

Closed Cars Rule Supreme In U. S. In Winter Season

Motorists No Longer Face Cold Winter Blasts; Closed Cars Are the Fad Nowadays in All Sections of the United States; Thousands Are in Use

Motorists have learned to beat winter at his own game and no longer fear his cold blasts or road-blocking storms. On the bitterest days they ride in comfort, disregarding zero temperature or raging blizzards. Only the most faint-hearted steer their cars away (ill spring) the red-blooded motorists use them day in and day out, straight through the coldest weather.

The increased winter use of automobiles, says the travel and transport bureau of the B. F. Goodrich Rubber company, is largely due to the extended use of closed cars—coupes, sedans, limousines, and improvised closed-in tops—and to the almost universal effort to remove snow and ice from the highways and city streets.

Nowadays the closed car is sweeping into favor, says the bureau. Occupants of the cars no longer become stiff with cold or shiver from the stinging blasts that rush in through flapping curtains. With the closed car, it is different—the motorist is as comfortable as though he were in a Pullman railroad coach.

The biggest aid to winter driving, however, lies in the snow removal activities of city, county, state and national authorities. A few years ago, roads were practically forgotten from fall till spring, but now the authorities in all wide-awake localities feel that they are neglecting a most important

part of their work if they do not keep the roads open the year round.

The county and state authorities cooperate in keeping the main arteries of travel entirely free from snow. After each heavy storm, gangs of men are put to work and within a day or so the road is open again. Road reports are sent in from all parts of the state and when local authorities are unable to cope with a situation, assistance is sent. Snow fences are now used extensively as a preventive.

Deep accumulations of snow and ice on city streets are now rarely seen in more progressive cities. Fleets of tractor-propelled snow plows and gangs of men are pressed into service before the snow stops flying and it is carried away before it has had a chance to pack and freeze into solid ruts.

Communities which have perfected systems for removing snow from highways find that the work pays them big dividends. Automobiles have become such an important part in the American work-a-day world that when impossible roads keep them from operating, the communities suffer a big loss in decreased efficiency.

The ranks of highway snow fighters were once confined almost exclusively to highway officials. Today those forces have been swelled by millions of motorists who insist that the ways and means be provided to allow them 24-day use of the highways and streets each year.

Motor Body Adopts New Standards For Automobile Trucks

The motor truck members of the national automobile chamber of commerce, in a general session held in New York City, October 7, recommended the standardization of gross weight, chassis, body and freight load, and the standardization of the motorist's recommendations on speed.

Under the new standards, demonstration charges for commercial vehicles embodied in standards adopted in 1912, are eliminated.

The recommendations of the standards committee, following:

"We recommend the following changes in the original standards adopted in 1912 for motor trucks by the National Automobile Chamber of Commerce:

Standard Speed Rating—We recommend that the present table (1912 standards) be eliminated and that the following be adopted:

Gross weight, chassis, body, and freight load—

Pneumatic tires, up to 2800 pounds; speed 25 miles per hour.

Solid rubber tires, up to 4000 pounds; speed 25 miles per hour.

Solid rubber tires, up to 5000 pounds; speed 20 miles per hour.

Solid rubber tires, up to 12,000 pounds; speed 15 miles per hour.

Solid rubber tires, up to 16,000 pounds; speed 15 miles per hour.

Solid rubber tires, up to 20,000 pounds; speed 15 miles per hour.

Solid rubber tires, up to 24,000 pounds; speed 15 miles per hour.

Solid rubber tires, up to 28,000 pounds; speed 15 miles per hour.

These speed ratings should be recognized by the manufacturer as

SEEK UNIFORM LAWS AGAINST AUTO THEFTS

N. A. C. C. Drafts Act to Control Used Car Exchange

As a solution to the problem of checking the vast number of automobiles which are being sold, the National Automobile Chamber of Commerce has decided on the encouragement of uniform state laws to control the exchange of used cars.

This decision is the result of an exhaustive study of the subject by the chamber. The investigation shows that the existing state laws are so varied that they are almost impossible to enforce.

To help state legislatures in this effort, the chamber has drawn up a model anti-theft law which will be presented to all state assemblies at their 1921 sessions. The law, as drafted, is intended especially to regulate the purchase and sale of used motor vehicles and parts. It provides for the licensing of the dealer in dealing in second-hand vehicles, and prohibits the removal, mutilation or altering of makers' numbers.

