

IN THE AUTOMOBILE WORLD

NEWS OF LEADERS IN AUTOMOBILE WORLD

George F. Pike, founder of the Pike Auto and Trailer Works, Los Angeles, died recently at his home in Los Angeles after an illness of 19 years. Mr. Pike came to Los Angeles from Massachusetts in 1894 and established the business which still bears his name.

O. R. Kroh, silver-tongued and forceful orator, whose speaking tours in the past have accomplished wonders for the Goodyear Tire and Rubber Co., is now manager of the retail development division of the Chevrolet Motor Company, and was a member of the party of Chevrolet officials which attended the Fiesta banquet of the Chevrolet Motor Company of California, recently. C. E. Dawson, general sales manager; R. H. Grant, assistant to the president, and former general manager of Delco Products Company, and F. N. Coats, regional sales manager, were present and addressed the Southern California Chevrolet dealers, who attended in large numbers. The event celebrated the passing of the most successful year in Chevrolet history.

William D. McJunkin, president of the McJunkin Advertising Agency, Chicago, an organization which handles many automobile accounts, is a Los Angeles visitor. Mr. McJunkin says that advertising has been responsible for California's success. He points to advertising as the creating and sustaining of a favorable mental attitude for a product, for a city or a state, and says that is just what California has done. He says that success has come to

California, through organized and systematically focusing of the world's attention to California and its climatic attractions and business possibilities generally.

G. H. Hannum, president and general manager, and C. J. Nephler, general sales manager of the Oakland Motor Car Company, Pontiac, Mich., have been on the Pacific Coast for some time studying the automotive situation and seeking the user's viewpoint. They state that in giving the public what it wants they have found the basis of a successful sales campaign. Mr. Hannum is a genius at analyzing public sentiment, having arisen from the ranks by sheer ability. The Oakland Company is launching on a greatly increased schedule, having reached this decision after a careful study of national conditions.

"Cannon Ball" Baker has made sixty-eight transcontinental trips as publicity stunts. He has been in Los Angeles just about that number of times, and then some. He has shown what each and every car could do after the stunt just pulled. He has never been caught speeding—that is not caught until that last trip he made with a Gardner sedan. Now it so happens that a police sergeant, A. T. Kanther, had cherished an ambition to get Baker and no one else. So it happened that when Kanther saw a "Cannon Ball" coming down the Alameda Road at, so he averred, 60 miles per hour, he just naturally revived that ambition and let it out. When the great open spaces came into view he added some to the speed of his motorcycle, and at 64 miles per hour caught the quarry. His statement "I gotcher" showed that the trick had been turned with a great deal of satisfaction. And Baker smiled.

George H. Bryant, former publicity agent and manager of Ford exhibitions for the Ford Motor Company, has been appointed director of sales for the William L. Hughson Company, Ford distributors at San Francisco, with branches in Los Angeles, Oakland, Portland and Seattle.

Clarence A. Black, one of the original owners of the Cadillac Automobile Company, a retired multimillionaire philanthropist, died at Santa Barbara, Cal., recently. He was prominent in Detroit in days of old, and in Seattle in later years.

Ward H. Keller, veteran of the automotive industry, who gave up a position as special sales representative of the Lexington Motor Car Company some years ago to remove to Los Angeles, is now in the real estate business. Mr. Keller essayed the role of manufacturer's sales representative, but real estate finally won him, as was the case with so many other Eastern men former members of the automotive fraternity. Mr. Keller is connected with the Cook-Woodley Company, Arcadia, Cal., handling a sub-division which was a part of the Lucky Baldwin ranch.

Louis Geyler, the Chicago automobile distributor, is in California with Mrs. Geyler. In the past this Chicago merchant scored a huge success with the Hudson and Essex distribution, and upon yielding that to the Dort for retail and wholesale distribution, he relinquished retail selling, leased his main and branch sales rooms at considerable annual profit to himself on the leases, and started to take life much easier. In the early days of the bicycle Mr. Geyler was an advertising solicitor for old Bicycling World, and prior to that was prominent in Philadelphia cycling affairs and in amateur racing.

