

Safety-Responsibility Law Framed By A. A. A. Solution To Reckless Driver Problem

Code for National Adoption Would Outlaw Careless
From Highways and Prevent Obtaining Permit to
Operate Auto in Other States

By OWEN B. AUGSPURGER
Chairman, A. A. A. Committee of Seventeen
Through its special national committee of seventeen and
its executive committee, the American Automobile association
has framed a Safety-Responsibility law as a constructive
measure designed to protect all the users of the highways
against the reckless, incompetent and irresponsible driver.
The measure is not submitted with the recommendation that
the proposals it makes shall be adopted in or by every state,
since the committee recognizes

that there are states where no
problem of this kind exists
and where there is little or no
demand for such legislation.
Directed primarily at the
menace to persons and prop-
erty, from a reckless and criminal
minority, the Safety-Responsibility
law seeks to control this minority.
To accomplish this purpose, it
sets up simple legal machinery
whereby the state, as the unit of
local government, is empowered
to deprive of the use of the high-
ways those operators who have
demonstrated that they are an
actual or potential menace to their
fellow motorists and to the public
in general.

Driver Control Provident
Restoration of the right of such
people to use the road is made
contingent in this proposed law
on the establishment of specific
safeguards against possible future
damage to persons or property.
That is, of course, in addition to
whatever disabilities, restrictions
and penalties are provided for in
the motor vehicle codes of the var-
ious states for such offenders. In
other words, the Safety-Responsi-
bility law, while embodying sever-
al fundamental principles, is in
the nature of supplementary legis-
lation.

Here are the cardinal principles
enacted in the law:
It provides for the establishment
of the Uniform Motor Vehicle Op-
erators' and Chauffeurs' License
act by all states that do not now
have such a law on their statute
books. The control of the privilege
of driving rests with each state
and it is obvious that control is
more complete in those states re-
quiring drivers to secure an op-
erators' license.

Suspension Mandatory
It provides for mandatory sus-
pension of the driving permits of
all persons found guilty of serious
violation of motor vehicle laws.
In addition to whatever penalties
the state laws provide for these
offenders, the Safety-Responsi-
bility law definitely bars them from
the road until they have estab-
lished satisfactory proof of their
financial responsibility against fu-
ture injuries to persons or prop-
erty.

It provides for the suspension
of the driving rights of all persons
against whom a final judgment
has been rendered and who
have failed to meet the judgment.
This suspension is to remain in
effect until the judgment has been
satisfied and until a future guar-
antee of financial responsibility
has been established. While this
provision does not absolutely guar-
antee the payment of a first judg-
ment, the prospect of permanent
expulsion from the road is such a
compelling alternative that it will
inevitably tend in time to reduce
unpaid judgments to the vanish-
ing point.

Protects Careful
It provides for the insertion in
the driver's license law of every
state of a proviso which will for-
bid the issuance of a permit to
any person whose right to drive is
at that time suspended in any other
state because of failure to re-
spond to damages or because of
other serious violations of motor
vehicle laws. This, in effect, pro-
vides for inter-exchange of sus-
pension rulings, as between the

REVISE RACE RULES FOR PUBLIC APPEAL

WASHINGTON, D. C., Jan. 12.
—Revision of specifications for
racing cars, in order that this ma-
jor national sport may have a
greater popular appeal through
cars built more in line with
those seen on the highways, will
be considered at the annual meet-
ing of the contest board of the
American Automobile association at
the Waldorf-Astoria hotel, New
York City, January 8.

Captain E. V. Rickenbacker,
noted war ace and chairman of
the contest board, stated in issu-
ing the call for the meeting that
it promises to be one of the most
far-reaching in the history of
track and speedway.

Pending consideration at the
annual session, the official gov-
erning body of automobile racing
was not in position to disclose the
new specifications. The board said
however, that it realizes that rac-
ing will have more appeal if the
cars are somewhat along the lines
of those with which the public is
most familiar.

states, and would render the dis-
ability nationally reciprocal.

