

TRAFFIC UNIFORMITY IS EARLY FUTURE PROMISE

Most serious ailment of motordom yields to treatment. Motorists take hand in survey movement.

WASHINGTON, D. C.—Motorists' most serious ailment, nationwide traffic regulation, is yielding to treatment and definite indications that uniformity of traffic laws on a national scale has been reached.

The far-reaching announcement of the national headquarters of the American Automobile Association, Inc., was made under the leadership of Thos. F. Henry, president of the national motoring organization, who has completed a survey of the traffic laws of all states and cities to bring it to a successful conclusion.

The uniformity movement, Mr. Henry said, has been a large factor in the making of the uniform traffic laws of the country. In a state of Washington the Automobile club of Washington played a leading role in getting the uniform state motor law which stands a good chance of being adopted by the legislature when it meets in a few weeks.

The Cleveland Automobile club has a similar service in that city, while many other A. A. A. clubs throughout the country are doing similar work. The uniformity movement is being carried on by the American Automobile Association, Inc., which is being supported by the state and city legislatures.

What this means is that the motorist himself is being his own traffic cop, that will popularize it and give it the force of support that would be impossible if it were forced upon him.

The way to get nation-wide uniformity in motor laws and regulations is to start with state uniform laws first. If this is followed, it should be not long before motorists can feel at ease and safe in any traffic they meet and find themselves. When the state adopt their own traffic laws it will be found that they are virtually uniform with each other.

The Owner's Welfare Involved. The A. A. A. clubs have the viewpoint on traffic regulations because they represent the national car owner and motorist under his safety and welfare. Sectionalism is rapidly vanishing as a consequence. What the Michigan A. A. A. clubs have done can be seen in California, in Florida, and in Maine.

This new plan of safety through the process of building up with the foundations. The effort directed toward the uniformity of traffic laws is a nationwide abolition of conflicting motor laws is not possible through an automobile club in any one state without the cooperation of the state legislature.

It is a short step between the state uniformity of traffic laws and the national uniformity of traffic laws. It is a step that will be a compromise, and our country will be a better one for it.

It has been that such uniformity are universal. The people of Maine will find that they are on the average, the same as the people of California, and vice versa.

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AMERICAN TOURISTS NOT LAVISH WITH FLUNKEYS AS TIPS DECLINE THEY LOSE SOME POPULARITY

Many spend as much as they can afford and are not prepared for gratuities.

GENOVA—Once famous for his tendency to give lavish, excessive tips, an American tourist in Europe during the last year or two has been far from graceful in the eyes of the European underlings, who must live up tips, as to earn a reputation for themselves.

By contrast with the new verdict, according to Mario Signorini, of Milan, train conductor, that conductors nowadays convict the American on sight as a "black valve" which is railway vernacular for "no tip." The tourist remains in the shadow of this dreadful appellation until he proves himself innocent.

But, Signorini hastens to explain, the American is not really so. He is, however, an ignorant one through what European train conductors consider the machinations and misrepresentations of tourist agencies in America and England.

"The fact is, of course, that service on European express trains is not included in the price of the ticket. This is clearly established by law and is printed in French on the tickets. Americans, however, cannot or do not read the announcement in addition our country does not insist on tip payment. The result is that we get nothing from Americans while we get the normal payments from all other travelers."

QUEER LAWS FOR AUTOS

HORSELESS CARRIAGES HAD DRAMATIC REGULATIONS

New York City Authorities Decided These Should be Operated by Licensed Engineers

If all the laws that have been in force by the automobile and passed since that widely discussed vehicle first appeared to disturb the peace of our streets and highways could be gathered together in one large volume, they would comprise a most curious collection of statutes. Some of the earlier ones, passed when it was considered an automobile was a toy and a high-top lead over horse you met past your ear, would make very amusing reading today. One learned judge is actually credited with having said that the automobile was merely a nuisance on the highways, and that a license to operate one should be regulated as a special privilege.

