

Motor Cars

NEWS OF THE AUTOMOBILE INDUSTRY

Good Roads

Safety First for the Motorist Requires a Care For Controls

Rudiments of Driving to Prevent Skidding, How to Cross Railroads and Other Dangerous Points of Traffic, Described by Expert.

By C. T. SCHAEFER

Finesse in driving is essential if maximum pleasure, safety, comfort, etc., are to be obtained from a motor car. Yet it is surprising how few motorists realize the danger they may be flirting with through carelessness. Skill in driving can be easily acquired by anyone; however, it must be remembered that not skill alone will promote safety. One has but to observe passing automobiles to note the preponderance of incorrect or careless driving.

The number of motorists is rapidly increasing and the highways are becoming crowded, and in order for one to enjoy one's motor car it is essential that every motorist exercise a certain amount of caution. We as motorists have rights upon the public highways, but these same rights envelop responsibilities to many users of the highway.

Some motorists abuse their rights and heedlessly run over the rights of others, and therefore some must suffer for the wrongs of others. Each accident and wrong-doing on the highways will arouse public sentiment against motorists and cause the enforcement of stringent laws.

Must Control Careless Ones.

The responsible motorists must take it upon themselves to control the irresponsible operators and show them that they must operate their cars without menace to life and limb upon the public highway. Careless drivers never practice the consideration for others they should have, and many accidents occur with the driver who takes a chance. We are familiar with the driver who delights in exhibiting nerve stunts, such as remaining in the center of the road until almost upon the approaching vehicle, or the driver who will skid the car around a corner instead of turning it as it should be done. Then there is the driver who will attempt to pass another vehicle on a narrow curve. Another type of driver is one who will attempt to take corners on slippery roads at high speeds without chains or skid devices. Many such foolish pranks have resulted in serious accidents, causing the loss of life and limb.

Should Have Full View.

In this article we are reproducing several illustrations which should caution all motorists against reckless driving.

It is wrong to drive a car across an intersecting road, highway or railroad unless your view is entirely unobstructed. Many regrettable accidents have been the outcome of hurried crossing of unguarded railroad tracks. If the track is visible for a considerable length in either direction, there is no need of stopping the car. If, on the other hand, there is a curve or siding of freight cars, the car should be stopped and the motorist should ascertain whether there is a train in sight. It is the only safe way, for in the event of an accident, the cause of it is the cautionless operator.

The motorist should be most careful in passing street cars. Always go slow, sound your horn and be ready to stop instantly, as many persons step off the car and walk around the end, coming suddenly in front of the motor car. Always pass vehicles, excepting street cars, headed in the same direction as the car, on the left side. Do not wait until you are directly in the rear of the vehicle before beginning to turn out, but start to turn quite a distance behind, as this makes steering more easy and certain. Never pass street cars to the left, as this invariably leads to accidents, and in practically all cities this is a violation of the traffic laws.

To Avoid Skidding.

Skidding is a straight ahead or sidewise slipping of the wheels due to wet or frozen conditions. Skidding may be caused by turning the car quickly or abruptly setting the brakes. The remedy, of course, is the chains or anti-skid treads on the rear tires. Skidding, a most dangerous element of motoring, is a helpless situation, and it remains for the driver not to become confused. Skillful handling of the steering gear will in some instances prevent accidents by reducing the motor speed and turning the front wheels in the direction that the car is skidding, but never apply the brakes at this moment. If the front wheels skid, turn them in the opposite direction from which they are skidding.

The principal point to be remembered in connection with steering is that but slight movement rather than distinct turns of the wheel are needed to handle the car. This is really the secret of good driving. On a stretch of good road practically no steering wheel manipulation is needed, as a slight steadying of the wheel keeps the car on a straight line. In turning corners, make the turn gradually, and not abruptly, for abrupt turns of the wheel render the guidance of the car more difficult. When rounding the corner, acquire the habit of making a close turn—keeping on the right rather than in the middle of the road, thus practically eliminating the possibility of collision with vehicles coming in the opposite direction. This same rule applies with equal force when ascending small inverted V-shaped hills, so often met in touring, especially on narrow

just, but as these are used so little they will not require frequent adjustment unless they should be used as the service or foot brakes.

