

In the Automobile World

FAMOUS CAR HAS HOME COMFORTS

An Ex-Army Officer Takes His Hotel Wherever He Goes.

After five years of almost incessant travel over practically every part of the country, the famous "Fifty-Fifty Cruiser," designed by J. W. Brashears, Jr., of Washington, D.C., a former officer in the Engineer Corps with the A.E.F. in France, is again speeding west on a journey that will take it around the United States.

The "Fifty-Fifty," according to Brashears, indicates 50 per cent. mobility and 50 per cent. comfort and convenience. The Dodge Brothers chassis on which he has set up his strange looking craft, was bought in 1915. Brashears recently made some improvements in his "hotelmobile"—probably he installed hot and cold water, bath, etc.—and incidentally looked over the power plant.

"Close inspection developed three astonishing facts," he wrote. "The pump shaft after running five years in water, remained absolutely bright and free from rust; .003 oversize pistons would not go into the cylinders, and the driving spur and differential showed no visible wear." He says he has frequently averaged 25 miles a gallon under test, and adds that the moderate priced chain fabric tires on the car have averaged more than 10,000 miles. "Accurate figures for this cannot be given because I have never worn out any tires," this is what writes. "I still use three that are four years old as spares."

Brashears and his car have been the subject of many newspaper and magazine articles and now he says the movies are making overtures to him. His car is built on an economical plan, he says, and is within reach of the average car owner who enjoys a hike about the country.

The machine has a homelike appearance and a general air of serviceability. The cruiser body is six feet four inches wide and ten feet long. By using the front seat as a bed across the width of the machine



PROPOSED MOTOR GARAGE IN LONDON, ENG.

more space is permitted for cooking purposes. To get this width the body is extended five inches beyond the fenders and running boards on each side. The headroom inside is six feet. The sides of the body are galvanized iron, 27 gauge, fastened with bolts wherever it touches the framing wood, which is of light, dry oak.

In the rear is a door 30 inches wide, for use while camping, when the front doors are blocked by the seat, which is reversed and serves as a couch. In the rear door is a small glass window which gives the driver a view of the road in rear of him. The seat in front, which is also used as a couch, is 26 inches high and 18 inches wide. When it is moved forward to the dash and the back laid flat a bed 44 inches by 6 feet 2 inches is formed.

Under this is a galvanized iron box 18 inches wide, 14 inches deep and the full length of the seat, used for storage and protection of clothing. Lending from the front seat to the rear door is a clear floor space of 7 feet long and 2 1/2 feet wide. On the left side is a trunk 3 1/2 feet long by 20 inches wide, and a table covered with oilcloth to carry clothes and also serve as a kitchen table. Directly back of this is a two-burner gasoline stove connected directly with the main gasoline tank, which is of the air pressure type, holding 15 gallons, which provides fuel for both the stove and the motor of the car.

Opposite the stove is the washstand, 30 by 20 inches, with a large space under it for bulky but lightweight cooking utensils, etc. On the right side opposite the clothing trunk and of similar size, is another trunk partitioned to carry two extra tires and ample space to carry provisions for two weeks.

Under the main floor forward is a sawdust insulated box capable of holding 50 pounds of ice and provided with a drawpipe through the bottom.

The cruiser is equipped with electric lights, a fireless cooker, books and a clock. It is a snug little home, which eliminates even the necessity of searching for camp grounds, to say nothing of hotels.

Easy Position Means Comfortable Journey

Pleasure and comfort in touring depend to a large extent on the driving position. The man who slouches in his seat, grips the wheel hard and maintains a tense attitude while riding, will find a long country trip tiring and strenuous.

The best position for riding is the easiest—sitting up straight, resting easily against the seat back and keeping the body relaxed. Slouching, say psychologists, retards the activity of the brain. An easy, upright position keeps the mind alert and the body ready for every emergency.

It is not necessary to grip the steering wheel tensely. A loose hold helps maintain riding ease. A good position for the hands is that in which they make 20 minutes after 10, although many drivers find driving easier when they hold the wheel at about 15 minutes after 8.

Keep your head up and eyes forward. Especially in changing gears the eyes should be on the road ahead and not on the control lever. It is good practice to glance over the road occasionally, but only when the car is going at an even rate of speed and the road is straight and clear ahead.

At such times, also, the foot ought to be off the clutch pedal. In fact, the clutch pedal should not be touched except for actual use. And use of the clutch should be limited. It is better to throttle the engine whenever possible instead of throwing out the clutch. The average driver uses the clutch about twice as often as he should, with the result that the clutch collar becomes worn and the clutch slips within the flywheel.

An Ohio inventor's two-wheeled go-cart for children can be folded to about the size of a suitcase, with the wheels, braces and rods inclosed within flat sides.

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Under the main floor forward is a sawdust insulated box capable of holding 50 pounds of ice and provided with a drawpipe through the bottom.

The cruiser is equipped with electric lights, a fireless cooker, books and a clock. It is a snug little home, which eliminates even the necessity of searching for camp grounds, to say nothing of hotels.

