

**AUTO ENGINEERS HOLD QUARTERLY MEETING**

Newly Planned Meeting of Standards Committee Is Great Success.

MOST OF THE REPORTS ARE OF PROGRESS NATURE

Eleven of the Active Divisions Stand-Relative Features of Standardization Work.

The Society of Automobile Engineers has just brought to a successful conclusion the first of its quarterly meetings of the standards committee. Heretofore, the meetings have been held semi-annually just prior to the national meetings of the society. The purpose of the new plan, inaugurated during the administration of President Henry M. Leland, is to make possible broadening the scope of the standardization work, which has met with general approval.

During the convention of last week meetings of eleven of the active divisions of subcommittees of the standards committee were held. Most of the reports made were of a "progress" nature. In fact, none of the recommendations being considered can be accepted under the rules by the society officially until they have been made final and specific, approved by the council, and formally discussed at national meetings of the society, at which time ballots are cast by the members having voting power on the acceptance of practice recommended. Sixty-five experts in various lines were in attendance at the convention.

**Axle Clips for Pleasure Cars.**

The springs division, Harold L. Pope, chairman, is formulating a table of axle clips for use on pleasure cars, with the idea of reducing the number of sizes and submitting a design of clip that will represent the best engineering practice. Data has already been collected from a number of automobile engineers showing the practice as to the diameter of spring clip shack with relation to the width of leaf springs held. A minimum as to the best methods of reducing to a minimum breakage of short spring leaves.

The prospect is that the iron and steel division, Henry Souther chairman, will recommend that about half of the previously accepted eighty specifications of S. A. E. steels be eliminated; also that in the case of some steels the previously accepted content of phosphorus and sulphur be raised.

**Spark Plug Recommendation.**

The miscellaneous division, John G. Utz chairman, recently recommended the spark plug with larger hexagon head to permit the employment of larger porcelain without disturbing interchangeability with the previously accepted standard. The A. L. L. standard, which has the name of which was changed to S. A. E. some years ago. A complete table of dimensions of pins for S. A. E. standard rod and yoke ends was submitted.

The electrical equipment division, A. L. Miller chairman, took up the matter of installing fuses in circuits from storage batteries as applied to both two-wire and single-wire systems. A long discussion was also had as to the best methods of controlling the rays of headlights in such a way as to insure comfortable and entirely safe country driving.

The nomenclature division, A. B. Cameron chairman, limited its proceedings to formal discussion as to the plan and scope of future activities. A vote was passed requesting the council to instruct the various divisions of the standards committee to refer to it all questions involving nomenclature. The division is co-operating with the nomenclature committee of the British engineering standards committee, which is supported by the English government and represents the leading engineering societies and firms of Great Britain.

**Words and Phrases Submitted.**

Charles Wheeler, a member of the council of the Institution of Automobile Engineers, who attended the last summer meeting of the S. A. E., is chairman of the British nomenclature committee. A letter from him was read at the meeting announcing that he was sending for the consideration of the S. A. E. nomenclature division a list of words and phrases which is now under the consideration of his committee.

The meeting held recently was the first of the electrical equipment division. The division proceeded with temporary organization, being in consultation with the delegates from the electric vehicle association standards committee. It was the sense of the meeting that the Society of Automobile Engineers should request the representatives on the different divisions of the standards committee where the work is common to both gasoline and electric vehicles.

**Wheelmakers Discuss Dimensions.**

A number of wheelmakers attended the meeting of the division to take part in the discussion of the possibilities of standardizing wheel dimensions and felloe bands for pneumatic tires. A number of drawings and sketches were submitted to elucidate the subject, the situation as to which appears at this time to be that it is probably feasible to recommend two sets of dimensions which will cover the practice. It was hoped that one set of dimensions could be recommended, as has been done by the society in the case of solid tires, and whether this can be done will be discussed in a paper to be presented at a later date.

**Will Drive Chalmers Car.**

William Gibbs McAdoo, Secretary of the Treasury, has purchased a Chalmers "six" roadster, to be delivered at his summer home in Massachusetts, where he will go after his marriage to Miss Wilson. Secretary McAdoo is an enthusiastic motorist and enjoys high-powered cars. He spends a considerable portion of the touring season motoring about the country and often reaches the 10,000-mile mark. For a number of years past he has been driving foreign-built cars.



