

SPEEDOMETER HAS ACCURACY OF SPEED

Standard Equipment of New Ford Models One of Best Made

The speedometers of the new Model "A" Ford cars have shown remarkable accuracy in the measurement of speed.

Designed and built to maintain an accuracy of within three miles per hour, these speedometers of the new Ford cars have shown, in tests, an average accuracy of not more than one and a half miles per hour, or just one-half of the tolerance allowed.

The allowed tolerance of three miles per hour, translated into terms of average driving speeds, that if the speedometer on the car indicates a speed of 24 miles per hour the actual rate of travel of the car at that time is not less than 23 miles per hour, or that if the speedometer shows a speed of 47 miles per hour, the car actually is traveling at a speed of not less than 45 miles per hour.

Whatever the speed limit allowed by law, the driver of one of the new Fords may be certain that he is within that limit if his speedometer indicates exactly that figure which is the legal limit.

The speedometer which is standard equipment on the new Fords is one of the best known and finest of makes. It is driven from a gear on the drive shaft and measures speed from the revolutions per minute of the shaft. The tests of these instruments that are being made regularly in the Ford engineering laboratory at Dearborn are interesting. The speedometers are tested against an electric tachometer, which in turn is checked with an integrating revolution counter, the most precise device made for determining speeds in revolutions per minute.

TRUCKS AVAILABLE WITH MANY TYPES

Combinations Possible by Varying Equipment On Five Chassis Sixes

Modern commercial and industrial transportation has become so extensive that 1,842 different types of trucks can be built in the plants of Graham Brothers, the commercial car and truck division of Dodge Brothers, Inc., according to surveys just completed at the factories in Detroit, Evansville, Indiana and Stockton, Cal.

This remarkable figure is reached by combining the standard equipped truck or motor coach body with the five capacities in which Graham Brothers trucks are built and varying the equipment, size of tires, type of wheel, special gear ratios, etc. The trucks are available in 1 1/2-ton, 3-ton, 1 ton, 1 1/2-ton and 2-ton capacities and the combinations originate from these five groups.

The 1,842 different types can be increased by several hundred with the addition of special bodies, orders for which are received daily by the factory. Research work is constantly carried on to change truck bodies so the specifications suit the demands of the greatest number of any single vocation.

"Figures like these explain why we are able to furnish trucks that meet the needs of 95 per cent of all business," said Howard Sneath, director of Graham Brothers truck sales. "Trucks are built to produce revenue for the man who owns and operates them. They must be dependable, economical

and speedy. 'Standardization' in production must give way to specialization in which the trucks daily solve transportation problems of every description."

With business in the United States well started into another good year, Graham Brothers truck position is the strongest in history, from the standpoint of manufacturing facilities and diversity in the line of trucks offered. Sales for the first three months of this year indicate a record breaking business.

PEERLESS COMPANY HOLDS CELEBRATION

Twenty-Seven Years Ago Start of Manufacturing of Autos

The Peerless Motor Car corporation is celebrating the twenty-seventh anniversary of its start as a manufacturer of motor cars. As one of the two or three oldest institutions in the automobile business, Peerless has gone through all the stages of development from the small, chugging affair with detachable tonneau, to the beautiful, luxurious smooth-running vehicle today.

A comparison between the first Peerless ever produced with the

1928 Six-91 is almost startling. For while 27 years is a comparatively short period, as time goes, it covers almost the entire life of the auto business.

From the start, Peerless engineers have been searching for ways in which the product of its plant might be improved. They were the first to produce cars in commercial quantities with the side car door entrance to the rear compartment. They were also first to introduce to America the bevel gear rear axle and four speed transmission. Peerless was granted patents on these improvements.

In 1916 the company was a pioneer in developing the 90 degree V-type motor which is still used on Peerless Eights. Numerous improvements have been made over the original motor, but the compactness of the V-type design continues to hold the favor of buyers of high grade eights.

In six cylinder construction, too, Peerless was a pioneer. Continually improved manufacturing processes, advanced engineering and the economies of increasing production have combined to make possible finer Peerless Sixes at continually decreasing prices.

FRANKLIN SHIPPED TO BARON

An Airman Limousine with pigskin colored wheels, and special trim, was driven from the Franklin factory to New York recently for rush shipment to Baron and Mme. Charles Huard, Versailles, France. The Huards previously owned a 10-B Franklin which they had driven 150,000 miles.

