

AMUSEMENTS AT FORD PLANT

Guide-Tells of His Funny Experiences with Visitors.

AMATEURS GET IN THE WAY

Want to Touch Everything They See and Thus Hinder Workmen—Foolish Questions Asked by Many.

DETROIT, Mich., May 30.—"Yes" and James, a guide at the Ford plant, we have some amusing experiences. People have no idea of the extent of the plant before they take a trip through it and many of them have but little idea of what they have seen after they have gone through.

"And the comparisons they make are a big laugh. They are always trying to size up something by the size of something they are familiar with. 'A big farmer was going through one day and when he passed the gear cutting machines with the streams of soft soap playing on the metal to cool it, he said: 'Gee, them look like a bunch of cream separators.'"

"Then they get funny ideas of what they are going to see. I was taking a party of women through one day and one asked me where the slaughter house was. That was a new one and I stuttered, I guess, asking her what she meant.

"Why," says she, "I read a piece in the paper about thousands of cows that are killed every year to furnish the leather for the upholstery and I wanted to see the slaughter houses."

"One of the funniest was a bunch of Englishmen that was here. In telling all about the enormous quantities of material used I told him that the screws used in all the 135,000 cars made this year if put end to end would stretch from here to Cleveland and stick out away over Ohio.

"But you can't do it, y'know," said one of the Brits.

"Can't do what?" says I.

"Stretch those blooming screws from Detroit to Cleveland," he answered, "because you couldn't attach them together and they would interfere with navigation."

"Can you beat that? Well, those are only samples of what we get every day. 'And some of the people who go through can't seem to understand things at all. Not long ago when it was announced that we were making a car a minute I was towing a crowd of business men through. They were evidently here for some convention. When we got to the assembling floor one of them, a hard-headed old chap who acted all the time as though he was from the heart of Missouri, pulled out his watch and began to carefully follow the labors of the assembly crew. When the car that was being set up was run out on the moving platform, he snapped his watch shut, waved his hand and said disdainfully:

"I knew it was a fake."

"What is a fake?" asked one of his companions.

"This building a car every minute," he answered. "I have timed these men here and it took eleven minutes to put that car together."

"They all kind of fell for it for a minute and looked at me reproachfully, as though I had picked their pockets or something."

"But," says I, "you don't seem to have grasped the point. Look at all the other crews who are lining out a car every eleven minutes. The Ford company doesn't say that it builds a car every minute. That is impossible, of course."

"The worst thing we go against, though, is the amateur investigators who want to put their fingers into everything. Most of the people who make the trip through the plant are content to watch and let it go at that. But there are always those who want to pick up parts about the same time a workman does and to stick their hands into machines."

"And say, everyone thinks this job is a snap, but I tell you that it isn't. I've often thought I'd get one of those walking speedometers to see how far I travel in a day. I have guessed it at about ten miles. And when they get the new additions done the trip through the plant will be about twice as long. It will surely be some place when they get the other buildings up, and guiding a party through will be like taking them through the Grand canyon, so far as distance covered goes."

Little Car Shows Up Against Big Motors

The Cobb-Evans Auto Co., distributors of Overland automobiles in Fresno, Cal., and racing enthusiasts extraordinary, have recently added new laurels to their position as premier "home-guard" motor speedsters. Their special Overland racing car won second money in the Kern county \$1,000 challenge trophy race, and fourth in the special 50-mile event, and fourth in the 50-mile free-for-all, at the Bakerville home-coming week celebration on April 22. The showing of this entry caused great joy among the loyal Californians who, in the last few years, have come to regard auto racing as the greatest of all out-door sports, and who are especially enthusiastic over a local winner.

The showing of the Overland in the 50-mile free-for-all was especially good, as the little pleasure car was pitted against some of the biggest racing cars and best drivers in the country. Barney Oldfield won the event, setting a new world's record by finishing the course in 43 minutes, 34 seconds. Gordon finished second, Ruckstell third and McKeivy, in the Overland, fourth.

