

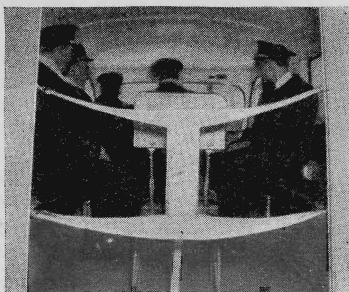
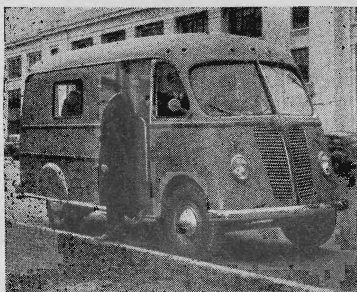
# AUTO Ideas

**AUTOMATIC PARKING** with no handling of cars by attendants is to be provided for in a 12-level prefabricated building that can be set up on a plot 30' by 60'. A car is taken from the entrance by a device that grasps its bumper and slides it to an elevator, where it is carried to the designated level. There it is again taken by an automatic device and placed in an individual stall. A reverse process delivers the car at an exit. Every movement of the car from entrance to exit is controlled by one man punching buttons on a master panel near the door. The structure is to be made by the Park-O-Mat Company, of Los Angeles.



**PART-TIME BUSES** that serve as trucks when not needed for passengers are being used by the Navy and may be developed for civilian application after the war. Some 400 of these novel vehicles now move personnel and equipment in all 15 naval districts in

this country. The bus-truck combination was originally a light-delivery unit for bulky loads built on a one-ton International chassis with a 113" wheel base. Side windows were cut and sash fitted in the man-high Metro body, and folding longitudinal side



seats and removable center seats were installed in the 6' wide, 9½' long space behind the driver's seat. The buses carry 18 seated passengers and seven standees. In Navy service they average 10.9 miles to the gallon of gasoline while following schedules on regular routes.

**A UNIVERSAL JOINT** made by the Bendix Aviation Corporation, of South Bend, Ind., for jeeps and multiple-drive military trucks is a revolutionary departure from the type found in four-wheel drive cars before the war. The basic units of this Bendix-Weiss "constant velocity" joint are two yokes and five steel balls that transmit power from the differential to the driving wheels. They allow for a maximum angle of 37 deg. for steering, transmitting power uniformly at all angles. Their ball-bearing principle permits a simplified design that eliminates the sliding splines necessary to allow end motion in earlier joints made for the same purpose, thus minimizing lubrication and maintenance problems.

The joints are so compact that they permit any desired surrounding construction and do away with the floor tunnel sometimes used in rear passenger compartments to give clearance for the propeller shaft.

