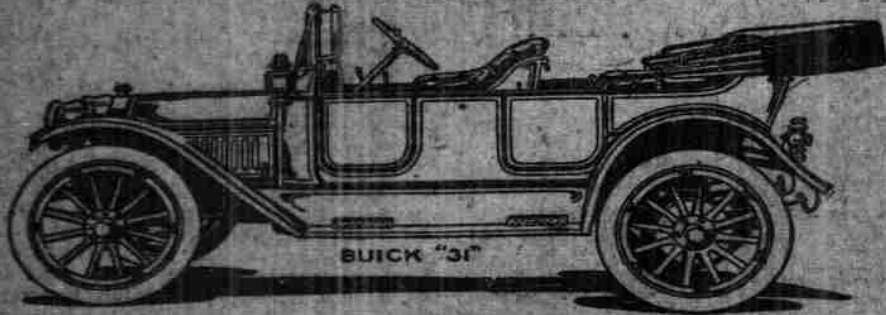


Activities of Bridgeport and State Autoists

In The Motor World

Latest News From the Automobile World

THE CAR THAT WILL GET YOU THERE AND BACK AGAIN



BUICK "31"

BUICK MODEL 31

ARTHUR L. CLARK AUTO STATION
ALSO DISTRIBUTOR OF THE FRANKLIN

1671 MAIN STREET

Phone 1214

Grasp This

You never know the true exhilaration of motorcycling until you ride the Pege, especially the 1912 model. There are many new features that make it the perfect motorcycle. Step in and get a practical demonstration.

Don't throw your tires away until they are actually worn out. Bring them here and let us vulcanize the cuts and tears. Our work never fails to please in both quality and price.

ELLISON VULCANIZING COMPANY

PHONE 1036

371 FAIRFIELD AVENUE



THE FORD SERVICE STATION

We make a specialty of repairing and renovating Ford cars. Have your car thoroughly overhauled, repaired and placed in first class condition. Looks and acts like a new car.

AT MODERATE COST

ESTIMATES CHEERFULLY FURNISHED

ROBERT M. ALSON, Mgr.

388 Fairfield Avenue

Phone 4919



FIRE EXTINGUISHER

It Is Better To Have

PYRENE

Than To Wish You Had It

Insurance Premiums Reduced 15 Per Cent. on Automobiles and Trucks Equipped with PYRENE FIRE EXTINGUISHERS.

PYRENE SALES COMPANY

404-405 Security Building Bridgeport, Conn.
WRITE OR TELEPHONE FOR LITERATURE



Any car which is not equipped with a two-speed axle does not embody the most progressive development of the day.

There is only one way by which you can obtain the delightful luxuries of travel as afforded by the Cadillac:

That is by driving a Cadillac.

Detroit Cadillac Motor Car Co.

TEL. 214

367 FAIRFIELD AVE

SWIFT SERVICE BY THE PLATT COMPANY

H. S. PLATT, Manager
Collections and Distribution of Parcels and Express to all Sections of the City and Vicinity—Prompt Parcel Delivery
Telephone 3884

ADVERTISE IN THE EVENING FARMER

Automobile News

LONG AND WIDE SPRINGS.

"Automobile owners all over the country are coming to a keener realization than ever before of the value of proper spring equipment on their cars," says C. B. Rose, engineer of the Moline Motor Vehicle Company, Moline, Ill.

"Long wide springs so designed that they have a wide throw is the only equipment that is being accepted by careful buyers.

"The reason is easy to understand. Shock absorbers have failed to give the results they were supposed to give. Short springs have already proved their inefficiency.

"Full elliptic springs have afforded certain objections to proper body suspension and the long wide spring has been found to be the only one which is satisfactory from every point of view.

"With the long wide spring with a long throw the actual road shocks are taken up in the flexure of the spring leaves, and because of the wide base and the resultant distance the blows have to travel before they reach the chassis, the force of shocks from traveling over the road is greatly reduced. This is the only solution of hard riding."

"At present the spring equipment of the Moline car is longer and wider than that of any other car of its size that we know of, and all Moline owners are loud in their praise of the easy riding they obtain."

DON'T NEED A DRINK.

If your bulk horn sounds like it had a sore throat, answer it and shake the water out of it. The fellow who washed your car probably thought the horn needed a drink.

A CUT OF \$400.

Owing to the demand for the Moline-Knight, President W. H. Van Dervoort of the Moline Automobile Company, makes a sensational mid-selling season announcement that he is compelled to offer the latest model Moline 40 horse power, six passenger, touring car at \$1,950, to make room for increased Moline-Knight production.

"Never in the history of the automobile industry has a new, fully equipped, 40 horsepower, 124 inch wheel base, electrically lighted, electrically started car been offered at such a low price," says President W. H. Van Dervoort.

"This is the identical car that for three successive years won the Chicago Club trophy, perfect scores in grinding Glidden tours and other well-known endurance contests.

"As is well known the Moline M-40 has heretofore been sold for \$1,950, but we are face to face with a problem beyond our control, inasmuch as the demand for the Moline-Knight has gone so far beyond our fondest expectations that it is absolutely imperative that this M-40 model be gotten out of the factory, so that every square foot of floor space in our plant can be utilized for the manufacture of the Moline-Knight.

