

Headlight Flashes

It would be alright for a mother to wait up for her daughter to come in after a joy ride, if she could sleep all day.

"How long did it take your wife to learn to drive an automobile?"

"It will be two years in December."

"Fear not, the Comforter cometh," was the astor's text at the morning church service. When son and daughter returned home from church, father inquired, "Now my boy what was the pastor's text this morning?" "I should worry, the quilt is coming," replied the boy.

Always park alongside a new shiny car. It will back out without scraping your car.

An autoist who experiences trouble in finding a parking place says there is the largest crop of fire hydrants he ever saw in the city this year.

"How old are you Willie?" inquired the traffic officer. "I'm 11 on the train, 13 at school and 16 when I'm driving this old car of Dad's."

"Why do you jump at the sound of a motor car?"

"Well, sometime ago my chauffeur eloped with my wife, and every time I hear a horn I think he's bringing her back!"

Lies slumbering here, one William Ladd; His speed was good, but his brakes were bad.

Bill Jones was given a six-foot drop; He paid no heed to the traffic cop.

Here's Mary Jane, but not alive; She drove her car at sixty-five.

"Tommy," said the teacher to the vicar's son, "what does your father say before you sit down to meals?"

"He says," replied the boy, "go slow with the butter, kids; it's fifty cents a pound."

A rich, but careless autoist was

killed in a crash. The local clergyman was young and new to the parish but thought a fitting opportunity to call and comfort the widow. "You must not grieve," he told her. "The body that lies here is not your husband. It is merely a husk, an empty shell—the nut has gone to heaven."

Autoist: "Good heavens, it is one o'clock and I promised your mother we'd be back at twelve."

Girl: (Comfortably) "Good, we have eleven hours yet."

Edith: "Dick, dear, your office is in State street, isn't it?"

Dicky: "Yes, why?"

Edith: "That's what I told papa. He made such a funny mistake about you yesterday. He said he'd been looking you up in Bradstreet."

"Why was Dr. Kutter so severely reprimanded by the club librarian?"

"The caught him absent-mindedly removing the appendix from the book he was reading."

Judge: "You are charged with reckless driving. Do you drink?"

Autoist: (quite huffy) "That's my business."

Judge: "Have you any other business?"

BRAKES DRAGGING? TRY ROLLING TEST

Simple Method Is Given for Preventing Waste and Harm to Machine

By G. C. Mather, Chief Engineer, Paige-Detroit Motor Car Co.

After you have had your brakes adjusted or relined is the time for another brake test; the danger is that in correcting one fault you have created, and your brakes may be dragging.

Fortunately, brakes don't go bad all at once, and as they become less and less effective the driver just naturally applies them earlier and more energetically; however, in emergency, he cannot stop so quickly as he should, so that he is risking accident as long as the brakes are not at their maximum stopping efficiency.

The opposite fault with brakes, on the other hand, may exist without the driver's realizing it, though if he did he would be just as eager to correct it as to repair brakes that fail to stop the car efficiently. This second fault is dragging brakes—brakes that are too tight, and therefore exert a constant drag on the engine, with a corresponding increase in fuel consumption. On an up-grade climb, the least drag seriously affects the performance of the car.

The fact that dragging brakes are costing the driver money for wasted gasoline is enough to make most owners correct this fault. The trouble is that few of them realize when this condition exists.

Fortunately, however, anyone may quickly determine whether he is laboring under this unnecessary load on his motor and his purse.

Here is a test that anyone can make for himself:

On a well-paved level highway, attain a speed of 30 miles an hour, then shift into neutral and coast. Begin timing your deceleration when the speedometer shows 25 miles an hour; at the end of 60 seconds, your car should still be rolling five miles an hour or faster. If it isn't, look for dragging brakes.

A more certain test can be made, and is well worth while. Jack up both rear wheels, and with the shift lever in neutral, turn each wheel forward by hand, first one and then the other. If the brakes are free, the opposite wheels should turn backward, easily and evenly. Any "swishing" sound or resistance indicates that the brake drums are making contact with the bands.

If the bands are too tight, readjust them. In many cases, however the dragging is due to out-of-round bands, which must then be trued up at a service station.

Whatever the cause, correct the fault at once. Save your brakes; don't wear them out at the expense of gasoline economy and performance ability. Remember that a free running car, with quick accelerating powers, may often avoid a mishap that could not be prevented by perfect stopping ability.

DELUXE MODELS ARE NOW MORE POPULAR

Olds Company Finds That Fully Equipped Cars Move Better Than Others

Proof of the truth of the statement that the luxuries of yesterday are the necessities of today is shown by an analysis of Oldsmobile's sales figures for the first 10 months of 1925. During that period the deluxe models, fully equipped with all accessories, far outsold the standard models.

