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NORTH-CHINA DAILY NEWS
AUTOMOBILE SUPPLEMENT

Automobile Club of China
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Affiliated with existing organizations throughout the world. Regular bulletins issued in Chinese and English on road and other matters. Members have valuable privileges and facilities. The Club furthers the interests of motoring and works continuously for reforms and improvements of roads and traffic matters in Shanghai and China. 17 The Bund (Old Post Office Building), Shanghai. P. O. Box No. 104. Telephone No. 1724. Telegram "Motorob", Shanghai.

JULY 6, 1934

THE MOTORIST IN CHANCERY
Road Safety Problems from the Driver's Point of View

THE PROPOSED SPEED LIMIT
Bureaucracy has always been of its most overbearing when it is dealing with motorists, and it is extraordinary that the muddled thinking that revealed in the road legislation now before Parliament should have been so readily accepted, and energetic criticism from motoring interests. There have been a few spasmodic attempts to show that the proposed 30 mph limit is not a reasonable one, but these have been nothing more than criticisms themselves seem to be doubtful of their ground and to be weakly conceded where none is needed. The exception is Sir Percy Fyfe, who delivered at the Ford meeting recently, the most outspoken and the most pertinent views on the way the departments concerned have mislaid themselves.

The British motor community is more interfered with, maligned and over-taxed than any other section of the nation," said Sir Percival. "Not only so, Britain leads the world in over-taxation of motor-cars and petrol. During the last eleven years more than £250,000,000 has been paid by motorists in licenses and fines. During the last three years petrol duty has contributed in addition £102,200,000 to the National Exchequer."

After pointing out that the United States of America, Great Britain, and Canada, France and Germany, produced the vast majority of motor-cars, Sir Percival added that in America motor-car taxation had always been negligible, and that in France and Germany horse-power taxation had been abolished. "It is the competition from these countries which has to be met by British manufacturers in the foreign market."

LONDON'S AMBULANCE SERVICE

Quite recently the London County Council issued some extremely interesting figures relating to the operation of its ambulance services during last year. No less than 44,250 cases were dealt with, or over 1100 more than during the previous year. Of these 40 per cent were the results of street accidents.

The L.C.C. have a fleet of something like 200 Dalbey motor-cars, the most important work in fact, they have gradually concentrated on this make for the purpose. Last year the total mileage covered by the ambulances was 10,000 and average time taken to reach a case was 6 1/2 minutes. Some idea of the efficiency of the service can be obtained from the fact that the average time between the receipt of a call and the arrival at hospital was no more than 15 minutes.

Not long ago it was announced that one of the most important railway goods depots in London had entirely discarded the "dash-and-blend" horse in favour of the mechanical variety. For some time the railway company experimented with various types of mechanical vehicles, but until the coming of the "mechanical horse" satisfactory means of negotiating the acute turns in that particular depot.

Now, however, the entire haulage department is carried out by tonnage handled during last year by 64 of these vehicles, with 63 carrying bodies, amounted to nearly 86,000 tons compared with 87,000 tons and 134 vehicles previously employed. One of the chief advantages of the new vehicles is their powers of manoeuvre, while with their speed and acceleration they help to relieve the congestion caused in many streets in the City of London by slow-moving horse-drawn traffic.

THE WHITE MAN'S BURDEN
A LOG OF THE ROADS OF CHINA

Newly Wives As Passengers
"Now be careful this is a shocking bit of road for accidents," said a wife passenger nervously—rather too nervously. "It's these rickshaws that are the danger. A child was killed here last week. Look out Oh, dear, you were nearly into that bus!"

She clutches the front window frame and tries to push her feet through the floor-board, imagining she is applying the brake. You continue to crawl along having been doing so for the past five seconds—when the bus was first seen—some blunderer couldn't have missed it, anyway, Why can't she shut up for a few minutes and keep still? You feel yourself getting nervous, too.

Pity the lady, don't blame her. She is suffering from that horrible complaint "passenger nerves," which

Hangchow-Hweichow Road
At Yulungwan, near the Anhwei border, a 5 mile section of the road operates for one way traffic only. The commencement of this section is marked by small round discs at each end which the Club are endeavouring to have changed for something more appropriate. All vehicles must stop at these discs and remain stationary until permission is granted to continue.

Hangchow-Fuyang-Showchow Road
This road is now completed (approximately 100 miles) and will be available for use as from July 1. At Chienchi the road is under construction to Tunki and same can be used at present as far as Shunan. It should be noted that from Showchow

The New 1934 Pontiac Now being Shown at Triangle Motors

an earth road (12 miles) has been in existence for some time to Lancho and continues from there to Yoking. It could be said a couple of years ago it was a class class surfaced road "good for 100 miles" (10 miles). From Nanchang there are several first class roads.

All these roads will be logged by the Club in the near future. But Members are urged to make a request for a complete log of the roads in English and Chinese and forward same to the Secretaries.

Hweichow-Tunski
One bridge about half way between these two places is out of use owing to need for repairs and traffic is, therefore, suspended.

