

VELIE CAR TAKES PARTY FOR 140-MILE TOUR

Beauty Spots of New Jersey 'Discovered' in Day's Jaunt

This Tour Is Another Proof of the Many One-Day and Week-End Pleasure Jaunts that the New York Motorist Can Enjoy.

This is just going to be the story of the good time that three people and a Velie car had one day last week—Tuesday, to be exact—roaming in an easy, purposeless sort of a way, through some of the beauty spots of New Jersey. They started out with no particular point in view. They had no road maps, nor any instructions about where to go, or where not to go. As one of them expressed it, they wanted to feel like explorers. So for convenience's sake, we will dub them "The Explorers."

They took the 130th Street ferry at Fort Lee, at 10:30 in the morning. The whole world looked bright and fresh from the recent rains, and the brilliant sunshine, with just a few fleecy clouds in the sky, seemed to promise a perfect day for the motorists.

They were glad when they reached Fort Lee, and felt the good road beneath them, and heard the smooth whir of the contented motor. They followed the River Road as far as Central Avenue, then they started up the bluffs of this quaint old town, striking across town for the road to Leonia. Just as they were leaving the outskirts of Fort Lee, a short, rapid descent gave them an expansive view of the flower dotted plains, with the road running through it toward the green, wooded hills in the distance. This road they determined to follow.

It proved to be as good as it was pretty. It was no time, it seemed, till the signboard at the side of the road welcomed them into Leonia. And it seemed no time, again, although some time must have elapsed, for they were not arrested for speeding, until another signboard, at the opposite end of the town, thanked them out of that pleasant little village.

Another nice stretch of road led to Hackensack, a shady, restful little town. From there the Explorers followed a road that led to Paterson. On either side of the way stretched field after field of daisies. In the wet, marshy places purple irises grew wild, and crimson, orange and pink flowers added their mite to the color scheme of the landscape. They were entering a busy looking little place, called Singac, when the beauty of one particular spot attracted their eye, and they slowed down the car to more fully enjoy it. Here was an old stone bridge, overgrown with ivy. A clear, hurrying stream ran quietly on its way, and the contented chirp of the birds in the overhanging trees completed the peace and repose of the place. They

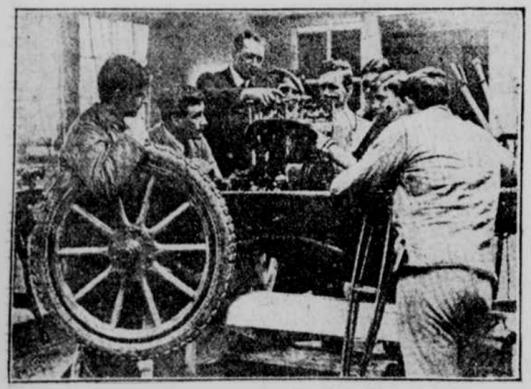
NEWS AND NOTES

A technical mind trained to figure simply can't help translating anything into statistical terms, and the recent record-breaking transcontinental trip of the Cadillac Eight furnished the opportunity of a lifetime to the technical men in the Cadillac plant. The result is a mass of intensely interesting data based on the distance covered by the car, 3,371.8 miles.

For example, it is found that if the power generated by the engine in its long drive could be concentrated in one tremendous impulse it would amount to 307,500 horsepower. This, if concentrated and used in the space of one minute, would be sufficient to lift the car and its two passengers fifty miles into the air—which speed would be at the rate of 3,000 miles an hour. It is found, further, that the crank-shaft made more than 9,445,000 revolutions—yet there was no visible wear on its bearings and no adjustment of the bearings could be made. For the second hand of a watch to make an equal number of revolutions would require eighteen years of continuous running and the watch would have to be wound 6,550 times.

Pierce-Arrow quality is so much in demand that it is hard this year to get even a used car of this make, according to a statement sent out from the Buffalo factory.

At a recent session of various Pierce-Arrow agents from all over the country, there came under discussion the question of used cars and the best means of disposing of



DISABLED BRITISH SOLDIERS TAUGHT USEFUL TRADE. In order that disabled soldiers may have some good livelihood after the war, and may not even at present be a burden on the community, the British have instituted vocational schools for such soldiers. This illustration, taken from a recent issue of "The Leicester Daily Post," shows some of the injured men learning automobile engineering. The "Nobby" Tread Tire is the one so much in evidence in the picture.



