LOCAL, STATE, NATIONAL AND INTERNATIONAL

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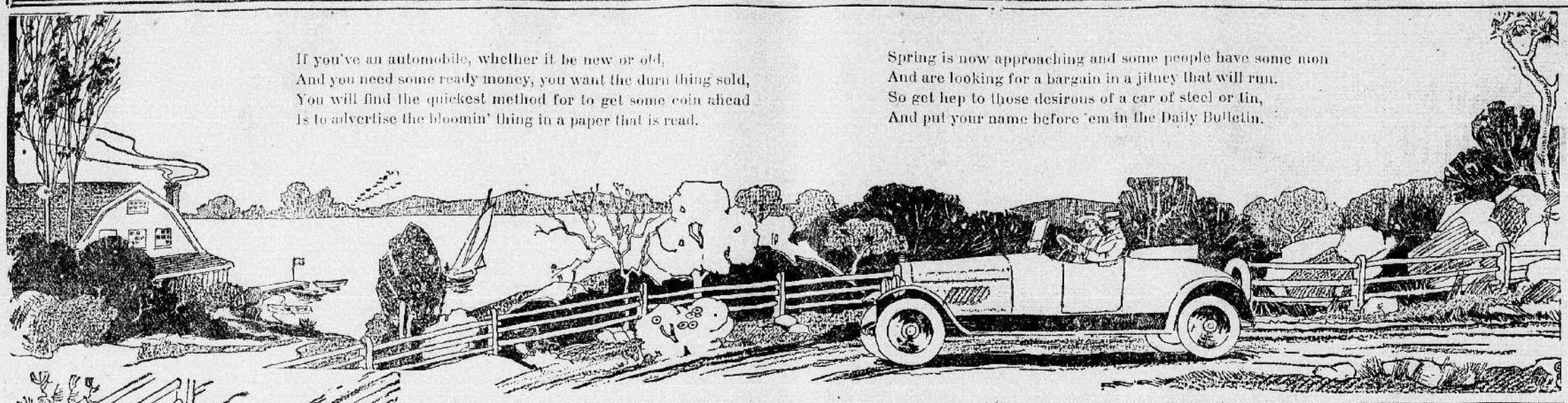

