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A FAKE METEOR

should go to the trouble to imitate the apparent recovery of a meteorite for purposes of fraud credible; yet apparently a dime-museum man did this very thing, and succeeded for a time in

to have thought it necessary to work the thing up and give it local color. Accordingly, the stone (previously heated?) was taken to Norwood in an automobile, by night, and deposited on the farm of Mr. Nickerson, who was in the secret. I have talked with one of the employees of the dime-museum, who contest that he was the man who broke the bars in the night. The next morning Mr. Nickerson made an errand for one of the farm-hands to the pasture to bring up a stray cow, or some such thing, the errand being so arranged that the man could not help finding the broken bars. On receiving the report of the occurrence, the farmer was apparently the most surprised man in town. Close questioning could not trip him.

"I have been unable to ascertain how or when the stone was heated, nor do I know the secret of the fire ball, but I suggest

that the luminous appearance may have been produced in the following way: A large inverted rocket of suitable make, suspended from a (captive?) balloon, may have been sent up to a height of something over a mile, being provided with a time-luse which burst the balloon and started the rocket downward at the same time. The farmer, in giving his version said: 'My first idea was

CORRECT HOLDING OF AUTO STEERING WHEEL

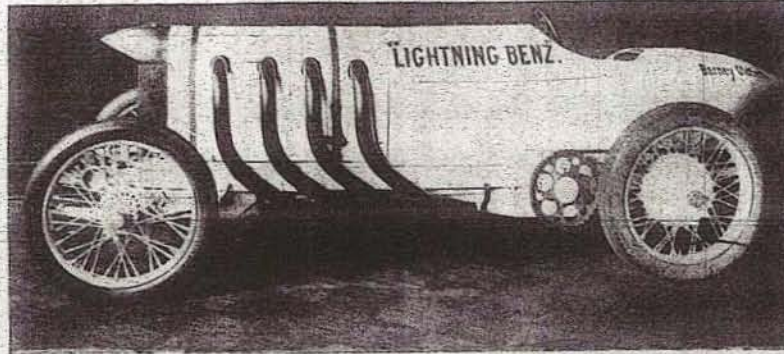
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Courtesy the Automobile
How Racing Drivers Hold Steering Wheel

way the wheel is grasped by racing drivers is probably the best to pattern after. It will be conceded, despite their apparent recklessness, that the racing drivers handle the steering wheel in the best possible manner.

As may be seen by this illustration, the right hand firmly grasps the rim just below the horizontal center, with the forearm in a horizontal position, describing a right angle. The left



THE CAR THAT HOLDS THE WORLD'S SPEED RECORD

In this machine Barney Oldfield covered a mile in 27 seconds at Daytona, Fla. on March 14. This is the fastest locomotion ever recorded.

THE FASTEST THING ON WHEELS

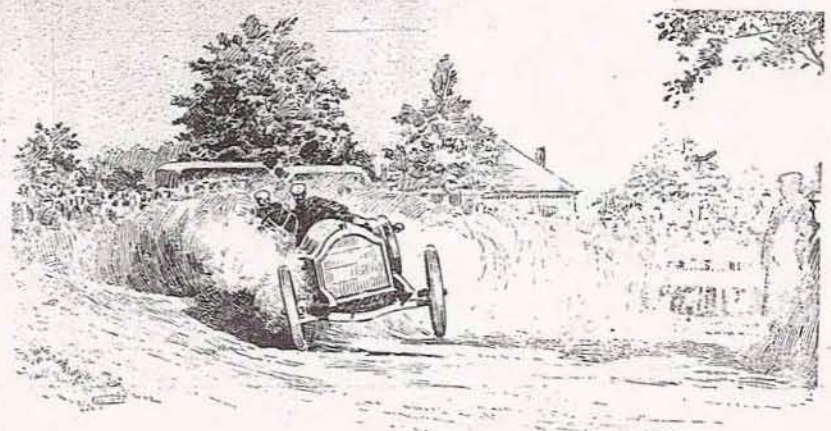
THAT this title now rightfully belongs to the automobile, we are reminded by the writer of a leading editorial in *The Engineering Record* (New York, March 26). Motor-driven vehicles of all kinds, including steam and electric locomotives, are now led in the race for speed-records by the rubber-tired car that has no rails at all to run on. Says the paper just named:

