

GRUELLING RUN WON BY PAIGE

European Cross-Country Endurance Test Goes to 1-Speed Car

PARIS—America has won Europe's most important touring competition, the eighth annual Monte Carlo Rally. A four-speed Graham-Paige made the best run of 64 entries in this inter-national contest, receiving the \$10,000 prize award and a special trophy for traversing the greatest distance.

The winning car was driven by J. J. Sprenger van Eljck, who left Stockholm, Sweden, and arrived at Monte Carlo, 1840 miles distant, on the third day, just 74 hours, 17 minutes after his start.

Driving conditions this year were described as frightful. Unexpectedly severe weather, which converted snow into huge ice packs, and an extensive fog that blanketed England, France and Belgium, delayed the competitors. So difficult was this year's test that only 25 of the 64 starters succeeded in reaching Monte Carlo within the time limit, the competitors having been required to maintain an average speed of not less than 20 miles per hour from start to finish.

Motor Test Severe
The Monte Carlo Rally is recognized as one of the world's severest automobile competitions. Contestants start from the capitals of their respective countries, timing themselves to arrive at Monte Carlo on the Mediterranean at approximately the same hour. They must maintain an average for the entire distance as close to 25 miles an hour as possible.

After their arrival at Monte Carlo, the machines are required to drive a difficult mountainous course maintaining an average of 20 miles per hour. Besides this, there are hill-climbing and comfort competitions. Points are figured on performance, covering length of trip, hourly average and number of passengers and the final classification is based on points.

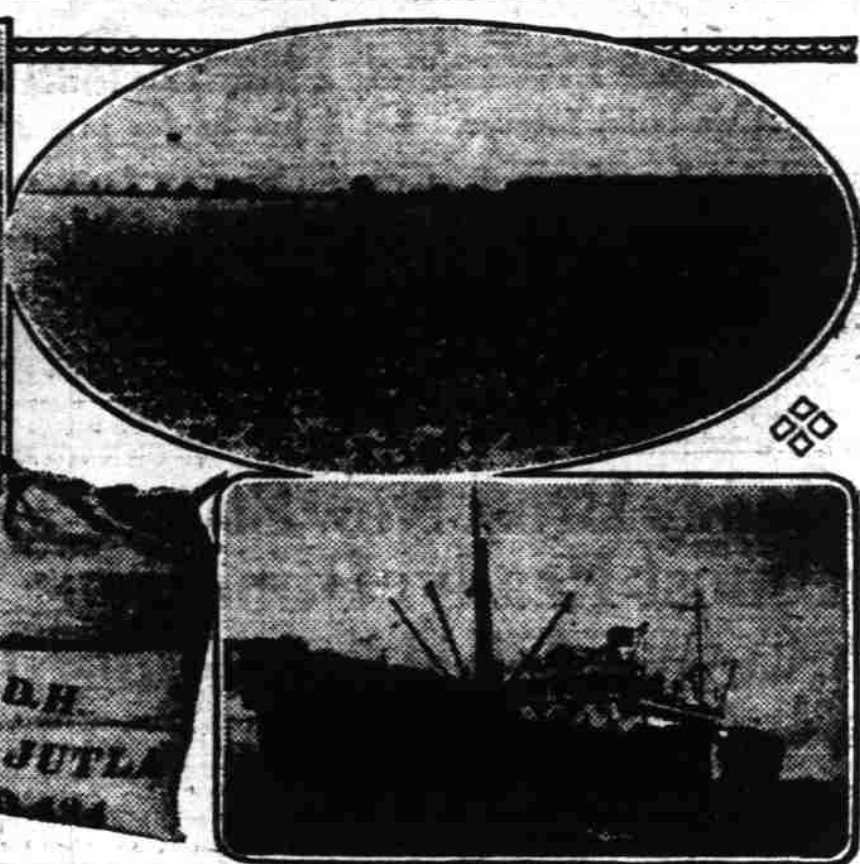
Trials En Route Many
Dr. Van Eljck's experiences explain why so many of the competitors fell by the wayside. He started from Stockholm with his secretary, a mechanic, and a chauffeur, although warned that snow had rendered the path impracticable. He encountered snows soon after his departure. Later he went over a frozen bank into a field, the car turning on its side; with the aid of horses, the vehicle was righted and restored to the road. In Denmark, one of the three ferries on which he had to cross was two hours late in the fog which seemed to have enveloped all Europe. The van Eljck party slept in the car an hour or so on occasion, an alarm clock preventing their dozing too long.

