

AUTOMOTIVE SECTION

LARGES REGULAR TEST OF BRAKES

Expert Appeals to Service Men to Ally Themselves With Safety First Move.

Gives Hints On Best Way To Keep Mechanism in Order.

Good service is that which results in as nearly complete satisfaction to the owner as is possible—and it will bring its reward in the long run. Little disputes may arise over what the owner imagines excessive charges or something of the kind, but after he has patronized the other fellow, of whom he has heard, he is apt to go back to the original good service place and then stick.

Service men easily may ally themselves with the safety-first movement and, perhaps, be the means of preventing many bad accidents, if not material damage, by making it a practice to suggest to the car owner the advisability of regular and frequent examination of both sets of brakes on his car. If it happens to be a garage, the opportunity of brake inspection comes more readily, and in all events the suggestion is only necessary to obtain an order to have the work performed.

Poorly-acting brakes have been responsible for more accidents, more property damage and more disaster than any one thing connected with the motor car or with driving it, and any reasonable amount of money spent on the brakes will earn the biggest kind of dividend in a short and, generally, unexpected time.

It must be remembered that either service or emergency brake should perform its functions thoroughly—one quite as well as the other, so that if one does happen to fail the other can be used. It is not enough to have one working and the other failing, because the owner never knows when something will happen to make one inoperative.

Test Easily Made.

It will require perhaps ten to fifteen minutes to go out on a side street and test the brakes. Roughly, each brake should prove its ability to stop the car correctly under the following figures:

