

The Automobile Speaks

It tells you what it is, what it requires and it asks to be treated fairly.

By Frederick C. Guerrick.

No. 11.

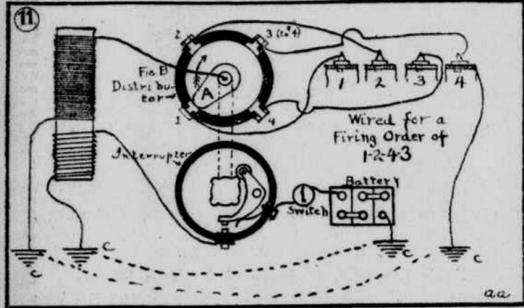
THE DISTRIBUTOR SYSTEM.

In my last talk I explained a practical ignition system for a single cylinder engine. The ignition systems used on a four, a six or more cylinder engine vary only in that the cam of the interrupter will have a hammer for each cylinder instead of but one, and there is in addition a device for distributing the shots of high voltage current to the proper spark plugs or, let us say, cylinders.

The primary circuit is the same for the multiple cylinder as for the single cylinder engine; thus the current will flow from the battery to and through the interrupter, then to and through the coil and then back to the battery, there being a hand controlled switch somewhere in the circuit. The four cylinder interrupter will have four hammers on its cam, so that the interrupter points will open four times in each revolution. This will result in four shots of high voltage current being induced in the secondary wires, or in a shot for each cylinder.

Now these four shots of high voltage secondary current must go to the spark plugs, but each shot must go to a different plug, and they must go to the plugs in a definite order (the firing order), so that the cylinders will fire in the proper order. Some device is therefore necessary to "distribute" these shots of current to the proper spark plug. For this we have the distributor.

My distributor, shown in Fig. B, is nothing more than a revolving switch.



Thus the casing shown in black is of non-conducting material and has metal inserts or "segments" (1, 2, 3, 4) to which wires can be attached. A is the "rotor" driven by the engine, and is, in fact, on the same shaft as the interrupter cam, and so set that it is in contact with one of its segments every time the interrupter points open.

Now if this metal rotor were to be connected to the secondary wire from the induction coil, then as it revolves and touches these metal segments, 1, 2, 3, 4, it will make the current flow into them. If they, the segments, have a wire connected to them and led to the spark plugs, then the current will flow to the spark plugs and a spark result at them. The sparks will come in the order in which the rotor touches the segments.

The firing order of an engine is never 1, 2, 3, 4, but for a four cylinder engine, either 1, 2, 4, 3 or 1, 3, 4, 2. Therefore, if the firing order were the former, the wire attached to the first segment of the distributor would be connected to spark plug No. 1, the second segment to No. 2, the third to No. 4 (not No. 3) and the fourth segment to No. 4 (not No. 3). In other words, the wires are in numerical order on the distributor, but in the firing order on the spark plugs.

The distributor instrument for the six cylinder engine will have six hammers on the interrupter cam and six segments on the distributor. If the firing order be 1, 5, 3, 8, 2, 4, segment one will be connected to spark plug 1, segment two to plug 5, segment three to plug 3, segment four to 8, segment five to 2 and segment six to 4.

As the wire from the coil cannot be directly connected to the revolving rotor it is connected to the center of the distributor cover, and a spring actuated brush presses against the rotor, thus giving it the current.

When an electrical current is suddenly broken, as by the interrupter points, the voltage tends to build up greatly at the points of break or interruption, and finally become high enough to jump across the points with a resulting spark. A spark or flow of current is not wanted here, and so to prevent this what is known as a condenser is always connected across the interrupter points. If shown in the drawing it would be connected to the two terminals on the interrupter or the terminal for the wire from the coil and the wire from the switch.

While all systems of ignition have a condenser, it is generally so placed that you cannot well get at it, and as its falling to function seldom happens, little further reference will be made to it in this work, and it will seldom be shown in the drawings, as it only makes them complicated.

THE GROUND.