The day after finishing this terrific trip, the Graham-Paige was sent over the time-keeping test designed to equalize the scores made by competitors who had come different distances. The course for this eliminating test was over acute hair-pin turns at intervals of a few hundred yards. The road was rough, and for many miles was covered with snow. Competitors had to cover the 100 mile circuit twice, including the ascent to the Col de Braus, 3000 feet above the start.

Hill Climb Third Test
The third test was the Mont des Mules hill—climb above Monte Carlo—a three kilometer course of many hair-pin turns, covering the ascent from Beausoleil to La Turbie.

The Graham-Paige victory in

Chevrolet Plays Important Part in Export Trade



Thousands of sacks of Pacific Coast beans are being shipped to Mexico and Central America to relieve the shortage occasioned by crop failures. From the fields where the beans are grown, new six-cylinder Chevrolet trucks carry their loads to the ship. Upper Right—Typical bean field. Center—Sacked and marked for Central American ports. Upper Left—Great slings lift the beans from the trucks to the ship's hold. Lower Left—Safely stored for shipment. Lower Right—Ready to leave for Central America.

Light Waves and Precious Jewels Used in Precision Methods of Nash Factory

KENOSHA, Wis.—Hundreds of precision jewels, in addition to the diamond tools employed in the cutting and boring, enter into the precision manufacturing processes demanded by C. W. Nash in his world famed Nash Motors plants.

They play an important part in the close inspection operations where dimensions to within one-millionth of an inch—the closest and most accurate measurement known—are used in producing the "400" series of Nash cars.

Light waves, too, utilized in the special master gauge which forms the absolute in Nash precision, are employed in this interesting measurement, it was disclosed by engineers today. The master gauge is used to test and regulate more than 300 gauges used in the plants and is one of the most interesting instruments developed in modern motor car manufacturing. It regulates the working gauges which, in turn, have jewel bearings—a super accuracy feature said to be an exclusive Nash safeguard.

To utilize light waves, special lenses are brought into play and light is projected on the gauge to be inspected as compared with a perfect master model. Any variation in the size of the two objects produces light rays, each indicating a millionth part of an inch. If there are no light rays visible, the tester knows that the working gauge is positively accurate and that the motor parts it measures will also be accurate.

Thousands of snap gauges and fixed micrometers are also used.

the Monte Carlo rally, which, because of its international aspect with competitors from nearly every European country, is regarded as Europe's most important motor event, has served to center attention on American motor products.

European competitors included such famous makes as the Weiss-Mannfred, which finished second; Lancia, Peugeot, Lorraine, Ballot, Talbot, Steyr, Sunbeam, Horch, Voisin, and Delage.

