

Dodge Makes Fine Day's Trip to Lake Hopatcong

In Spite of Rough Roads Car Makes Over 19 Miles To Gallon

Wonderful Place for Play—Beautiful, Rugged Scenery En Route and Many Wonder Spots at the Lake.

By M. L. ELSASSER.

There is something about the Dodge that makes you feel as if it were, in almost any sense, light, but the power developed by its four-cylinder engine is convincing.

This is the conclusion we came to after a day with the roadster on Tuesday. We decided to make a run up to Lake Hopatcong. We did not realize that the roads there would serve to show off the car as well as they did. Perhaps if we had we should have been loath to take them. We had been told that the roads were poor, but we did not realize how poor till we got out on them. Even so, hope was with us—we were constantly expecting to strike better ones any minute. Anyway, we had a good time, and by night we were well convinced of the qualities of the car.

It was just 10:30 o'clock in the morning at the salesrooms when we settled ourselves in the wide, softly cushioned seat of the roadster, stretched out, to be good and comfortable and ready for a fine, long drive. The sun was bright but we had the top up, and the wind was cool and crisp. It was just the kind of a day to make every one envy your trip.

The driver put his foot on the starter and the smart little car was alive, ready to start. We swung down to the Forty-second Street ferry, and in Jersey City followed the Hudson Boulevard to the Plank Road. The morning was crisp, we were on good roads and the little car, responsive to the driver, shot forward, picking up to fifty miles an hour.

In Newark we followed Market Street to the Court House, then turned to the left on Springfield Avenue. This led through Irvington and Springfield. It was just outside of Springfield that we began to go through really pretty country. Here were thickets of green, shady trees with beds of full blown goldenrod, adding dashes of vivid color. Here were good roads, too.

Off Toward Morristown. Out of Springfield, following the car tracks, we still found good roads. The regular Morristown Road was closed, due to construction, so we followed the road at the left, Morris Avenue. We were going through rolling, green hills and restful, cool country. The ride itself was so enjoyable, and the roads so good, that miles stretched away behind us faster than we realized. Soon we were in Summit and were directed to take the River Road.

This led through more picturesque, inspiring country, but here the roads were choppy. It was surprising how easy the little roadster took the bumps. As it is light and a roadster, we were much surprised. There was no discomfort in even the worst spots. Through Chatham and on good roads again to Madison. Through Madison's winding, shady streets, we came out on a road that wound high to the tops of the hills. Miniature valleys lay far below us, and we caught occasional glimpses of Lily



BYRAM BAY, LAKE HOPATCONG.

found reflection in the shallow lagoons and tranquil streams. We left Caldwell and Verona behind, and were soon in Montclair. Here we followed Belleville Avenue to Belleville, crossing the Passaic River. We negotiated the long hill that lies just beyond on high at thirty miles an hour.

Sunset.

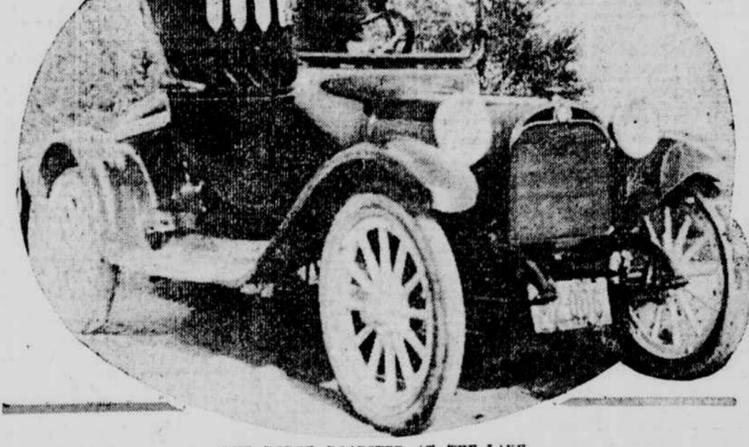
Just as the sun was setting, a red ball in the west, we came out on the best road we had struck all day. It wound straight across the meadow and was as smooth as glass. Much to the disgust of many drivers of big cars, we had been passing every thing on the road all the way home. Here was no exception. The little Dodge showed speed; at the same time it inspired us with a feeling of confidence and reliability. Soon we were again on the Hudson Boulevard, and at the Forty-second Street ferry the speedometer showed that we had gone exactly 116.8 miles. We used six gallons of gasoline.