Some of the earliest so-called horseless carriage laws were steam cars which the New York City authorities decided should be operated by licensed engineers only—those who had had at least two years' experience with steam boilers. Wealthy owners of automobiles, whose acquaintance with steam boilers was confined to hearsay, refused to be daunted by this ruling. Learning that this experience was not required by the laws of other states, they petitioned the city council, and a law was passed providing that a man with a red flag should walk fifty feet ahead of the vehicle to warn of its approach. This law, however, never reached the enforcement stage.

Consider a law passed in 1904 in New York after the automobile had acquired speed ability far in excess of ten miles an hour. This statute required the minimum speed in closely built sections, five miles an hour, and fifteen miles per hour in cities and villages outside the closely built sections, while twenty miles per hour was positively the limit anywhere for the heavy fine was provided for the first offense; a still heavier one for a still heavier fine or jail or possibly both.

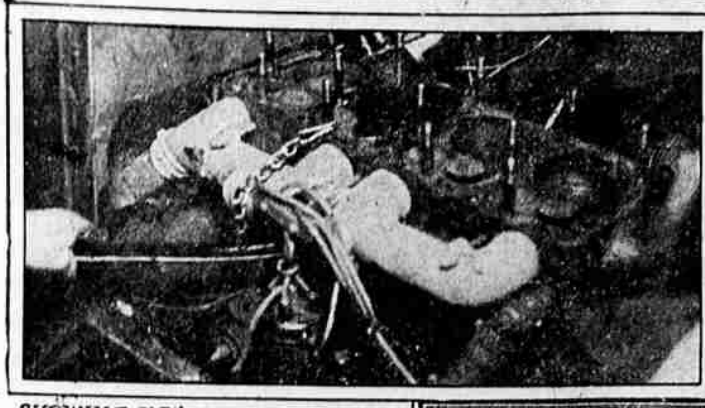
MOTOR CAR IS STUDIED

CONSTRUCTION AND OPERATION IS TAUGHT IN SCHOOLS

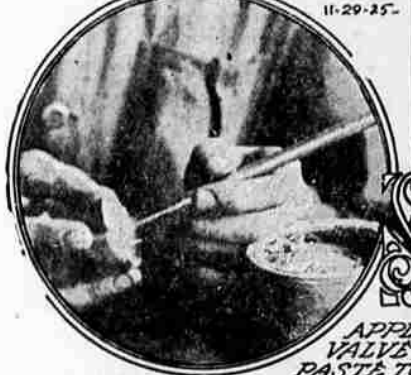
Throughout the Pacific coast territory many educational institutions are directing attention toward the construction and operation of automobiles. The motor car has become a definite part of everyday American life, and including chassis study in their manual training and home building courses.

Joseph Des, principal of the Centerville, California, schools, accompanied his entire seventh and eighth grade classes on a visit to the Chevrolet factory in Oakland. They were guests of Ed Holman, Centerville Chevrolet dealer.

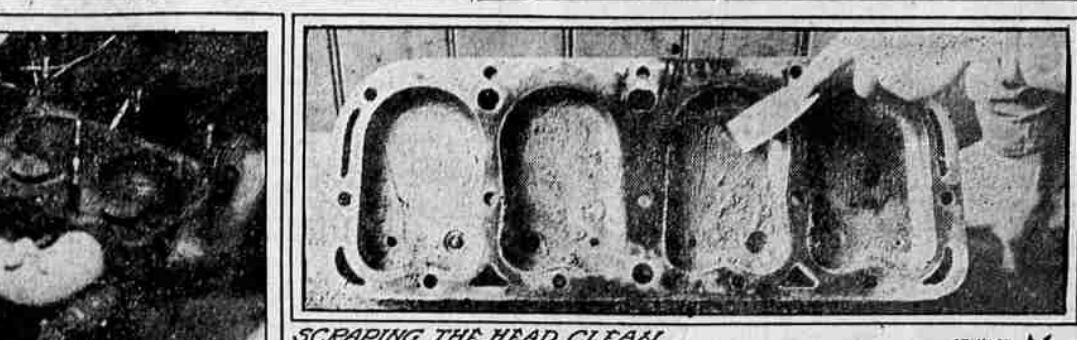
Pointers on How to Grind Valves and Remove Carbon From Cylinder of Your Car



SHOWING USE OF TOOL FOR COMPRESSING VALVE SPRINGS.



