AN ACT TO LICENSE PEDESTRIANS TOO

Well, Why Not? Pennsylvania's Proposition Reads Like Real Good Legislation

"Proposed Act for the Registration and Regulation of Pedestrians" is the title of a delightful piece written by W. West Randall for the *Bulletin* of the Automobile Club of Philadelphia. It plans to deal with pedestrians, just as automobilists are handled by the State. There was a bill with a like object introduced in the British Parliament in September, 1909, it is recorded, but Randall didn't know of it when he wrote his "act," which goes thus:

AN ACT.

Relating to and regulating pedestrians propelled by not more than two legs and controlling their speed and movements upon the public streets and highways in the Commonwealth of Pennsylvania, providing for their registration, providing for their equipment, forbidding the use of their legs while under the influence of liquor and regulating their speed through any county, borough, city, incorporated town or township. Providing for arrest and prescribing the penalties for violation of this act.

SECTION 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met that no pedestrian shall be allowed upon any public street or highway in the Commonwealth until said pedestrian shall have been registered with the State Highway Department of this Commonwealth.

DEFINITIONS.—SECTION 2. The term "pedestrian" as used in this act shall apply to all so-called human beings of either sex standing upon and propelled by their own legs, whether or not said legs be artificial or have their functions assisted by the use of a crutch.

REGISTRATION.—SECTION 3. Application for registration of pedestrians shall be made to the State Highway Department. The application shall contain the full name and address of the applicant; the name and address of his, or her, makers; the source from which he, or she, derive their power, whether by vegetarianism, Fletcherism or otherwise; the maximum "load" he, or she, can carry; whether or not addicted to the use of rubber heels, and the gross maximum weight of the pedestrian. For registration purposes the weight of pedestrians shall be computed by the following formula: Number of meals per day squared times the height of the pedestrian in inches times the size of their gloves. The said application shall be made upon a blank provided for the purpose by the State Highway Department. Upon receipt of the application and the proper fee the State Highway Department shall register the said pedestrian in a book to be kept for that purpose and shall issue to the pedestrian a registration certificate which shall entitle him, or her, to lawfully exercise the use of his or her legs; showing the name and address of the pedestrian, his, or her, color, complexion and sex and his, or her, registration number. Also two (2) number tags bearing the registration number, the figures of which shall be not less than twelve inches in height, the name of the State in full, and the year.

TRANSFER OF REGISTRATION.—SECTION 4. Upon the marriage or remarriage of any female pedestrian her registration shall expire. She may, however, upon proper affidavit, again register upon the payment of the fee of $1 and upon giving proof that the said applicant's husband is in possession of his registration certificate.

REGISTRATION FEES.—SECTION 5. The fee for the registration of pedestrians shall be according to their weight. For pedestrians under fifty pounds, $5; from fifty to 100 pounds, $10; from 100 to 150 pounds, $15. For pedestrians weighing over 150 pounds, $20.

The fees for registration when issued on and after July first shall be one-half those required above. All registrations shall expire after December thirty-first of the year for which issued.

No license to use their legs shall be required nor shall any fee be charged for the registration of any nurses or physicians employed by any hospital nor for any firemen and policemen employed by the United States, the State of Pennsylvania, or any city, county, incorporated town, borough or township of this Commonwealth, but all such pedestrians shall be registered and shall display number tags as provided for in the case of private citizens.

NUMBER TAGS.—SECTION 6. No pedestrian shall be allowed upon any public street or highway unless his, or her, number tags are displayed conspicuously, one on his, or her, chest and the other on his, or her, back, in such a manner that they may be easily read. They shall at all times be kept free from dust, grease, face powder or other substances likely to impair their legibility and shall not be incorporated into the clothes of the pedestrian in any manner. Between one hour after sunset and one hour before sunrise the rear number tag shall be illuminated so that the number may be plainly distinguished.

AGE LIMIT.—SECTION 7. No person under the age of two years shall be permitted to exercise the use of their legs upon any of the public roads, streets or highways of this Commonwealth.