The committee which formu-
lated the bill has had constantly in
mind the fact that the streets
and the highways are public as-
sets; that the automobile is a vi-
tal factor in the country's business
and social and economic life, and that
the large mass of law-abiding,
careful drivers should be per-
mitted the use of the streets without
subjecting them to unreasonable
burdens financial or otherwise.

Directed at Reckless
For this reason, the Safety-Res-
ponsibility Law is frankly di-
rected at the small minority of
reckless and irresponsible motor
vehicle operators to whom are
chargeable the mounting toll of
loss of life and injuries to persons
and property.

The committee concluded that
it was manifestly unnecessary and
unfair to compel the overwhelm-
ing majority of motorists to carry
insurance to protect the commu-
nity against the damage caused by
the small minority.

The same unfairness would re-
sult from the proposal for the
state to enter the insurance busi-
ness, and compel all motorists to
contribute to a state fund. Com-
pulsion of any sort is not popular
with the average American, and
he resents being compelled to pur-
chase insurance. This is particu-
larly true of the large body of car
owners who live in sparsely set-
tled territories and whose use of
the car and exposure to accident
is relatively small.

Experience may develop the
need for modification as to the de-
tails of any proposed legislation.
The all-important thing, however,
is that legislation should be sound
in principle. The Safety-Respon-
sibility law is sound in principle,
since it approaches the subject
from the standpoint of national
safety and since it confines its
penalties, burdens and disabilities
to those proven guilty of offenses
against the public welfare.

SHELL OIL COMPANY NEW FIRM NAME

With the beginning of the new
year, one of America's most im-
portant corporations takes a new
name; but one that retains all the
main features of the old one
known to so many hundreds of
thousands of people.

From now on, Shell Oil com-
pany is the correct designation
of the big producing, refining and
distributing organization hereto-
fore known as Shell Company of
California.

Growth of the Shell business
and the desire for a name more
nearly explanatory of the com-
pany's work are given by officials
as the reasons for the change.
Shell has long been a major fac-
tor in the petroleum industry,
producing from its own wells, re-
fining in its own plants, and mar-
keting through its own Shell ser-
vice stations and through hun-
dreds of dealers. Its principal
products are Shell 400, the "dry"
gas which protects motorists from
excessive oil thinning, and Shell
Motor oil that forms no hard grit-
ty carbon. A great variety of oil-
products—marine fuels and
lubricants, industrial fuels and
household specialties—also are
produced and marketed by Shell.

