

Batteries Will Thrive on Some Regular Care

Suggestions for Attention to a Part of Automobile Normally All Too Much Neglected; Getting Results

By William H. Stewart, Jr., President Stewart Auto School

It is all too true that the average driver never gives his battery a thought until it balks. He looks after gasoline, water, oil, gears, brakes and steering, because the need of such attention is impressed upon him every trip. But if ever a thought of the battery crosses his mind he seems to believe that the charging plant will take care of the battery, and if it doesn't he will find it out soon or later. And all the time the ammeter needle is making frantic signals to attract his attention. Nevertheless, he drives blissfully on until the battery is discharged and possibly ruined.

For the benefit of the inexperienced motorist I have noted a few things necessary to get best results from this essential part of the electric system. These should be posted where they can be seen several times a day, so that the driver may soon learn to repeat them forward and backward and do everything called for when necessary.

Watch ammeter, to see if battery is charging or discharging properly.

Test with hydrometer or voltmeter at least once a week.

Add enough distilled water once a week to keep electrolyte over the plates.

Never let switch stay on while engine is not running.

Prevent short circuits by watching for weak places in the insulation and taping them as soon as discovered and never lay a tool or other piece of metal across terminals of battery.

Keep the terminals tight and free from corrosion (sulphate).

If a greenish substance forms around a terminal clean and dry the parts thoroughly, replace securely and cover with cup grease to prevent the acid climbing up the post and repeating the trouble.

If acid is needed, never add it yourself, but consult the battery man at the service station. If added by an unskilled person it may do more harm than good.

Prevent freezing by seeing that battery always up to full charge. When discharged and battery will freeze around 20 degrees Fahrenheit. When fully charged it cannot freeze.

Do not use starter or lights too much unless you run the car a great deal during the daytime so as to replace the current used.

If battery is losing strength, in spite of your care, have the charging plant looked over at the service station, as there must be something out of order.

And again let me say—watch the ammeter, for the greatest of these is the ammeter. It is the pulse of the whole system, an indicator which tells you at a glance when affairs are going right or when they are going wrong.

The foregoing instruction, with one or two exceptions, should be clear without further explanation. But many people do not know how to use the voltmeter or hydrometer. The test with the latter is to draw up some of the electrolyte into the syringe and to note the reading. 1.350 to 1.175 indicates discharge, while 1.275 to 1.300 shows a charged condition. To use the voltmeter turn on the lights while making the test. Seven volts for a three-cell battery shows full charge.

Most cars use the battery for three duties, ignition, starting and lighting. If the battery fails all three systems go out of commission at once. Thus it will be seen how important it is to give intelligent care to that part of the electric system.

Chalmers Turns Up a Fuel Record

Twenty-three Miles to the Gallon Is Mark Returned in Test Over Ohio Roads

More than twenty-three miles to the gallon is the gasoline record made by a Chalmers in Ohio, according to information received yesterday by Harry J. De Bear, Chalmers branch manager here.

"This is perhaps a little better than the average Chalmers consumption," remarked Mr. De Bear, "and it is all the more sensational when it is known the record run was made with three passengers and over dirt roads near Bellevue, Ohio, where great quantities of sand make auto touring very hard at places."

"The Hot-Spot has much to do with this record of economy. We have owners right in this section who are getting maximum mileage in their Chalmers. It is not a question of going farther on a gallon of gasoline, but of extracting more power and allowing less waste on every gallon that passes through the manifold."

Chevrolet, at 53, Still a Daring Driver

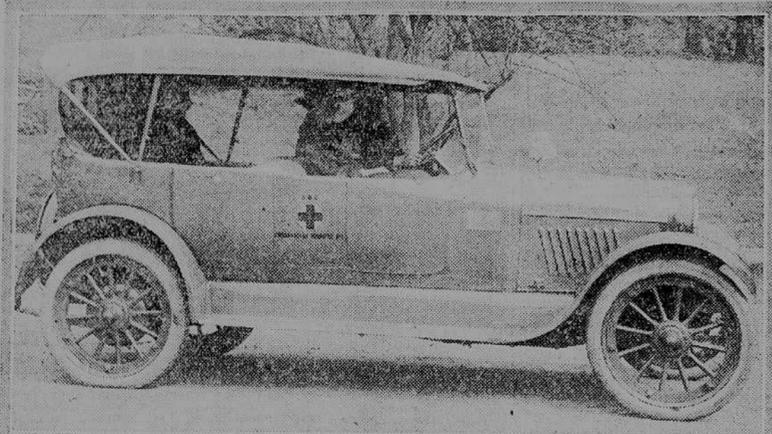
Veteran Frenchman Who Starts at Sheephead on June 14 Has Been in 22 Accidents

Louis Chevrolet, who at fifty-three is the daddy of all auto racers, has entered the international sweepstakes at the Sheephead Bay Speedway on June 14 to prove to the motor world that, despite the handicap of many years, he is still as speedy as the youngest daredevil. Records in sport fail to produce the equal of this swarthy Frenchman after nearly thirty years speeding with Fiat.

