EUROPE AIDS U. S. TOURISTS

Inconvenience of Licenses and Customs Duties on Crossing Frontiers Eliminated

BY W. L. MALLABAR,
International News Service Staff Correspondent.

LONDON, May 2.—Americans who come over to England this coming summer with their own cars are to have the special attention of the British Automobile association. An agency of the association has been established in New York, and, in addition, agents of the organization will meet American visitors and give them every assistance whether they are visiting only Great Britain or are also going to tour the continent.

Arrangements will be made to provide visitors with driving licenses and to instruct them as to laws and so forth in this country. Typewritten details will be furnished regarding routes selected, with information regarding hotels and places of general interest. Special attention will be given to places of interest in the battle area.

Another matter which will be appreciated by the motorist will be a system whereby the motor car owner will be enabled to pass from one country to another without the former trouble of depositing the customs dues. A banker's draft will be taken by the association on an English bank for the amount of customs and a pass will thereupon be issued for the car, which will be permitted to cross any European frontier without any further formalities regarding customs. On returning to England the full amount of the deposit will be returned to the car owner.

Another matter which the association is taking up is an agreement with the various European countries whereby a motorist can obtain an international pass. The driver will have to undergo an examination in driving, and the car will also be inspected to see that it complies with the regulations of the various countries through which the motorist intends to travel. This pass will be good for passage through any of the countries in which the motorist intends traveling and will save much time at customs and other official stopping places.

Special motoring maps of Europe are being prepared and at the agencies of the association in the larger continental cities repairs will be attended to. Spare parts of all standard American cars will be kept in stock.

A special efforts is apparently to be made to make the path of the American motorist in Europe this summer as easy as possible, and the association's plans are but a small part of the effort which is to be made to attract the dollars to this side.

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REMOVING GUIDES.

Valve stem guides are best removed by driving them out from the top, using a hardwood block or a piece of soft metal, avoiding possible injury to the guide.

BETTER TIRE MILEAGE

is yours when we sell you a Goodyear Tire.

With the tire goes our service of free inspection backed by our service of skilled repairs.

A brief inspection, a prompt repair, or just a word of friendly advice—that is our way of applying service.

When we sell you a Goodyear Tire we sell you long mileage.

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PROVE ECONOMY OF NASH QUAD

Cass County Records Received by P. J. O'Carroll of Pacific-Nash Co.

"Interesting figures reflecting credit on the dependability and economy of the Nash Quad are disclosed in official records of the Cass county road commission, Cassapolis, Mich.," says P. J. O'Carroll, manager of the Ogden Pacific Nash Motor company.

"Contrast between the use of motor trucks and horse-drawn vehicles in the work of road building is made in the annual report of the road commission. The figures show that truck hauling on the Wayne road is done at a total expense of 22 cents per yard mile, while, the commission points out, the same work, if done by horse-drawn vehicles, would have approximated 62 cents per yard mile. The report reads:

"In accordance with the authority granted by the board of supervisors for the purchase of a suitable truck, the commission selected and purchased one two-ton truck, which was delivered and placed in service early in the spring. The results were so satisfactory that two more were purchased, and later three similar trucks were received from the state highway department. These trucks have all been in service on the Wayne road.

"As the haul on this road is very long, it is a good place to test the advantages of truck hauling. No team hauling was done. The work cards as returned by the drivers show that the trucks hauled 1,368 yards of gravel to the Wayne road. The total mileage was 9,436. Gasoline used was 2,694 gallons at a cost of $673.50. The oil used was 600 quarts, which cost $60. The total cost for driver's wages was $832.75. The average haul was about seven miles.

"Taking the above figures as a basis the cost per yard mile would be 18.6 cents for operating expenses, while repairs and replacements have cost 5.4 cents per yard mile, or a total operating and repair expense of 22 cents per yard mile."

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Requires Time to Silence Minor Noise

To the sympathetic motorist who knows his car there is no pleasure like the rhythmic purr of a motor, working perfectly, and the noiseless gliding motion of his machine when all its parts are in harmony.

By the same token there is nothing more annoying that a squeak or rattle, for to the experienced ear the slightest sound tells its tale of something wrong. However elusive a noise may be, the wise motorist locates it and corrects the trouble it denotes before a serious malady develops.

"When your motor stutters," says an Ogden authority, "don't jump at the conclusion that there is something wrong. Nine cases out of ten it is simple a fouled spark plug, for spark plugs will foul with carbon, and 100 per cent pure fuel is the only miracle that will guarantee against it. It may be a loose connection, but the chances are that it is nothing more serious than a sooty spark gap or a broken porcelain.