The little car had proved what it could do for it had covered much bad road, had done some stiff pulling, and shown economy, and at the same time it had been comfortable and efficient.

English Sunbeam Cars in Races

Two English Sunbeam race cars will start at the Harvest Auto Racing Classic on the Indianapolis Motor Speedway on September 9. In addition to the six-cylinder which Joseph Christiaens already has entered in the three events to be raced there that day, a second Sunbeam with the same piston displacement has been entered.

This entry brings the total now signed up for the September 9 meet to nine. Two Sunbeams, two Penneys, two Premiers, one Maxwell, one Ostewitz and one Diesenberg. Speedway officials expect the present list to be more than double between now and the time the entries close, on September 5. A large number of cars entered in the Cincinnati event on September 4 are expected to start in the Indianapolis events on Saturday of the same week.



THE DODGE ROADSTER AT THE LAKE.

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.

J. M.: What is the fastest time that has been made in an automobile? What car? When? Who drove it?

According to the A. A. A. records, the fastest time that a mile has been run was when Bob Burnam, in his "Blitzen Benz" drove the mile in 25.40 seconds. This was at Daytona, Fla., on April 23, 1911.—American Automobile Association.

O. J. B.: Will you kindly let me

know whether or not the new Cadillac Eight is equipped with the two-speed rear axle, which the Cadillac people use some years ago?

No, it is not used, because the eight-cylinder motor did away with the necessity for it. It was formerly used with the four-cylinder motor to give more speed and better hill climbing ability.

Can you also tell me how to line up my wheels, and except for the fact that my front tires are wearing rapidly, how can I find whether or not they are out of alignment?

To line up your wheels, get an iron rod. Place it at the forward part of both front wheels. Measure it. Then place it at the back of the wheels and measure. The measurements should be the same. Or, you can measure the distance from the outside of the wood part of the wheel to

the frame. (This, of course, only in case that the frame is properly adjusted.) The measurements, if the wheels are lined up, should be the same.—E. R. Mertens, manager Service Department of the Cadillac.

T. L. F.: Can you tell me where the adjustment of the clutch brake is on the Dodge, and how I can get it on?

It is no wonder that you cannot find the clutch brake, for the Dodge has none.

My Dodge clutch seems to stick. It operates easily enough when well released, but it does not release easily. What would you recommend?

The clutch hub is sticking on the shaft. A thorough lubrication will probably remove all of your trouble.—William McIlvrid, jr., manager Service Department, Colt-Stratton Company.

C. B. Rice Joins King Corporation

With the appointment of C. B. Rice to the position of retail sales manager of the King Motor Corporation, at Broadway and Fifty-second Street, Joseph Porter has rounded out a particularly strong selling organization in this city for the sale of King "8" cars.

Mr. Rice assumed his new duties on September 1. His experience goes back to the early 90's. He is best remembered in connection with the great success of the Baker Electric in this city ten or twelve years ago. From New York Mr. Rice went to Utica to handle the Packard and Cadillac lines. Later he headed the Bronx Ford Company, and until his acceptance of the retail managership of the King he was identified with the Rogers Motor Corporation in this city.

Mr. Rice's new connection is one most attractive, and with the broad experience he brings to bear in the retailing of the King car all records in the matter of sales should be smashed during the season of 1917.

Woman the Better Automobile Buyer

In commenting on the story of the woman who not only made her husband a good wife but a good husband as well, a recent "Collier's" editorial speaks somewhat disparagingly of the modern American husband, and asks if man's youthfulness has been so prolonged by golf and the automobile that woman has become the maturer being.

Come to think of it, we do note the change in one particular at least, and that is in their selection of a new automobile. They shop together and according to the confidential opinion of H. R. Bliss, sales manager for the Colt-Stratton Company, New York dealers in Cole and Dodge Brothers motor cars, the woman nowadays asks more intelligent questions in many cases than her husband, and she it is who must be thoroughly convinced before the sale is consummated.

