

Chevrolet Royally Welcomed



On its arrival at Rainier National Park the Imperial laudau sent out by the Chevrolet Motor Company to gather information beneficial to motorists in a "See America First" campaign was warmly greeted by park officials. Most fittingly at this "ceremony" the Chevrolet factory was represented by Thomas H. Hughes of San Jose, Calif., famous peace officer of the pioneer days of the Far West, now in his 84th year.

LONGEVITY TARGET OF ATTENTION NOW

Average Life of Vehicle Now 7.4 Years; Definite Increase Shown

"Automobile longevity is occupying a constantly increasing part of the attention of automobile engineers," says R. N. MacDonald, local Chandler distributor.

The average life of motor vehicles is 7.04 years and has shown a definite although not a steady increase according to Professor C. E. Griffin of the University of Michigan, who has recently completed a study of the mortality rate of automobiles. "Of any given number of motor cars only 50 per cent will be in use at the end of 6.94 years and 25 per cent at the end of 9.2 years," says Professor Griffin.

"Chandler engineers have also made a special study of the subject of motor car longevity," Mr. MacDonald went on, "and have incorporated numerous mechanical advantages which are designed to increase the length of service of the car."

"Notable among these is the 'One Shot' system of chassis lubrication with which all Chandlers are equipped. By pressing on a convenient plunger oil is forced from a central reservoir under tremendous pressure to all points on the chassis. This allows all moving parts to literally float on oil. There is no metal to metal contact anywhere. Longer life with a minimum of deterioration is thus insured.

"Other factors contributing to Chandler longevity," said Mr. MacDonald, "are high pressure oiling throughout the motor, large bearings, air cleaner and air purifier, hone finished cylinders, and automatic thermostat. The latter keeps the motor at a uniform temperature.

"Chandler, in the new 1928 models, has in addition to the above mentioned features, especially emphasized sturdiness of construction and endurance through the use of quality materials and expert workmanship, thus prolonging the life of each Chandler, company officials claim."

STANDARDS BUREAU WOULD CURB GLARE

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importance of giving the same attention to a car's headlights as is given to the gasoline tank and the oil in the crank case.

The private inventors are bringing out new glare-check devices made of green pyralin. Some of those which have recently appeared are attached to headlights, and they serve a purpose as they improve the beam from the car to which they are attached.

This partly meets the situation, but the greatest danger to automobilists is naturally found in the glare from the lights of the approaching car.

One device is attached to the windshield by a vacuum process. Another manufacturer of automotive equipment is producing a

very clever "look under the glare stop."

A bracket is attached above the windshield in a position bringing it slightly to the right center of the steering wheel. It is scientifically made in rectangular V form so the the driver can look under, and by using it properly, can see the road, but not the glare.

"Ever since the stone age, men have found that they could look against the bright lights by throwing a shadow across the eyes. It is a principle that is as old as the hills," says a manufacturer. "With our device you do not look through it, because looking through anything that cuts down light would necessarily at the same time cut down vision. By looking 'under', the road is clear and the dazzling headlights or glare of the sun is absorbed in the pyralin shield. This throws a deep, restful shadow over the eyes and permits the motorist to drive comfortably and with absolute freedom from dangers attendant upon driving into glaring headlights."

Still another device provides an adjustable bracket that supports a green pyralin glare-dimmer. By throwing this dimmer back and forth, it is claimed, the light of the approaching car can be kept out of the eyes and the driver is thus afforded protection by the mechanical device, and goes safely on his way.

The pyralin eyeshade seems to have inspired inventors as the material resists and controls heavy lights such as one encounters in automobile driving at night. The eyeshade is helpful because of the material of which it is made. The mechanical devices provide the

needed adjustment.

It is evident that the efforts of the government bureau of standards, and of automobile associations, have already improved the "deadly glare" situation.

"Bluecoat School" Clings to 17th Century Styles

LONDON (AP)—Pupils of the old "Bluecoat School" not only wear the old time garb of the seventeenth century, which consists of a long blue coat and yellow stockings, but also, winter and summer, go without a head covering.

The original school, founded in 1709, still stands in Cuxton street, Westminster. A British Commission on Historical Monuments has recently singled it out as "especially worthy of preservation."

The most noticeable feature of the exterior of this old building is a carved figure of a "Bluecoat Boy," which stands in a semi-circular niche above the main entrance. Below the niche is inscribed "This Bluecoat school was built in 1709." At the back of the building is an exterior wall painting of another "Bluecoat Boy." The boy's dress is a faithful copy of the costume of the citizens of London at the period when the school was built. The ordinary attire of apprentices and serving men was then a long blue coat and breeches, with which yellow stockings were generally worn.

King Solomon had several hundred wives. Some of our modern shoeks have nearly as many but they don't keep 'em all under one roof.

BUICK FLEET USED BY L. A. POLICEMEN

Twenty More Touring Cars Added To Swell Number Owned by Department

FLINT, Mich.—The City of Los Angeles has paid a tribute to the speed and stamina of Buick by adding 20 Buick touring cars to its fleet of police department vehicles, bringing the total number of its police-owned Buicks to 65. The cars are to be used in general police work, as well as in supervision of traffic.

police fleet of Buicks as a means of increasing police efficiency, was reached as a result of a year's test with Buicks, Captain C. J. Sweeney, in charge of the Los Angeles police transportation division, explained.

Tests with the Buick indicated that it could be operated with equal safety in all weather, that it enabled police to be constantly on patrol, and that in emergencies it would carry five or even more policemen to the point where they were needed, along with the equipment required to take charge of the situation.

I. W. Birnbaum, chairman of the Los Angeles Police Commission, believes Los Angeles' step is helping to make police history. "As soon as the news went out that we were about to make this Buick purchase," said Mr. Birnbaum, "we received letters from

police heads in several large cities, asking for full information, and explaining that similar steps were under consideration there."

This is accomplished by means of the Chandler "One Shot" system of lubrication which only requires pressure with the foot on a plunger to lubricate the entire car. This method of centralized chassis lubrication is instant, clean, thorough and dependable. Oil is forced to all points under tremendous pressure.

San Antonio, Texas, now has 29 Chandlers operating in taxi service. More and more cities are constantly being added to the list of those boasting large Chandler fleets for use in official business, industrial, bus or taxi-cab capacity.

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