News of Automobile Industry and Hints to Motorists

MILESTONES In Auto History

By DAVID J. WILKIE
(Associated Press Correspondent)

Detroit, Dec. 15.—(AP)—Gasoline as fuel for mechanical locomotion first was brought into use by Carl Benz, the German engineer, who applied it to a tricycle in Mannheim in 1885. When he brought his device to the Chicago World's Fair in 1893, he probably did not envision the day when the motorists of the United States would spend more than two and one-half billion dollars for gasoline.

Consumption of gasoline, which in 1927 reached an indicated total of 10,596,000,000 gallons, has brought various predictions of what would happen when the supply became exhausted—and coincidentally scores of suggested gasoline substitutes.

The substitution of alcohol for gasoline as motor fuel has been advanced most frequently, but other suggested sources range all the way from eucalyptus oil to gas generated by charcoal, coal dust and that extracted from straw.

Some years ago a South African inventor claimed to have obtained a "new motor spirit," obtained from the juice of prickly pears, and said the fuel had propelled a six cylinder car 22 miles on one gallon without special carburetor adjustments.

Various ignition and carburetion problems have entered into the search for gasoline substitutes. In the case of a French discovery, which its inventor said had the valuable property of not heating the motor, it was found necessary to start the engine with gasoline, because the substitute was not sufficiently volatile until it became warm.

Scientists generally are convinced they can produce a gasoline substitute when necessity arises, yet most of them who joined in predictions a decade ago that the present day would find the gasoline supply rapidly diminishing, have put off still further the day when some other substance will need to be utilized.

"The use of gasoline was more or less accidental," in the opinion of Charles F. Kettering, president of the General Motors Research Corporation. "No one asked whether it was the right thing for a motor. It was the nearest thing at hand. Gasoline then was simply a by-product, almost to be had for the asking."

Mr. Kettering does not believe the present generation will see the exhaustion of the supplies of combustible materials now used in the manufacture of automobile fuel. He does believe, however, that science will be ready with a substitute—and a practical one—when that time comes.

(Continued Next Week—"Rubber in the Auto Industry.")

The "woman's influence" has been credited with bringing about scores of improvements and refinements in motor cars. Certainly, much of this credit is well placed. Close inspection of the latest automotive products reveals one item that has been bettered because women demanded an easier, more comfortably functioning unit. The feature in mind is the accelerator. Yesterday's accelerator generally was small, uneven in its operation, and tiring. The reverse, precisely, is true today.

WORLD HONORS FATHERS OF FIRST AIRPLANE AT KITTY HAWK TOMORROW

(Continued From Page 1)

the north when my brother Wilbur and I went to bed at Kitty Hawk, N. C., on the night of December 16, 1903. We arose next morning to find that the puddles of water left by the recent rain were covered with ice, and that the wind was still blowing at a velocity of around 25 miles an hour.

"Hoping that it would die down, we stayed indoors the early part of the morning. The wind, however, was as brisk as ever at 10 o'clock, and as it showed no likelihood of abating we decided to make our experiment anyway. Since we could face the machine into the strong wind, it should be a relatively simple business to launch it from level ground.

"The necessary track was laid, though not without difficulty, since the biting cold compelled us frequently to retire to a shed where a wood fire was burning in an old carbide can.

"Eventually all was ready. Seven of us were on hand—my brother and I, J. T. Daniels, A. D. Etheridge and W. S. Dough, members of the Kill Devil Life-Saving Station; W. C. Brinkley, of Manteo, and a boy, Jimmy Moore, of Nags Head.

"A hand anemometer showed the velocity of the wind to be between 24 and 27 miles an hour, which is not far off from what Government Weather Bureau records indicated. I mention this because today, with a generation of aerial development and research to profit by, nobody, not myself at least, would dream of going up in a strange machine in a 27-mile wind, even if he knew that the machine had previously flown and was apparently sound.

The Flight Begins

"My brther had made an unsuccessful attempt to fly on December 14. It was therefore my turn to try. I ran the motor a few minutes to heat it up, and then released the wire that held the machine to a wooden track. The machine started forward, Wilbur helping to balance it by running alongside. With the wind against it, the machine got under way so slowly that Wilbur was able to stay alongside until it lifted from the track after a run of 40 feet.

"One of the men from the life-saving station clicked a camera at that instant and caught a historic picture. The machine was at the time about two feet off the ground.