The most popular model was the deluxe coach, with the deluxe sedan, the highest priced car in the Oldsmobile line running second, slightly outselling the standard coach, the lowest priced closed car. The sale of standard and sport touring cars are about equal, due to the large export demand for the standard open cars.

Oldsmobile was one of the first companies to recognize the trend toward fully equipped cars, and more than a year ago it standardized on all accessories. They were selected and designed to conform to Oldsmobile's requirements, and are attached to the cars on the

assembly line. Thus the accessories are integral parts of the finished car.

The increasing demand for the deluxe models shows that the motoring public recognizes the neces-

sity for those accessories that just a short time ago were regarded as luxuries. From the present trend it is likely that in the not far distant future practically every car sold will be equipped

with front and rear bumpers, snubbers, motometer, spot light, automatic windshield cleaner, rear view mirror, klieg plates, gasoline gauge, luggage trunks and rack.

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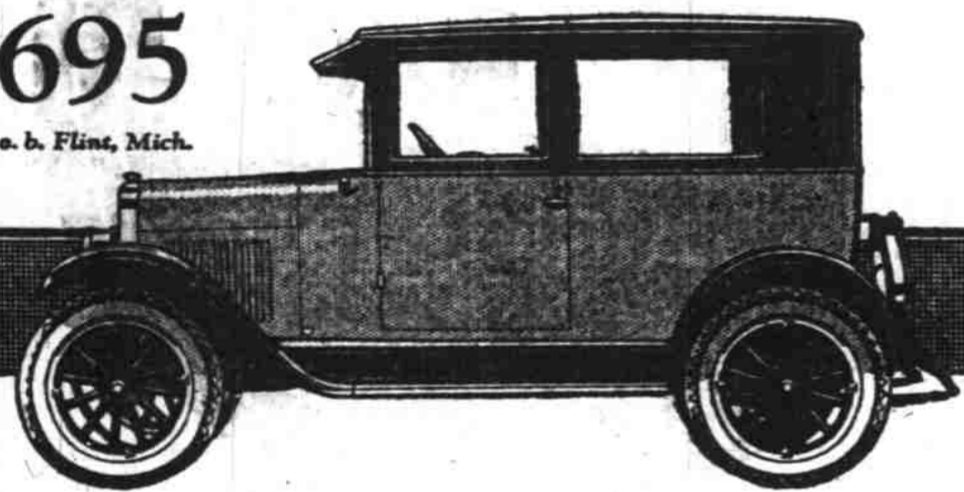
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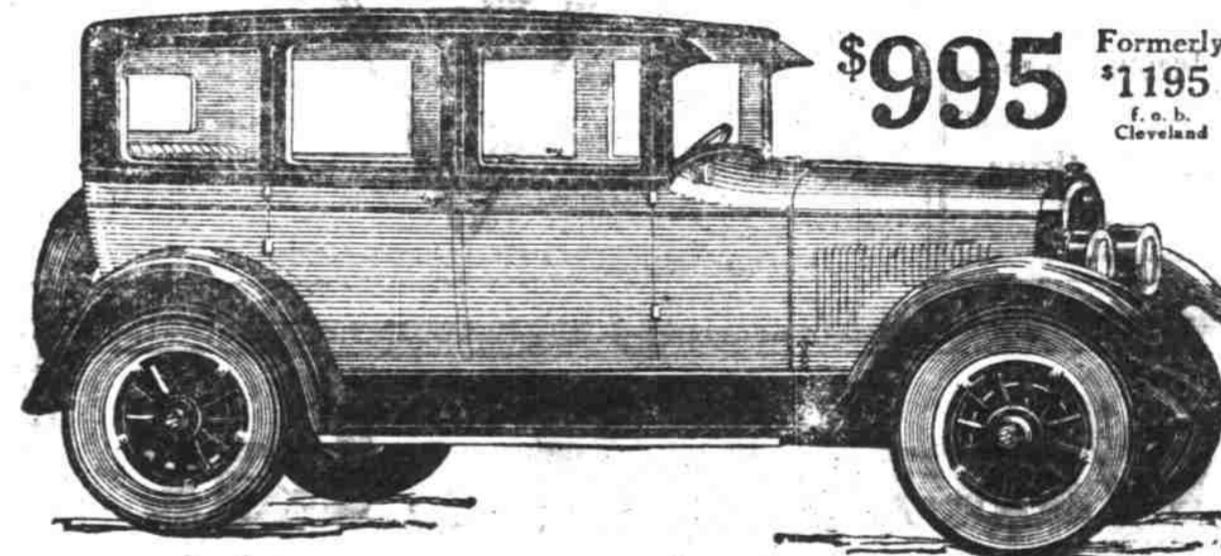
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