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AUTOMOBILE NEWS FOR AUTOISTS AND DEALERS

CARE AND OPERATION OF BRAKE

By M. L. Williams, Manager Twentieth Century Garage.

Not infrequently the novice, and it must also be admitted the experienced operator as well, attempts to start his car without releasing the emergency or lever brake, which has been set when the car was stopped. The results of this carelessness are most usually the stalling of the motor and the necessary re-starting of it, and also considerable unnecessary wear and tear imposed upon the clutch, engine and other parts.

When about to start, the releasing of the brake should be the first precaution which the operator is in his seat and the motor is running properly. In some cars, the emergency brake is interlocked with the clutch so that the latter cannot be engaged until the emergency is released. In such instances the majority of cars include an auto automatic safeguard, which, in point of fact, is upon the whole, objectionable in that it prevents the use of the motor as a brake and the application of the emergency brake at the same time.

Releasing of the emergency brake should be done gently by pushing or pulling the lever (as the case may be) a little harder toward the "set" position, and the brake will release readily by pressing the thumb-piece and holding it pressed until the lever is allowed to move into the off position. The thumb-piece of catch should not be released until the lever allowed to take the off position, as the latter quickly wears out the catch so that it may, in time, become unreliable and fail to hold the lever at some critical time.

First Setting of Emergency Brake.

If the car is parked up a grade when the start is to be made, it has to be held from rolling back until the clutch brake has been released from the time the clutch brake lets go to the instant the clutch begins to be engaged. One precaution which should never be neglected when the car is parked is the first setting of the emergency brake, even on a level road, and even though the car is left upon perfectly level ground, for it will tend to prevent an accident at starting in case the gears have been put into mesh by the operator inadvertently while the car is unattended. In setting the brake, the latch should be freed by pressing the thumb-piece and holding it out until the lever is in the "on" position, released and the piece should be released and the latter allowed into its notch. The lever should not be forced into the on position with the carez snapping from notch to notch as the locking device will soon become worn and unhooped.

When a car is left pointing up a steep grade, the brake must be set very firmly, or it may allow the car to run backward. Sometimes it is wise to place a good sized stone in back rear wheel so that if some one should accidentally release the car it would not be held from running wild. If the car is left close to a curb it is a good plan to leave the steering wheels turned toward the curb, so that if the car should start, it will back into it and stop rather than run down the hill.

In leaving a car pointing down a steep grade the steering wheels should be left pointing toward the curb, if any, and stones or blocks of wood if any, should be left under them. The locks which are on the market for the purpose of securing the brake and gear levers, in the positions where they are left are useful safeguards, and the use of them undoubtedly confers a sense of security upon the owner.

Essential to Know How to Stop.

It has been truly said that it is more essential to know how to stop a car promptly than to know how to keep it running. This the first time an operator should take is to apply the emergency brake sufficiently hard to avoid without an instant's hesitation when an impending collision or any other emergency makes it necessary to slow down or stop the car.

The operator's left foot and both of his hands should be ready instantly to be put forward the two pedals—those acting upon the clutch and the brake—upon the slightest indication of danger without any thing being lost in reasoning or in finding the pedals. Operating the brake by hand should act with the quickness of an automatic machine upon the receipt of any stimulus which denotes that a stop is necessary. Until this condition has been fully realized, the operator has the disadvantage of seeming "rattled" with the resulting dreadful possibilities. Throwing on the clutch and applying the brakes should become acts as instinctive as putting out the arm to ward off a threatened blow.

It is not often, in practice, that the emergency brake is actually used in an emergency which requires the application of both brakes, for the reason that the operator's nerves are then likely to be long in exercise. The chief use of the emergency brake is, of course, to hold the car when the operator is absent, but it should always be remembered that it is the operator's resource in event of the total failure of the foot brake. Foot brakes. Every operator should acquire the habit of promptly applying the emergency brake when it is needed, and a good way in which to do this is to place the emergency brake under circumstances where occasionally brake would naturally be applied. This keeps the operator more familiar with the emergency brake than he otherwise would be, and may be of assistance under critical circumstances.

Should Use Brakes Gently.

