

ALONG SEATTLE'S AUTO ROW

NEW PILOTING PLAN ADVANCED

Keep Foot Off Accelerator on Turns, Advice

DETROIT, Dec. 23.—"Keep your engine pulling" is an instruction that has proved fatal to many an autoist. Many are now of the opinion that it is far safer to let the engine run idle when braking than to try to "keep it pulling."

New drivers have been taught to keep the engine pulling when changing a corner or desiring to change to a slower speed, by shutting down the gas and applying the foot brake. Thus the car is slowed to the same speed as the engine.

Frequently, one reads of auto accidents: "It is thought the driver attempted to apply the brake and struck the accelerator instead. Then the crash came."

This recalls a striking case. A man, considered a good driver, was attempting to turn his large touring car into a garage. Another car was coming behind him. He looked around as he put his foot on the accelerator and his car leaped thru the garage doors.

The auto struck a supporting post, knocking it out. The second floor was let down on him with many autos. He was caught in the debris and, in the ensuing fire, was burned to a crisp, while thousands of dollars in damage resulted.

This man was a believer in the theory of keeping the engine pulling. But it has been found that it is just as easy to drive a car with the accelerator as with the hand throttle. Then if a driver schools himself into the use of the clutch, such an accident as the above is not apt to follow.

When an autoist drives with the accelerator he must release it as soon as he removes the clutch. Thus the engine is permitted to run idle at a low speed, while the car is free from the engine. When the autoist reaches for the foot brake, should he miss it and strike the accelerator, he has done no damage.

Dunlap Tire Plant Will Reopen Soon

HUFFALO, N. Y., Dec. 23.—News that the plant of the Dunlap Tire & Rubber corporation, which has lain idle here practically since the war, will reopen soon and employ some 8,000 to 10,000 men, is causing considerable interest in industrial circles.

Readjustment of the managerial staff has been under way for some time, and Sir Eric Geddes of England, has been placed on the board of directors as chairman. The new management has announced that production of the local plant will be built up to 13,000 tires daily.

More than 55 per cent of all automobiles in this country are in towns of less than 5,000 inhabitants.

Domestic consumption of gasoline in one month last summer was nearly 600,000,000 gallons.



For Cold Weather Motoring Confidence

The Buick Seven Passenger Touring, \$1,690

On winter roads, the abundant power and smooth riding of the Buick seven passenger touring car gives a new confidence to cold weather motoring. Close fitting storm curtains, provided with the special Buick weather strip to seal the joints, and that open with the doors, afford a snug comfort against storm and cold.

The long wheel base and the rear cantilever springs with a new suspension, insure easy riding, made luxuriously comfortable by the wide, deeply upholstered seats. Every convenience for effortless driving is at the driver's hand. Standard appointments include such refinements as sun visor, windshield wiper and rear vision mirror.

The seven passenger touring car maintains, in every particular, the traditional Buick excellence.

The Buick Line for 1923 Comprises Fourteen Models:

- PRICES IN SEATTLE—
- Fours—23-34, \$1050; 23-35, \$1075; 23-36, \$1415; 23-37, \$1655; 23-38, \$1570.
 - Sixes—23-41, \$2240; 23-44, \$1400; 23-45, \$1425; 23-47, \$2300; 23-48, \$2210; 23-49, \$1690; 23-50, \$2525; 23-54, \$1890; 23-55, \$1945.

ELDRIDGE Buick COMPANY

East Pike at Harvard East 0842

When better automobiles are built, Buick will build them

Merry Christmas to All Our Friends

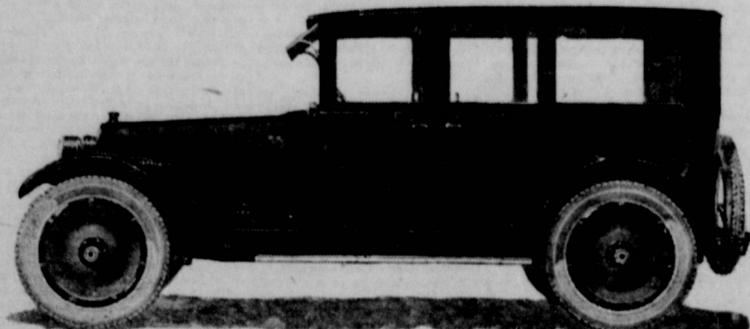
Mail This Coupon for 1923 Buick Catalogue

Eldridge Buick Company, 802 E. Pike, Seattle. Please send me complete catalogue of 1923 Buick models.

