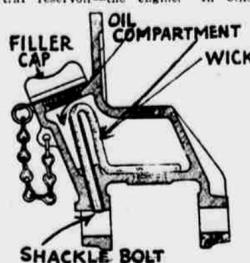
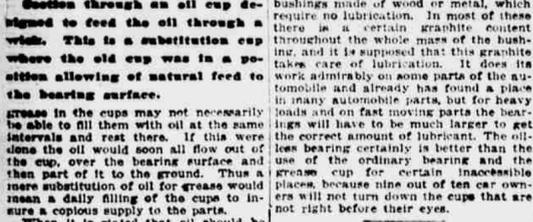


DISCUSSING THE QUESTION OF SUITABLE LUBRICATION The Fifty-ninth of a Series of Articles by an Expert for the Automobile Owner.

By WALTER SHIELDS. There are owners today who lubricate their chassis in the same way that they did five or ten years ago, and they are paying the penalty in dollars and cents. Some manufacturers are to blame because they continue to design their chassis with little thought about the advancement made in lubricating methods. It has been said repeatedly in these columns that grease is a thing of the past as a lubricant for the transmission, rear axle, etc., yet only recently I visited some of the best service stations in New York where grease is packed into these housings and where the cars coming from the factory have this lubricant in the various compartments. Grease is a bad subject to use for many reasons, but principally because it does not flow to the bearing surfaces because of its very character. It is a good dirt carrier, it contains ingredients which are likely not to be lubricants at all and it does not carry well over the bearing surfaces. In the winter time grease for any part of the car is out of the question, but nevertheless it is used quite extensively. In the gear cases the cold so hardens the grease that it packs itself almost solidly against the housing walls, there to stay, leaving the gears to run practically in a dry condition. When used in grease cups the grease gets hard and makes it difficult to turn the cups down, or if the cup can be turned, very little of the hard grease sets to the bearing surface requiring it.



In the older makes of cars and many of the modern ones there are a number of grease cups and some open oil tubes, but few strictly up to date means of lubricating such parts as universal, spring shackle bolts, steering knuckles and connections, etc., by means of grease. There are some cars to-day whose designers have discarded convenience for a consideration of the owner and the service the car is to give, and have supplied central lubricating points where oil is used, wick oilers which need attention a few times a season, large oil cups with gradual feed, etc. The owner now using



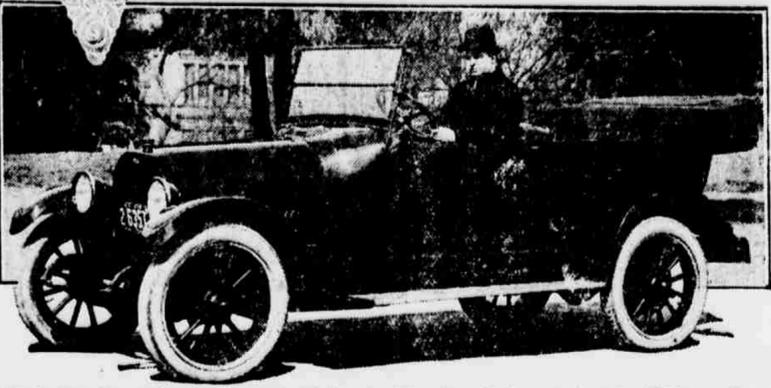
Wick feeding not only is economical, but it is the next best thing to having oil flow freely over the whole bearing surface. The oil travels through the wick by capillary attraction, and though the wick may not cover the whole bearing surface or the moving part the oil spreads itself over these parts. The oil cups if of the correct size need not be filled very often, since the feed is slow. Hence it is quite likely that the cups always will be kept supplied with oil. With snap covers of some sort it is much easier to fill than it is to fill grease cups. It is not a dirty job either. One of the very important advantages of the wick method of lubricating parts is that dirt means has brought out the use of bushings made of wood or metal, which require no lubrication. In most of these there is a certain graphite content throughout the whole mass of the bushing, and it is supposed that this graphite takes care of lubrication. It does its work admirably on some parts of the automobile and already has found a place in many automobile parts, but for heavy loads and on fast moving parts the bearings will have to be much larger to get the correct amount of lubricant. The oil-less bearing certainly is better than the use of the ordinary bearing and the grease cup for certain inaccessible places, because nine out of ten car owners will not turn down the cups that are not right before their eyes.

TOO MUCH LIGHT DANGEROUS. Drivers Should Eliminate Glare From Instrument Board. Too much light on the instrument board and speedometer of the car is a decided disadvantage in night driving, and an unnecessary source of danger and discomfort that is entirely overlooked by the average motorist, according to Harry S. Houpt, president of the Hudson Motor Car Company of New York.