Car speed.	Car should stop in
10 m.p.h.	10 ft.
15 m.p.h.	20 ft.
20 m.p.h.	30 ft.
25 m.p.h.	40 ft.
30 m.p.h.	50 ft.
35 m.p.h.	60 ft.
40 m.p.h.	70 ft.
45 m.p.h.	80 ft.
50 m.p.h.	90 ft.
55 m.p.h.	100 ft.
60 m.p.h.	110 ft.
65 m.p.h.	120 ft.
70 m.p.h.	130 ft.
75 m.p.h.	140 ft.
80 m.p.h.	150 ft.
85 m.p.h.	160 ft.
90 m.p.h.	170 ft.
95 m.p.h.	180 ft.
100 m.p.h.	190 ft.
105 m.p.h.	200 ft.
110 m.p.h.	210 ft.
115 m.p.h.	220 ft.
120 m.p.h.	230 ft.
125 m.p.h.	240 ft.
130 m.p.h.	250 ft.
135 m.p.h.	260 ft.
140 m.p.h.	270 ft.
145 m.p.h.	280 ft.
150 m.p.h.	290 ft.
155 m.p.h.	300 ft.
160 m.p.h.	310 ft.
165 m.p.h.	320 ft.
170 m.p.h.	330 ft.
175 m.p.h.	340 ft.
180 m.p.h.	350 ft.
185 m.p.h.	360 ft.
190 m.p.h.	370 ft.
195 m.p.h.	380 ft.
200 m.p.h.	390 ft.
205 m.p.h.	400 ft.
210 m.p.h.	410 ft.
215 m.p.h.	420 ft.
220 m.p.h.	430 ft.
225 m.p.h.	440 ft.
230 m.p.h.	450 ft.
235 m.p.h.	460 ft.
240 m.p.h.	470 ft.
245 m.p.h.	480 ft.
250 m.p.h.	490 ft.
255 m.p.h.	500 ft.
260 m.p.h.	510 ft.
265 m.p.h.	520 ft.
270 m.p.h.	530 ft.
275 m.p.h.	540 ft.
280 m.p.h.	550 ft.
285 m.p.h.	560 ft.
290 m.p.h.	570 ft.
295 m.p.h.	580 ft.
300 m.p.h.	590 ft.
305 m.p.h.	600 ft.
310 m.p.h.	610 ft.
315 m.p.h.	620 ft.
320 m.p.h.	630 ft.
325 m.p.h.	640 ft.
330 m.p.h.	650 ft.
335 m.p.h.	660 ft.
340 m.p.h.	670 ft.
345 m.p.h.	680 ft.
350 m.p.h.	690 ft.
355 m.p.h.	700 ft.
360 m.p.h.	710 ft.
365 m.p.h.	720 ft.
370 m.p.h.	730 ft.
375 m.p.h.	740 ft.
380 m.p.h.	750 ft.
385 m.p.h.	760 ft.
390 m.p.h.	770 ft.
395 m.p.h.	780 ft.
400 m.p.h.	790 ft.
405 m.p.h.	800 ft.
410 m.p.h.	810 ft.
415 m.p.h.	820 ft.
420 m.p.h.	830 ft.
425 m.p.h.	840 ft.
430 m.p.h.	850 ft.
435 m.p.h.	860 ft.
440 m.p.h.	870 ft.
445 m.p.h.	880 ft.
450 m.p.h.	890 ft.
455 m.p.h.	900 ft.
460 m.p.h.	910 ft.
465 m.p.h.	920 ft.
470 m.p.h.	930 ft.
475 m.p.h.	940 ft.
480 m.p.h.	950 ft.
485 m.p.h.	960 ft.
490 m.p.h.	970 ft.
495 m.p.h.	980 ft.
500 m.p.h.	990 ft.
505 m.p.h.	1000 ft.
510 m.p.h.	1010 ft.
515 m.p.h.	1020 ft.
520 m.p.h.	1030 ft.
525 m.p.h.	1040 ft.
530 m.p.h.	1050 ft.
535 m.p.h.	1060 ft.
540 m.p.h.	1070 ft.
545 m.p.h.	1080 ft.
550 m.p.h.	1090 ft.
555 m.p.h.	1100 ft.
560 m.p.h.	1110 ft.
565 m.p.h.	1120 ft.
570 m.p.h.	1130 ft.
575 m.p.h.	1140 ft.
580 m.p.h.	1150 ft.
585 m.p.h.	1160 ft.
590 m.p.h.	1170 ft.
595 m.p.h.	1180 ft.
600 m.p.h.	1190 ft.
605 m.p.h.	1200 ft.
610 m.p.h.	1210 ft.
615 m.p.h.	1220 ft.
620 m.p.h.	1230 ft.
625 m.p.h.	1240 ft.
630 m.p.h.	1250 ft.
635 m.p.h.	1260 ft.
640 m.p.h.	1270 ft.
645 m.p.h.	1280 ft.
650 m.p.h.	1290 ft.
655 m.p.h.	1300 ft.
660 m.p.h.	1310 ft.
665 m.p.h.	1320 ft.
670 m.p.h.	1330 ft.
675 m.p.h.	1340 ft.
680 m.p.h.	1350 ft.
685 m.p.h.	1360 ft.
690 m.p.h.	1370 ft.
695 m.p.h.	1380 ft.
700 m.p.h.	1390 ft.
705 m.p.h.	1400 ft.
710 m.p.h.	1410 ft.
715 m.p.h.	1420 ft.
720 m.p.h.	1430 ft.
725 m.p.h.	1440 ft.
730 m.p.h.	1450 ft.
735 m.p.h.	1460 ft.
740 m.p.h.	1470 ft.
745 m.p.h.	1480 ft.
750 m.p.h.	1490 ft.
755 m.p.h.	1500 ft.
760 m.p.h.	1510 ft.
765 m.p.h.	1520 ft.
770 m.p.h.	1530 ft.
775 m.p.h.	1540 ft.
780 m.p.h.	1550 ft.
785 m.p.h.	1560 ft.
790 m.p.h.	1570 ft.
795 m.p.h.	1580 ft.
800 m.p.h.	1590 ft.
805 m.p.h.	1600 ft.
810 m.p.h.	1610 ft.
815 m.p.h.	1620 ft.
820 m.p.h.	1630 ft.
825 m.p.h.	1640 ft.
830 m.p.h.	1650 ft.
835 m.p.h.	1660 ft.
840 m.p.h.	1670 ft.
845 m.p.h.	1680 ft.
850 m.p.h.	1690 ft.
855 m.p.h.	1700 ft.
860 m.p.h.	1710 ft.
865 m.p.h.	1720 ft.
870 m.p.h.	1730 ft.
875 m.p.h.	1740 ft.
880 m.p.h.	1750 ft.
885 m.p.h.	1760 ft.
890 m.p.h.	1770 ft.
895 m.p.h.	1780 ft.
900 m.p.h.	1790 ft.
905 m.p.h.	1800 ft.
910 m.p.h.	1810 ft.
915 m.p.h.	1820 ft.
920 m.p.h.	1830 ft.
925 m.p.h.	1840 ft.
930 m.p.h.	1850 ft.
935 m.p.h.	1860 ft.
940 m.p.h.	1870 ft.
945 m.p.h.	1880 ft.
950 m.p.h.	1890 ft.
955 m.p.h.	1900 ft.
960 m.p.h.	1910 ft.
965 m.p.h.	1920 ft.
970 m.p.h.	1930 ft.
975 m.p.h.	1940 ft.
980 m.p.h.	1950 ft.
985 m.p.h.	1960 ft.
990 m.p.h.	1970 ft.
995 m.p.h.	1980 ft.
1000 m.p.h.	1990 ft.

