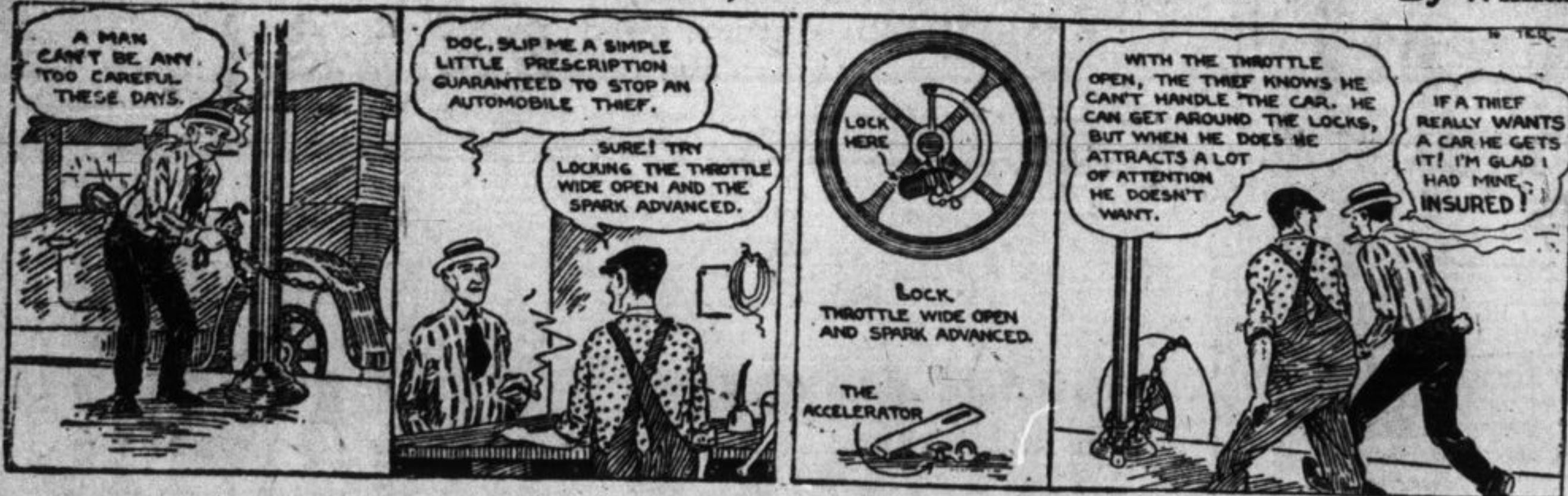


AUTO SENSE

STOP, THIEF!

By Williamson



There are many devices on the market for protecting your car from the auto thief, but if he wants it bad enough he will get it regardless of the precaution you take. However, the thief is more or less of a sneak and does not want to attract any more attention than he can help. He is also anxious to make a quick getaway. For this reason, he is likely to pass up your car and try another one if he finds yours fitted

with some device to worry him. The accompanying strip illustrates a very simple way to cause him trouble. With the throttle lever locked in an open position the engine would race so fast when starting that he would be unable to do anything with it. If the spark lever is fully advanced he would experience a back-fire or kick when he attempted to start the engine, especially if it is cold. However, he can raise the hood,

disconnect the throttle lever and use the accelerator to regulate the speed of the engine unless the accelerator is locked down, too. If this is done he will be unable to control the speed of the car from the driver's seat without going to a lot of trouble, trouble, that will attract a lot of attention. The ignition lock offers protection from amateur thieves only. The professional carries pass keys or can shunt the current around the switch

with a hairpin or a small piece of wire. The throttle and gas levers on a Ford can be locked down very easily and unless you have put on an accelerator the car can not be operated as long as the lock is in place. However, these levers can be straightened out and the lock slipped off. You can foil the thief in this respect by having a chain link welded on each lever in such a position as to overlap for locking.