**MOTOR VEHICLES SHOW TRUCKING CHARGES NOW**

Advent of New Transportation Facilities Is Eye-Opener to Trade.

"Before the advent of the motor vehicle for commercial use, very few business concerns took the trouble to find just what their trucking charges amounted to," says Walter M. Curtis, manager of the engineering department of a New England company. "Inasmuch as the horse was the only means available for the purpose, and had to be fed anyway, whether working or not, there was comparatively little inducement to separate the teaming cost from other expenses. Occasionally a concern might wish to know whether it would be cheaper for them to maintain their own teams or to put out their trucking on contract, but this was practically the only incentive for watching the trucking charges closely.

"The advent of the motor vehicle, however, and the necessity of intelligently considering its adoption to their own particular line, awoke business men to the importance of knowing what their trucking was costing them. It called for more than this, however, for other considerations were involved, such as the advertising value of a motor vehicle, effect on customers, advantage over competitors, stimulation of trade, etc. Disregarding these latter features, however, the great problem confronting business concerns has been to secure a reliable basis upon which to compare the two systems from a cost point of view.

"Although it may not be possible to give actual figures on the saving a motor system can effect in any particular instance without a special study of the peculiar conditions involved, I have found it entirely practical to make an analysis of the proper charges to be taken into account in both horse and motor vehicle trucking methods in various lines of industry. These charges fall naturally into two classes—fixed charges and operating charges. In the former are placed interest, insurance of all kinds, drivers' wages and garage charges. In the latter depreciation, gasoline, oil and grease, tires and general maintenance.

**Advantages in Comparisons.**

"By a careful study of much of the reliable data obtainable on these subjects and an analysis of the results in accordance with the above general classifications, I have found the following to be very clearly apparent: First, that there is a decided advantage in the use of motor vehicles of large capacity whenever the nature of the load is such as to make a large tonnage possible. Second, that there is a corresponding reduction in the cost per ton mile with an increase in the daily mileage. Third, that it is of the greatest importance to eliminate as much idle time as possible in the use of motor vehicles. Fourth, that rubber tire expense is a large direct operating charge in the case of the regulation motor truck. Fifth, that a comparison of the charges for the two types of motor vehicles with those against the large regulation motor truck shows a distinct economic advantage for the tractor for most purposes, due mainly to the following reasons—larger capacity at a less investment cost, less strain and consequently less damage and maintenance to vital parts for the same tonnage, also less tire expense due to use of steel tires under the present conditions of use. "With these conclusions in mind, it should not be difficult for a business man to decide in some degree of advance whether or not a motor truck or a tractor would be of value in solving his own particular hauling problem. He could then obtain outside expert advice by arranging the details of his case if he felt it necessary.

In many cases a rearrangement of the shipping facilities would make it possible to use a motor vehicle to great advantage under the present conditions if it could not be worked to a proper capacity. Even where no great financial saving can be effected in some cases of short haul work, the motor vehicle is good asset from an advertising standpoint—it invariably tends to increase trade and please customers by more prompt and efficient service."

**NEW POLICY ADOPTED BY BIG TIRE CONCERN**

Goodyear Company to Confine Activities of Its Branches to Wholesale.

Over sixty local automobile owners, dealers, accessory, tire and garage men attended a meeting last Monday night at the New Exhibit, under the auspices of the Goodyear Tire and Rubber Company. The company will shortly inaugurate a new policy in the handling of its goods in this territory, and it was with a view to ascertaining the views of those present on the proposition that the invitations were extended.

The meeting was presided over by George T. Howard, manager of the local branch, who made a brief address at the opening and introduced the various speakers of the evening. H. S. Quinn, secretary to the president of the big tire company, explained the object of the meeting and told of the policy of the company to make its branches wholesale distributors and permit the dealers to handle the retail selling part of the business. He told of the growth of the company, of its increasing and increasing importance in the industry, and urged the dealers to educate the consumers in the use of tires.

Other speakers during the evening were H. G. Palmer, assistant manager of the automobile tire department, S. W. Case of the sales staff, J. G. Nield, all of the Goodyear company; W. A. Ward, C. H. Warrington, E. C. Wilson, Norman Stinchcomb, Irvin T. Donohoe and J. C. Wheat. Other Goodyear representatives present included E. S. Grogan, G. L. Livingston, J. C. Himes and J. A. Maroney. Head manager of the carriage tire department, and E. S. Edwards, special representative, also were present. At the conclusion of the meeting a buffet luncheon was served.

