

# In The Automobile World

## STILL MANY THINGS TO LEARN ABOUT RUNNING AN AUTOMOBILE

By Ray McNamara.

Learning to operate a motor car properly and with a certain degree of safety is a very serious problem, and yet a very simple undertaking when the safety-first slogan is kept in mind. The average driver believes himself very expert after a few weeks behind the wheel begins to hit 'er up unconsciously, disregarding the safety of the public and very often comes to grief.

The writer, having driven somewhere near 800,000 miles in the last few years, Maxwelling through every State in the Union, eight transcontinental trips in the United States, also covering a large portion of Canada, is still learning something new every day about the operation of motor cars, and the Maxwell in particular.

In my opinion there would be fewer accidents and less expense to motorists in general, and more joy to life for both pedestrians and motorists, if the latter would exercise the same amount of care about learning to drive a motor car as they do about going into deep water when learning the art of swimming. The risks are very much alike, except with the motor car the students' and other fellows' safety is in the balance.

We will call, just for instance, school districts, high speed and congested traffic deep water. They should not be trespassed upon by the student until he has that same confidence that would carry him into deep water with safety.

Select a wide city block or a good country road, free from dangerous curves at a time of the day when traffic is light, for your first lesson. The general practice is to familiarize the student with the steering of the car first, letting him get acquainted by chance with the brakes, clutch and gears, which is all wrong and dangerous.

### Get General Idea.

Dealers giving buyers instructions should see that the new owner gets

a general idea of just what every lever is for. Then take his position at the wheel and learn to start and stop first. A dozen—even a hundred—attempts should be made until the owner is thoroughly confident that he can make a quick stop without getting rattled. When this is accomplished, then it is time to move along at a moderate speed, not exceeding 15 miles per hour. During this trial acquaint the driver with the steering of the car, judging distance, traffic, etc.

The instructor, having acquainted the owner with the operation of gear levers, brakes and throttle, has him practise stopping at imaginary objects along the road, turning corners slowly, turning around in the road and going the other way, several times.

All of this will aid the owner materially in learning the most important feature of driving, which is judging distance. You will find yourself very awkward at this for a time, but as long as you keep your speed down and learn just how much space it takes to bring your car to a dead stop you will avoid accidents and gain confidence very rapidly.

For the sake of experiment and your own information, draw two lines across the road 50 feet apart. Then move the car toward the lines at 20 miles an hour, crossing the first line, and apply the brakes and see just how many feet it takes to bring your car to a dead stop. Unless your brakes are 100 per cent. efficient, you will find it very difficult to stop well within the lines. This trial will give you an idea of just what speed is safe in approaching railroad crossings and intersecting streets, and how near you can go to traffic obstruction before stopping.

### Use Second Gear.

Making a dead stop in 30 feet from a speed of 20 miles per hour is very good brake performance for any car. To stop in 50 feet is considered O.K. However, nine out of ten cars will not

accomplish this feat without some preparation, excepting some light cars under 2,000 pounds.

Short tours of a few hours' duration each day are splendid practice before exposing your family or friends to busy city traffic and dangerous railroad crossings. These tours should be made over roads free from steep hills, dangerous turns and at an hour when traffic is light.

I always make it a practice to cross railroads on second gear.

With this practice there is less danger of stalling your motor. Never cross a railroad unless positive that the tracks are clear, even if necessary to get out of the car and walk ahead. In and about our large cities there are many crossings where the gateman or flagman is off the job after 6.30 p.m. In such cases it is necessary to be extra careful, and you are almost compelled to get out of the car to see if the road is clear.

Almost every driver of motor cars experiences a narrow escape or had mishap before realizing the dangers of wet or icy streets. Anti-slip tires should be on the rear wheels of cars, and anti-skid chains should be brought in to use too, especially when travelling on snow or icy streets or wet dirt roads.

### NO GASOLINE SCARCITY.

Reassuring Statement is Based on Statistics.

The following reassuring information about the gasoline situation is taken from a circular sent out by McLaughlin dealers by the McLaughlin Carriage Co., Ltd.:

The question of our gasoline supply and daily consumption has been much discussed by some men who do not know much about the facts in the case. Now and then some writer will deplore the fact that we do not emulate the example of England in restricting the use of gasoline for furnishing power for automobiles. Some other scribe sees our supply "wiped out" with the increasing number of motor cars sold, and the increasing use of aeroplanes.

It is therefore interesting to note the United States Government report on the subject, as most of the gasoline used here comes from the United States.

