

M Travel Roads T Hotels O Racing R NOVELTIES N Legislation E Market W Gossip S

A. E.'S PLAN CAR OF TO-MORROW ON VACATION

Discuss What They Will Turn Out Next Year on Great Lake Cruise.

CAR OF TO-DAY IS UNDETIRED

The High Speed Motor, with Many Cylinders and Light Pistons, to Remain.

On their summer cruise through the Great Lakes members of the Society of Automobile Engineers discussed many points which show the man who is about to buy a car what he must look toward from a mechanical point of view.

A paper which was read by A. P. Brush, of the Brush Engineering Association, evoked a wide discussion on the timely question: "What is the Proper Number of Cylinders?"

He touched upon the high speed motor, which he said has become the accepted design for motor vehicle use.

He fixed the speed range as between 1,000 and 2,500 revolutions per minute, and the speed fluctuations of from three to six miles per hour on high.

The stroke ratio he fixed at 1.5 to 1, and in stating the ratio of the cylinder diameter to the piston diameter he gave from 2.5 to 3.5 inches.

Mr. Brush stated that four will always be used, that the six represents increased comfort value, as does the eight, due to the increase in number of impulses per revolution. He also said the only justification for increasing the displacement of the car for increasing the engine space and the introduction of a three-plate crank shaft is a 200 per cent increase in impulse and a 200 per cent increase in piston displacement over a four of equal dimensions.

Pistons To Be Light. There was also considerable discussion about alloy pistons, brought out by a paper by Eugene Gruenewald, J. Edward Schaeffer, writing in "The Automobile." He says no one seemed to have anything to say against the aluminum piston and there did not seem to be any doubt in the minds of those present that the aluminum piston are some of the best.

The question of slip which has been brought up in the past was again brought up, but it seemed to be the consensus of opinion that while the slip does occur for the first few days, it is lighter than a cast iron piston slip and does not bother the car owner.

Cars Are Undertired. A representative of one of the largest manufacturers stated that fully 90 per cent of all automobiles are undertired.

This is a serious situation, and the short sighted policy of clipping a few dollars from the sales price of a car at the time of a sales talking point will react when owners begin to realize, as they are already beginning, that this few dollars of saving in price will mean many dollars of loss in the future.

Commenting upon this, "The Automobile" says: "The amount of money wasted in this is inconceivable under present conditions. When an expert who is in the tire business estimates that 30 per cent more tires are worn out annually than should be the case it is time to get serious. The car user who has many dollars in the first place, many more in the long run, many more in the future, because it is they who are foot the tire bills, but the car manufacturers themselves are the ones who will suffer in the long run, many more in the future, because it is they who are foot the tire bills. In the second place, cars which would be easy on tires, were the proper size used, soon get the reputation of being easy on tires, because for the sake of a few dollars on each car, they have cut the size of the tire to the limit.

"Something must be done, and the solution is logical. The car makers get together and the tire makers get together and decide, on a weight basis, what tire should be used, and let the car manufacturer send out his cars equipped with the correct tire, and let the tire maker get on the odd side of the tire if desired for particularly vicious service."

S. G. V. IN NEW HANDS

R. J. Metzler Buys Plant and Makes Plan to Continue.

R. J. Metzler, who bought the S. G. V. plant at the receiver's sale, has begun to build a new plant, good will, patterns, drawings, jigs, dies and the like to continue the business.

Mr. Metzler is now perfecting an organization to go into active manufacturing. General deliveries are promised for July. The motor is 8 1/2 by 10; Remy starter, with push button Remy ignition; tires, 32 by 4.

VELIE CUTS NEW SIX

Has Light Car of First Quality. It Is Said, for \$530 Less Than Last Year.

A new Velie Six, seating five, also makes its bow at the reduced price of \$530. It has a 115-horse wheel base and a 40-horsepower Continental motor, with removable cylinder head. There are three speeds and Hotchkiss type of drive.

The builders announce that nothing has been cut, except the price, which is \$300 lower than last year's model. The equipment, they say, is just as complete as last year, including a one-piece front end, and the car is promised for July. The motor is 8 1/2 by 10; Remy starter, with push button Remy ignition; tires, 32 by 4.