Remember, each brake should be capable of upholding these figures and not merely be somewhere near them. It will require two persons to make the test satisfactorily, one to drive and apply the brakes, the other to watch the speedometer and give the signals when to apply brakes and note where the car is brought to a complete stop.

A well-defined chalk mark on the pavement should be made for the starting place. The driver will approach this at a predetermined speed, say, twenty miles per hour, the usual driving speed. Just as the car reaches the mark the observer drops his hand as a signal to the driver, and the latter immediately decelerates and applies the brake. The distance the car travels is, of course, easily measured.

Brake Linings.
Brakes cannot be adjusted properly unless the lining material is kept in good condition, and it is not in that state if allowed to become hard and glossy. Whenever you hear screeching brakes make up your mind those brakes need attention and unless they have it an accident may be the result.

Once in two months the rear wheels ought to be removed entirely, so the brake bands may be washed off thoroughly with kerosene to remove accumulated oil and grit. It is best to jack up the rear axle and have both wheels off at once. Then, while the hands of one are being given their first application of kerosene, those on the other side are soaking and the kerosene is eating into and softening the grease. At the same time the pores of the lining material are being opened and the fibre of the material is swelling.

A few moments after the kerosene has pretty well disappeared, apply ordinary lubricating oil, see that it is thoroughly smeared all over, and is permitted to remain until the material absorbs it. This process, as a matter of fact, should be performed at night, when the car is not to be used, for then the oil will have had a chance to get well into the fabric and thereby will keep it from absorbing water and grit. At the same time, it will keep the material expanded that much longer.

After the surplus oil, if any, has been wiped off, and the wheels replaced, the owner will be astonished at the way the brakes will take hold, and what slight pressure of the foot is needed to make them perform.

Oil Once a Week.
An application of oil once a week will keep the brakes in condition, and this is only a moment's work. It will not be necessary to remove the wheels or to have anybody help. It calls for putting plenty of ordinary lubricating oil on the service brake bands, starting the engine, running the car back and forth in the garage or on the street, and keeping the service brakes gently set, so the oil will be carried by the brake drum to all parts of the band.

Moving back and forth only a few feet is as good as going a block, and the slowest speed possible is necessary, for it must be remembered that the brakes will not yet

Car's Appearance Depends On Owner's Care.

The finish and appearance of your motor car depend on the care you take of it.

Lack of luster, cracks, rust spots may result from old age or poor workmanship on the automobile. But, in many cases, they are due to neglect on the part of the owner.

Dried mud spots, excess of water, strong soap, exposure to all sorts of weather are some of the causes for a poorly looking car.

The luster is the first to go. Then come cracks in the varnish. The cracks deepen into the paint and down to the metal or wood. That makes it easier for water to seep in under the paint and cause rust spots to form.

The Remedy.

By that time the only remedy is an entirely new coat of paint and varnish, not merely by dabbing the new paint on the old, but by scraping off everything down to the body before the new covering is put on.

Which entails quite an expense. And a long wait while the car is laid up.

An easy way to obviate this is to correct the wrong at the start. When the luster shows signs of dulling.

Then a new coat of finishing varnish is all that would be needed to make the car look like new.

If cracks begin to develop in the outer coat they should be caught immediately. If only in the varnish the cracks do little harm and a little sandpapering, with a new coat of varnish, would correct that.

Rust Blisters.