This will be the seventeenth season for the intrepid veteran. Chevrolet first came here as the personal driving representative of Alfred Vanderbilt. His nerve, courage and racing skill made him admirers by the thousands in this country. In the Vanderbilt and Grand Prize contests Chevrolet demonstrated his claim to be ranked with the fastest drivers of that period. To make this wonderful record possible, however, nearly cost the daring Frenchman his life. Chevrolet has been in twenty-two racing accidents.

One especially bad smash-up in a race in Chicago in 1910 sent the French

Women Decorators' Gift to Red Cross



Above is shown a Reo touring car, presented to Embarkation Hospital No. 1 by the New York Decorators' Ambulance Fund. The car will be at the disposal of the Red Cross and will be used by surgeons, nurses and patients. The New York Decorators' Ambulance Fund is composed of a number of prominent women decorators, of which the following are officers: Mrs. E. Cushing, chairman of fund; Mrs. Phillips Brooks Robinson, chairman of war relief; Mrs. Frederick Lee Ackerman, chairman of house committee, and Miss E. Whittegre, treasurer. Frederick Provost is chairman of the finance committee of the fund.

daredevil to the hospital for eight months. While lying on his cot the veteran announced his retirement from the dangerous sport. But recovering from his injuries the great wish to try out his speed creation lured the veteran back to racing, and he's been steering a wheel ever since with increasing success.

In action Louis Chevrolet is a spectacular figure. Daring in the extreme, he is of the circus type of driver, who is either showing his rear wheels to all opponents or making hasty repairs in the pits because an overstrained engine couldn't yield a little more speed.

Need Cars for Orphans Dealers Are Not Responding Calls as Before

The appeal of the Orphans' Automobile Day Association for cars to carry 5,000 orphan children on their annual motor ride is meeting with success, but a great many more cars are needed. Otherwise the number of children to be entertained will have to be cut down. This the directors of the association do not wish to do, for they believe the motor car and accessory tradesmen of New York will "give a thought to the orphans" and help to make the annual big event of Automobile Row a huge success.

This year Orphans' Day will be celebrated at the Bronx Exposition Park on Thursday, June 10. The children will be conveyed in motor cars from the Row to the park. There a box luncheon will be served and the youngsters spend the day enjoying the various attractions.

The dealers of the row are not responding in the former characteristic manner, but it is believed that the motor tradesmen will get beyond those in charge of Orphans' Day and help if attention to the present needs of the association were made known.

Entry blanks for cars and cash donations can be had from the association at its headquarters at the Automobile Dealers' Association, 1845 Broadway.

What the extent of passenger automobile traffic is from state to state there is no means of knowing. Here and there, though, are figures which give some indication of its extent. There are, for example, the statistics of private car travel in Yellowstone Park. No less than 17,000 persons travelled through the park in the season of 1918 in private automobiles. Naturally, the greatest number of these came in cars bearing the tags of states which border the park—Idaho, Montana and Wyoming. But 456 travelled in Colorado cars, 1,854 in Utah cars, 648 in Washington, 152 in Illinois, 235 in Iowa, 300 in Kansas, 101 in Michigan, 224 in Minnesota, 205 in Missouri, 529 in Nebraska, 90 in Ohio and 61 in New York cars.

"Wag" in the Tire Business Fred J. Wagner, long known as "Wag, the flag wagger," because of his years as starter of automobile racing events, has started in the tire business. The Fred J. Wagner Tire and Rubber Company is at 231 West Fifty-eighth Street, just west of Broadway.

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Hitting on All Twelve

by C.E.T. Scharps

Following upon the conference called yesterday in this city by the Secretary of State to get suggestions as to the form that examinations for automobile operators in Greater New York should take, it will not be long before the system of examining all applicants for driving licenses here will be put into effect. At present the \$2 fee are in force and have been ever since Governor Smith signed the Knight-Wheelock bill. The only part of the law which does not go into effect until August 1 is that section which provides for 10-day permits to be given to applicants for licenses while they are learning how to drive their cars.