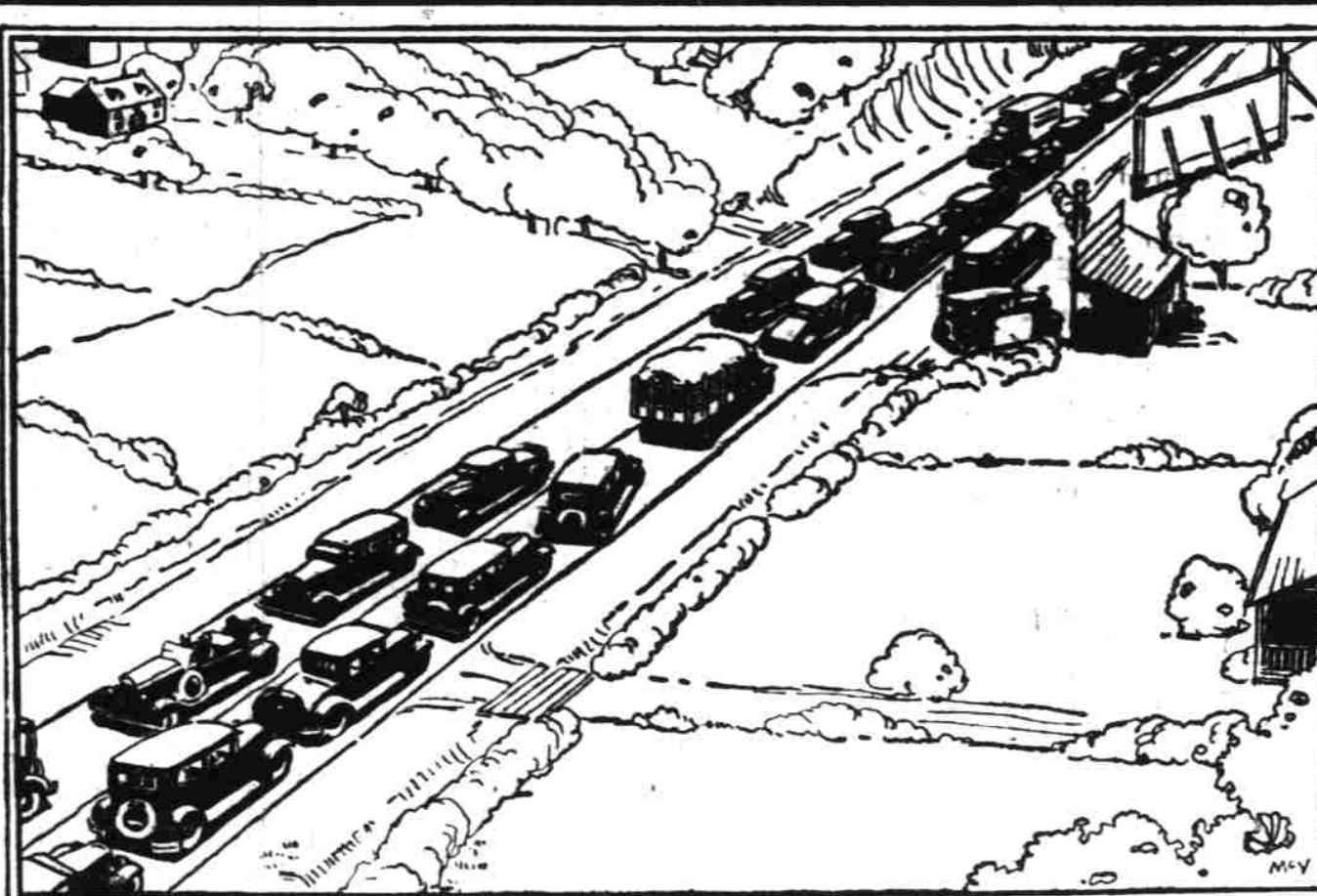
With these Shell products being
sold in all Pacific coast states and
Hawaii, Shell officials decided
that the new name would be more
appropriate for such a widespread
business. Besides, many persons
often wrote the old name and
spoke of the company as Shell Oil
company, so this change will be
right in line with public thought
and will not cause any confusion.

Needless to say, the change in
name does not contemplate any
change in management, policies
or operation.

