THE SUNDAY MOTORIST

An Abridged Magazine for Car Owners

EDITED BY

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Caution and stop signals on accelerator wouldn't be a bad addition to present day motoring.

For Longer Car Life

Little by little prudent owners are discovering how to make their cars last longer. What is more, they are coming to recognize the importance of driving in this connection.

Good oil, good gas, intelligent servicing and systematic inspection are essentials, but they are not everything. As a matter of fact many cars that are treated to the best of everything in the purely material line are among those giving the most trouble. A car really hasn't everything until it is spared three of the most ravaging habits in driving.

Not until drivers stop unnecessary hill climbing, driving fast when moderate speeds would suffice and stopping abruptly will their cars be in line to live longer, giving better service meanwhile.

Whenever a car climbs a hill it must lift itself while propelling itself forward—a double job. Whenever a car is driven fast every reciprocating part in the engine is strained and every rotating part comes that much closer to the danger point represented by burning out. Abrupt stopping places a terrific burden on every working part of the car, not alone the brakes.

The automobile driver who avoids a hill when he doesn't have to climb it conserves engine life that will be translated into more miles of usefulness. It's great sport taking steep hills in high, no doubt, but it's pleasure for which the indulgent pay dearly.

If more drivers could see the pistons in the act of stopping and completely reversing their direction of travel every time they move from four to five inches there would be more consideration for engines and less unnecessary speed.

When a car stops abruptly the engine must do its part in retardation. It means that the engine has one more job to pull it down and to hasten its demise.

From An Owner's Diary

Tried adjusting the carburetor for a richer mixture. Haven't been getting the results expected from the lean mixture, and hills have been giving trouble. Won't know what sort of mileage the new mixture will give until I've tried it a while, but a strange thing happened.

That knock in the engine seems to have vanished. It always came in accelerating, and on hills. Today it disappeared.

Went to see Joe, the mechanic, about it. He concluded I must have had what he called a "lean mixture knock." It seems the cylinders don't have enough fuel to work on and they let you know it.

I asked him why he hadn't tumbled to this before. I've been complaining about this knock for a month. His answer was he took it for granted I had tried running her on different mixtures.

That's the trouble. We take too much for granted. Hereafter when there's something chronically wrong I'll try the car on different diets. It works for humans, why not for engines?

Work Grease Pump Slowly

Occasionally a motorist will help out with the greasing process at the public garage or the filling station by operating the big grease pump while the mechanic is under the car. A trick in working such a pump is to go slowly. It doesn't move the grease any faster to work the pump vigorously. One pumps air the faster one works. Take it easy, press with a steady stroke and give the grease a chance to move.

The Old Mechanic Says:

Old Dobbin has been pretty well driven off the road by the automobile but, oddly enough, some o' the things that applied to him apply equally well to the automobile.

There's an old saw to the effect that you may drive a horse to water but you can't make him drink. It doesn't seem to have any place in motordom, yet it's a mighty good practice for any car owner to follow. Revamped to fit modern ideas I'd say, "You can drive a car to death but you can't make it deliver the goods."

I hear a lot of boastin' about speed, hill climbin', pick-up and quick-staring', but there seems to be in an awful dearth of braggin' about long life and freedom from repairs. They can get away with the stories about speed because I'm not the motorcycle cop, but they couldn't get very far with boastin' about low cost of keepin' their cars runnin'. I do their repair work!

An automobile has an odd way of layin' down on the job. It seems to be goin' through with its task in good order, and then suddenly demands a trip to the repair shop. That's why it takes a good driver to know when he's treatin' his car properly.

So many drivers forget there are other hills than the one they happen to be climbin'. The car may get over the first hill in high with the radiator front half closed and the crankcase full of gasoline and dirty oil, but trouble begins with the next hill, and grows with the next. A car doesn't deliver the goods if it does only one thing well. The real test comes in its ability to keep on doin' things well without forever visitin' the repair shop.

Why Bulbs Burn Out

Why do stop-light bulbs burn out so readily?

