

AUTOMOTIVE SECTION

THE SPOOKS THAT PASS IN THE NIGHT

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Y'EVER HEAR SPOOK NOISES ON THE CAR?

Did you ever get to hearing things about your car—spooky things that made it perfectly easy to be positively sure you were utterly right in believing that everything about the old beat's mechanism was on the "fritz"? One night in July last my family and I were starting from Spring Grove, Pa., where I had finished bryaning to a Pennsylvania Dutch crowd that made me feel somehow as if I were giving a moving-picture show in a blind asylum, writes Strickland Gillilan, in Maryland Motorist. I found the night breeze a little strong



on my palm-beached knees, so I decided to close the windshield. I didn't have time to stop and do this on my way to York and the Colonial Tavern, so I reached up one of my well-developed trapezius and gave the lower edge of the shield a poke. It resisted. I persisted. Then I succeeded beyond my fondest expectations. My foot slipped from the lower frame of the glass, broke off the hand-hold and went gloriously through the thing. Then I wished I had taken time. There was more breeze on my knees than previously, and there was also a lot of regret in my heart for my method of closing a windshield on the run; also, I felt anew an old-time regret as to the size of my feet.

Heard Spring Crack.
On we went, and pretty soon I heard a spring break under the car—cl-ank! Just like that. I wondered and my family wondered with me if we could make it into York. Soon another piece of the broken spring leaf clattered out into the macadamized roadway, and I had visions of getting stranded and sending for a service car from somewhere. But I kept going gently on. "We'll let 'er run as far as she will—we might have luck," was the consensus.

Then came the climax—the right hind tire went blooey. No lantern—only the little coal oil bracket lamp I light, when parking at night, to save battery. I could, maybe, take it off and see to change a tire by its glimmer. First, we must see how bad the thing was. Son climbed sleepily from his despoiled back-seat perch

and investigated by feel. "She ain't bust, Pop."
Find No. Puncture.
I couldn't believe it. Every one of us had heard at the same time the same unmistakable sound of a well-defined adult puncture with blowout symptoms. But the lad was right. There was no puncture. Also, I reached around underneath to find which spring it was that was broken and dropping off in the highway. I couldn't find any. But it was there! Hardly had we started on our mystified way once more when another spring leaf fell and clanged upon the hard ground. By this time we were desperate, and merely stepped on her. One side of the car was distinctly lower than the other. We all felt it. Jane had such a list to starboard we were not sure she wouldn't turn turtle before we reached the outlying garages of York.

Car in First-class Shape.
At last we crawled into a garage that is at the very outer end of that super-rotten string of chuck holes known as West York. A man with a dialect such as one can find nowhere else in the solar system got on one of those one-story low-road-clearance trundle-beds that they use to get beneath cars without ruining a new wannam already yet once, ain't? He looked at every spring, every leaf of which was beautifully intact. Not a thing was wrong about that blessed old Jane, except the broken windshield.

The shattered portions of the glass had now and then fallen in larger or smaller segments upon the road, which accounted for the clankety-clank stuff. Thus, by perhaps a somewhat extreme instance, is illustrated the fact that once something goes wrong with a car, one can imagine all sorts of other things are totally depraved and disintegrated.

But to this day we cannot, any of use, even after some 3,000 miles more of miscellaneous and assorted touring, account for that puncture noise. It was just plain spook.

Announcement
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ALL LARGE CITIES HAVE AUTO SCHOOLS
The automobile has become a part of America's educational program. In most every city of prominence there is at least one auto school where drivers and owners alike may take a course in automobile mechanics, either elementary or post-graduate. The majority of these schools report increased student enrollments over any previous years, thus showing the big interest the public displays in the motor car and the place it is assuming in the life of the nation. Such educational courses are making this a nation of skilled drivers and mechanics, all of which benefits the country in more economical operation and speedier transporting facilities.

Some More Good "Dope" on Doctoring Your "Lizzie"