Place yourself for a moment in the position of a telegraph company official who is erecting the wires for the telegraph between New York and San Francisco. After erecting mile upon mile of poles and copper wire, costing about 25 cents a pound, he finds that he now has a way to carry the current from one city to the other, but he must have some way to get the current back again, as the electricity must have a complete circuit and get back to the source. Naturally he would try to find some way to have the current return other than the expensive wire. Looking upon the earth, he wonders if it, with its tremendous size, will not be able to carry the current back as well as a tiny wire. He therefore runs the wire into the ground at one city and lets the current go through the earth to the other city, where another wire is put into the ground to catch or collect it. This he finds to work well. He says that he has grounded the wire or that he returns through the ground.

In the same way the auto manufacturer, wishing to simplify the wiring for the owner, notices the big mass of iron and aluminum in the engine and frame and decides to use this metal for the return of the current, as the telegrapher did the earth. Although this returning current never gets into the ground, we borrow the telegrapher's expression and say the current is grounded. Many different circuits, provided they are not connected, may be made to return through the "ground" at the same time.

The triangles of lines C show the symbol which is always used to denote that the wire is connected to the metal of the car, or "grounded." The dotted lines indicate how the circuit is closed by the metal of the car or engine, this metal really taking the place of wires.

LAFAYETTE MAKES PRICE REDUCTIONS

Price reductions ranging from \$750 to \$850 by the LaFayette Motors Company were announced last week by the Porter-Lafayette Company of 1763 Broadway, local distributor for this car.

Lafayette open cars—touring, torpedo and roadster—are now priced at \$1,850, a decrease of \$775. The four-door coupe is now \$6,250, or \$950 under the former price. The Lafayette sedan has been reduced in price \$900 and the limousine \$750, making the prices on these models \$6,500 and \$7,750 respectively.

E. C. Howard, vice president of the LaFayette Motors Company of Indianapolis, made some illuminating comment upon the action of the company in his message to the local distributor.

"The tide ebbs and flows, but the amount of water in the ocean remains the same. That increases the present position of our company. The price of the Lafayette is subject now, like all other articles, to changes in underlying economic conditions, but fortunately the quality standard of the Lafayette is in our own keeping, and of course is not subject to change.

"In no way have we departed from our purpose to build the finest car that we can and to equip an appoint it in fashion which will appeal to those who demand the best. The construction and equipment of the Lafayette are in no manner affected by the change in price."

TEMPLAR COMPANY REDUCES CAR PRICES

George S. Morrow, president of the Morrow Motors Corporation, 1761 Broadway, metropolitan distributor for the Templar car, has received word from the factory at Cleveland of a reduction in the price of Templars effective July 1. The announcement states that the reduction will be \$500 on all open models and \$600 on all closed models. This will make prices on the five passenger touring, for four passenger sportette and two passenger roadster \$2,385, and the five passenger sedan and three passenger coupe \$3,135.

The announcement also states that regardless of the big reduction in price the new Templar will be far superior mechanically and artistically. The models are striking in appearance, and the mechanical development was certainly proved when the Templar won the Yosemite economy run sweepstakes by defeating twenty-one of the country's most popular makes of cars.

NEW TYPE PISTONS USED IN WINNING CAR

Tommy Milton's Frontenac car, which won the recent Indianapolis race, excited a good deal of comment on account of its unique pistons. They are made of a new product called down metal, which is one-third lighter than aluminum. The raw material for this metal is pumped—not mined—and is nothing more or less than chemical brine. It is so light that in the process of manufacture it floats on the surface of the pots. The manufacturers are a Michigan company with a well established reputation in the manufacture of essential chemicals.

The extra speed developed by these pistons is due to their light weight—one-quarter the weight of cast iron. They do not absorb the bulk of the power in moving their own weight. It is evident that this light weight also means a quicker "getaway," a considerable saving in gas and less vibration.

