

Dope From the Realm of the Motor Wise

DEMOUNTABLE RIMS ARE LOSING FAVOR

Car Builders of France Are Taking to Removable Wire Wheels.

TIPS FOR THE MOTORIST

Little Things You Learn in Running a Car Are Worth Remembering.

Recent experiments on the part of American motor car manufacturers with the wire wheel as a substitute for the wooden wheel, now in use, has centered the attention of the designers and motor car makers upon the wire wheel. In America the demountable rim, while in France the demountable rim was a leader and still is, but for the coming season a few of the big French firms have announced that they will equip with the demountable rim, while in France the demountable rim is more generally used this year. There are many arguments pro and con for both the demountable wheel and the demountable rim, but the big argument advanced in Europe, and generally accepted there, is the simplicity and positiveness with which the demountable wheel can be removed.

REAL ECONOMY IN OPERATING CAR.

Economy of operation requires developing the most power "at the rim of the wheel" with the least consumption of fuel and the least wear and tear on the machinery and chassis. The more weight there is in the car itself, the more power is taken to move it at a given speed, obviously, and furthermore the more wear there will be on tires.

A piece of steel that is too hard to be filed or otherwise shaped may be softened by heating to a good red heat and allowing it to cool in the slowest possible way—for instance, by burying it in lime, or even in the ashes of the fire. If time is pressing, the more heating of the steel and cooling in the open air will soften it enough to allow it to be worked.

THESE ARE THINGS WORTH LEARNING.

There are only a few technical facts which it is really important for the motorist to know in connection with the acquiring of a new machine. Among them are the timing of the valves and the setting of the magneto armature and circuit breaker. Not only should all intermeshing gears be plainly marked so that once dismounted they can be reassembled in the same relation, but the owner should be able to discover for himself, without expert assistance, whether the adjustment between the wearing and the last bit of mechanism which it drives is correct. With such knowledge in mind, it is a good plan to practice by testing out the motor when it comes back from the repair shop.

CORRECT ADJUSTMENT ON YOUR CARBURETOR.

The correct tension for the spring on the auxiliary air inlet on a carburetor is found by throttling the motor down as much as possible, then adjusting the spring tension until the valve just stays on its seat. With the motor running at that speed the velocity of the air crossing the jet, if the needle valve be properly regulated, should draw enough fuel to form a proper mixture with the air drawn through the regular air inlet. As the speed of the engine increases the velocity of the air increases, drawing more gasoline and therefore requiring more air. The auxiliary inlet affords the additional air supply.

VIBRATION MAY RESULT IN THIS.
One of the worst things that can be caused by vibration of the engine from the irregularities of the road is the change in the brake adjustment caused by the turning of the turnbuckle which is designed to regulate the adjustment

ON THIS PART OF THE MECHANISM. The turnbuckle regulates the tension which will be put upon the brakes when they are applied. If it is jarred around so that it loosens this tension the driver will find to his dismay that the brakes will not hold on descending a hill or in other cases where they might be applied.

EIGHT MILLION TIRES FIVE YEARS' OUTPUT

Service Department Expert Gives His Figures and Says This Year Will See Millions More.

An estimate of the number of tires manufactured in America in the past five years is made by R. R. Drake, manager of the service department of the United States Tire Company, who puts the total at 8,000,000.

"I figure," says Mr. Drake, "that since the beginning of 1907 the tire makers of America have marketed in the neighborhood of 8,000,000 pneumatic tires, the yearly output being as follows: 1907, 600,000; 1908, 1,050,000; 1909, 1,350,000; 1910, 1,800,000; 1911, 2,600,000, total, 8,000,000.

"Although 1911, as will be observed from these figures, was the biggest year for the makers in the history of the industry, there is no question that 1912 will beat it. In fact, we are looking for a demand that will approximate 4,000,000 tires. And when you get to calculating tires in millions as manufacturers must do at the present time, you get an idea of the sizable proportions of the industry."

MORE ADVICE ON BUYING A CAR

Springfield Man Says It's a Good Thing to Buy of a Reliable Firm.

CONSULT YOUR FRIENDS

Who May Be Biased, But a Little Matter Like That Is Unimportant.

"To the man of moderate means the purchase of an automobile is, like breaking out of jail, a thing not to be lightly undertaken.

After a careful consideration of the greatest amount of money which can be invested, he looks about in the manner of all sensible men for the greatest possible value to be obtained for the money. If he is the possessor of friends who own automobiles he invites their opinion and advice, as well as that of the sales agents of the concerns who furnish a car at the desired price.

