

STANDARD TIRES WOULD HELP SOME

AUTO OWNERS WOULD GAIN THE BENEFITS

WOULD FURTHER CONVENIENCE OF DRIVER AND MAKER

Demountable Rim Said to Be Result of the Long Distance Road Races Held in 1905

As years go by and no adequate substitute for rubber appears, the proposition of tires for automobiles settles down to the matter of uniform production by the manufacturer and careful maintenance by the user in order that a reasonable mileage may be secured from each shoe and each inner tube.

Undoubtedly, the greatest need at present is standardization of demountable rims. This is a need felt both by the automobile trade and the automobile user. Some years ago among other interesting work done by the mechanical branch of the licensed association we succeeded in standardizing clincher tires—a very practical work and one that ought to be carried on to include demountable rims. The work of the tire maker, automobile manufacturer and automobile dealer could be simplified and the convenience of the automobile owner greatly furthered.

Trouble for Chauffeur

It is undoubtedly true that there are a number of drivers who have large, fast cars who do not believe in demountable rims and who prefer the lighter, simpler clincher tire. These automobilists usually drive with a chauffeur, so that in case they meet with a puncture it does not make much difference—the only trouble is the loss of a few minutes while the chauffeur is making the tire change. On the other hand, the great mass of drivers have to do their own tire work, and this is frequently placed in a position where they are compelled to do it. Consequently, whatever is easy, quick and convenient is best, consideration of weight, simplicity and neat appearance are of less importance.

It is not generally known that the demountable rim is the direct result from long-distance road racing. In 1905 the last race for the international cup was held in a very mountainous district of France, and tire troubles were extraordinary, even for a race—all out of proportion to the distance. Of course, this difficulty was all foreseen, and big bands of men were ready to saw off tires and put on new ones, six or eight men working to a wheel. The absurdity of this waste of energy and clumsy maneuvering impressed everyone. That year saw the end of it; the demountable rim came out of the year following, and proved perfectly successful.

Factories Too Busy

Unfortunately, every new idea has its manifold interpretations, and every tire company approached the proposition from a different angle. The result is that we have a very large number of mechanical devices calculated to facilitate the removal and replacement of rubber tires on automobiles. One asks, "Why don't they get together and fix things up so as to save themselves trouble and help the motorist?"

The answer to this is that the tire companies have been very busy with the manufacture of tires. They have found it difficult to fill a very large demand and, what is more, a very much diversified demand. The various automobile companies order all sizes of tires, there are many diameters and many widths, consequently all sorts of combinations result, making it necessary for the tire company to produce a great many different sizes of tires. Further than this, there are numerous "reads," which further complicates the situation. Also, most every tire company has some peculiar device that it has originated and consequently desires to continue, because it usually has some advertising value.

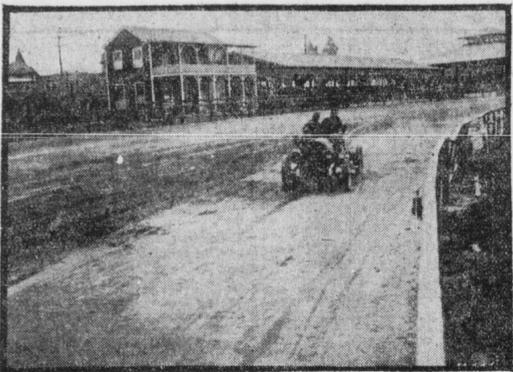
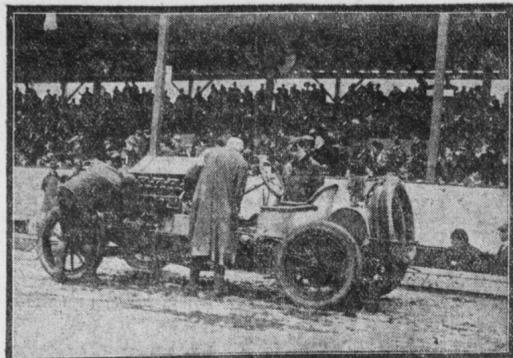
On top of all this comes the latest agony in the form of very large wheels. The big wheel is all very well in its way, and it is, of course, a matter of little moment to an automobile designer like myself whether there is a demand for large wheels or small ones—the proposition seems to be very much of a fad. If this be so, the tendency toward very large wheels is a most unwelcome one, because it tends to make that much more work for the tire company by introducing new sizes and consequently delays the all important work of standardization of demountable rims.