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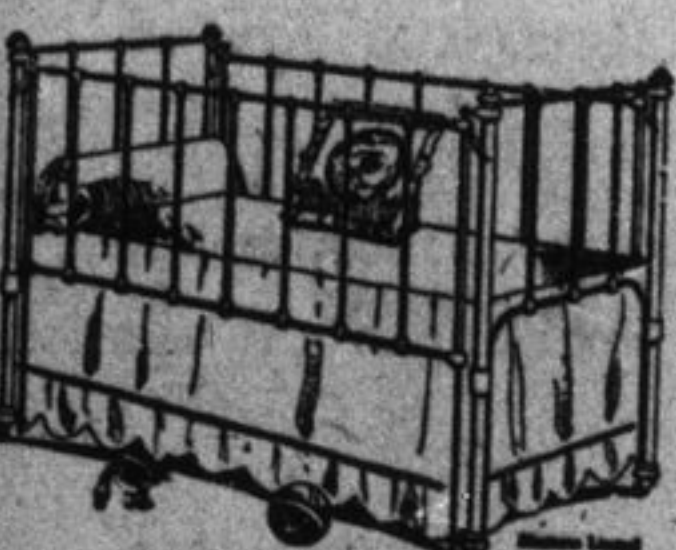
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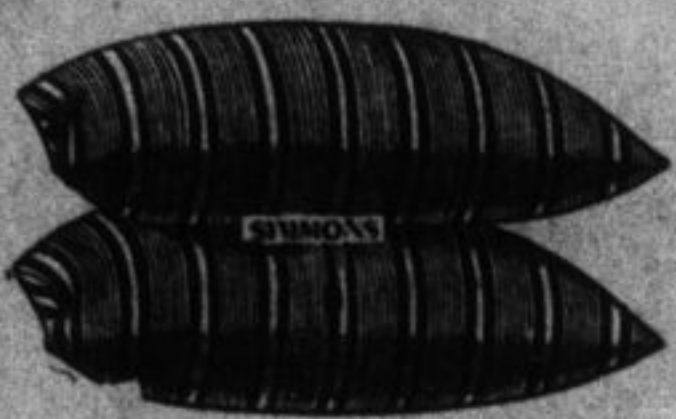


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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

Damp Insulation And Starting Troubles

ENGINE STARTING DIFFICULTIES, caused by very damp atmospheric conditions, are sometimes met with in humid summer weather, especially in dog days and during the heavy fogs that frequently occur on the seacoast. The film of moisture, that covers all parts of a car, which is left idle for some time especially in the open air, dampens all parts of the electrical system and sometimes completely prevents sparks occurring at the plug points, by allowing the high-tension sparking current to leak uselessly to ground. The coil-box may become so soaked that the current short-circuits over its surface from its high-tension terminal; the outside or inside surface of the distributor-cap may have such a deposit of moisture upon it that a leak is created from the central terminal to the metal parts of the unit or spark-plug porcelains may collect a conductive film of dampness that steals away the sparking circuit. If an engine does not start promptly and is known to be very damp, these ignition parts should be wiped dry with a cloth, rather than "grinding" the starter protractedly or flooding the engine cylinders by excessive use of the choke. Sometimes sparks can be heard jumping over the outside of the plug porcelains and this is a sure sign they need drying off. Rubber or enamel cloth coverings over the coil and the distributor-cap may be worth applying, if a car is much exposed to extreme dampness, to violent driving rains or to careless washing.

LONG AND SHORT STROKE

engine has greater speed, if he means piston speed, although it may not turn up, as many revolutions as the short stroke engine. F. L. writes: A friend of mine claims that a long stroke engine has more speed than a short stroke engine, but has little power. My idea is that a long stroke engine gives more power than one with a short stroke. What do you say as to this?

Answer: Consider two engines of the same bore, one with its stroke and bore equal and the other with its stroke one and one-half times its bore. The former would be considered a short stroke and the latter a long stroke engine. The rate at which power is developed by any engine is the product of the average useful pressure acting in the cylinder and the distance which one of its pistons travels in a unit of time. The pressure acting would be practically the same for both of these engines, but experience has shown that the long stroke engine can run at a considerably higher piston speed, without loss of pulling power, than the short stroke engine, so that the second factor would be greater and the product, representing the power, would also be greater. The longer stroke is believed to reduce cooling losses and to secure more complete gas charges at high speed. You are right in your assertion, but your friend is correct in one respect: The long stroke

engine has greater speed, if he means piston speed, although it may not turn up, as many revolutions as the short stroke engine.

