

AUTOMOBILES

'ASK ME!'

Questions Answered by
BARNEY OLDFIELD

Barney Oldfield: I installed a set of new brake bands, two of which had been entirely torn out. I also took carbon out of the engine, and after I had reassembled it a sound was produced thru the breather pipe like an air pump. Some claim it's friction. The sound is especially audible when running on slow speed and little spark. It takes a lot of gasoline for the power furnished.—R. B. Z.

It is quite possible that it is air that you hear. It probably is leaking past the pistons and makes a noise loud enough so you can hear it. A trouble that is not rare with your make of car, is to have a small crack in the piston head which causes an air leak that often produces a whistling sound. Worn pistons and rings, however, are more common.

Barney Oldfield: My car has a bad piston thump when working on a hill or when starting up quickly. But when on the level from ten miles an hour up it runs as quietly as most cars.

Two years ago I installed two new cylinders. It remedied the trouble for a short time. Last year I got new wrist pins and wrist pin bushings. It remedied it for a few days. It is only the two rear pistons and these wear on the upper side and on the opposite lower side, lengthways of the wrist pin and the engine. I have bent the piston rods a number of times so that it would not run cornerways but it only lasts for a short time.

I have leak proof rings installed and the compression is all right. When I got new cylinders from the makers of my car I sent my old pistons for examination and they said they were O. K. and that I did not need new pistons.—L. A. B.

I would first determine these things: Are the cylinders worn oval or so badly that they need reboring? Have them measured. Have the piston measured and the connecting rods lined up. I imagine they are sprung and that is where the trouble is, but to make sure have the cylinders measured. Also are the piston pins a good fit and does the rod fit the pin properly. How about the rod lever bearing; is it a good fit?

Barney Oldfield: Water will boil in the radiator of my car after an eight to ten mile run in high gear and in low or second, water will boil after running two hundred yards.

I have had several garage men to try to locate the trouble but none of them are able to do so.

I have had carbon cleaned out and valves ground, but this has not remedied the trouble. Kindly advise me what causes this trouble and how I may remedy it.—J. W. F.

You may have neglected the most important thing—the cleaning out of the water system. It is clogged up. Try forcing water under pressure thru the radiator when the drain cock is open. Is there water circulation? You can see if there is or not by looking into the radiator when the engine is running. Is the fan belt tight? An obstruction anywhere in the water system will cause your trouble. As a last resort remove the radiator (an easy job) and force water thru the jackets and radiator separately. The spark timing may be off or the valve timing. Is the mixture right?

Barney Oldfield: Please tell me how to properly set the spark on my car. My car pulls good as long as the spark is retarded on a hard pull on long hills, but as soon as the spark is advanced the car drops down in speed.—C. B. C.

It is quite possible that the connections between spark lever and timer-distributor are not right, causing a reversed action somewhere in the linkage. If the engine knocks considerably when the lever is advanced, the advance is too great. I would not reset the timer until I examined the linkage and the timer itself.

GOODYEAR TRUCKS LIVE UP TO "REP"

Equipped With Pneumatics They Go From Akron to Macon for Demonstration

From Akron, O., to Macon, Ga., 1325 miles, to participate in a big motor truck demonstration in the latter city, covering the trip in leisurely fashion in eight days, is the latest exploit of two of the Goodyear Fire & Rubber company's big pneumatic-tired trucks, diverted from the company's Akron-Boston express line for this special journey.

The occasion of the trip was the big demonstration of the practicability of motor truck transportation held under the direction of the Macon chamber of commerce, on April 2 and 3, the first of its kind held east of the Mississippi river.

The route followed took the trucks thru Cincinnati, Louisville, Nashville, Chattanooga and Atlanta, and in the main the trip was made over the Dixie highway from Cincinnati.

The 712 miles between Akron and Nashville were covered in 50 hours, total elapsed time, or 37 hours and 7 minutes, actual running time, the rate of speed maintained being 19 miles per hour.

At Nashville the fleet was officially welcomed by Governor Roberts. At the head of a procession of about 50 local pneumatic-tired trucks, the Goodyear trucks paraded thru the chief streets of the city, after which the journey south was resumed.