MORE OWNER-DRIVEN TAXICABS

Independent "Hard Life" Cabbies Explain

There are more owner-driven taxi-cabs in the motor in London, according to the Secretary of the Motor Cab Owners' Association.

"The numbers of privately owned taxi-cabs in London are undoubtedly increasing," he said recently. "Owing to the more stringent police regulations many of the older and more cumbersome types of cabs have been withdrawn from the roads and new cabs are being sold on very advantageous hire purchase terms. Consequently many drivers who formerly worked for the owners of large fleets of taxis now prefer to purchase their own and pay for them out of income."

"In addition, owing to the increasing demand for taxis by Londoners, the total number of cabs in the City has been increasing, and many of the new arrivals are owner-driven."

There are at the present time about nine thousand cabs in London and it is estimated that fifty per cent of them are owner driven.

"I like to be independent," one of them said. "That's why I got my own cab. It's a hard life, and I don't make more than five shillings a day on the average when I've paid for everything, but you see I can stop when I like and start when I like and go where I like, and that makes it worth while. I didn't like the regular shifts when working for an employer. Now, if I have 'the trouble' in my home, I can always get out and drive the old 'bus for a bit."

"But if you want to prosper you must have a newish machine, because customers will always choose a new car in preference when they possibly can, and sometimes wait quite a bit for one, too."

The Packard Automobile Company announces that next year a small car, in the same price class as the Chrysler and Buick Eight, will be placed in the market. A great deal of interest is being evinced in this new model all over the world. The public is assured of all the very latest improvements and modern fittings in this new 1935 Packard model.

THE FORD EXPOSITION BUILDING

What is described as the greatest electrical installation ever made in a single building—a lighting power and amplifying system which will require 100 miles of electric wiring—is now under construction at the Ford Exposition Building in Chicago. The largest individual exhibit at the 1934 World's Fair. This was the statement made today by J. V. Crowe, manager of the Ford Motor Company Exports, Inc., who has just been advised of this unusual electrical installation.

One of the most sensational lighting effects ever achieved will be a "orch of light, 200 feet broad at its base, which will spring from the parapet of the open court on the building, rising under proper atmospheric conditions to a height of one mile. The powerful beam will be developed through the use of 24 thirty-six inch projector searchlights resulting in a 30,000,000 candlepower display."

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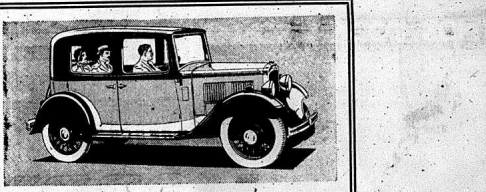
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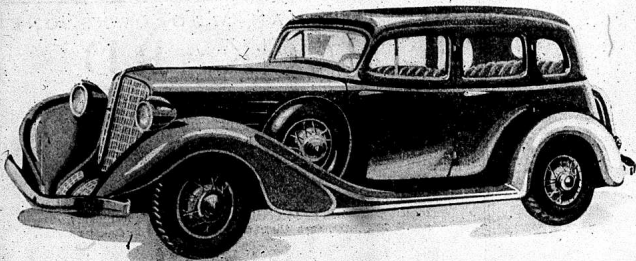
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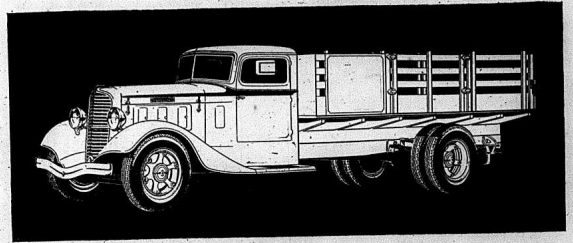
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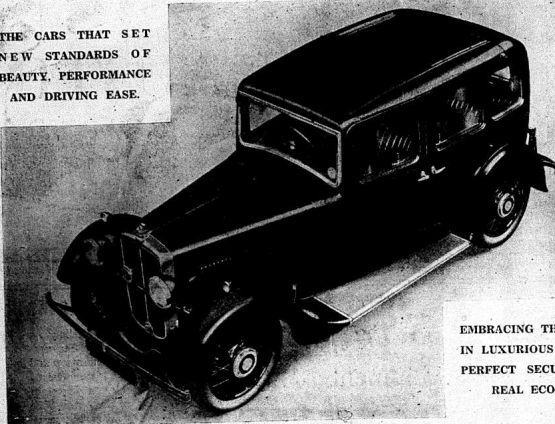
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Motor Notes Cont'd.

THE NEW "KNEE-ACTION" BUICK

A Fine Eight-cylinder Car with Independent Front Suspension

The most important of the many improvements made in the well-known eight-cylinder Buick chassis for 1934 was the adoption of independent front suspension of the coil-spring type. Consequently, in carrying out a road test of one of the latest 282 h.p. Buick Viceroy saloons, particular attention was paid to the riding comfort and stability afforded by this new system.