This table shows production and

exports in American gallon for the past five years:

Year.	Production.	Exports.
1913 . . . . .	1,099,350,000	209,692,555
1914 . . . . .	1,331,230,000	281,609,081
1915 . . . . .	1,849,790,000	356,217,125
1916 . . . . .	2,058,322,838	414,833,000
1917 . . . . .	2,446,759,800	464,971,145

The 1917 figures are estimated upon the basis of six to eight months' returns. In this connection one must consider the stocks of gasoline on hand in the United States as reported by the Bureau of Mines. These were: January, 1915 . . . . . 279,064,829 April, 1915 . . . . . 346,393,405 June, 1915 . . . . . 328,983,082 December, 1915 . . . . . 184,577,456 January, 1916 . . . . . 203,951,888 December, 1916 . . . . . 326,825,137 June, 1917 . . . . . 364,971,145

It appears that there was an increase in 1917 of about 388,400,000 gallons in production of gasoline. But the large increase in exports plus the increase in the total supply of gasoline on hand amounts to about 290,600,000 gallons. This latter represents production not consumed here; and deducting it from the increase in gross production there is found to be a difference of only 98,800,000 gallons which could possibly have been consumed by automobiles. Yet car registrations in United States, according to Automobile increased from 2,932,455 June 30th, 1916, to 4,242,139, June 30th, 1917. Such a big increase in registration, together with so slight an increase in gasoline consumption demonstrates without a doubt: first, that consumption by au-

tomobiles is not increasing in proportion to numbers; and, second, that it is very far below the generally used figures of 450 to 500 American gallons per car.

It is clear that there has been a big decrease in the consumption per car. The increase has been mostly in small cars, and these have gone largely into the hands of people with incomes less than \$2,000 per annum. Besides this, in 1917, the war doubtless resulted in a great deal of economizing on gasoline and tires. In view of these changes, those who hereafter figure on a gasoline consumption of more than 350 American gallons yearly per car will probably be far from the facts.

Some of the corollaries of this situation are, first, that the gasoline shortage proves to be a myth; second, that there is going to be gasoline enough for both military and private use; and, third, that after the war no gasoline shortage can be relied upon to maintain petroleum products at their present high price level. If these high prices then remain, they will have to find some other foundation to stand on. England finds it necessary to restrict the consumption, but the difficulty is one of transportation, not of any shortage in production. England imports all crude oil and gasoline.

As this information becomes more generally known there will be less caution exercised on the part of certain prospective motor car purchasers who have held off for fear of an embargo in gasoline.

Fuel Administrator Garfield at

Washington has stated that a survey has shown ample gasoline for war needs and no steps will be taken to restrict the use of fuel for motive power.

### TRUE ECONOMY

Is to Own an Auto of Your Own—Make Good Returns.

"Economy means the elimination of waste—the curtailment of expenditures for things not essential to the pursuit of right living and efficiency," says Z. K. Carson, General Sales Manager for the Gray-Dort Motors, Limited. "Yet to many it suggests hoarding and deprivation. It breeds a thought that is likely to curb happiness and impede progress."

"People who own cars that it is true economy to own one. They know that it is waste to be without one—waste affecting those things in life that make for business utility and domestic content."

"No, economy certainly doesn't require cutting out the motor car, but it does require more consideration in selecting one so that it may give adequate service and satisfaction at the lowest possible cost of maintenance and operation."

"From all indications men who have been running expensive cars have decided to drive smaller and less wasteful ones. They are finding that some cars of the less expensive type serve them just as well in every practical sense."

"Our sales and prospect lists show a large number interested in Gray-

Dorts who have in the past, paid double the price and could well afford to go on so doing from a strictly pecuniary standpoint. They have measured values on the basis of fair returns on the investment."

"This changed attitude is not because of any fear of hard times. With the enormous war expenditures to be made, this country will soon be reeling in an unprecedented wave of prosperity, and when Canadians have it they spend it."

### Tire Protection.

Frozen ruts can always be avoided, and may do considerable damage to tires. As the tire travels in the rut the side may rub against the frozen edges, and the sides of a tire are not intended to stand such wear. They must be made flexible to give resiliency to the tire, so that the wear-resisting rubber in the tread is not suitable for sidewalks.

But wear usually occurs on the side of the tire away from the car. If the sidewalls of your tire are suffering it is well to reverse them. Where they are badly snagged it is imperative that repairs be made at once. Rubber should be vulcanized over the worn spots to protect the fabric from moisture and disintegration. If this is done the normal service from the tires will not be greatly affected, but if the snags are neglected the tire is likely to be ruined.

