

TRUMM TELLS OF BRAKE TEST

Simple Method of Finding Dragging Bands Can be Worked by Driver

A simple test by which any motorist can readily ascertain whether his brakes are dragging, a condition that seriously affects car performance and operating economy, is passed on to the motoring public by William H. Trumm, of the Trumm Motor company, Graham-Paige representative here.

"To test for dragging brakes, attain a speed of 30 miles an hour on a smooth and level road, then shift to neutral and let the car coast. When the speedometer shows 25 miles an hour, begin timing the deceleration. If your car is not rolling 5 miles an hour or faster at the end of 60 seconds, have the brakes inspected."

To offset the effect of the wind, the driver should make the test in both directions over the same level stretch, and note the average time taken to decelerate from 25 miles per hour to 5 miles per hour. The average should be 60 seconds or more.

"The beauty of this test," says Mr. Trumm, "is that it can be performed at any time you are out in your car. And even if the owner knows that his brakes are not dragging, it is good to make this test regularly, for it will show whether there is any other car disorder that exerts a drag on the running gear. If the car slows down too rapidly, and the brakes are found O. K., then there is too much frictional resistance somewhere, and the quicker the owner has it corrected, the better."

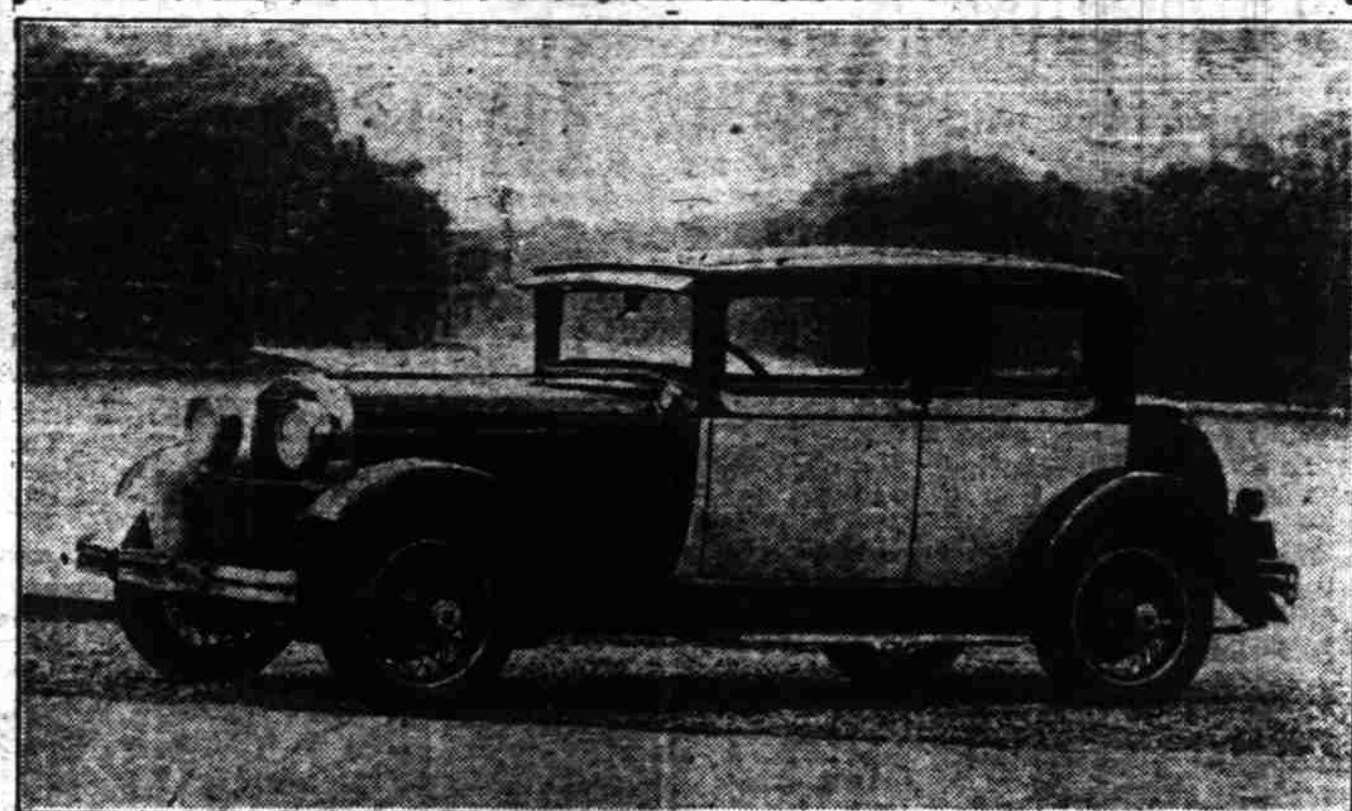
"Most motorists do not realize the extent to which dragging brakes will affect the acceleration and hill-climbing abilities of an automobile. They impose just so much extra load on the engine, and this naturally reduces the car's performance ability and increases its gasoline consumption."

