

# Effects of War on American Auto Trade

### Huge Export Business Will Cease for Some Time to Come.

### RUBBER SHORTAGE IS GREATLY FEARED

### Tire Factories Unable to Secure Supplies of Raw Material, Will Raise Prices.

The automobile industry, in common with hundreds of other lines of business in this country, will be adversely affected as a result of the war now being waged in Europe. Already the effects are being felt by the factories in the complete stoppage of exports at a season when that end of the business is at its height. It is said that hundreds of cars are being held in freight yards in this and other cities that are centers for export business, and these will have to be absorbed on the Eastern seaboard. The motor export trade amounts to more than \$30,000,000 annually.

The really grave feature of the situation, however, has to do with the tire supply. It is the prediction is made that if the war continues for any considerable length of time there will be a famine that will compel the buying up of thousands of cars.

Nearly every pound of raw rubber that comes to this country for the production of automobile tires, whether it originates in Ceylon or South America, is handled through London, which is now virtually closed as a port of commerce. It cannot be said definitely just how much of the raw material is kept on hand, but some of the local tire men are of the opinion that even the largest factories available there would still be in serious danger of a shortage.

Just how greatly the automobile industry will be affected is shown by the fact that one of the largest tire concerns in the country on Friday notified its branches of a 20 per cent raise in prices—a move that will be followed by all the others, it is expected, within a week, although they may not all make so large an increase. From 10 to 20 per cent in the general expectation.

"In my opinion, the Akron factories have only a normal supply of rubber on hand," said one of the big New York tire men yesterday, "and I doubt that they ever carry more than enough for sixty days. In the present stress it is reasonable to expect that they will go slow on production in order to keep the plants going and the men employed as long as possible to avert the misery that would result from a sudden shutdown. Akron is absolutely dependent on the continuance of rubber tire manufacturing."

"Assuming that the supply of raw rubber has stopped, pending the cessation of the war, the extremity is this: What rubber there is on hand in the various factories will be made up into tires, and those tires will be sold and used. When they have worn out there will be no possibility of replenishment."

"Scrap rubber, that is, worn-out rubber tires, and other used-up rubber goods, can, in an emergency, be made up into fairly dependable solid tires."

and these would be the last resort for the motorist who insists on keeping his car in commission. However, we hope the European trouble will be a matter of history long before the worst comes to the worst. In the meantime, it would be a wise precaution for the inexpert motorist to visit the headquarters of tire companies for expert advice regarding the proper care of tires in order to prolong their life to the greatest possible extent."

In the manufacture of cars there is no department or production that is absolutely dependent on Europe, although, of course, many of the builders of high-priced vehicles have made it a practice to secure some of their parts abroad. They will be, however, able to turn for help to the American factories, their only concern being that the filling of their orders will not have to wait on the filling of orders from regular customers.

In the early days of the industry, before American metallurgists learned the secret of producing steels of the exact tensile strength necessary for the small but highly important parts of motor cars, European products were used generally. That time has passed. The greater percentage of motor cars built in America today—speedy, dependable, strong vehicles, well able to bear comparison with the cars of England, France, Germany and Italy—are built wholly of American materials.

Foreign ball bearings have been very generally used in American-made cars, but it is probable that the domestic producers will be able to meet any demand that may be made. Here, again, enters the question of new customers being obliged to wait until regular orders have been looked after.

The situation as regards gasoline is rather different. It is in South America, which for years has bought practically all its cars in Europe. Numerous attempts have been made to invade the markets of the Argentine, Brazil and other automobile using countries of South America, but without any particular measure of success.