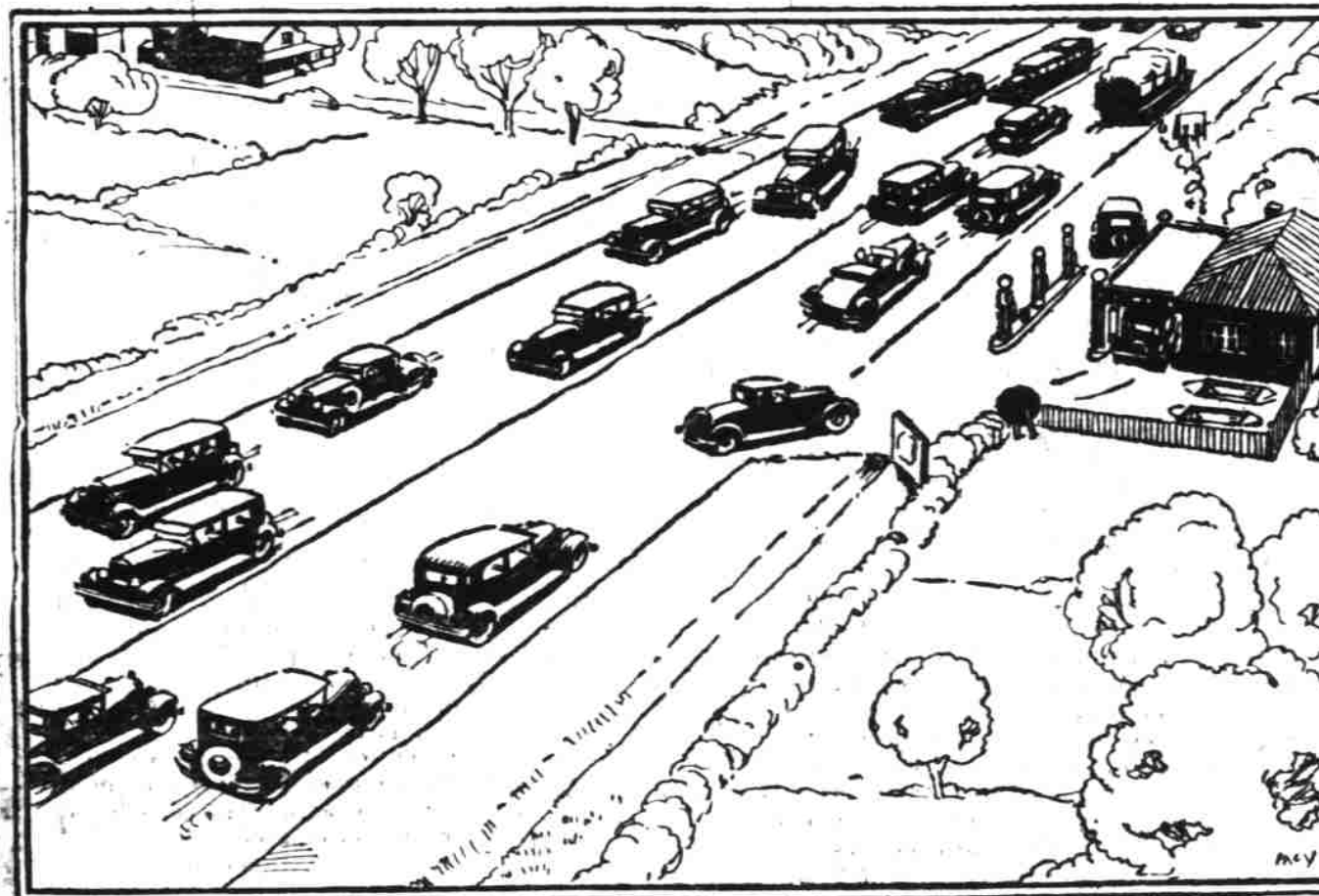
Intricate Codes Bewilder Driver

One of the most interesting let-
ters we received of late was from
a motorist who apparently had
some trouble in keeping up with
the traffic regulations of his home
town. He hazarded a stiff bet that
Dr. Einstein, the scientist who de-
veloped the "Theory of Relativ-
ity," would be pinched twice a day
for failure to comprehend the in-
tricacies of the traffic system.

Traffic Congestion Can Be Relieved



Narrow Roads—No Speed, No Safety



Wide Roads—Speed With Safety

Segrave's "Golden Arrow" Expected to Travel 240 Miles Per Hour at Daytona

WASHINGTON, D. C., Jan. 12.
—Although considerable mystery
still surrounds the design of the
"Golden Arrow," the car in which
Major H. O. D. Segrave of Eng-
land hopes to regain the world's
speed record, it represents the lat-
est achievement in streamlining
and is the exact antithesis of the
"Sunbeam," the first car to travel
over 200 miles per hour, accord-
ing to Val Haresnape, secretary of
the contest board of the American
Automobile association.

The A. A. A. contest board has
reserved a sanction for the speed
trial, which will be held at Day-
tona Beach, Fla., some time in
March and preparations are now
underway for the event which
promises to startle the world of
speed.

Design Radical Change
"Major Segrave is following the
usual custom of keeping exact
measurement figures secret until
such time as it will be too late
for competitors to copy them,"
Mr. Haresnape said. "However,
he has made no secret of the gen-
eral design of the car. 'Golden
Arrow' it name, describes it in
general so far as its looks are
concerned. It has been stream-
lined to the ultimate. Captain J.
S. Irving, who designed the first
car to ever go 200 miles an hour,
the car with which Major Segrave
made the record of 203.79 miles
an hour at Daytona Beach, March
29, 1927, is the designer of the
present car.

