

Claims Motor Car Gives Invaluable Service in Advancing Mankind

WRITER SEES IN AUTO UTILITY THAT MAKES FOR BRIGHTER, BETTER WORLD

Declares Rapid, Convenient Transportation Broadens Human Viewpoints, Accelerates Progress, Deepens and Strengthens National Character.

BY T. L. MIDDLETON.

In speaking of the motor car it is all very well to mention the green fields, the flowers, the running brooks. In fact, one could dilate upon nature to the limit, and still only touch the fringe of what we might term the motor car's sphere of usefulness.

Touring formerly meant a vacation. It meant the giving up of business, the getting away from the toils and turmoils of life, and the getting out into the open. Touring formerly was synonymous with costly pleasure. In other words, it was an expensive luxury. But today touring has taken on a far different meaning. It is true that the motor car will take you past green fields, flowers, running brooks, etc. But touring also has a wider meaning. It means the getting from place to place on business as well as pleasure.

Last year the writer attended a plowing match in Manitoba, at which there were nearly 5,000 farmers in attendance, and the majority of them came in motor cars. Their families came along with them and enjoyed the ride immensely. The farmers came to learn something about the tractor as an implement of soil tillage, and during the day they gleaned an abundance of valuable information regarding this machine.

Railroad transportation is a sure thing, but it is also very uncertain. It comes to getting a number of people to certain points within a day's time. The motor car can take a 50 to 100, or 150-mile drive, leaving home in the morning and getting back at night, and still have a whole day of business or sight-seeing.

We are only just waking up to what the motor car really is. In fact, the war has brought home to the authorities the position of the motor car as nothing else would have done. Those in authority have been pretty much inexperienced as regards war-time legislation, and in meeting the demands of both conservation and finance. They have been rather too eager to pounce upon the motor car as something that needed watching.

Some three years ago the government proposed an embargo upon automobiles, but for some good reason best known to itself no embargo was imposed. We will give the government the credit of having looked into the automobile situation, and having found therein such an element of usefulness such an undercurrent of indispensability, such a valuable factor towards the conserving of time and labor that it found the motor car was something to leave alone and not discourage.

The government today could well afford in the interests of the country to pay every motor car owner a bonus, rather than impose a tax upon him. The motor car owners are not asking any such thing, or even suggesting it, but bonuses have been paid and subsidies granted along other lines for development purposes that did not have within them nearly so much of merit as has the motor car when we take into consideration the country's welfare as a whole.

In the saving of time, in the saving of labor, in the conserving of health, in solving the problem of quick transportation, in helping to build our highways, in providing an industry that furnishes employment to hordes of individuals, the motor car fills a place that is not to be discouraged, but rather encouraged.

It is to be hoped that our present government will carefully investigate the motor car. We are living in an age of commissions. There is a commission today for pretty nearly everything. Why not have a commission to investigate the automobile? Why not have a body of men who will carefully study the motor car situation from every standpoint, taking full cognizance of the amount of money that is invested in the business, and the service it renders, and then strike a balance, and unless we are greatly mistaken the balance will be on the right side of the ledger, and distinctly in favor of the automobile.

After all it isn't what a thing costs that makes it valuable, but its value determined wholly and solely by what it will do, what service it can render to mankind in general, and to a country at large. Is it making a bigger and a better people? Is it broadening our point of view?

We must not forget that the war brought the world closer together. We must think now in world terms, and in community terms. We have passed out of a war age into a commercial age, where it is absolutely necessary for each and every individual to understand world conditions.

We must, if we are to succeed and come the nation that God destined to be, enlarge our vision and get away from the small circle which we formerly existed. The motor car won't do it all, but it will take a taste for bigger things. It will help to annihilate distances and distances always have been in the way of the greatest barriers to development. England became a great nation because she did more than anyone else to cut out distances. No power was too remote, no place apparently too inaccessible for her to reach and develop. She became

great when she ceased to be a stay-at-home nation.

Let us therefore apply to touring a 20th century meaning. Let us look upon it as a means of getting away from ourselves, breaking the bonds as it were, that have tied us in narrow limits, as something that will enable us to call every man, no matter where he lives, our neighbor.

Japan did not become a nation of any consequence until she sent emissaries out into the world to find out what the world was doing, and just as soon as Japan began to adopt world methods she began to get out and expand.