In addition to adjustment, brakes will require attention on the part of the operator. Here the question of lubrication arises again, for no matter how perfect the adjustment, they cannot be evenly applied unless all joints in the linkage are free. Frequent oiling will prevent rusting and squeaking.

Most all brakes are lined with a special lining, and occasionally this will fail to function properly, due to oil, grease and soft mud, and in this condition they are less effective than when in proper condition, hence more care should be exercised when driving under such conditions. If oil, mud or grease collects on the friction surface, it may be removed with gasoline, after which the parts should be wiped dry. Should such a condition exist on tours it can be remedied by introducing a little Fuller's earth carefully between the lining and the brake drums. This will absorb oil or grease and make the hands hold.

Examine All Surfaces.

When brakes fail to hold it does not necessarily mean that they need adjusting. Before jumping at the conclusion that they require adjusting or relining, the car should be jacked up and frictional surfaces and bearings examined. Failure of the brakes to hold may be due to insufficient travel of the rods connecting the brakes with the foot or hand lever.

The steering mechanism of a motor vehicle, while apparently at rest when the car is moving in a straight line, is continually in motion because of its sensitiveness to even the smaller depressions and irregularities of the road surface. When the car is traveling along what appears to be a perfectly smooth course, the steering gear and all of its linkage which control the front wheels of the car is in motion, and it can readily be understood that such parts which receive wear continually should be inspected as often as any other part of the car. The oiling and adjusting of steering apparatus, usually neglected, is as necessary and important as the oiling of the engine or adjustment of the clutch and any other vital part of the car.

A great many owners complain of excessive play in the steering wheel and even with this warning they go on taking chances rather than having the fault corrected. The usual complaint is that the front wheels do not respond to the movement of the steering wheel, which is a positive sign that lubrication has been neglected and that wear has set in

and that repairs or adjustment are necessary.

Neglected Lubrication.

Unlubricated parts cannot work freely and in nearly every case of hard steering it will be found that lubrication has been neglected and dirt and water has worked into the parts which really need oil or grease. Certainly no one would leave a motor run without oil, as most all know what the consequence would be. If this is the case, why should one expect the steering gear, which is such a vital element to the control of the car, to go without lubrication indefinitely. Failure to lubricate the motor may mean a loss of money because of injury to parts, but failure to give the steering gear proper attention may result in the loss of life, which cannot be replaced at any price. Surely a few drops of oil constitutes a cheap and safe insurance against the possibility of accident.

On the front axle and steering mechanism will be found a number of small oil and grease cups. Frequently these jar loose and are misplaced, and the holes are exposed to water and dirt, which eventually work into the bearing surfaces. Every motorist knows, or should know, that a grease cup should be turned up, and the sooner he finds out when each cup needs attention the sooner the safety and efficiency of his vehicle will increase.

Adjusting Steering Gears.

In practically all steering gears on modern cars there is at least one adjustment, and that to remove up and play in the post. This is usually located in the upper end of the housing and takes up wear in the thrust bearings or collars. Others are provided with two adjustments, one for the post and the other for the cross shaft which carries the steering arm. The drag link and cross rod are provided with adjustments, and should always be kept properly adjusted and lubricated.

In lubricating parts of the steering mechanism it should be remembered that often the joints are exposed to water and dirt, and it follows that after a rain, water may have made its way into the parts which use grease. This applies particularly to the ball joints on the drag link and cross rod. Even though leather boots are used to cover some of these parts, water will get inside and sometimes destroy the effects of the grease. Should there be little or no grease at these points, it means rusting.

Clearing The Housing.