The advice of his friends is apt to be biased, as it is gained from one-sided experience, while the advice of the salesman, although perhaps the result of much experience, is hardly less biased.

ANOTHER OPINION.

A demonstration may prove much and it may prove very little, so the prospective automobilist does not know which way to turn. The wise man, however, buys a car of good reputation, with a solid guarantee, or, in the case of a car unknown, has it thoroughly examined by a competent judge. The style of the body bought will, to a large degree, determine whether the automobilist will be satisfied or disappointed after he has had the machine for any length of time. It is in this feature that the buyer may rely upon the company from whom he is buying the car, as the great experience of the dealer will aid his judgment in this respect.—Springfield Republican.

MINARD'S LINIMENT CURES COLDS, ETC.

TO MAKE YOUR CAR LOOK ALWAYS NEW

Writer in Motor Print Hands Out Plenty of Advice To Owners.

TAKE A LITTLE OF IT!

You May Not Concur With All He Says, But Its Good Logic At That.

The most important thing for the preservation of a car is a good house or garage, which should be dry and well aired and have blinds to the windows to prevent the direct rays of the sun getting at the body of the car. The garage should be as far as possible from stables or a manure heap, as ammonia fumes quickly crack and destroy the paint and otherwise cause decay. If the building is of brick or stone, the walls should be plastered and painted or lined with wood to avoid dampness, which fades the colors and destroys the brilliancy of the varnish. Immediately after use the car should be thoroughly washed, as mud or water drying on the panels causes spots or stains, and in some cases it will be impossible to remove these. Every car handler should form the excellent habit of never allowing his car to stand overnight without having it washed, whatever be the time or the weather. In the event of the car not being required for a few days, it ought to be covered with a cotton dust cover.

In washing a car, considerable care and some practical knowledge is necessary. It should be kept out of the sun, and plenty of water should be used; with a hose, care should be taken—especially Export Care round the doors and windows—not to dry motor cars, water into the body and thus injure the upholstery. Do not rub off the mud. Sufficient water should be applied to soften it and carry it away, thus obviating any damage. The dust or mud having been removed, the actual washing should begin, in the case of covered cars, at the roof, a ladder with padded ends being used to reach it. When finished, it should be wiped dry with a chamois leather. The panels should be next receive attention, and these should be cleaned by squeezing water over them from a large soft sponge, and drying thoroughly with chamois leather skin. The panels should always be sponged, dried and polished upward and downward, not from side to side. The folding leather head of a handaulet should be washed and dried lightly, as pressure stretches the leather, which will be marked by coming in contact with the roof sticks, thus causing the head to have a shabby appearance. A little sand may be used in washing, providing only that it is made for the purpose.

The chassis, mudguards and wheels should be washed last. The same sponge and skin should not be used for these as for the body, since it may become soiled with grease or oil. Grease will be more easily removed if a Your Pains tablespoonful or so of kerosene oil is added to Be Rewarded, the water, but care must be taken that this water does not touch the panels of the body. Each wheel should be washed while it is being washed; a spoke brush should not be used, as in conjunction with the dirt from the road it acts like sandpaper, scratching and destroying the paint. The interior upholstery should be thoroughly washed with a brush. Care should always be taken to brush the cloth the way of the "pile," never against or across it. The leather used in trimming most open cars and the driving seats of covered cars, may be cleaned with lukewarm water and soap, the leather being dried with chamois skin.

Locks, hinges and joints, and all working parts of the body, should be examined and oiled periodically. Care must be taken that no excess of oil is used, as it may get on to the upholstery, which would readily absorb it. Stains so caused can only be removed with difficulty and even then its result is often far from being entirely satisfactory.

The door should always be kept shut while the car is in motion. If open, it may come in contact with some object, and material damage result. The doors of the car-house or garage should be fastened back when open, otherwise a sudden gust of wind may blow them against the car and damage it. It is beyond what a person might think possible.

The chassis and wheels should be painted, and the body touched up and varnished about once a year. Apart from the satisfactory appearance of a well-kept car, this annual touching up will greatly assist the body work in resisting the effects of a varying climate. Such renovation should not be hurried, for in carriage painting time is as important as labor and material in the production of a thoroughly well-finished and durable piece of work. A newly-varnished car should stand a few days before being used more especially in wet weather. Frequent washing, followed by not less careful drying, will help to harden the surface, and to bring up that brilliancy which is the result of a perfect finish, but in doing this too much care cannot be exercised since more body finishes are ruined through carelessness in washing, drying and polishing than most anything else.—Motor Print.