Because of bad road conditions on the usual route between Nashville and Chattanooga, caused by heavy rains, the trucks were compelled to make a detour thru Alabama, which added 300 miles to their mileage. Near Chattanooga they climbed the famous Lookout mountain, moving pictures being taken of the performance.

At Atlanta an official welcome was extended by the chamber of commerce, the mayor of the city and Governor Hugh M. Dorsey. In each of these cities truck demonstrations were made for the benefit of local dealers.

The arrival in Macon was made on the eighth day after leaving Akron, and a delivery of Goodyear tires made to a local dealer in two weeks' faster time than is usually made in railroad freight delivery.

At Macon the trucks were turned over to the chamber of commerce, at whose invitation they had come to the city. In the big truck hauling demonstration on April 3, one Goodyear truck hauled a five-ton load from Macon to Barnesville, while the other truck transported a like load to Monticello, a distance of about 40 miles in both cases.

The appearance of these two big freighters in the towns visited was the signal for the gathering of an interested crowd, for this was the first time that trucks of this size on pneumatic tires had been seen in this section. The big 44x10 pneumatics on the rear wheels were very popular and withstood a good deal of poking and kicking from curious people who took this means of providing themselves that the tires were really pneumatics.

The remarkable trip of these trucks without mishap and with only one tire change—a 12,000 mile 44x10—taken off in Kentucky, is the best kind of proof of the practicability of motor truck transportation with large trucks on pneumatic tires, as far as road conditions are concerned. In fact, so complete has been their success on this southern pilgrimage, that in response to requests from many sources, the trucks will stay in the south indefinitely, demonstrating the feasibility of motor truck hauling.

SUPER-SIXES IN SPEEDWAY RACES

Coming Sweepstakes Event at Indianapolis Will See Three Hudsons Face Starter.

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 Barney Oldfield or a Ralph DePalma. 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. C. 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 that they will be dividing the profits. Altho Simmons

does not predict that he will take first money he is confident that he will be able to show DePalma, Dario 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 Richard's special. This car cannot be raced as a Hudson because instead 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

Driver	Car
Clifford Durant	Chevrolet Special
Dario Resta	Sunbeam
W. W. Brown	Richard's Special
Eddie Cooper	Stutz
Eddie O'Donnell	Duesenberg
Kurt Hilde	Roamer-Duesenberg
Ralph DePalma	Packard Special
Dennu Hickey	Sticker Special
Arthur Thurman	Thurman Special
Ralph Mulford	Frontenac
Jean Chassagne	Sunbeam
Jules Goux	Peugeot
Louis Chevrolet	Duesenberg
Tommy Milton	Duesenberg
Eddie Hearne	Durant Special
Louis LeCoq	Roamer Special
H. C. Simmons	Hudson Special

From apricot pits a California chemist has succeeded in making an olive oil substitute, an almond flavoring, meals for use in waffles and for cleaning, a dye and benzoic acid.

He is indeed a Good Samaritan who throws his crumbs of comfort to the birds.

LEXINGTON HELPS RAISE THE FUNDS

Motor Company's Head Offices Helps Home Town Put War Work Over.

Cornersville, Indiana, the first municipality to attain its quota in the 1918 War Savings Stamp campaign, is after new national honors. It expects, by virtue of a carefully planned and novel campaign, to establish a record in the Victory loan drive now underway.

This little city, during the war, gained the reputation of being "99.9 per cent pure patriotism." In recognition of its achievement in the W. S. S. campaign, the government christened one of its big steel freighters "Cornersville."

Now that the war is over the citizens intend to sustain a justly earned reputation by adding new honors to those already theirs.

The combined personnel of the Lexington Motor company and allied interests, which represents a large quota of the city's population, will play a prominent part in the Victory loan drive. A. A. Dixon, production manager of the machine division of the Lexington Motor company, who has successfully directed the four previous drives again heads the campaign committees. Emory Huston, vice president in charge of advertising and sales for the Lexington Minute Man Six, again is director of publicity. Other members of the executive staffs are directly engaged in the campaign in one capacity or another. The Lexington Motor company, which

regards all Cornersville interests as its own interests, has placed its entire facilities at the disposal of the campaign committee.