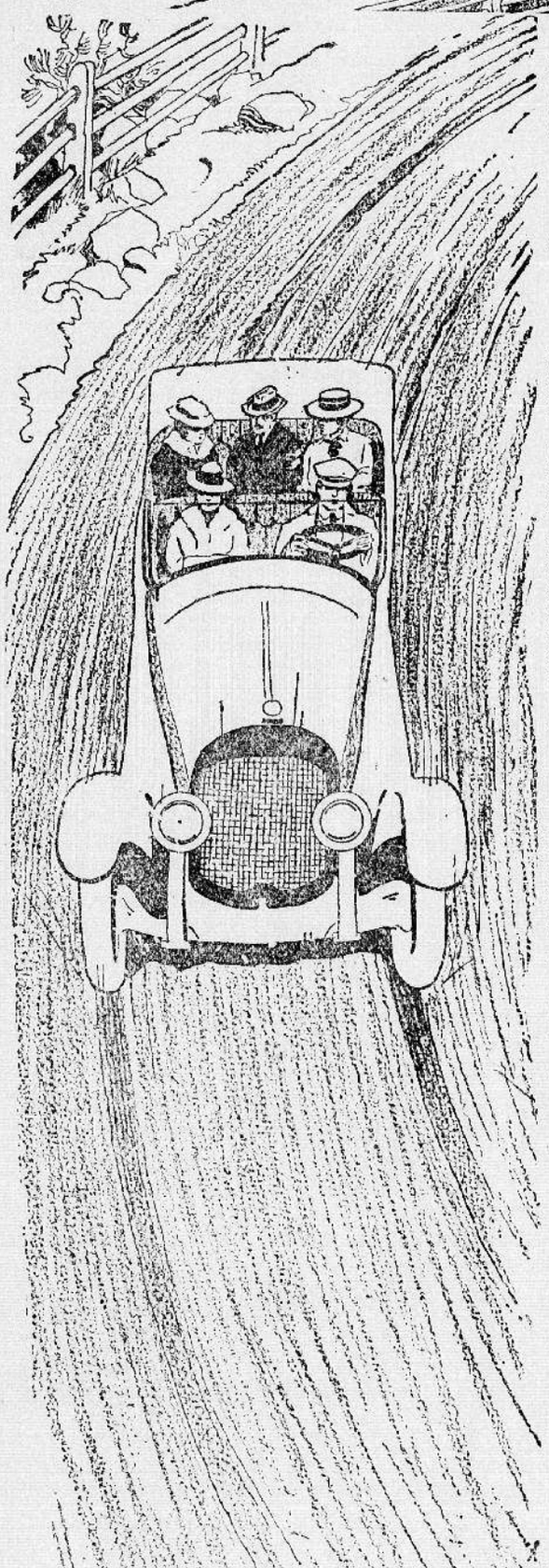

FIRST TROUBLES OF AUTO DRIVERS

Gear Is Not Easy to Shift; Engine Often Killed By Beginners.

When you go out with the demonstrator in the new car you have bought, running it looks just as easy as giving candy to a child, but when you start out by yourself—that's different.

About the first trouble you have is with your gears, and while you are certain that you can shift them as well as the demonstrator did, you discover that you can't, and in all probability you blame it on the car.

Then there's the rules of the road, and especially getting by the traffic policeman. If you ever noticed it, when the officer holds up his hand you stop and kill your engine and bump back and forth when you go to start and tie up other cars, and finally two or three cars pass you and you can see black looks and hear a voice calling out something that you know isn't complimentary.

When you try to back up you are likely to back into another car, or over a curb or into a telephone pole, and usually want the entire street clear when you go to pass another machine, and you feel like you'd rather stop than try to pass a street car.

Then, again you've wondered what was the matter with your new car because it wouldn't go right and bumped along and the engine heated like a furnace and couldn't get your machine out of a slow walk. Possibly you have stopped and telephoned the service man to come and see what was the matter. He came, released your brake and you were all right.

Then, perhaps, you allowed your lights to burn all night in the garage, or maybe you left on your ignition, and exhausted your battery. Also, perhaps, you forget all about your lights until a policeman warned you.

The new driver usually kills his engine on the track when he passes in front of a street car. Again, did you ever step on the accelerator instead of the brake, and run over the curb? In the winter did you let your radiator freeze?

Perhaps you made too short a turn at the corner and hit the curb. Don't think you're the only one who ever did it.

MANY DEVICES USED TO EXAMINE FLYERS

Of each 100 flyers accepted by the medical service of the aviation corps, 61 are capable of flying in altitudes over 28,000 feet, 25 are capable of flying in altitudes up to 15,000 feet, and 14 are capable of flying at 8,000 feet or less.

CLEANING TOOLS.

It is a good plan to wipe off all tools on a bit of oily waste before restoring them to the tool box. The oil deposited on the metal keeps it from rusting which is a trouble to be guarded against.

OILS AND GASOLINE ENEMIES TO TIRES

Oils and gasoline are deadly enemies to automobile tires, according to W. T. Powell, San Francisco, manager of the B. F. Goodrich Rubber company. He suggests this test: Take a small piece of rubber, a rubber band, for instance, and immerse it in gasoline. Watch it swell—grow before your eyes. Then after allowing it to soak for a short time just stretch that rubber—no life or vitality left.

Gasoline has a similar effect on automobile tires. "Gas" eats a weak spot into the tread or sidewall, as the case may be, and starts deterioration. Oil and grease have the same effect on tires as gasoline.

Great care and vigilance should be exercised in the use of oil around a garage. Oil and gasoline should not be allowed on the floors. Spare tires should always be protected by covers.

CAPACITY LOAD ADDS TO POWER OF TRUCK

The majority of truck operators do not realize the full strength of their trucks, and consequently are allowing the big draw-bar pulling power, which is far greater than the actual rated carrying capacity, to go to waste.

All standard trucks are equipped with motive power from two to five times greater than their maximum rated carrying capacity, and loading a truck to its full capacity increases its pulling power by giving additional traction to the drive wheels.

It has been proved by careful tests, under various working conditions, that it is practicaly for a truck to pull a properly constructed trailer of at least the same capacity as the truck to which it is attached, thereby making it possible for a truck to more than double its hauling capacity without increasing the operating cost to exceed 10 per cent.

WIDTH OF SPARK GAPS IMPORTANT

Sometimes it becomes necessary to readjust the distance between the contact points of the breaker. The common error is that of setting these points too far apart; the proper distances is approximately one-fiftieth of an inch, and this may be taken as the standard. Incidentally, the width of the spark gaps has a great influence on the functioning of the ignition system.