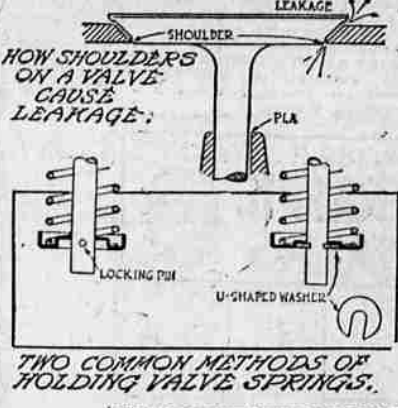
APPLY A LITTLE VALVE GRINDING PASTE TO THE VALVE.



SCRAPING THE HEAD CLEAN



USE A NEW GASKET, COATING BOTH SIDES WITH GREASE OR SHELLAC.



TWO COMMON METHODS OF HOLDING VALVE SPRINGS.

By HAROLD P. BLANCHARD

Previous articles have discussed why carbon removal and valve grinding are necessary and so only the actual work will be described in this article. In addition to the usual tools you should have a socket wrench for removing the cylinder head nuts, a flexible putty knife, and a valve spring compressor, both of which may be purchased in any accessory store. A can of valve grinding compound is also required, and in addition, to play safe, have a new cylinder head gasket available for installation in case the old one is damaged.

Remove all around. If the valve does not touch the seat because it is "open," crank the engine through one revolution. Be careful not to set any grinding compound on valve stem, valve guide or on cylinder surfaces.

Finish grinding with fine compound. Test by making a few chalk or pencil marks across face of valve and then rotate in seat. A badly warped valve should be straightened or replaced and a badly burned valve should be replaced. If repeated grinding or wear has worn a channel or shoulders in face of valve, valve should be replaced at some shop with equipment for this work, or shoulders may be removed with a file although this is a slow process. If refacing is necessary it should be done before grinding. Failure to remove shoulders will result in quick leakage of exhaust valves and backfiring in case of intake valves.

Really it is better to discard it anyhow, to be safe. Smear both sides of gasket with ample coating of cup grease and replace. Shellac may be used instead. Cup grease, however, is preferable in that next time the head is removed the gasket will probably come out undamaged.

Replace head, screwing nuts down finger tight. Then tighten nuts little by little working from the center out until they are fully tight. After all work is completed, fill the radiator and warm up engine. Then tighten the head nuts again. For best results try nuts again after two or three days use. Valves should be adjusted as required while engine is warm immediately after tightening head. Full directions for valve care and adjustment will be given in the next article.

TRUCK OUTPUT IS RECORD

GRAHAM BROTHERS SHOW REMARKABLE GROWTH

Graham Brothers production of motor trucks for the single month of September, 1925, according to official figures, was 171 per cent of their production for the entire year of 1924.

With the combined output of their four large factories located at Detroit, Evansville, Stockton, California, and Toronto, Ontario, Graham Brothers, a division of Dodge Brothers, Inc., and now the largest exclusive manufacturer of motor trucks, month by month and week by week are shattering all their previous production records.



To every tire misfortune brings some puny accident. But tell me why the dad-burned things need to be so temperamental.

Why do we always find one flat when noonday sun is fierce, and find six inches deep at that, and cooling shade trees sleepier?

Why does a tire pick out the day to tread upon a track when hurriedly we've come away and left at home the jack?

