

HIGHWAY COURTESY DEFINITION NEEDED

Questionnaire Sent Out to All AAA Clubs to Elicit Full Description

WASHINGTON, D. C. September 11.—Highway courtesy and cooperation are two ideals that constantly are laid before motorists. One of the chief difficulties standing in the way of their attainment by motorists generally is the failure of their advocates in too many instances, to define precisely what is meant by the terms, says a statement issued today by national headquarters of the American Automobile association.

"As one of the most enthusiastic and persistent advocates of these ideals, the American Automobile association has submitted a questionnaire to its club executives in 928 different communities in an effort to get an accurate and up-to-the-minute definition of courtesy and cooperation between motorists," says the statement.

From the large number of answers received, officials of the national motoring agency have essayed to translate the terms in such a way that they may be applied to street and highway conditions as they are met by the average driver. On some points, the local club executives showed remarkable unanimity in their replies. On others, a divergence of opinion existed but, in the main, it was slight.

Cooperation and courtesy apparently begin with the giving of signals, says the statement.

"Virtually all of the replies to the questionnaire emphasized this point and, undoubtedly a large majority of motorists will agree with its primary importance.

"For with millions using the Nation's highways, it is obvious that one driver cannot, with safety, leave another in doubt as to his intentions. The carelessly given signal is almost as bad as no signal at all.

"Yet, many thousands of motorists do not realize that they are being discourteous, to say the least, when they fail to give the signal that is clear.

"It is not sufficient to extend one's arm furtively outside the car to indicate a turn, or to let the arm hang limply along the door to register one's intention to stop. The signal should be given precisely and for a sufficient length of time for the person behind or coming toward one to see it."

The giving of signals does not stop with those involving the extended arm, the statement points out. Parking lights are very important signals that frequently are overlooked, the A. A. A. finds. "To leave a car without a light to inform other motorists of its presence is to invite them to what may be physical disaster. From this, it may be seen that there is much more to using the parking light than merely escaping a visit to traffic court."

In actual operation of the car on the street or highway, there are many ways to cooperate. These are known to virtually every driver, but many fail to make use of their knowledge in cooperating with other motorists, the statement says. They are listed as follows:

"Use caution at all times, whether traveling at a speed of five or fifty miles an hour.

"Observe strictly the right-of-way regulation.

"Always drive over to the right curb or right side of the road.

"Never try to pass another car until the way is absolutely clear.

"Use the horn with discretion.

"When surrendering the right-of-way to a car from the right, stay back of the street line in order to let machines from the left pass.

"Park with an eye to conserving space to the utmost.

"Remember that pedestrians should be accorded courteous treatment."

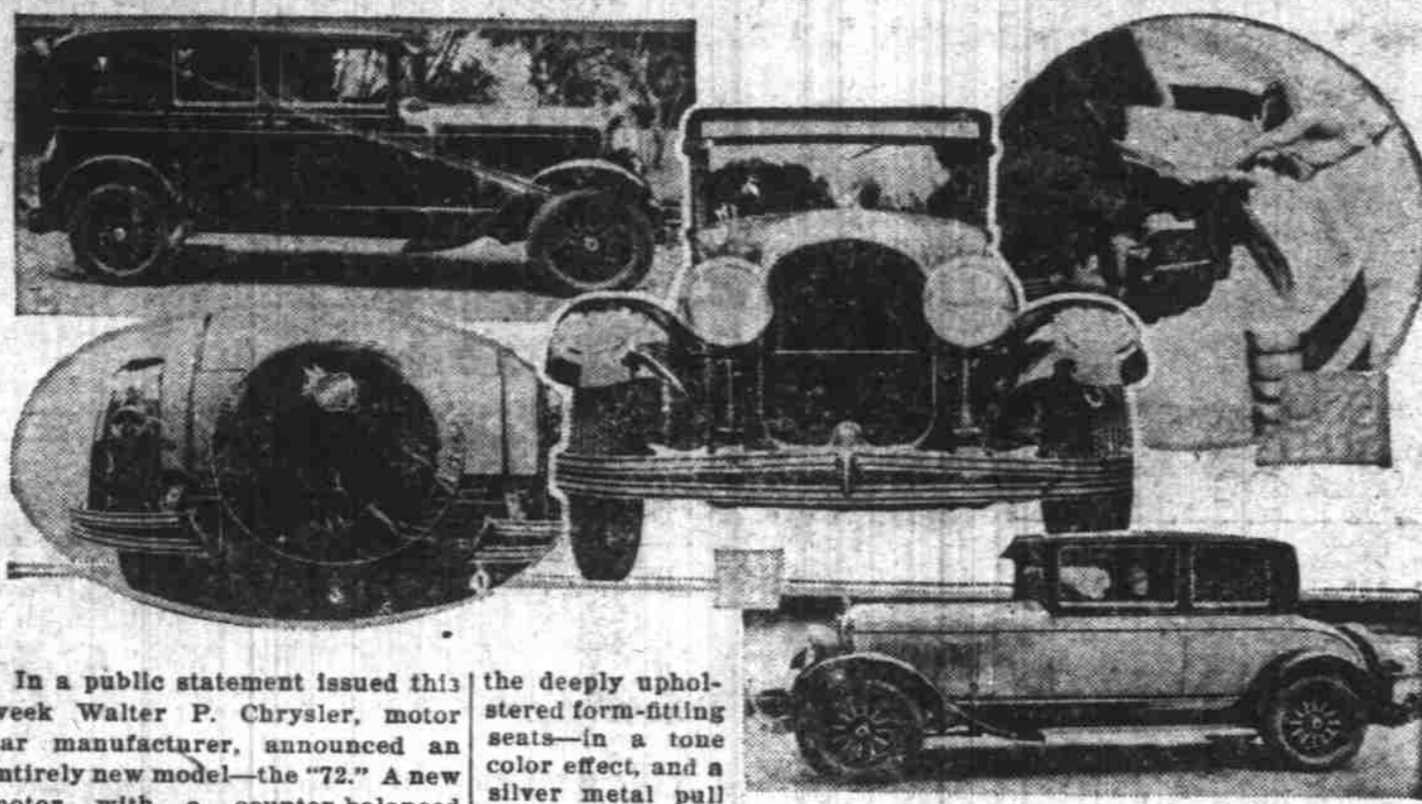
Other points could be added to this list, but if motorists generally would practice "those here enumerated, constructive strides toward real highway courtesy and cooperation would have been taken," the statement concludes.