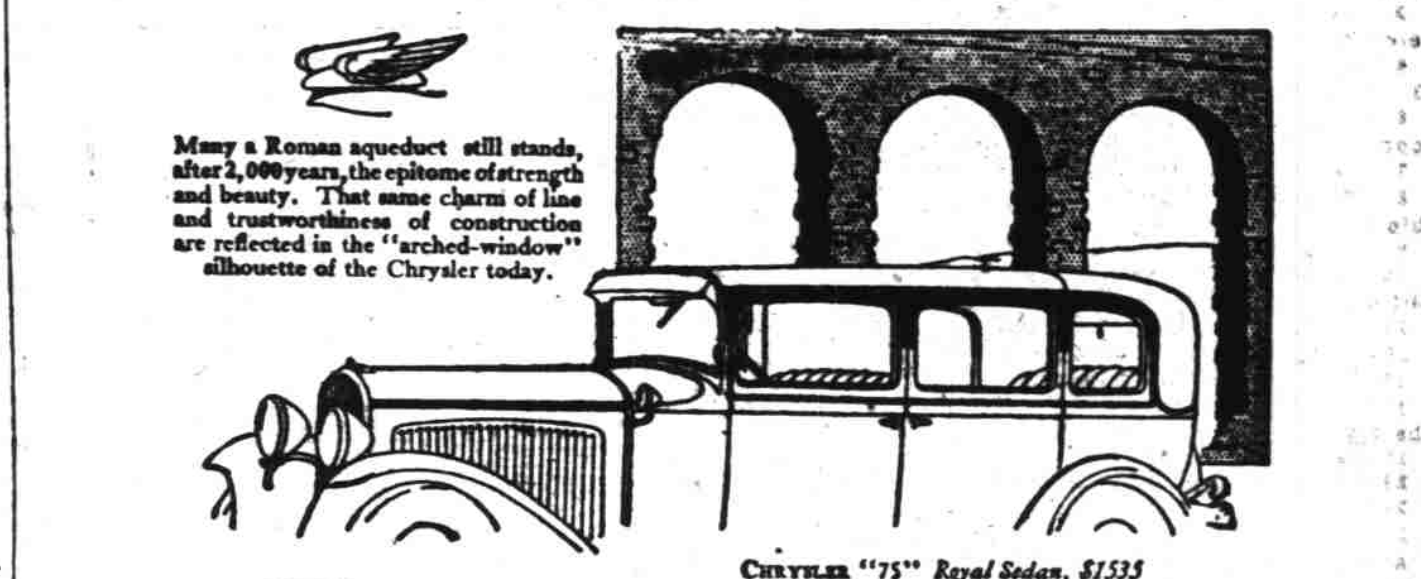
One such working gauge, for example, checks the piston pin cross bore to within one ten-thousandth of an inch, and must be kept absolutely accurate by the master gauge. Another of the many gauges checks the taper of Nash rear axles. It is a simple instrument which contacts the large and small sections of the taper, and registers any inaccuracy to a half-thousandth inch. Its use explains

why no Nash car is ever seen with wobbly rear wheels, according to engineers. At every possible point in manufacturing, the skill, ability and "feel" of the operator has given way in the Nash plants to the more dependable and less difficult action of checking gauges. Each Nash workman becomes an inspector of his own handiwork, and every part is checked for accuracy at the time of machining.

BUICK INVENTOR DIES PENNILESS

DETROIT. —(AP)—David D. Buick, inventor and dreamer who founded the Buick Automobile company when the automotive industry was in its infancy, died here at the age of 73, a forlorn, penniless, disillusioned old man. He had been ill with cancer at Harper's hospital for the last month.

plumbing fixture manufacturers of Detroit. He sold his interests in the firm for \$100,000 to make a business of his hobby, the horseless carriage, with which he had been experimenting for several years. During the next two years Buick sank his whole fortune in a series of horseless carriages, none of which was a success. Finally he developed a motor which he thought could be manufactured successfully if he had the capital. He advertised for a partner and succeeded in interesting J. H. Whiting, a Flint, Mich., banker and carriage manufacturer. After Buick succeeded in driving his invention from Detroit to Flint, a distance of 60 miles, Whiting agreed to back him. But the successful inventor proved a failure as a business man. Twenty-eight cars were made the first year, but 1906 found Buick without finances. W. C. Durant, then the biggest business man in Flint, was called to the assistance of the embarrassed Buick automobile. Durant gained control and Buick left the organization in 1909. Durant organized the General Motors corporation and in turn lost to the Duponts and others.



Beauty—ages old—yet new as the dawn of today

In producing a motor car equally matchless in appearance as it is in performance, Chrysler designers substituted basic style for fleeting styles by going back to the ancients who established the changeless principles of art—the age-old laws of beauty, of balance and of symmetry.

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