"JAYWALKER" STORY TOLD IN NEW LIGHT

Veteran of Death Valley Region Gives True Account of Indian Raid

Tar, Skein or Lynch Pin wagons. Ever hear of them? They were the sturdy hand-made variety used by the immigrants or "Jaywalker" party that traveled overland away back in 1849. Over 100 of these people lost their lives in the treacherous waste lands of Death Valley.

R. J. "Dad" Fairbanks, of Shoshone and a pioneer of the district with a list of thirst-stricken persons' lives saved chalked up to his credit that would make a Red Cross dog in the Alps take a back seat, is credited with having revealed some interesting facts that even history failed to take note of.

"Dad" came to the Death Valley country back in 1898 and became well acquainted with the Indians of the district, many of whom had watched the "Jaywalkers" die in the valley, and later took possession of the equipment left.

The "Jaywalkers" were headed for the gold rush and strayed off the regular trail. They had trouble with the Piute Indians in Nevada but managed to ward off the

attack. The Indians however followed in their wake and at a point three miles from Death Valley Junction again raided the party. This time the Indians, having solicited the aid of the Shoshone tribe, were more successful and succeeded in killing several head of stock and burned three or more wagons.

Then the party went on into Death Valley. At a point near Furnace Creek the "Jaywalkers" had their famous argument and split up. The group headed by Bennett went south and eventually worked their way out of Wingate Pass and were saved. The other half went north. At Salt Creek there and it was this that caused their death, rather than actually dying from thirst as has been generally known. The Salt Creek water caused sickness and this, coupled with the intense heat, brought about their ultimate death.

The Indians looked on from the adjoining buttes and when they perished.

"Dad" Fairbanks, through the stretches of trail-like roads.

aid of the Indians, was the first white man to discover the remains of the wagons at the place near Death Valley Junction, which point is in the Funeral Range of mountains skirting the eastern side of Death Valley.

"Dad" has the hand-forged pieces in his possession and erected a rock monument on the spot of the raid. He has hub bands, king bolts, pieces of the sand board and the old time boxing used inside the hub of the wheels. Due to the dry atmosphere these pieces are well preserved.

One of the new Victory Six sedans by Dodge Brothers Inc. recently made the trip to Death Valley and went to the spot of the hitherto unknown raid with Fairbanks. The car performed like a "true Dodge" and took the rough, high-centered roads, off the main traveled routes, like a veteran, proving that it is more than a car just for the paved boulevards. The reserve power and ready pickup of the Victory stood it in good stead in the deep, sandy

TIRES NOT MEANT PUNCTURE-PROOF

AKRON, O., April 14—Automobile tires are not generally supposed to be puncture-proof. Much less are they supposed to be bullet proof, but Miller tire engineers are displaying a smaller sized four-ply tire in which two 32-calibre bullets are imbedded, without having gone through the tire. The bullet laden tire is a total mystery. How or why two bullets became imbedded in the four plies of carcass fabric will probably forever remain a mystery.

Miller engineers say that in these days of more or less shooting while traveling at high speeds by persons following precarious occupations, bullet imbedded tires are not uncommon. Recently a

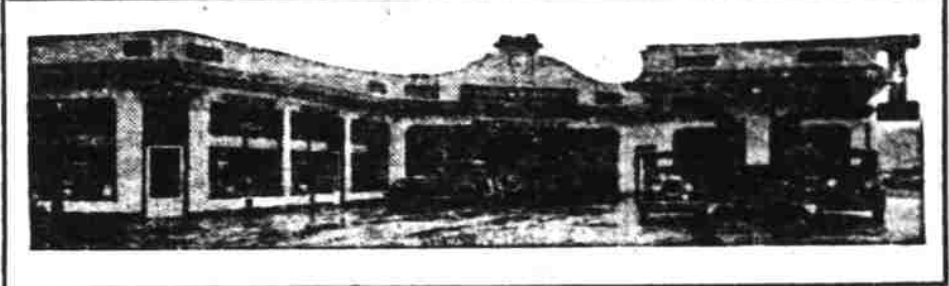
tire was returned to the Miller factory at Akron with a large steel-jacketed bullet imbedded in the carcass. This hard sharp-nosed projectile had penetrated the tire between the rubber sidewall and the carcass and skinned between the sidewall and carcass to the bead on the other side of the tire without puncturing it.