A state motor vehicle commissioner provided by this law, is to have charge of all records of sales and exchanges of used cars, of all thefts and recoveries and of all cars held in storage or for repair.

Affidavits describing the automobile to be transferred from one person to another must be filled out by both persons in the transaction. The details of the transfer, must be filed with the state motor vehicle commissioner.

In case of theft of a car, the motor vehicle commissioner of every state is to be notified and given a description of the stolen car in which the theft occurred. On the recovery of a stolen car, all commissioners are to be notified.

Under the same law, every garage or repair shop must keep a descriptive record of every car left for storage or repair and must report to the police if they find an identification mark or number mutilated or changed.

The maximum and not exceeded under any conditions. The manufacturer should stamp on the truck caution plate the actual maximum speed with load for which the truck is built and beyond which the truck is not guaranteed.

STANDARD BODIES.

Standard body weight allowances for motor trucks—We recommend that the present table (1912 standards) be eliminated and that the following table be adopted:

Load Tons—

One-ton 1,200

One and one-half ton 1,500

Two-ton 2,000

Two and one-half ton 2,500

Three-ton 3,000

Four-ton 4,000

Five-ton and over 5,000

These weight allowances should be made in the note which now accompanies the table on standard body weight allowance.

Standard caution plate for motor trucks—Committee recommends that the present form of plate should be retained, and that the six foot-note should be retained with the exception of the note headed "speed rating," which should be revised and read as follows: "The figures given in the table headed 'standard speed ratings' for motor trucks should be recognized by the manufacturer as the maximum and not exceeded under any conditions. Manufacturer should stamp on the truck caution plate the actual maximum speed with load for which the truck was built and beyond which the truck is not guaranteed."

ABSOLUTELY DEPENDABLE.

Mr. Stevens, who is a railroad man, points out that the big lesson learned on their long trip, which this far has taken them from New York to Yellowstone park, with many detours en route, was the absolute dependability of the well built present-day automobile.

From the hour we started our motor never missed a stroke," he said. "In fact we had no trouble of any kind whatsoever. It has never been necessary to touch a wrench on the car. The riding comfort of the Nash is remarkable and I say this having in mind certain roads the least said about which, the better."

Leaving New York, the Stevens party passed through Cleveland, Toledo, Chicago, Omaha, Denver and then northwest to Yellowstone park. They returned through Montana, North Dakota, Minnesota and Wisconsin. From Kenosha they planned to return east by way of Ohio, West Virginia and Washington.

OVERCHARGE MANY TIMES RUINS ALL STORAGE CELLS

The overcharged storage battery overheats, a condition which is anything but good for it. The active material in the plates loosens and falls to the bottom of the cells, causing the battery to operate at reduced efficiency. Although practically every car's electrical system is fitted with an automatic cutout to prevent such overheating, nevertheless it often happens that this device does not stand guard over the battery as it should.

The safe way is to turn the lights, at least part of them, when on a long drive. This helps to take the load off the battery and to prevent overheating. In view of this, perhaps when we see a motorist going alone in the daytime with his lights burning, we can consider that he is a wise driver instead of a careless individual who has forgotten to turn off the illumination of the night before.

Thirty-one automobiles manufactured in the United States have so far been accepted for display at the world's premier automobile exposition in London from November 5 to 13. The French automobile industry has decided not to hold a Paris exhibition this year, which resulted in the London auto show to be conducted by the Society of Motor Manufacturers and Traders.

DOWN STEEP HILLS.

In going down steep hills which are usually long, the engine should be used as a brake. The throttle can be kept closed to save gasoline. If greater braking effort is desired, open the switch to stop the ignition.

The number of automobiles stolen each year in the United States is calculated to be greater than the combined output of five big manufacturing plants.

American Automobiles Becoming Vital Means of Business Methods

Foreign Demand for American Cars During the Early Part of the Present Year Was Nine Times Greater Than the Same Period of 1919, According to Records Compiled in Fact

There is a constantly increasing world's area where American automobiles are becoming vital means of transportation for both passengers and commercial products. That this area is continually extending in all directions is evidenced by the foreign demand for American cars which during the early part of the present year was nine times greater than the same period of 1919, according to records compiled in fact.