There is an automatic glareless attachment in connection with your eyesight," says Mr. Houpt in discussing this feature of night driving last week. "It is the iris shutter of your eye, which automatically regulates the amount of light admitted to the eye. Any one knows how much better he can see in the dark after coming out of a lighted room after a few moments when the iris shutter has opened wide. In many high grade cars the mistake has been made by the makers of putting entirely too much light in the driving compartment. It looks much nicer to see the front compartment amply illuminated, but it is very bad indeed from the driver's standpoint. The reflected light from polished wood and nickel plated fixtures keeps the iris shutters of the driver's eyes closed when they should be wide open. These precautions, with the use of a lens such as the Controllite, which diffuses the rays from the headlights into a flood of illumination upon the road surface, will go a long way toward making night driving safe and enjoyable."

Wick feeding is admirable for many places on the car, especially such parts as spring shackle bolts, brake cross shafts and even universal joints. The difficulty connected with the lubrication of a universal loads many owners to neglect that part altogether, yet a universal always is in motion when the car is moving and it should be constantly lubricated. Grease or graphite will of course remain in the joint longer than oil will, because the latter is likely

Manager Hunt in Reo Six.



Here is shown the new Reo Six-cylinder touring car which James J. Hunt, vice-president and general manager of the Reo Motor Car Company of New York, Inc., is proudly displaying at the Reo salesrooms at Broadway and Fifty-fourth street. Mr. Hunt is at the wheel. A number of these cars arrived this

week and they are being disposed of rapidly. The touring car has a seven passenger body with divided front seats, disappearing auxiliary seats folding back into backs of front seats, soft, deep-seated upholstery of bright, hand-buffed leather; glove pockets and pouch hangers on backs of front seats; one-man top, curtains fold into small space and are stored in rear door pockets; quick detachable curtain supports on doors are stored in pocket at front of rear seat and are easily reached without removing cushion; quick removable lights in rear of top provide for ventilation and easy renewal of celluloid.

OVERLAND PRICES GO UP. Old Prices Will Stand Until April 1.



The Grant Six price after April 1 will be \$1,095—an increase of \$40. This car with the overhead valve motor is handled here by Stanley Martin at Broadway and Fifty-eighth street.

Advertisement for Spark Plug Sale 39¢ each. Includes Champion X, Mosler Superior, Jumbo A.C. Titan, A.C. Cito, and Timesco Special.

Advertisement for Timesco Tires, guaranteed 4,000 miles. Includes a table of tire sizes and prices.

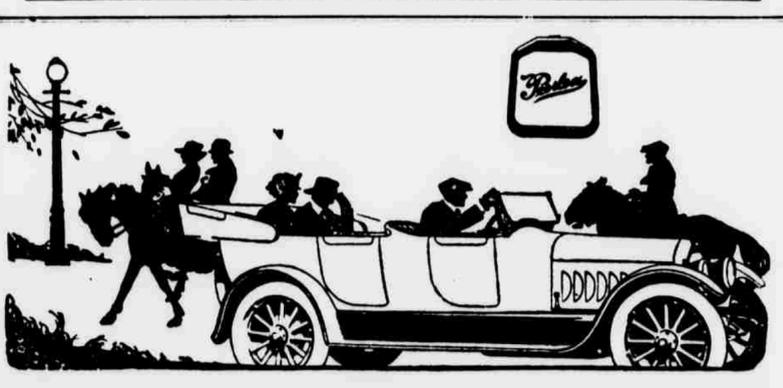
Advertisement for Times Square Auto Supply Co., featuring various auto supplies and tires.

peasantry talk can keep it from going ahead, because the men who make the wheels go round are not given to talking. They are too busy working. "I have such a firm belief in the stability of the automobile industry and the great possibilities of spring business that I am about to make a trip through

Advertisement for Saxon '6' car, featuring a large circular logo with 'SAXON 6'.

Midnight, April 9th Mark This Date Here's the situation. Every kind of material and skilled labor costs more nowadays. You know that. So all cars have been forced to advance prices. There's no need to talk about the car now. You know its reputation. It is regarded as the best car built at less than \$1400. It is a big, beautiful car that is a wonder on the road. There isn't a car within \$300 of its price that can match it in value. Come in and let us show you this car personally. Do it today so you can benefit by this saving.

Saxon Motor Car Co. of New York 1744 Broadway



We Can Accept Your Order for Immediate Delivery of a PEERLESS EIGHT

Very soon this will not be true. We have only a few cars for sale. The transportation of automobiles by railway is now next to impossible, limiting the number of cars we can get into the city. There will be no gasoline shortage but the transportation shortage is unlikely to improve. Act promptly if you want a Peerless Two Power Ranger this Spring. Let us talk with you about disposing of your used car, now while the market is nearing its best. There will be no gasoline shortage. Seven Passenger Touring \$2340 (Weight 3500 pounds) Roadster \$2340 Limousine \$3690 Sedan \$2990 Coupe \$2850 All prices are f. o. b. Cleveland; subject to change without notice.

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