

# NEW YORK IS GREAT CITY FOR MOTORING

### Secretary of State Hugo's Annual Report Shows Some Interesting Conditions.

The part which Greater New York has to the remainder of the State from a motor vehicle standpoint is clearly shown in a report just issued by Secretary of State Francis M. Hugo giving motor vehicle registration by counties for the past year, classified by passenger, commercial and other types of cars, chauffeurs, receipts, etc. Of the 412,477 cars registered by Mr. Hugo last year 175,701 or about 40 per cent, are operated and registered from the five boroughs of New York city. The report shows 93,655 passenger cars in the metropolis, 4,477 omnibuses, 21,078 commercial 299 trailers, 712 drags and 920 cars exempt from registration fees.

The registration of these 125,000 cars brought in a revenue to Mr. Hugo's office of \$1,324,416.50. New York city has 74,448 cars out of a total in the State of 338,456. In licensing its chauffeurs New York city contributed \$14,927. Fees from operators amounted last year to \$71,874, while the State's receipts from New York city were amounting to \$62,055.75.

Under the Brown act New York city received from Mr. Hugo the past year a sum of \$89,248.78, the money going to the city's general fund. In addition to all this there were registered 245 motorcycles here, and as a result 1,067,000 miles were traveled. In a total receipts of the State's motor vehicle bureau, amounting to \$4,284,114, New York city paid \$1,634,113.25.

In hearing out the matter of officers to regulate certain counties in the State we show a car for every ten residents, while there are many counties having a motor vehicle of some sort or description for every thirteen persons, establishing a record that corresponds most favorably with counties in California and elsewhere, where the ratio of cars to population is high.

# SOME TIMELY HINTS TO SAVE TIRE BILLS

### A Few Precautions and Some Common Sense Have Money Value.

### BETTER ROADS FOR TOURING.

Exhaustive study of the effect of speed on fabric tires enables the H. F. Goodrich Rubber Company of Akron, Ohio, to put before the public in lucid, comprehensive manner an interesting series of facts.

Deductions show that excessive fast driving is destructive to ordinary tires. They also show that if the motorist could maintain an average speed of twenty-five miles an hour without incurring the displeasure of policemen and magistrates, he would get more mileage out of his tires than at any other mark. Also that if he were one who insisted on "letting his car out" he must obey two rules—drive slowly over rough roads and take turns cautiously and, as important as the others, increase the air pressure in his tires from two to eight pounds above normal—else resign himself to prodigious purchases of tires. For speeding specially built tires are required.

In addition the Goodrich company says: "It is a well known fact that a faster tire is driven the more heat it generates internally, and while normal speed will not raise the temperature of the tire to a dangerous point excessive speeding will raise the temperature to a point well beyond the danger line or to a point where additional vulcanization will take place—much more than the manufacturer even intended for the tire and sufficient to dry out not only the tread but the entire fabric, depriving it of its elasticity, its very life. This excess heat, drying out the fabric, causes a separation between the plies, resulting in the fabric chafing against itself or the plies of fabric chafing against one another, weakening it to that point where it can no longer maintain the air pressure and resulting in a blowout.

"Speeding has other bad effects on tires than prematurely drying them out. One of the most common is the result of driving at a fast pace over uneven or rough roads. Some drivers, unfortunately for a rough road that they would over a boulevard and then wonder why it is that their tires wear away so rapidly.

"Watch a speeder negotiating a rough road at about as fast as his car will travel and notice the rear wheels in particular as they strike an obstacle both at the same time.

"The shock comes so abruptly and forcibly that the rear wheels are raised from the ground. Perhaps this is only an inch or so, but while in the fraction of a second the wheels are off the ground, the tension is released on the engine, the wheels are spinning much faster, so that when they again strike the ground the road itself must do some brake work and have an action on the road of the tire much like that of a rasp being rubbed over its surface. Now if it should happen that when the tires strike the ground after being thrown into the air, they should strike a sharp pointed stone or other sharp obstacle at that immediate point the result would be a nasty cut circumferentially on the tread. This might extend for but a few inches or it might extend half way round the tire and might be deep and serious, and all brought about in the wink of an eye.

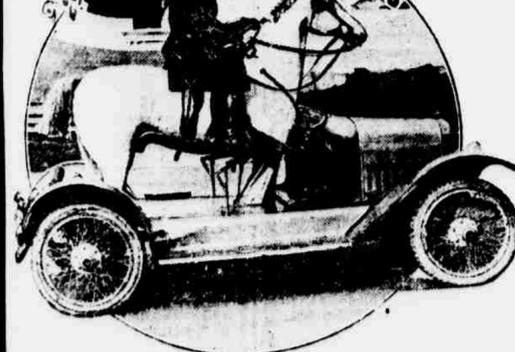
"In addition to this, tires used under those circumstances would no doubt lose their tread not alone from the rapid wearing away but from a separation between the tread and the carcass.