ATTENDANT'S LICENSE.—SECTION 8. Every person desiring to lead, assist or in any manner act as a paid attendant to a pedestrian shall first obtain an attendant's license. Application for license shall be made upon a blank furnished by the Highway Department and shall contain the full name of the applicant and shall state that said applicant is over eighteen years of age and is not only fully conversant with all traffic regulations, but is in all other ways qualified to act as an attendant to a pedestrian.

Upon receipt of the application and fee of two dollars ($2), the State Highway Department shall issue to the applicant an attendant's license and badge. The license shall be carried by the licensee at all times while assisting a pedestrian. Upon the badge shall be the words "Pennsylvania Licensed Attendant," the year and the number of the license which it accompanies. It shall be not less than nine inches in diameter and shall be conspicuously worn on the front of the outer garment of the licensee at all times when said licensee is leading a pedestrian. All such licenses shall expire after December thirty-first of the year issued.

LIGHTS AND WARNINGS.—SECTION 9. Every pedestrian shall be required to carry a horn, whistle, gong or other signalling device. Pedestrians shall from one hour after sunset until one hour before sunrise show at least two white lights visible not less than two hundred (200) feet in the direction in which the pedestrian is proceeding.

Every pedestrian shall sound his or her horn, gong or other signal device when about to cross a public street or highway whenever necessary to warn vehicles of their approach. Also when approaching any dangerous curve or crossing where the proper authorities have erected signs bearing the words "Danger, blow your horn." The violent blowing of the pedestrian's nose or the pinching of a baby to make it yell shall not be considered a signal or in any way as fulfilling the provisions of this section of the act. The unnecessary sounding of the horn, &c., in passing vehicles, yelling or making any other noises liable to upset the nerves of any driver of a vehicle is prohibited.

SPEED.—SECTION 10.—All pedestrians are required to cross all public highways at a speed of not less than five miles an hour.

METHOD OF ARREST.—SECTION 11.—The constables and police officers of the State, counties, cities, boroughs, incorporated towns and townships of the Commonwealth may arrest upon view and without warrant any pedestrian violating any of the provisions of this act.

EVIDENCE OF RESPONSIBILITY.—SECTION 12.—In any proceeding for the violation of provisions of this act the registered number displayed upon the pedestrian shall be prima facie evidence that the wearer of the number was the offender.

PENALTIES.—SECTION 12.—Any pedestrian violating any of the provisions of this act shall be subject to a fine or penalty of not less than $10 or more than $25 to be collected by summary conviction before any Magistrate, Alderman or Justice of the Peace.

OFFICERS.—SECTION 14.—All pedestrians shall upon request or signal of any constable or police officer stop and exhibit the registration certificate.

REPEAL.—SECTION 15.—This act is now in force and all other acts or parts of acts inconsistent shall be, and the same are, hereby repealed.

RINGS MAY BE FAULTY.

Frequent Cause of Motor Weakness, but Often Not Suspected.

Piston rings are very apt to come in for scant consideration when the automobile or motor boat owner is investigating the cause of engine trouble. They are such inconspicuous, modest little parts their usefulness is often overlooked or at least unappreciated at its true value.

Compressed gasolene vapor is a very volatile substance and its efforts to escape the compression necessary to bring it to the explosion point are vigorous and very searching. Without piston rings nothing like proper compression could be obtained in the cylinder head; without proper compression the explosion would be weakened and the resulting thrust given by the piston rod to the drive shaft ineffective.

Down between the piston head and the cylinder walls there is a way of escape for this gas, or there would be if the piston rings did not shut it off. The carbureter may be working to perfection, the timing of the spark shaded to a nicety, every bearing true and sufficiently lubricated, valves acting freely and exactly, cylinders clean, yet without the piston rings doing doing their duty and allowing proper compression to be obtained the engine will produce such diminished power as to make it incapable of performing any but the lightest service.

To have the engine fail to deliver when confronted with the test of the steep hill or a strong current is one of the most exasperating experiences in automobiling or motor boating. Even when such an effort is not required leaky compression is wasteful and extravagant.