The application of the brakes in an emergency, when a quick stop is required, is necessarily a sudden one, but the majority of brake applications are not to meet emergencies. Most of the stops and slow-downs required in ordinary driving require no hasty application of the brake. Considerations why the brakes should be used gently and no more frequently than the circumstances demand. Brake linings wear out and require replacement, and do so rather quickly if they are used harshly.

More serious than this, a sudden and violent brake application, when the wheels are locked, causes the tires to remain in the locking of the rear wheels and in their tires sliding upon the road surface. Flat places are worn in the treads and parts of the tires may be torn off, but the injury usually goes deeper than this, the tires being so heated as to weaken so severely that its failure is very probable. Moreover, it is probable that a great many tires are ruined by this brutal manner of applying the brakes.

The operator should be so familiar with the car's speed that he is able, by the use of the brakes, to reduce the speed which he throws out and the gear, reduced to neutral at 100 or 200 feet from the exact stopping point, if the road is smooth and level. The operator should be so familiar with the car's stopping speed and with a very moderate application of the foot brake is required actually to bring it to a stop at the desired point. It is much better for the tires, brake linings and passengers than running the car almost up to the stopping point under power and then jamming on the brake, which method is practiced by many professional operators who do not know how to drive a car, and by those other operators who try to create an appearance of dashing skill.

To Make Ordinary Stop.

In making an ordinary stop or in slowing down the car an application of the brake, gradually increasing until the desired result is accomplished, is much easier upon the car and much more comfortable to the passengers than a sudden stop, which jerks and tends to throw people out of their seats.

If the motor is running at a speed of 300 it is surprising how little one of the service brakes is required. This is especially true when the engine is controlled by an accelerator and the hand throttle is set so that the motor runs slowly when the accelerator is released by the foot. Under such circumstances, sufficient slowing down effect to enable cross-walks and railroad crossings to be safely approached comfortably may be obtained merely by removing the foot from the accelerator. The slow speed at which the motor then tends to run corresponds to a very low car speed and the braking effect is thus furnished by the engine. It is a good practice to slow the car down quite enough a gentle application of the foot brake is perfectly allowable even though the clutch is still engaged, as the motor is not injured by such slowing. This practice is not to be recommended under other circumstances.

When the car is to coast down a rather long and fairly steep grade, the engine can be made to do a large part of the braking. As soon as the car has gained a speed which is comfortable with the throttle closed as much as possible, the ignition switch may be turned off, with the motor still clutched in on the high gear. It will be found that the speed of the car is controlled by very slight application of the foot brake as compared with those which would be necessitated were the car running unclutched. When the foot of the hill is reached it is only necessary to switch on the ignition and to declutch the motor, if speed by means of the accelerator.

Meter Used to Control Speed.

Occasionally a very long and very steep hill is to be descended. If speed is controlled entirely by the brakes they are likely to become very hot and lose much of their efficiency. In this instance, may be obtained by using both the service and the emergency brake simultaneously and rather lightly or by using one brake and then the other alternately, to be equalizing the heat and wear upon them.

In descending a very steep grade in the middle speed just before the grade is reached and switch off the ignition. The motor then will be turned by the momentum of the car and the resistance of the engine will be required to control the speed by relatively slight and will not endanger the linings. Upon exceedingly steep, long down grades with many curves, and rough road surface it may be found that the car will be in danger of overcoming the desired. No car can run dangerously fast down a grade with the low gear engaged and the ignition cut off. The expedient of using the low gear and the motor will be borne in mind even if not much practiced, because it enables a car to be handled with comparative ease when, for any reason, the brakes are not holding well.

From what has been said it should be apparent that the brake linings and shoes should be cared for carefully for, as a matter of fact, they are among the most rugged elements of a car and can withstand all the strain and wear to which they are subject, as well as any other parts, but it is the purpose of this article, however, to point out those notable ills to which all parts of a car may be used with the least resulting wear and tear and this end has been carried out in respect to the brakes.

Should Test Brakes Frequently.