BATTERY BOX PAINT.

Black asphaltum paint is an excellent medium to use on the battery box, as it prevents the eating away of the box by the solution that may be spilled. The box should be given a heavy coat of this paint several times a year. Incidentally, washing soda or ammonia solution will neutralize the effect of battery acid while it is still wet.

The Bulletin is here to stay.

THIRD HUDSON IN RACE ENTRY

Indianapolis, May 2.—Every youth aspires to be a leader in sport, a Ty Cobb, a Jess Willard or a Jim Thorpe in football. Consequently, when a youth turns to auto racing he seeks to be a Ralph De Palma. The race that all speed merchants aspire to win a victory in is the annual 500-mile event at Indianapolis. Thus when the "speed bug" bites the budding youth he picks the greatest of all races in which to make his first effort.

Probably the most necessary things in auto racing are, the courage to open the engine wide and take chances on the course, and a car in which the driver can take chances. Two years ago the Hudson factory put out a racing team, and immediately the Hudson family of owners produced its quota of race drivers. Hudsons were rebuilt and tuned up because the construction of the engine lent itself to high speeds. Some of the drivers were unusually successful, and some, of course, failed to achieve their desires.

One of these owners, Leon R. Stewart of Chicago, has rebuilt a stock car into a racing "monster," and has picked H. S. Simmons to drive it in the 500-mile Liberty sweepstakes, May 31. Both are confident that before the checkered flag is waved on the tenth car they will be dividing the profits. Although Simmons does not predict that he will take first money, he is confident that he will be able to show De Palma, Resta, Jules Goux and some of the other stars a few rear tires on his way around the course in the chance for $50,000.

This is the third Hudson entered for the race. Eddie Pullen will drive A. H. Patterson's super-six, and W. W. "Brownie" Brown of Kansas City will drive another that will be tagged a Richards special. This car can not be raced as a Hudson because of having the conventional 12 valves in the six cylinders. "Brownie" has doubled up and put in 24 valves, also steel cylinders, but basically the car remains a Hudson super-six.

Entries to Date.

Clifford Rurant, Chevrolet special.
Dario Resta, Sunbeam.
W. W. Brown, Richards special.
Earl Cooper, Stutz.
Eddie O'Donnell, Duesenberg.
Kart Hitke, Deusenberg.
Ralph De Palma, Packard special.
Denny Hiskey, Stickel special.
Arthur Thurman, Thurman special.
Ralph Malford, Frontenac.
Jean Chassager, Sunbeam.
Jules Goux, Peugeot.
Louis, Chevrolet.
Tommy Milton, Deusenberg.
Eddie Hearne, Durant special.
Louis Le Coq, Roamer special.
H. C. Simmons, Hudson special.

REPLACING SPARK PLUGS.

In replacing spark plugs in hot cylinders they should not be screwed up too tightly or difficulty will later be experienced in attempting to remove them, due to expansion.

FORD COMPANY SOLVES LUBRICATION MATTER

How the Ford Motor company solved, for Ford owners, the important problems of lubrication is an interesting story, as told by an official of the Inter-Mountain Electric company of Salt Lake.

"The Ford people knew that the use of the right kind of oil would eliminate 75 per cent of motor car troubles. So they proceeded to find the right one for the Ford car. On their shoulders rested the responsibility of getting an oil that would do the work for the thousands of future car owners.

"They sensed this responsibility when they chose extra quality motor oil for exclusive use in the Ford factory and its branches. The oil was put to an exacting series of tests before it was deemed the perfect oil for Fords. Engineers who made tests knew that if an oil is too heavy or too light in body it will accumulate in the combustion chambers and in burning up will foul the plug with carbon; incorrect body in an oil will also lead to excessive carbon deposits on the piston heads and valve seats, and will fail to maintain a proper oil seal between the piston rings and cylinder walls.

"When this oil seal is not present, part of the explosion and compression escape down past the piston rings, and weakened power results.

"All these troubles, the engineers knew, must be avoided. So the tests began. All oil was tested under extreme heat and cold. It was given carbon tests and residue tests. It was tested in motors running under almost every conceivable condition.

"Ford owners really have no lubricating troubles if they will rely on the advice of the manufacturers of their car and use the oil that was found by them to be best for Ford cars."