Many ask this question and could answer it themselves if they would recall a point in connection with the care of the tubes of their radio sets. Tubes should be fed current gently, never in flashes. The life of a tube, from the operation standpoint, then depends upon care in its use.

The 6-volt, 21 candlepower bulb used in the stop-light signal is subject to the same rule. But stopping, even of the most gradual sort, calls for a violation of the principle. Constant flashing of the bulb injures its filament and shortens its life. In a great many cars, too, the stop signal is at a point where the chassis is subject to considerable rebound. This often serves to loosen the bulb from its base.

Make a Net for Lens

Fear of dropping the lens when removing the rim of a headlight to install a new bulb can be eliminated by spreading out the robe just under the lamp, tying its ends to the lamp brackets or hooking them in the hood clamps. This forms a shock-proof bag in which to catch the lens if it happens to slip out of one's hands.

Four Brakes Score Again

Recently a motorist found a new use for four-wheel brakes. He had made a miscalculation in passing another car on an incline at the entrance to a public garage, and had locked rear wheels with the other machine. To separate them, it was necessary to jack up the rear of his car. Accordingly, he set the emergency brake so the car would not coast down the hill. Just then he saw the need of four-wheel brakes. Had not the front wheels been locked when the rear ones were jacked up, the car would have run free.

It's Skidless System

Ring Lardner's character who "ain't pitched a shoe in well-nigh on to 40 years" has only thirty years on the motorist who hasn't had a skid in well-night on to ten.

The fact that the story of the driver in question has never been unanimously believed has yet to prevent him from sticking to it. He thus describes the system:

"Brake lightly with the clutch engaged."

Now You Have It!

(Answer to last week's questions)

1. "Blow-by" is the term used by engineers to describe the action of an engine in permitting gases to escape from the combustion chambers into the crankcase.

2. Pressure is built up in crankcase of an engine by the pumping action of its own pistons.

3. If a car is traveling thirty miles an hour and the driver saves a second in getting busy with the brakes he can cut down the stopping distance at least 44 feet.

4. The standard tread of the average automobile is 56 inches. This is the ground contact width and not the width of the body or any parts thereof.

5. A heavy wire, or cable, is used for the current connection between battery and starter-motor in order to provide for the highest possible current flow by reducing resistance as much as possible.

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CRADLED IN FUSILAGE, YOUTH IS NOW AIR PILOT

FARNUM PARKER GETS LICENSE AT AGE OF 14

Young Aviator Was Taken Aloft by Father When Only a Few Hours Old

(Correspondence of the Associated Press)

ANDERSON, Ind.—The fusilage of an airplane was the cradle of Farnum Parker, 14 years old, thought to be the youngest licensed aviation pilot in the United States.

Farnum, the son of Fred Parker, president of a local air transport company, and a flyer of 16 years' experience, was first taken aloft when only a few hours old. Mrs. Parker also is a pilot.

The boy was born at Minneapolis, Minn., in January, 1912.

"His father wrapped him in a blanket, put him in the cock-pit of a plane and took him for a ride," Mrs. Parker said.

Perhaps that first experience explains why the boy would rather fly in cold weather than during the warmer periods. Just a few days after his birthday, this year, he flew from Anderson to Washington to tell congressmen investigating the aircraft situation his experiences.

After his first flight at Minneapolis, the infant flew often with his parents. He frequently was lulled to sleep in a plane thousands of feet above the earth with a roaring propeller for his lullaby.

Young Parker's license number is 33, issued by the National Aeronautical association. He began piloting when he was 11. He first took a plane up by himself on August 26, 1925. Two days later he flew alone to an air meet at Battle Creek, Mich.

TAX ABSORBED BY NASH

COMPANY PROTECTS DEALERS AND CUSTOMERS

Urgent Demand From All Sections Forces Plant to Perform Much Overtime Work

Decisive action by the Nash Motors company relative to congressional adoption of the automobile tax reduction measure is reported by E. H. McCarty, Nash and Ajax general sales manager.