Pistons of this same metal were also used by Wilcox when he recently won the five mile Ford race at Saginaw, Mich. Two winning races with this metal of these featherweight pistons have naturally caused this metal to challenge the attention of automobile builders for its lightness and stand-up quality under intense heat and strain. The racing test is a severe one for any piston, but these downmetal pistons have unquestionably withstood the "acid test" in great shape.

CHEVROLET REDUCES ON FULL LINE

The Chevrolet Motor Company June 1 announced a price reduction on its "PB" passenger models, effective immediately. This is the second price reduction to be made by this company during the month of May, and brings all passenger and commercial models made by this company to pre-war levels. The prices of the Chevrolet "Four-Ninety" models were reduced May 7.

The reductions are as follows: "PB" touring car, \$150; "PB" roadster, \$130; "PB" sedan, \$190; "PB" coupe, \$190. Reductions on the company's commercial models bring the model one-ton truck chassis down to \$1,236 and the model "G" light truck chassis, \$820.

BEST ROUTES TO THE BERKSHIRES

Natural Scenic Beauty Will Appeal to the Motorist.

The Automobile Club of America through its chief roadman, O. M. Wells, has laid out for the attention of the motorist this week the best routes to the Berkshire Hills, a region abounding with a wonderful combination of natural beauty in mountains, lakes and streams.

Historical, literary and artistic names of national fame are associated with many of the Berkshire towns, and it will add much to the interest of a visit to know that Hawthorne's "House of the Seven Gables" was written in Stockbridge, and the dashing water courses of this region were the direct inspiration of some of Bryant's finest poems.

Many motorists will desire to visit this rugged country within the next few weeks and the Automobile Club of America's Bureau of Tours, in the following, gives a brief outline of the main trunk lines by which the Berkshires are reached from north, south, east and west.

From New York city the most direct way lies via Central avenue to White Plains, then north on Broadway, around Kensico Lake, through Armonk, Bedford, Golden Bridge, Purdy's, Croton Falls, Brewster, Pawling, Dover's, Wascot, Amenia, Millerton, Copake, Hillsdale and South Egremont to the Berkshire towns of Great Barrington, Stockbridge, Lenox and Pittsfield.

From Bridgeport, Conn., follow the Boston Post road up the Naugatuck Valley through Shelton, Seymour, Naugatuck, Waterbury, Thomaston, Torrington, Norfolk, Canaan and Sheffield to Great Barrington. From New Haven go through Westfield, then over Whitney Hill through Naugatuck to Waterbury, then up the Naugatuck Valley. From Hartford go through Avon, Winsted and Colebrook to Norfolk, connecting with the Naugatuck Valley.

From Springfield, Mass., the shortest and best way to reach the Berkshires is via the Jacob's Ladder route, which goes through Westfield and West Beckett to East Lee, where connections can be made to Stockbridge and Lenox.

From Boston run through Arlington, Croton, Fitchburg and Athol to Greenfield, then over the Mohawk trail entering the Berkshires at North Adams and Williamstown.

From Maine and northern New Hampshire run from Portland to Poland Spring, then west through Fryeburg and North Conway, then up through Crawford Notch to Bretton Woods, crossing over Bethlehem to Littleton and down through Canaan to Shelton, Brattleboro, to Greenfield, then over the Mohawk trail to the Berkshires.

Motorists coming from northern Vermont can run from Burlington through Vergennes, Rutland and Manchester to Williamstown.

To reach the Berkshires from northern New Jersey and Central New York cross the Hudson River by ferry from Newburgh to Beacon, then run to Piskill and join the Albany Post road going north to Poughkeepsie, east through Millbrook, Amenia, Shelton Station, Shelton, Lakeville, Salisbury, Canaan and Sheffield to Great Barrington.

Motorists crossing over from the Catskills to the Berkshires can cross by ferry from Kingston to Rhinebeck, from Catskill to Greendale and from Athens to Hudson. Construction is in progress on the direct road from Rhinebeck to Miller-ton by way of Silver Nails and Pine Plain. Work is also in progress on the road from Hudson through Prairieville, Hollowville to Hilledale.

