

AUTOMOTIVE SECTION

AUTOMOBILES TRUCKS GOOD ROADS



SPRING MOTOR REPAIR NEEDED

Time Is Here to Give Car General Overhauling For Season.

WORK SYSTEM SHOWN Each Part Demands Special And Careful Attention.

Spring still carries somewhat coyly in the background and the wise motor car owner will use the few days or weeks as the case may be, in enforced idleness to get his car in such shape that it will be ready for the strenuous service just ahead.

The only satisfactory method of handling the spring overhaul problem is to begin at the front end of the car, the engine, and work backward, taking each unit in turn and giving it the attention it needs.

Always remember that a properly fitted bearing will not be so tight that the rod or shaft cannot be turned, but at the same time it must be a snug fit. This condition will be indicated by the distribution of black spots all over the surface after the lampblack and oil test described above.

While the attention is still focused on the engine, it may be found that the piston rings need renewal, or that the cylinders have been scored. If the latter is the case, grinding or reboring must be resorted to, according to the condition.

CHINA GOOD MARKET FOR MOTOR TRUCKS

If China had fewer cemeteries it would have more railroads. Because every ten feet has a dead man under it—China will probably have many motor trucks. Oriental reverence of ancestors—viewing the removal of graves as desecration—prevents the extension of present railroad lines. However, thousands of miles of post roads, if improved, will allow the use of trucks for freight and passenger transportation.

President F. A. Selberling of the Goodyear Tire & Rubber Company has great faith in China as a future market for trucks. He believes that these thousands of miles of post road, built centuries ago by the Manchus, paved with blocks of stone from three to five feet long and ten to twelve inches thick, will make splendid foundations for modern hard-surfaced roads. As the roads exist there is no need of disturbing cemeteries and desecrating sacred ground.

In a recent speech, the Goodyear president declared that within the lives of his auditors, thousands of motor cars will be running in Chinese roads.

tem a solution of washing soda and water should be poured into the radiator and the engine should be run for two or three hours, or the solution may be left in for a day's running, if this is possible, and then be drained out, after which the cooling system should be flushed out with clear water and finally refilled for operation. This will serve to clean out the scale which has undoubtedly gathered during the last running season. If a water pump is installed, the packing nut ought to be removed and the packing renewed. Incidentally do not screw down the holding nut of the pump too hard.

The fan assembly may need a little tightening up and the clutch should certainly get a generous share of the attention. All connections and bearings in the clutch unit should be lubricated generously. The transmission bearings may need replacement or taking up, and this is, unfortunately, a job for the repair man. The ordinary owner cannot hope to "get away with" axle repairs to the shop expert.

BUILDERS PLAN STANDARD TIRE

Rubber Association of America Opposes Making of Odd Sizes.

SUPPLY OLD CARS Aside from Renewals, No "Unusuals" Will Probably Be Made.

The tire industry is rapidly working toward a final standardization of tire size, under a plan of action outlined by the Rubber Association of America.

Before the war the idea of discontinuing the manufacture of tires of odd sizes met with approval from tire manufacturers, and when the government in the midst of the war announced that to conserve rubber the gradual elimination of unusual sizes would begin, there was commendation both from the manufacturers and dealers.

At the conclusion of the war tire manufacturers, rim-makers and car builders continued to co-operate with a view to reducing the number of sizes to the smallest possible number compatible with giving adequate service. Under their plans all owners of cars using tires of unusual sizes will be able to get tires for their cars as long as the cars last, but no new car will be made calling for any except the standard sizes.

In a letter issued this week to its selling forces the United States Tire Company says:

"All sizes, other than those that have been selected as the standard sizes to be perpetuated, and made for the present for renewal purposes only. In other words, only the sizes that are listed below are to be sold, effective January 1, 1920, as original equipment. As the replacement demand for some of the temporary sizes falls off, we will discontinue to make those sizes, and you will be notified from time to time of the sizes that are dropped."

Tours, Essays by School Children, Sermons and Lectures to Feature Ship by Truck-Good Roads Week

National Ship by Truck-Good Roads Week, to be observed May 17-22, inclusive, is being planned throughout the country, according to Washington headquarters of the Ship by Truck Bureau.

Tentative plans include motor truck tours lasting through the week and covering virtually every section of the country, according to reports received from sixty-five cities where branch offices have been established.

Good roads organizations and associations interested in motor truck transportation will form the nucleus; it is said, of a temporary organization to promote activities during the week.