The future market for cars abroad will continue to be excellent if gauged by the growing world-wide demand for more and better roads. The efforts of innumerable individuals, clubs and associations are reflected in increased appropriations by governments for road building in nearly every country.

In a bulletin reviewing the automobile situation throughout the world, the Guaranty Trust company refers to the utter lack of a single factor to discourage the American automobile exporter, who is willing to work steadily, patiently and intelligently for the long haul. And it is with such exporters, whose vision shows them the developed markets of a decade or two decades hence, rather than the mere profit-and-loss of this year or next, who are open-mindedly and gratefully creating permanent markets founded upon quality, fair play, good will and service, that our future greatness rests. The present is a time of restrictions, annoyances and handicaps without end—but they need discourage none, but the casual exporters, whose interest in foreign trade is measured solely by the state of his domestic market.

Conditions in European equipment and policies are undergoing radical change and it is the part of wisdom to be fully informed. An era of intensive competition is at hand, and we should recognize and prepare for it. Yet it is impossible to ignore the immense advantages with which nature and circumstances have endowed us.

European motor builders have doubled, tripled, multiplied their plants and equipment ten times in four years—their combined capacity is still the meagre fraction of our own. They have made a beginning on quantity production, but it is only a beginning, and development such as ours does not come in a year or in two years.

They have felt the world call for a cheap, light machine, but it will be a long time before we can be seriously challenged in this respect. Peace came so suddenly that in most cases post-war models were not even in process. Many of those on which information has come to hand, show the effort at lower price, but Europeans still think in terms of cars for the masses rather than for the masses.

The war years have brought us added prestige, unparalleled national prosperity and valuable export experience. Most of the world needs our automotive apparatus and only here and there has it been barred. Difficulties of shipping and international finance are only the temporary handicaps of reconstruction. The American motor vehicle manufacturer faces a great opportunity and a great responsibility.

Increasing Exports Urged By Auto Men

"Constantly increasing exports of a country with resultant increased purchasing power of its inhabitants, is an object to be worked for by any government, and the automobile industry is in a position to do this."

The automobile industry believes that reciprocity with other countries will make for mutual prosperity. It welcomes the motor cars of foreign countries just as it endeavors to sell American products in those countries.

"By unanimous vote our makers have petitioned congress to reduce the duty on all motor cars to 33 1/3 per cent, so that England, France, Italy and other foreign countries may sell their cars here as we are selling in their markets."

"While we hope to bring people of other countries to realize the advantages of our standards in motor car construction, we are glad to cater to their present requirements for right-hand drive, metric scale, clincher tires, special color, body jobs and service facilities to supply repair parts promptly. This latter requirement will be better met as more central service stations are established."

The automobile industry is keen that foreign buyers should use care in the purchase of cars coming from this country. There seems little reason for changing the name of an American car to that of a foreign car, if it is well reputed here. It is afforded the best possible means for sales abroad. Foreign buyers should investigate firms offering motor cars for sale and to face best should buy cars and trucks of established standing only."

MUST PROVIDE.

"If the construction of a railway is contemplated it will be necessary to provide for cost of rail, ties, and other material, and rolling mills from which to obtain equipment of that kind. Specially trained men will also be needed to supervise work of the construction of the railway, and to employ at tasks involving manual work. The expense of such an undertaking is well warranted if it is to be a success."

"Most foreign countries, however, are primarily concerned at the present stage in developing traffic facilities in the immediate vicinity of principal cities and providing means of transport for both passengers and products from points seventy-five miles away from railroad trunk lines or shipping terminals."

"It is in these spheres that the greatest use will be made of motor vehicles. Not only will the cost of transport by rail be less, but it will also be possible, in the construction of roads, to use almost exclusively native labor and local materials."

"Coal, because of its bulkiness and the consequent high freight rates thereon, is becoming an expensive fuel for locomotives in countries having no local supply. Gasoline, however, because of its compactness, can be imported at a comparatively low cost."

"NATURAL GOOD FUEL."

"Then, too, means are being found to use instead of gasoline such a fuel as 'nattalite,' which is a distillate obtained in the manufacture of sugar and which in certain sections of Africa is selling at one-half the price of gasoline."

"The farmer in the United States has been brought close to the cities because of the use of motor vehicles. He has been enabled to reduce considerably the cost of his products."

