

WARN AGAINST TIRE DAMAGE

Motorists Unnecessarily Extravagant with Commodity, Brandenburg Declares.

"You are unnecessarily extravagant with a most essential commodity, are signs of the times that confront motorists who are vitally interested in the present time in the supply and price of rubber as manufactured into auto tires," is a warning note sounded by George O. Brandenburg, general manager of the Oregon State Motor Association. "Such signs of the times are as conspicuous as sign-boards throughout the city and paved highways, but there is little regard paid them by those most vitally affected by the waste of so essential an article as rubber.

"These signs," according to Mr. Brandenburg, "are scattered all over the pavement of all hard surfaced streets and highways. Wherever brakes are applied with sufficient severity to slide the wheels of an auto, long black lines are drawn out on the pavement for the entire distance traveled by the locked wheels. These lines are nothing more or less than rubber ground into the pavement as though the tires had been applied to an emery wheel. Such unnecessary wear on tires naturally results in tire replacements long be-

fore the tire should be changed if given a chance to deliver its maximum mileage.

"When tires have advanced in price by leaps and bounds, and when an attempt is being made to break the British monopoly on rubber that is responsible for the advances in price, motorists should be extremely careful in the operation of cars with a view of conserving rubber if not saving themselves material costs in their operations of automobiles. Sudden starting as well as sudden stopping are practices that unnecessarily wear the rubber tread from tires. "Care should be used also in parking as much damage is done the side walls of tires when they are squeezed or chafed against curbs. The black lines on pavements are so noticeable that attention is called to the unnecessary grinding away of tires by practices that result in such hieroglyphics as sliding tires leave on the pavements. As a matter of conservation, the message I wish to leave with the motorists is: 'If you must get a little on our pavements, use a brush and a bucket of paint. They are much cheaper.'

HOW TO FIND TROUBLE IN NOISY SPEEDOMETER

If the dial of the speedometer vibrates, the instrument will not indicate correct speed. A noisy speedometer may be due to any one of the following causes: A loose union between the speedometer and the flexible shaft connection or between the driving shaft and the flexible shaft. Sometimes the flexible shaft is bent at too sharp an angle, causing it to bind. Or it may not be well lubricated, causing an erratic movement.

Automotive Engineers Work Constantly to Better Cars

Increase in Use of Automobiles Is Due to Improvements Made During the Past Few Years, and to Reduction of Prices, Is Claim.

(From the New York Times)

Were it not for the work of automotive engineers, the sale of automobiles would begin to slump in a year. The amazing increase in the use of motor cars from year to year has been due primarily to the improvements that have been made each year and the reduction in prices. The engineers have brought about both the improvements and the price reductions. To be sure, the capital of investors, the organizing and executive ability of manufacturers and the efforts of the advertising and sales departments are entitled to credit for the production and distribution of motor vehicles, but the engineers are always intensively at work seeking ways to make cars better.

"They are assisted in this work by the Society of Automotive Engineers, of which 5600 men engaged in engineering work in practically all of the automotive plants in this country and many foreign countries are members. There are so many problems to be solved that no single industrial organization could solve all of them and keep in the van of the developments. If each company and its engineers worked alone there would be a great diversity of cars and none of them would be so good as all of them are today.

Engineers Benefited. Through the activities of the society and the spirit of cooperation that it fosters, the engineers of all companies quickly get the benefit of research work and original thought of the others. When a new idea is developed that is believed by the originator to be an improvement, an exposition is made at some meeting of the society or one of its thirteen sectional organizations. If the idea has merit, it shortly becomes accepted and the improvement is incorporated into most cars, parts or materials to which it is applicable.

Important Improvements Coming. The public, of course, gets the benefit of this, and gets it with surprising rapidity, as instances by the general adoption of four-wheel brakes and balloon tires within the last two years. Many other improvements are under way. The next year or two will very likely see widespread adoption by manufacturers of air cleaners, oil-cleaning devices, central chassis lubricating systems, power-operated brakes on heavy trucks and buses, and other changes in design that will make automobiles and buses better adapted to traffic conditions, safer, quieter, more economical in operation and upkeep, more comfortable and easier to operate.