The usual one piece type found in most engines is only satisfactory when new. The rings shift around on the cylinder head and presently their open points of expansion move into alignment and the gas rushes through. Or their tension on the cylinder walls is weakened and the gas passes down. Besides causing poor compression rings in this condition allow surplus oil to get up into the combustion chamber with all the resulting trouble of carbonization and the final destruction of the cylinder.

Piston rings should not be neglected. They are of greater importance to efficient motor service than the average owner has any idea of.

Lozier Car in Bonnie Scotland

A Lozier light six passing the Auld Hame o' Robby Burns, Ayr, in Scotland. Things Scotch and Lozier go well together. Harry Houpt, who sells 'em locally, is an adept at "gowf."

SEES GREATER DEMAND THAN ANY SINCE 1909

Head of Mitchell Concern Finds Conditions Most Encouraging in the East.

By H. L. McCLAREN,
Mitchell-Lewis Motor Company.

Every recent diagnosis of the automobile industry indicates strength, solidity and optimism. With sound organization, reputations for wholesale merchandising and efficient production the concerns that for years have played a prominent part in the making of automobiles are certain to feel the good effects of the business revival.

Armed with data from the producing and selling departments of our own concern I visited the New York auto show to be permitted to place my finger on the Eastern pulse. To say that I was astonished at the optimistic trend in the East, the big results reported from the Mitchell-Lewis Motor Company's headquarters in the Grand Central Palace and Sales Manager O. C. Friend's comprehensive report of the new business done in the New England and Atlantic State districts is putting it mildly.

Visits to the Philadelphia, Cleveland, Milwaukee and other shows increased my wholesome respect for the character of the demand for our output. They also furnished positive proof to me that other concerns were sharing in the preliminaries of business that prophesy a maximum of spring deliveries.

Not in five years has there been such a keen demand for the cars made in our Racine plant. Orders representing the entire geographical territory of the United States are coming in and a conservative statement would be that our plant will be pushed to its capacity to supply the demand for cars.

FROM DAYTONA TO TAMPA.

Road Conditions in Florida Looked Into by A. C. A.

After investigating conditions on the east coast roads the bureau of tours directed the pathfinding car of the Automobile Club of America to Tampa on the Gulf of Mexico. Starting from Daytona the run was made over twenty-four miles of fair marl road to Deland. From this point the marl had become somewhat rutted through Orange City to the ferry over St. John's River. Some new road was then encountered and the balance is somewhat worn through Monroe to Sanford; then fair roads were encountered through Longwood, Altamonte Springs, Maitland, Orlando, Pine Castle and Taft across the Osceola county line and then good brick road through the village of Kissimmee.

No grading has been done on the road from this point to Loughman and heavy sand was encountered through Davenport to Haines City. Most of this road, however, has been surfaced with pine straw, affording good traction to Tampa.

Goodyear Announces New Rim.

The Goodyear Tire and Rubber Company announces a new quick detachable or demountable rim for its tires and all standard types other than clincher tires. In the new rim the flanges are high enough and have the proper contour to give necessary support to a no rim cut or a straight side tire. Four styles in the new rim are now offered, called the no rim cut detachable, the ideal detachable, the no rim cut detachable demountable and the ideal detachable demountable.

AUTOMOBILE SECURITIES.

(February 7 Prices Supplied by John Burnham & Co., 31 Nassau Street.