"The wheels may call attention to something wrong. Loose lugs on the rims may clank quite loudly for attention, and a squeaky spoke may raise its voice. It is an easy matter to tighten the lugs and the spoke may be quieted with an application of oil where it is cracked, and by tightening the nuts where the spokes are fastened to the hub. When the springs squeak they are calling for lubrication. A little care in locating and silencing their minor noises as they occur gives the motorist the pride of driving an absolutely noiseless car."

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15 MAKERS RAISE PRICES OF CARS

Fifteen manufacturers since January first have raised prices in varying degrees from $50 to $430. These changes include 82 models, and the average raise for each car has been barely $165.

The factor of improved models accounts in part for the higher prices, thus making present prices comparatively lower than appears at first.

This upward trend of prices is due to the fact that the heavier costs have become more than the builder himself can absorb, but it has not been in the same proportion as the rise in other commodities.

One company states that, while the cost of labor and material is approximately 50 per cent higher than the figures of 1914 and 1915, their price increase has been only thirty per cent. This is due to more efficient methods and an increase in production.

FREAK IDEA ON AUTOS SHOWN

Vigilance Committee of Auto Industry Keeping Watch on New Legislation

The automobile industry has grown to such mammoth proportions and has entered so completely into the road life of the country that the idea of making automobile owners sore the buren of taxation for road building the word "automobile" is almost a synoism of good roads and legislatures have gone to very great lengths in most every state of the Union in enacting laws providing for licensing the use of autos to establish road funds. That this legislation, in some instance, has reached an unreasonable point is beyond question, but, in the main, the laws are reasonable and auto owners do not take exception to the license because of the interest they have in better road conditions.

In a recent publication Motor Life calls attention to proposed legislation in the Maryland legislature which, in its estimation, entirely uncalled for and unfair to motordom. The article is written under the caption of "Loose Motor Legislation" and says:

Imagine having to pay five hundred dollars a year for the privilege of driving an automobile "with a speed capacity of more than forty miles an hour!" A member of the Maryland legislature actually introduced a bill with this end in view. Luckily for Maryland, his colleagues sensibly killed the measure. This legislator proposed that the fee, after January 1, 1921, be fifty dollars for a driving license, increasing at the rate of fifty dollars a year until in 1930 it would cost the Maryland motorist five hundred dollars a year to drive a forty-mile an hour car.

It is just such legislation that is being fought by the Motor Vehicle Conference Committee, on which is represented the American Automobile association, the Motor and Accessory Manufacturers' Association, the National Automobile Chamber of Commerce, the Rubber Association of America and the Trailers Manufacturers' Association of America. This committee reports sixty-five bills in the various legislatures, most of them having to do with increasing registration fees.

It is well that motordom has this vigilance committee, for it is only by keeping constantly on guard that such cases as the Maryland one can be watched and suppressed. The time is not far distant when a uniform vehicle law, such as drafted by this committee, will be universally adopted. The committee's model bill as it affects passenger car owners, would charge registration fees at the rate of twenty-five cents per horsepower and twenty-five cents per hundred pounds gross weight of vehicles. This weight charge is to be based on the actual weight of the vehicles plus the sum of the adult seating capacity multiplied by one hundred and fifty pounds.

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MERIT BASIS FOR PURCHASE OF CAR

The outstanding characteristics of the motor vehicle market of the past five years have been its evolution toward a strict transportation basis. Whereas in the early days of motoring, cars were bought merely for the pleasure derived from their use, today they are bought primarily for the quality of quick and dependable transportation they afford.

The man who most appreciates the utility of the motor car is perhaps the farmer. Next in line comes the traveling salesman, and it is only the grievous lack of good roads which keeps the majority of wholesale houses from motorizing their entire traveling sales forces. But the farmer was quick to realize the advantages of owning a car, and, while the majority buy light cars, the trend during the past few years has been toward larger and sturdier machines. It appears that the ownership of a light car soon creates the desire for a bigger and more powerful car, and there is today no class of citizens more able to gratify their desires in this or any other respect than the farmer.

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DON'T CRANK TOO LONG

Don't continue to crank your engine with the starting motor if it does not start after a few revolutions. Something is wrong with your ignition system or carburetor. Locate and remedy the trouble before again cranking the engine. Just turning the engine over will not help you start, but it will exhaust your battery if continued for any length of time.

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OIL PUDDLES DAMAGE TIRES.

Car owners should be watchful to prevent the formation of oil puddles in the small depressions in the floor of the garage. Oil is a deadly enemy of rubber, and an oil garage floor will do more to destroy a set of tires than hundreds of miles of actual service.

SHOULD WATCH THREE THINGS WHEN BUYING

"Roads, loads and volume are three things that enter into the selection of a motor truck," says Arthur Kumpf, of the Kumpf Motor Car company.