OWNER AT FAULT IN MOST THEFTS

Carelessness on the part of car owners is responsible for at least one-half of all automobile thefts and locking cars will go far in reducing the number, according to the American Automobile association.

The national motoring body said that while automobile stealing continues to hold its position as our second largest criminal industry, with bootlegging

New Models In Dodge Victory Six Line



ATTRACTIVE colors and stylish appearance mark the new Victory Six four-passenger coupe now being offered by Dodge Brothers, with five wire wheels as standard equipment. The hood and cowl of the car pictured along with molding and upper structure are black, while the belt panels and body are in opal cream. Custom finished coachwork and special upholstery are featured.

an easy first, caution on the part of motorists will prove very effective in meeting the situation.

Conclusions of the A. A. A. are based on the activities of the 1065 affiliated motor clubs in following up the cars stolen from members. Of the thousands of cars stolen each year, it is estimated that more than fifty per cent were taken away by youthful joyriders and left abandoned in some place a few miles away.

The A. A. A. statement, urging that car owners help to reduce this criminal activity, gave themselves untold trouble and expense and reduce accidents by using caution, continues:

"Apart from the highly organized and purely criminal aspect of the car theft industry in America, three factors, all within easy control, lend aid and comfort to the automobile thief:

"First, the carelessness of the great number of owners who do not even take the pains to lock their cars when they leave them.

"Second, the ease with which stolen cars can be marketed, which is due in large part to the fact that only twenty-three states have so far enacted a Certificate of Title Law, while the remaining states continue as 'motor bootleg' markets.

"Third, the comparative leniency with which car thieves are treated by many courts in many sections of the country."

A few more motor mergers, and automobiles won't be competing with each other any more except on the road.—Morgantown News Dominion.

Saturday On Top In Auto Crashes

Saturday leads all other days of the week in the number of automobile accidents.

This statement is made by the safety department of the American Automobile association, based on a study of accidents in New York state. It continues: "Saturday leads all other days of the week in the number of automobile accidents: Out of a total of 71,891 automobile accidents in New York state in 1927, 12,596 occurred on Saturday. Sunday comes second with a total of 10,797, and Friday third with a total of 10,136. The statistics examined of automobile accidents in other states show similar results."

PRESIDENT CITES FEDERAL-AID WORK

President Coolidge stated in a recent address that over 222 miles of bridges have been erected on the Federal-Aid Highway system within the past ten years, according to the American Automobile association.

The A. A. A. declared that the President's word picture of the benefits of highway construction gives hope that the coming Congress will ignore any attempt to continue to grant franchises for unnecessary privately-owned toll

bridges and at the same time will refuse to heed efforts to toll a system of toll highways on the country.

The national motoring body cites the portion of the President's address dealing with highways, as follows:

"Within the past ten years one of our most remarkable improvements has been in highway construction, the expense of which has been borne in part by the states and local units of government and in part by the national treasury. More than 72,000 miles of improved highways have been constructed, with over 222 miles of bridges at a cost of over \$1,439,000,000, of which the federal government has paid \$633,000,000.

