

# AUTOMOTIVE SECTION

## BOYS TAP SPARE TIRES FOR AIR



The photograph shows how "Shinby" eliminates all long-breaking efforts in blowing up his beloved football. He goes around to the rear of your automobile and taps the old spare tire and gets a much better result.

## WHAT OIL GAUGE IS FOR

Guard, Lubrication System and Should Be Watched as Carefully as Other Instruments.

There are quite a number of motorists who would refuse to buy a car that did not have all the fixings on the dash—including an oil gauge of some sort, says Motor Life. Once they are sure the thing is on the instrument board, however, they forget all about it and never pay any attention to it. Watch the little gauge just as carefully as you do any of the other instruments, for it is guardian of the lubrication system to inform you of any improper functioning of that very important feature of the engine.

Japan Has Widow's Headdress. Japanese widows designate themselves by the arrangement of their hair, and also signify whether they desire to marry again.

## AUTOMOBILE NEWS

Never overwork a blowout patch—it ruins tires.

A paste of shellac and graphite will stop leaks at petcocks or spark plugs.

The ground-gripping attachment has been invented to prevent automobiles backing down hills.

Tires will produce twice the mileage on cars driven 15 miles an hour as upon cars driven 30 miles an hour.

The word "limousine" is named after the head covering in the form of a coat or hood, with a cape attached worn by women around the city of Limoges, France, the capital of the old province of Limousin.

The Farmington Enterprise—\$1.50

## SPEEDING CAUSE OF CALAMITIES

Majority of Disasters Brought Upon Motorists by Their Own Reckless Driving.

## FEW MISHAPS IN BAD PLACES

Sections Commonly Regarded as Extremely Dangerous Prove to Be Relatively Free From Serious Catastrophes.

(Prepared by the United States Department of Agriculture.)

A three-months' study of motor accidents on Maryland roads has brought to light the interesting disclosure that a vast majority of the disasters that overtake motorists are brought upon themselves by their own recklessness, and that 90 per cent of them are due to speeding, says a writer in the Public Roads, published by the bureau of public roads, United States Department of Agriculture.

Few Accidents in Dangerous Places.

"One of the interesting developments of the investigation," the journal goes on to say, "is that the largest number of accidents have occurred at the places that have always been considered safe, while the sections which have been commonly regarded as being extremely dangerous are proving to be relatively free from accidents." Where the State highway crosses the Blue Ridge mountains, in the western part of the state, and grades are steep and curves sharp, there were but eight accidents during three months. On the National pike, between Baltimore and Frederick, where there are 48 miles of the straightest road in the state, the record for the same time showed sixteen accidents, three of which were fatal. "And yet," says the publication, "few stretches of highway in the whole road system are so free of any features which might be considered as dangerous."

On the Baltimore-Washington road, with an apparent danger spot removed, the record shows that during the same period there was one accident for every four miles of road.

Accidents in Safe Places.

"There seems to be only one answer to account for these hitherto unsuspected conditions," the article says. That answer is:

"Even the less careful motorists drive cautiously in the presence of recognized dangers, such as steep grades, sharp curves, grade crossings, etc., while the absence of such dangerous features gives the driver a sense of security which prompts him to take a chance and yield to the wall-high universal passion for speed."

Few accidents were due, it was found, to the condition of the roads themselves, and most of those were due to slippery surfaces caused by rains.

## HEATING FRONT SEAT OF LITTLE MACHINES

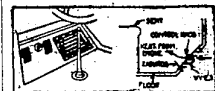
Radiator Designed for Runabouts and Roadsters.

Particularly Adapted for Cars That Afford No Protection for Driver—Assures Comfortable Driving in Winter.

Most floor-heaters for automobiles seem to be designed for the rear compartment and not for the front seat. The heater shown in the illustration is designed for runabouts, roadsters, and particularly the type of automobile that affords no protection for the driver against cold winds such as taxicabs, town cars and limousines.

The radiator is simply an ordinary floor radiator such as is used in hot-air systems of house-heating. The adjustable vane type with the ribbed foot-control knob is of course the most desirable, as it will allow the driver to permit as little or as much heat as he desires to come through.

The size of the radiator used depends on the amount of clear floor space. As the illustration indicates, a hole is cut through the slanting part of the floor and the radiator set in and



If You Equip the Driving Compartment of Your Automobile With a Heater—Now, There Won't Be Any Cold Feet This Winter.

screwed down. It will be found that a surprising amount of heat comes through when the radiator is wide open. A heater of this sort assures much more comfortable driving in an open car when the winter weather is severe.—Frank W. Harth, in Popular Science Monthly.

Try a Liner—They Bring Results. The Farmington Enterprise—\$1.50

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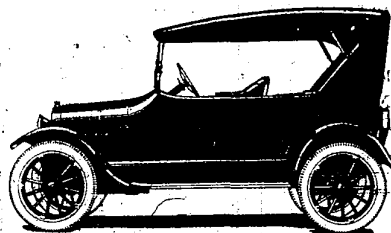
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