To illustrate how well the late "Ted" Marks was known in theatrical circles beyond the metropolis, a drummer for a New York house once told me: "A lot of the boys were sitting around in the lobby of a Kansas City hotel one evening when one of our own people came in to take anyone who would go along to the theatre. I accepted the offer and we went to the box office, where our friend greeted the man inside with a hale and merry 'How are you?' and a ready 'You're jokers, Marks,' said he. The man inside gave the drummer another look and said in a very cool but determined manner: 'Nothing doing. Something's happened to you if you don't move quick. We did and he paid my way into another show to avoid meeting the crowd.'"

Farmers Are Taking to the Automobile

Secretary of State Schmah, of Minnesota, says the automobile is the forerunner of good roads. "The farmer is the leading good roads enthusiast," comments Secretary Schmah, "and he now owns about 15 per cent of the automobiles of the state. When the day's work is done the farmer now sees to it that his horses have the needed rest, and instead of hitching them to a vehicle for the journey into town, he and his family now use the automobile to do their shopping and calling. It is a safe prediction that before 1912 closes there will be 30,000 automobiles doing service in Minnesota and a greatly increased percentage will be owned by the farmers."

SELF-STARTERS ARE NOT RECENT INVENTIONS

Mors Car of France Was Equipped With Gas 'Way Back in 1903.

"The idea of using gasoline as the explosive element in starting is as old, almost, as the idea of self-starting," says Chester S. Ricker, the technical writer. "As far back as 1903, I recollect, the Mors, one of the most prominent French cars of that day, equipped one of their cars with this type of starter. It consisted of a pump on the runboard, operated by the driver, which pumped a mixture of gasoline and air into the cylinders and there exploded it so as to simulate the 'starting on the spark' effect. "But they were all open to one objection, the charge would have to go into all of the cylinders, and since one of these at least was sure to have a valve open the tendency was for all the charge to escape through this open valve and none go into the cylinder which would be under compression and which was depended upon to start the motor."

For the Motor Fiend

According to official returns, based on taxation fees paid, France possessed 64,299 motor cars in actual use during the year 1911. The number comprises pleasure cars only, and is exclusive of commercial vehicles, taxicabs, motor buses and motorcycles; the returns, too, are the only absolutely correct ones in the world, for they are based on the number of cars having actually paid the taxation fees during the year, and do not take account of cars temporarily out of service, manufacturers' stock or dealers' demonstration models.

Spring shackle bolts, that are provided with grooves for the distribution of the grease used as a lubricant sometimes turn in their holes so that the grease cannot enter, thus being no groove opposite the grease hole. A small dove pin in the head of the bolt will hold it from turning and permit the lubricant to reach the bearing surfaces.

One of the most annoying things in a car is the rattling of the doors. See that the thickness of the plate is only infinitesimally greater than the amount of play in the door, and if the door is loose all the way down another plate should be fitted about an inch or so from the lower end of the door.

The efficiency of a steel-plated and-skid tire depends almost entirely upon the air pressure maintained in it. The leather band in which the steel studs are imbedded is a great deal less elastic than rubber and as a result a certain amount of stress is created between the two materials.

If one should start his motor "on the spark" he should speed his motor as fast as he can before stopping it by opening the throttle wide. Then if the spark is cut off a full charge is left in the cylinder to be ignited, when another start is to be made.

A novelty for men is a large pair of trousers of warm woolen material, leather finished, having soft leather shoes and a leather belt. They are intended to slip on over the other clothing for added protection in stormy weather.

WOMEN HECKLE LLOYD-GEORGE

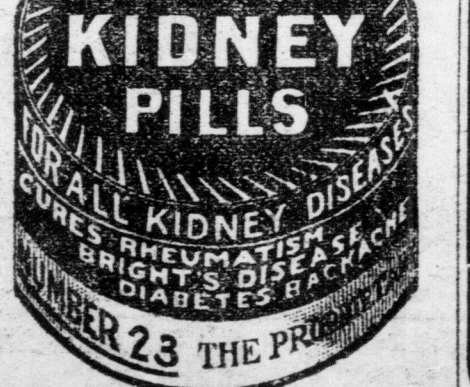
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They proceeded along with all sections, all parties of suffragists, together untidily, without jostling and clashing each other, it would get through. (Applause.) He was convinced that if they acted untidily nothing could prevent their triumph this year. (Loud cheers.) Those who made it difficult for them to march upon the road seemed to him to be deliberately throwing away the greatest chance they had ever had in this country of carrying that great measure.