The steering gear housing should be removed at least once every ten thousand miles, giving it a thorough cleaning and repacking with fresh

THINKS HALF SOLES OF OLD TIRE WILL GIVE LONG MILEAGE

His name is Jim Rynder and he has always been a genius at converting old and apparently worthless articles into things of usefulness. His fame as a handy man is known throughout Greenwich, N. Y., and the surrounding farming country. His latest achievement breaks all records and apparently solves the problem of getting the very last bit of service out of an automobile tire. Jim has half soled his old working shoes with pieces of the safety tread and body of a Goodrich tire. It is his contention that if these Goodrich tires are guaranteed for 8,000 miles on an automobile weighing a ton or more, there is no telling what mileage he will be able to get out of them with his weight only 140 pounds. He has figured this mileage all the way from 50,000 to 100,000 miles and is wondering if he is going to live long enough to wear out his soles.

lubricant. It follows that after a car has been run 5,000 miles there will be excessive play up and down or side play in the post and gears. Most owners can make these adjustments themselves, but the cost of doing this work in the service station is so small that it should not deter an owner from having his work done there.

As a final warning to motorists for safety we might add that the warning signal should always be kept in working order, and when night driving is resorted to, the light should be powerful enough to illuminate the road surface to such an extent that safety is provided for both passengers and other vehicles.

One-half hour spent inspecting and caring for the vital elements of control and signal will save considerable, and may mean the saving of many lives should a control element fail to function properly. In conclusion, we might add that safety can only be provided by proper inspection, and care of control elements and careful driving. (Copyright, 1919, by American Automobile Digest.)

THE ONLY CHANCE FOR PRACTICE.

Now that the revenue officers no longer need patrol the Tennessee mountains, the fine art of sharpshooting will have to be kept alive by the substitution of inanimate targets.—Tom Marshall.