"The flight lasted 12 seconds. Its course was rather erratic, owing in part to the pilot's inexperience. The front rudder was balanced too near the center, so that it had a tendency to turn by itself, with the result that at times the machine would rise to about 10 feet and then as suddenly aim toward the ground. One of these darts ended the flight 120 feet from the point where the machine had first risen from the wooden track.

"It may be interesting to note that while the machine was making only 10 feet a second against a wind that was blowing 35 feet a second, the speed of the machine relative to the air was 45 feet a second, so that the length of the flight was equivalent to 540 feet in still air. This was the first time in history that a machine carrying a man raised itself by its own power into the air in full flight, went ahead without reduction of speed, and landed at a point as high as that from which it started."

Captain Tate's Ill Luck

By an unkind quirk of fate, it happened that Captain Tate, who had been most interested of all the Kitty Hawk folk in the Wrights' attempts to fly, and who had defended the two "crazy strangers" until some of his neighbors had dubbed him "crazier than the Wrights," was not present when this memorable first flight occurred. As he explained it later, he had concluded that the weather was too bad for an attempt to fly that day, and was doing odd chores about the house when a neighbor ran up and excitedly shouted the news.

This first machine to fly, reconstructed in faithful detail, now rests in the British Museum at Kensington, England. The American public is familiar with the controversy that has raged between the Wrights and officials of the Smithsonian Institute who have defended the claims of Professor Langley to having built the first plane "capable of sustained free flight." Orville Wright has steadfastly declined to bring the plane back to the United States until it is given the official recognition that he feels is its due.

The bill that paved the way for the national memorial to aviation whose corner stone is to be dedicated December 17, was introduced in Congress jointly by United States Senator Hiram Bingham, of Connecticut, and Representative Lindsay C. Warren, of the First North Carolina District. Mr. Warren is chairman of the National Advisory Council of the Kill Devil Hills Memorial Association, and Senator Bingham is vice chairman. It is expected that both will attend the ceremonies.

The membership of the National Advisory Council is literally a roster of the foremost individuals in the nation in aeronautical research, and in other branches of scientific endeavor. It also includes leading figures in Government, politics and the press.

The true significance of the Wrights' first flight at Kitty Hawk must await the appraisal of some great historian in the future. He may record, for instance, that it paved the way for the end of war by making warfare too deadly and terrible for the survival of humanity. He may write that the airplane, born on the bleak dunes at Kitty Hawk, was the first step toward that millenium which has been the dream of inspired philosophers since the dawn of civilization.

In China when gasoline is cheap it is $1.50 a gallon.

Artificial silk is now made from the bark of the redwood tree.

Danish Stage Enters Period of Depression

Copenhagen, Dec. 15.—(AP)—The legitimate stage has fallen on evil days in Denmark. The state theater, including the royal opera is being run at a hevy loss and privately owned theaters are in a worse plight.

Two of the latter, considered by many to be among the best theaters of Europe, have failed and two more are in a dangerous position financially.

Various theories have been advanced to explain the decline in public interest. The moving picture and radio have had some influence but the belief is gaining that the whole art of playwrighting must be revolutionized.

14 Bullets and Poison Kill Tough Elephant

Agen, France, Dec. 15.—(AP)—Fourteen bullets and a heavy dose of poison were needed to end the career of the elephant Toby, French Jumbo, which had gone mad at the Bordeaux circus fair.

Toby had been a bad actor for a long time. He was a big, powerful elephant and caused such a panic at Bordeaux that even his mahout gave him up. Toby was proof against poison, so rifles were used. It took 14 bullets to finish him.

One in four farms in the United States now uses the radio.

The speed of ones blood may now be photographed.

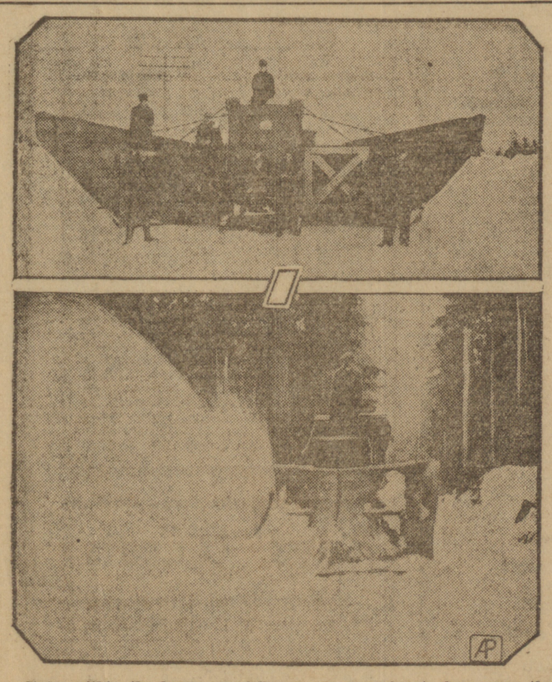
League Tries to Bring East and West Closer

Geneva, Dec. 15.—(AP)—One of many attempts to bring the East nearer the West and make Geneva's international institutions truly universal in scope has been a decision to establish at Delhi, India, a branch bureau of international labor office.