	Bid.	Asked.
Ajax-Grieb Rubber Co., com.	200	—
Ajax-Grieb Rubber Co., pf.	98	101
Aluminum Castings, pf.	97	100
Chalmers Motor Co., com.	—	10
Chalmers Motor Co., pf.	92¾	100½
Firestone Tire and Rubber Co., com.	240	252
Firestone Tire and Rubber Co., pf.	105	107
Gerford Co., pf.	80	90
General Motors Co., com.	25	26
General Motors Co., pf.	88	89
B. F. Goodrich Co., com.	24	25
B. F. Goodrich Co., pf.	90	91
Goodyear Tire and Rubber Co., com.	215	225
Goodyear Tire and Rubber Co., pf.	98	100
Gray & Davis Co., pf.	96	97
Hayes Manufacturing Co.	—	—
International Motor Co., com.	—	5
International Motor Co., pf.	—	15
Kelly-Springfield Tire Co., com.	51	52
Kelly-Springfield Tire Co., pf.	120	125
Lozier Motor Co., com.	—	15
Lozier Motor Co., pf.	—	65
Maxwell Motor Co., com.	5	5½
Maxwell Motor Co., 1pf.	28	29
Maxwell Motor Co., 2pf.	9½	10
Miller Rubber Co.	124	130
Packard Motor Co., pf.	95	98½
Peerless Motor Co., com.	15	25
Peerless Motor Co., pf.	75	80
Pope Manufacturing Co., com.	1	2
Pope Manufacturing Co., pf.	8	12
Portage Rubber Co., com.	—	40
Portage Rubber Co., pf.	—	60
Reo Motor Truck Co.	7	7½
Reo Motor Car Co.	11½	18½
Rubber Goods Manufacturing Co., pf.	105	115
Stewart-Warner Speedometer Co., com.	55	60
Stewart-Warner Speedometer Co., pf.	99	100
Studebaker Co., com.	29	29½
Studebaker Co., pf.	85	88
Swinehart Tire Co.	66	71
U. S. Rubber Co., com.	59	59½
U. S. Rubber Co., 1pf.	101¼	101¾
White Co., pf.	105	110
Willys-Overland Co., com.	65	67
Willys-Overland Co., pf.	94	95

FORD'S MANY BRANCH PLANTS.

Assembling Places Are to Be Found in Many Cities the World Over.

DETROIT, Mich., Feb. 7.—Ford branch assembling plants are at Buffalo, Cambridge, Chicago, Columbus, Dallas, Denver, Houston, Kansas City, Long Island City, Los Angeles, Memphis, Minneapolis, Philadelphia, Pittsburg, Portland, Ore.; San Francisco, Seattle and St. Louis in this country, and besides those there are the Ford Motor Company, Ltd., of Canada, with a factory at Ford, Ont., across the Detroit River from Detroit, and Canadian service stations at Montreal, Toronto, Vancouver, London, Ont.; Calgary, Montreal, Hamilton, Saskatoon and Winnipeg. Then there are the Manchester, England, factory and service stations at Hamburg, Germany, and Paris, France.

The purpose of this gigantic system of branch plants is to facilitate manufacturing and shipping and to assure Ford owners in every part of the world service after they have purchased their cars. If it were not for the branch assembling plants the Ford company could not market its enormous output because railroad facilities could not be provided for shipping the cars if they were all assembled at the Detroit factory. But shipped in knockdown form a single car will carry as many motor cars as could be carried in a train if the cars were shipped in the ordinary fashion.

Notes of the Roads, Opening Now for Pre-Spring Touring

The opening of Warburton avenue running north from Yonkers affords a fine run north from Getty Square over new asphalt to Hastings. This road has been closed for the past six months. The bureau of tours of the Automobile Club of America, which furnishes this road information, states that this now affords a stretch of paved streets for a distance of twenty miles from the clubhouse along Broadway and on to Dobbs Ferry.

There is as fine a bit of scenery on this stretch as can be found in the country, as one obtains an unobstructed view of the Hudson River and of the Palisades at their highest point for the five miles from Yonkers to Hastings.

Dobbs Ferry, Irvington and Tarrytown are contemplating paving with brick the portion of Broadway passing through the respective towns. This will make a distance of fifty miles over paved streets with easy grades which can be travelled on this route.

Road Closed on Staten Island.

A change of a grade at Crook's Crossing on the Staten Island Railroad makes it necessary for motorists bound for points in New Jersey by way of Staten Island to detour via Guyon avenue, Oakwood Heights, Southfield Boulevard and Hillside avenue to Great Kills. The intersection at Guyon avenue and Southfield Boulevard is very inadequately lighted. Frequently passing the boulevard motorists intending to turn in at this point continue on Guyon avenue, making it necessary to back up. Several accidents have resulted.

