

IMPROVEMENT OF BRAKES IS STILL VERY IMPORTANT

By ISRAEL KLEIN
(NEA Service Writer)

The four-wheel brake question has finally quieted down and related into the same old problem of brake improvement.

Just as, before the introduction of four brakes, engineers worked over the individual brake drums and their component parts, so are they still at work now. The same problems trouble them.

Additional problems harass them, as a result of the four-wheel brake innovation. Now they face the intricate and theories of equalizers and equalization between front and rear, inside left and right, brakes. They are trying to get rid of the cable control of such brakes. They are experimenting on improvements for the hydraulic system.

All these, however, are secondary to the major problem that existed before the advent of the four-wheel brake system.

The chief question concerns the differences between internal and external types of brakes. There are advocates for each, now as before. Those advocating the internal expansion type of brake do so for its cleanliness in addition to its effectiveness. But the advocates of the external contraction type of brake argue simplicity and accessibility for it.

Four-wheel brakes have brought another factor into the maze of problems. The brake action must be made light enough for any woman to control it with ease. This means minimum clearance between the brake band and the drum in order to make the slightest tap on the brake pedal effective.

A type of brake is being tested that has a "spring" of 300 per cent around the drum. The idea is to afford quicker response to the slightest pressure on the pedal. The minimum "travel" of brake pedal and the ease of depression make stopping a heavy car, at high speed, a simpler operation.

This, however, is an advancement for four-wheel brakes as well as two. It has been in progress long before four-wheel brakes were introduced.

Dodge Brothers Cars Still Gain

In connection with the sale of Dodge Brothers, Inc., to Dillon, Read & Company and the announcement that the organization of this important automobile manufacturer would remain unchanged, it is interesting to find retail sales of Dodge Brothers cars and trucks making still further gains.

Retail deliveries during the week of March 30th, 1925, gained 34 per cent over the same week in 1924, and exceeded every week but one in Dodge Brothers history. Retail orders obtained by dealers established a new high record, exceeding the same week in 1924 by 37 per cent. All sections of the United States shared in these gains, while exports have been increased even more rapidly than domestic sales.

Deliveries throughout the world in 1925 to date show a gain of approximately 11,800 Dodge Brothers cars and trucks over the same period of 1924.

Despite the large increase in Dodge Brothers output, retail deliveries are running 100 cars a day ahead of production, and new retail orders 300 cars per day ahead of production.

Hot Lake Found Near Mt. Baker

RELLINGHAM, Wash., April 18.—(AP)—A second hot water lake, 50 feet in extent has been discovered in the Mount Baker national forest in northwest Washington. It was announced here recently by W. J. Elliott, prospector and explorer, who said he found it last summer. The other lake of hot water in the Mount Baker preserve is about 30 acres in size.

The new lake, Elliott said, is at an altitude of about 5,000 feet, and he estimated the temperature of its waters at 112 degrees Fahrenheit. It is located in very rugged country to the east of Mount Baker.

Three hot springs have been located in the Mount Baker national forest.

Married His Aunt
LONDON, April 18.—When a man at Llandudno asked for the discharge of an alimony order against him, he said that on returning home after the world war he found that his wife, whom he had married in 1914 was his mother's half sister.

Modern Locket is Radiator Cap



Instead of the old-fashioned locket, sweetie's picture is now placed in front of the radiator thermometer, so all who get in the way of an auto may see. This pretty motorist has just installed her lover's picture at the head of her car.

OVERLAND PASSES SUCCESSFUL WEEK

The week of April 12-18 was set aside by Willys-Overland as "Overland Six National Demonstration Week" throughout its entire dealer organization.

For the first time since production of this new model was begun three months ago the factory felt that its dealers were amply supplied with these cars to permit the carrying out of a program of such an extensive scale.

"We were able to show the merit and quality of these new cars to a large percentage of the motorists in this territory during the week," is the comment of the Johnson Motor company, local Willys-Overland dealers, when asked concerning the success of the factory's plans for the week, which ends today. "We took the opportunity to extend an invitation to every motorist to come in and drive an Overland Six, getting the feel of the remarkable pick-up, power and stamina of the motor and seeing at close range the splendid lines and construction of the new six-cylinder Overland, without incurring the slightest obligation of any type."