Virtually every rural section of the country from coast to coast will be traversed by caravans of motor trucks during Ship by Truck-Good Roads Week, giving practical demonstrations of the utility of truck transportation and preaching the doctrine of better highways.

Other plans include essays by school children, sermons and the distribution of literature, all designed to arouse interest in a national program of highway construction along lines already adopted by such organizations as the American Automobile Chamber of Commerce, the National Grange, the United States Chamber of Commerce, the National Automobile Chamber of Commerce, the National Association of Motor Truck Sales Managers, and the Ship by Truck Bureau.

Endorsements from government officials, Senators, Representatives and educators have been received. Governors of various States are expected to issue Ship by Truck-Good Roads Week proclamations.

"We need a broadened policy which will concentrate government funds on national highways reeling State and county funds for use on State and county roads," says Senator Charles E. Townsend, author of the Townsend good roads bill, discussing the possibilities of the week. "Nothing could be more valuable," he continued, "than a national discussion of this question such as that proposed during the National Ship by Truck-Good Roads Week."

MILTON BREAKS WORLD RECORD

Veteran Driver Wins Final 50-Mile Heat Near Los Angeles.

ART KLEIN SECOND Leader Goes at Average Clip of 111.8 Miles an Hour.

A new world record for a mile and a quarter track was hung up by Tommy Milton in his Duesenberg last Sunday at the new Beverly Hills track near Los Angeles, Cal., when the veteran driver won the final 50-mile heat from a large field of racing stars in twenty-six minutes fifty-two and two-tenths seconds—an average speed of 111.8 miles an hour.

Art Klein drove his Peugeot to second place. Pullen's big Richards took third honors, while Roscoe Sarless by fine driving finished fourth, just within the money. The winners of all three heats made nonstop runs on Goodyears.

The race consisted of three fifty-mile heats—the first four drivers finishing in each heat qualifying for the finals. In the first heat Art Klein drove his Peugeot across the line a winner, closely followed by Milton's Duesenberg, Boyer's Frontenac and Hearne's Chevrolet. Klein's average speed was 110.8 miles an hour.

The newly crowned racing king, Jimmy Murphy, in his Duesenberg, took the second heat, with Pullen in his Richards in second place, De Palma with his Ballot third, and Roscoe Sarless in his Frontenac fourth. Murphy's average speed for the distance was 110.7 miles an hour.

Interest in the finals was raised to fever heat by the terrific speed and packed driving in the first two races. The wild-eyed thousands in the packed stands kept up a continuous din as the racers burned up the track in the furious struggle for supremacy. Ralph De Palma led the field until the thirty-eighth mile, when a tire change delayed him long enough to keep him out of the money.

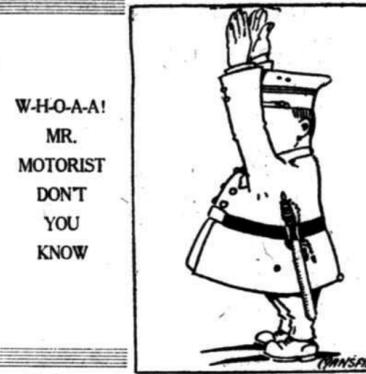
MILKMEN TAKE KINGS' PLACES

Monarchs Lose 6-Cylinder Cars to Former Vassal Class.

Those persons who are still in a quandary as to whether the new car should be a six, an eight, or a twelve, may derive some edification from reading what a well-known automobile authority had to say about the question thirteen years ago. Said the writer:

"The question is whether the six-cylinder automobile is not a fad, reserved for the use of the faddists whose train of reasoning in favor of six cylinders contains arguments similar in value to those advanced by the courtiers of old Europe who reserve the exclusive use of six horses for royalty, while the lesser nobles have to content themselves with four animals, and the mob with one or with two."

Since that time several of the kings of Europe have gone the way of two-cylinder passenger cars and janitors and mill men drive twin cabs. And all in thirteen years. Tempora mutantur, or words to this effect!



W-H-O-A-A! MR. MOTORIST DON'T YOU KNOW

"Motorists are permitted to tow a single automobile in distress. It is necessary to have the tag of the towing car placed on the rear of the car being towed."

MOTOR'S HEART CAN BE TESTED

Several Ways of Listening To "Beats" and Telling Exact Condition.

