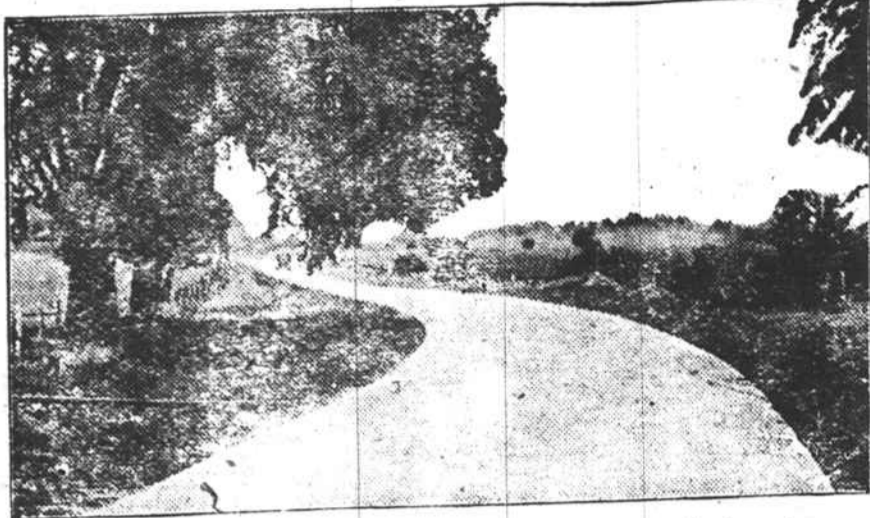


# ANTOMOBILE SECTION



## REDUCE APPALLING NUMBER OF FATALITIES



Splendid type of road in New York.

More careful driving and the elimination of railroad crossings will lessen the appalling number of fatalities due to motor accidents, is the opinion of B. H. Walt, formerly of the New York state highways department and an authority on highway construction. He also believes it is now necessary in the designing of roads to build them wider, do away with sharp curves, high crowns, and use a material which will give a nonskid surface, "skidding," continued Mr. Walt, "is the cause of many of the serious accidents, and while some of these accidents are caused primarily by careless driving, the innocent traveler, who gets hit, can be protected to a great extent if the pavement has a low crown and a nonskid surface. Highway engineers in general now realize the advantages of such a type of pavement and are now building quite extensively of reinforced concrete. This gives them a gritty surface on which the automobile tires obtain great resistance in skidding, and this material not being affected

by water lying on its surface, can be built with a lower crown than most of the other types of road construction.

"By the use of concrete the necessity for oiling and covering is eliminated, which does away with many accidents as well as damage and depreciation on cars.

"When we consider," continued Mr. Walt, "that over 11,000 lives were lost last year, enough to populate a small city it is apparent that drastic measures are immediately necessary and I am sure that the public in the future will be protected by the highway engineers of the country, as far as possible, by the building of wider and better-class pavements.

"At the same time it will be necessary for the public to interest itself in providing money for the elimination of railroad crossings, for the building of sidewalks in suburban communities so that school children will not have to walk on the road ways, and in taking measures to curb the careless driving."

## Good Care by Motorist Will Prevent Skidding

The way to stop skidding is to practice skid prevention. It is very difficult to stop a skid after it has occurred, but it is comparatively easy to entirely avoid skidding. Ninety per cent of all skids can be avoided, but in only 10 per cent of these emergencies can the motorist extricate himself after his wheels have started to slide. Chains reduce the chances of skidding, but are not infallible. Keep off car tracks; do not drive fast on snow or on wet pavements. If the car starts to skid, steer in the direction of the skid; not against it. Unless the brakes are equalized skidding is certain to result on wet pavement. Skidding also occurs on wet pavement, especially in snow, when the car is started. To overcome the side slipping which is common on snow-covered streets, the motorist should start very slowly and in low gear.

## Pay Same Care to Auto as When You Bought It

It is the new member among the motoring fraternity who treats his motor with the greatest respect, especially the starting and lighting battery.