"It is casually worth noting that the automobile speed record, which has remained for four years at a rate of 127.6 miles per hour over the measured mile, has again been raised, this time by a gasoline automobile of 200 rated horse-power. The figure touched is 131.72 miles per hour, the measured mile being covered in 27.33 seconds. This puts the locomotive record of 120 miles per hour quite in the shade and passes even the top speed obtained in the Zossen electric-locomotive tests of 1903. Thus the general speed-record passes into the hands of the automobile in spite of the fact that it does not have the advantage of a smooth track on which to run.

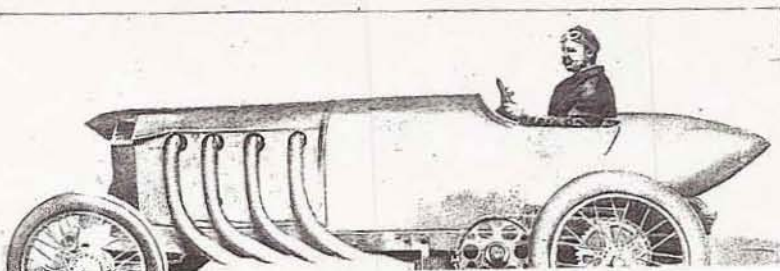
"The long-threatened increase in railway speeds to sensational figures is yet far from coming to pass, and the 100-mile-an-hour train seriously projected nearly 20 years ago is still in the dim distance. The stern chase of the automobile is likely to be, as usual, a long chase. These transcendental speeds are perhaps likely to be long in coming as a matter of common transportation, but every raising of the record ought to be a stimulus toward faster trains in those cases where speed really becomes of practical importance. The mechanical possibilities are still very far ahead of practise and the fundamental question has become merely one of commercial desirability."

INSIDE WHEELS RISE IN MAKING TURN

The general impression is that the outside wheels of a racing automobile rise when a sharp turn is being made at high speed, but according to this illustration and the accompanying data it is always the inside wheels that leave the ground. Writers in automobile magazines have again and again tried to impress the general public with this fact, and have filled much space in telling what this photograph shows so clearly.