AQUADUCT, NEAR SINGAC.

leading, they decided to retrace their steps and start in another direction. A fork in the road gave the illuminating information that Warwick was only twelve miles to the west. So they started for Warwick. In some ways this was the very worst, and in others, the very best, part of the trip. The stretch of road was certainly the worst they struck, and let us hope that no motorist will ever strike any worse. But the country was beautiful. Real woody woods, unspoiled, untouched, covered the hills that the road, or trail, threaded its way through. Ferns waist high, with flowers of every color, formed the brilliant carpet. Their sweet perfume and the heavy, earthy smell filled the air, for it had begun to rain again.

D. E. Williams, who is the sales manager of the Garland Automobile Company, which handles the Velie car, was driving. It was certainly pardonable for him to feel a pride in the way that car took this stretch of road. Sometimes wading through mud almost to the hub, again taking a steep, slippery hill, or going over stretches filled with the most excitable little bumps and hollows, the car didn't falter once, or apparently make any effort to overcome the difficulties of the road. The quiet purr of that motor was like music in the ears, for in places the road looked wellnigh impassable.

It was on this stretch of road that the event of the day happened. One of the party had gone out well equipped with headgear. He had brought both a straw sailor and a cap. The straw hat had soon been abandoned for the cap, and was thrown on the floor in front of the rear seat. The third member of the party was sitting on this rear seat alone.

Seeing what looked like a good bit of road, the car had been speeded up a little. But, alas, as it passed through some mud, a hidden hole was hit, which caused the third member of the party on the rear seat to slightly lose her balance, and come down ker-plunk with her right foot through the crown of the nice new sailor. Needless to say, he of the cap appeared with another nice, new sailor on Wednesday.

But while this bad stretch of road did seem like a pretty long twelve miles, it couldn't last forever, and as they rounded the last curve in the road, the hills sloped away before them, and the beautiful town of Warwick lay nestled in the hills before them. There they found they were sixty-five miles from New York, and Sterlington and Suffern were

Difference Between Auto Service Yesterday and To-day

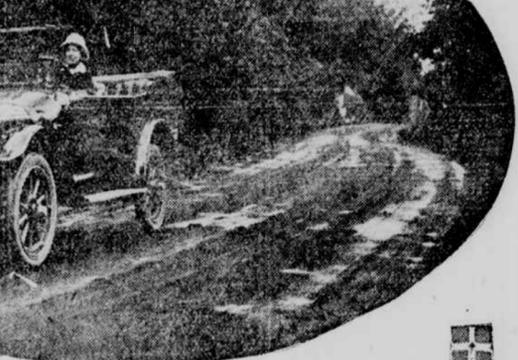
By W. F. RUSSELL, Manager Buick Service Department. The service department is beginning to come into its own. Until recently, little has been said about it, although it has ever been a big problem in the automobile industry—problem for both the manufacturer and for the motor car owner or buyer. The immense progress that the service department of to-day has made over that of yesterday is worthy of note.

The manufacturers are as anxious for better service as the car owners are. For some time past there has been a determined movement on foot to bring about a better condition in this end of the industry.

As rapidly as possible, the old-fashioned methods are being discarded for newer and more up to date ones. The changed appearance of the stations themselves is the first thing that attracts the eye of the observer. Time was when a service station was a thing so dirty and so untidy in appearance that even the men, much less the women, car owners disliked to go to it. To-day many of the stations are as neat and almost as attractive as the salesrooms themselves. No one, except one who has seen the workings of such a place, can imagine the tremendous effort that must constantly be put forth to maintain this condition. For, from the very nature of the work, the service station is naturally a greasy, smelly place. Here in New York, the heads of all the largest branches and distributing agencies are holding meetings to discuss and plan new theories which, when put into practical use, are beneficial to the car owner. The service department managers are as anxious as any to do away with the conditions which years ago made the owner of a car regret that he had to depend on the makers of his machine for the mechanical adjustments which were needed from time to time. To-day



SHADY SPOT ON PATERSON ROAD.



NOISY STREAM AT OUTSKIRTS OF SINGAC.

as it was 5 o'clock, they inquired for good roads that would lead them back to the city. They were sent up through Florida to Goshen over splendid roads, and through that ever beautiful, restful country. They followed the road through Chester to Tuxedo, passing Harriman and other pretty villages on the way. The roads were beautiful, as smooth as glass and overhung with graceful, swaying trees. They were running a race with the sunset, which was painting the sky with rich tones of blue and gold. Sterlington and Suffern were

passed in turn, then Paterson was left behind, and they were on their last lap of the day's run. When they got to Fort Lee it was night, but the big, clear moon made it as bright as day, lighting the way to the 130th Street ferry, and they were back in New York. It had been all too short, although the speedometer showed they had made 140 miles. The day had been perfect—no untoward mishaps with the car, nothing except the episode of the hat—to mar the complete enjoyment they all had had, and all voted to do it again some day in the near future.