It is not a very difficult matter to construct an instrument that will enable the owner to listen to the very heart beats of his motor and find out what ails it, writes a well-known automobile expert in American Motorist. Continuing the writer says:

screwed a steel rod of 3-6 of an inch in diameter and about 15 inches long. The rod should be threaded for about 11-2 inches from one end and a nut and lock washer should be used on each side of the receiver so as to hold the steel rod securely in place.

When the rod is held against the engine and the receiver to the ear, all sounds in the motor are 'telegraphed' up the rod so that each bearing or wrist-pin knock stands out clearly above the noise of the operating parts of the motor.

Deep Snow Fails to Halt Truck With Solid Tires

When it snows in Connecticut, the "Nutmeg State" yields to no other in the amount that gathers in fleecy but impassable drifts along the countryside. In the recent blizzard from Hartford to Waterbury was blocked by huge drifts, not a motor truck had been able to negotiate the drifted roads and many equipped with solid tires were stalled and abandoned along the road.

The traction given by its Goodyear all-weather carried the truck through deep drifts without serious slippage. Owners of stalled trucks with solid equipment were given food for thought as the pneumatically-shod truck left a pioneer diamond-shape track in the untraveled snow.

The worst feature of this prohibition is the predicament in which it places those motor vehicle ransauces whose brazen rule it formerly was: "When in doubt, blame the Rum Demon and let it go at that."—American Motorist.

Arizona Desert No Longer Dry.

It's safer than ever to tour across the Arizona desert nowadays, since the Automobile Club of Southern California has dug up all the water holes it could find along the route and posted signs there for the benefit of the tourists. There are 5,219 of these signs in the desert of Eastern California and Arizona.

STANDARD TIRE!

STANDARD MAKES NEW, CLEAN FRESH STOCK "SPECIAL LOTS"