**Purchases Premier Roadster.**

A 1914 Premier 6-48' roadster, finished in brown Spanish leather and electrically equipped, was delivered yesterday to Wm. H. Traill.

**TEST OF AUTOMOBILES IN RELIABILITY TOUR**

Non-Stop of Motors One of the Unique Features of the Contest.

June 29 is the day selected for the start of the national reliability tour of the American Automobile Association, which this time will be in the form of a day trip. The contest is managed by the Chicago Automobile Club, the run will be under the direct supervision of the A. A. Touring and contest boards, and Chairman Frank X. Mudd and Richard Kennerdell have jointly agreed upon the conditions governing this unique contest. The contest board has provided a stock car definition which will call for registration of the different models by the manufacturers, and this will require number of cylinders, bore, stroke, make and model of magneto, make, model and size of carburetor, tire sizes, wheel base, and such equipment as starters, lighting, shock absorbers, horns, etc. The stock car definition is simple registration, not requiring the technical committee to visit factories.

**Divided Into Three Classes.**

The contestants will be divided into three classes. One will be for stock cars listing over \$1,200, for which the prize will be the Glidden trophy; another for stock cars listing under \$1,200, with the Anderson trophy going to the winner, and a third class of non-stock cars entered by private owners with the possession of the A. A. A. artistic touring trophy as the incentive. Certificates of merit will be awarded to every competitor finishing the run without stoppage of the motor.

The run will require approximately sixty-five hours, starting from Chicago at 2 o'clock Monday, June 29, and reaching Boston at 12 o'clock July 2. The schedule calls for twenty miles per hour between sunrise and sunset, fifteen miles per hour between sunset and sunrise the first night, and eighteen miles per hour between sunset and sunrise the other nights. Controls will be established at Bryan, Ohio; Cleveland, Buffalo, Syracuse, Albany, New York city, Springfield and Boston.

**Rendezvous at Boston.**

With Boston as the conclusion of the run, that city will be a popular rendezvous for many motorists who will participate in the A. A. A. midsummer gathering which will take place in the White Mountains. This latter event will be held at Bretton Woods the morning of July 4, and from the great amount of interest already taken in both events it is a certainty that they will prove quite notable in the season's motor calendar. Any inquiries in reference to either event can be directed to Frank X. Mudd, chairman A. A. A. touring board, Fisher Building, Chicago, Ill., or Richard Kennerdell, chairman A. A. A. contest board, 435 5th avenue, New York city.

**HOW AMERICAN MOTORS HAVE BEEN DEVELOPED**

Subject Discussed by Prominent Engineer Before American Association.

The question as to the lines of general development of American motors is becoming more and more a vital one. This spoke a prominent engineer before the Association of Automobile Engineers in New York last week. Here our motors with few exceptions are characterized by large cylinders—bore stroke ratio, compressions, piston speed and maximum output per pound being low and economy being almost neglected as a point to be striven for, he said. Our shortcomings in this latter respect are generally met by the argument that fuel in this country is comparatively so cheap that the matter is of minor importance. Granting that there is some reason in this argument, it requires very little thought to realize that for two motor cars of given ability, but with a wide difference in motor size and weight and a correlated difference in weight of the complete car, the item of fuel economy is only one of a number making for low operative expense. As contrasted with the general practice here the European manufacturers, notably the British, have gone to what perhaps appears to us the other extreme, and are building motors having almost exactly opposite characteristics and from which they are getting outputs which a very few years ago would have been considered impossible, and coupled with a fuel economy beyond anything with which we are familiar.

**How Results Were Obtained.**

These results have been got by very large valves and ports, the latter designed to give as smooth flow lines as possible, high compression and very high piston speeds, well above 3,000 feet. Such engines must be driven carefully if they are to give their maximum in service, piston speeds must be kept up if only a

reasonably large power output is required and the motor must never be allowed to run on wide-open throttle, but at low speeds. This means, of course, the gear changing will be much more frequent, and a change down will be required for any piece of bad road, whether hilly or not.

Granting, however, that these requirements are complied with, the results are altogether gratifying. The motor, although sensitive, becomes for the man driving his own car an intimate thing, a part of himself, almost willing and able to give good and long-continued service, and at an operating cost that is surprisingly low.