WE have several bargains in rebuilt electric brooms of various models at reasonable prices. List sent on request.

The Rauch & Lang Carriage Co. 17 Central Park West (Opp. 61st & 62d Sts.) Tel. 7110 Col.

AMERICAN DESIGN LEADS War Has Focused the World on Our Motor Product.

Americans who have always been loyal to American motor cars and trucks will read with satisfaction the following excerpt from a warning editorial in "The Autocar," published in London and regarded both in England and on the Continent as an authority on motoring matters. The editorial says in part:

"What we have to bear in mind all the time is that hitherto Europe led in design. At the present time, owing to war, Europe has become comparatively little new designing for 1915. On the other hand, America has very largely redesigned its cars, and is showing an activity in the designing department which is greater than anything it has exhibited before in this way. It is therefore obvious that if Europe wishes to retain its share of its home markets, it must not mention those beyond the seas, it must get to work on the design of its valuable assets has been that it has led in design; and although the makers may imagine that the 1914 models which they had when the war began are good enough to sell when it ends, they will find themselves hopelessly outdistanced by the Americans, who will have had new designs once at least, and, if the war lasts many months longer, they will have had two or three. The automobile design has hardly changed at all."

Following Announcement of Six, It Made Many Sit Up to Look.

ACCESSIBILITY BIG FEATURE OF DESIGN

Price Low, but Makers Claim the Quality Is Still Maintained.

Mitchellites were surprised last week with details of a Mitchell eight for \$1,450. The new model comes closely upon the heels of the Mitchell Six of Sixteen, and is also a creation of Designer John W. Bates.

His old plan of accessibility has been well carried out, and both the interior and exterior show clean cut design.

The engine, together with the automatic ignition system, the electric lighting generator and starter, forms one unit; the gear set, drive shaft housing and the rear axle form the second unit, each unit being suspended at three points.

In the engine there are two sets of four cylinders, 3 by 5 1/2 each, block crank, having the same general appearance as any other block of four. The cylinders are of the I-2 head type and are bolted to an aluminum alloy crank case at an angle of 90 degrees.

An Uncommon Feature. A feature not altogether common with the other eight-cylinder engines is the mounting of the connecting rods side by side on the crank pins, and three of the four connecting rods are bolted to an aluminum alloy crank case at an angle of 90 degrees.

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STUDEBAKER CUTS 1916 SIXES \$400 AND FOURS \$100

Big Corporation Says, Despite Slash, Both Chassis and Bodies Have Been Refined.

The Studebaker Corporation has reduced the prices in its six-cylinder and four-cylinder models. The price on the six-cylinder, seven-passenger car has been cut \$400. The price on the four-cylinder touring car is cut \$100. The six-cylinder roadster is now priced at \$1,000 and the seven passenger touring car is \$1,050. The four-cylinder touring car is in the price range of \$875, as compared with \$985 this year. The roadster is \$850, compared with \$955.

The motors are both increased in bore from 3 1/2 to 3 3/4 inches. Most noticeable in the engine changes are the removal of the cross shaft at the front and the new mounting of the generator vertically with spiral drive. The whole chassis has been gone over with the main idea of attaining greater accessibility. Greater quietness has been striven for. The bodies have better lines, and there is no suggestion of a break between body and the hood.

The new Studebakers use a modified form of Wagner electrical system in connection with a Remy light, and a special and advantageous feature of the electrical system is the placing of the wiring junction box on the right rear of the motor. Removal of its cover plate makes a job of the wiring easier and the wiring on the body is eliminated.

The wheel base of both cars has been increased, being one inch longer in the six, 122 inches. The four is increased from 109 to 112 inches. Due to these modifications in the suspension, the cars are lower, and the frame has been strengthened. Both cars are fitted with 30x4 tires.