New York, Aug. 28.—An order for sixty-three more Indian motorcycles has just been placed by Colonel Smith, of the New York Quartermaster's Department, U. S. A.

Day of Heavy Automobile Gone

Significance of Constant Reduction in Weight.

There can be no question that the day of the heavy automobile is over. No change, although it has been gradual, has been more significant in motor car design than the constant reduction in the weight of chassis, motor and body. There is a point, of course, beyond which this process cannot be carried without danger to structural strength. However, there is as yet no indication that the makers have taken any chances with this factor of safety.

The very material reduction which the last few seasons has seen in the weight of the finished car has been made possible by several factors. Chief among these is undoubtedly the improvement in materials available for automobile manufacture. Although it has not been heralded with any great blowing of trumpets, the recent advance in the treatment of steels and alloys has been surprisingly great.

In consequence, where heavy castings and great solidity were formerly necessary to give sturdiness to such a powerful piece of machinery as the motor car, smaller and far lighter parts, with an equal or greater toughness can now be employed. In this change aluminum and its alloys and certain specially heat-treated steels have played the most important part. The great demand for these metals caused by the war brought about for a time a condition which threatened to obstruct or delay the progress of automobile building. This demand for raw materials did, indeed, bring an increase of from \$50 to \$250 in the price of many makes of cars. This increase came, oddly enough, just at the time when the general tendency was for lower prices as well as lighter weight. The manufacturers have wisely decided, however, to charge more for their product rather than to take a backward step in the quality of materials used. It is one of the indirect costs of the war which the buying public shows every disposition to pay cheerfully. Therefore it is not surprising to see that the announcements of such of the 1917 models as have been introduced still lay stress on a reduced weight.

Howard Marmon to Referee Race

Indianapolis, Sept. 2.—Howard Marmon, of the Nordyke & Marmon Company, of Indianapolis, has been selected by the Indianapolis Motor Speedway officials to act as referee in the race meet which will be held on the local track September 9.

Mr. Marmon will be the supreme ruler of the Speedway track for the second time this season during the day of the race. He filled the same position in the 300-mile championship race held here last May, in a manner which showed him to be competent in the highest degree.

The appointment of a local man to act as referee instead of seeking an official out of the city is a policy inaugurated by the Indianapolis track officials prior to the last event. It was Indianapolis brains and Indianapolis money which made America's first two and one-half mile speedway possible, and it is felt that Indianapolis men should be in charge of the various events which are run on the track.

Hupmobile Party Investigating Roads

The capital-to-capital Hupmobile party, which J. Walter Drake, of Detroit is sending on a 20,000-mile trip around the United States to investigate the roads of the United States, reached New York on Thursday, from Trenton, N. J., on its way to Hartford, the capital of Connecticut. Moving pictures are being made en route, and the story of the trip is being written.

The party left Washington last Monday and was sent on its long journey by United States Good Roads Commissioner Logan Waller Page. From Washington the party went to Annapolis, Baltimore, Harrisburg, Dover, Del., Philadelphia and Trenton. After arriving in New York the car was taken up Fort George Hill on high. The car is a stock Hupmobile, and was checked at Washington by the technical board of the A. A. A.

As part of its preparation for an active fall business campaign the Holland-Randall Company has added Louis E. Weed and Daniel W. Sullivan to its sales force. Mr. Weed handled the Cadillac at Bridgeport for several years and represented the Ford and Oakland in this city. Mr. Sullivan has been with the Palmer and Singer, Rambler and Oakland concerns here.

Gas Cars Versus Railroad Tie-Up

Practical Use of Autos to Relieve Industries Dependent on Railroads.

The imminence of the railroad strike has made motor car owners and dealers all over the country consider the important part that the automobile would play in such an event. It has brought home to them what the motor car would mean to commuters and to the city's food supply. Just what a strike would mean to the automobile industry has also been subject for considerable conjecture in motor circles.