WORLD'S GREATEST CUT RATE TIRE CONCERN

Size	Plain	AWT	AWT	AWT	Other Std.	Good-	Spec.
30x3 1/2	11.85	12.90	14.85	16.85	18.85	20.85	22.85
32x3 1/2	12.75	13.80	15.75	17.75	19.75	21.75	23.75
34x3 1/2	13.65	14.70	16.65	18.65	20.65	22.65	24.65
36x3 1/2	14.55	15.60	17.55	19.55	21.55	23.55	25.55
38x3 1/2	15.45	16.50	18.45	20.45	22.45	24.45	26.45
40x3 1/2	16.35	17.40	19.35	21.35	23.35	25.35	27.35
42x3 1/2	17.25	18.30	20.25	22.25	24.25	26.25	28.25
44x3 1/2	18.15	19.20	21.15	23.15	25.15	27.15	29.15
46x3 1/2	19.05	20.10	22.05	24.05	26.05	28.05	30.05
48x3 1/2	19.95	21.00	22.95	24.95	26.95	28.95	31.00
50x3 1/2	20.85	21.90	23.85	25.85	27.85	29.85	32.00
52x3 1/2	21.75	22.80	24.75	26.75	28.75	30.75	33.00
54x3 1/2	22.65	23.70	25.65	27.65	29.65	31.65	34.00
56x3 1/2	23.55	24.60	26.55	28.55	30.55	32.55	35.00
58x3 1/2	24.45	25.50	27.45	29.45	31.45	33.45	36.00
60x3 1/2	25.35	26.40	28.35	30.35	32.35	34.35	37.00
62x3 1/2	26.25	27.30	29.25	31.25	33.25	35.25	38.00
64x3 1/2	27.15	28.20	30.15	32.15	34.15	36.15	39.00
66x3 1/2	28.05	29.10	31.05	33.05	35.05	37.05	40.00
68x3 1/2	28.95	30.00	31.95	33.95	35.95	38.00	41.00
70x3 1/2	29.85	30.90	32.85	34.85	36.85	39.00	42.00
72x3 1/2	30.75	31.80	33.75	35.75	37.75	40.00	43.00
74x3 1/2	31.65	32.70	34.65	36.65	38.65	41.00	44.00
76x3 1/2	32.55	33.60	35.55	37.55	39.55	42.00	45.00
78x3 1/2	33.45	34.50	36.45	38.45	40.45	43.00	46.00
80x3 1/2	34.35	35.40	37.35	39.35	41.35	44.00	47.00
82x3 1/2	35.25	36.30	38.25	40.25	42.25	45.00	48.00
84x3 1/2	36.15	37.20	39.15	41.15	43.15	46.00	49.00
86x3 1/2	37.05	38.10	40.05	42.05	44.05	47.00	50.00
88x3 1/2	37.95	39.00	40.95	42.95	44.95	48.00	51.00
90x3 1/2	38.85	39.90	41.85	43.85	45.85	49.00	52.00
92x3 1/2	39.75	40.80	42.75	44.75	46.75	50.00	53.00
94x3 1/2	40.65	41.70	43.65	45.65	47.65	51.00	54.00
96x3 1/2	41.55	42.60	44.55	46.55	48.55	52.00	55.00
98x3 1/2	42.45	43.50	45.45	47.45	49.45	53.00	56.00
100x3 1/2	43.35	44.40	46.35	48.35	50.35	54.00	57.00
102x3 1/2	44.25	45.30	47.25	49.25	51.25	55.00	58.00
104x3 1/2	45.15	46.20	48.15	50.15	52.15	56.00	59.00
106x3 1/2	46.05	47.10	49.05	51.05	53.05	57.00	60.00
108x3 1/2	46.95	48.00	49.95	51.95	53.95	58.00	61.00
110x3 1/2	47.85	48.90	50.85	52.85	54.85	59.00	62.00
112x3 1/2	48.75	49.80	51.75	53.75	55.75	60.00	63.00
114x3 1/2	49.65	50.70	52.65	54.65	56.65	61.00	64.00
116x3 1/2	50.55	51.60	53.55	55.55	57.55	62.00	65.00
118x3 1/2	51.45	52.50	54.45	56.45	58.45	63.00	66.00
120x3 1/2	52.35	53.40	55.35	57.35	59.35	64.00	67.00
122x3 1/2	53.25	54.30	56.25	58.25	60.25	65.00	68.00
124x3 1/2	54.15	55.20	57.15	59.15	61.15	66.00	69.00
126x3 1/2	55.05	56.10	58.05	60.05	62.05	67.00	70.00
128x3 1/2	55.95	57.00	58.95	60.95	62.95	68.00	71.00
130x3 1/2	56.85	57.90	59.85	61.85	63.85	69.00	72.00
132x3 1/2	57.75	58.80	60.75	62.75	64.75	70.00	73.00
134x3 1/2	58.65	59.70	61.65	63.65	65.65	71.00	74.00
136x3 1/2	59.55	60.60	62.55	64.55	66.55	72.00	75.00
138x3 1/2	60.45	61.50	63.45	65.45	67.45	73.00	76.00
140x3 1/2	61.35	62.40	64.35	66.35	68.35	74.00	77.00
142x3 1/2	62.25	63.30	65.25	67.25	69.25	75.00	78.00
144x3 1/2	63.15	64.20	66.15	68.15	70.15	76.00	79.00
146x3 1/2	64.05	65.10	67.05	69.05	71.05	77.00	80.00
148x3 1/2	64.95	66.00	67.95	69.95	71.95	78.00	81.00
150x3 1/2	65.85	66.90	68.85	70.85	72.85	79.00	82.00
152x3 1/2	66.75	67.80	69.75	71.75	73.75	80.00	83.00
154x3 1/2	67.65	68.70	70.65	72.65	74.65	81.00	84.00
156x3 1/2	68.55	69.60	71.55	73.55	75.55	82.00	85.00
158x3 1/2	69.45	70.50	72.45	74.45	76.45	83.00	86.00
160x3 1/2	70.35	71.40	73.35	75.35	77.35	84.00	87.00
162x3 1/2	71.25	72.30	74.25	76.25	78.25	85.00	88.00
164x3 1/2	72.15	73.20	75.15	77.15	79.15	86.00	89.00
166x3 1/2	73.05	74.10	76.05	78.05	80.05	87.00	90.00
168x3 1/2	73.95	75.00	76.95	78.95	80.95	88.00	91.00
170x3 1/2	74.85	75.90	77.85	79.85	81.85	89.00	92.00
172x3 1/2	75.75	76.80	78.75	80.75	82.75	90.00	93.00
174x3 1/2	76.65	77.70	79.65	81.65	83.65	91.00	94.00
176x3 1/2	77.55	78.60	80.55	82.55	84.55	92.00	95.00
178x3 1/2	78.45	79.50	81.45	83.45	85.45	93.00	96.00
180x3 1/2	79.35	80.40	82.35	84.35	86.35	94.00	97.00
182x3 1/2	80.25	81.30	83.25	85.25	87.25	95.00	98.00
184x3 1/2	81.15	82.20	84.15	86.15	88.15	96.00	99.00
186x3 1/2	82.05	83.10	85.				