

CHEVROLET NEWS

DETROIT, October 22.—The Chevrolet motor company announced here today that more than 1,200,000 of the new six cylinder Chevrolet cars have been placed on the road since the first of the year.

This achievement accomplished in little over nine months, is three times the best showing of any other manufacturer of six cylinder cars in a calendar year and tops Chevrolet's record total for the entire year of 1928.

It is now certain that six cylinder production will set a world record this year, surpassing for the first time in the history of the industry the output of four cylinder cars. This leadership of the sixes will come about chiefly because of Chevrolet's record showing this year.

Chevrolet factory officials declare that the dominating reason back of the leadership of the six is the public preference for the advantages which this type of construction affords. They point out too, that the influence of great volume production, which has enabled the industry to get six cylinder prices down to the lowest on record and has made it possible for Chevrolet through maximum volume to offer six cylinder performance at a price that formerly bought only a four.

With a new yearly record already assured, Chevrolet factories are continuing on the biggest Fall production program ever undertaken by the company. Nine assembly plants and seven large manufacturing plants are facing the busiest final quarter that Chevrolet has ever known.

The heavy Fall factory program was made necessary, it was explained, to bring production up to the level of the demand and make possible quicker deliveries to owners.

Millions of dollars could be saved annually by the automobile-owning public through a more strict observance of the factors that control the gasoline mileage offered by the average automobile, it was revealed in a survey on fuel economy completed today by the Chevrolet motor company.

A gain of from two to five miles on the gallon of gas could be affected, on the average it was shown, if the

motorist paid strict attention to the elements that govern fuel consumption.

The matter of economy has always been a factor of the uppermost importance with Chevrolet in the designing of its cars. Having brought the mileage to the highest point ever offered in a six cylinder car, Chevrolet sought to corral in this survey, the many seemingly unimportant details, which through carelessness or indifference on the part of the driver, cut down the mileage that might be obtained through more intelligent handling of the car.

Manufacturers have been doing their utmost to make gains in the direction of greater mileage and now it is felt that with greater cooperation from the driver, motorists may ride millions of miles yearly at no extra fuel costs if the matter of watchfulness can make a sufficiently strong appeal.

Just how this attention to fuel economy brings its reward is illustrated in records of performances coming in to the company's offices, which show that although the Chevrolet six is expected to run approximately 20 miles to the gallon, motorists in various sections of the country are getting 23, 24 and 25 miles through just a little added attention to the matter.

The majority of items to be watched are rather obvious to the average automobile owner, but through an inadequate appreciation of their importance are commonly overlooked.

The survey sets down specifically a number of factors, which, if observed should increase your mileage two to five miles to the gallon. They are:

1. When standing or waiting for the light to change, don't race your motor.

2. When you are to make a stop of more than a minute, turn off your

motor.

3. Don't drive at excessive speeds unless the occasion demands. High speed travelling burns more gas.

4. Remember that the faster you drive the more gas you consume. So when you find that you are about out of gas and are heading for a gas station, take it slowly and your chances for negotiating the distance will be greater.

5. When starting watch the choke. Don't drive with the choke out a moment more than necessary.

6. Be sure that your brakes are not dragging. This cuts down your mileage. Get your brakes inspected frequently.

7. Have your valves ground when they need it.

8. See that the idling adjustment on your carburetor is set at the proper place so that the mixture is not too rich. If it is not at the proper point it gives you inefficient idling performance and wastes gas.

9. Don't fill your gas tank to the top, some will escape through the vent in the cap.

10. Don't ride the clutch.

11. Watch gas line for leaks at joints. Check it periodically to see that fittings are tight.

12. Be sure that spark is in fully advanced position.

13. Avoid excessive use of brakes in traffic.

Observance of these suggestions, the survey points out, will save money for the motorist and, add considerable mileage to your driving and reduce the number of necessary stops at the gasoline station.

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Flexible Tariff Under Criticism In Senate Debate

Senator La Follette, of Wisconsin, a member of the select committee of the Senate which investigated the Tariff Commission in the Sixty-ninth Congress made the first speech in opposition to the flexible policy, which he said had put the commission into politics and caused its breakdown.

Senator George of Georgia, a member of the Finance Committee, followed Senator La Follette, declaring that the flexible provisions have been a failure throughout the seven and caused its "breakdown."

In addition to debate on the flexible question, considerable time was spent discussing the action of Senator Bingham, of Connecticut, a Finance Committee member, in employing an official of the Connecticut Manufacturers' Association as his secretary to aid him in tariff matters.

Senator Bingham explained that his employment of this official was made on his own initiative after writing to persons in Connecticut for the name of one who was thoroughly familiar with Connecticut's tariff. His action was criticized by Senator Harrison, of Mississippi, also a Finance Committee member.

Senator Norris, of Nebraska who, with Senator La Follette, is a member of the so-called Progressive bloc of the majority, which is opposed to the flexible provisions, declared that Senator Bingham's statements led him to understand why the tariff bill (H. R. 2667) reported by the majority of the Finance Committee, was sectional rather than nation-

wide in its scope, and written only from the point of view of the 11 states which have Senators in this group.

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