Name

Address

Rickenbacker Car Makes Hit



Apparently the motoring public is inclined to agree with the idea of Capt. Eddie Rickenbacker on what constitutes an ideal automobile. Above is one of the '23 closed car models on display at the showrooms of L. M. Cline and Alfred Ayerst Co., 1830 Broadway, that is causing favorable comment.

A feature of the new Rickenbacker motor is its balanced crankshaft and two flywheels, which are claimed to practically eliminate engine vibration. The closed models are excellently appointed in upholstery and late refinements, and all models offer the option of disc wheels. The lines are long and graceful, but not to a degree to detract from the conservatism of the car's general makeup.

Ford Sales Break All Former Records

According to a statement issued by the Ford Motor Co., deliveries of Ford cars and trucks to retail buyers during the month of November totaled 106,327. This is a new sales record that has never been approached by the company at this season of the year, and one which stands out in marked contrast to the November 1921 retail truck delivery figures, which totaled slightly over 58,000 cars and trucks.

For eight consecutive months, beginning with April 1 of this year, retail deliveries have exceeded 100,000 Ford cars and trucks each month, the accumulated total for the first 11 months of 1922 being approximately 1,200,000. While the company points out that it is not unusual for Ford retail sales to exceed the 100,000 mark during the spring and early summer months, when the demand is at its peak, the manner in which business has held up throughout the balance of the year is without precedent.

Credit for this remarkable showing is attributed by the Ford Motor Co. to the many improvements which have lately been made on Ford cars, and particularly to the new low level of Ford prices, recently put into effect.

Altho the Ford factories have been operating at capacity for the past eight months, sales have equaled production, and judging from the unusual manner in which orders are coming in at this season of the year, Ford dealers will be unable to accumulate an adequate stock of cars during the winter months for delivery next spring.

PLAN ECONOMY IN GASOLINE

WASHINGTON, Dec. 23.—One dime out of every dollar that the American autoist now spends for gasoline will be saved, if experiments being conducted by the United States bureau of standards succeed.

A complete study of automobile engine performance, both in the laboratory and in cars on the road, is being made, with the object of increasing the efficiency of internal-combustion engines. It is estimated that a 10 per cent saving, which now appears promising, would clip the nation's gasoline bill something like \$100,000,000 a year.

And that's not all the bureau of standards is doing. Gas burners are being studied so that efficiency may be increased and consumption reduced, with the intended result that the basement gas meter won't continue to exceed the speed limit while the housewife is cooking supper.

REMEMBER THIS WHEN YOU SKID!

Expert Explains Ways to Prevent Accidents

NEW YORK, Dec. 23.—Why an automobile skids is of interest to a motorist, but what to do to prevent skidding and what to do when the car is skidding are equally important topics.

The main cause of skidding of rear wheels of motor cars is due to the action of the brakes operating thru the rear wheels. Skidding, of course, normally occurs only when the roads are slippery.

An automobile wheel rotates and progresses over the highway in but one direction or plane. This direction for the rear wheels is determined by the front wheels under control of the driver. While the rear wheels grip the ground and rotate they control the direction of the car. However, as soon as the rear wheels are locked by the brakes they begin to slide, and as they slide sidewise practically as easily as forward, they lose the power to direct the car.