"Word was wired our distributing organization March 5th," stated Mr. McCarty, "informing them that in Nash policy of protecting its dealers and customers to the fullest possible extent, we would absorb the tax reduction up to March 28th inclusive, when the governmental reduction becomes operative.

"This action covering all deliveries of Nash and Ajax cars to customers was made effective by the Nash Motors company and the Ajax Motors company March 5th. Although the passage of this tax reduction law had been expected by the industry and the public, it nevertheless contributed to a better feeling generally throughout the dealer body and among automobile buyers as well as among manufacturers because it removed uncertainty and is regarded in most quarters as being a far step forward toward the ultimate feeling of the industry from the burden of special taxation.

"So far as our figures on national retail sales show, there has been no particular disposition on the part of Nash and Ajax customers to delay their purchase until the tax reduction measure becomes operative. In fact, the urgent demand from all sections of the country has forced our plant to overtime work and by far the greatest production on Nash ever achieved in the history of the company, while at the same time Ajax sales and production are establishing new high records."

All's Well

Mother: Johnnie, see what the baby has in his mouth.

Johnnie: It's all right, mother, it's only a safety-pin.—Good Hardware.

CHEVROLET TRAVELS FAR

YORK STATE MOTORISTS ON TOUR OF COUNTRY

Expenses of Trip Small Although They Reel off 9000 Miles In Used Car

The tendency of motorists to take increasingly long trips in and out of so-called "touring season" has been given wide publicity by the automobile clubs and the newspapers, yet each individual trip has its own peculiar interest to the would-be traveler for it provides him with new ideas perhaps that he, or she, may utilize when the vacation far from home.

A representative of the Chevrolet Motor car company recently met one of these motor vacationists on the Martinez-Benecia automobile ferry. G. H. Earl and wife of Albany, N. Y. were the motorists and since leaving their home city on June 13 they had traveled 9000 miles in their Chevrolet touring car.

Earl declared his traveling expenses for the trip so far had averaged but one and three-quarter cents to the mile, including gasoline, oil, tires and garage expense. No repairs or overhauling of any kind had been necessary up to that time, although he had purchased the car second hand after it already had seen some 14000 miles of service.

Mr. and Mrs. Earl had traveled up into Canada, across the Rockies and by the northern route to Vancouver. They had traveled south to the San Francisco bay district and were on their way back into Oregon where they expected to visit until February or March. Then they planned to tour south again for a few weeks in Southern California and then eastward for home by the southern route.

The car was loaded down to the limit and they are making their home where night finds them. "We stay at the auto camps when it is cold or rainy, but stop by the wayside and camp out if the weather is clear," said Earl. "I have been particularly surprised at my luck with the tires," he continued. "They have stood the strenuous going wonderfully, and I expect to obtain an average of twelve or fourteen thousand miles from each of them for the entire trip."

JEWET WINS LAKE RACES

ICE CONTESTS FAVORITE SPORT IN SWEDEN

Sven Du Rietz Drives American Car In Four Events And Beats Out All Others

Automobile races on the frozen lakes is a popular sport in Sweden. The ice makes an ideal race course and high speeds are attained easily, as the course is absolutely level and smooth, and so hard that there is virtually no resistance to the rolling wheels. Great crowds attend the matches, and the results are as eagerly awaited all over the country as are our big league baseball scores.

The Paige-Detroit Motor Car company has received reports from Sven Du Rietz, its distributor in Sweden, on races held in February. On one day, there were meets on four of the larger lakes, and the American Jewett won at each place.

Du Rietz drove a Jewett in the main event on Lake Yngaren and won in the fastest time of the day. Then he dashed to another meet at Lindo and again won, at a speed of 127 kilometers an hour, the fastest time ever recorded in Sweden for an American car. The race was 10 kilometers long, and was run with the temperature several degrees below zero.

On another day, the Jewett scored a victory in the races at Vaestervik, averaging 114 kilometers.