"If capacity loads can be carried regularly, it is a fact that the larger the truck, the more economical it is to operate. Savings effected through the observance of this rule greatly outstrip and savings that might be effected in the purchase of a smaller sized unit.

"For instance, coal companies have proved to their own satisfaction that five-ton trucks deliver coal at nearly one-half the per ton cost of delivery by one or two-ton trucks. The reason for this is plain. The overhead expense of the five-ton truck is but slightly more than that of a one or two-ton truck, yet the volume of coal delivered is from four to five times as great.

"Size determined, the question of chassis length must be considered. Lengthy material, such as pipe or lumber, requires a long wheel-base truck. Bulky, but light material, such as empty barrels or furniture, likewise should be handled with a long wheel-base truck. Some types of load can best be handled with trailers or semi-trailers. The question of body type is a separate one.

"The selection of the proper gear ratio is most important. Good, hard roads with only normal grades require gearing which does not sacrifice speed for unnecessary power. Conditions which present short stretches of heavy going, or an infrequent steep grade, should have gearing which provides a maximum high-gear speed with lower and reverse gears giving abnormal pulling power.

"Road conditions which do not warrant a high speed, or a hilly country having good roads require a gear ratio giving a lower high-gear speed than normal. Special gearing should be specified where extreme conditions are encountered."

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Did You Know?

The history of the motor truck antedates the passenger automobile.

Between 6000 and 7000 motorcycles are in use in the Netherlands.

The British army employed 413 women motor drivers during the war.

There are only 299,125 miles of improved highways in this country.

More than 2,600,000 horses were displaced by motor trucks last year.

The largest motorcycle factory in the world is at Springfiled, Mass.

Sales of automobiles in British Columbia totaled 6000 cars last year.

Rubber tires on motor trailers are required in Michigan and Wisconsin.

Wisconsin has 12,000 miles of railroads against 77,000 miles of highway.

Motor truck trains moved between points 1000 miles distant during the war.

Four highways are to be constructed in St. Louis county, Mo., to cost $1,872,000.

French pedestrians pay little or no attention to traffic when crossing the highways.

The estimated production of agriculture type motor tractors for 1920 is 300,000.

Canada ranks second among nations for the manufacture and ownership of automobiles.

The Boston postal service in Massachusetts is to be augmented with 10 additional motor trucks.

The state of Oregon has nearly ten times as many motor vehicles as the entire country or Norway.

For transportation by rail, flat cars and gondolas are used in shipping automobiles around the country.

Illinois, Michigan and Massachusetts permit the operation of motor trailer trains 60 or 65 feet in length.

American-made automobiles are more conspicuous on streets of Athens, Greece, than any European make.

The twenty-dollar federal reserve bank note, series of 1914, has an engraving of an automobile on the reverse side.

In China the old city walls of Canton are being razed, and wide highways are to build on their site for automobile traffic.

Storage and handling of gasoline has been placed under state regulation by the bureau of fire protection in Pennsylvania.

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Pioneer Auto Is Found in France

What is said to be the first automobile in the world was discovered by the officers of the A. E. F. near Le Mans, France, in the magnificent stables of the estate of the Marquis de Broc, says Leslie's Magazine. The authentic record of this self-propelled road car is that it was built (at enormous expense) in 1878. It was used on long road trips and had a speed of about twenty-eight miles an hour, but the marquis stopped using it, as it fightened the neighbors' horses. The car was discovered by officers who were invited to the castle by the marquis. It somewhat resembles a stage coach in design—having a powerful engine in front and a chimney in the rear. It was propelled by steam, much as our steam rollers are today. The small wire railing at the top was intended to hold baggage while traveling, and it is evident that the car was fitted up with every convenience which could be contrived at the time. The car is now stored in the marquis' garage.

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FIXING LOOSE FENDERS

A great many cars vibrate and rattle at high speed, due to loose front fenders. These can often be reinforced and made rigid by placing a rod between the two just below the lamps. Make two angle washers and draw tight into place. Pull the fenders back first by hand to get the length of the rod and the angle at which to make the angle washers. Make of one-quarter-inch iron.

FEW CEMETERIES AND MORE ROADS

Development in China Held Up by Reverence for Sacred Burial Grounds

Adequate transportation facilities are potent factors in the industrial life of a commonwealth and failure to improve and maintain those commercial functions means decadence, industrial life-blood stagnation and an impoverished people. In this connection it is said that China is greatly handicapped for lack of railroad transportation accommodations, due, in a measure, to the fact that the cemeteries of the country are so numerus—and over which railroads cannot be built—that there is no surface ground for railroad construction. That being true, it might be well for China to bury its dead in the sea. However, the establishment and use of post roads for auto traffic is suggested as a solution of the problem.