Motor Vehicle Fatalities Below Normal, July Mark

Motor vehicle fatalities subsided to a slightly subnormal record for the month of July after the extremely high record of June. It is estimated that 58 persons were killed each day in July in motor vehicle accidents as compared with 60 per day in July, 1926, and 58 per day in July, 1925. In June there were 69 fatalities per day.

The record for the first seven months of 1927 is not materially larger than for the first seven months of 1925 but is considerably in excess of last year's first seven months record. However, the worst months of the year are at hand. Even the good record of 1926 went to pieces in the last months of the year and the grand total for last year exceeded by al-

CHRYSLER "72" EMBODIES NEW FEATURES

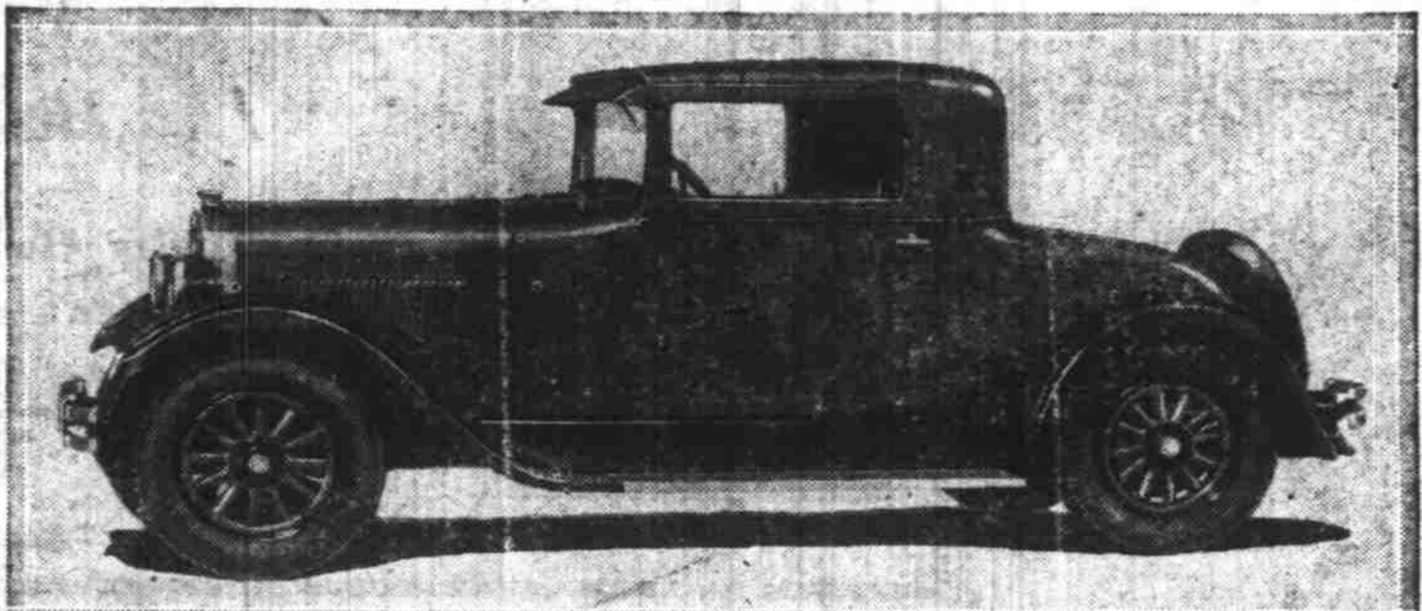


In a public statement issued this week Walter P. Chrysler, motor car manufacturer, announced an entirely new model—the "72." A new motor with a counter-balanced crankshaft, a larger bore and stroke, which produces 75 horsepower and is capable of maintaining a speed of 72 miles or more per hour is the outstanding feature. Ten inches have been added to the length of the frame, which gives the new car an appearance that was not found in the old models. Great care has been shown in the selection of interior decorations and fittings. Beautiful mohair covers