"The design is a radical change
from the huge bulk of the 1,000
horsepower, two-engine 'Sun-
beam' of 1927. Segrave has de-
parted from the idea of brute
power to drive a bulky speed car.
Just as Segrave in 1927 calmly
announced that he would go 200
miles an hour, so now he just as
calmly announces that his car will
have a theoretical speed of 240
miles an hour!

The Golden Arrow has been in
process of construction in England
since last June. With the excep-
tion of the engine, every part of
the car has been specially designed
for the part it has to play in the
British attempt at the world re-
cord, which now is held by Ray
Keach, who in the White Triplex,
made 207.552 miles an hour.

Single Engine Used
The power plant is a Napier
aviation engine of 12 cylinders,
capable of delivering 900 horse-
power. This engine is no experi-
ment. One of its type drove the

British seaplane to victory in the
Schneider cup race over the pick
of the world last year. The en-
gine has three banks of four cylin-
ders each and the body fits almost
glove tight over them, causing
three distinct bulges in the hood.
With the single engine in the
front of the car, two shafts will
take the power to the rear wheels,
which will be driven independen-
tly of each other. The gear ratios
are: Top, 1.475 to 1, estimated
speed over 240 miles an hour;
second, 2.195 to 1, estimated
speed, 160 miles an hour; low
speed, 4.47 to 1, estimated speed
80 miles an hour. The tire size
is 37 by 7. The length of the
car overall will be in excess of 25
feet and its width slightly over 6
feet, according to reports.

The wheels will have stream-
lined extended backward in both
front and rear, but there will be
no streamlining to the front of
the wheels, nor will they be cov-
ered, as were Frank Lockhart's.
The radiators probably will be
placed along the side of the car
and there has been some talk of
using ice as a cooling agent for
the water.

To get its weight of 2½ tons
going at sufficient speed, a start-
ing course of four miles has been
set off at Daytona Beach, then
will come a mile for the measured
record, with four or five miles
beyond to stop the car.

Sign Floating in Sky Used at Show Of Auto Industry

Nightly during the automobile
show which has drawn to New
York City the automobile leaders
of the world, the gaze of throngs
on Gotham's Great White Way
has been drawn to a Ruby red sign
floating high in the heavens and
flashing to pedestrians 2,000 feet
below messages of the premier po-
sition of Cadillac and LaSalle
cars.

The sign is carried in bright
red neon tubes beneath the wings
of a giant bombing plane known
as Sign Carrier 1. It has a wing
span of 90 feet and the greatest
wing area of any commercial
plane in the United States. The
event has made the Cadillac Mo-
tor Car company the first to adopt
"this for motor advertising as
well as the only member of the
industry to use it.

TIRE TEST FLEET MOVES SOUTHWARD

BUFFALO, N. Y., Jan. 12.—This
week, Dunlop's test cars are mov-
ing south. For eight months a
year, they burn up the roads
within a radius of 100 miles of
Dunlop's \$22,000,000 factory at
Buffalo. During the winter, they
avoid the snow drifts so that each
car can pile up more miles each
day than would be possible in
blizzard weather. Altogether
Dunlop burns up over a million
road-miles a year.

"This road-testing has but one
purpose," said John Collier, vice-
president of Dunlop at Buffalo.
"The object is to find out the
truth about our tires and other
things, so that we can continually
improve our own."

The fleet of test cars consists of
Ford, old and new, Chevrolets,
Buicks, Oldsmobiles, and Cadillacs.
The average daily mileage of each
test car is 450, for about 300 days
a year, with 2 shifts of drivers.

The tests are conducted by
mounting usually two Dunlop
tires and two competitive makes
on the same car. The load is regu-
lated by sand bags to conform to
the average carried in a five-pass-
enger sedan. Thus they are under
a constant full load, not a
light load. The inflation is pur-
posely held at about 25 per cent
under the proper figure, for this
comes nearer being the average
pressure the average car owner
has his tires.