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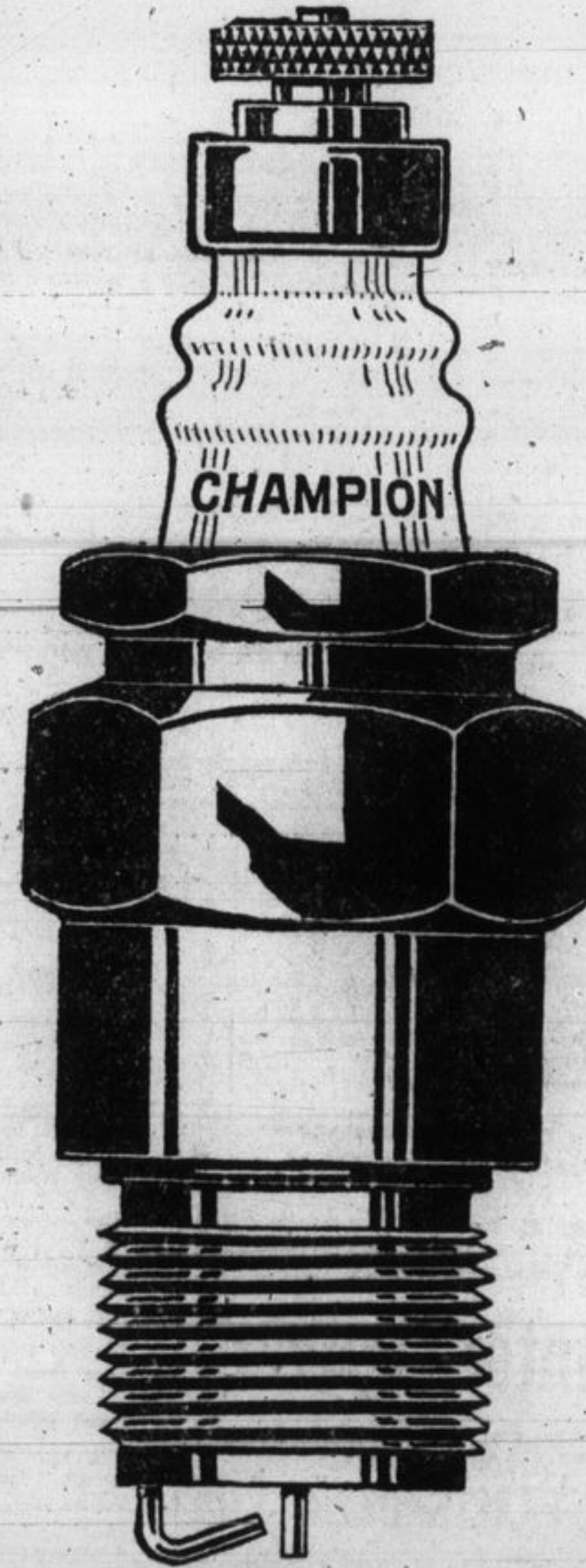
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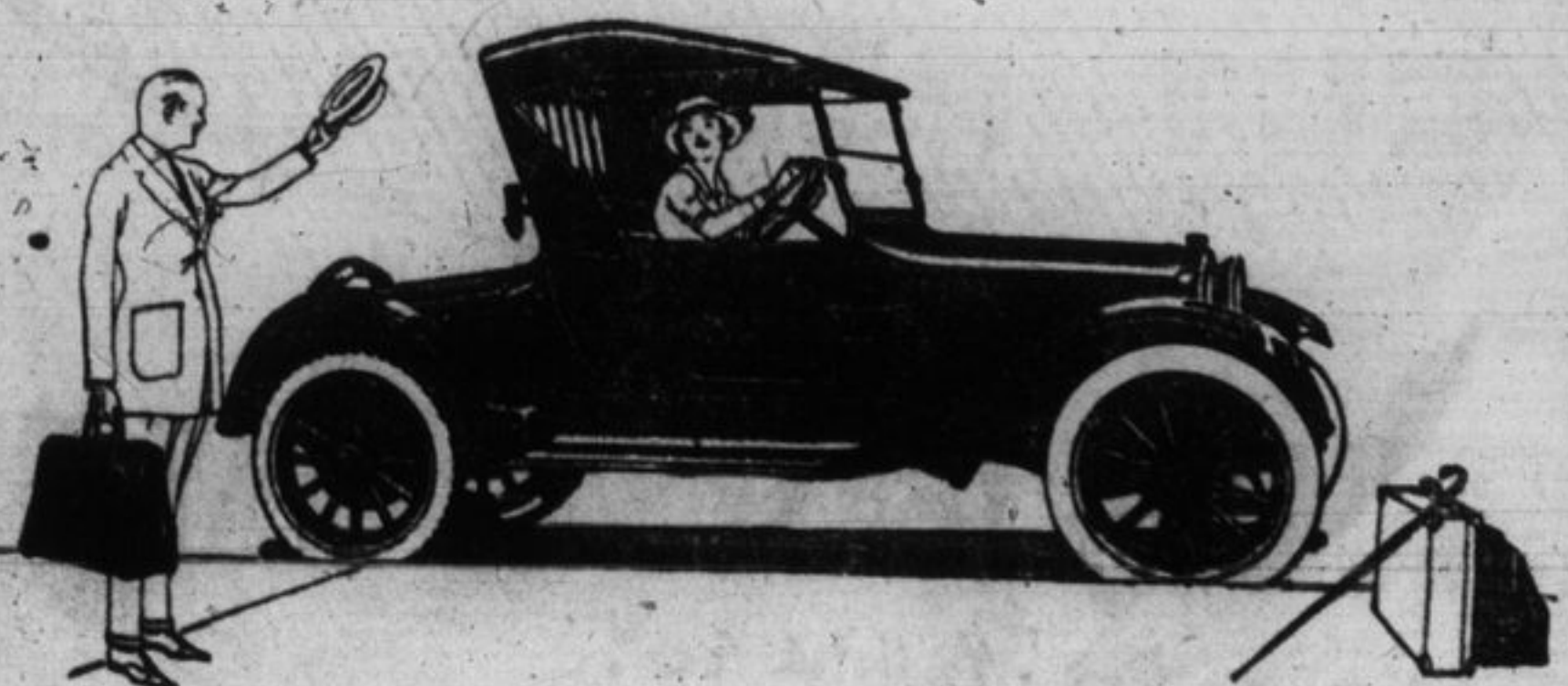
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