

Green Automobile Drivers Have Best Friends in Traffic Police, Say Motorists

TRAFFIC POLICE BEST FRIENDS OF GREEN DRIVERS

Officers Prevent Many Accidents in Busy Streets.

By HARRY WARD.

The green automobile driver's best friend is the traffic policeman. If it were not for the carefully considered traffic rules that are in force in all cities, there would be a great many more accidents.

As a matter of fact, without them chaos would prevail and the green driver, enjoying his first experience in piloting a car through a crowded business street, would have little chance of keeping his car intact.

The traffic regulations are his salvation. Without them he would go blundering through the streets at excessive speed and, getting into a pocket, would lose his head, and probably the reins of his car. With the rules he is kept in check and saved from himself.

"Once in a while we are inclined to chafe over these traffic rules," says a motorist. "An officer calls us down because in turning a corner two wheels touch the car track, as we have failed to keep within the prescribed distance. We get sure, but a little calm thought at once convinces us that these rules and regulations are right."

"In saving the green driver from the bumps in crowded traffic, they also protect the experienced driver, because the seasoned man is not so much afraid of what trouble he is going to drive into as he is of the trouble the green fellow is going to force him into. The man who is not so sure of himself, the wheel can be as destructive as the proverbial bull in a china shop, and, therefore, I am thankful for that white-gloved hand that rises so calmly and majestically at every crowded corner."

When the multiple disc clutch slips, try using a thinner oil in it. Wash out the clutch with gasoline before filling with the new oil. If this does not do, new plates will probably have to be bought, the old being badly worn. Do not run a multiple disc clutch dry unless it is expressly intended to be so run, for it is liable to seize.

"This is history repeating itself, surely," laughs Vaughan Glaser, actor and producer of plays, one day recently, as he stepped from his Garford touring car in Philadelphia, after a run from Pittsburgh. "In the old days of the show business, the little one-ring circus traveled over the country in horse-drawn wagons. But now, touring a large part of the United States, playing in various cities with my company, by means of a motor car. During this season I have traveled approximately 5,000 miles over all sorts of roads and under almost every known weather condition. But the land trooping nowadays is vastly different from the old wagon-show experiences. Then, a rainstorm would cause a delay of hours or a cancellation of the performance. I have never yet failed to reach the next stop in plenty of time to start the show."

Popping back into the carburetor is rather a dangerous diversion for some reason. If it does not cause a conflagration, it at any rate causes the motor to skip or even stop. It is usually due to a lean mixture, which burns slowly, so that flame is left in the cylinder at the end of the exhaust stroke and ignited the incoming gas. To prevent, adjust the carburetor for a richer mixture. If this does not avail, look to the valves and see that they operate freely without sticking. A sticking intake valve would allow the flame in a cylinder to escape into the manifold and ignite the gas.

Automobile An Aid To Suburban Life

"Thanks to the automobile, suburban life has taken on new interest and thousands who otherwise could never be dragged from the din of city life are finding their way back to the healthy life of the country," said a well-known automobile dealer today. "Men of moderate means who have been absorbed by the high cost of living in the city have discovered that they could maintain even a higher standard in the country and afford an automobile at the same time."

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MOTOR THIEVES EASILY ABLE TO ELUDE POLICE

Bold Crimes of Modern Bandits Hard to Trace And Punish.

A menace to the comfort of the man who spends more money for gasoline for their automobiles than their grandfathers did for food for their tables, in the course of a year, has come in the form of the automobile thief. Washington has had a number of thefts of this character within the past year, and in nearly every instance where the car was recovered it was so badly damaged as to be almost useless.

While the individuals of the criminal world have always been just a little ahead of the business world, in the march of progress, the police have always been close up on them, and in many instances, have been able to apprehend the criminals after the crimes have been committed, and have, occasionally been able to prevent crimes.

But in the matter of this new form of thievery, the police have been beaten, and they have not as yet been able to devise a means of preventing the stealing of automobiles, and they have not been very successful in recovering the machines once they have been stolen.