As the lives of the passengers and the safety of a car depends upon the effective operation of the brakes and especially of the foot brake, they should frequently be tested by the operator to see that it properly grips the drums and that the adjustments have come oily or that the adjustments may have altered. This can best be accomplished by driving the car part way up a very steep hill, stopping it and trying each set of brakes to see if it will hold the car from slipping backward. If it will not, it requires attention.

MOTOR TRUCK SHOWS IT CAN OUTLIVE HORSE

B. A. Gramm Tells How Gasoline, at Start Tour Wednesday.

"That the motor truck will outlive the horse is absolutely true," says B. A. Gramm, of the Gramm Motor Car company, Lima, O. "The experience of any employer of horse delivery shows that the length of effective service of a horse is surprisingly brief. Some claim they find it necessary to purchase every two years. The motor should result in active service, if instructions are followed, at least five years under normal conditions.

"The fuel of profitable, long-distance truck is good for 8 to 11 miles and that of a five-ton truck nine miles a day. A ten-ton gasoline truck should have no difficulty in maintaining a 10-mile average and a five-ton should cover 40 miles.

"When you think that each one of these trucks can do the work of several teams, thus doing away with the expensive stables and the accompanying costs, and that it need only a month and a half's feed, you can see the great economy, without taking the increased business into consideration.

"A large packing house at Toledo, O., with whom we have had very intimate relations, has found, from its general manager, that the saving to concerns give the motor truck a 'trial' to be sure! It had a stable full of horses, and installed two of our trucks. The manager said to me: 'Mr. Gramm, the trucks were given on cars, while the horse delivery part was getting better attention in order to show up the trucks on the wrong side. But we were determined to prove out the right side of the proposition and, as you know, we have definitely succeeded in evidence from the fact that the company is now using seven of our trucks and getting ready to install additional ones. They have found it pays to care for their horses, to have them in a first-class and up-to-date garage.

JAPAN NOT A COUNTRY FOR AUTOMOBILE TOURS

Hupmobile World-Girdlers Hospitably Received Wherever They Went.

Motoring in Japan is confined almost entirely to the district in and about Yokohama and Tokyo, for of the 200 cars in the mikado's kingdom fully 150 are in this territory. The number of cars is not great enough to make the automobile a common sight even in this section, so the arrival of the Hupmobile world-girdlers in Yokohama created a stir in Japanese motoring circles, but three weeks were spent in the motoring district, lending pieces of interest, such as Nikko and Kamakura, being visited in side trips from Tokyo.

The roads are good, as, for their purposes and hospitality, and everything possible was done to make the visit of the world tourists enjoyable, before they left on the cross-country trip to the Pacific coast.

As in China, driving in Japan is a task that keeps one on the alert every minute, for there is no telling how many children will be in the narrow road around a turn, or how many are coming from a straight way. Probably the most difficult part of Tokyo, a city of nearly 1,000,000. Most of the main streets are wide enough to allow dodging, but side streets are narrow. The road from Yokohama to Tokyo is one of the most nearly continuous boulevards.

Nikko is the great show place of Japan. Situated in the mountains, it is famous for its sacred bridge and temples, and the roads leading thereto are very worst in days gone by. In Nikko one gets the first view of Japanese mountain climbing ability to make the grades about 35 feet. High peaks, rushing torrents and beautiful lakes make a fitting setting for the Japanese sulkiness over the town.

Kamakura is famous for its great Buddha. No tourists are allowed to take photos here, because of military reasons, but the Hupmobile was driven to the foot of ground before the Diabutsu (Great Buddha)—being the first automobile to visit this place—and had its picture taken by the official photographer on the ground. On June 4 the party started for Soka, a town 30 miles from Tokyo, on the Tokaido, and one of these trips by a Hupmobile runabout.

Among the most interesting events of the two weeks' stay in Tokyo of the Hupmobile party was a call on Count Okuma, former minister of the imperial household. The count is now 81 years of age, but an enthusiastic motorist. He received the world tourists at his beautiful home in a most hospitable manner, and listened with interest to the story of the world tour. Count Hizakata is especially interested in America and American. He visited the United States about 20 years ago, and has spent a lot of telling of the wonders he saw.