A most important cause of easy riding is reduction of weight below the springs. The greater the dead load below the springs the harder a car will ride, consequently the importance of keeping tire equipment as light as possible is easily understood.

BUSINESS IS GOOD

Manager Frank Howard of the Howard Automobile company reports business still good, but not quite up to last month's record of forty cars delivered. "One day is the best we have been able to do so far this month."

Scenes and Incidents in Career of Popular Racing Driver



Top—Ryall's Matheson in the Vanderbilt cup race, where he drove the course of 23:45 miles in the terrific speed of 19 minutes flat. Ryall is working on the cylinders, his mechanic at the right, and standing on the far side of the car is William K. Vanderbilt, jr., the donor of the cup for which the great American class event is named.

Bottom—Ryall and his mechanic in the Matheson in the tenth hour of the twenty-four-hour race at Brighton Beach, which Ryall drove with a broken leg in a plaster cast, strapped to the machine. Ryall is now making Los Angeles his home, having taken a house at Glendale for the winter. Ryall will probably be seen on some fast work machine when the motordrome of Prine's construction is completed.

FOUR TYPES OF AMERICAN CARS

MACHINES RATED ACCORDING TO PRICE

AVERAGE HORSE POWER IN \$1000 CLASS IS 17.2

Motor en Bloc, Despite Early Criticism and Objections, Has Proved Successful in Domestic Engines

Speaking roughly, there are four typical 1910 American cars, says Motor Age. The first may be designated the \$1000 car, although in this class are included cars selling from \$750 to \$1200; the second is the \$1500 car, the third the \$2500 car and the fourth the \$4000 car, each named representing a broad field and being indicative of the high priced machine, whether it is secured for \$700 or \$7500. The average motor in the \$1000 class, as a bloc, is calculated from all the exhibitors at the Grand palace show, is 17.2 horsepower A. L. A. M. rating. This average motor has a bore of 3.83 inches and a four-inch stroke. Its piston displacement in cubic inches is 129.2. In this class of motors the L type of cylinder predominates, embracing as it does 61 per cent of this class. The T head cylinder takes second place with 23 per cent and the valve-in-the-head type comes third with 15 per cent to its credit.

Structural Ramifications

The structural ramifications of the average \$1000 motor or the motor used in the \$1000 car, may be carried further; 54 per cent of the motors of this class at the Grand palace show has separately cast cylinders; 43 per cent is cast in pairs and 23 per cent is cast en bloc. It is worthy of note to recognize in passing the enormous strides that the en bloc motor is making. Three or four years ago, when this type of motor made its debut in Europe, American designers were quick to criticize it on the ground that it would not be suited for the low temperatures of America because should the jacket water freeze it would mean an entire new casting. Since these criticisms were first lodged circumstances have changed. Making cylinder casting has become an art and it now is possible to produce a single casting incorporating within it four cylinders, as it was then to make a two-cylinder motor or the motor used in the \$1000 car, which has many advantages, chief among which is the simplification of intake, exhaust and water pipes, the majority of which are now incorporated in the casting.

Many Other Features

There are many interesting features of the \$1500 motor. Ninety per cent of these are of the four-cylinder type; 5 per cent are of the six-cylinder type and 5 per cent of the two-cylinder. There is not a single example of the one-cylinder or three-cylinder in this class. Viewed constructively, the L type of cylinder has the lion's share of followers here as in the smaller division, 75 per cent being of this design, with 20 per cent employing the T head and 5 per cent the valve-in-the-head type. It is harder in this class to draw the lines of tendency in the mode of casting cylinders, in that 50 per cent use separately cast cylinders and 35 per cent cast them in pairs, and 15 per cent use the en bloc system. This proves conclusively that for the present at least the en bloc motor is the popular one with the cheap car, and gradually loses out in the scale of ascending prices.

But this class also has its surprises in the cooling of the motors, although not so pronounced as in the smaller division. It may appear surprising to many, yet the thermo-syphon carries the day with 45 per cent to its credit, closely followed, however, by 40 per cent employing the circulating pump system, and 15 per cent being followers of air cooling.

A brief resume of the ignition system shows them all to belong to the high-tension division, with the magneto everywhere and the dual system greatly in the ascendancy. Sixty-five per cent to be accurate, are using it, whereas 20 per cent employ the double system, and 15 per cent the single system.

Looking at the \$1000 motors at the ignition phase only, it is of interest to note that all are fitted with the high-tension system, there not being a single example of the make-and-break spark in use. The magneto practically is universal. Thirty-nine per cent of these little motors have single ignition systems; by this is meant one source of current supply; 30 per cent of them have dual magneto and battery systems, with a single set of plugs; and 20 per cent of them have double systems, possessing two sets of spark plugs, a complete magneto system, and a complete battery system.