Rivals Old Horse Thief.
The automobile thief of modern times is in many ways on a par with the horse thief of Western frontier days, for he is desperate, takes long chances and, like the bad men of the plains, will frequently fight desperately to get possession of his loot and to escape with it, even going so far as to shoot and club.

Not so long ago there was an instance, where the automobile thieves have held up automobile parties, forced them to get out of the motor car, give up their valuables, and then march away from the scene, while the robbers drove away in the stolen car.

Not so long ago there was an instance, in Boston, where the robber beat the chauffeur over the head and then pitched him out of the car and drove away with the motor. It is a common thing for these bold thieves to steal a car from beside the road and drive away in it. They have been known to break into garages and steal a car and drive it away, strange to say, few of these cars are ever recovered, and those which are found by the police are usually so used up as to be almost useless to their original owners.

Insurance Men Lose.
The insurance companies which protect the owners are the losers, for they take the old car if it is recovered and replace it with a new one and they in turn employ private detectives and encourage the city police to constantly pursue the thieves, who are sometimes brought to justice.

As a rule, the automobile thieves are men of more ability and better training than the ordinary thief. They are mechanists who have been trained in building and assembling the parts of automobiles, and they are familiar with every part of the motor and the car themselves. They are also, as a rule, skilled chauffeurs, having licenses, because they are not to be engaged in the stealing of the cars until they have been once caught, after which their licenses are revoked, but that more formality is no inconvenience to them.

Organize In Bands.
Many chauffeurs who have gone the pace following the fast life and have lost their positions have become unfitted for legitimate employment and have been recruited to the ranks of the stealing automobiles has become so lucrative and so easy that these thieves have organized in bands and they work in various cities, where they are able to dispose of their stolen property with a considerable degree of safety, it seems.

New York city is at the mercy of several organized bands of these automobile thieves, and in that city it is comparatively easy to dispose of a stolen car without much fear of detection. In New York, as in Boston and other large cities, it has come to be so common for thieves to steal high-priced cars that the police, realizing that it is unsafe to leave an automobile unguarded, have advised the owners not to leave a car unless its wheels are securely locked.

Statistics of Motor Car Road Racing for 1912

Number of road races.....	20
Number of miles.....	4,645
Average distance of each race.....	232
Average miles per hour each winner.....	60.25
Average each car that finished.....	54.49
Fastest road race.....	78.7
Slowest road race.....	23.7
Number of starters.....	156
Average number of starters.....	7.4-5
Number of cars allowed to finish.....	71
Percentage of finishers.....	45.5
Number of makes competing.....	44

Space Is Provided For Carrying Tools

Where to carry tools and spare parts always has constituted more or less of a problem with motor car designers, a problem which was merely added to, but not solved, by the box located on the running board. The necessity, at any rate, of desirability, of having the tools and materials where they were "handy" naturally was accounted for the location; the call for cars of clean design, however, has set body designers to seeking out new locations, or, in cases where the running board location is adhered to, to designing boxes which fit into the curves and lines of the body.

Excess Zeal Causes Much Motor Trouble

"Some motorists believe it their duty to oil everything in sight and out of sight on an automobile," said Frank Pickling, an automobile supply dealer. "As a result of this overzealous zeal, they flood the magneto with oil, and get the wires leading to the plugs oil soaked, and there is no worse enemy to rubber than oil. The injury is not at first discernible. After a while the rubber swells and deforms, thereby giving cause for short circuits, which is one of the most annoying troubles known to motorists."

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MOTOR TROUBLES ARE EXPLAINED TO UNSKILLED OWNERS

There Are Many Things About an Engine To Make Bother.

There are few people who have ever had anything to do with automobiles who have not had experience with the motor which would not go and without any discoverable reason why it didn't go. It is impossible to give all the reasons for failure, but a few of them may help.

One of the first things to know is the condition of the spark; test the batteries if you have a meter, and if there are any dead cells throw them out. See that the connectors do not touch each other, then try the spark; if you have a one-quarter-inch good jump, or if it is make-and-break, snap the wire on the engine frame, and if the spark shows hot and lively, look further for your trouble.