This organization, which is devoted to the harmonization of capital and labor and to securing the amelioration of the conditions of world workers, is particularly desirous of extending its field of action to Far Eastern countries.

The Indian bureau will be a center for the collection and collating of information concerning eastern labor problems.

Many States Will Battle Snow-Conjested Highways



States within the heavy snowfall area are preparing to keep more than 112,000 miles of main highways free from snow this winter at an estimated cost of $5,000,000. Special plows, such as the one (above) used in Marquette County, Mich., and over the Snoqualmie Pass in Washington (below) are coming into more general use where snows are heavy.

Washington, Dec. 15.—(AP)—Thirty-six States within the heavy snowfall area are ready to spend $5,000,000 this winter to keep their highways open to motor traffic.

These States, according to a survey of the bureau of public roads, will keep snow removed from more than 112,000 miles of main highways, making possible the use of all important roads from coast to coast.

Although State highway departments, in the area hit by the heavy snows, estimate a cost of $45 for each mile kept free from snow during the winter months, millions of automobile owners who pay the taxes of these States demand that the money be spent to keep the roads open. It is estimated that benefits to business organizations, which make use of the roads, pass the $25,000,000 mark in value, multiplying the States' investment five times.

Snow removal has been considered an increasingly important part of each State highway department's work during the last five years, the total mileage of roads freed from snow being raised from 27,096 miles in the winter of 1922-23 to 111,645 miles last winter.

The last three years have seen a steady improvement in machines and equipment available for snow removal work, with an increasing amount of quipment employed each successive year. Since 1922, the number of truck plows in use has multiplied over 18 fold, for only 184 to 3,412. The number of tractor plows has jumped from 281 to 1,275. The old grader, first used for snow removal work, is fast going placed into the discard with the truck and tractor plows taking its place.

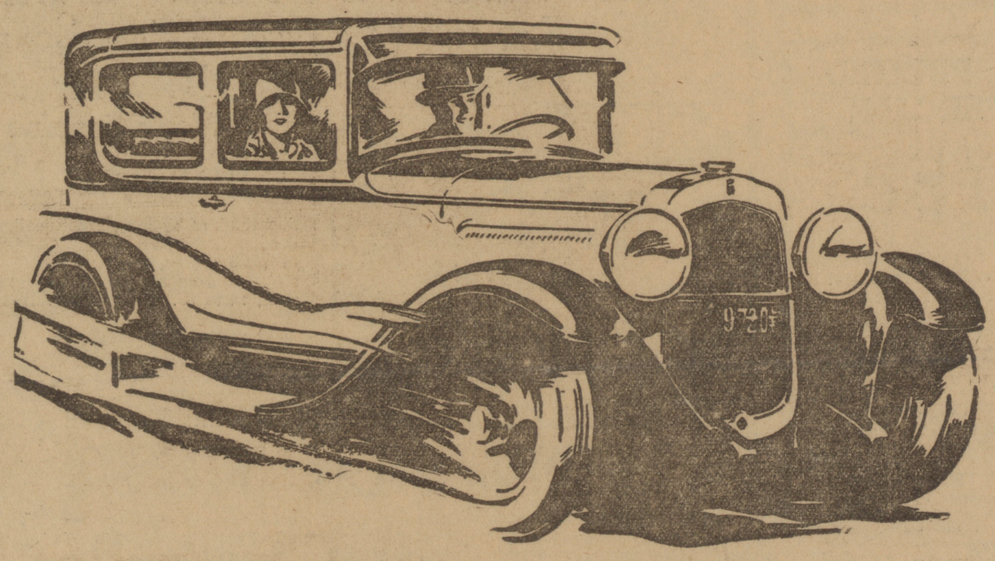
The winter season now opening will see more snow removal work under State control, instead of local or county supervision, than in previous years. Approximately 20 of the 36 States in the heavy snowfall area have provided for snow removal under State control.