After dealing thus with the \$1000 motor, a briefer consideration must be given to the average motor in the \$1500 class. In short, this motor has a formula rating of 25.9 horse power. Its average bore is 4.1 inches and its stroke 4.3 inches, its piston displacement in cubic inches measures 26.2. This motor is a better example of the long stroke than the \$1000 one, in that the stroke is 27, or practically 1/4 inch longer than the bore; of this category, with 10 per cent continuing with a mechanical oiler, and 10 per cent using the centrifugal force of the flywheel as the source of oil circulation. But 5 per cent in this class uses a compression oiler, and 15 per cent what is designated as a gravity system with a pump in combination.

The reader cannot help but note in the \$2500 motor the transition; this is the third step in the motor classification, and the percentage figures show gradual increase along certain lines



E. M. F. "30"

\$1550 Equipped with Best Top, \$50 Wind Shield, Speedometer, Robe Rail and Tire Irons.

Regular Equipment includes Lamps, Gas Generator, Magneto and Batteries. Full tool equipment.

At \$1400

F. O. B. Los Angeles, Cal.

is the best buy on the American market today. We have been sold out for nearly a week and are now taking orders for future deliveries. All of the early delivery dates are being rapidly bought up.

We have two machines for delivery the latter part of this week with straw colored gears and blue bodies. Better speak quick if you want one of these cars.

Call Phone 10845 or Main 5470 and we will have our salesman call on you. Do it now.

Lord Motor Car Company

1032-38 South Olive Street

EXPECT SPEED ON NEW SAUCER TRACK

Motordrome Designed by Jack Prine May Show World Mile by Auto in Half a Minute

The motordrome designed and being built by Jack Prine, one of the most famous of track builders, is progressing at a nice pace, the lumber for the track being scheduled to arrive here by the latter part of the week.

Nearly three million feet of lumber is to be used in the construction of the track, and when the order was being placed one mill agent could not deliver the lumber, so it was divided between a number of sawmills in the northwest, and already one shipload is on the way to San Pedro, and is due to arrive Thursday, when the first of the track will be laid.

When this track is completed the name of Los Angeles will be carried still more widely to the ends of the earth, because of the time that will be made on this mile of timber surface, smooth as glass. Thirty-five seconds, Prine claims, will be the time for the automobile on this track, and when Barney Oldfield was here he claimed that on such a surface he could turn it in thirty seconds.

Besides this there will be practically no danger to the drivers from breaking wheels and tearing off tires, as the track will be so constructed that at every inch of the mile the tires will be on their centers, with no strain on any of them.

Prine will soon have the saucer automobile track ready for use, and when it is completed the day of all days will be celebrated by the fastest miles ever made in the history of the world on any sort of a vehicle.

NEW BUICK IS BEAUTY

The Howard Automobile company, agents and distributors for Buick automobiles, last week received their first model No. 7, seven-passenger, 60-horsepower Buick. This car is handsomely finished throughout, is along the lines of the other well known Buick models, and sells for \$2300. Manager Frank Howard says his greatest regret is that his allotment on these cars for 1910 will be but twenty-five.

Nervy Driver Who Broke Wheel Going Mile a Minute



Jimmy Ryall in the racing Matheson, who made some famous runs with this machine and who broke a wheel while traveling at a mile a minute and was thrown a hundred feet and lay unconscious for an hour, causing his wife, who witnessed the accident, a severe shock. Ryall later became a widely known member of the great Buick racing team, which was famous all over the world, with Chevrolet, Bobby Burman, Herbert Lytle, Strang and others. George Robertson, another famous driver, is seen with the goggles raised upon his cap.

MAKE HARD TRIPS IN MITCHELL CARS

Heavy Snowfall Between Mojave and Lone Pine Tests Ability of Automobiles to Make Headway

Just at present talk of sunny California does not appeal to A. T. Hay, who operates five Mitchell cars in the automobile stage service between Mojave and Lone Pine. This has been the hardest winter known in that section, the snowfall being the heaviest ever recorded.

But no matter how deep the snow or how hard the wind blows, the Mitchells must make their daily trip of 125 miles. The railroad sells a through ticket from Los Angeles to Lone Pine, and when the train arrives the motor cars must be there to meet it, prepared to take all the passengers who arrive to their destination. Sometimes this has made it necessary for three cars to make the trip in one day.