**Each Has Advantages.**

Each of these types has advantages peculiar to itself both from a manufacturing and operating standpoint, and the most comprehensive possible discussion of them is fully warranted. Given proper equipment in the shop, the workmanship required in the two types is about the same for really good construction except that the light connecting rods and pistons for the small motor, together with its lubrication system, will entail a slight additional expense. This will be more than compensated for by the smaller amount of material required and the smaller parts to be handled. The final assembling and adjusting of the small motor will also cost more.

The probability is that the most suitable motor for service here would be a compromise between the two types, designed to give well sustained torque up to about 2,000 feet piston speed, and for a five-passenger car, having about 4,000 to 5,000 c.c. for a four-cylinder motor and about 5,000 to 6,000 c.c. for a six.

Broadly it seems that the moment the purchasing public realizes that for given built in this country, it is paying altogether too much there will be a very marked demand for the smaller and more economical machine.

**Marion Deliveries.**

1914 model B 5 touring cars were delivered last week to Carl Mueller, George J. Mueller, Jr., and H. Taylor.

**FLARING HEADLIGHT IS A MOTORING PROBLEM**

Glare Subduer in Construction of Lamp Probably the Only Remedy.

One of the motoring problems most urgently in need of solution at the present time is that of the flaring headlight, according to Mitchell May, secretary of state of New York.

"As the speed of motor cars has increased, so have the power and efficiency of the lighting system improved," said he the other day. "A light may be so strong that the whole road is illuminated for several hundred yards, every object being bathed in a flood of brilliant white light. With such lamps it is often perfectly safe to drive at high speeds, and, owing to the absence of continuous traffic, in reality a good deal safer than it would be in daylight. Yet this very excellence forms the chief drawback to the modern headlight, as any one may prove for himself on any road after dark.

Glare Paralyzes the Traveler. There are few situations more paralyzing to the traveler of any description than meeting a motor car with powerful headlights. All that is visible to him is a pair of eye-scorching white disks set in the midst of impenetrable darkness. Anything that may be on either side of or behind those lights—man or beast—is absolutely invisible to him.

"It is not a simple matter to find a way out of the difficulty. If a low illuminating standard was set by law matters would by no means be improved, for the travelers in the light of the advancing car would not be clearly visible to the driver, and they would be able to distinguish objects on each side of and behind the car none the better.

"A strong light is essential to safe driving. It is quite as important that the sides of the road for 50 or 100 yards ahead should be in clear view as that the center of the road should be visible. The only practical solution which presents itself is that of incorporating some form of glare subduer in the construction of the lamp itself.

**Studebaker Deliveries.**

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**Used Cars At Bargain Prices**

1911 Olds Autocar—7 Pass.  
1911 Lozier—7 Pass.  
1911 Hudson—5 Pass.  
1911 Marion—5 Pass.  
1912 Maxwell Roadster  
1911 Cole Roadster  
1910 Overland Roadster  
1913 Studebaker Roadster  
1908 Olds Roadster

All cars listed here are in good condition. Inspect them before you buy.

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**Ford THE UNIVERSAL CAR**

Past the half million mark have gone the figures of Ford progress. More than five hundred thousand Fords have been sold to date. We couldn't give you better proof of Ford merit. Everywhere you'll find the Ford the favorite car.

Five hundred dollars is the price of the Ford roadster; the touring car is five fifty; the town car is five fifty; the Detroit, complete with Miller Brothers' Auto and Supply Co., 612 S. W. 1st St., N.E., Lincoln 4609, 4105 and 1107 14th St. N.W., N. 4165.



**This is the Goodyear All-Weather Tread**

"All-Weather" because it runs like a smooth tread. The projections are flat and regular. Yet on wet roads the countless sharp edges afford a resistless grip. This tread is double-thick. It is made of very tough rubber. The sharp edges last for thousands of miles. Instead of rounded grips, here are grips with sharp edges. Instead of a rugged, irregular tread, here is one smooth and regular.

Instead of separate projections—centering all strains at small points in the fabric—here are projections which meet at the base, and spread the strains just like a plain tread. Not a tire user can know this tread without wanting these tires on his car.

No Other Tire No-Rim-Cut Tires With All-Weather Treads or Smooth

only feasible way to make rim-cutting impossible. No other tire is final-cured on air bags, to save the countless blow-outs due to wrinkled fabric. This extra process costs us \$1,500 daily. No other tire combats tread separation by creating at the danger point hundreds of large rubber rivets.

