

### LOW SPEED IS BEST

To Make Haste Slowly Safest Way Out of Mud.

### RACING MOTOR IS FOOLISH

Wheel Turning Slowly Has Better Traction Than One Revolving Fast, Though Few Motorists Seem to Realize This Fact.

Many owners pay good money for being towed but of trouble when there is no need for it whatever. The expression "digging one's own grave" covers a practice which only can result from a lack of knowledge of the correct manner of getting traction.

Most people do not know that the slower a wheel revolves the more traction it has. Nine owners out of ten, when stuck in the mud, will put their cars in low gear and then race their motors for dear life, even trying second speed sometimes to try to get more speed. With the wheel going at such a speed it is impossible for the wheels to get any traction, even if straw or twigs are placed beneath them, and, in snow or ice, even tire chains will be slipped around idly.

**Deep Trench Dig.**  
The effect is usually to dig a deep hole into which the wheel sinks, thereby only increasing the difficulty. Why some owners in this predicament will continue the silly racing of the motor, now backing and now trying to go forward, someone more philosophical than the writer will have to explain.

However, if motorists will take the tip, they can avoid the terrors of a self-digging hole by keeping in mind the foregoing fact—the slower a wheel turns the more traction it has.

Now, assuming one to be in a place with no traction, clear away any stone, large stick or other solid impediments and lay straw, twigs or other similar material in front of the wheel which is doing the slipping and put the car in low speed your motor only sufficiently to take the clutch without stalling. Then cautiously slow down the engine until either one or two things happens, namely, the car moves or the engine stalls.

**Engine May Stall.**  
If the engine stalls, start it again and begin all over. If the car starts, depress the impulse to stop on the accelerator, keep the engine turning slowly. If the engine stalls, which is likely to happen, when you are just half way out of the hole, ready with your brake, put on your hand brake enough to hold the car from slipping back, if possible, or, better yet, have someone behind with a block or brick to block the wheel against slipping back.

If the brake is used to hold the car, which will be the case if alone, do not release it before engaging the clutch when you try again. The engine has power enough to turn the wheel slowly, even if the brakes are on. As soon as it has taken hold release the brake.

Repetition of this process will get your car out of a hole if anything on earth will. If you avoid at all hazards any more speed of the engine than will keep it turning, you will avoid digging yourself in deeper at any rate.

### IDLING ENGINE IS WASTEFUL

Much Gasoline Is Used Through Thoughtlessness of Motorists.

There are many ways to avoid gasoline waste. One is not to allow the engine to run idle, except when absolutely necessary. Another is to run your car on as lean a mixture as possible. The car may not accelerate as rapidly and may cough a little when it is cold; but if you will be patient with it you will get much higher mileage.

Every car has an economical speed, usually between 12 and 15 miles per hour. Try to drive at those speeds, says Milstones. Accelerate gradually, as this requires less gasoline than trying to reach top speed quickly. Anticipate your stops, close the throttle before you reach the stopping place, and coast to a standstill.

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**Harry W. Lyon—By Himself.**

Distributor for Paige Car Has Had Wide Experience in Automobile Business.

FOR a young fellow, I have had a pretty wide experience in the automobile business. It dates back to 1904, 12 years ago, when I started in as an apprentice in the mechanical department for the Keats Auto Company here in Portland.

The next year I became a full-fledged mechanic and in 1908 I went into the sales department for Mr. Keats. I have followed that side of the business ever since, but my experience as a mechanic has been exceedingly valuable to me. I do not believe it for anything.

In 1911 I went to Canada with the McLaughlin Buick Company in charge of the whole territory for the Province of Saskatchewan. The following year I returned to Mr. Keats and in 1912 took charge of his truck department. Then I became sales manager for the Braly Auto Company and for three years sold Franklin cars. I had always desired to become a dealer myself and when I had the opportunity to become a partner in the Cook & Gill Company I took it. I am vice-president and sales manager of the firm.

After looking over the field very carefully to obtain a car that we could back enthusiastically as a car of real merit, we were fortunate in obtaining the agency last May for the Paige. It is a grand car, mechanically and in every other way, and one it is indeed a pleasure to sell, because a Paige customer is always a satisfied customer.

against skidding. But if you will take pains to select those which are really well designed to prevent slipping, you will secure considerable protection. Where chains are used the wheel may stop when an unprotected point between the links rests on the pavement, but the rest of the chains themselves will slide.

Do not drive too close behind another car on a slippery pavement. Remember that it takes more room to bring the car to a stop on ice or wet asphalt. If the brakes are not evenly adjusted, and one takes hold more than the other, this will tend to start a side skid. Avoid jamming the brakes on hard; apply them as gradually as possible, and let the car coast easily to a stop.

About the only thing the driver can do if a skid does start is to turn the front wheels in the direction of the skid. If it is not necessary to stop keep on the power, as the rotation of the rear wheels will help to straighten the car.

**GERMANS SHOW OIL ECONOMY**

Sad Straits of Teutons Furnish Useful Lessons for America.

News from Germany by way of Denmark indicates that the machine shops of that country are giving hints on economy in lubricants which should be valuable in any country. They said:

Use only closed oil cans with spouts that will deliver drops, or at most only a thin stream.

Use all lubricating apparatus strictly according to their instructions, and put the oil only where it will actually lubricate. If a machine has automatic droppers, shut off the supply while machine is standing.

Do not use cylinder oil on shafting or elsewhere when cheaper oil will answer.

Keep all rubbing surfaces in good condition. Rough surfaces and too-tight boxes consume more oil. Worn and leaky bearings waste oil.

Always use drip pans and arrange to filter and cleanse the oil so caught. It is as good as new.

Collect all greasy waste and wiping cloths, so that the oil may be recovered. Never burn them.

Be careful about using lubricating oil for cooling a bearing. Water will often do as well.

Be careful about using oil for cleaning and polishing. Never clean the hands with oil. A greasy cloth will do as well.

Avoid driving in ruts, as this wears out the side walls of your tires, which are made of about half the thickness of the tread, and naturally will give way to wear and tear very quickly.

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