This should be a good season for automobile schools, because it will become imperative for owners to know more about their cars before they can qualify for licenses. An increase in the enrollment of a great many schools has been noticeable. Automobile companies make it a practice to give at least three hours of instruction to purchasers of their cars, and this coupled with the driving practice under the permit system will be enough to qualify the more capable and mechanically-inclined car buyers to take out licenses. But in the main it will be found necessary for most motorists to get rather more instruction than this permits of.

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Jordan Shows Some New Things in Chassis

Squeak Prevention Is Well Worked Out by Two-Coil Spring Devices

Motorists who viewed for the first time the new Jordan models now on McCurdy-Brainard's floor discovered several improvements to the chassis. Most of these improvements can be classed as refinements rather than improvements, because the Jordan chassis is still the same in its essentials.

Not satisfied with an aluminum body to eliminate the most annoying rattles, the Jordan Company adopted a patented spring device which now practically eliminates "the last squeak."

The device consists of two coiled springs, one on each side of the main spring, with ground steel washers inserted between the chassis and the coiled spring to provide good wearing surface. A self-adjusting grease cover encloses the coiled springs. The whole device is packed with graphite grease.

Specially designed rear springs allow the car to hang lower, which is always a factor in improving the looks of a car. The springs have been designed, too, for fast driving over rough roads.

Much weight has been eliminated from the car, the Silhouette four-passenger tipping the scale at only 2,150. The seven-passenger weighs 3,240

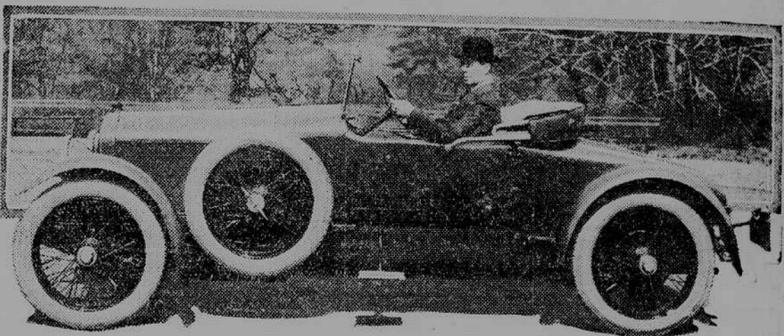
pounds. This is the lightest chassis on the road for a 127-inch wheelbase. Ordinarily, the extremely light car of short wheelbase vibrates up and down, and the extremely heavy car on the short wheelbase cannot escape claims for his new car that it has banished both difficulties. The whole secret, he says, is in the hanging of the car and the design of the springs.

500-Mile Race at Indianapolis May 31 The 500-mile race, which makes a Hoosier holiday, will be run next Saturday at Indianapolis. The contest is for a purse of \$50,000, and the crack drivers of this country and Europe are entered. The list of those who hope to start totals forty-three.

The contest provides a great event for Indiana generally. It wasn't held in 1917 or 1918 for patriotic reasons, or so the promoters said.

Jim Vaughn Was Once A Nash Factory Hand Jim Vaughn, star pitcher for the Cub team, performed in Chicago recently under the admiring eyes of 1,500 fellow townsmen who travelled fifty miles on special trains to see the former employe of the Nash Motors Company pitch against Cincinnati. The occasion was known as Vaughn-Kenoshia day and "Hippo" made good for his fellow townies, defeating the Reds by a score of 4 to 3.

Fine Body Lines for Peerless An eight-cylinder Peerless, fitted with a sport body, built by the Royal Motor Body Company. It is aluminum and fitted with specially designed crowned bicycle fenders of hand-hammered aluminum and no running boards. J. A. Clark, sales manager of the Van Cortlandt Vehicle Corporation, Peerless distributor, at the wheel.



An eight-cylinder Peerless, fitted with a sport body, built by the Royal Motor Body Company. It is aluminum and fitted with specially designed crowned bicycle fenders of hand-hammered aluminum and no running boards. J. A. Clark, sales manager of the Van Cortlandt Vehicle Corporation, Peerless distributor, at the wheel.

Portage Tire Prices Unchanged

The Portage Rubber Company believes that a generous proportion of tire users consider quality more important than price.</