H. T. Porter, sales manager of the Cadillac Motor Car Company, 1881 Broadway, said yesterday, in speaking of the situation, that the automobile would be the vehicle of first consideration should a strike be called. "The motor car dealers would, of course, try to do all they could to relieve such a condition," said Mr. Porter, "but the real work would fall on the private car owners. This is because there are so few dealers now who have a large supply of cars on hand. But of the thousands of Cadillac owners in New York, I am sure a large percentage would offer their cars, if there were any need."

E. R. Dalley, manager of the Paige-Detroit Company, of New York, 1896 Broadway, said that if the situation became acute the car owners and dealers would undoubtedly combine to render assistance. "That the motor car would be a factor in preventing famine is without a doubt true," said Mr. Dalley. "A strike would probably stimulate the second-hand car trade, but it would cut off the delivery of cars and would probably shut down most factories."

At least ten Oldsmobiles would be offered by C. H. Larsen, president of the Oldsmobile Company, of New York, 225 West Fifty-eighth Street, in case of strike. "For," said Mr. Larsen, "you and I do not realize what a tremendous part the automobile would play if the situation should become acute."

Harry L. Stratton, of the Colt-Stratton company, 1770 Broadway, said that of course a railroad strike would stop the delivery of cars sold. He said that factories would probably have material and coal to run them for only about thirty days. This would, of course, mean the shutting down of the factories.

E. G. (Cannon Ball) Baker, who recently crossed the continent on United States Nobby Treuds in 7 days 11 hours and 51 minutes, has added still another record to his long list. Mr. Baker covered the distance from Detroit to Indianapolis in an automobile equipped with United States Royal Cord tires in 7 hours and 10 minutes—about forty-five miles an hour. The best previous record for the 315-mile run was 8 hours 41 minutes, or nearly 20 per cent slower.

Official announcement is made by Benjamin Briscoe, president of the Briscoe Motor Corporation, that the big Michigan company has taken over the operation of practically all plants making parts entering into the Briscoe car. Cars are now being built complete in the ten Jackson factories. The plan has been in operation for several months, but the news had not been given out for publication until to-day.



MISS WHITE'S WHITE DAVIS.

It was presented to her as a birthday gift, and after the close of the "Midnight Frolic," accompanied by a party of friends, a proper celebration was provided at a charming Westchester inn.

Returning to town, a quarantine constable, comfortably drowsing at his post, awakened suddenly to see the big, noiseless white vision run

ADVERTISEMENT.



Ornithology. If you want to put wings to your car give it POLARINE—the friction-proof, carbon-proof oil that makes your motor sing like a bird.

LOOK for THIS SIGN



Packard Service Station Enlarged

Ground Just Broken for Big Eight Story Addition.

Ground has just been broken for an eight story addition to the Long Island City Service Station of the Packard Motor Car Company, of New York, the new wing to provide 175,000 square feet of additional space when completed, thus more than doubling the present central service establishment of this, the chief Packard distributing organization in the Eastern States.

The term "service" has with the Packard company always stood for something actual and of vital importance in its scheme of business administration, and no automobile manufacturer in the world has developed the service end of the business as successfully and efficiently as the Packard company.

The Long Island City plant is a central storehouse of Packard parts for New York, Eastern New Jersey and Southern New England, and has facilities besides for every possible attention an automobile may require. Its organization is on factory lines throughout, and its system is thorough as constant watchfulness and study can make it. It plays a big part in promoting the welfare of Packard tourists from all parts of the country and of resident Packard owners throughout this entire region.

In the enlarged plant truck service is going to have added consideration in proportion to the extraordinary growth of the Packard truck business, which has made great strides during the last year, and bids to make still greater progress in years to come. Now that the Packard company is building a complete line of chainless trucks, comprising units from one and one-half tons to six and a half tons in capacity, it is expected that the new wing will be completed by March 1, 1917.