Brazil has the largest known deposit of phosphorus-free, 70 per cent iron ore in the world.

When Was Your Storage Battery Tested ?

It needs occasional attention or it will fail to work when you most need it.

We test all kinds of batteries free. Bring yours in periodically and let us keep it up to its full strength.

If you need a new storage battery we want to tell you about the

"Exide"
Northwest Storage Battery Company
410 First Ave. N. Phone 6969



Wait for the New Hudson Super-Six Here Soon—Price \$1975

Prompt Deliveries Assured Early Buyers—It Is a Perfected Development of the Car You Know So Well

A new Hudson Super-Six is coming. It reveals how four years' experience with 60,000 cars has enabled Hudson engineers to free it from many of the annoyances regarded as inevitable to all cars. It embodies the qualities which men said would make it the greatest car known.

It is Worth Waiting For

Production on large scale is now under way. Dealers will have their demonstrating cars within a few days.

You must not fail to see the new Hudson Super-Six.

Think of the history of earlier models. They have made a place in every branch of motor car use that has not been matched.

The first Hudson Super-Six, four years ago, increased motor power by 72 per cent without added weight. It retained all the simplicity of the six. It minimized vibration.

Proved In A Thousand Ways

You remember how endurance was proved. Nothing to equal Hudson Super-Six records of performance had ever been known. Most of those stand today as achievements that no other car has been able to match.

But one thing those feats did, you perhaps do not know. They showed ways for development of subsequent models that find their expression in the new car soon to be offered.

Such a car could not possibly have come from any other organization. It takes years of experience to learn and develop the qualities we now offer.

The same engineers responsible for the first Super-Six have watched it in its service for 60,000 users and now offer the new Super-Six as the expression of their greater knowledge.

Isn't such a car worth waiting for?

Watch the papers for the arrival of the new Super-Six, then go see it.

The New Price Is \$1975

Hudson production will be twice as large this year as last. Because of that the new price for the 7-passenger phaeton will be \$1975.

Without the experience we now have such a car would have been impossible at an earlier time, regardless of the price at which it sold.

Still, as you know, the Super-Six has always been one of the world's finest cars. You hear that on all sides. It has led all other fine cars in sales.

There have never been enough to equal the demand. Alike condition must surely obtain this year.

But those who buy early will get early delivery. They have the records of every Hudson Super-Six as an assurance of its value.

If you are on the point of buying a new car, go or telephone to your Hudson dealer. Perhaps he can tell you when you may see the new Hudson Super-Six.

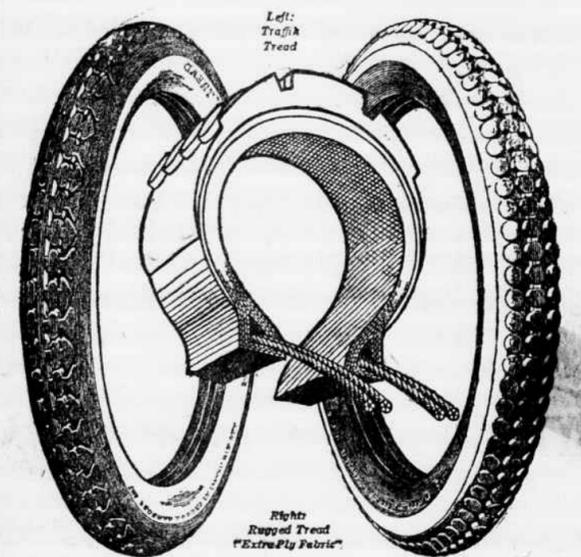
Hudson Motor Car Company Detroit, Michigan
Distributed by the Following in This Territory:

T. C. Power Motor Car Co.
419 First Avenue North, Great Falls

J. C. Maboe, Waver
Radu & Dillon, Malta
Judith Motor Co., Lewistown

Warden & Bakeman, Cut Bank
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Gerald Murphy, Cascade

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Exclusive Double-Cable-Base
FOUR endless steel cables in the base of every Federal tire securely hold the tire to its rim, preventing play that wears tires out prematurely.

This exclusive advantage prevents such common troubles as pinched tubes and blow-outs just above the rim. It is a big reason why you should use them on your car.

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