the deeply upholstered form-fitting seats—in a tone color effect, and a silver metal pull that is a part of the arm rest adds to the complete comfort found in the new cars. The picture in the upper left corner is that of the new Crown sedan—in the lower right corner is the new four-passenger coupe, which is one of the most striking models of the "72" line. (Center) is a head-on view of the new Chrysler radiator and the new full drum type headlights mounted on nickel-plated posts. The picture in the upper

corner shows the housing which covers the blocks of live rubber in which all the spring shackles are set. This feature greatly improves the riding qualities of the car. The lower left corner shows a picture of the new factory-built bumper, which has been designed not only to protect the rear end of the car, but to improve its appearance by following the lines of the spare tire.

New Dodge Brothers Coupe Fleet and Smart Appearing



Dodge Brothers, Inc. is introducing this coupe—fleet, powerful, smart—as the latest addition to its line of fast fours. Because of its unusual roominess and the correct design of the seat it is more than ordinarily comfortable. New and original body lines and striking colors make the car extremely attractive.

most 25 percent the total of 1925. The records of September, October and November will determine whether or not 1927 will show an increase over 1926. There is a good chance that it will not. Continued efforts to cut down the toll will bring about the desired reduction.

The percentage of pedestrians killed in automobile accidents is slightly below normal. Sixty-nine

percent of the fatalities were pedestrians. It is estimated that out of the total of 1810 deaths in July, 1260 were pedestrians. Of these pedestrians 600, or almost 50 percent, were under 15 years of age.

Fastest Four in America Proves Its Claim to Title

Dodge Averages 67.35 miles per hour in Beating All Other Fours in Atlantic City A. A. Race

The Atlantic City (N.J.) Speedway Association, without Dodge Brothers' investigation or knowledge, bought a Dodge Brothers Four and entered it in a Labor Day race for Four cylinder stock cars. Four cars of other makes also competed. All were strictly stock cars as required by the rules of the association. The race was for 25 miles—to determine which was "The Fastest Four in America."

The Dodge won. Its average speed for the entire race, from a standing start, was 67.35 miles per hour (officially timed by A. A. A.).

Generous confirmation, to say the least, of modest claim of "Mile-a-minute Performance!"

Even more remarkable than the speed, however, is the fact that the car had been driven only 10 days and yet was able to withstand this difficult test without once stopping.

Thus the race not only offers conclusive proof of the Dodge's superiority in speed, but stands also as a glowing tribute to the rugged materials and excellent workmanship that go to make it—America's Fastest and Finest Four!

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NEW NASH MODELS STEER WITH EASE

Speedy Control of Wheels Attained Without Sacrificing Response

Easy, "fast" steering, long a characteristic of Nash cars, is even more evident in the 21 new models recently introduced.

Nash engineers have concentrated on overcoming the "drag" of low pressure tires on the road, without resorting to the expedient of changing the gears so that the steering wheel must be turned through a long arc in order to turn the front wheels.

The Nash front wheels may be cramped by little more than a single turn of the steering wheel. This has been accomplished at no sacrifice to easy steering, since it requires no more effort than was needed when old-style high pressure tires were used.

Parking is said to be much easier with the Nash type of steering. Women drivers who have piloted the new Nash models are outspoken in their appreciation of the easy steering, and they like also those details of convenience such as the light controls in the center of the handsome steering wheel, the ease and surety with which the brakes may be applied, the almost effortless operation of the clutch, the convenient location of the long parking brake lever, and the grouping of the instruments, all under glass.

These details of refinement and improvement are in keeping with the usual quality found throughout Nash construction, and serve to enhance the enjoyment of the 7-bearing crankshaft motor with which each model is equipped.

A beautiful circassian finished instrument board of new design has been added to the list of refinements of the 1928 Chandler Special Six series. This board has all of the usual instruments, grouped under glass and indirectly lighted. Head light control is from the steering wheel.

We are now going to forgive the fellows who borrowed money off of us when we were younger and less experienced. Maybe they were victims of amnesia.

The Governor's Choice



At the conclusion of his exacting duties as the Chief Executive of the State of Georgia, Governor Clifford Walker decided to rest up by touring Canada and the East in his *Omnobile de Luxe Sedan*. He purchased his new car a few days before retiring from office and is shown here in front of the gubernatorial mansion at Augusta.



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They take hills without a note of strain—without the least of laboring.

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The newly-refined 7-bearing motors give Nash the world's smoothest power-flow throughout the whole range of use.

All crankshafts are balanced integrally with clutch and flywheel to make the new Nash the smoothest, "sweetest" car you ever drove.

And they're the EASIEST riding, easiest steering cars you ever handled with their new secret process alloy-steel springs and newly-improved steering mechanism.

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