

CHRYSLERS GET SPEED HONORS

Road and Race Victories Won in South America, Africa, Australia, Mexico

Chrysler cars have achieved notable triumphs in speed, durability and general performance contests in four foreign countries within recent weeks, according to advices received in Detroit from correspondents at the scenes.

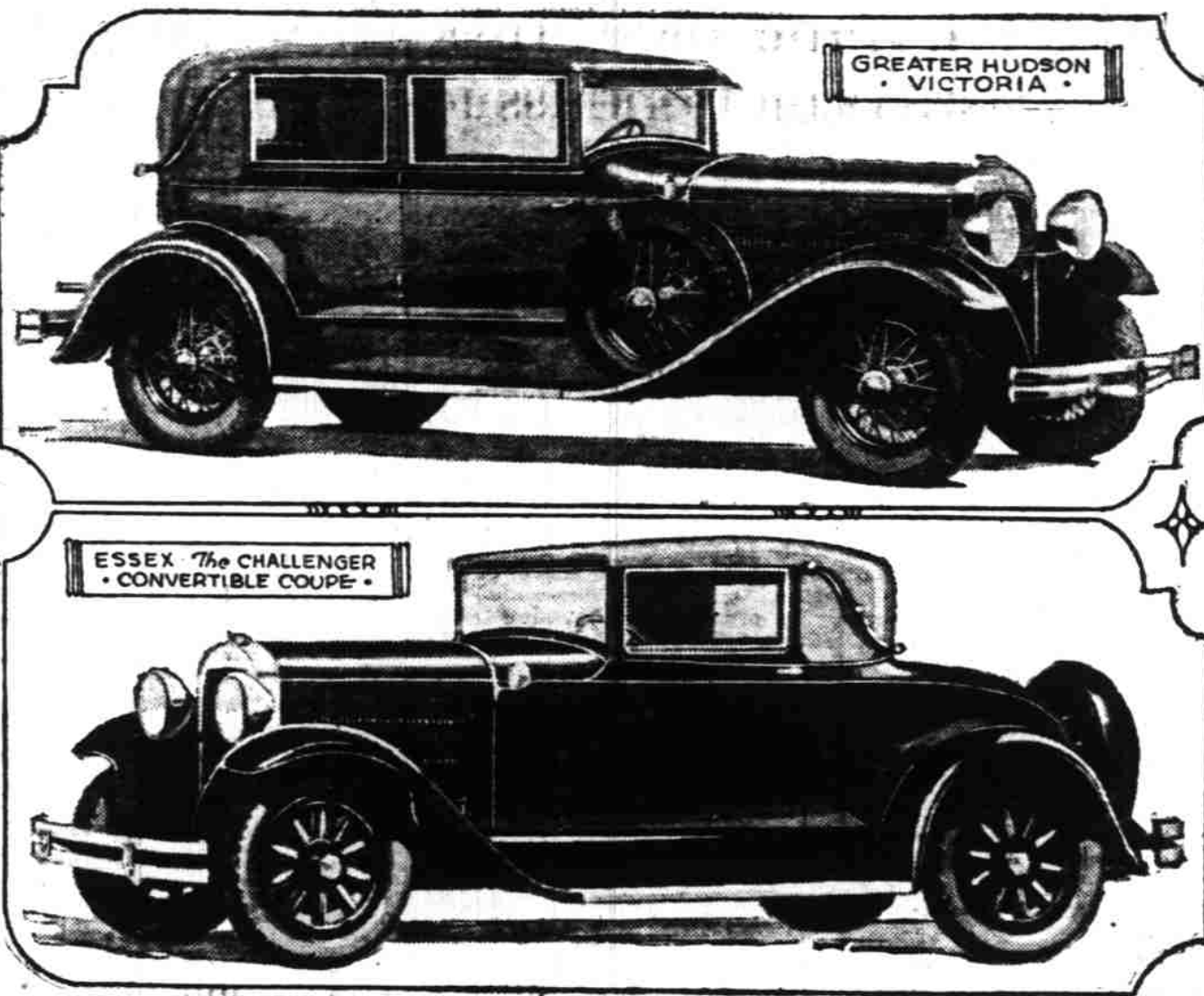
Among them is the success scored by two Chrysler "72" roadsters in South America, one of which, piloted by Victor Pabini, competed in the Seventh International Speed Championship at Carrasco, Uruguay. It was the only Chrysler entered and won by a comfortable margin for best time in a field of 14 standard cars.

In the three-day International Reliability tour over a muddy course of 310 miles from Montevideo to Carrasco, two Chryslers were among the seven cars to finish out of 13 entries. A "72" roadster, driven by Riccardo Sanquineti and carrying three passengers, was first with by far the best score. A "60" coach came in fifth among the cars which survived the gruelling conditions imposed by the rules.

Three-Year-Old Leads
Another "72" roadster carried off the laurels at the Puebla races in Mexico, where the 75-mile course lay over mountainous country with numerous sharp turns that cannot be made at high speed. Elevations from sea level varied sharply from 7500 to 11,000 feet during the first 37 miles and dropped again to 7900 feet in the last half of the run. Jose Munoz drove the winning Chrysler to a new open class record of 1 hour, 12 minutes, 23.4 seconds, a road average of 62.16 miles an hour. Cars of much greater horsepower were competitors. A "75" roadster was making even better time and would probably have won from the "72" had the driver not crashed into a tree to avoid running down spectators who crowded out into the roadway. Third place was taken by a "75" phaeton.