**YOUNG JANDORF OVER THERE.**

Dean Harry J. Jandorf, son of J. Jandorf of the Jandorf Automobile Corp., is serving his country on the other side. He was the champion of the world in 1915 and was on the champion team of 1913 and 1914, and was named as the best light guard in the world. He is 5 feet in height and a world champion. He has been in auto driving since he was a boy and has been in the business since he was a boy. He has been in the business since he was a boy. He has been in the business since he was a boy.

### Ireland Moves.

### The Fastest Horse in the World.



The automobiles are being used for many different unique purposes is quite common. Harry J. De Bear, manager of the local branch of the Maxwell Motor Sales Corporation, fifty-ninth and Broadway, when you find that the 200 cars and trucks are being sold by large corporations and are being used exclusively for advertising purposes.

One man purchased a Maxwell passenger car and requested therein a horse, reconstructing the driving mechanism so that it could be manipulated by a driver seated upon the horse's back. This was done by means of extending the brake and clutch pedals up into the stirrups of the saddle, the brake being manipulated by the left foot and the clutch by the right foot. The top of the frame was covered by metal and the horse built into this permanent platform. The gear shifting lever was extended and the steering wheel brought up through the horse's neck, the whole thing having a very weird appearance while being driven about the streets.

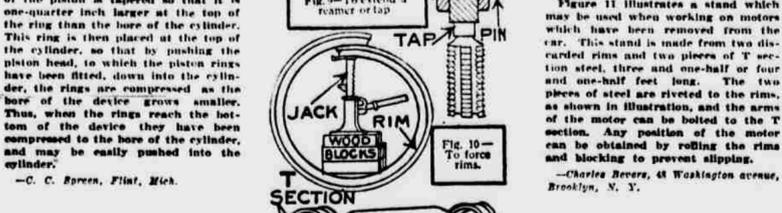
One man remarked that it looked very much like the passing on of the horse which was being driven away by its successor, the motor car.

# Short Cuts to Repairs

### To Lift a Motor From the Frame.



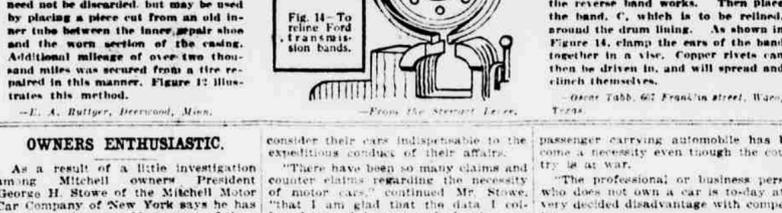
### A Handy Piston Ring Guide.



### An Extension for a Reamer or Tap.



### To Repair a Worn Tire.



### OWNERS ENTHUSIASTIC.

As a result of a little investigation among Mitchell owners, President George H. Stowe of the Mitchell Motor Car Company of New York says he has discovered that over 80 per cent. of them consider their cars indispensable to the expedition of their affairs.

"There have been so many claims and counter claims regarding the necessity of motor cars," continued Mr. Stowe, "that I am glad that the data I collected proved beyond a doubt that the passenger-carrying automobile has become a necessity even though the country is at war."

"The professional or business person who does not own a car is today at a very decided disadvantage with competitors."

### Save Dollars Here

### If you have postponed buying motor trucks because of a heavy first cost, Smith Form-a-Truck will remove your objection. Buy it!

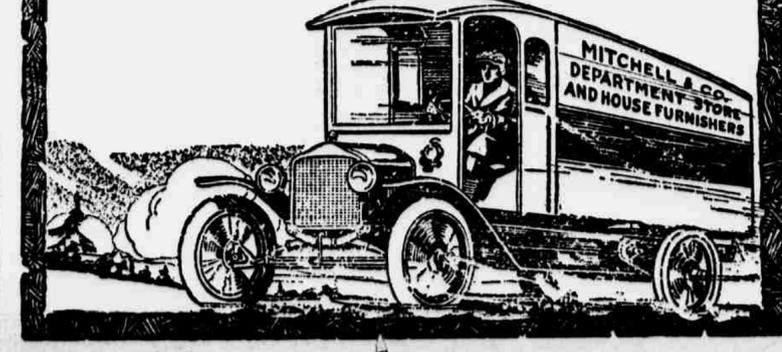
**Smith Form-a-Truck** costs only one-third as much as other trucks for the same service value.

Sell your teams—buy one Smith Form-a-Truck for every three teams—put the rest of the money in your pocket. And save money on every mile of delivery.

Three types—two sizes—one for you. Call us by phone, today.

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# United States Tire Company Beats the Railroads.