When a man buys his first car he reads all the rules and directions that are given him by the manufacturer. He oils it regularly, he wipes it off every time he uses it and he watches it like a mother bear does her cub.

The battery is something he cannot look into; it is a complete mystery to him, and he does just as the directions say. He has it tested regularly and carefully watches the ammeter to see that it is getting the right kind of nourishment. He goes along for several months in this manner. The shine begins to grow dull and nothing of a troublesome nature develops and he lets up on his enthusiastic care of the car.

## Cranked Car With Wheel Helps in an Emergency

The real test of motoring qualifications comes with the unexpected situations. Recently, observes a writer in the Scientific American, an owner driver stalled his engine on a busy New York street crossing. When he kicked his starting motor pedal the engine cranking mechanism failed to operate, due to a run-down storage battery. The frantic search that followed "ailed to disclose a hand starting crank in the tool box or under the seat. In disgust the traffic officer helped to push the crippled machine to the curb.

Just then a young man stepped out of the crowd and offered his assistance. "If your engine is all right," he suggested, "I think I can start it for you." "Go ahead if you can," urged the owner dubiously.

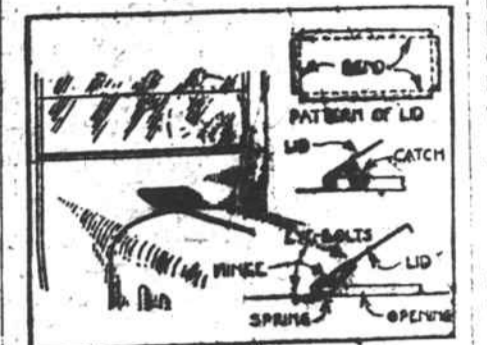
Picking up a jack the young man raised one rear wheel from the ground and threw high gear into engagement. Then he turned the jacked-up wheel in a forward direction, being careful to pull up and lean away from the car. In an instant the motor was humming, and, after throwing the gears into neutral position and removing the jack, the friend in need smiled his appreciation of the owner's copious thanks and went his way.

It was a simple plan, as most successful mechanical adaptations are when demonstrated.

Early last summer a New England motorist found himself on the road several miles away from any garage with a flat front tire and no jack. Noting a rail fence at the side of the road, he selected a straight, sound piece of timber. Next he built a solid pile of stones two and one half feet high in the road in front of his car. Then he laid the rail on the pile so that it made an angle of about 15 degrees with the road, and ran his car up against the incline with sufficient force to raise the damaged tire clear of the road and permit an exchange of rims. Having his wheels on solid ground, it was a simple matter to back off from the improvised jack when the repair was completed.

## Gain Access to Ignition Coils by a Ventilator

Some enclosed cars require the removal of the coil-box and the detaching of the wiring in order to remove the coils from the box to replace ignition points or for tuning these up. To avoid the work necessary to remove the coils, a rectangular opening in the cowl over the coil-box will