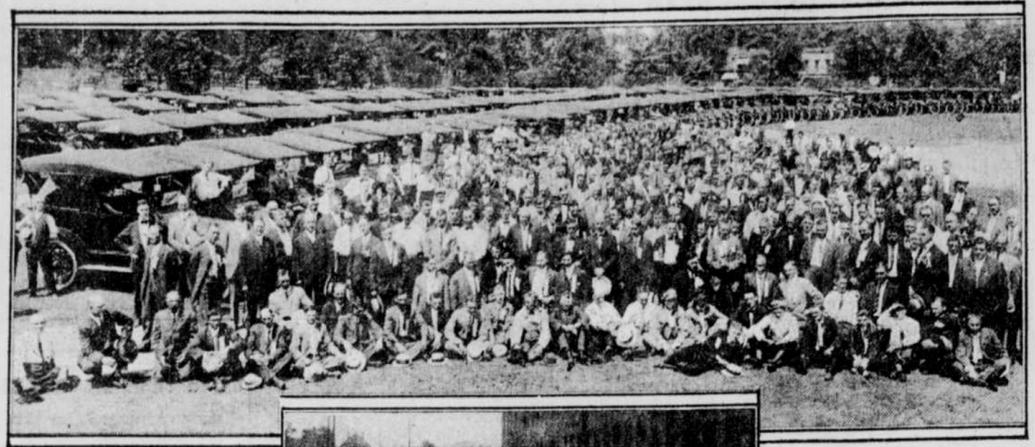
Now the situation has changed, and European commerce is a negligible factor on the Atlantic. South America cannot get European cars if it wants them, and it will necessarily turn to the United States. The opportunity has been realized by the American car makers, several of whom during the week perfected, or at least started, plans for intrenching themselves in the markets so unexpectedly opened up. A prolonged war will probably mean that American built cars will practically supplant the European product in these great and growing markets.

Automobile dealers, especially in the East, regard the war with mixed feelings. They expect that many of the thousands who planned to go to Europe this summer will instead spend their time in touring in this country.

A monthly report, together with such recommendations as may seem desirable, will be sent each subscriber to the service. This report will contain the following in addition to other useful information:

- 1. The number of miles the car has travelled during the preceding month.
- 2. The number of gallons of fuel the car has consumed during the month.
- 3. The number of miles per gallon travelled, and note as to whether such rate is above or below the normal for that type and make of car.
- 4. The quantity of lubricant used.
- 5. The condition of each of the tires, the total miles each has travelled and the number of miles which still remain before they equal their "guaranteed" life.
- 6. The general condition of the mechanical and electrical equipment.

## STUDEBAKER DEALERS FROM FOUR STATES GATHERED AT DETROIT FOR TOUR IN NEW CARS TO THEIR HOMES.



### AUTOMOBILE CLUB TO ENLARGE SCOPE

#### Will Have Members' Cars Inspected Systematically After September 1.

#### PLANS A COMPLETE REPORT EACH WEEK

#### Data Will Cover Mileage, Fuel Consumption, Condition of Tires and Equipment.

The board of governors of the Automobile Club America, believing that its members are desirous of securing greater efficiency and economy in the operation of their cars, has decided to broaden the scope and activities of its efficiency bureau, and to place it under the direction of the technical committee, of which Professor Hutton is chairman.

Beginning on September 1, the bureau will provide frequent, probably weekly, inspections of all members' cars registered in the bureau, and will report systematically upon their condition and the expense incident to their operation.

An engineer will be placed in charge of the bureau. Under him will be one or more competent inspectors, whose duty it will be to examine the subscribers' cars, make note of their condition and record such data as may seem desirable.

The inspections will take place in the club's garage at a time agreed upon between the member and the bureau. The data collected will be kept on file at the office of the bureau, where they can be consulted by the owner of the car or by his chauffeur, if the member so direct.

A monthly report, together with such recommendations as may seem desirable, will be sent each subscriber to the service. This report will contain the following in addition to other useful information:

- 1. The number of miles the car has travelled during the preceding month.
- 2. The number of gallons of fuel the car has consumed during the month.
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### STATE LIGHT LAW NOT FOLLOWED OUT

#### Motorists Ask That Horse-Drawn Vehicles Be Brought to Time.

#### POLICE ASKED TO COMPEL OBSERVANCE

#### Claimed That Many Accidents Have Been Due to Failure to Follow Provisions.

Many complaints have been received at the headquarters of the Safety First Society from automobilists to the effect that many horse-drawn vehicles are not displaying lights at night, as required by the state law enacted last March.

Several accidents have recently been reported in which the claim is made that had the wagons which were in collision with automobiles displayed a light, as required by law, these accidents could probably have been avoided.

For the purpose of securing a strict enforcement of the law requiring lights on all vehicles in greater New York, the society has requested Police Commissioner Woods to issue a general order calling for the enforcement of this law, with a view to preventing further accidents.

The police authorities in all of the cities and towns throughout the state will receive a similar request from the society, which asks for the co-operation of the newspapers in bringing this subject directly before the public and especially to the attention of all users of the highways.

The amendment to the highway law requires "that every vehicle on wheels, whether stationary or in motion, while upon a public highway or bridge, shall have attached thereto a light or lights to be visible from the front and from the rear one hour after sunset to one hour before sunrise; provided, however, that this section shall not apply to a vehicle designed to be propelled by hand or to a vehicle designed principally for the transportation of hay or straw while loaded with such commodities."