NEW PAIGE PLANT HAS GUIDE FOR VISITORS

Visitors to the big new factory of the Paige Detroit Motor Car company will not have to wander aimlessly through all the different departments and leave with bewildered impression of myriads of belts, machines, noise, and hundreds of betting men—a seeming babel out of which in some miraculous way a Paige car is produced. A guide will be placed at their service. He will follow a carefully planned route, showing and explaining in a manner the machines, departments and factory systems that a visitor will have at the end of such a trip a well ordered, clear understanding of the manufacturing methods and facilities of the latest addition to the world of motor car engineering. The route followed will be always to the "safety passenger" to insure against the possibility of an accident if visitors were allowed to freely in and out among the machines of the different departments. Machine shops, inspection rooms, paint shops, testing laboratories and facilities motor and car assembly floors will all be

inspected and explained. The trip will be well worth while to visitors interested in seeing a mammoth plant in action.

Cartercar Without Clutch or Gears is Car for the Women

The bugbear of driving a motor car as far as women are concerned is the shifting of gears, according to Harry R. Radford, vice president and general manager of the Cartercar company, Pontiac, Mich., who avers that if it were not for this unpleasant and annoying feature of many of the cars there would be a great many more women drivers.

"The gearless transmission of the Cartercar eliminates the clutch and gears and for that reason we feel perfectly safe in saying that the Cartercar is really a woman's car," says Mr. Radford. "It is operated as easily as an electric vehicle, yet it has the range of any gasoline car. Any woman or child can operate a Cartercar in a few minutes after they have sat under the steering wheel."

Chandler Car Adds to Its Own Record

Word has just been received by C. A. Emise, sales manager of the Chandler Motor Car company, of another economy test made by the Automobile club of America at New York City, which credits the Chandler with twenty-four and three-tenths miles to the gallon of gasoline. The record is considered remarkable in view of the fact that it was made driving through the traffic of Central Park at an average speed of twenty-one miles an hour, on a very windy day, rain threatening and the temperature registering 88 degrees.

Coming close on the heels of the Chicago Automobile club's official test, in which a stock Chandler light-weight six broke the world's economy record, showing 24.4 to the gallon while carrying four people, whose combined weight

was in excess of 670 pounds, this New York performance—which comes within one-tenth of a mile of the Chicago record, proves that the Chandler guarantee of 16 miles to the gallon is, to say the least, extremely conservative.

Not to be outdone by New York and Chicago, A. Trust Poeschlmann, head of the Poeschlmann Automobile Co., Baltimore, Md., took a stock Chandler and made 21 miles to the gallon without disengaging his clutch in either ascending or descending the Baltimore hills. Poeschlmann writes that he is convinced that if he had coasted down the hills the Chandler could easily have made 24 miles to the gallon.

PRICE OF GOODYEAR BLOCK TRUCK TIRES IS REDUCED

The Goodyear Tire and Rubber company has just announced a reduction of approximately 5 per cent in the price of Goodyear Individual Block Motor Truck tires.

According to advice received from the factory at Akron, O., this was made possible by the constantly increasing demand for this type of tire by motor truck operators. Raising the production volume lowered the cost to an extent sufficient to warrant a 5 per cent decrease in selling price which puts the Block tire on the same basis with the Endless tire. In other words, a truck owner can now buy a Block tire at the same price he would have to pay for a demountable or Pressed-on tire.

AMERICAN CAR COMMENDED BY EXPERTS IN ENGLAND

That there is merit in American cars has at last come to be recognized by the English. With reticence and their natural prejudice, it is true, yet, nevertheless, it should mark the beginning of a more friendly rivalry and a better reception of American cars abroad.

The London Times in an article published recently comments the modern construction of motor cars "hailing from the United States," choosing the Oakland as representative of American cars. The article is in reality a resume of American tendencies as compared with English and European designs and that the writer was still unwilling to concede American superiority is evidenced by the heading of the article which reads "British Influence on American Cars."

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