It will be recalled that each front wheel is carried by two radius arms pivoted to a reinforced chassis frame and that coil springs of large diameter replace the conventional leaf springs. Hydraulic shock absorbers are newly built into pivots of the upper arms. Conventional springs employed at the back with the addition of an anti-roll torsion rod coupled to the ends of the rear axle.

The first impression of this suspension on the road is that the soft springs—which are of equal flexibility at the front and back—working in combination with low-pressure tires of 7.5 in. section, provide an altogether exceptional degree of riding comfort. Tests were made over a great variety of road surfaces, and under all conditions there was a complete absence of vibration, to a rough surface the car moves gently up and down without any of the fore-and-aft hitching which is so disturbing to the rear-seat passengers.

A Striking Feature
The most striking feature of the new suspension, however, is that this high degree of comfort does not appear to have involved any sacrifice of stability. On a main-road curve, for example, the car will negotiate the easy type of bank without any reduction of cruising speed, and with a notable freedom from rolling or yawing.

Some experiments were then tried in really harsh cornering, swinging the car round a sharp turn at a considerably higher speed than would normally seem safe. Carried to excess, this treatment naturally produced a certain amount of outward lurching, but at no time did the car tend to get out of control.

The new suspension can, therefore, be voted a real all-round success. Another point in which a material improvement has been effected is found in the braking system. This is of the mechanical servo type, as before, but a power cylinder operates the driver's effort. Consequently, the pedal pressure required is lower than formerly and, in addition, better braking figures are obtainable. Thus from 30 m.p.h. the brakes showed an efficiency of 78 per cent, corresponding to a stopping distance of 38 ft.

The power of the engine has been increased without loss of flexibility

SOME CAUSES OF MOTOR TRAGEDIES

Twenty-eight thousand more motor-cars were dealt with in England and Wales during 1933 than in 1932, and the fines inflicted rose by £29,000. These figures are revealed in a Home Office return on such offences. The comparisons were:

Table with 2 columns: Offence, 1932, 1933. Rows include: Total offences (26,043 vs 33,822), Excess of fines (£29,000 vs £27,034), Causing bodily harm (114 vs 91), Careless driving (2,068 vs 2,563), Drink or drug (2,064 vs 1,822), Failing to stop after accident (4,600 vs 4,509).

Last year also there were 11,157 offences for failing to insure against third-party risks. The only class of infringement without the option of a pillon-licence, with 2,335 against 2,322. Of the total cases last year 92.4% concerning 31,412 persons, were dealt with by police caution. Sentences of imprisonment without the option of a fine totalled 407, referring to 323 persons.

Saturday Street Days
Saturday is the worst day of the week for accidents, the average being twenty-five.

The proportion of pedal cyclist under eighteen years of age involved in accidents is steadily one-third of the total, the number being 488.

Of the causes of accidents attributed to drivers the most frequent, that of excessive speed, having risen to the conditions. The most frequent is failure to keep to the near side of the road.

AIR STREAM AT REAR OF CAR MOST IMPORTANT

The rear end and side form of the car at lower times as important as the front end from an air resistance standpoint, according to wind tunnel experiments recently concluded, states Frank S. Spring, Engineering Specialist of the Hudson Motor Car Co.

Mr. Spring, who is an aviation expert and a flyer, says that this is the first year that the much abused word "streamlining" actually has some meaning. From a wind tunnel standpoint where the resistance to speed was the wind is accurately measured, cars such as the new Terraplanes and Hudsons as well as others which have been redesigned with this form in mind, are over four times as efficient as previous models.

"It is for this reason," states Mr. Spring, "that in producing an advanced type of car for 1934 the rear has been given particular attention to eliminate the eddies and swirls of the air behind the car. These phenomena are due to the vacuum created behind a blunt contour of the rear end in which there are interruptions to the natural flow of the air stream as it closes itself behind a moving body."

"By indicating the type within the contour of the body and by providing a flowing sweep to the rear end of the car, the efficiency of the 1934 Hudsons and Terraplanes from a wind resistance standpoint has been materially increased. Experiments conducted by aviation engineers over the past year have conclusively shown that only 25 per cent of the wind resistance is affected by the form of the front end considering cars that have the same front area. The rear end and sides of the car account for seventy-five per cent.

"Of course as the area of the front is increased the wind resistance goes up rapidly and we have kept our front area as low as consistent with practicability and public acceptance of form. At the rear the form of the body coincides with the natural air stream lines as far as possible without going into tail length which would make the car unwieldy in traffic and subject to the effects of cross winds.

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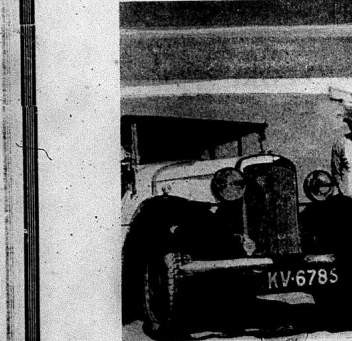
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