Many a time this winter the Mitchells have gone wheel deep in the snow, but they always get out and go plowing on their way. Often during the worst storms the wind causes the snow to drift, with a result that it is with great difficulty that the road is signalled. The snow covers up every sign of a roadway, and it is necessary for the driver to follow landmarks to make progress. Chains are used almost constantly to make headway through the snow.

Plunge in Ditch

Many times this following what the driver thinks is the road has resulted in a plunge down a deep ditch. In such cases it is often a case of work to get out, but to the credit of the sturdy cars, they have never failed. Many a passenger has left the town pleased with the prospect of a trip overland, only to lose his nerve after a few snow drifts had been bucked and the whirling snowflakes had sifted in between the curtains. The drivers have suffered with the cold, but they have learned to bundle up sufficiently, and there have been few frozen fingers or feet.

One of the first things to be learned by a driver in the snow country of California is to drain off the water at night. Unless this is done the cylinders will be cracked by the water freezing. This failure to drain off the water has resulted in many a cracked cylinder or sheered off pump gear. In the east the cars are blanketed when left standing in the street during the winter, and often the engine is left running rather than take a chance of freezing.

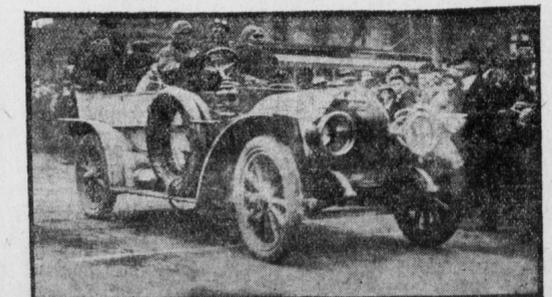
DRIVER OF BUICK RACER TALKS OF TIRES AND OIL

In conversation yesterday with Nick Nikrent, the elder of the Nikrent brothers who are always together on the Buick white streak in the racing game, that sturdy driver, who has but little to say as a rule on racing, said: "I, of course, believe we have one of the best and fastest racing stock cars there is on the market, and time and again it has proved its capacity, speed and endurance, bringing home the trophies and money when there are some such things to work for, but in it all there is this to be said, that in addition to having the car you must also be as sure of your tires as anything else, and that is the reason I used Goodyears."

"One other thing is a great essential to fast or even ordinary driving, and that is to have the right kind of lubrication, and for that reason I use Valvoline oil, which has never failed with me in the Buick of making good."

A word from this veteran of the circle and road is sufficient to satisfy the most credulous that Valvoline oil is all that is claimed for it, perfect for lubrication and performs all that is claimed for it.

Crossing the Tape After 24 Hours Work at the Wheel



Ryall, driving the Matheson in the twenty-four-hour race, piloted the car the entire time and with five competitors made a world's record which has never yet been broken.

Air Cooled Light Weight Oversize Tires

Franklin

THE IRRESISTIBLE CAR

Let's talk about tires. Franklin, with its air-cooling system, which means light weight, has settled the tire question.

Reliable tire equipment instead of extra tires—is our plan.

All Franklin models with their large wheels have extra large tires, so that tire trouble is not a factor. This is worth while, isn't it? Then, too, the tires give service for more than double the mileage of the average automobile.

Franklin is all around the most economical car to maintain.

Immediate Delivery

RALPH C. HAMLIN

1148-50 South Olive St.

F 1735 Main 404

High Frequency Scores Again

At Ascot park, Sunday, January 9th, a 30 H. P. car equipped with the Seeley Ignition System made the fastest ten miles in a race made by a strictly stock car on the coast—10 miles in 9 min. 56.4-5 sec. (one mile in 58.2-5 sec.). December 25th the same car ran practically a dead heat against the six-cylinder Knox (Oldfield) five-mile handicap (Corbin 10 sec. handicap), time 4:47-2-5.

Going Some?

Have the Seeley System put on your car if you want the best ever. The COIL WITHOUT VIBRATORS—SIMPLICITY, DURABILITY, RELIABILITY—PROVEN.

Seeley Specialties Company

126 East Ninth Street, Los Angeles, Cal.

Not Flying!

JUST running smoothly and sweetly along good roads, with a big 2-cycle engine purring contentedly at its work, and no valves or their fellow trouble-makers to get out of order. That's the working spirit of

The American Simplex

THE BEKINS-COREY MOTOR CAR COMPANY.

Corner Pico and Flower—Phone F 3635

Also Atlas 2-cycle Cars.