QUERIES AND ANSWERS

The co-operation of the heads of the various automobile service departments makes it possible for The Tribune to offer its readers expert advice on any question pertaining to their cars. In this way every question that is asked is answered by a specialist.

A. D. F.—I have a squeak which I think is in one of my springs. How can I locate it and stop it? Listen to see whether it is in the front or the rear, and then determine which side it is on. It may be in the shackle, or the shackle bolt. Take the shackle bolt out and put a little grease in. Then if it still squeaks, jack up the car, pry the leaves apart and put graphite grease in. This will be pretty sure to eliminate the trouble.

I also want to know what I do to make my motor knock when I climb a hill slowly. You may advance your spark plug too far. Or it may be that the pistons and cylinders of your motor are carbonized. My motor does not work so well when I first start out—is there something wrong with it? No, every motor needs to be warmed up before it works its best.—E. Kingsland, Manager Grant Reo Service Department.

M. O. K.—Why is it I need so many new spark plugs? Your motor may be getting too much oil. Perhaps you do not watch the gauge closely and think that every time you give the motor gas

you should give it oil, too. You do not always have to have oil every time you have gas. I am annoyed by oil leaking out of the rear hub cap. How can I remedy this? You probably put too much oil in, and the oil may be too thin. Are you sure that the little drain on the housing is clean? It may be clogged with a bit of dust, and if it is, it will cause you this trouble. Run a nail up it to clean it, to make sure.

I want to know the reason for having to put water in my battery so frequently. Could you tell me? The reason is because you are constantly charging the battery, and that makes the water vaporize. So you have to replenish it. Fill your batteries twice a month. It is a good plan to fill them on the first and the fifteenth of the month, and then you are more likely to remember it.—Lester H. Kress, Manager Reo Service Department.

M. E. H.—Will grinding the valves make my car run better? Yes, because this increases the compression in the motor. What makes my car smoke when I start away after having my engine running idle for a little while? You probably have leaking piston rings. New rings will probably remedy your trouble. What makes my brakes squeak when I apply them, and how can I stop this? The brake lining is probably dry. Put a drop of oil on the lining and on the brake drum. Would water in the gasoline make my engine miss and jerk? How can I get rid of the water once it is in the gasoline? Yes, water would do this, because it will stop the flow of gasoline through the spray nozzle, for water is a heavier liquid than gasoline. The only thing to do to remedy it is to take off the carburetor, take it apart and clean it. Always strain the gasoline before you put it in the tank, and if your tank is not empty now, drain it, then strain the gasoline and put it back in. This will probably stop your trouble.—C. A. Carlson, Manager Chevrolet Service Department.

FREE USE OF ROADS HOPE OF AUTOISTS

Fight on for Abandonment of Interstate Taxation; Committee Reports.

The automobile taxation situation, which limits the crossing and recrossing of state lines by the owners of motor cars, is one that is demanding the keen attention of car owners all over the country. Recently Representative William C. Adamson, chairman of the Committee on Interstate and Foreign Commerce of the House of Representatives, received a report from his committee on the measure which bears his name. This measure would make a home state license good in all other states for indefinite periods. It is hoped that this will be passed before the present Congress adjourns.

At the annual banquet of the American Automobile Association, held in Washington, D. C., Representative Adamson expressed a belief that the measure could be passed, if the motor car owners could make their Congressmen interstate ideas of communication contained in the bill. "If a state can collect taxes out of its autoists," continued Mr. Adamson, "and out of all the neighboring autoists from other states, that state, of course, will have more revenue. And every other state that does likewise will similarly have more revenue. But if the people do not pay out that money into all the other states, it seems to me that money is still in the states and may be used for other purposes."

Charles T. Terry, former chairman of the American Automobile Association Legislative Board and now its general counsel, who had in hand the original Federal registration bill, utters this concise summation of the situation: "Good roads amount to nothing unless the laws are such that they may be used freely. If we are really a nation, then the so-called boundaries between the states are nothing but imaginary lines. They have no existence when a Federal question is raised as to the duty of citizens to this country. I was wroth to be declared it would be asserted without contradiction in any quarter that every citizen owed his particular duty to the protection of

Cleaning Upholstery.

Wood alcohol is recommended for cleaning cloth, leather and the upholstery of a car. It should be applied with a sponge or cloth. Another cleaning preparation for leather is a mixture of linseed oil and turpentine.

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A Social Register

THOSE whose discrimination is pronounced, have chosen Scripps-Booth as their personal motor car. For them, perfect unity of outward design with superior power and comfort, are essentials—not luxuries.

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