"Nothing in this section shall be construed to affect the provisions of any existing statute, rule or regulation requiring lights on motor vehicles or affecting the obligations of operators or occupants thereof."

"A person violating the provisions of this section shall thereby incur a penalty of \$5 for each violation, to be recovered by the said town or village in which the violation occurs."

### Mercedes Easily Best in French Grand Prix

#### Even Four-Wheel Brakes Failed to Help Delage Pilots Against Speed of German Cars.

#### OLDFIELD AND BEACHY, FAMOUS ON THE TRACK AND IN THE AIR, IN TYPE OF PREMIER-WEIDELY CAR OF WHICH EACH BECAME AN OWNER LAST WEEK.

An interesting English view of the recent French Grand Prix, in which German built Mercedes cars finished first, second and third, goes to show that there was no fluke in the remarkable victory. Rather does the writer incline to the belief that the French machines lacked the speed and stamina of the winning trio. In part he says:

"The course was a triangular one in the vicinity of Lyons, and about twenty-three and a half miles to the circuit. This had to be covered twenty times. There are no gradients of any moment on it, but plenty of twists, and at least a dozen danger spots. The surface of this road was good and almost dustless, thanks to treatment with chloride of calcium, and the weather was fine, yet more than two-thirds of the finest productions of the motor car factories of France, Germany, England, Italy, Belgium and Switzerland succumbed to the stresses of less than seven hours' driving."

"How much of this mortality was due to the driver and how much to the mechanical strain of the high speeds maintained would be impossible to say, but the mere fact is eloquent of the almost savage character of the test."

"The result of the race was a sad blow to French pride and prestige, admitting of few extenuating excuses, and a victory for Germany which was too obvious and sweeping to invite criticism. Whatever advantages were going to be possessed by the Peugeot and Delage, and the race itself went to demonstrate that they had a distinct pull over their rivals in the possession of a four-wheel braking system, which not merely saved the cars, but gave them control on the many sharp bends of the course. Their drivers had an intimate acquaintance with the course due to most of their competitors."

"Yet in the end only the Peugeot drivers could live the pace set by the Mercedes quintet, and it was very evident that for the first time in recent years even they had met cars of greater speed equally dextrously handled. The Mercedes team won as much by clever tactics as by the undoubted speed of their cars. That these were the fastest

of the day the lap times indicate, and if it be true that the possession of four-wheel brakes was worth a minute a lap, then the speeds of the French cars were not merely inferior to those of the Mercedes, but the Subteams as well.

"The Mercedes had five cars in the race; no other firm had more than three. Two of their drivers were detailed to set the highest possible pace from the start. This pair were Seiler and Pilette, the former of whom promptly indicated to Bolliot that he would need every ounce of power in his engine to hold the flying German. The battle between this pair up to the end of the fifth lap was always in the latter's favor. His mission to keep the Peugeot at the highest tension throughout the race was admirably well performed. The Frenchman put up a magnificent fight, and for twelve laps kept the tricolor in front. But the German had the faster car, and the strain of six hours' driving at its highest capacity told at last. A lead which had never been more than two minutes at any time was relentlessly reduced, until in the eighteenth lap Lautenschlager fell in front for the first time, and leading by almost a minute in the penultimate lap, caused the collapse of a Peugeot, which put the Mercedes driver out of the contest."

"Meanwhile Wagner and Salzer had been taking a turn at forcing Bolliot and Goux to press their engines, and when Bolliot retired, the Germans were leading the field by over three minutes, and finished one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve, thirteen, fourteen, fifteen, sixteen, seventeen, eighteen, nineteen, twenty, twenty-one, twenty-two, twenty-three, twenty-four, twenty-five, twenty-six, twenty-seven, twenty-eight, twenty-nine, thirty, thirty-one, thirty-two, thirty-three, thirty-four, thirty-five, thirty-six, thirty-seven, thirty-eight, thirty-nine, forty, forty-one, forty-two, forty-three, forty-four, forty-five, forty-six, forty-seven, forty-eight, forty-nine, fifty, fifty-one, fifty-two, fifty-three, fifty-four, fifty-five, fifty-six, fifty-seven, fifty-eight, fifty-nine, sixty, sixty-one, sixty-two, sixty-three, sixty-four, sixty-five, sixty-six, sixty-seven, sixty-eight, sixty-nine, seventy, seventy-one, seventy-two, seventy-three, 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