Charles S. Howard, president of the Howard Automobile Company, distributors of Buick cars on the Pacific Coast, with his two sons, has sailed for Europe. The Howard party will be gone several months, time undetermined, as the trip is purely for pleasure.

Traffic Tricks.
When stopping at a crossing, keep your breaks on tight until the car behind you comes to a dead stop. Should the car to the rear skid or not be stopped properly it might push your car ahead, causing you to run into a pedestrian crossing the street. Better take a chance on having the

gas tank punctured than have an accident. Where there are no pedestrians crossing in front of your car, however, just reverse this suggestion.

If your car is one of three approaching a crossing at the same time, one car being to your right and the third to the right of this one, the car approaching you has the right of way. While the car to your right has a prior right to cross before you, it is a traffic economy for you to go right ahead and cross as the third car crosses, leaving the car to your right to the last. This car to your right cannot cross while the third car is crossing, but you can. So why not?

In passing a street car where the streets are not in good order there is great danger of being caught in a rut that will prevent you from keeping a safe distance from the car. If the man behind you is sounding his horn and urging you to let him pass, just turn over into the tracks behind the street car and let him try his luck. More power to him. He may need it.

Make Up Your Mind.
Elaborating upon the theory that the only constant of existence is change, one might add that the most vitally needed reform in automobile driving is a change in changeableness.

It is shown upon good authority that too many collisions and accidents are the direct result of indecision, and that there must be an effort made to stand by one's decisions with regard to passing other cars, turning, parking, stopping and starting.

The driver who slowly, but deliberately, drives through a line of pedestrians who won't obey the traffic officer, is much less likely to injure them than the driver who starts to assume his right and then changes his mind. Soon as indecision enters the mind of the party of the first part the same mental attitude is found in the mind of the party of the second part. There is confusion, and finally an accident.

The automobile driver who is not sure just what he intends doing naturally gives no warning to others of his intentions. Thus, anything that he does is likely to be a complete surprise for others, and perhaps a complete shock, physical as well as mental.

Success doesn't turn a man's head—if he has a very stiff neck. A flying crow always catches something. The vile are only vain, the great are proud.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH.

The Vibration Damper

Eliminating The "Vibration Periods" of Long Crankshafts

THIS SEASON, manufacturers are making a special feature of reducing the vibration which their engines set up. In addition to lightening and balancing moving parts, employing stiffer and more rigidly supported crankshafts, equalizing combustion-chamber volumes, securing better gas distribution both as to quality and quantity and the like, not a few of them are adopting means for dampening such vibration results, even when all precautions have been taken. A good six-cylinder engine, being in almost perfect balance, runs very smoothly but there is usually one and perhaps more periods at which vibration due to the twisting of its necessarily rather long crankshaft becomes objectionable. It seems almost incredible that such a mass of twisting motion, in alternating directions many times each second, but this actually occurs when the twisting forces act at just the right intervals to accord with the natural period of vibration of the shaft. When once such high-rate vibratory twisting is once started, it represents considerable energy. To suppress this form of vibration, the Lancheester vibration-damper is being adopted on several makes of sizes. This consists of a small auxiliary flywheel, carried on the front end of the shaft, not rigidly keyed thereon but frictionally driven from the shaft and capable of slipping thereon if the force acting between it and the shaft exceeds a certain value. No slipping occurs as the engine speeds up or down, but when the shaft begins to twist back and forth at a high rate of frequency, the flywheel with its very considerable inertia, is unable to follow these very rapid irregularities in the angular motion of the shaft and slips on its frictional drive. The energy thus absorbed in friction being taken from the vibratory energy stored in the shaft, soon exhausts the latter and vibration ceases.