SPARK ADVANCE NEEDS GREASING

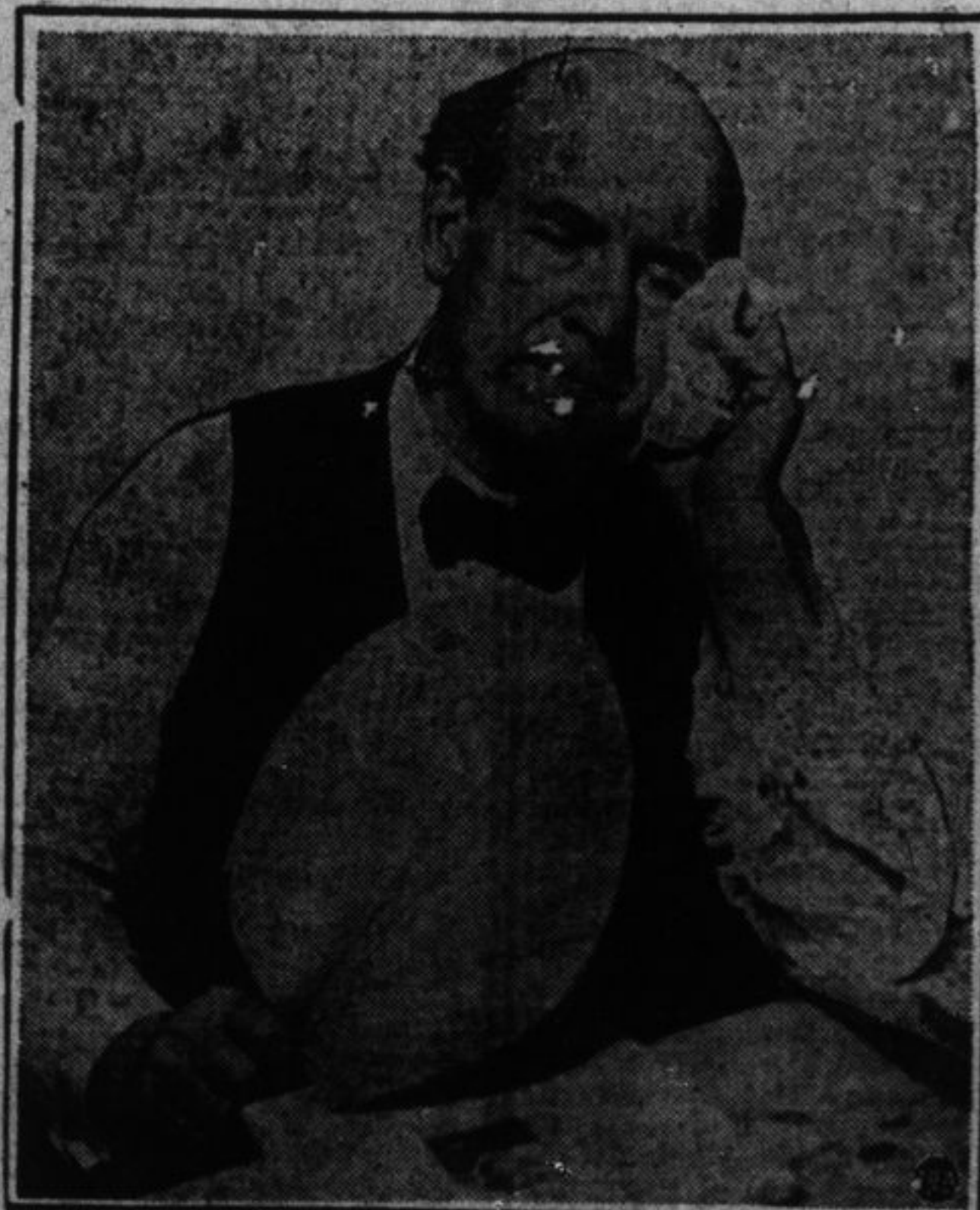
J. F. E. writes: Lately, when my car is being driven up a hill and begins to slow down, on account of the grade, the engine begins to knock and I have to shift gears. Formerly it would take these hills perfectly. I thought the engine was carbonized but found it but slightly so and cleaning it has made no improvement. This trouble came on rather suddenly and curiously enough it is not present at all times. There is no knocking while the car is at speed. What can cause it?



