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Harbor City Man Placed in Office

George Preston, formerly of Harbor City, was elected mayor of Wrightwood last Friday, by a majority of 600.

Mr. Preston who left Harbor City about a year ago, has the concessions for summer and winter sports in the vicinity of Wrightwood—a city with 1500 registered voters, situated near Los Angeles County Park.

Mrs. J. E. Chandler of Pennsylvania avenue entertained at dinner Sunday in honor of Mr. Chandler's birthday. The guests included Mr. and Mrs. Linden Chandler and daughters and Roy Dawson.

Mr. Ed Daugherty of Hammerton Tract, is leaving to make his home in Arizona.

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Kiwanis Club Elects Jensen



J. R. JENSEN

J. R. Jensen was elected president of the Kiwanis Club for the ensuing year. Other officers were chosen as follows: Vice-President, E. J. Arce; Treasurer, Alfred Goudier; District Trustee, Guy Mowry; Directors, H. O. Rasmussen, Arthur E. Finster, E. N. Tomkins, Sam Rappaport, Charles Schultz, Dr. O. E. Fossum, James W. Leech. The Board of Directors elected R. J. Deininger, Secretary.

Physicists and Engineers Point Out First Needs of Motor Car; Results of Survey Made Public

Leading physicists and engineers contribute to the symposium on the needs of present-day motor construction gathered by Percival White, consulting engineer, and gave their views. This is the second step in Mr. White's national survey among leaders in various fields throughout the country. The opinions of health officials on the sub-

ject were recently made public.

When professors of physics and engineering in universities regard the engine as the most important factor in present-day construction, low center of gravity due to having the body and frame in one solid unit, and double steel construction of the body are also emphasized. Among the professors who hold these views are: A. A. Atkinson of the Department of Physics of Ohio University; W. P. Boynton of the Department of Physics of the University of Oregon; A. P. Carman of the Department of Physics of the University of Illinois; W. C. Chapman of the Department of Physics of the Michigan Agricultural College; G. L. Christensen of the Department of Mechanical Engineering of the Michigan College of Mines; Dean Paul Cloke of the College of Technology, University of Maine; C. E. Coolidge of the Georgia School of Technic; L. D. Crain, head of the Department of Mechanical Engineering of the State Agricultural College of Colorado; J. A. Culber of the Department of Physics of Miami University; R. L. Daugherty, Department of Mechanical Engineering of the California Institute of Technology; Dean Charles Derleth, Jr., of the College of Civil Engineering of the University of California; R. M. Doyle, Acting Dean of the School of Mechanical Arts of the North Dakota Agricultural College; Henry A. Erikson, Department of Physics of the University of Minnesota; Jiles W. Haney, chairman of the Mechanical Engineering Department of the University of Nebraska; Dean Earl D. Hay, College of Engineering, University of Wyoming; W. L. Kennon, Department of Physics, University of Mississippi; Dean E. J. McCaustland of the College of Engineering, University of Missouri; William T. Magruder of the Department of Mechanical Engineering, Ohio State University; Jos. F. Merrill of the Department of Physics of the University of Utah; Dean Lorin G. Miller of the College of Engineering of Des Moines University; J. D. Nies, Dean of the Lewis Institute of Chicago; F. A. Osborn of the Department of Physics of the University of Washington; Dean Edward Ottoman of the Chicago Technical College; B. F. Haber of the Department of Mechanical Engineering of the University of California; Dean F. H. Sibley of the College of Engineering of the University of Nevada; Dean William Vernon Skile of the Georgia School of Technology; G. A. Young, head of the school of Mechanical Engineering, Purdue University.