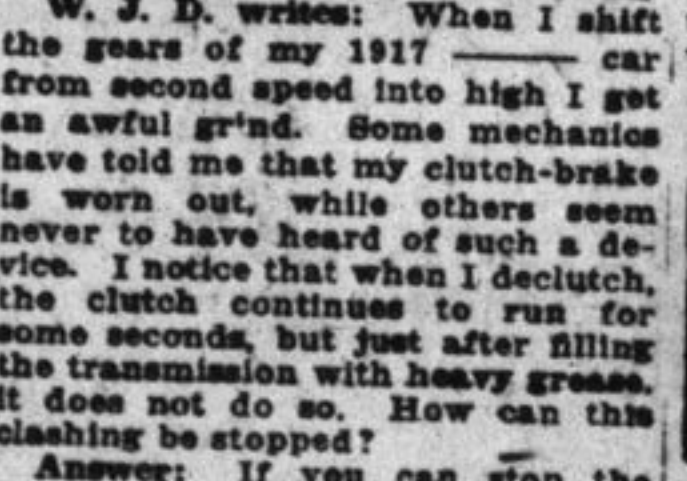
A SPINNING CLUTCH
W. J. D. writes: When I shift the gears of my 1917 car from second speed into high I get an awful grind. Some mechanics have told me that my clutch-brake is worn out, while others seem never to have heard of such a device. I notice that when I disengage the clutch continues to run for some seconds, but just after filling the transmission with heavy grease, it does not do so. How can this clashing be stopped?

Answer: If you can stop the spinning of your clutch, you should have no further trouble in engaging high. Your clutch is a leather-lined cone and we think the rear plate of the throw-out device is intended to contact with a plate at the front of the transmission, when the pedal is way forward, thus producing a braking effect, there being a fabric band on one of these parts to take the braking friction. Perhaps this needs renewal or possibly the pedal movement is somehow restricted so that the clutch brake surfaces do not contact. Lubrication of the clutch bearing on the crankshaft extension may be lacking. The clutch members must be fully released and the brake take effect, or you will have spinning. You can temporarily reduce the

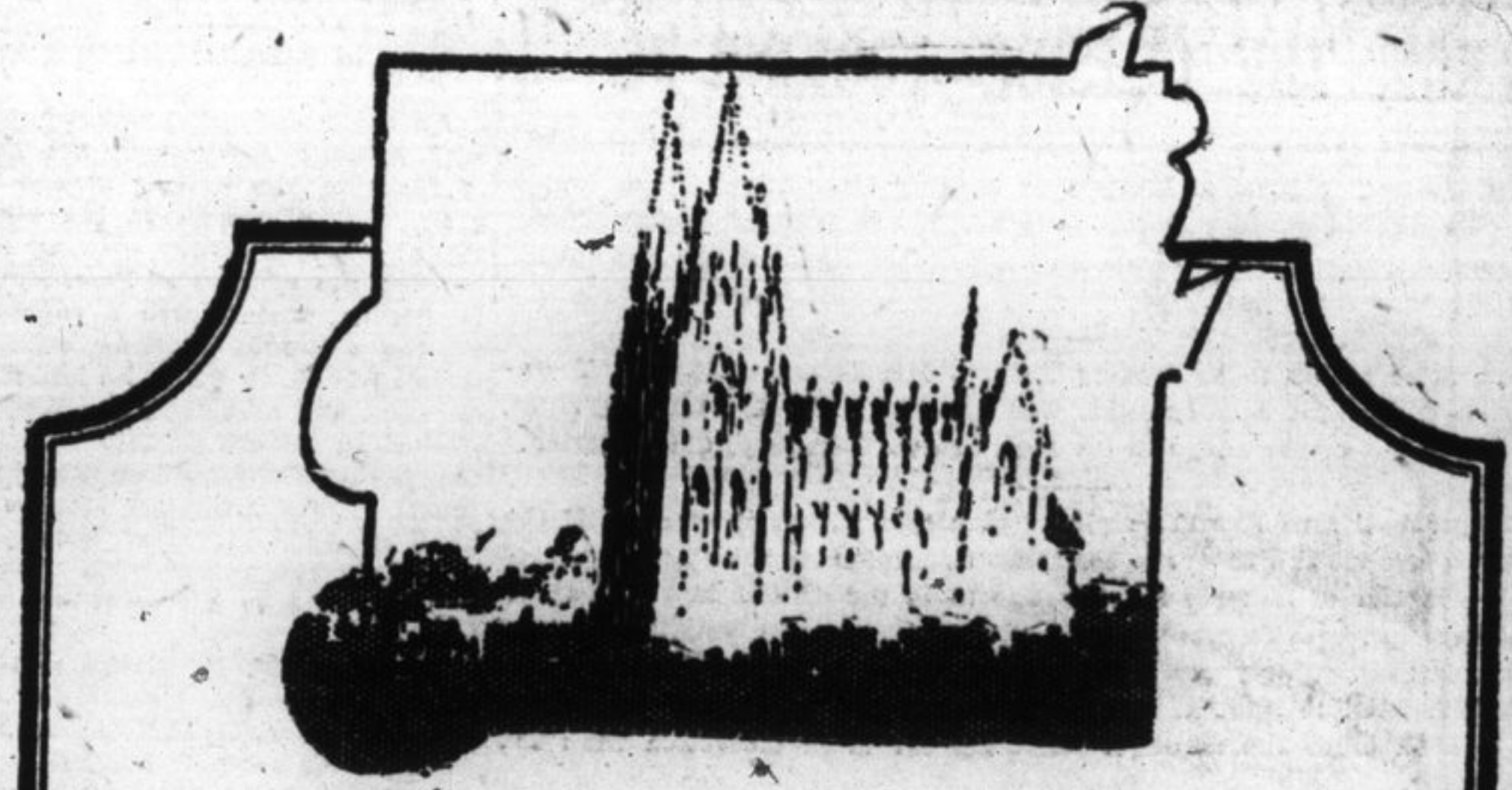
spinning by using a very viscous and rosy transmission lubricant, but this absorbs a lot of power and its permanent employment is not to be recommended.