If China had fewer cemeteries it would have more railroads. Because every ten feet has a dead man under it. China will probably have many motor trucks. Oriental reverence of angraves as desecration—prevents the extension of present railroad lines. However, thousands of miles of post roads, if improved, will allow the use of trucks for freight and passenger transportation.

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VALVE SPRINGS

Valve springs, more particularly the exhaust springs, do not retain their original tension forever. When the motor truck engine shows a definite loss of power and the ordiary cures have been tried in vain, a new set of valve springs all around will probably banish the trouble.

CHEESMAN'S RENEWED AUTOMOBILES

ONE 1918 FORD TOURING
ONE 1918 OVERLAND "NINETY"
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ONE 1918 BUICK 5-PASS. 6-CYL.
ONE 1918 DODGE BROS. ROADSTER
ONE 1917 GRANT SIX, 5-PASS.

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HUB CAP FROM TIN CAN

Making a hub cap out of a tin can may not seem the easiest thing in the world, but it can be done, as is explained by a writer in the March issue of Motor. Simply get a can of the right size to fit over the axle. Cut off two or three inches from the bottom and slit the can down for an inch or two. Slip it over the hub and bind it tight with wire. This will, in an emergency, prevent dust or grit entering the bearing and keeps the grease from oozing out.

RACINE MULTI-MILE CORD TIRES

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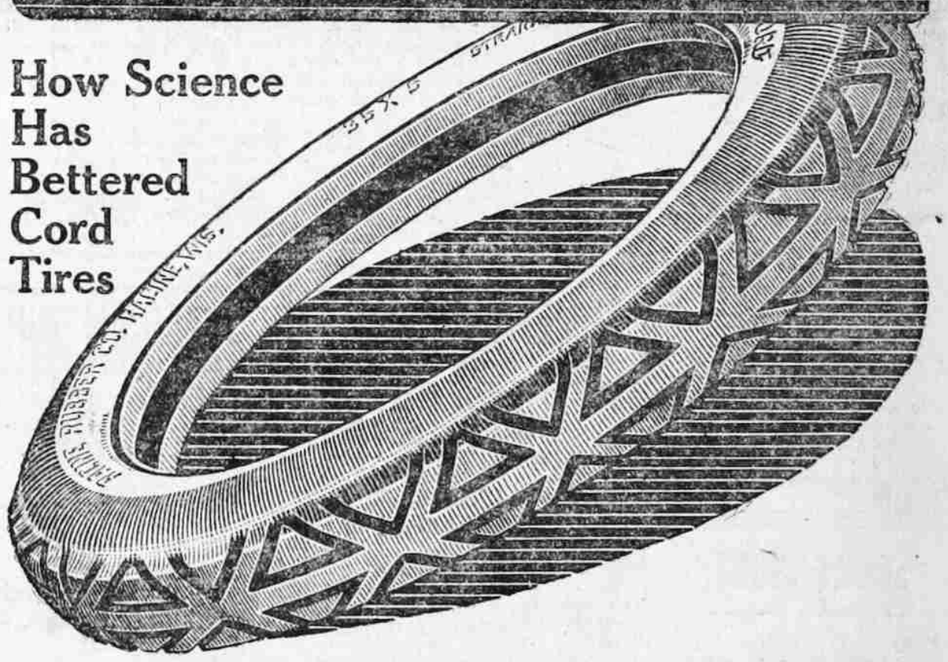
How Science Has Bettered Cord Tires



DEVELOPMENT of the Racine Absorbing Shock Strip by Racine Rubber Company chemists perfects the cord tire Racine Rubber Company is justly proud of its achievement.

The Racine Absorbing Shock Strip puts the Racine Multi-Mile Cord Tire in a class all its own. More mileage results—smoother riding—less gasoline consumption.

This exclusive Racine development is an extra strip of blended rubber, graduated in resiliency. It is so compounded (a manufacturing secret) as to completely neutralize road shocks. It prevents carcass and tread separation by reason of the perfect welding of flexible cord carcass and tough rubber tread.

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Notice the tread of the non-skid Racine Multi-Mile Cord. The bevelled edges hold to the road or pavement, whether wet or dry. Fear of side slipping can be dropped from your thoughts the moment you equip your car with Racine Multi-Mile Cords.

Those Racine Extra Tests

Racine Rubber Company applies many extra manufacturing precautions to make sure of extra quality. These extra safeguards are the Racine Extra Tests. Each one of them adds definite extra value. The real worth of these Extra Tests is shown in actual service.

For Your Own Protection Be Certain Every Racine Tire You Buy Bears the Name

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