At 800-mile intervals, the
right and left tires are exchanged.
Those that start on the rear al-
ways remain on the rear. Wheel
alignment and brake adjustment are
kept true, and never permitted to
get away from proper adjustment.

Roadside Courts Cause Outbursts

"I could learn more about law
in a week through a correspon-
dence course than that J. P. could
learn in a century. Why, he could
not even read the clauses of the
Motor Vehicle act intelligently!"
This is typical of outbursts the
A. A. A. receives from motorists
who have run foul of speed trap
artists and roadside courts. One
motorist produced a voucher at-
testing to the fact that he had
paid \$10.25 for violating "Pages
17 and 18 of the Motor Vehicle
laws."

BODY MAKING STORY TOLD

Wide Effect Of Industry Ac-
credited to Many Ma-
terials Used

Interesting facts on the quan-
tity of raw material required for
the construction of a single auto-
mobile body were related here
yesterday by Chas. H. Vick of Vick
Bros., local Oakland-Pontiac
dealer.

From information supplied by
the Oakland Motor Car company,
of Pontiac, Michigan, Mr. Vick
stated that every five passenger
sedan in the new Oakland All-
American line required for its
construction 286 board feet of lum-
ber, 21.9 square feet of plate glass
and 252 square feet of sheet steel.
"The large amount of materials
that go into a single body," he
stated, "explains the wide influ-
ence the automobile has upon the
economic picture of the United
States, and the number of people
directly or indirectly affected by
the industry. It shows, also, why
the automobile annually absorbs
more than 60 per cent of all plate
glass produced in the United
States, fourteen per cent of all the
steel, and more than a billion
board feet of hard and soft wood.

"The lumber and sheet metal
used in building an Oakland sedan
body serves mainly to construct
the framework and paneling, and
does not include special materials,
textiles, and other raw material
essential in giving the body the
finished appearance evident when
you see it on the road.

"The plate glass, of course is
cut up into windows and the win-
dshield, the large quantity re-
quired for a single car showing
the wide vision possible in all di-
rections from the interior of the
car.

"The steel and wood go into
the composite construction of
Fisher bodies on all Oakland and
Pontiac closed models. Basework
is of wood, with steel over-
laid—a combination making for greater
strength and efficiency than
either material used alone.

"Total weight of the finished
body on the Oakland All-Ameri-
can sedan is 950 pounds, or ap-
proximately one-third the total
weight of the car on the road.

"In preparing the steel panels
used in building Oakland bodies
the Fisher corporation has put
into service a toggle press said
to be the largest and only one of
its kind in the world.

"It is a huge mechanical press
weighing four hundred tons and
performs five pressing operations
simultaneously. So large is it
and so ingeniously designed that
it is capable of stamping out ev-
ery body panel except the rear
one from a single sheet of metal.

"Formerly body panels were
stamped in two sections, a mould-
ing concealing the line where they
were joined. The new press, in
turning them out at a single
stroke, adds greatly to their
strength and assures that abso-
lute accuracy of line and curve so
essential to body beauty. In this
operation, too, is formed the
smart new body moulding on the
latest All-American.

"Approximately 13 yards of 54-
inch material is used in uphol-
stering the Oakland sedan. Ad-
ditional material also is necessary
in head lining and side lining.
The upholstery material is mo-
bile to match the new exterior
Duo combinations.

Vehicle License Law Needs Clause That Will Provide For Several Special Cases

Legislators Expected to Make Provision to Cover Use
of Motors for Short Period and Intermittent
Hauls as Those Made by Stages

By J. P. PRESCOTT

Provisions for special cases and for emergencies are
found most deficient in the Oregon Motor Traffic codes by
officers entrusted with their enforcement. The use of a li-
cense for only a short time at the beginning of the year or a
truck or bus driving on Oregon roads for only a few miles
present problems for which no provision is made in the motor
laws nor for which no precedent has been set. Passage of
provisions to cover these special
cases and others is ex-
pected at the coming legisla-
ture.

CHILDREN GET SAFETY WORK

Increase Of Child Injuries
Found Less Than That
For Grown Persons

Approximately 2,000,000 school
children receiving safety education
in correlation with their regular
studies through affiliated A. A. A.
motor clubs, according to the safety
department of the American
Automobile association.