SWINEHART CAPITAL INCREASED TO $800,000

Akron Tire Company Will Shortly Enlarge its Factory Facilities.

After hearing the report of the company's business for the past year—which showed an increase of 200 per cent over the previous year—the stockholders of the Swinehart Tire and Rubber company at Akron, increased the capital stock from $400,000 to $800,000. This action was taken at an annual meeting of the stockholders.

The annual report showed that it was necessary to increase the manufacturing facilities in order to be able to take care of the great growth in the demand for Swinehart tires in territories where the company has branches or representatives, and to open up territories which are still fairly territory hitherto untouched by it. This increase is to be made at once.

Persons mailing copies of The Tribune should place one cent postage on a 14-page issue and under and two cents postage on 28 pages and under.

SAYS MOTOR TRUCK APPEALS TO FARMER

ADOPTION OF AUTO RELIABLE SIGN, ACCORDING TO EXPERT.

Conservative Tiller of Soil Investigates Conditions Thoroughly and Arrives at Sound Conclusion.

Alertness of farmers in adopting improved machinery or new ways of saving time and labor is a faculty promising much for the future of the motor truck in agricultural work. D. C. Fanner, sales manager of the Sampson Manufacturing company, the motor truck division of the United States Motor company, whose experience has given him ample opportunity to study the trend of transportation on farms, says that the farmer is critical, and that the farmer is quick to seize every aid to production and greater efficiency.

"It is not surprising," said Mr. Fanner, "that the farmer should become man in the city, abandoning horses to use motor trucks. It is a reliable sign because the man on the farm is conservative—he has always gotten the best out of his horses and thoroughly and to arrive at a sound conclusion, he must be convinced.

"Now that the motor truck has received a favorable verdict from the farmer it is well to note the reason.

"Performance is the measure of a motor truck's value. The farmer, like any other business man, takes it up when he sees its advantages over the horse. At the same time it must be admitted that builders of motor trucks have not sought to enthrone the farmer as much as it might seem from the outset. Of course, they have had all they could do to supply the business men in cities. But the farmer to-day is making his needs felt and the manufacturers of trucks are now giving attention to demand from his last stronghold, the farm.

"It matters not what kind of a product he is be handed; if the product is any considerable amount—and most farmers do a heavy hauling business—the motor truck offers the remedy. The present slow plodding of the horse."

HOPE TO PROVE HOOSIER CARS OF SUPERIOR MAKE

Delegation of Indiana-Made Autos to Disadvantage, Wen Out.

The Tribune's Special Service.

INDIANAPOLIS, July 7. — When Gov. Marshall sends a delegation of Indiana-made cars forth on a four days' jaunt next Wednesday he will be helping to cement an interest in motor car manufacturing that will be beneficial to the motor buying public. For it is contended that the test which will be given to the car will easily prove to the motor buying public the stamina and ability of Indiana-made cars to accomplishing the results under any and all circumstances.

The Hoosier manufacturers are anxious to test their cars are been over the prospects presented to them in such a tour. With the feeling prevalent that the Glidden tour is off this year the Indiana manufacturers see an opportunity for the yearly test of their product.

The itinerary for the trip has been finally arranged and includes South Bend. The start will be made July 12, and will make a night stop there the first day. The second night will be in Chicago. But one other stop will be made in Indiana, and that will be on the following day at Lafayette. From the latter place the tourists will return to Indianapolis, the first resting place will be Paris, Ill.

Two of a Kind.

"Can you picture anything to equal a life's exile in Siberia?" asks a writer discussing the Roosha penal system. How about an egg in cold storage?

How Filipinos Capture Monkeys.

The Filipinos catch monkeys in a very funny way. Monkeys are very fond of the meat of cocoaduts. They are very lazy, though, about gnawing through the outer bark, and will only do so when very hungry. The Filipino takes advantage of this greed and indolence by cutting a small opening through the shells, just large enough for Mr. Monkey's long thin hand to penetrate. When he once gets inside he gets his hand full of delicious dainty meat, and his hand is naturally wider when in this act than when it was thrust through the opening. Finding his hand will not come out, the monkey chatters, and scolds, and plainly shows his indignation at the way he has been trapped, but never thinking of loosening his hold on the cocoanut meat and withdrawing his hand as easily as he put it in. There he stands, an angry monkey, until the native who set the cocoanut trap, comes and takes him captive.