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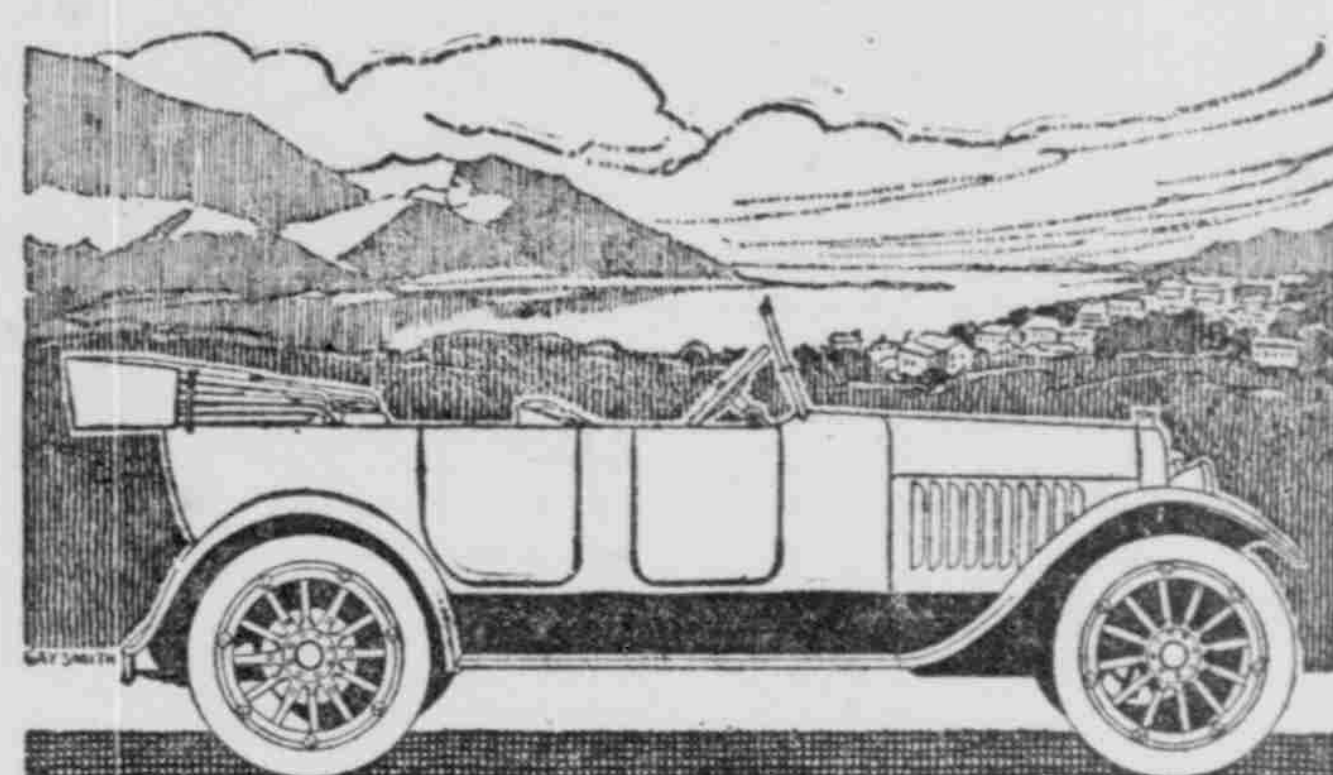
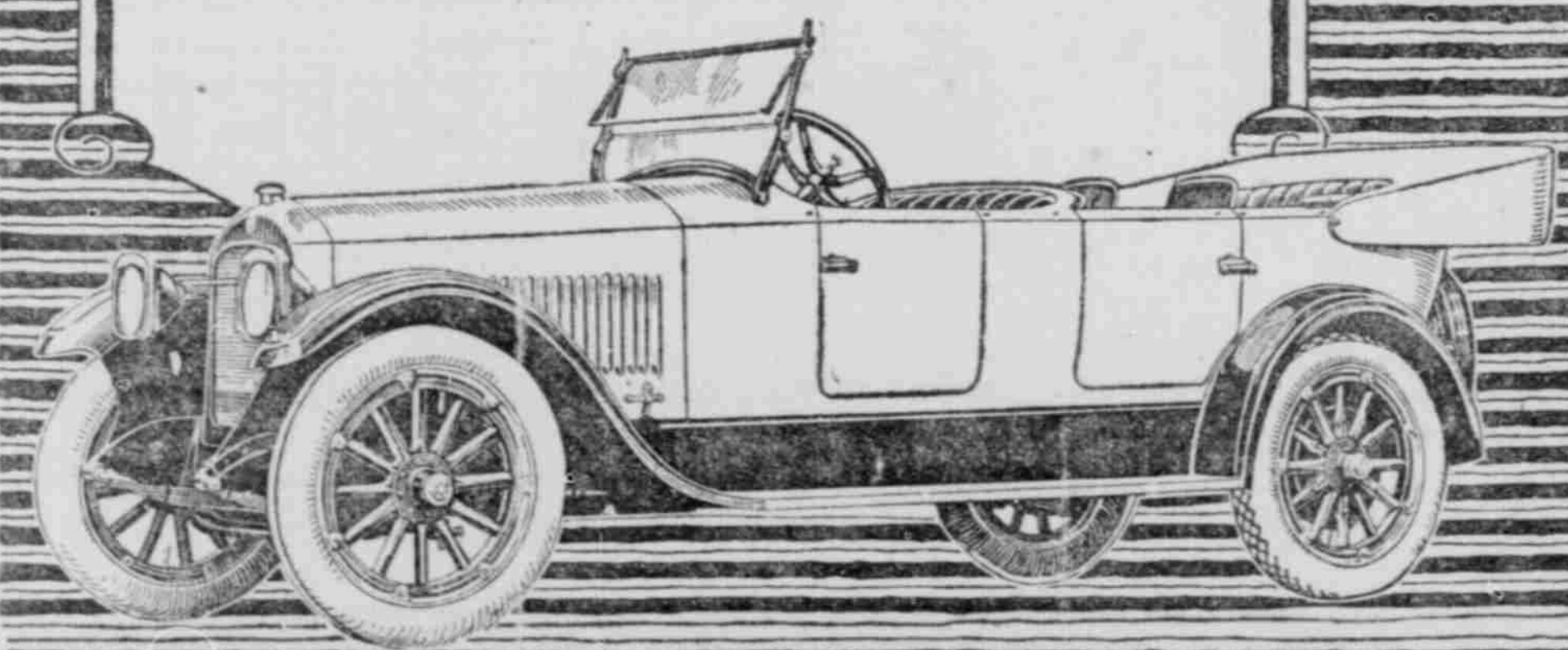
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