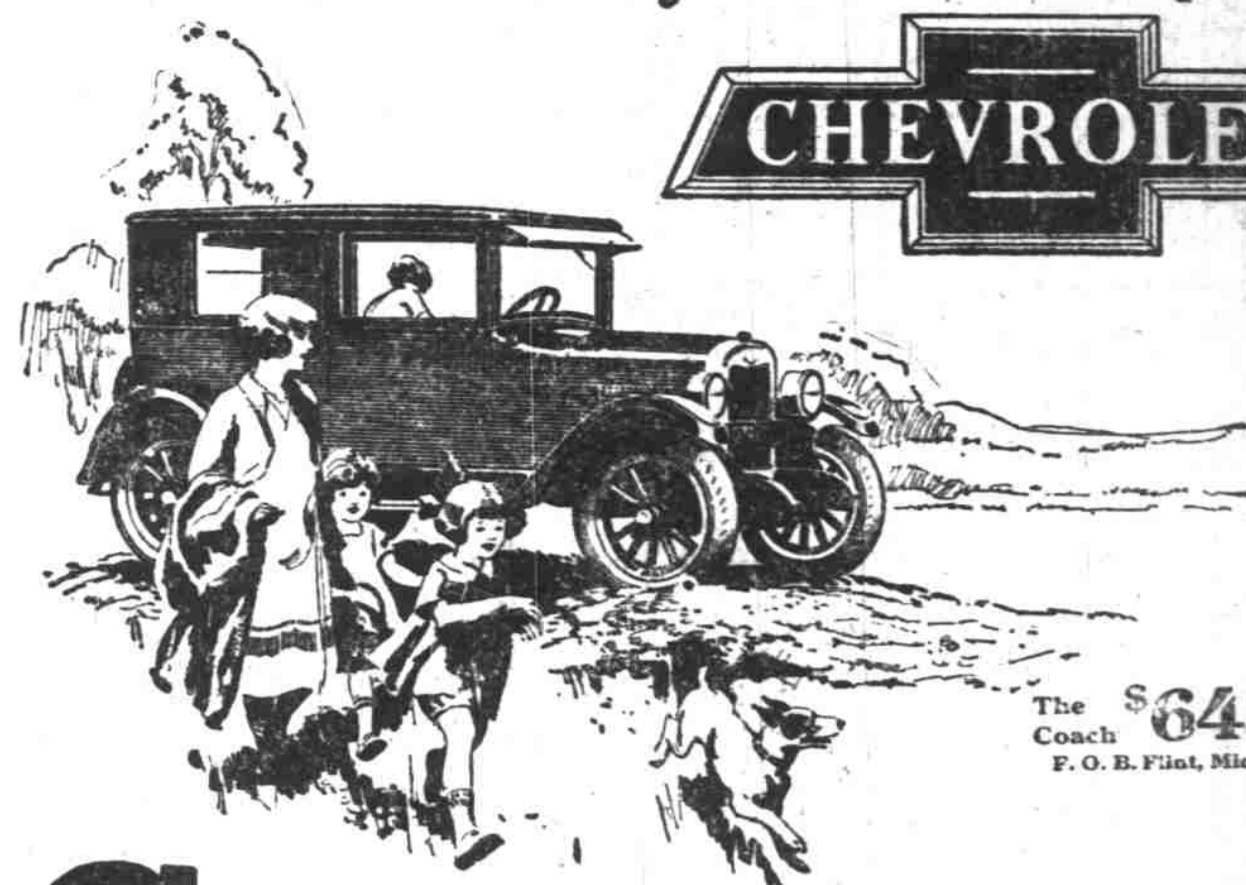
The Salem Hdw. Co., most progressive. Every accommodation given to those in need of best hardware supplies. Work and prosperity the motto. 120 N Com'l. (\*)

pear as the answer to congestion on all roads in and out of large centers of population. Already many states, counties and cities realize this fact and are making or planning these im-

provements. The experience gained by proper traffic management during the greatest one-day motor car pilgrimage on record sounds again the death note of narrow, inadequate highways.

Present and future congestion can only be relieved, according to traffic highway experts, by immediate action to eliminate the "jam-causing" features of present road systems.

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