COIL OF ROPE IS USEFUL ON TOURS

One of the most useful things to carry in the car on tours is twenty-five feet of half-inch manila rope, which has almost endless uses. In the first place, it is an admirable tow rope. It can be wrapped around axle and spring after some of the spring leaves have been broken, to get home without breaking the rest of the leaves. It can be cut in two and wrapped around the rear tires to give traction in some mud hole where it would be impossible to fasten the chains. The rope can even be used as a tire when the last spare has blown out, and will save the rim on the journey home.

FELT WASHERS USEFUL.

Most car owners know that the use of felt washers under the iron washers in certain instances is a useful idea. The felt washer gives an elastic hold, allowing for expansion or contraction, and may keep the threads of an overtight bolt from stripping. However, most of them do not know that the ordinary corn and bunion plasters make acceptable felt washers and are always easily obtainable.

104,765 TAKEN FROM INDUSTRY TO AID NATION

The automobile industry gave 104,765 men to the war, according to figures issued by Provost Marshal General Crowder in his history of the draft. This does not take into account executives and other officials who voluntarily gave their services. Twelve per cent of the mechanics and other workers drafted from the automotive industry for national service and called in class 1 were rejected, says Crowder. These reductions left 91,627 men connected with the business who were drafted into the army. Voluntary enlistments bring the total in active service to 104,765.

DRAGGING BRAKES CAUSE HEAVY LOSS TO AUTO OWNER

Dragging brakes cause American motorists to suffer large pecuniary losses each year. When either emergency or service set has continual contact between lining and drum, it means not only needless consumption of power and fuel, but also excessive wear on the entire driving mechanism of the car, to say nothing of the damage done to the brakes and their linings.

You can easily learn if your brakes are dragging by the following simple process: After placing the gears in neutral, jack up the rear wheels, one at a time, and turn them over by hand. If they give forth a rubbing or scraping sound, or if they turn with unusual difficulty, they are dragging. The remedy lies in adjusting the brake affected so that the wheel turns easily and without friction between band and drum. At the same time see that the brakes take hold firmly when in operation.

FIGURES TELL OF AUTO IN AMERICA

There are 5,000,000 cars in regular use in the United States. This indicates that:

At an average mileage of 3,000, which is low, the total mileage equals 15,000,000,000 per annum, which, multiplied by an average of three passengers, means that the total passenger mileage is 45,000,000,000.

DON'T ABUSE STARTER.

The starter should not be abused. If the engine does not start on the first few turns, stop and look for trouble. Do not keep cranking until the battery is badly run down. Usually the difficulty is something simple. Lack of gasoline or a switch off are common causes.

THOMA SEV

(Special to Washington, Mail.)—Thomas tary treasurer of ation of Postal En piest man in the movement today. fight against Albe postmaster gener States, is coming Burleson, implaca ganized labor, de and security and service, is apparen moved from the Burleson is remov left in the office by the president, lic now understan discredited, and whole labor move jority of the dem by the friends o everywhere.

"They are just we have been tryi for the last seven herty this morni from a pile of ed big newspapers an from all parts of lieve that we are of Burlesonism. tional committee Burleson is a rec the viewpoint, as falo convention o of a seventeent baron."

Just now, whil receiving message crats of all faction to get rid of the so much to destro in the Wilson ad worth while to re pened this week the telephone which brought pu the postmaster ge

The telephone won. The princip gaining is recog partment has bee agreeing to meet of the union to dis wages and shop which the worker industry are to be

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If Burleson ha this telephone st been more popu our big newspap was beaten, and at that, his politi as distant as Tex that the jig was found other reas the demand that

While democra and republican are regretting, li sue is not to be b paign of next yea Federation of P asking whether t guarded against t er dictator in hi year or in 1921. there is a reviva year ago that Da named as postmas remainder of th Lewis was form was chairman of t in the house, a friendly to the la is not disposed t crease in salaries mitted to the ide gaining.

Governmental ganized labor an chief topics of di in-American socia ference at Buen As our state depa to grant a passpo socialist delegate, kansas, and as th tion of Labor ha tation, the only this country will message of greet American Feder whose offices are building. The B ence seeks to est the power of the through both poli effort, in contro mental policies of Latin-America. States and Canad egates present, t be directed by t ship of Argentina and Peru.

These Latin-A ganizations share character of the Italy and Spain. prising, in view strike which has