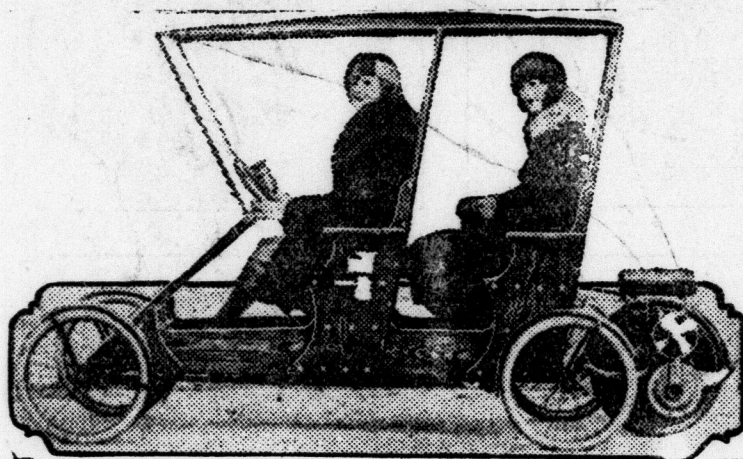
But if allowed to spread and go deeper into the paint the only remedy is entire removal of the paint and repainting. Mere filling and painting to cover the cracks will not do. The cracks would still be there, and continue to develop in the undercoating. Result—room for water to seep in and cause rust blisters.

The only effective remedy for rust blisters and deep cracks is entire removal of the old paint and application of a new paint and varnish job.

The only effective preventive is care on the part of the owner. Washing should be done carefully and often. This is especially urgent during warm weather when the varnish is apt to lose its luster. Polishing should not be attempted, for polish rubs off the varnish.

hold, and an accident might result. In the morning the surplus oil may be wiped off and the car taken out with absolute knowledge that the brakes will work perfectly if they are kept in adjustment. Of course, once a week treatment, for the emergency brake is inside the drum, gets oil frequently from the axle housing, and anyhow is protected to some extent.

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This "automobile" will soon appear on streets of American summer resorts. It will cost \$325. But any motorist with a mechanical trend can build this at much less cost. All he needs is lumber, four bicycle wheels, some discarded Ford parts and the motor wheel which drives the whole contraption. The car is credited with running 80 miles on a gallon of gasoline and a half pint of oil.

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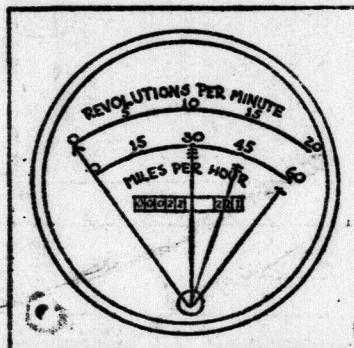
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GEAR INDICATOR.

To eliminate noisy gear changing an indicator can be bought for attachment on the dash by which the driver can tell just when to switch from one speed to another. The indicator is graduated to revolutions