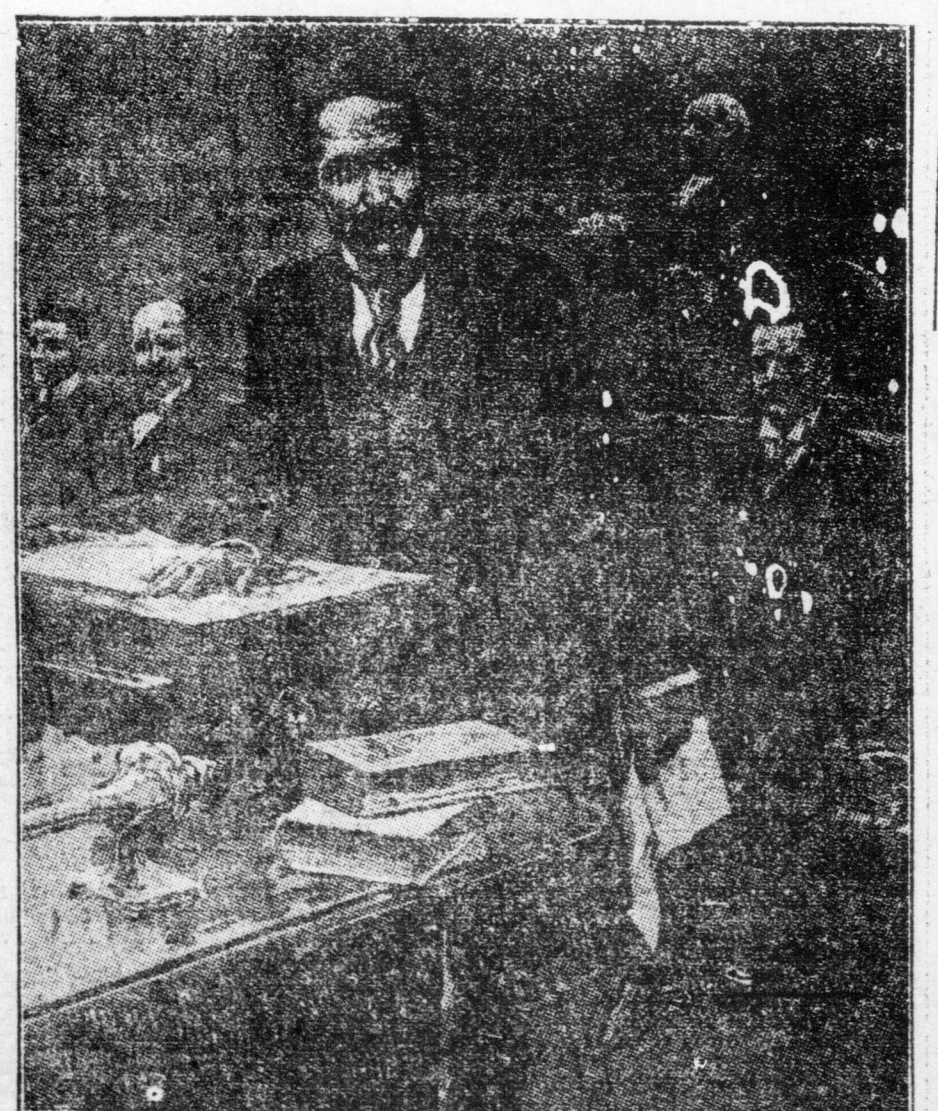
A Stentorian Voice: "If you were to threaten to resign they would all come round."

Mr. Lloyd George took no notice of this, and recounted some detail the pledges given some time ago in answer to the deputation headed by Mrs. Fawcett. "You might disagree with Mr. Asquith personally on his views politically, but I know him, and I know there is no man in England who has a more sensitive regard for his pledged word." (Applause and hisses.)

"The Prime Minister ended," he said, "and the words are notable words in this connection. We are prepared both in the letter and the spirit to carry out the whole of the pledges we have given to you." (Cheers.) There is a suggestion that



Bonar Law, the Unionist Leader, in the House of Commons



This is the first picture of the Unionist leader at work in the Commons. This debut of his chief spokesman for a great party was closely watched and much criticized. Independent observers stated that he did not measure up quite as high as was expected, but this was attributed to his extreme nervousness in the great responsibility of his new job. In rear of Mr. Law can be seen the figure of Mr. Austin Chamberlain, who was "runner up" for the position which Bonar Law was elected to. The artist has managed cleverly to place of the man who ousted Chamberlain from the much-coveted position. Further down among the front benches is seen Messrs. Walter Long and F. E. Smith, K. C., who had both been mentioned prominently for the position of "Unionist leader." The venerable figure of Lord Charles Beresford, chief naval critic of Unionist, can be seen in the second row.

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