Why is it that the tires behind, the hardest to crawl under, are those which all the loose nails find?

Why, when we've denuded our evening clothes, do tires that moan and sob, do they flatten out? That's one of those "Life's little mysteries."

"Why do you let your motor keep all those knocks?" It makes more noise than a threshing machine.

"So I can't hear suggestions from the back seat!"

Mother Has Hope. Mother's looking forward to the close of the poor season, when she hopes to use the car some afternoon.

They held an inquest on Bill Rose and found things not quite right. His steering gear and brakes were loose.

And Bill was extra tight. "We had a patent gas saver put on our car and the salesman came out and attached it."

Revised Dictionary. City: A place with limits, a twelve mile speed law, eleven inches of mud, a traffic constable and a justice of the peace.

Boggs: "How would you refer to an absconding man who strolls across a street in the middle of the block?"

Biggs: "I'd say 'The deceased.'"

Uncle Eb, he says: One reason we like Thanksgiving better than the Fourth of July is that there's no firecrackers to make us think a tire's busted.

Reasonable Speed Is Necessary

Simple Driving Rule Suggested

"No vehicle shall be operated at a speed such that it cannot be stopped within the assured clear course ahead."

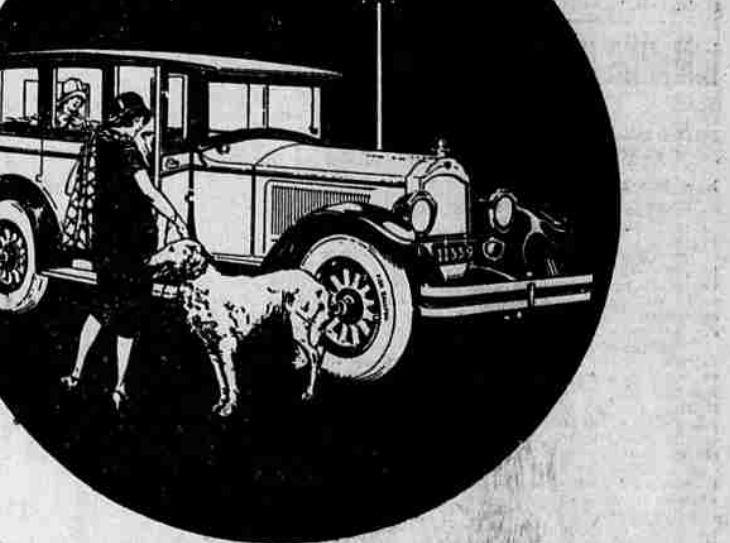
This one simple driving rule, if conscientiously followed, will prevent most of the accidents that are to be blamed, said H. C. Dickinson, physicist of the bureau of standards, who originated the rule and made the first public announcement of the Society of Automotive Engineers.

Not Necessary to Let Brake Pedal out Slowly

Owners of new cars equipped with hydraulic brakes need not take advice of older hydraulic brake users regarding the advisability of releasing the foot from the brake pedal slowly.

The system is equipped with a new type of piston in the master cylinder. Under the old arrangement the brake pedal was mechanically connected to the piston mechanism, pushing the piston in but not connected to it. The piston returns gradually, even though the brake pedal is released.

WILLYS-KNIGHT



Matchless performance in a car of superior distinction

This is the claim of the WILLYS-KNIGHT on the unswerving loyalty of better than 250,000 users. To you it means a firmly established foundation for permanent satisfaction. Until you have known the smoothness of the Willys-Knight motor, its super abundance of power when power is most needed, its mastery of all roads under all conditions of driving, you have not yet realized the fullest satisfaction of motoring.

Here indeed is a motor car for the service of those who demand the utmost in comfortable and reliable transportation.

Its claim to the world wide reputation it enjoys as "the car with the motor that never wears out" is based on records of service exceeding 300,000 miles of uninterrupted motor performance.

Johnson Motor Sales Corporation

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