At the opposite extreme, in sunny Spain, a Jewett proved its hill-climbing ability, winning a climb just outside Madrid on the Cuesta de las Perdices, a hill 1,206 kilometers long. The Jewett did it, from a standing start, in 42 seconds, 7 seconds faster than the next American contestant. A Mercedes, equipped with a supercharger, was second, at 43 seconds. The Jewett's mark is a new record for the course. Each car had to carry six bags of sand, weighing 60 kilograms each, to represent 6 passengers.

Asked why he didn't drown his sorrow, a man pointed out that she was too good a swimmer.

MOTOR IUTPUT IS HUGE

LINED UP ON ALL HIGHWAYS FIVE FEET APART

If all the new cars, trucks and busses manufactured and sold in 1925 were parked in a single line on the new roads constructed during the year the intervals between them would be five feet each.

This fact is cited by the research division of the American Automobile association as another convincing proof that, measured in terms of improved highways, the present differential for motor vehicle expansion is very small indeed.

Attention is also called to the relative investment in motor equipment and in highway construction each year. In this connection it is pointed out that the American people pay each year more than $8,000,000,000 for purchase, upkeep and operation of motor vehicles and that the annual sale of new cars, trucks and busses amounts to double the billion dollars spent on roads. Thus, the entire cost of highway construction and upkeep is shown to be only 10 per cent of the bill for highway transportation.

George Can't Do It

"Let George do it" will not get you a business education; you will have to work for it yourself, and—

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These new low prices set a new record of achievement in automobile history—one that establishes a new basis of motor car value, beyond question the greatest in the world.

Think of getting a beautiful, four-door Sedan for $735—a Coach for only $645—and other closed models at equally amazing new low prices which include speedometer, balloon tires, Duco finish, Fisher bodies, Alemite lubrication, and countless other fine car quality features.

No other closed cars offer equal value—none at the price offer equal beauty, durability, comfort or performance, snap and power. Come in—one ride will convince you.

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Coupe	$645
Coach	645
Sedan	735
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The Coach The lowest priced Fisher Body Coach in the world

Government tax reduction on automobiles officially in effect on March 29 is allowed NOW on all purchases of Chevrolet cars.

Gannett Motor Co.

942 Olive Street Phone 627

QUALITY AT LOW COST

Western Auto Supply Company

10th Anniversary SALE!

Celebrating the Opening of Our First Store on the Pacific Coast

From this one store has grown the largest organization of its kind in the world, operating more than 125 stores, located in the leading cities of nine western states.

The motorists of the west were quick to realize the many advantages of buying at "Western Auto"—the security of doing business with a store that guarantees satisfaction—and were quick to appreciate the savings made possible by "Western Auto's" low prices.

As an expression of gratitude for the support that made this growth possible, we will offer during this Birthday Celebration standard quality Accessories and Supplies at greatly reduced prices.

Coming at the beginning of the spring season, thrifty motorists should anticipate their near future requirements and buy during this Birthday Sale. Remember, every item is taken from our regular stock and is fully guaranteed.

Windshield Cleaners

This standard automatic cleaner works from the intake manifold—regular price $2.55—Sale Price $1.85

"Malco" Automatic Cleaner—Regular $3.35—Sale $2.25

Hand Cleaners. Regular 55c. Sale.... 42c

With double cleaner—regular 95c. Sale... 71c

"Malco" Hand Cleaner reduced to.. $1.09

Other hand cleaners reduced to 29c

Robes Are Always Comfortable

Summer or winter—a robe always comes in handy. Here is an opportunity to buy all-wool robes in attractive plaids, long fringe, at unusually low prices.

The Lincolnshire, reduced from $7.75 to $5.95

The Maxwelton model, Regular low price $9.25. Sale price $7.85

Durable Visors

Good quality, serviceable—made of rubber cloth material in a light steel frame with extra strong brackets—width is 40 inches—reduced from $1.85 to $1.45

Standard Step Plates

All Aluminum

Prevent slipping on the running board and enhance the beauty of the car. Reduced during our Tenth Anniversary Sale to, each... 82c

Tire Chains

An All-Year Necessity

Not only as protection against skidding, but to give better traction on sandy or muddy roads. A set of chains should be carried in the car at all times. The McKay extra quality chains are hard enough and tough enough to resist the bumps and blows that break the ordinary chains.