According to reports from Toledo, production of this model has now mounted to 250 Standard and Deluxe Sedans daily and has not yet satisfied the tremendous demands which are making themselves felt everywhere.

Despite the fact that its announcement at the national motor car show came as a total surprise to the motor car industry, the Overland Six is by no means a hasty experiment on the part of Willys-Overland engineers, but is the result of several years of development and testing, not in the laboratories by research experts but on the streets and highways in the hands of average drivers.

A number of these cars were constructed and turned over to interested persons of motor car experience with instructions to "break them down." As a result of these experiences Willys-Overland engineers have been able to design a car of unusual sturdiness and ruggedness in every detail, with a much higher factor of safety than is customary.

SCRAPS MAKE UP CHEAPER FLIVVER

BOSTON, Mass., April 18.—The flivver is going to be out-flivvered. A Boston concern has begun the construction of cars cheaper than the cheapest, made principally from usable parts of discarded Ford cars. The new product will be named the Mayfair and will sell for \$485, as a three-door five-passenger sedan. The cost of a Ford sedan, of the two-door type, is \$500.

If Henry Ford doesn't stop this concern in the use of his products, motorists will see running about the streets cars with a disk clutch and three-speed sliding gear transmission. These will be old Ford engines on these cars, but the cylinder blocks will have been reground and fitted with overize pistons.

The Mayfair company expects to produce about 3000 cars the first year, the entire output to be put on sale only in the Boston territory. There will be a 90-day guarantee, but no service stations will be established. Ford stations may be resorted to after the expiration of the guarantee period.

Both foot and hand brakes operate on drums at the rear wheels. Both starting, lighting and ignition are installed. The gasoline tank is in the rear, although the fuel system is of the gravity type.

Coach DeLuxe is Offered by Olds

A coach DeLuxe has just been announced by Olds Motor Works, Lansing, Mich., manufacturers of the Oldsmobile Six. It is being produced to fill a demand for a fully equipped car of this popular model.

"The demand we have had for a DeLuxe coach indicates that the full popularity of the 'coach' type of car is not price alone," said Guy H. Penney, general sales manager of the Olds Motor Works. "Reports from the field show that a considerable number of purchasers prefer the

differential, as they claim it combines the intimate snugness of the four passenger coupe with the roomy comfort of the sedan."

"The Oldsmobile DeLuxe coach is equipped at the factory with front bumpers, rear fender guards, trunk and trunk rails, motorometer, rear view mirror, automatic windshield cleaner and step plates, in addition to the regular equipment included in all the Oldsmobile types. The list price is \$1150.00, f. o. b. Lansing."

Women Take up Auto Mechanics

(By NEA Service)

JOLIET, Ill., April 18.—Women are taking a night course in automobile mechanics at the Joliet High school here.

The course, in charge of Thomas L. Kelly, has been inaugurated for night as well as day instruction. From 6 to 12 women are constantly enrolled.

The chief purpose of the instruction is to spread knowledge of the mechanism of automobiles, so that women may make emergency adjustments on their cars to a repair shop.

A complete demonstration room has been fitted up to aid in the instruction.

Flu Epidemic Hits Bend; 4 are Dead

BEND, Ore., April 18.—Two deaths Thursday from influenza and pneumonia bring the total number of deaths from flu and complications in Bend to four during the present epidemic. Thomas Edward Moran of Spokane who has been employed at Odell lake on the Natron cut-off construction was the fourth victim. The two men who died Thursday were each 21 years of age.

Paul Nehrung, age 21, who died here last night was third victim. Mrs. Olga Drybrough, aged 32, and Mary Frances Freese, age three years, died a few days ago.

Forest Protection Week is set Aside

SALEM, Ore., April 18.—Governor Pierce has issued a proclamation setting aside the week of April 27 to May 3 as forest protection week in Oregon. This conforms to the national week as set aside by presidential proclamation. The governor's proclamation urges "that through commercial organizations, clubs, Boy Scouts, fraternal orders, schools, the public, the press, radio, business houses and offices, the economic importance of perpetuating our forests through conservation and fire prevention be brought to the attention of every individual within the state."