The national motoring body
says some 300,000 school safety
lessons and 125,000 school pos-
ters have been prepared and dis-
tributed within the last four
months. "Moreover, excellent co-
operation has been given by the
school officials," it is stated.

The A. A. A. safety department
states that the development of
the school boy patrol is worthy of
note.

"In 400 of the 1,065 cities and
towns in which A. A. A. clubs are
now established, there are over
5,000 patrol units with more than
150,000 boys serving in them. It
is estimated that these youngsters
afford protection to more than 5-
000,000 school children.

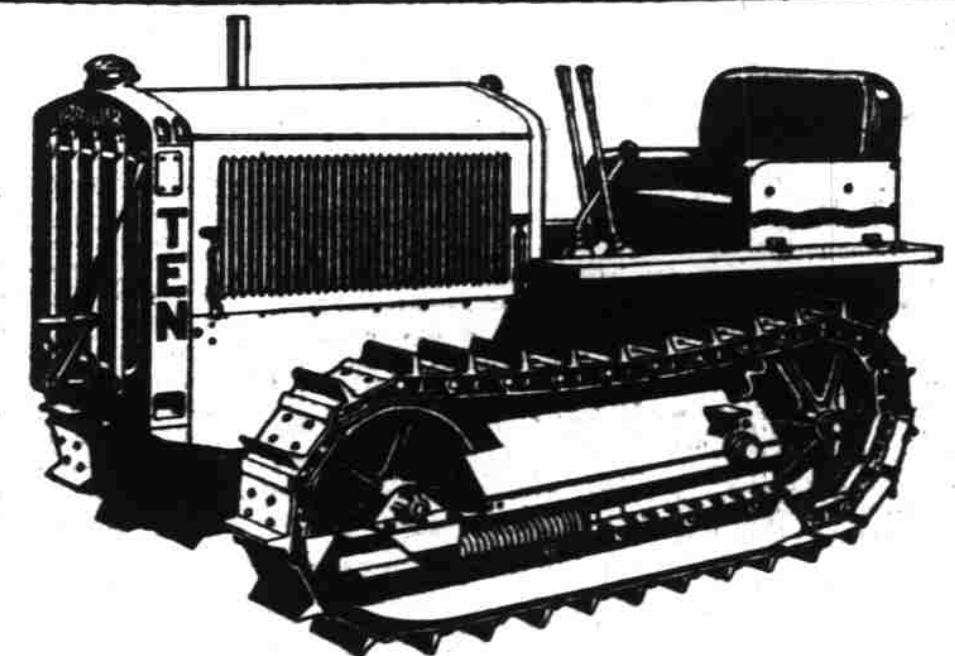
"As a result of this educational
work with the children, we now
have substantial proof that the
increase in child injuries is not
so great as the increase in injuries
to adults, thus reversing the situa-
tion some years back. This should
encourage all communities to sup-
port the movement."

Scientific Detour Service Offered Nation's Drivers

To combat the inconveniences
to motor travel caused by erro-
neous information from "roadside
sources," scientific detour service
is now available to motorists
through the 1925 motor clubs af-
filiated with the A. A. A., accord-
ing to the national motoring body.
A nation-wide survey by A. A.
A. motor clubs has disclosed that
inaccurate information on detours,
given to motorists at gas stations,
stores, farmhouses and other un-
official sources, has in thousands
of instances, caused the driver
to take longer routes over bad
roads, when correct data would
have routed him over a good road
and the shortest route.

Accommodations For Motorists Found of Value

"Where do we eat?" This is the
thought uppermost in the minds
of most motor tourists nowadays.
That the question of eating and
sleeping is of vital concern to mo-
torists is indicated by hundreds
of inquiries reaching the national
touring division of the American
Automobile association.
These inquiries reveal the very
significant fact that hotel and re-
sort information is every whit as
important as information regard-
ing road conditions. Poor accom-
modations will head the tourist
away from a community and di-
vert the traffic almost as certainly
as a washed out bridge.



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