In no country of the world can the people buy motor vehicles at such low prices as in the United States, which fact, combined with the relatively great prosperity of the masses in this country, accounts for the use of nearly five times as many automobiles as in the rest of the world. These low prices are the result of standardization of ma-

terials, parts and fittings and of the general adoption in American automotive plants of quantity production methods.

As a man or woman sits behind the steering wheel of a car and feels the response of the engine to the slightest pressure on the accelerator, he or she rarely thinks of the complex co-ordination of actions that occur in the operation of the highly complicated mechanism. There is a cycle of mechanical action, electrical action and chemical action, all of which produce mechanical movement that is almost instantly responsive to the action of the mind. The perfection of these actions and their co-ordination in the modern motor vehicle represent the research and thought of thousands of scientists in many branches of science.

Not One-Man Product. The automobile is not a one-man product. It has been developed to its present state of practical efficiency for its purposes by the work of metallurgists, physicists, chemists, electricians, analysts and mathematicians. A long list of specialists in the study of dynamics, combustion, lubrication, gases, sound, optics, vibration, magnetism and electric, physical and chemical properties of materials, alloys and hydrostatics, have contributed their efforts to make the motor vehicle what it is today. They are at present doing more than ever toward the improvement of the automobile. It is the function of the Society of Automotive Engineers, through its research department, to act as a clearing house for the collection and dissemination of all information that has a bearing on automotive problems.

Through the society the American engineers are studying every part of the motor vehicle, its design, operation, maintenance, the fuel it burns, the oil that lubricates it, the air it breathes and the materials used. The research department is cooperating with the United States Bureau of Standards in an exhaustive study of gasoline and its utilization in internal-combustion engines, of petroleum lubricating oils and their contamination and dilution in engines, and along other lines.

The headlighting division of the society is making an investigation of the headlighting problem in an earnest endeavor to find some method whereby the driver of a car will be able to light his way effectively at night without throwing a glare into the eyes of approaching highway users.

In cooperation with government bureaus, the National Automobile Chamber of Commerce and the American Petroleum Institute and society is making efforts to determine the most suitable fuel for automobiles and the most satisfactory and economical use. This involves many phases of the subject, such as facility in starting the engine in cold weather, the difference in

WILL EXTEND HUNTER LANE

County Highway Is to Connect with the Summerville Market Road, Court Decides.

Work will begin soon on the extension of the Hunter Lane to Summerville market road. The county court, at its monthly session here this week, authorized S. B. Morgan, county roadmaster, to start surveying.

The road is being built from the Hunter Lane end, and will eventually extend to Summerville, where it will connect with the Summerville-Timber road.

The month's docket was comparatively light, Judge U. G. Couch observed this morning.

volatility that is necessary to secure the same performance in winter as in summer as regards engine flexibility and general operation, combustion of the fuel in the engine and the related subjects of dilution of the lubricating oil by unburned fuel, and knocking or detonation in the engine.

Gear noise is under consideration and the research department has begun the compilation of a bibliography of published information dealing with the mathematical basis of gear design for the benefit of engineers who are going back to the fundamentals in an effort to solve the gear problem.

Standardization Activities. Standardization always has been one of the most important activities of the society since its organization eighteen years ago. It never has been the object to make all automobiles alike, which might result in discouraging originality in design and retard radical improvements. Specifications for steels and other materials are standardized so as to maintain a high quality. Parts are standardized as to size of fittings and threads so that carburetors, spark plugs and other attachments will fit many engines or other units. Hints and tips are standardized so as to give so that all makes of tires will fit all makes of cars.

The objects of standardization are to assure standards of quality that will result in safe and durable

(Continued on Page Eight)

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