Merrick Road to Be Improved.

The Merrick road from the city line east to Lynbrook, which has been in very poor condition, is to be improved. William H. Seaman, the county engineer, advises that there is now available $90,000 to spend on the Merrick road from the city line east through Nassau county and that the greater amount of this will probably be spent on the stretch from Rockville Centre west.

Hudson River West Roads.

On the west side of the Hudson River the road from Tappan going north through Piedmont and Grand View to Nyack has been macadamized and now is in good condition. Nyack to Congers by way of Rockland Lake, or as it is locally called over the Goat Hill road, is in poor condition. This is a dirt road and not to be used in the winter time.

For Haverstraw and points north turn west at Nyack on the Suffern road, then go by way of Bardonia to New City. From New City instead of following the usual road north to Haverstraw turn east over a good macadam road to Congers, where State road will be encountered to Haverstraw. Haverstraw to Tompkins Cove has been surfaced with crushed stone and is in good condition. From this place on to Jones Point or Caldwells is State road in good condition, which was resurfaced in 1913.

MOTOR CAR HAS AIDED REAL ESTATE TO RISE

Eliminating Horses From Desirable City Plots One Way—Bigger Farm Prices Another.

By JOHN N. WILLYS.

An angle of the automobile business which a great majority of the people of this country have failed to take into consideration is that of the increase in real estate values since the horse was relegated to the background by the motor car. There is no way of estimating this increase in dollars and cents, but it has been countrywide—from the congested city districts to the most remote farming territory.

In the cities the elimination of the horse barn has added millions of dollars to the value of downtown real estate. For years past we have seen desirable manufacturing enterprises driven away from areas where horses were housed. It has been out of the question to attempt to build residences anywhere near territories where there are a number of stables. With the substitution of the automobile garage for the horse barn real estate values have increased by leaps and bounds, the added worth in some cases being as much as 100 per cent.

And it is not only in dollars and cents that we have seen this increase in city real estate values. With the elimination of the horse we have added large areas of unoccupied property in our downtown sections. An automobile can be housed in so much less space than that required for horses and wagons that literally millions of dollars worth of land have been made available for other purposes as fast as business concerns have done away with their horses.

The same conditions hold true in every small town and village of the country. And in the farming districts we find constantly increasing land values, as the pleasure automobile and commercial vehicle have come into more general use. The motor driven car has brought the most remote farm into touch with the world, for gasolene has eliminated distance.

Trade Doings in Motor Car World

The Allen car, handled in New York by W. F. Mallon, is made in Fostoria, Ohio, by the Allen Motor Car Company, a concern run by men who have been identified for more than thirty years with the wagon and carriage business. It is its second season. The first year only 200 cars were built, and they are not going to build in great quantities until they have the trade connections to sell a large output.

H. Adelman, president of the Hudson Auto Lamp Works, Inc., New York city, says that in selecting lamps for the automobile it is highly necessary to provide for sufficient side illumination of the car as well as the front. Accidents occur often because the buyer overlooks the importance of selecting a car equipped with such lamps, he says.

Fred K. Parke, former vice-president of the Studebaker Corporation and of late vice-president and general manager of the Universal Motor Truck Company, has entered the field of the cyclecar manufacturers. He has joined Charles A. Trask, designer of the Economy cyclecar, in the formation of the International Cyclecar Company, which has offices here in the United States Rubber Building.

Leon Spilo, formerly manager of the used car department of the Mercedes Distributing and Supply Company, is now manager for E. Anderson at 1876 Broadway.

Robert Lurie of the used car department of Drouet & Page reports selling eight cars last week.

The La Viane Cyclecar Company reports that with the close of the Chicago show contracts have been signed for 10,000 of these cars. Contracts at New York were for 5,234 cars and at Chicago for 4,350 cars, in addition to some made before the New York show.

California Begins Road Work Early.