The savage tribes of Africa have never been of any particular consequence in world affairs, because they have stayed within their own narrow limits, and only those who have had intercourse with the outside world have begun to break into civilization.

The unifying and civilizing influence that is attendant upon our getting away from ourselves and getting the other fellow's viewpoint is one of the most powerful influences towards development and expansion that it is possible to make, and while the motor car is not the end, it is a very good beginning.

It behooves every motorist to look the situation squarely in the face, analyze it, in order that he may realize the position he occupies, for by getting out and away from ourselves will we have world schools, world churches, world hygiene, world commerce, world finance, world industries, and will bring about the utopian and much dreamed of ideal of brotherhood of man.

PROVIDE BETTER FACILITIES FOR HANDLING FUEL
Auto Manufacturers Improve Carburetion On Latest 1922 Models.

FRAMES ARE BETTER

While there is no one particular trend in evidence on the cars for 1922, with the exception, possibly, of that in the way of providing better facilities for handling fuel, close inspection of the cars at all the shows reveal some interesting facts about the improvements which steadily have been going on in the industry.

There has been much effort devoted towards ridding the cars and engines of such weaknesses which formerly were the bane of the driver and service man. In view of the recent trends in prices, we hardly can expect to see many added features in the cars which contribute to luxury, but we do see structural details which, heretofore, have been uncommon in cars of certain price classes.

When we come to studying some of the more important trends, we find that, among others, these are apparent:

1—Better provisions on the engines for carburetion present-day heavy fuel.

2—More rigid frames by use of heavier stock or deeper sections and stiffening the frames with more cross members.

3—Increased use in the fabric type of universal joint.

4—Adoption of the transmission brake, particularly in low and medium priced cars.

5—Increased use of the single-plate clutch.

6—Tendency for fitting ball or roller bearings to steering gear knuckles, especially on larger cars.

7—Practical elimination of grease cups and substitution of high pressure systems of chassis lubrication.

8—Increased use in lighter reciprocating parts in power plants, such as alloy pistons and valve parts, also clutch parts, etc.

9—Better windshields and tops, with a tendency towards the permanent top.

10—Better cooling and temperature control devices.

11—Increased use in the silent chain for front end drives.

12—Almost universal adoption of the spiral bevel gear drive in rear axle.

13—Tendency for oil lubrication of metal universal joints.

14—Further increase in the use of disk wheels.

15—Widespread adoption of devices designed to overcome rattle in chassis and body.

16—Use of better body hardware.

17—Rapid gain in the use of full pressure lubrication of engines.

18—Better quality of upholstery material, with a tendency to get seats slightly lower and more comfortable.

There is a growing tendency to provide devices for better carburetion of the fuel, most of these being in the nature of some sort of hot-spotting device, or jacketing part of the intake with the exhaust. Many of the cars are provided with devices

Horace Dodge, Jr., Dons Apron and Works in Auto Factory As Ordinary Mechanic

BY NORRIS QUINN.
DETROIT, Feb. 18.—Found — the most remarkable multimillionaire in the world!
He's Horace Elgin Dodge, 22-year-old heir to a large interest in the Dodge Brothers' Motor Company, which is represented in London, Ontario, by W. J. Chisholm, 478 Richmond street.

Dodge is remarkable because he doesn't follow any of the rules producers have laid down for young millionaires.

He doesn't stay in bed until noon and get up with a headache. He doesn't spend the afternoon looking out of the windows of an exclusive club.

Or the evening at the latest musical comedy.

He doesn't "laugh his way through life," as the sub-title writers put it. Up Every Day at 6.

Instead he's up every morning at 6. And at work by 7.

And spends the day toiling at a machine as a common worker in the motor plant his father founded!

That's not because a stern parent is keeping the young man busy to keep him out of mischief. The elder Dodge died recently. His heir's hard work is self-imposed.

After his graduation from military academy and a course in college, Dodge married Miss Virginia Knowlton, Detroit society girl, last June.

As they left for Europe on a honeymoon Dodge announced that on his return he'd start in as a laborer in the Dodge factory to learn the auto business from the bottom up.

Goes Into Factory.
When he came back in October he made good on his promise. He's been working ever since.

Every morning Dodge's alarm clock rings at 6. And Dodge responds.

He eats a hasty breakfast at his residence in Grosse Pointe, exclusive Detroit suburb.

He jumps into his touring car and hurries to the automobile plant—hurries because the plant opens at 7 a.m.