For the Sickroom.

One of the simplest ways to freshen and sweeten the atmosphere of a sickroom is to put a few spoonfuls of eologne on a shovel and set fire to it.
—Woman's Home Companion.

SPIDERS PRISON MAKERS.

Remarkably Ingenious Devices Spun to Trap Prey.

How many times can a spider rebuild its web? This question seems to have been answered with reference to at least one species of spider, the trap-door spider.

These spiders are very plentiful in California. They construct their nests, consisting of a mammoth tube lined with silk, in the ground, camouflaged on the ground like stratagems, hidden from the washing effects of rain. Then they cover the nests with a woven trap-door supplied with hinges.

The upper surface of the door is made to resemble the surface of the ground, so that when the door is closed the owner instantly opens it, and if the disturber is not too large and strong the spider seizes it and drags it into the den. If, on the contrary, the stranger is too powerful, the owner holds fast to the door and holds it down with all its strength.

The result of many experiments, as reported by a naturalist of San Diego, is that the spider will rebuild its web the spider has to rebuild it four or five times and no more; but each time there is evidence of a greater economy in the use of silk, and, although the spider will attempt the renewal the sixth time, it invariably fails because its silk is all used up.

It should appear, however, that after the lapse of a considerable period the spider acquires a fresh supply of the fluid from which it spins its web. Then it is able to resume the construction of silk-lined dens and trap-doors.—Harper's Weekly.

TWENTY-TWO COACHES FOR ROME CITY PICNIC

Special Trains Will Carry Grocers' and Butchers' Excursion.

Two special trains of 11 coaches each will carry those attending the annual picnic of the South Bend and Mishawaka retail grocers' and butchers' associations at Rome City, Ind., Wednesday, July 26. The excursion will travel over the Lake Shore and Michigan Southern and will leave the Lake Shore depot at 7:15 o'clock in the morning and the other at 7:15. Groceries and meat markets will be closed the entire day.

Preparations for the outing were completed last night at a meeting of the joint committees of the two associations. The session was held in the office of the Baer Flour & Feed company. Plans for the outing were completed and arranged. The oldest married couple in attendance at the picnic will be given 100 pounds of flour. A ham will be given to the largest family and a go-cart to the youngest child on the ground.

Football games and field and aquatic events will be provided at Recreation park, although no prizes will be offered and the schedule will be informal. Fishing is expected to attract many. The dancing pavilion and other amusements of the park will be open to the celebrants.

An extensive advertising campaign was agreed upon last night. The committees will have posters on display and will insert advertisements in the daily papers.

BOTH GO TO CHAIN LAKES.

Annual Picnics by Hope Chapel and St. Paul's Memorial Church.

Two Sunday schools will hold picnics next week at Chain lakes, west of the city. St. Paul's Methodist Episcopal Memorial school will leave Thursday morning at 8:30 o'clock on special Northern Indiana cars, which will be switched to the Chain lakes for the St. Paul's picnic. The annual picnic of the school of Hope Presbyterian chapel will be held Tuesday. Field and athletic events in addition to basket dinners will be provided for both schools.

Lazy Ledge, Birch Lake,

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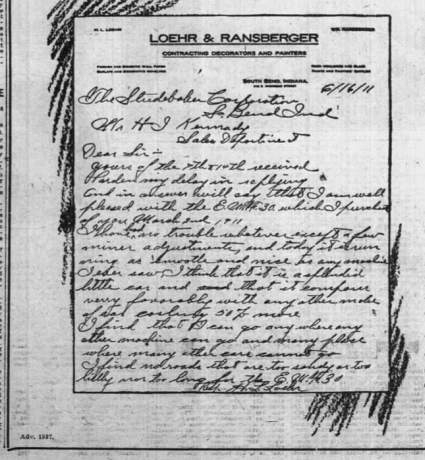

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E-M-F 30

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