On a modified four-cylinder chassis the delivery car is fitted. This uses the same engine, and the chassis differences are only such as needed for such service. The springs are heavier and the frame longer. With panel body, it is to sell for \$875; express type, \$850; combination express and passenger-carrying design, \$875. Formerly the delivery types sold for \$1,050.

BRISCOE MAKES NOVEL OFFER To Exchange Used Four for His Forthcoming Eight Cylinder.

Benjamin Briscoe presents an absolutely new idea in his latest offer to let the buyer of a new Briscoe Four use the car for some time and to replace the four-cylinder motor with an eight-cylinder upon an additional payment should the customer so desire.

"This plan of ours," said Mr. Briscoe, "is of no considerable advantage to the factory, but it is mainly of benefit to the dealer who is in doubt whether he is to continue to handle or take on one of the old reliable fours or whether he is to risk the wagon to try the eight-cylinder, stars now appearing on the trade horizon in increasing numbers.

If the dealer takes on an eight, he may find that many of his prospects will waver to no other end. He has only his choice between a four and an eight-cylinder motor, but can give him the additional safeguard of exchanging from a four to an eight if he comes to the conclusion that the change will benefit him."

OVERLAND HAS NEW MYSTERIOUS MODEL It, May Be a Knight to Sell for One Thousand Dollars.

The Willys-Overland Company will shortly announce another large, rubber-tired car. No information can be obtained at the plant, but some outside sources of information intimate that it may be a Knight. This is based entirely on an advertising announcement from Charles Y. Knight that "an American producer of first rank will shortly announce a Knight motored car to sell at a price in the neighborhood of \$1,000.

The producer after three years of careful preparation, has made of the problem of building Knight motors in large quantities.

"And building them equal to the Knight engines of the best foreign makers. This achievement will, I believe, convince the public that this type of motor is destined to who are desirous of well-informed purchasers of motor cars in this country."

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FOLLY TO SKIMP THE FRONT SEAT

If It Isn't Comfortable, the Car Is Only Half Built.

Front seat roominess is playing an important part in the sale of cars listing below \$1,000. Attention is called to this by E. B. Stimson, of the Empire Car.

The average man buying a car at less than \$1,000 intends to do most of the driving himself, and consequently he must have a comfortable seat. If his wife is going to sit by his side, there must also be a comfortable seat for her, unless he wants to get into hot water, driving on either tire trouble.

Builders of large, heavy cars, on which drivers are usually employed, have been inclined to disregard the comfort of the front seat. This has been carried so far, in fact, that not a few owners have found it difficult to keep good men on cars where the driving compartment was not comfortable for long distance riding. It is shortsightedness on the part of the manufacturer of any car to skimp on his front seat; and it is absolutely essential to provide a comfortable front seat, which is intended to be operated by owners.

New Speed Boosting Device.

A device called the speed booster, which is claimed to increase the speed of revolutions of the motor, is being marketed by the Reflex Ignition Company of Cleveland. A 1/4-inch hole is tapped in the manifold, onto which the device is clamped. It automatically admits air into the manifold when the car reaches a speed of eight miles an hour.

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RESTA SETS NEW WORLD'S RECORD IN AUTO DERBY

Continued from page 1

spectators from the whirling race. To all appearance it was an uninteresting and the ground between two opposing trenches. Its only inhabitants were soldiers and photographers and course officials.

The frequent brushes between Resta, Cooper and Anderson were sources of continual excitement for the spectators. When the black colored Peugeot and the white Stutz went into the stretch the roadstead would suddenly become alive. Although Resta, a number of times gained the first quarter turn in the lead of the Stutz, there was seldom a time when the Italian driver's mechanic could look back and not see the American car pushing close behind.

Earl Cooper won the first \$1,000 when he finished in the lead at 100 miles. The association offered \$100 to each driver leading at each 100 miles. In addition to winning the prize Cooper made a world's competitive record of 104 miles for the first hour, beating the Palma's time at Indianapolis by nearly eleven miles.

There was an appropriate change of weather about the time that the race finished. The sun, which had been shining brightly throughout the race, became obscured behind gray clouds, and a cool wind came up, much to the relief of the grimy human beings tangling on the racing monsters.

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