He punches a time clock at the employees' entrance of the wood and metal pattern department.

He puts on a workman's rough apron. They wear aprons instead of overalls in his department.

Then he works until the whistle blows for lunch. He lunches in the plant cafeteria.

When the 45-minute lunch period is over he goes back to his machine and stays there until the whistle blows for quitting time—4:45 p.m.

When Dodge started work officials of the plant put a desk out in the wood and metal pattern department so their apprentice could sit there quietly and watch what was going on.

But Dodge wasn't there to watch. He took a place at one of the machines and insisted on operating it.

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The fabric type of universal joint has made much progress. It makes

an easy installation possible and one of its salient features is its quiet operation. It is especially desirable to use it where the drive is practically a straight line.

Many makers are fitting the transmission type of brake and, while there may be some objections to this from an engineering point of view, it is a handy installation for the driver and service man, as the adjustment is very easy to make, as a rule.

Clutches have been improved in many respects. There have been endeavors made to overcome chattering or noise and a tendency to failure to disengage in such clutches. Many makers have made the clutch parts, particularly the spinning parts, to facilitate gear shifting.

Steering has been improved by the use of heavier types of gears and installation of ball or roller bearings in the knuckles, not only at the wheels, but on the vertical part of the knuckle. Obviously, a car so

fitted will turn easier, especially when the wheels are to be cramped much.

There has been a wholesale weeding out of the grease cup and the substitution of the high pressure system of chassis lubrication, whereby the lubricant is forced to the different parts under pressure. This has been a great step in the servicing of motor vehicles.

Rattles in chassis and body have been eliminated in many cases by more rugged parts, shackle bolts which compensate for wear, stronger tire carriers, better body hardware, etc.

Bodies are better built and the better coachwork is augmented by a higher grade of upholstery material. There also is a tendency for the makers to equip their cars more completely than formerly. This includes such things as spot-lights, bumpers, windshield wipers, locks, etc.

Weak valve springs can cause endless trouble in poor engine operation. Whenever the valves are removed the springs should be measured to see that they are of the same size. If one spring is short it either will have to be stretched or a plate placed under it to increase the pressure.

FOR THE SPRING LEAVES.

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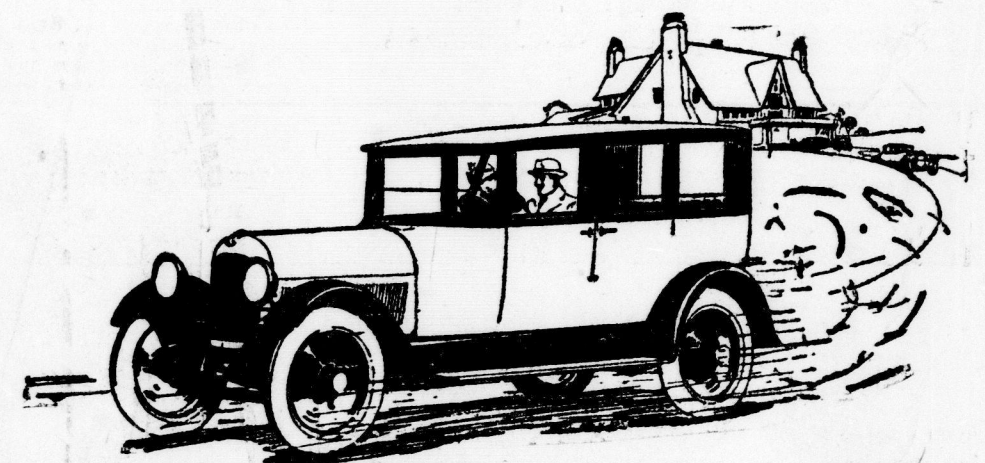
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119 inch wheel base—70 horse power	
6-66 Lakewood, 7-Pass. Touring	\$3,360
6-66 Larchmont II, Sport Type	3,450
6-66 Daytona, 3-Pass. Roadster	3,775
6-66 Sedan, 7-Pass.	4,785
6-66 Limousine, 7-Pass.	5,065
6-66 Coupe, 5-Pass.	4,675

The New 6-44 Prices

119 inch wheel base—50 horse power	
6-44 Touring, 5-Pass.	\$2,235
6-44 Sport Type, 4-Pass.	2,425
6-44 Roadster, 3-Pass.	2,235
6-44 Sedan, 5-Pass.	3,350
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