CHURCH ON WHEELS MAKES DECIDED HIT

The first church on wheels was inaugurated by the minister of a Methodist church in Kansas City, Mo. The venture was so successful—in that it drew church attendance—that it resulted in a series of motor car sermons in different parts of the city.

During the summer months so many members of the congregation became impatient and the number of motor cars passing the door of the church increased in such large numbers that the minister decided that he could not wait for the people to come to church, but would take the church to them.

Surrounded by a score of cars, he propounded his theme, "Spiritual Gas." He drew a line between the power of the mechanical motor and the church. Every church must have four wheels ahead, but no reverse, and in the past the membership had been running in low gear, he said—Motor Life.

A new instrument for the dashboard is the altimeter, especially useful in mountainous territory. It shows in feet the approximate altitude of the automobile above sea level. Its action depends on the relation between altitude and air pressure and for this reason is also a good weather barometer.

MAKES CHANGING EASIER.

Tire changing will come much easier with the use of graphite and shellac rubbed over the rim. If time allows, remove all rust patches with a file or sandpaper. Changing tires in such event will be less of a bother.

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TIRES AID IN AUTO WORK

Tires on Trucks Played Big Part in Winning World War

The two would hardly be suspected of association, especially since tractors are supposed to require nothing but steel tires belted with steel cleats and spikes. Why use rubber tires in plowing and cultivating?

But tire engineers are versatile, as they must necessarily be in an industry constantly offering an abundance of complex problems for solution. Not that tire companies are attempting to fit tires to all new inventions merely for the sake of selling tires, but they are constantly taking advantage of opportunities to equip with tires all devices that offer a greater field of service to the consumer when so equipped.

Just as tire experts expedited military movements in France by fitting rubber tires to artillery wheels, so tire engineers have now adapted pneumatic tires to Fordson tractors and by

so doing have greatly broadened the field in which they may work.

Tractors of this type are now fitted with Goodyear pneumatic tires, 32x4 1/2 in front and 40x8 in the rear, and so equipped, are performing excellent service in operations heretofore considered outside the pale.

For instance, Goodyear tired tractors are now being applied to the following kinds of service:

1. In saw mills to haul lumber, dollops, dump wagons and picking up odd jobs requiring a tow or draw bar pull.

2. Switching railroad cars at docks and moving heavy pieces on skids or rollers.

3. General hauling using regular trailers.

4. In logging camps aiding loaded trucks to reach the main roads.

In this diversified service the pneumatic tires help mightily in obtaining traction and permit greater mobility of the tractor. Not only can it be handled to better advantage in difficult positions but it can travel faster in pulling a load.

Colorado now has road regulations for the country as well as the city. The maximum speed permitted on rural roads is 25 miles an hour. Farmers' wagons after nightfall must have tail lights. No vehicles can have a bed width of more than nine feet, nor can any be so loaded that the driver cannot see the road in the rear. Tractors and other vehicles with lugs on the wheels, are not allowed on the highways at anytime.

Why Hudson Stands First Among All Fine Cars

It needs no admission from Hudson that there are great cars, other than the Super-Six, holding and deserving the confidence of owners.

Fine materials, careful supervision and accurate workmanship are no monopoly with Hudson. And wherever practiced the sure reward is a loyal following with faith in that car.

Yet how account for the differential which is so overwhelmingly evident in the preference for Hudson?

We know that ever since the Super-Six was brought out, nearly five years ago, it has outsold all other fine cars.

We know that Hudson owners who ever change to ownership of another make are few. We know that thousands of Hudson owners have found such

abiding contentment in their cars, year after year, that they are not even curious to investigate another car.

These circumstances point unmistakably to Hudson's possession of a monopoly that men hold vital. That is the Super-Six motor. No other maker can use it. Hudson invented and controls it.

When we consider that the Super-Six motor accounts for all Hudson's unmatched records for endurance, speed and acceleration, as well as for the freedom from service troubles which is so distinctive a feature of Hudson ownership, is it surprising that it has proved too great an advantage for any other car to overcome, in winning this great following among fine cars, and holding their unwavering faith?

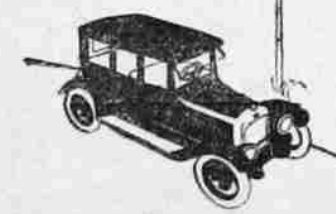
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