

E SECTION



YOU AUTO KNOW

That gasoline, oil and grease are the natural enemies of rubber and that they will rapidly lead to decay and disintegration of tires, particularly if the latter have been driven for a considerable distance and are nicked or cut. Gasoline especially is injurious to tires because it is a solvent of gum rubber, but, because of the fact that it evaporates rapidly, it does not present such a menace as oil and grease.

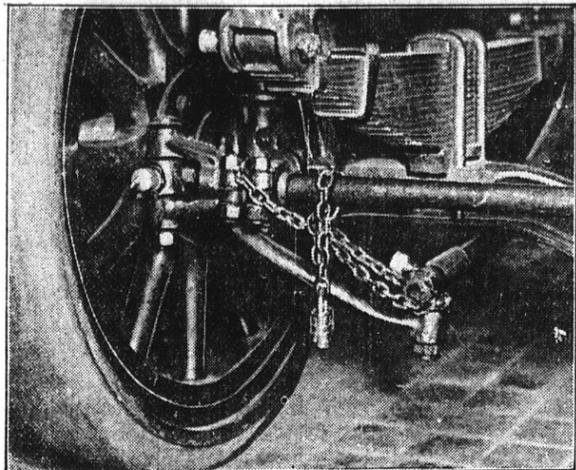
Permitting a car to stand in a garage in a pool of oil will, in a comparatively short time, lead to a decay of the rubber and a marked shortening of the life of the tire itself. Even the pools of oil and grease which are to be noted on streets where automobiles are usually parked are dangerous for this reason—as well as for the fact that they provide extremely treacherous footing and may lead to a serious skid. So injurious are all kinds of oil to the fabric of which tires are made that one manufacturer advises motorists who are forced to go over freshly oiled roads to stop as soon as they have passed the oiled section and clean the surface of their tires with gasoline, taking care to wipe the cleansing agent off with a dry rag. (Copyright, 1922, by the Wheeler Syndicate, Inc.)

Every farmer should have an auto. Then he can get away from home on Sunday before his town acquaintances can motor out to spend the day with him.

Remember there is a patent medicine for every falling, except the falling of making a fool of yourself.

If long skirts should come back into style there'll be more darned stockings worn than there have been for two years.

LOCKS ARE RELIABLE MEANS TO PREVENT THEFT OF MOTOR CARS



Many Owners Consider the Best Means to Prevent the Theft of Cars is to Attach a Steel Lock and Chain on the Steering Knuckle.

What measure can an owner take to protect his automobile from thieves? Not a great deal, unfortunately, for many things which would help reduce thievery are things about which he as an individual has nothing to say. The things that he can and should do are so simple that they are self-evident. First, in buying a car inquire whether or not it is equipped with a locking device approved by the insurance people. If you are installing a new lock on an old car make the same inquiry when buying the lock. There are locks and locks; some of them can be broken and manipulated by an expert thief in a minute or two.

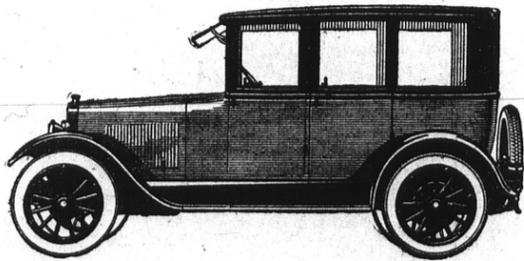
Many Standard Locks. Others really protect the car, and there are about fifteen standard devices. Of these, three lock the transmission, three the steering wheel and

one the manifold. The others are various types of ignition locks. One locks hood and ignition and another gasoline and ignition.

Make Record of Numbers. Finally, if you have hopes of getting your machine back after it has been stolen you should have a record of all the engine and factory numbers that appear on it. Best of all, there should be a secret identification number somewhere that the thieves cannot find to change or remove. One or two manufacturers have a private identification number on the chassis in a position known only to themselves, and it would be a great help if more manufacturers would take this precaution. But as it is, most builders can offer little help in identifying a stolen car, and the owner must depend largely upon himself.

Ever notice that about the time you get used to straw hat it's too dirty to wear any longer?

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According to Don Shortz, Dean E. Baskerville, well known body designer and engineer, who for the last six years has been body engineer for Dodge Brothers, has resigned, to act in a similar capacity for the Maxwell Motor Corporation. Prior to his association with Dodge Brothers he was connected with such manufacturers as the Packard Motor Car Company, Motor Car Supply Company, the Highland Body Company of Cincinnati, and the Troy Manufacturing Company of Troy, O. His connection with the Maxwell Company enables E. W. Goodwin, consulting engineer to give his entire time to creative work in design.

FEW RECOGNIZE AUTO ON SIGHT

Most Machines Are Nearly Alike and Only Experts Can Distinguish Different Makes.

TURN ATTENTION TO DESIGN

One Good Way Is to Observe Name Plate on Front of Car—Hub Caps Offer Means of Identification, as They Are Marked.

"How can I tell the different makes of automobiles?" is a question often asked by the man who walks, observed a New York Sun writer.

The best answer to the question it seems is, "You can't."

There was a time, some years ago, when there were comparatively few automobiles, and these were readily distinguishable.

Those were the days when the automobile manufacturers were concentrating their efforts on the improvement of the engine. It would make no difference how beautiful cars were made if they refused to go. Their efforts were successful; the automobile engine today is as near perfection as human products can get. So the manufacturers, the last year or so, have turned their attention more and more to design.

It was natural that there should be extensive adoption of some of the features of foreign made automobiles, for these cars had always been superior in design to American-made cars, a great deal of hard work being involved in their manufacture. It was also natural that American manufacturers should take the opportunity to carry out their own ideas of design. The one result has been to make all cars more alike.

Tell by Name Plate.

The one best way to tell one car from another is by the name plate on the radiator front of nearly every car. This is nearly always small and inconspicuous, and when a car is passing at a speed of 20 or 30 miles an hour it is almost impossible to identify all cars in this manner. Hub caps offer another means of identification, as the hub caps of virtually all cars are not only distinctive, but are also usually marked with some simple mark of identification.

There are cars that are distinctive enough in design to be identified in a glance. There are cars of the "sporting" type, low and "rakish" and suggestive of speed; the sight of such a car suggests only two or three possibilities.

Cars of Homely Type.

There are cars of the "homely" type, of squat and serviceable appearance; when such a design is caught sight of only two or three names come to mind. There are the obviously expensive cars, cars which suggest luxury in their every line, in the accessories, in the flash of nickel mountings. A car of that description might be any one of a half-dozen cars, the aristocrats of the automobile world.

But outside of these distinctive types there are many cars, mostly of the middle price range, that are extremely difficult to identify.

Some folks are like a spinning top—they make some noise, but do not get any where.

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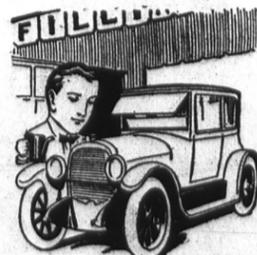
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