Inside Wheels Leaving Ground in Turning



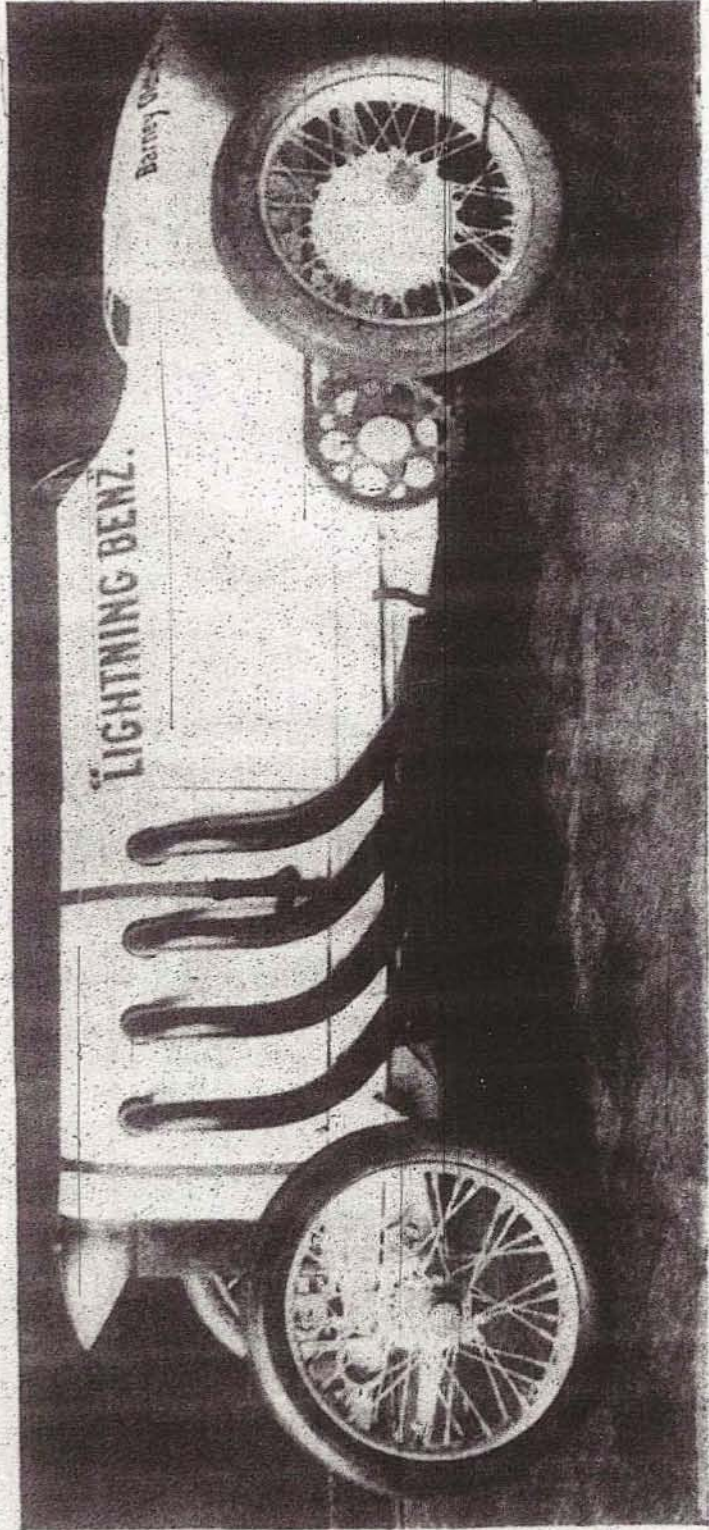
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By courtesy of the Motor Vehicle Club.

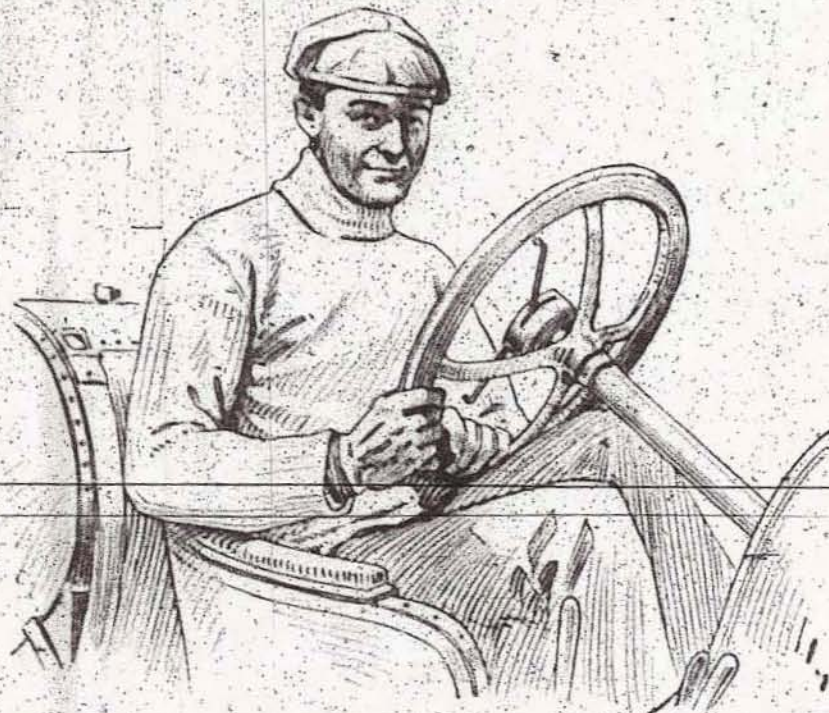
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CORRECT HOLDING OF AUTO STEERING WHEEL

759

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