While the rapid revolutions of the tire and the angle from which the bullet is fired, are factors that help to prevent the hot lead from going through the tire into the tube, engineers say that there is a surprisingly great power of resistance in the combination of rubber and cotton cords that make a tire. The mystery tire received one of the bullets directly from the side. Its course was straight indicating that it had not entered the tire from an angle. Both in the rubber sidewall and in the cord carcass, the hole closed up until it could scarcely be seen. This bullet ended its speeding career in the last layer of fabric against the tube. Almost through, but not quite.

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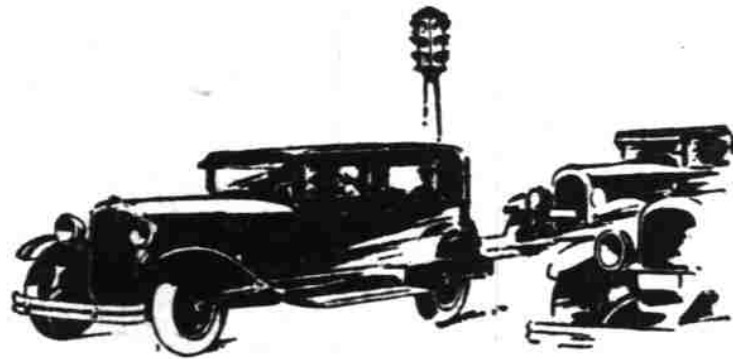


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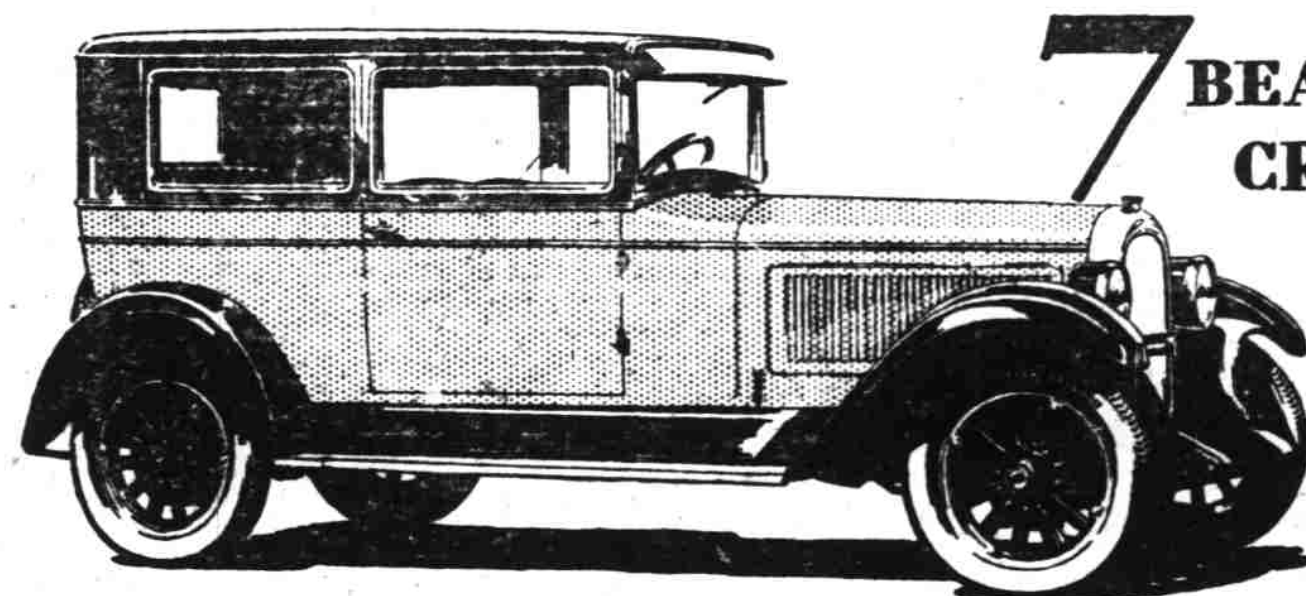
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Whippet Prices

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Roadster \$525 \$580
(with rumble seat)
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The new Whippet Six is a car of most amazing performance. In a 24-hour run it averaged 56.52 miles per hour—the world's record for cars costing less than \$1000.

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