A man doesn't mind being fooled if he does it himself.

## The Quality Goes Clear Through For 1918

### 21 Improvements and Refinements

Of vital interest to everyone considering the purchase of a motor car are the improvements and refinements in the 1918 Gray-Dort. A graceful, well proportioned, perfectly balanced automobile.

Note the new features of the 1918 Gray-Dort:

Cylinders of larger bore giving greater smoothness and power even with poorer gas. A larger radiator of cellular type which considerably increases the efficiency of the cooling system and the appearance of the car. Larger and graduated water-jackets. A new four-blade fan of improved construction. Giving gasoline efficiency and economy is the improved Carter carburetor.

The wheel hub and bearing are larger. Improved door jambs. A larger steering wheel. A longer curved gear shift lever for easy driving. Curved brake and clutch pedals prevent the foot slipping while driving. The spring shackle is now two-piece and is easily removed. The windshield is set in deep sockets. A larger brake band increases greatly the power of the brakes.

New beauty points have been added to the Gray-Dort. A stamped body of new

and smart lines. A fender of wider sweep. A new finish devised in our own body plant. French pleated upholstery. Linoleum covered floors.

The five-passenger touring car is \$1,125; the three-passenger fleur-de-lys roadster is \$995; the Gray-Dort Special with extra finish and equipment is \$1,25 above the list. All prices f.o.b. Chatham.