The State of California has voted $18,000,000 in bonds for the construction of State highways. In addition to this various counties of the State are spending large amounts under their own bond issues, forming laterals which will connect with the State highway. These improvements are to be completed in time to take care of the automobile tourists expected to visit San Francisco in 1915.

Light Six for Light Opera Singer

The car is a Hudson 6-40, bought by Miss Agnes Berry, who is an opera singer, rehearsing now for a light opera soon to be produced here.

Care Will Avert Street Accidents

NEARLY all accidents are caused by carelessness. If pedestrians in crossing the streets would do so only at the intersection of one street with another; if they would look carefully before doing so; if the drivers of horse drawn vehicles would observe the traffic laws, keeping strictly to the right, stopping only on the right hand side of the street and carefully approaching crossings; if the motorists would keep within the speed limit and carefully approach the crossings, nearly all traffic accidents could be averted.—*Hoosier Motor Club of Indianapolis.*

DRAKE IS TOURING OVER HIS OLD ROUTE AGAIN

Hupmobile Man Taking Journey He Made Three Years Ago Around the World.

Joseph R. Drake, vice-president of the Hupp Motor Car Company, is making a second tour of the world in a Hupmobile. Mr. Drake is recovering the ground he toured in a Hupmobile three years ago, but is travelling more leisurely.

Starting out from England he crossed over to France and, after touring down along the Mediterranean Sea, passed over into Egypt and Arabia. Making leisurely his way among the ancient towns and ruins Mr. Drake crossed the Arabian Sea and last January came into India.

A flying trip was made from Bombay to Calcutta over the Grand Trunk road, one of the greatest highways in the world, and a road which stands as a monument to the construction work of the English in India. This trip covered more than 2,000 miles and Mr. Drake averaged about 200 miles a day.

From India to Ceylon and thence over to Australia no difficulties were encountered and, as Mr. Drake writes, it was the most interesting part in his tour.

Leaving Australia Mr. Drake crossed over to Japan and thence to China, where he was the guest of Dr. Sun Yat-sen, the founder and first Chief Executive of the new Chinese republic.

In China Mr. Drake reports that the future of the motor car looks very promising. There is a good roads movement throughout the republic which is bound to make a new China, for the road improvements are to be carried on very extensively. There is only one answer to the question and it means that China will in the very near future be a great motoring country.

Leaving China Mr. Drake returned to Japan, and from there crossed over to New Zealand, where he is at the present writing. He contemplates returning over his old route to the United States and will arrive here some time next June.

THE WHY OF RIGHT DRIVE.

Dates Back to Days of Horseback and Mounted Gun Fighters.

Why we keep to the right in this country and why they keep to the left in Europe is explained thus by Stewart McDonald, vice-president of the Moon Motor Car Company:

"In Europe, in the days of the spear and sword, a horseman kept to the left in meeting any one in order that he might have his adversary, if such he proved to be, on the free or right side.

"In this country horseback was the first general mode of travel because of the almost impassable roads. A horseman in meeting an adversary kept to the right in order to have the enemy on the protected side, the horse's body and neck forming a shield and his own body protecting his gun arm."

SELLING BY PHOTOGRAPH.

Van Patten Has Done It With Saxon Car, Lacking a Demonstrator.

Although L. A. Van Patten, New York distributer of the Saxon car, has been for a long time without a demonstrator, he has taken and continues to take orders for the Saxon based on enlarged photograph, specifications of the car and the organization back of it.

Contrary to his original intention and through pressure brought to bear upon him by the dealers in his territory he has decided to set aside one-third of his first year's allotment in the outlying territory and has selected 16 points at which the Saxon car will be sold through sub-dealers.

TYPICAL CYCLECAR IS CLEARLY DEFINED

Attempt Made to End Confusion in Terms of Description.

LOW COST ITS BIG FEATURE

Upkeep as Well as Original Price Cheap—Other Points Favoring It.

By JOSEPH A. ANGLADA.

