

OUR MOTORING CANDIDATES



Have Your Broken Automobile Glass Replaced Quickly While You Wait
BOB RYAN'S AUTO TOP SHOP
 See Bobbie Ryan About Your Car Awnings
1818 MAIN STREET

WASHINGTON, Oct. 20 (NEA) Whoever of the two leading presidential candidates takes the oath of office next March, the American motoring public will not want for extended co-operation from the white house.

For both Herbert Hoover and Al Smith are motorists. Peculiarly, neither sits at the wheel and drives his car himself. In fact, Governor Smith recently remarked that he doesn't even know how to drive an automobile.

Sitting behind their chauffeurs, however, the presidential candidates have been in position to know what troubles automobiling today and to learn what remedies are needed.

Hoover, for instance, is best known in motoring circles for his sponsorship of the first national conference on street and highway safety. This is popularly termed the Hoover conference, for he called the highway experts together for that meeting in 1924.

Adopt Hoover Code Many states have already adopted the uniform motor vehicle code that came out of this conference and there is promise of its early adoption in the rest of the United States.

Hoover called a second conference for further study of municipal traffic and for standardizing city motoring. This group also has drawn up a system of regulations which is being submitted for adoption by cities throughout the country.

What Hoover has done nationally, Governor Smith has more than duplicated in his state. For New York is considered one of the best motoring states in the country. It is one of the few that require examination of drivers before issuing a license, and its strict patrol of the highways is brought home to the more reckless motorists from other states.

When it came to building



highways, Smith got Col. Frederick S. Greene, who built the military roads in France for General Pershing, and made him New York state highway commissioner. By the end of 1927 New York had 3300 miles of concrete roads and 7,000 miles of other types.

Millions for Good Roads This year, New York will spend \$25,000,000 alone for state roads and bridges. Local units in the state will spend an additional \$40,000,000 for the same purpose.

Governor Smith has fought for the elimination of railroad grade crossings and has opposed the operation of toll bridges. Safety especially has been his greatest concern, as it is Hoover's.

Both Smith and Hoover have been members of the American Automobile association for a decade. And both have worked with this organization for the improvement of motoring conditions. Yet neither has called upon this organization to any great extent for help, report officials of the A.A.A. Hoover has gone so far as to call for routes to



Our motoring presidential candidates are shown here in their favorite touring positions—behind the driver. Governor Smith, at top, is shown in his own car, while in the lower photo is Herbert Hoover.

fishing points where he could follow his favorite sport. And that is about the extent to which Smith, or rather his chauffeur, has gone.

Contrast as Motorists As motorists, the two candidates have little in common. Hoover likes to take things easy. Entering his motor car he relaxes, and his drives even from his home to his office are leisurely planned. He doesn't hurry

and he apparently gets little thrill out of the rush of traffic. Fishing is his hobby and he likes to get to his favorite fishing resorts by motor. Smith, on the other hand, likes the feel of the wind as he sits back in his open touring car and his chauffeur drives him along the highway well up toward the speed limit. He hasn't been known to exceed the limit, but he likes speed nevertheless.

The governor's auto, always with the top down in good weather, bears license tag number 2, with the governor's insignia and that of his state. In front, beside the chauffeur, almost invariably sits a member of the state highway police, while Smith sits comfortably in back with Mrs. Smith or his guests.

Both Smith and Hoover carry the emblem of the A.A.A.

Washing Makes Car Ride Easier

Observing motorists often notice that their cars ride easier after a wash, but seldom come to know the reason why. The period of easy riding is, true enough, temporary; but it is long enough to be noticed.

The truth of the matter is the springs get pretty well watered during a wash, especially if a high pressure system is used so that water is forced between the spring leaves. Under such circumstances water acts as a temporary lubricant.

Just as exposed brakes will slip after a washing and until they dry out so the spring leaves slip as though oil had been forced between them when they are thoroughly wet.

The motorist who continues to drive with springs uncovered, however, must suffer the penalty of the rust that follows as well as many other troubles that develop where springs are not protected.

Vibration Causes Brakes to Squeak

How vibration causes brakes to squeak is one of the newest and most interesting service problems of the automobile world. Squeaks and screeching may come from the brake lining and other causes, but in a large number of cases than most mechanics imagine, the trouble is due to one of the four brakes vibrating.

This can happen if the troublesome brake does not take hold as firmly as the rest when the brake pedal is pressed. The remedy here is to obtain a more equalized adjustment.

Where brakes are of the internal expanding, self-energizing type, there is a third shoe in each brake, which is partially self-acting. Being of a "floating" nature, it is more prone to vibrate if it is given too much freedom.

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Adjustment Slip Proves Expensive

Most motorists probably wouldn't think it made very much difference what kind of lubrication fittings were on a car so long as they provided a means of getting lubricant to the points that need it. One such owner, however, has learned his lesson.

Noticing that the oil cup was missing from one of the generator bearings he ordered a garage attendant to install a new one. It was not observed at the time, however, that instead of putting on an oil cup this fellow attached a connection for a high-pressure grease system.

Several days later the owner left his car at another garage with orders to grease everything on the car thoroughly. His orders were obeyed to the letter—even to forcing grease into the generator.

Naturally it was a matter of only a few days before the battery went dead and the owner was digging into his pockets for a job that would require overhauling the generator.

Loose Shackle Causes Shimmy

So many reasons have been given to explain why front wheels shimmy it isn't any wonder the average motorist who experiences this sort of trouble is tempted to overlook one of the most common causes of all.

We refer to loose shackles. You can talk about "camber, caster, pitch, tire flex and the rest of it, but if you overlook the shackles you are taking detours in your trouble-shooting.

Shimmy itself is a condition that causes looseness of front end parts. It represents conditions that are not balanced and it, in turn, inflicts wear on many of the parts that contribute in creating it. If shackles are not tight the shimmying of front wheels will continue to loosen them.

Think of the shackles when thinking of shimmy. Keep them tight, but remember to lubricate them more often and more carefully when they are in the tighter position.

ROADS IN PALESTINE
 Palestine's road system has been so extended that good roads are now available to all points of interest, according to information received by the National Automobile Club.

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