Other foreign victories to the credit of the Silver Winged Chrysler include two scored by A. H. Collier in Australia. Over the dry lake bed of Lake Perkolli Collier drove his three-year-old "70" racer to win the Australian 50-mile race championship with an average speed of 40 miles an hour. His speed for the last half of the race was 32.5 miles an hour, believed by officials of the Royal Automobile club, who conducted the events to be the fastest ever made in the world over an unbanked natural circular course. Shortly afterward he captured the state championship of 30 miles, also at 36 miles an hour, from a field which included several specially designed racing cars im-

Two Members of The Hudson-Essex 1929 Lines



The Victoria, long established as a popular model among the Greater Hudson Super-Sixes, this year appears with a completely redesigned body, incorporating all the line's characteristic grace, modishness and color. The Convertible Coupe, an Essex Challenger, is entirely new. Both engines give greater speed and power with less fuel consumption.

ported both from America and Europe.

During the time these cars were winning new acclaim, a lone "72" sedan was upholding the Chrysler traditions of speed, power and endurance in a daring run up and down the length of Africa. This is the motor car that Gerry Bouwer put through what is said to have been one of the most severe tests an automobile has yet been called on to meet and withstand.

Bouwer's road-surveys expedition extended from Cape Town to Cairo and back again. For the greater part of five months car and driver bucked nearly every obstacle to transportation that Nature and the elements can impose. Sand, mud, floods, torrid desert heat, boulder-strewn wastes, jungle fires—these were a few of the obstacles. Yet, after more than 8000 miles of almost incredible abuse, the car, a stock model, averaged 63 miles an hour in a six hour run on the famous Brooklands speed track, near London!

This amazing achievement was perhaps overshadowed, however, when Bouwer, on his return trip, and nearing the end of his inter-

EUROPEANS ALTER PRODUCTION IDEAS

European automobile circles are coming to believe that if any worth-while competition with American product is to be achieved, it must take place on a basis of increased sales and production which can best be obtained, aside from improved technical practice, by mergers and consolidations as well as by internationalizing the business, in the conclusion of a survey prepared by the Central Union Trust Company of New York, and based on reports from its European offices.

Up to a short time ago it was believed that competition from the United States could be met by adopting our manufacturing methods, increasing tariffs, appropriating large sums for advertising and patriotic propaganda, installing American machinery and other palliatives. Today the solution of the problem is seen to rest chiefly on larger sales and production which will bring about smaller unit costs and better merchandise, according to the survey.

The recent automobile shows in London, Paris and Berlin indicated notable advance by European manufacturers, but the statistical position discloses a market situa-

tion entirely inadequate to meet the ambitions or the economic needs of the different countries. According to the best information available, England hopes to produce somewhat more than 250,000 cars this year, Germany about 100,000, France perhaps 200,000, Italy approximately 70,000. This contrasts with estimated production of 4,000,000 in the United States and 200,000 in Canada.

WINDSHIELDS MADE IN DOUBLE SHEETS

When the new Model A Ford automobile was being designed, one of the factors which was given most careful attention was that of building into the car every possible safeguard against accidents.

One of the most striking discoveries in the analysis of automobile accidents was that 65 per cent of all the injuries resulting from motor car accidents were being caused by flying glass. The analysis also showed that in the great majority of cases the dangerous pieces of glass came from the windshield of the car.

So Henry Ford and his staff decided that the windshields of the new Model A Fords should be of shatterproof glass. The best shatterproof glass made was selected and specified as standard equipment for all Model A Ford windshields. The Ford Motor company installed in its own glass plants to make Triplex, shatterproof glass and secured the manufacturing rights and today thousands of shatterproof Ford windshields are made daily in Ford factories.

The process of making this glass is one of the most interesting and newest developments in the automotive field. The windshields are made of two sheets of fine glass, sealed together, under high pressure, by a layer of crystal-clear material of cellulose base which holds the glass together in case it is cracked or broken by impact. Repeated tests have shown that not even the smallest particles of glass from these windshields can break loose and fly when they are struck the heavy blows that so frequently cause serious injury.

Old greasy rags lying in a corner are a very definite fire hazard and should never be allowed to accumulate. They make excellent kindling or aid to kindling for starting fires in the furnace.

NOISES CLUES TO TROUBLES
Each noise a car makes indicates a different condition in the engine or running gear. Expert-ened motorists locate all noises and make sure that there is no serious trouble causing them. whistles, thumps and all the rest indicate something loose or out of adjustment, whether the brake engine or running gear. Experi-Knocks, squeaks, squeals, rattles, rods or the spark control.

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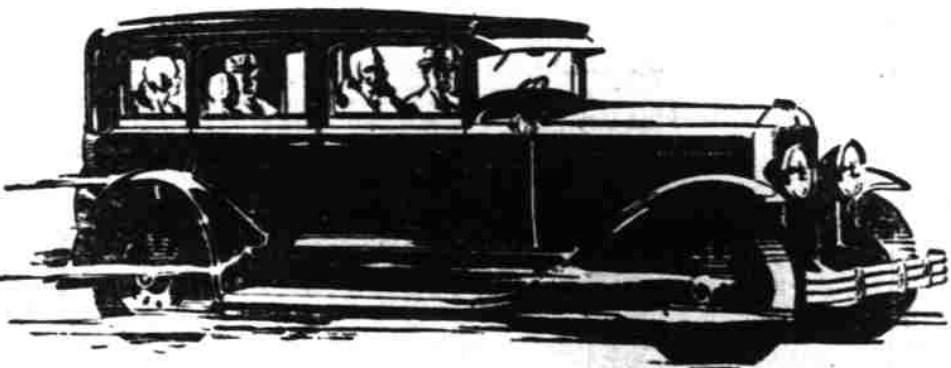
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