There are no highly scientific methods of removing snow, effective clearing of roads depending upon the regularity with which the work is done as soon as possible after the snow begins to fall.

If State expenditures for snow removal last year can be taken as the criterion, Minnesota, Michigan, Pennsylvania and New York will each spend more than a half million dollars to keep their chief arterial highways open to traffic. Minnesota spent the most last year, $604,965.

Oregon, Nevada, Iowa, Wisconsin, Illinois, Ohio, Maryland, New Jersey and Massachusetts will each spend more than $100,000 if they have normal snows, with Wisconsin's expenditure coming close to the half million mark.

The new Superior Whippet with the New "FINGER TIP CONTROL"



Greater Beauty-Larger Bodies in complete line of Fours and Sixes

Sweeping beyond all accepted ideas of light car beauty and performance, the new Superior Whippet sets advanced high standards of its own.

The Superior Whippet is distinguished by grace of line, richness of color and artistry of finish such as have never before been associated with inexpensive cars.

With longer bodies, higher radiator and hood, sweeping full crown, one-piece fenders, new artistry of finish and perfection of detail, the Superior Whippet definitely establishes an ultra-modern style trend for Fours and light Sixes.

Bigger bodies—more comfort

Maximum riding and driving comfort in the new Superior Whippet is assured by more spacious interiors, with 3 inches added leg room; wider seats, heavily upholstered, with improved contours conforming with natural body curves, longer springs both front and rear, full balloon tires and snubbers.

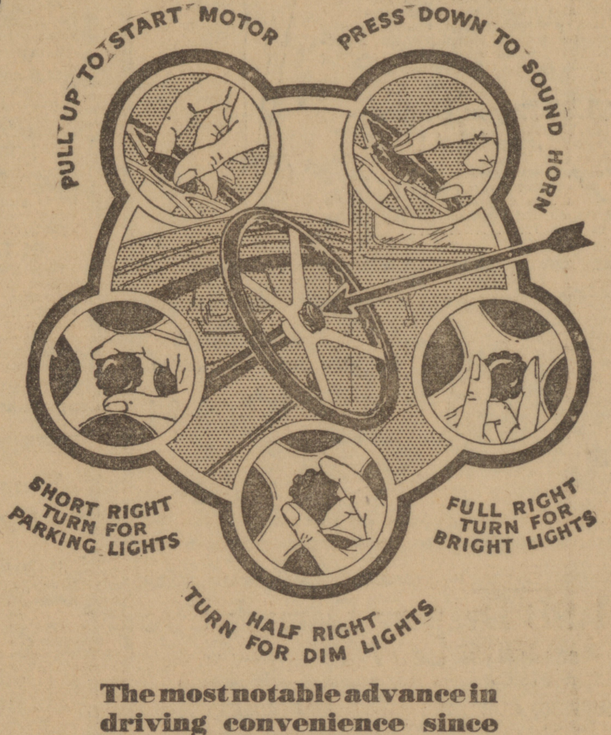
Faster—livelier—more powerful

Mechanically as well as artistically the new Superior Whippet is so far ahead that it surpasses even its own predecessor. A higher compression engine gives more than 20% added horsepower, with far greater speed. Higher second gear speed gives faster pick-up. Low consumption of gas and oil, and dependable performance, result in marked operating economy and minimum service costs. Order now for early delivery.

$535 WHIPPET FOUR COACH
Coupe $535; Sedan $595; Roadster $485; Touring $475; Commercial Chassis $365.

WHIPPET SIX COACH $695
Coupe $695; Coupe (with rumble seat) $725; Sedan $760; Sport DeLuxe Roadster $850 (including rumble seat and extras).

All Willys-Overland prices f. o. b. Toledo, Ohio, and specifications subject to change without notice.



The most notable advance in driving convenience since the self-starter

The Superior Whippet is the first car to offer the new "Finger-Tip Control"—a single button conveniently located in the center of the steering wheel, which controls all functions of starting the motor, operating the lights and sounding the horn.

This ingenious device does away with all troublesome foot fumbling for the starting button, usually located in a somewhat inaccessible position, and obviates a change from the comfortable driving position to reach the light switch on the dash.

While everyone will welcome this new feature, it will appeal particularly to women drivers. Its simple operation is clearly explained by the illustrations above.

WILLYS-OVERLAND, INC., Toledo

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Fitzhugh Auto Co., Cape Charles, Va.
Kello-Jones Motor Co., Smithfield, Va.
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