Take out the spark plugs, see that they are clean, the points a little less than the thickness of a dime apart, see if the spark jumps across the points when the plug is laid on the cylinder, then insert a piece of mica or a thin card between the points, says E. S. Williams, in Motor Print.

Look for Leaky Plug.
If the spark goes around the insert, the plug is all right, but if the spark disappears, the plug is leaking somewhere and is worthless.

If it is make-and-break, the ignition points may be corroded, frequently there is a plug in the side of the cylinder, which, when it is taken out allows you to see the sparkler in action, but beware of this hole, for if there is any gas in the cylinder, the resulting explosion is liable to send out a stream of fire into the investigator's face.

The moving parts must all act freely with no catching or binding, as they are successful performance depends upon their breaking the circuit instantaneously. If there is any slow action, the resulting spark will be weak and poor.

Thinking is important. The spark should occur as early as possible without causing the engine to kick back, that is, just at the instant the piston starts down.

Faulty Compression.
Another thing that makes an engine slow to start is faulty compression; this may be due to defective designing, leaky connections, leaky valves, leaky cylinder head or lighter parts. Where the engine is usually primed in starting the cylinder walls are apt to get dry

and the charge leaks past the rings, putting in about one tablespoonful of cylinder oil will help wonderfully in such a case; a mixture of half cylinder oil and half gasoline is much better than clear gasoline for priming.

If on turning the engine over, she gives a few explosions and then stops, the trouble may be one of two things—too much gasoline, or not enough. If the latter, the engine will usually backfire in the base as it stops; if too much, the explosions will be weak, and on turning it over again the engine fires, but without force enough to continue running. If it is not getting gasoline enough, the trouble may be in the pipe or a particle of paraffine or dirt may be clogging the needle valve or the float of the carburetor may be stuck.

If you are using a mixing valve of the type which takes the gasoline through a small hole in the seat of the valve, occasionally these become leaky, showing the base compression to leak past and drive the gasoline back toward the tank. In such a case the engine will run a few revolutions, then backfire; the remedy is to grind in the valve.

Water in the gasoline is productive of trouble since it will settle in globules in the bottom of the carburetor, then under the suction of the engine it is drawn up to the needle valve and should be provided with some form of separator to guard against this trouble.

A loose flywheel will make an engine hard to start; this is commonly indicated by a loud rattling noise while the engine is running, though it can at times be detected while the engine is standing by twirling and working the wheel.

One of the most frequent causes of troubles in starting is a flooded engine, due to a leaky carburetor, sticking float, or needle valve which opens too far. As the majority of cases and carburetors only need from one-fourth to one-half turn of the needle valve for their best running, it is a good plan when trying to start to adjust off the gasoline entirely and then turn the engine over several times, till the mixture is reduced to one that will start. When the explosions are sharp at the relief cocks the mixture is correct.

Merger of Motorcar Firms Is Confirmed

Absolute confirmation of the reported merger of the Flanders Motor Company and the United States Motor Company was given out following the decision of Judge Hough, of the United States District Court in New York, in which he denied the petition of some of the stockholders of the United States Motor Company for intervention in its reorganization plans.

Walter E. Flanders will head the enlarged corporation and the headquarters of all the plants except that of the Stoddard-Dayton, at Dayton, Ohio, will be moved to Detroit. The plans as now formulated contemplate the purchase of the Flanders Motor Company for \$2,500,000, of which \$1,000,000 will be paid in cash and the remainder in stock. It is stated that while W. E. Metzger and R. F. Everett will withdraw from active participation, they still retain stock interests.

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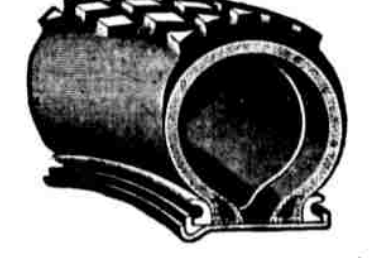
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