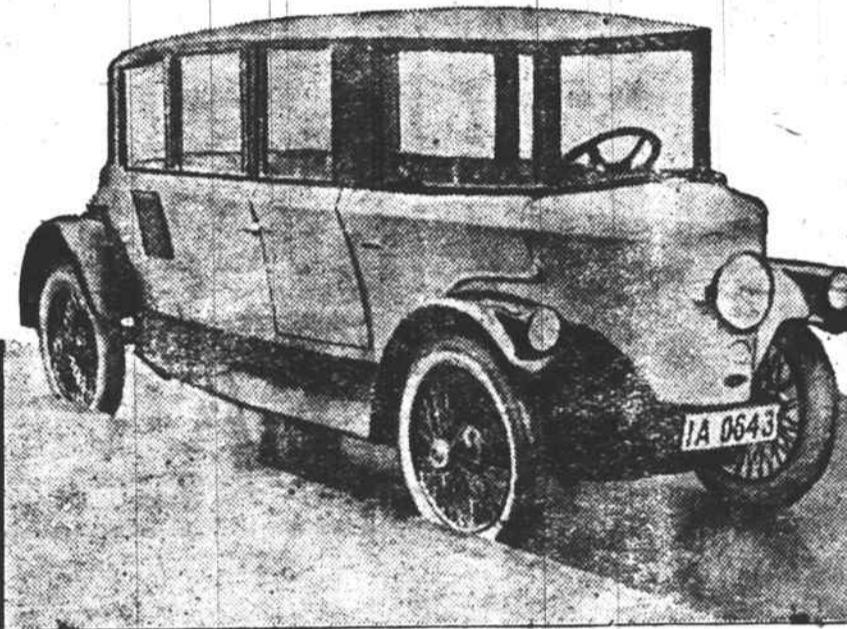


Access to the Coil-Box is Greatly Facilitated by an Opening Provided in the Cowl Above the Box.

permit of instantly taking out the coils from above. This opening can be closed with a hinged cover and makes an especially desirable feature for ventilating this compartment of the car in warm weather.

The illustration shows the details of the hinged cover, which is also useful for giving access to coils and ventilation on converted Ford speedsters using a low cowl extending rearward. —G. A. Luera.

## UNIQUE CAR IS POINTED FRONT AND BACK



This new car with its pointed front and back aroused the people's curiosity as it passed through the streets of Berlin, Germany. Many of the people did not know whether it was coming toward them or going away from them.

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**Left-Hand Drive**—Originally introduced by Henry Ford on the Model T car in 1908 and since adopted for most American-made cars.

**Three Point Motor Suspension**—First used by Henry Ford in 1903, and a feature of the Model T power plant for eighteen years.

**Dual Ignition System**—Dual ignition is provided for Ford cars, (1) the Ford magneto and (2) the generator and storage battery. This has been a great factor in establishing the Ford reputation for reliability.

**Planetary Transmission**—Costs more to build than the conventional sliding gear type, but gives better light car control.

**Multiple Disc-in-oil-Clutch**—The multiple disc clutch is provided to be the best and smoothest any car. The Ford clutch runs

**Thermo-Syphon Cooling System**—Extremely simple — always a water pump to require packing. of water is governed entirely by temperature.

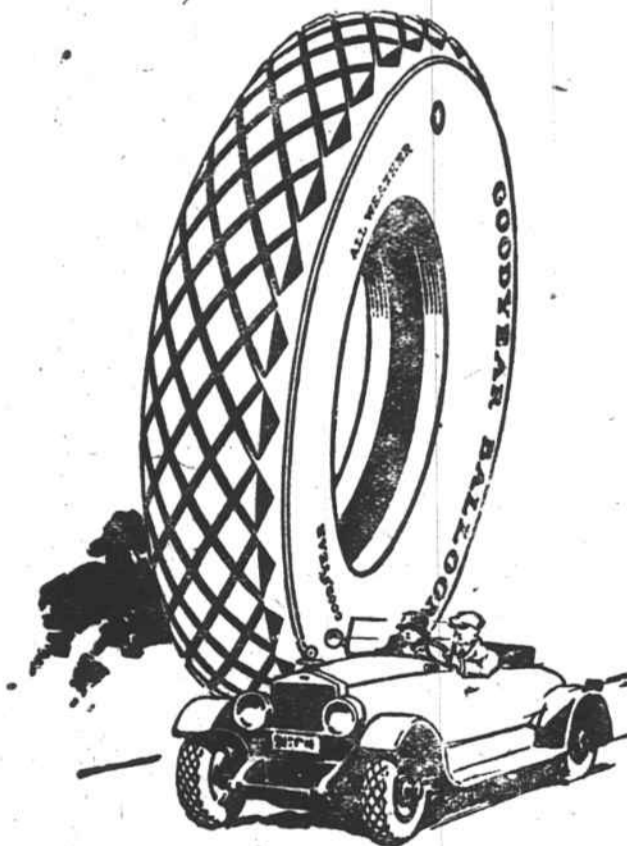
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