It takes comparatively little brake friction to lock and slide rear wheels on slippery roads because there is little friction between the tire and the road surface. When once the driving wheels begin to slip the car is kept in motion by the force of inertia acting at the car's center of gravity or mass. This forward motion is opposed by the resistance of all four wheels on the ground, a resistance that is greater in the rotating front wheels than in the sliding rear wheels. Unless the combined ground resistance of all wheels, tending to stop the car, acts on the same point as the force of inertia, tending to carry the car forward, there results what is called a "force couple" which causes the car to skid or spin around.

After the wheels once start to slip a very small "force couple" will produce skidding, and the skid distance is dependent upon the magnitude of the "force couple" which in turn depends on car speed and weight. Turning the front wheels in the direction of the rear wheel skid, helps to reduce skidding because it reduces the magnitude of the "force couple." Also periodically releasing and re-applying the brake so the rear wheels can get a grip offsets forward slip and consequent side skid.

GASSAWAY MILES BY STAN

HEY MISTER MILES DRIVE BACK HERE A MINUTE I LEFT A COUPLE OF WRENCHES AND MY BEST HAMMER INSIDE YOUR MOTOR - I MAY NEED EM BEFORE YOU COME IN AGAIN!!

THAT'S ALWAYS THE WAY JUST WHEN SHE'S HITTING ON ALL FOUR YOU GOTTA TAKE IT APART AGAIN!!

GASSAWAY FINDS A CARELESS MECHANIC HID SOME TOOLS IN THE OLD MOTOR

ENGLISH PILOTS BEAT YANKEES

American Autoists Said to Lack Patience

NEW YORK, Dec. 16.—The English are better drivers than we are. This is the conclusion of American automotive engineers who have been observing automobile methods abroad. This superiority, they say, has been forced upon them thru high prices of automobiles, automobile parts and motor fuel.

Economy has brought about a greater care in driving and in the upkeep of the automobile, say the engineers. For example, the high price of gasoline—or petrol, as it is called in England—has directed the motorist's attention to the use of the accelerator pedal and the care of his engine.

"The English will permit an engine to run long enough to 'warm up' before starting," explains H. H. Rice, president of the Cadillac company. "Whereas here we expect the engine to start functioning properly almost immediately."

The result is a marked saving in the amount of fuel used by the English method of preheating the engine, as against a great waste by the American practice. For this reason, British automotive engineers have not given much thought to the correction of the fuel feed system. Better gasoline also has aided the English in the proper control of their cars.

American engineers, however, are devoting their efforts toward perfecting a carburetion system that would save fuel. The British do this of their own accord.

Economy has forced the British to become better drivers in yet another way. That is, by letting the car roll to a stop. The brakes are used as sparingly as possible. The fuel control is shut off at an appreciable distance from the stopping point. And the tendency for a quick stop or jumpy getaway is avoided.

All of which are marks of a good driver, say engineers. Better, they save gasoline and the braking system, and prolong the life of the car. Besides, the machine is well under control at just the point where this control is essential—as at street crossings—and the danger of accident is diminished.

SEC. FALL MAY QUIT IN SPRING

WASHINGTON, Dec. 23.—Persistent rumors are afloat today that Secretary Fall, of the interior department, will shortly announce his resignation, to take effect next spring, and that Carmel Thompson, recently defeated republican candidate for governor of Ohio, will be appointed his successor.

The cause of Fall's reported resignation grows out of the Sinclair oil-trap Dome scandal, the fight over Alaska forests and turning down of Walter F. Brown's plan to transfer the forestry bureau from the agriculture to the interior department.

The president was compelled to turn Brown down because of determined opposition from Pinchot and other conservationists. Fall today refuses to confirm or deny the rumors.

Production of 1922 is 10 per cent higher than that of 1920.

Minnesota has started to line its highways with trees.

Kentucky, in 1921, had the first road-building policy.

Protests are being made against highway billboards.

A flashlight is a handy accessory to the car.

Use thinner grade of oil in winter.