"On rural highways as a whole over \$1,000,000,000 is being expended annually. This movement for good roads with the general use of the automobile, has greatly decreased the cost of the transporting of our production and given a mobility to our people that has expanded the whole horizon of life and brought beneficial results so great that they can not yet be enumerated."

KNOWING CAR SAVES MONEY

Knowledge of what may happen to the auto often proves a saver of time and money. Many motorists, when broke down on the road, are unable to tell the garage man what to bring out from the shop to replace the broken part. The knowledge whether the trouble is in the ignition or fuel system may save an hour of waiting.

TIRE PRICES DROP TO LOWEST FIGURE

Tire prices have declined until today they are at the lowest point in the history of the industry, while mileages have steadily increased, says Mr. Frank Doolittle, Goodyear dealer at 224 N. Commercial street. Prices are 50 per cent lower than in 1914 while prices of more than 400 basic commodities have increased 150 per cent during the past 14 years.

This unusual economic condition, according to men prominent in the tire field, is probably without parallel in any industry today. It means, they point out, that American motorists are able today to buy a vastly improved tire, giving about three times the mileage for 50 per cent less than they paid in 1914, while they are paying uniformly higher prices for almost every other basic commodity.

That tire manufacturers have been able to make this possible is evidence, they declare, of the high point of efficiency attained by the industry as a whole.

It has been due principally to scientific research and constant testing of product by engineers in the industry that tires today give the great mileages they do, although modern automobile design and traffic conditions demand greater stamina on the part of the tires than ever before.

The rubber industry, it is pointed out, is largely an American industry. It is centered in Akron, Ohio, and Los Angeles, and draws on the various states of the Union for men.

NEW LINGO NEEDED FOR TRAFFIC COPS

Commenting on the world-wide tendency toward standardization, the American Motorist, official publication of the American Automobile association calls attention to the universal use of the traffic officer's "comebacks" at offending motorists.

"You would think," says the national motoring magazine, "that this lingo had been duly adopted in convention and sworn to by traffic officers on pain of immediate dismissal from the service. Here are a few of the standard traffic bromides: "Wot'dya think this is—a race track?"

"Say—are you color blind?"
 "You're from the country—ain't ya?"
 "First time you've driven a car?"
 "Don't tell me that, brother—I know better."
 "Just wot's the idea?"
 "Now, don't get funny with me."
 "Well, wot's it this time—going for a doctor?"
 "Now, now, now—I drive a car myself."
 "The judge is receiving guests tomorrow at 10 a. m. Here's your invitation."

HORNS REQUIRE ATTENTION

The distinctive horns now placed on cars are usually complicated electrical devices requiring regular servicing. Motorists whose cars are equipped with them may save trouble and expense by finding out what special care they need. The delicate construction of many parts in these horns requires expert attention.

UNSEATED VALVES COSTLY

Valve noises may mean more power to a certain extent but they also mean possible trouble. Improper seated valves are noisy and they allow extremely hot exhaust gases to escape continuously. The valves and seating are burnt by the hot gases continuously passing out of the cylinder.



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31 States Order Rear Vision Aids

Thirty-one states and the District of Columbia require the use of mirrors on motor vehicles in order to give operators a rear vision, according to the research department of the American Automobile association.

The states requiring mirrors on motor vehicles are: Arizona, California, Connecticut, District of Columbia, Idaho, Illinois, Indiana, Kentucky, Maine, Maryland, Mas-

achusetts, Michigan, Minnesota, Missouri, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Oregon, Pennsylvania, Rhode Island, Texas, Vermont, Virginia, Washington, Wisconsin and Wyoming.

STOPPING DOOR SLAMMER

An occasional application of graphite and oil will eliminate a need of slamming car doors. Keeping the locks and strikers oiled makes door closing easier and cut out excuse for slamming them.

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In July, 2916 more cars than any July in Nash history—in August, 4498 more than any previous August—in September, 6176 more than the best previous September—and in October, 10,166 more

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