OILING SYSTEM FAULTS

SYMPTOM.	TROUBLE.	REMEDY.
No oil at sight feed.	Pump and bound, feed pipe clogged. Supply in crankcase exhausted.	Uncouple feed pipe, fill pump with oil. Clean out. Replenish.
Smoky exhaust.	Too much oil. Oil leaks by piston.	Drain off. New rings.
Noisy engine (squeaks).	Dry or tight bearings.	Stop engine, clean oil passages, loosen bearing.
Noisy engine (scraping sound).	Dry piston or cylinder.	Examine oil supply in sump. Put oil in crankcase.
Oil feed irregular.	Dirty filter screen. Worn pump parts.	Remove and clean. Replace.
Engine carbonizes quickly.	Unsuitable oil.	Use higher fire test.
Engine loses power when hot.	Unsuitable oil.	Oil is too light.
Engine cranks hard; only runs well when hot.	Unsuitable oil.	Oil has too heavy body.
Oil consumption excessive.	Oil too light. Leaky crank case joints. Leaky pump or piping.	Use heavier oil. New packings. Repair.
Engine cranks hard, heats up quickly.	Tight bearings. Insufficient oil feed to cylinders.	Adjust. Increase level in troughs.
Bearings heat up (not too tight).	Oil passages clogged.	Clean.
Cylinder heats up.	Oil supply low in sump. Oil too light or poor grade. Manifold to troughs clogged.	Replenish. Drain out, supply correct oil. Clean out.
Oil does not feed, pump all right.	Oil pipe clogged. Sight feed discharge filled with dirt.	Clean out.
Ball check valve clogged (Plunger pump only).	Oil will not feed.	Clean. Make sure they seat.
Pump drive defective.	No oil circulation.	Restore driving means.
Filter screen mesh filled with dirt.	Oil cannot pass through.	Remove screen and clean.
Oil level indicator clogged or stuck.	Will not show height of oil in sump.	Free up.
Oil level pointer bent.	Will not show height of oil in sump.	Straighten.
Oil level float punctured. (Hollow metal only).	False reading; shows full sump at all times.	Expel oil, solder leaks.
Oil level indicator float loose on stem.	False reading.	Fasten in proper position.
Worn pump plunger and cylinder. (Plunger pump only).	Oil feed irregular.	Replace with new parts.
Sight feed device fills up.	Oil not flowing out of body.	Clean out discharge pipe.
Sight feed device leaks.	Gasket broken under glass.	New packing.

—Victor W. Page in Auto Charts.

NOTICE TO AUTO REPAIR MEN

Motor car service stations and automobile repairmen who desire to register their establishments and their prices with the American Automobile Association are requested to phone or call the A. A. A. or L. J. Faulkner, automobile editor of The Times for a questionnaire. As there is no complete list of local automobile repair shops, it is probable that many who are anxious to file information with the A. A. A. did not receive questionnaires, and the A. A. A.'s list is open to every service station and repairman who desires to state openly his charges and who desires to treat fairly with motorists generally. The American Automobile Association is conducting an earnest campaign to promote the reliable and reputable automobile repairmen and to set right or eliminate those inclined to profiteer. Every reliable, earnest, and conscientious repairman owes it to himself and his patrons to cooperate in this campaign.

CLOSED CARS ARE MORE POPULAR NOW

"As the automobile industry has evolved, expanded and progressed, the

attitude of the public has gradually shifted with the passing of the years in regard to the open and closed car styles," states Mr. S. M. How, general sales manager of the Haynes Automobile Company, Kokomo, Ind. "In the infancy of the industry the touring car and the roadster were the popular types of cars and were manufactured in an overwhelming majority. Later on, the closed models began to make their appearance in the larger cities in a very limited number. Year by year, this number has been increased until now the closed models are a familiar sight, not only on the city boulevards but on the great national highways that stretch across the continent. "The reason for this shifting of the popular favor from the open to the closed models is due to a number of things. One is that the closed cars are now so manufactured that they can readily be transformed into open cars by lowering the side glasses. In this way the closed cars, such as the sedan and coupe, are the ideal all-season, all-purpose types of cars, conveniently adaptable to all sorts of weather in all climates. "Another reason for the present popularity of and demand for closed cars is the education of the automobile public to the varied uses of these models. For many years it was the general impression that closed cars were of use only for driving about the city during cold and inclement weather. But the sedan and coupe have incontrovertibly proved their worth on long tours and during clear weather."



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FACTORIES WORKING TO FULL CAPACITY

"The public is under the impression that the production of automobiles this year is very much reduced," said Stewart McDonald, president and general manager of the Moon Motor Car Company, of St. Louis. "This is a mistake, as the automobile factories all over the country are working to their fullest capacity, and they will turn out more automobiles during 1919 than in any previous year of automobile history."

"The trouble is not under-production, but over demand. The war period caused many motorists to keep their old cars in service. They are now frantically trying to buy new cars, more of them than ever before known, and there are not enough cars to go around. More than that, there will not be. Our own experience with the Victory Six, our new 1920 car is typical of the situation in nearly all other large motor car plants. "We are employing every man we can possibly get to put them together. We are working over time, yet we are kept busy sending evasive answers and long-shot promises to our dealers. We try to live up to these promises to deliver to them, so that they in turn may deliver to their customers, but there is a limitation to human effort, and we have about reached that limitation."



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