Jay-Walker Denounced as Menace to Traffic

WASHINGTON, D. C., Dec. 16.—The public, as a whole, is too ready to place the blame for any accident in which an automobile figure, on the driver of the automobile," said M. O. Eldridge, executive chairman of the American Automobile Association. "The first cry that goes up, as a rule, when such an accident occurs, is that the driver of the car was at fault when as a matter of fact, in a large majority of cases, the person injured was to blame."

"I have before me," continued Mr. Eldridge, "a chart containing a summary of traffic accidents in New York city, with the fault or incapacity of the proper party listed, and while, perhaps, the cause of 50 per cent of the accidents is listed as unknown, the blame in the cases where the fault of the accident has been determined is overwhelmingly placed on the persons injured."

"Over a certain period of time in which 7,327 accidents, involving private automobiles, occurred, the police department of New York city found by their investigation, that in 450 cases the driver of the car was to blame; in 2,168 cases the person injured was to blame; and in 3,683 cases the cause of the accident was unknown. With the heavy preponderance of blame placed on the person injured in the known causes of accidents, it is but fair to presume that the injured person was to blame in more

than 50 per cent of the remaining 2,682 cases, basing this on the most conservative estimates. During the same period of time, in which 1,299 accidents, involving taxicabs, occurred, the cause for 51 such cases was traced to the driver while 437 cases were blamed on the person injured, and the cause of 714 accidents remained unknown.

"These figures serve to emphasize," Mr. Eldridge continued, "the contention of the A. A. A. that no traffic regulation is complete until it provides a penalty for jay-walking. The jay-walker, in my opinion, is the most serious menace to traffic safety in the United States today."

"The automobile has always been a subject of class legislation. It is a shining target for every legislator seeking a new means of revenue. It pays more tax than any property of similar value in the world, and is subject to more regulations than any other means of conveyance."

"The American Automobile Association stands for obedience to the law and for observance of all traffic regulations, but we feel that if a motorist is to be fined for disobedience of a traffic signal, then the pedestrian should be fined for jay-walking across the street, putting himself, as well as every motorist in that immediate vicinity, in danger."

AUTO TALK

For identification purposes keep an accurate record of the car and numbers of all parts and accessories.

Motor vehicles in the United States have a combined power equal to that of 200,000,000 horses.

The most popular low-priced car averages about 43 per cent of the total number produced.

Seventy per cent of the automobiles built since 1912 have been sold for less than \$1,000.

More than 200,000,000 board feet of lumber were used in auto manufacture last year.

Nearly 5 per cent of the carbon deposit in the engine comes from the gasoline.

A brush with stiff bristles will clean the car's upholstery effectively.

Dry batteries should be protected from moisture, dirt and vibration.

Non-skid roads are sought by the National Motorists' association.

Federal aid road building program will cost about \$3,000,000,000.

Large Michigan motor plant produces 250 tractors a day.

The cost of building a mile of highway is about \$17,000.

Rickenbacker

A CAR WORTHY OF ITS NAME

While the Rickenbacker Six has many distinguishing characteristics, without question its chief charm is its unvarying fitness as a mechanical unit of super excellence.

Fashioned, fabricated and finished by and with the pick of the industry's finest materials and men, this great car, though still in its first twelfth month, has already taken its rightful place among the quality cars of America.

6-Passenger Touring Phaeton \$1400 Coupe \$1200 Sedan \$1000 f. o. b. factory

L. M. Cline and Alfred Ayerst Co. 1830 Broadway

LINCOLN

Get Behind the Wheel

The Four-Passenger Sedan \$4600 F. O. B. Detroit Ten Body Types

Lincoln motor cars are produced by the world's greatest automobile manufacturing institution in accordance with the highest standards of manufacture known to the industry. Quality and character will persistently stand foremost.

It is the avowed purpose of the Ford Motor Company that each Lincoln purchaser shall receive the finest and most satisfying motor car which it is possible to produce. To that end the development of the Lincoln, its manufacture, its distribution and its service will be carried to the highest degree of perfection by placing behind it the vast resources of the Ford Motor Company.

Ask Any Authorized Seattle Lincoln and Ford Dealer