Nathan Hale was 21 years old when he was executed as a spy.

NEW SPARK PLUGS DECLARED HELPFUL

By O. C. RODE,
Chief Engineer Champion Spark Plug Co.

If you, a car owner, could visualize clearly the difference that old and new spark plugs cause in the combustion chamber of your engine, there would be no question in your mind concerning the advisability and actual economy of installing a complete new set of spark plugs in your car every 10,000 miles, or at least once a year.

With a new set you would see a hot, intense spark applied to the gas mixture, causing complete combustion and leaving only the burned gas to escape through the exhaust. Such a spark and such combustion mean that your engine is developing its maximum power from the fuel used—that it is performing as it was designed and intended to perform.

With a set used for a year, or 10,000 miles, you would see a weak spark delivered to the gas mixture. This results in only partial combustion of the charge, and the final ejection, through the exhaust valve, of a large part of that still unburned gas. You see good power being shut into the air, a sluggishness in your engine, greater oil consumption, slower speed, rapid carbon formation on the pistons and valves, and an actual loss in fuel.

This lesser performance is bound to occur with any make of spark plugs, even those with two-piece, gas tight construction, special alloy electrodes, V-alumina core and semi-peticoat tip, which withstands the tremendous engine stress and retards carbon formation.

That is why it is real economy to install a complete set of new spark plugs at least once a year. They pay for themselves in oil and gasoline saved, without considering at all the improved general engine performance.

Open car Demand Is Running Higher

Approach of the touring season, with mountain passes opening and the country resident in its spring dress, has brought the usual spring demand for open cars up to its expected size, and factory production on Durant open models has been "stepped-up" accordingly, says a letter from E. T. Tuller, sales manager of the Durant Motor company of California, to Kenneth Ables, local Durant dealer.

"We look forward to one of the greatest touring seasons the western territory has ever known," said Tuller's letter. "Open cars are more and more in demand from the dealers, which is a true reflection of the buying public's mind."

"We have consequently increased

production on Durant open models to satisfy the growing demand. The standard open models of the Durant line, the standard, special and sport touring models, are meeting with great favor."

Showards, the choice of the smoker

CONSTANT IMPROVEMENT

Instead of the yearly models, some automobile makers have decided to make changes on their products only when a legitimate improvement is carried out.

WEIGHT TAX PLANNED

A bill in the New South Wales Legislature would impose taxes on motorists according to the weight of their cars, instead of horsepower. It would also double drivers' license fees.



You'd Never Know the Ruts and Holes Were There

THE roads haven't changed. But you're not conscious of their roughness when you ride in the New Paige or the New Jewett. Step right along. Never mind those bumps. All you feel is a slow, gentle motion as you cross them.

The reason for this restful, new riding comfort? Easily understood. First—balloon tires. But that alone isn't enough. A brand new type of spring suspension gives you the full benefit of balloon tires.

Next—springs are unusually long—Paige's more than five feet—Jewett's nearly half its wheelbase! And husky weight—to hold the road. That's the answer.

And even with the added road friction of balloon tires you steer with effortless touch-control. Special gearing and ball-bearing steering spindles account for that.

And there's giant strength in these two cars. And the beauty of the costliest cars.

And such limitless power! From big, superbly balanced, moderate-speed six-cylinder motors that are never even taxed—so they last longer.

Take the wheel of a New Paige or Jewett. These marvelous cars will tell their own story. Call or telephone us today. (54-3)

H. J. Bringle Motor Co.
71 9th Ave. W. Phone 343

PAIGE JEWETT

WORLD-WIDE GOOD WILL

The world-wide good will which Dodge Brothers Motor Car has earned for itself during the past ten years, is emphatically the most valuable asset that Dodge Brothers Inc. possess.

The public may rest assured that nothing will ever be done to jeopardize in the slightest degree this enviable and priceless reputation.

The policies and practice which have shaped the destinies of Dodge Brothers in the past, are in full force today, and will continue in full force so long as a motor car bearing Dodge Brothers name shall be manufactured.

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