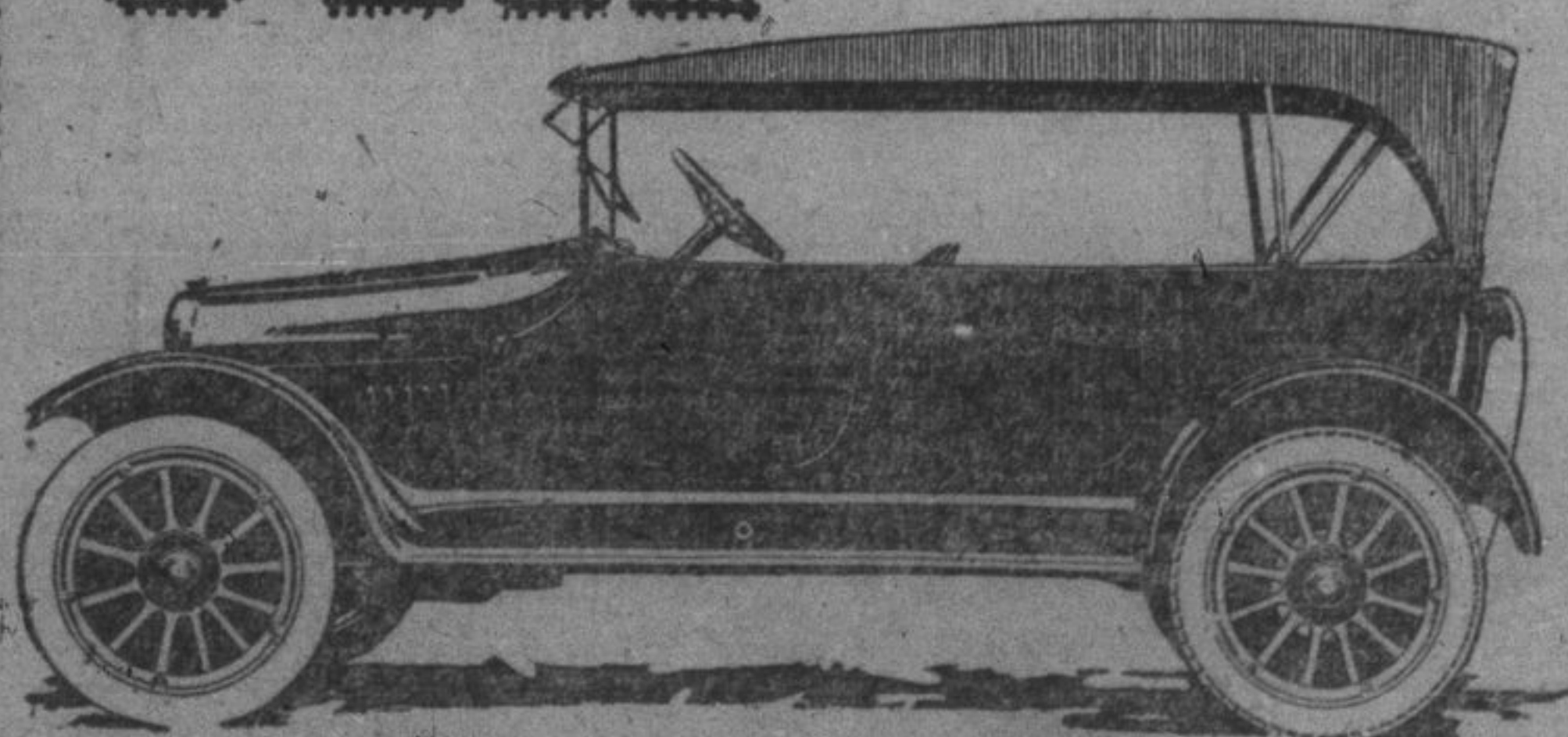
### AGENTS

## W. J. MOORE & SON,

206 Wellington St.,

Dealers in every locality

# GRAY-DORT



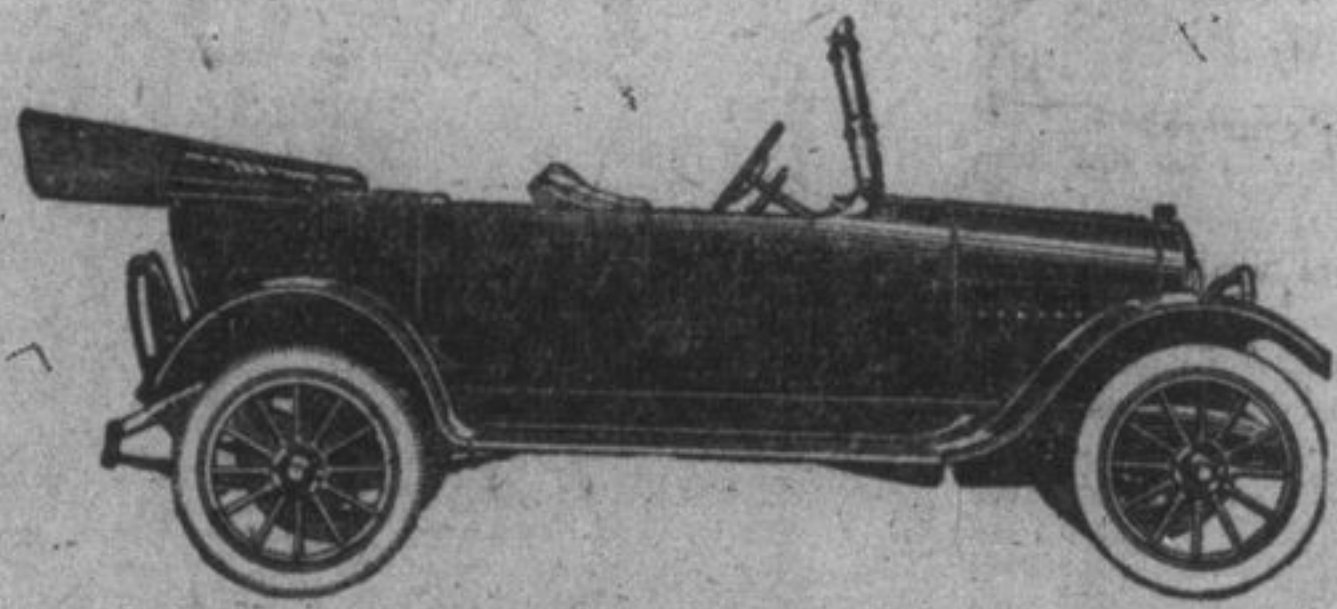
## GRAY-DORT MOTORS, LTD.

CHATHAM - ONTARIO  
In the United States—the Dort Motor Car Company  
Flint, Michigan

# MAXWELL

Most Miles per Gallon

Most Miles on Tires



## \$1045

F. O. B. WINDSOR

Those figures have a vital significance to you.

Think for a moment of the exact temperature at which water boils.

Below that you have merely hot water—above it, part of the water becomes steam.

In years of motor car production on a gigantic scale, the Maxwell builders have learned:

(1) That in building a car to sell for less than \$1045, while materials cost what they do today, they would have to sacrifice something—efficiency, durability, economy, comfort, beauty, or standard equipment, all of which the Maxwell possesses.

(2) That, in building a car to sell for more than \$1045, they could give you no more practical value—but only increased size, weight or luxurious trappings.

They have found the point of definite motor car value, as fixed as the boiling point of water.

Think that over before you buy a car costing either more or less.

Local Agent.

J. W. MARTIN, 110 Clergy Street.