Answer: On your car, ignition is timed by an automatic device intended to advance the spark as engine speed increases and vice versa. Occasionally, trouble like yours arises from failure of its spring to retard the spark with slackening speed and this results from lack of lubrication of the mechanism. Under the distributor-head, you will find a removable plate which covers the automatic mechanism. If you do not find the parts in this housing well lubricated, pack them in vaseline or light grease and the knocking should cease, if it is due to this cause.

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.

JUST ABOUT ALL IN



This remarkable snapshot of William Jennings Bryan was caught near the end of the Democratic convention in New York when the "Commoner," weary from arduous sessions and a bit dispirited by unfriendly receptions given him, shows in his face that he is an old man whose political race is almost run.

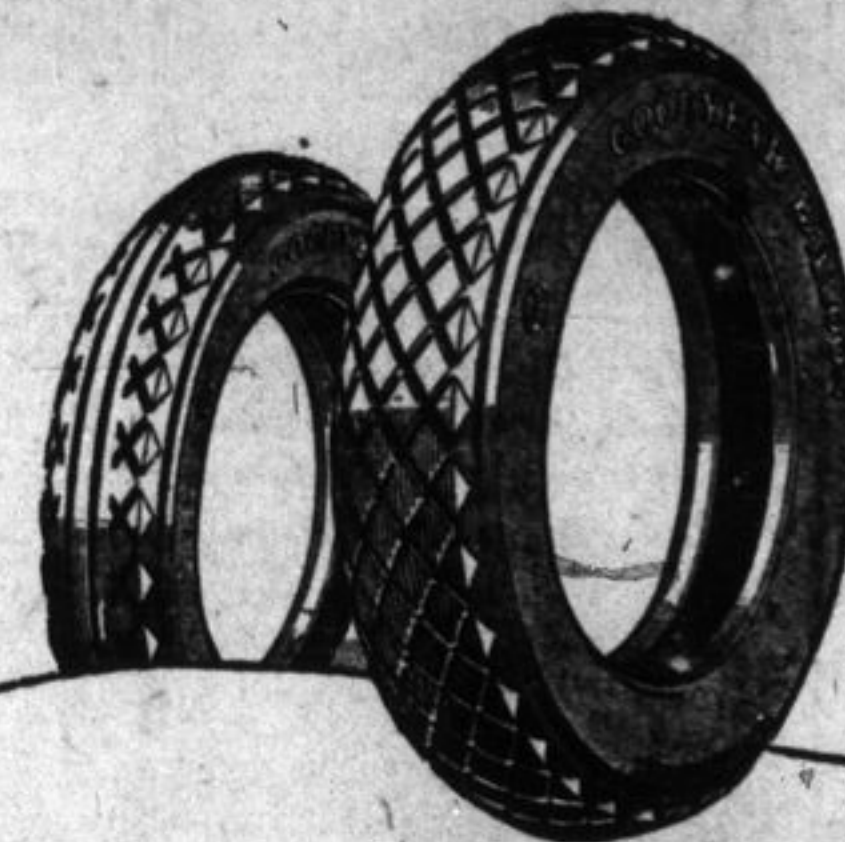
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A Tire Carcass of Doubled Mileage

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HEMLOCK PARK STOCK FARM

A VARIETY SHOWER.

Given To a Bride at the Home of Her Parents.

Charleston, July 14.—A. D. Wilson and sister returned to Toronto on Sunday. Mrs. Wilson will remain until the last of July. W. J. Slack, Brockville, was a recent visitor with relatives here. R. Hudson, Watertown, N.Y., was a recent visitor at his old home here. On Wednesday evening about twenty lady friends of Mrs. A. D. Wilson, the bride of June 28th, gathered at the home of her parents, Mr. and Mrs. W. Halliday, and gave her a variety shower. She received many lovely gifts. The parents of James Heffernan received a message from Cobalt on Friday saying he was doing nicely after his operation about ten days ago. Mr. and Mrs. M. J. Kavanagh and Mr. and Mrs.

Conservative estimates show all photos snapped on vacation have been shown to everybody.

D. Heffernan spent Sunday at M. Kennedy's, Philipsonville. Rev. and Mrs. Giles and family, East Orange, N.J., have arrived for a long holiday at their cottage here. Mrs. H. Slack was called to Lyndhurst by the sudden death of her cousin, Joseph Ripley.