Much Lower Prices In 1913 No-Rim-Cut tire prices dropped 28 per cent. Now there are 16 makes which sell at higher prices—some higher by almost 50 per cent. Yet No-Rim-Cut tires have four costly features found in no other tires. And no man knows of any way to give you greater mileage. Bear this in mind. No-Rim-Cut tires have won top place in Tire-dom. And they cost you only what the best should cost. Our dealers are everywhere.

**THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO**

This Company has no connection whatever with any other rubber concern which uses the Goodyear name.

Any Dealer can supply you Goodyear Tires. If the wanted size is not in stock he will telephone our Local Branch.

**We Carry GOODYEAR Tires in Stock**

Automobile Tire Co., 1626 14th St. Barber & Ross, 11th and G Sts. Henderson & Howe Auto Co., 1127 14th St. H. G. Herzman, Vermont Ave. and N. Jones-Kessler Rubber Tire Co., 605 E St. J. J. Kennedy, South Capitol and C Sts. J. W. Lovelace, 23 Florida Ave. Miller Bros. Auto Supply House, 1105 14th St. Modern Auto Supply Company, 817 H St. N.W. Frank Shore, 1211 New York Ave. S. W. Washington Auto Supply Co., 1227 New York Ave. Washington Motor Car Equip. Co., 732 13th St. Wilson Goucher Tire Co., 1705 14th St.

**Get the Personal Touch**

When we ask a man to step into the Mitchell Car and feel its mechanical pulse through the steering wheel, we are ten times closer to a sale than we can possibly be through talk and advertising. Confidence is a plant of slow growth. In the sale of automobiles, there's only one way to win it, and that's the "personal touch" way.

Because we have followed such a plan this Spring, the Mitchell Car is better known today than it ever has been. All over America prospective purchasers have sat in the driver's seat and tested the car to their entire and ultimate satisfaction. So that when they became buyers, they knew almost as much about the car as we know. They bought with the distinct, personal knowledge that the car was even better than its advertising said it was.

**And the invitation is open to you.**

If you don't know the Mitchell car, this is the way to get acquainted with it. If you have ever felt the slightest doubt that it is the best car at the price made in this country, why don't you go to your nearest Mitchell dealer and ask him to let you drive the car yourself? If the car doesn't prove its worthiness on this personal test, then all that we might say on the subject would be words and time thrown away.

After you have driven the car yourself and have gotten the personal touch—after you have found out how smoothly and silently it runs—after you have witnessed and felt its splendid action on all speeds and tested the resiliency of springs, we will give you the details of its manufacture if you want them. But we want you entirely satisfied with the appearance and action of the car and its mechanism before we tell you a solitary fact.

If the Mitchell doesn't behave well under your guidance, you don't want any details. But if its action pleases you and imparts the physical charm that we know it possesses, then you want to know more about it. We know ourselves just how it looks, just how it acts and just how it feels. But we have driven it. And that's what we want you to do, so you will know whether it is safe to invest your money in that particular car.

When the sale of a Mitchell is completed, there is nothing else to talk about. No element of chance or speculation enters into the transaction. You go away knowing just precisely what you have to expect, and amply guarded against uncertainties. You go away knowing that our friendship doesn't end with the payment of the price. You go away convinced of the splendid merits of the car and the service and honor behind it. It is an ideal business agreement, and there's never any disagreeable "come-back."

The "personal touch" brings about such ideal business conditions. Confidence begins at the beginning, and we want to say to you that your confidence in this concern and the car it makes can never be misplaced. We have served the American public faithfully and honorably for eighty years, and the Mitchell-Lewis Motor Company will go on for eighty years more, in just the same way.

**Eighty years of faithful service to the American Public**

Here is the Equipment for all the Mitchell Models Which is Included in the List Prices: Electric self-starter and generator—electric lights—electric horn—electric magnetic exploring lamp—mohair top and dust cover—Tungsten valves—Jiffy quick-action side curtains—quick-action two-piece rain vision wind-shield—dismountable rim with one extra—speedometer—double extra tire carrier—Bair-bow holders—license plate bracket—pump, jack and complete set of first class tools.

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Racine, Wis., U.S.A.

Manufacturers of Modern Four and Six-Cylinder Cars  
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