Dean Charles H. Snow of the New York University College of Engineering says: "It is imperative that accidents should be cut down and that the safety of the motorist and general public should be increased. Any point in design should be followed which will contribute to this end." Dean A. Faber, Associate Professor of Automotive Engineering at the Massachusetts Institute of Technology says: "With the increase in number of vehicles and higher speeds of operation, all possible effort must be exercised in the interest of safety, not only in the construction of automobiles, but also in the operation." Professor H. H. Marvin of the Frazer Laboratory of Physics, University of Nebraska, says: "I believe that the developments of any features which permit the construction of a motor car with a lower center of

gravity will be conducive to safety of operation provided road clearance is not unduly reduced." Dean A. A. Potter of the Purdue University School of Engineering says: "A car manufacturer has a great responsibility to make his product as safe as possible considering the demand on the part of the public for greater and greater speeds," while Professor Oscar W. Sjogren, chairman of the Department of Agricultural Engineering of the University of Nebraska says: "It seems to me that what our modern public wants today is safety of operation, economy of operation, speed, comfort and beauty and any factors which will help to bring these about and maintain them at reasonable cost will meet with favor to the general public."

In discussing the relative importance of certain features or qualities of automobile construction aimed to fit these needs, "Good Engine" is considered most important by the following professors: Dean Fred E. Ayer of the College of Engineering of the University of Akron; Dean Edward P. Boyd of the Engineering Division of the Oklahoma A. and M. College; Arthur L. Foley of Indiana University; E. A. Porter of the Department of Physics of Syracuse University; and G. W. Stewart of the Department of Physics of the State University of Iowa. Dean Hubert V. Carpenter of the College of Mechanic Arts and Engineering of the State College of Washington and J. R. Benton of the Department of Physics of the University of Florida, consider "Good Braking" of the utmost importance; G. E. Ripley of the Department of Physics of the University of Arkansas believes "Chassis and body one strong unit" ranks first. R. C. Gowdy of the Department of Physics of the University of Cincinnati places "Good power per pound of car weight" at the head of the list; while O. C. Lester of the Department of Physics of the University of Colorado thinks "Good power per pound of car weight" and "Good acceleration" are both most important of all and D. B. Prentice of the Department of Mechanical Engineering of Lafayette College thinks "Low center of gravity" and "Easy riding" are both of the utmost importance.



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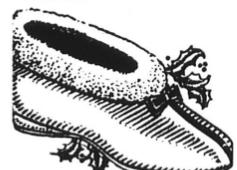
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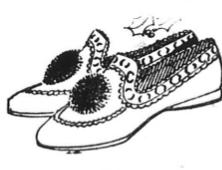
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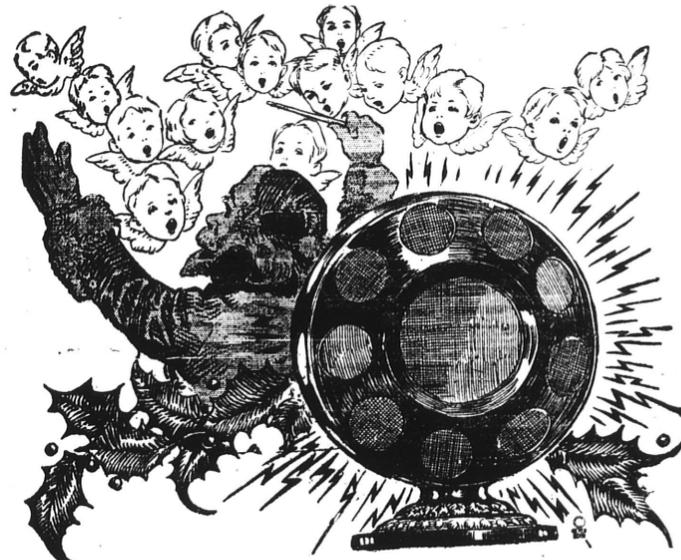
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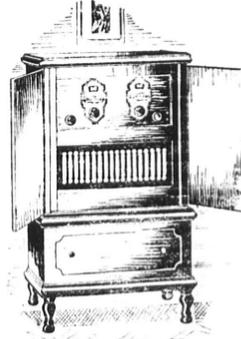


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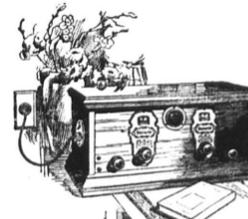
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