An excellent way to reach the north end of the Berkshires from the Mohawk Valley, especially for motorists coming from Buffalo and the West, is to run from Albany through Troy, Defreestville, Averill Park, Hancock and South Williamstown to Williamstown.

All of the above routes have improved surfaces and at the present time offer at least 95 per cent. of good road, carrying the motorist through the most scenic sections of New England.

The hotels in the Berkshires are now open. The present is an ideal time to motor through and spend from a few days to as many weeks on the byways and country roads that offer easy passage all through the mountains.

HUDSON AND ESSEX ANNOUNCE PRICE CUT

The Hudson Motor Car Company has announced a reduction of \$150 on all models of the Hudson super six and the same reduction on all models of the Essex car. This makes the second reduction in eight months on these cars, the Hudson having previously been reduced \$200 to \$480 last fall and the Essex lowering their price \$200 at that time.

AUTOMOBILES NEEDED FOR ORPHANS' OUTING

If the dealers in new and used automobiles, as well as private owners of cars, of this city knew the task which lies before the Orphan's Automobile Day Association of New York to secure the necessary number of cars and trucks to transport the orphan children to and from Starlight Amusement Park, 177th street and Bronx River, on Thursday, June 16, for their seventeenth annual automobile day outing, they would without much hesitancy

tender the use of one or more cars or trucks to help those who work so hard to give the youngsters a day of happiness.

Blanks and other information can be had from Orphan's Automobile Day Association of New York, 1845 Broadway.

Lacquering Brass.

It is possible to protect metal surfaces by applying several coats of lacquer or celluloid varnish. The lacquer should be applied with a camel's hair brush after the metal has been polished highly. There must be no trace of grease on the brass or other metal when it is lacquered.

The first annual Queens County Automobile Show, which opened on June 3 and will continue through to and including June 11, held under the auspices of The Guild of St. Joan of Arc, Jackson Avenue at Twenty-third street, Elmhurst, Long Island, has created a great deal of interest among motorists attending. One of the new cars shown for the first time in the East is the Ogren, exhibited by the Spa Motor Company of Brooklyn.

That dashing member of the Lexington Motor Company's series 8 line, the Thorobred, will be continued by the company because of the popularity it has attained in the motor car field.

The Thorobred is mounted on Lexington's epoch making chassis. This sport model has a dash of the unconventional but retains that dignity which appeals to the discriminating motorist. The model is lower than the conventional touring car and has those rakish lines that bespeak the true sport model.

QUEENS AUTO SHOW OPEN UNTIL JUNE 11

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THOROBRED MODEL TO BE CONTINUED

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MITCHELL

\$1490

Price Reduced \$260

In keeping with the national movement to bring about normal market conditions, Mitchell announces the very limit in reductions. This extreme cut gives it price leadership among six-cylinder fine cars.

While Mitchell returns to old-time prices, you obtain an infinitely better car. The models are really 1922 style and construction, constituting values never dreamed of nor possible before.

Investigate these savings. Come in and see how much you get for \$1490.

NEW PRICES

F. O. B. Racine. War Tax Extra

5-Passenger Touring Car	\$1490
3-Passenger Roadster	Formerly \$1750
4-Passenger Special	Formerly \$1950
4-Passenger Coupe	Formerly \$2800
5-Passenger Sedan	Formerly \$2800

MITCHELL MOTORS CO., Inc., RACINE, WISCONSIN

New York Mitchell Motor Co., Inc.

Columbus Circle, Facing South
New York

Telephone, Columbus 8000

ONLY 20% DEPRECIATION Less Dollars and Cents Depreciation Than Other Motor Cars

Authentic figures giving the resale value of leading makes of 1920 motor cars in the chief cities of the United States, show that the Velie leads in minimum depreciation. The actual figures are 20%. Depreciation on other cars runs as high as 70% in many cases. These figures are taken from the latest National Used Car Market Report, and represent the actual resale values. This report is the standard guide for dealers throughout the United States.

Velie 48