In order to help relieve railroad congestion and at the same time insure prompt deliveries of tires to their dealers the United States Tire Company has established a system of motor truck transportation between Detroit and New York.

The first truck, loaded with 4,300 pounds of tires for the metropolitan district, arrived Wednesday noon from the big Detroit factory of the tire company after bucking the fiercest snows of the winter on the way east.

The big vehicle, a two-ton Pierce-Arrow, was equipped with "Nobby Cord" pneumatic truck tires, and in spite of the stormy weather they were called upon to perform neither truck nor tire showed signs of wear.

The run from Detroit to Buffalo was made in 24 1/2 hours, excellent time when the conditions are taken into consideration.

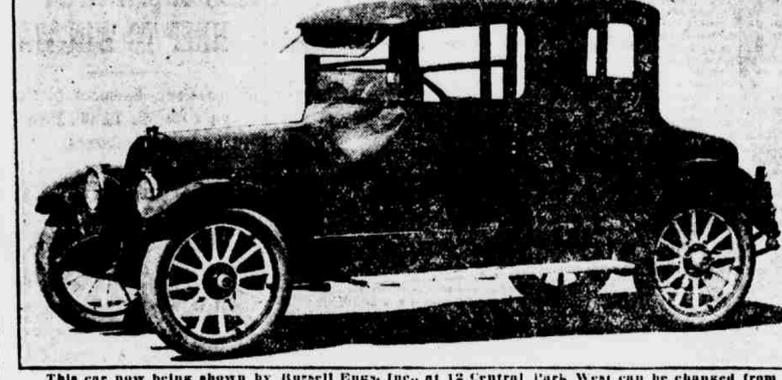
But between Buffalo and Albany the truck encountered the worst roads and heaviest snows of the trip. Snowdrifts completely obscured the roadbed, making it impossible for H. Dietz, the driver, to avoid the ruts. This not only slowed down the speed of the last half of the journey but added materially to the wear and tear on the truck and tires.

The United States tire truck followed an army convoy of sixty trucks out of Buffalo, leaving them at Amsterdam before arrival in New York city.

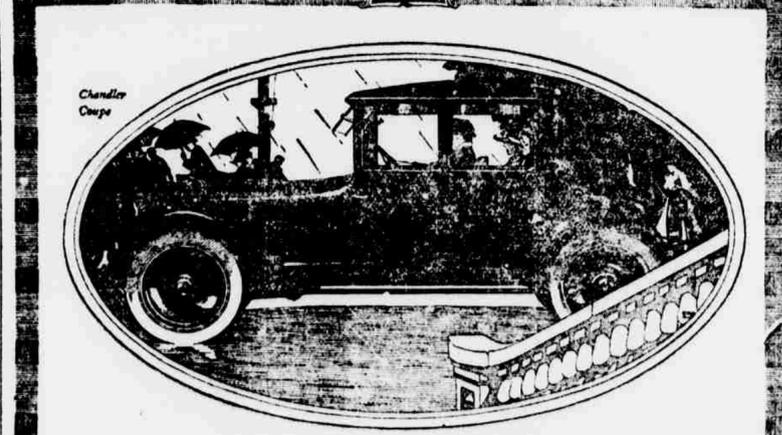
Throughout the winter the United States Tire Company has been a leader in urging the use of motor cars and trucks to alleviate traffic congestion on the railroads.

In and around Detroit, where the congestion in the railroad yards blocked traffic for weeks at a time, the Detroit factory of the United States Tire Company supplied the automobile plants in the city and suburbs by car and truck.

# Cole Eight Cylinder Tourcoupe for 1918.



This car now being shown by Russell Engle, Inc., at 12 Central Park West can be changed from a closed car to an open car in a few minutes. It is splendidly equipped, some of the special accessories being a trouble lamp and an electric clock and heater.



### It Offers So Much More For So Much Less

**DON'T** choose the Chandler just because the price is so fair. Choose the Chandler because of its wonderful motor, now in its fifth year—constantly refined, never radically changed, and now approximating perfection in power, flexibility and endurance.

Choose the Chandler because of the extraordinary excellence which distinguishes the whole Chandler chassis.

Choose it for the beauty and comfort of its bodies; for the economy of its operation.

The Chandler convertible coupe, seating four, is one of the most pleasing models of the year. It is a car of really beautiful lines, splendidly finished and upholstered.

The windows may be lowered away entirely and window posts are removable.

**SIX SPLENDID BODY TYPES**

Seven-Passenger Touring Car, \$1595 Four-Passenger Roadster, \$1595  
Four-Passenger Sport Model, \$1675 Five Wire Wheels, \$110 Extra  
Convertible Sedan, \$2295 Convertible Coupe, \$2195 Limousine, \$2895  
(All prices f. o. b. Cleveland)

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