CARBON REMOVING LIQUIDS
E. C. H. writes: I have heard of different methods of removing carbon by injecting kerosene, alcohol and other stuff through the spark-plug holes of the engine, allowing the liquid to remain for a time and then running the engine to blow out the carbon. What is the right kind of liquid to use and what is a safe way to apply it?

Answer: This method is of some value if it is practiced regularly, at rather short intervals, from the time that the engine is clean. Kerosene is generally recommended, but alcohol, benzol, acetone and other solvent liquids can be used, but be careful of kerosene injected into each cylinder, when the engine is warm and allowed to stand overnight constitutes the usual treatment. The next day the car is run briskly until the engine is fully warmed up. That there is some blowing out of carbon with the exhaust is shown by the deposit of black soot on a paper laid on the ground behind the exhaust outlet. Liquid carbon removers have less effect on hardened carbon of long standing than upon freshly formed deposits.



Questions of general interest to the motorist will be answered by Mr. Clough in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope.



They compare all cathedrals with Cologne as They compare all automobiles with McLaughlin Buick



Local Distributors:
Angrove's Auto Sales,
140 Sydenham Street.

McLAUGHLIN-BUICK



Withstands punishment

RAILWAY crossings, stony roads, curb bumps, sudden braking and steep down-grade are typical of the numberless punishments that cause internal heat so destructive to both rubber and cords.

In Dominion Cord Tires you have always had the greatest dependability—but now, by our exclusive new Web Cord process, internal friction and heat caused by cross threads are eliminated.

Our new Sprayed Rubber process increases the elasticity and strength of the treads and side walls, because Sprayed Rubber is the purest rubber in the world. It is used exclusively in Dominion Royal Cord and U-cord Tires in Canada.

The extra mileage and dependability of these new features in Dominion Cord Tires are thoroughly proven by years of actual road tests. They mean no increase in the price of Dominion Cord Tires.

Dominion Tires
are GOOD tires
Royal Cords — U-cords



Watch for the white strip.



The Car That Tackles Every Job

When a man needs a car for many jobs he turns instinctively to the Ford touring car. Primarily, the Ford touring is a family car and as such has established a splendid reputation for service and dependability.

But its usefulness does not end there. You will find the Ford touring doing every job that cars have ever been used for—making the quick run to town on errands—taking produce to market and supplies back home—doing everything, in fact, that a utility car is called upon to do.

And it does them all quickly, economically and satisfactorily. A real car for work and recreation.

F. O. E. Ford, Ontario \$445. Taxes extra. Death starting and lighting equipment \$85 extra.
See Any Authorized Ford Dealer



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30x3 1/2 All Weather Fabric	\$13.15
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