Study Change for Safety Signals

Interesting studies of the comparative values of safety signals have been made recently by the operating officials of several railroad roads and by the "Safety First" bodies, with the result that knowledge of importance to the motorist has been gained. In spite of the fact that red has long been considered a danger, it is now proposed, as the result of these investigations, to substitute black and white signals for the familiar red-crossing signals. Large round disks of white, about two feet in diameter, bearing the word "Stop" in black letters six inches high, have been found very effective. To borrow a phrase from the naval vocabulary, their visibility is high. It has also been found that by painting the gates at grade crossings black and white, after the manner of a futurist barber pole, they are rendered much more conspicuous than is the old-fashioned white gate. The Long Island Railroad has already put in place some of the zebra gates. No good substitute for improvement on the red lantern has been found as yet for use at night, and it is probable that the time-honored institution will continue to be used as before.

The Kissel Motor Car Company is adding two more buildings to its plant at Hartford, Wis. When they are finished more than 60,000 square feet of floor space will have been completed during 1916. Still further expansion plans are under way.

The Federal Motor Truck Company recently shipped a three and one-half ton Federal to Christiania, Norway. The truck was a power springer equipped with a thousand gallon tank body.

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past and promptly 'phoned down the line that the Sleepy Hollow Specter was "out again." The next constable stopped the party and told them of the scare his brother had had. Straightway the new Davis was christened the "White Ghost" with fitting ceremonies at the next hospitable inn. At least, that's the story they tell.

NEWS AND NOTES

E. M. Dalley, of the Paige-Detroit Company, of New York, announces that, beginning to-morrow, the Paige company will be installed in new quarters far surpassing in beauty the old quarters. The new salesrooms will be located at Sixty-third Street and Broadway, a few doors from the former salesrooms. To provide suitable surroundings for the beautiful types of new Paige series Mr. Dalley has fitted the main floor of the showrooms in modern style, with unique tile flooring and simple but effective wall coloring. The main floor is 37x70 feet, affording plenty of room to show the cars comfortably. Used Paige cars will be shown in the basement, which has an area of 9,000 square feet. In line with giving Paige owners the best service possible, Mr. Dalley has opened a new service station at 509 West Fifty-sixth Street.

J. Budd Bleiler, roller truck sales manager for the Miller Rubber Company, at Akron, was in the city recently, demonstrating the new demountable cushion pad, recently added to the list of products manufactured by Miller, which is the home of the Geared-to-the-Road pneumatic tire. The purpose of the demountable cushion, according to Bleiler, is to give a soft riding back

for the tire and a shock absorber for the truck. It has been proven by tests that the new cushion pad will absorb 60 per cent of the vibration that otherwise would be transmitted to the mechanism of the truck. The cushion rests between the tire and the S. A. E. band, allowing perfect resiliency and increased life of tires.

When the ordinary truck tire is welded directly on the S. A. E. band it becomes a fixture. This new demountable cushion allows for the speedy removal of the tire. "A feature," says Bleiler, "that virtually makes a demountable tire for trucks."

From Milwaukee to Houghton, Mich., in a single day, is a feat that has just been achieved by the new Jeffery Six. The Jeffery, a brand new stock car in every respect, delivered in the ordinary routine of business the day before the start, covered the 493 miles between the two points in exactly 14 hours and 41 minutes' running time, averaging 33.6 miles an hour.

The record-setting car was driven by N. E. Osmond, Milwaukee distributor of the Jeffery line. With him were three passengers, including George H. Moeller, of "The Milwaukee Sentinel," who acted as official observer and timer. The combined weight of the car's

top fits closely to the body of the car, with flush sides. The windows are removable and the interior is finished in beautiful gray woodwork, and a dome light adds to the attractiveness of the top. Both the winter top and the regular top are furnished with the eight-cylinder model.



NEW 8-CYLINDER SCRIPPS BOOTH MODEL.

The new eight-cylinder Scripps Booth with its winter top is here. You can see for yourself how attractive it is. This top was designed as an integral part of the car, although it is easily detachable for summer driving and is in entire keeping with the luxurious appearance of the Scripps Booth line. The

top fits closely to the body of the car, with flush sides. The windows are removable and the interior is finished in beautiful gray woodwork, and a dome light adds to the attractiveness of the top. Both the winter top and the regular top are furnished with the eight-cylinder model.