When considering the subject of cyclecars the first thing which comes to mind naturally is, what is a cyclecar? At a meeting of the Federation Internationale des Clubs Moto Cyclistes on December 14, 1912, a definition which should be an international classification of cyclecars to hold good in England, Canada, United States, France, Holland, Belgium, Italy, Austria and Germany was decided upon. It was also decided to divide cyclecars into two classes, large and small, as follows:

LARGE CLASS.

Maximum weight.....784 lbs.
Maximum piston disp.....67.1 cu. in.
Minimum tire size.....28x3 in. approximately

SMALL CLASS.

Minimum weight.....330 lbs.
Maximum weight.....660 lbs.
Maximum piston disp.....55¼ cu. in.
Minimum tire size.....24-1-6 in. approximately

The machines to have a clutch and change speed gear.

After reading this definition it is apparent that it does not give a very definite idea of what a cyclecar is, and experience has shown that it is possible to build miniature automobiles to come within the definition given above. It therefore seems that it is as difficult to generally classify a vehicle which is a cyclecar as it is difficult to give a definition which will adequately describe what is now commonly known as an automobile. However, I will give the following as an attempt at a definition to cover that type of vehicle that is now being experimented with and built in this country and is known by the term of cyclecar:

"A four wheeled vehicle weighing, without supplies, about 800 pounds, having a wheel base of from 80 to 100 inches.

"Tires, 28 inches by 2½ inches to 30 inches by 3 inches.

"Motor, two cylinders, air cooled arranged in a 'V,' with an angle of 45 or 60 degrees between the axis on the cylinders, bore of cylinders about 3¾ inches, stroke from 3¾ inches to 4 inches equivalent to a piston displacement of about 70 cubic inches.

"Transmission consisting of two friction discs or a two speed planetary gear arrangement, with belt drive from the transmission shaft to each of the rear wheels.

"Selling price from $575 to $425 without equipment."

Aside from the low initial cost of a cyclecar one of its great advantages is its economy. In fact one enterprising builder of cyclecars uses the expression that the cyclecar is "light on the pocketbook, light on tires and light on fuel consumption," and it is an acknowledged fact that a cyclecar should cover at least 40 miles to the gallon of fuel. Ease of handling and the storage of the car are other important factors which will make for the increase in popularity of the cyclecar.

The original cyclecars as developed in Europe have the seats arranged tandemwise, the general practice being to place the driver's seat in front of that of the passenger, although in a number of cyclecar machines the driver is seated to the rear of the passenger. In this country side by side or sociable seating arrangement seems to be growing in favor, the tandem seating arrangement being of a slight reduction in weight and perhaps a reduction in the cost of manufacture.

The question naturally arises, is it not the low priced miniature car the requirements of all buyers and consequently what is the necessity for a cyclecar? The cyclecar movement is dominated with the purchaser who has a limited sum of money to invest in a car and a more limited amount of money to spend each year in its maintenance. The purchaser requires a vehicle of low initial cost that will travel 40 miles to the gallon of gasolene and in addition be very economical in the use of tires, which can be garaged for considerably less money than the small car. In addition abroad the purchase price of a cyclecar in many cases exceeds that of a small car, but the added advantage of having a better looking vehicle which costs less to maintain and operate than the small automobile has been found as sufficient reason for the purchase of cyclecars in considerable quantities.

*From the *Club Journal* of the Automobile Club of America.

There is no occasion to drive your automobile with "your heart in your mouth"

Diamond Vitalized Rubber Squeegee Tread Tires

When you motor you must be in command of the situation in any emergency—you must know in advance that the slightest turn of your steering wheel will be obeyed.

The raised bars on Diamond Squeegee Tread, running in both directions, push the ooze from underneath the tire and take a firm grip on the pavement—no chance for a skid.

The Safety Tread Bars made of tough, thick Vitalized Rubber are full of wear—they will not grind off or chip off. This extra thickness of Vitalized Rubber on the tread at the point of contact is your assurance of more mileage.

Ask for Diamond Tires
BEST FOR AUTOMOBILES BICYCLES AND MOTORCYCLES