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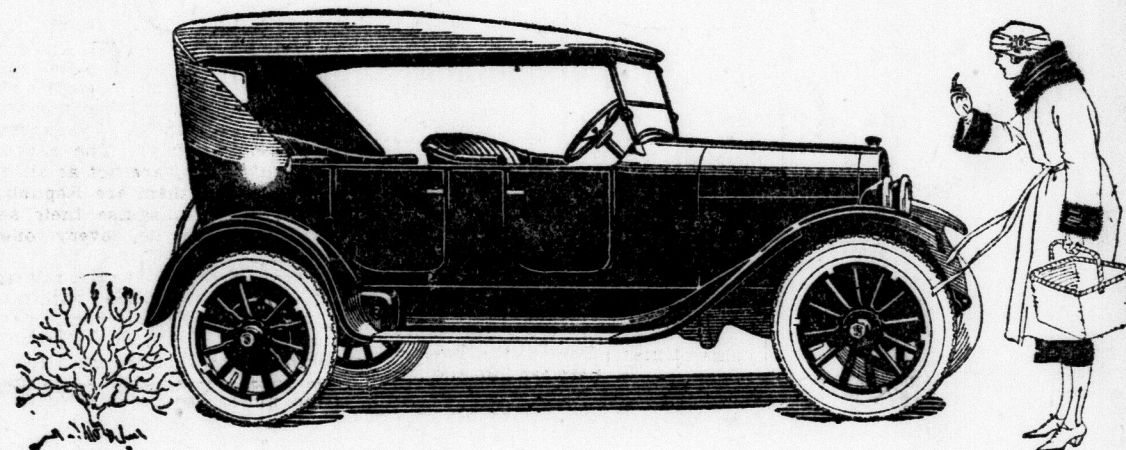
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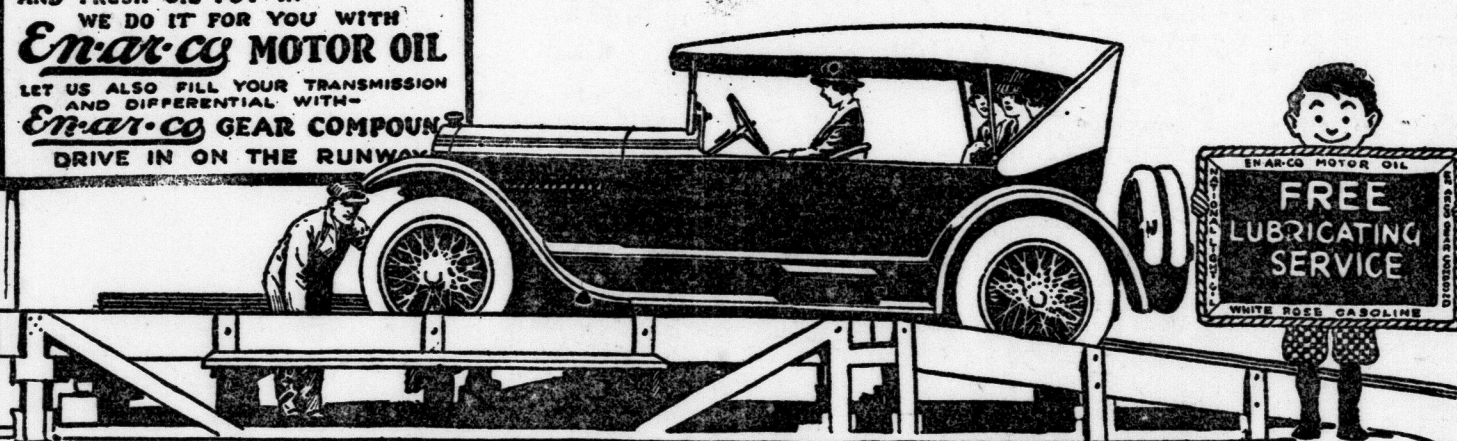
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En-ar-co Motor Oil has the "body" to hold up and withstand the greatest heat any motor will develop, retaining at all temperatures its cushioning properties, which is essential to prevent friction and insure a smooth running motor. En-ar-co Motor Oil has greatest adhesive qualities. It forms a seal around the pistons which tends to prevent excess oil accumulating and forming carbon on cylinder head and plugs.

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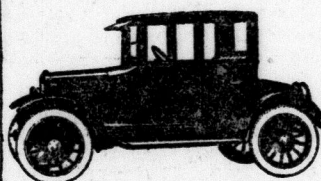
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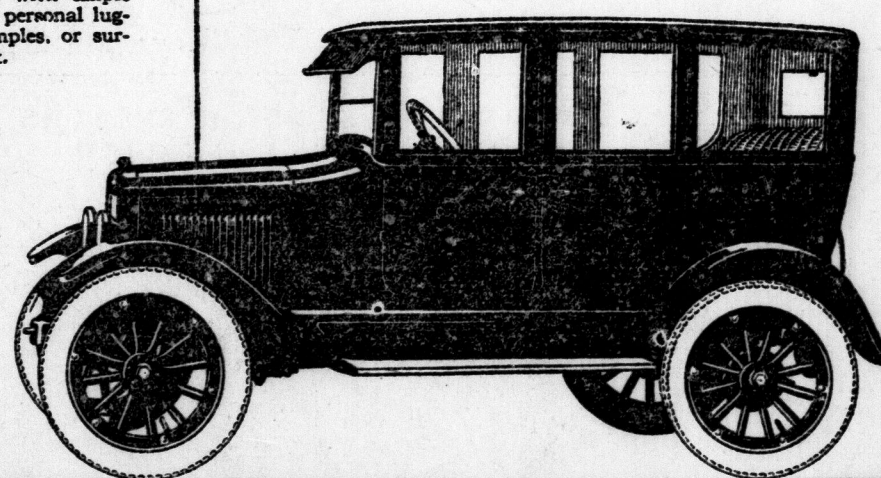
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