All sizes have been reduced. Here are a few examples:

30x3½, regular price $3.95—sale price.... $3.00

32x4, regular price $5.25—sale price ... $3.67

33x5, regular price $7.15—sale price ... $5.00

McKay Cross Chains

3½ and 4-inch sizes reduced to 6c

4½-inch size reduced to..7c

5-inch size reduced to 8c

Our Token of Appreciation

An Inner Tube Free

—with every tire bought at our regular low prices

This is an added saving on tires if you buy during this sale. "Western Auto" tires are giving more mileage, more satisfaction and more economical service to over 250,000 car owners.

With every Wear-well Cord you will receive a Blue Ribbon Tube of corresponding size.

With every Western Giant Cord or Western Giant Balloon you will receive a Jumbo Tube of corresponding size.

Wear-well Cords

Standard weight and standard oversize. Equals many standard cords on the market and costs from $3.00 to $12.00 per tire less, according to size.

30x3	Reg. Size Clincher	$ 8.95	31x4	Str. Side Oversize	$16.95	32x4½ Str. Side Oversize	[illegible]
30x3½	Reg. Size Clincher	9.75	32x4	Str. Side Oversize	17.85	33x4½ Str. Side Oversize	[illegible]
30x3½	Oversize Clincher	10.35	33x4	Str. Side Oversize	18.55	34x4½ Str. Side Oversize	[illegible]
30x3½	Str. Side Oversize	13.80					

Western Giant Cords

Extra oversize, extra weight, extra mileage, in a cord built for heavy commercial car use or extra hard passenger car service at a price that will give you greater mileage for the money than you can buy in any other tire.

36x6	Str. Side	$88.75	32x4½	Str. Side	$32.75	31x4 Str. Side	[illegible]
33x5	Str. Side	45.65	33x4	Str. Side	25.85	30x3½ Str. Side	[illegible]
34x4½	Str. Side	34.90	32x4	Str. Side	24.65	30x3½ Extra Oversize Cl.	[illegible]
33x4½	Str. Side	33.85				30x3½ Reg. Size Cl.	[illegible]

Western Giant Full Balloons

Comfort and economy are built into Western Giant Full Balloons. The rugged construction and the heavy flat tread assure many additional miles of dependable, comfortable service.

29x4.40	$16.85	31x4.95	$24.75	30x5.77	[illegible]
29x4.95	23.65	30x5.25	26.80	33x6.00	[illegible]
30x4.95	24.20	31x5.25	27.60	32x6.20	[illegible]
				33x6.75	[illegible]

Tube FREE with each Tire at above prices

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Gives a smooth, rapid acceleration without knocking—makes starting easier—prolongs the life of battery—reduced from $10.80, without coil, to $8.45

"Thomas" Ignition System. Regular $7.85, sale $5.25

Ford Hub Caps and Flanges

Regular $1.45, sale, per set $1.15

Ford Special Radiator Hose

Heavy Red Rubber

Small size for bottom of radiator, reduced to 11c

Large size for top, reduced to 14c

Top Recovers

Complete ready to slip over the frame. Made of black heavy rubber cloth material.

Roadster Models. 1915 to 1921, only $3.95

Roadster Models, 1922 to 1925, only $4.25

Touring Models, 1915 to 1921, only $5.35

Touring Models, 1922 to 1925, only $5.85

Day-Nite Clock

A good time keeper and numerals are ... read in the dark. Regular $1.85—Sale Price ....

Protect Your Spare Tire

Because of exposure to sun, dust and dampness ... deteriorate more rapidly ... used as a spare than when in service on the wheel. Our covers of durable ... enamel duck ... regular $1.95. Sale ....

4-inch size, regular $2.45, sale.......

4½ and 5-in., regular $2.85, sale.......

Balloon Covers

29x4.40 inches, regular $3.34, sale ....

All other sizes up to 33x6.00 reduced to ....

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