"This car is backed by the guarantee of a manufacturer with 11 years' successful motor car manufacturing experience, financially responsible and whose permanency is assured. This luxurious, comfortable car is finished in blue-black, hand buffed leather upholstery with easy riding springs, long stroke motor, 4 speed, cone clutch, or faced clutch with cork inserts, full floating rear axle, 36x4 inch Goodrich or Firestone tires, Mohair top, rain proof, wind shield, gasoline gauge on dash, Stewart 40-mile speedometer, Firestone detachable rim with one rim extra and other standard equipment.

"Any man who is a judge of motor car values cannot help but admit that it is the largest car ever offered at \$1,950."

BUYERS SHOULD INVESTIGATE.

"At the present time there are so many cars on the market that the buyer has considerable difficulty in choosing the car that is best suited to his needs," said George H. Peck of The Peck & Lines Co., distributor for the Haynes, America's first car, in this territory.

"Auto purchasers may be divided into two general classes: those who are buying their first car and those who have owned a car before. The first class is generally interested in appearance and speed while the experienced automobilist is anxious to know the details of the construction, the quality of the materials, the facilities of the manufacturer for giving service and the age and stability of the organization.

"The automobile is not an experiment. It is the fruit of long and untiring effort. This is the day of motor refinement, of accuracy and precision. The diameter of the valve is just as important as the size of the cylinder. Great stress should be laid upon balancing the connecting rods and pistons, not only in the engineering department but in each individual motor as it is being built. The bore and stroke of a motor, for instance, does not mean everything; the

design must be well balanced and the workmanship accurate. Performance is the best evidence by which to be guided.

"The intake manifold must be designed to give an equal distribution of gas to every cylinder, and must be constructed in such a manner that the gas will have no chance to condense before reaching the combustion chamber. The fact that gasoline is of a poorer quality now than formerly makes carburation a very important factor in design. The gasoline tank should be located where it will not be subjected to any heat, as vaporization takes on the very best part of the gas and leaves a liquid which is only a little better than kerosene. A strainer should be provided in the pipe line just before the gasoline reaches the carburetor to remove all foreign matter and to insure clean pure gas.

"The ideal motor is the motor that has been refined to such an extent that it develops more than 200 horsepower. The ideal car is the car whose weight is consistent with the horsepower of the motor. That is to say, the ratio of horsepower to weight must be great enough to meet any contingency.

"Finish and equipment are very important and, on the Haynes, receive proper consideration, but the Haynes company frankly states that such qualities are incomparable with design, workmanship and efficiency. The motor car buyer should investigate—it is his right to know every detail of the car before buying, and this the Haynes company fully furnishes him. Frankness on the part of the manufacturer is undoubtedly evidence of sincerity, quality, dependability."

THE REAL DIFFERENCE BETWEEN LEFT AND RIGHT HAND DRIVE.

J. W. Bate, general factory manager and chief engineer of the Mitchell-Lewis Motor Co., may write "Q. E. D." upon his discussion of the relative merits of the left and right hand drive without fear of having any engineer of his world-wide reputation successful dispute him. The Mitchell-Lewis company makes motor cars of both types of drive, because it annually disposes of a number of cars in "left-drive" countries where the machines with the right-hand drive is demanded by the laws, he cannot unequivocally with his expert advice to the American purchaser in favor of the left-hand drive. About the only place where the matter of the position of the steering wheel becomes a factor for little consideration, in the opinion of Mr. Bate, is out on country roads, and there the driver encountered nearly always is as eager to pass you as you are to pass your car past his machine, the result being the same whether left or right-hand drive be used.

By applying the rules of the road to the operation of the car, in turning corners, to the right, you have the benefit of the rule against any car passing you to the right—between you and the curb. In turning to the left, however, the car coming from the rear must pass to the left. Whips the driver of the car following sits at the left side he is aided in making a quicker decision as to your probable direction. Should his car have its top up and a load of passengers, he unquestionably is handicapped if he is seated on the right-hand side, thinks Mr. Bate.

"Besides, it is palpable to any earnest critic," says the Mitchell engineer, that with the left-hand drive your right hand is available for the operation of the gear shift lever and the emergency. Center control is very desirable in an up-to-date car, as it does away with a lot of linkage. The latter means lost motion and consequent imperfect gear meshing. Judgment in driving up to curbs inclines the driver to keep far enough away from the stone to obviate curb cutting tires. Besides the passenger may alight more gracefully and with a greater amount of freedom, as he does not have to do any climbing over levers or ducking un-

der steering wheels. Hinged steering wheels are not new—they were exploited and generally discarded long ago. Designers and builders realized that the one place where rigidity and strength were important factors was in the steering gear. The American lady is self-reliant and has cast her ballot in general public sentiment in favor of the plan which permits her to leave the car on the right-hand side without encountering the steering wheel.

"If I may be permitted, there is a great mechanical reason in favor of the left drive. In this country automobile engines revolve in the same direction as the hands of a clock. The power of the engine being resisted by the final drive gears develops a tendency to throw the frame of the car heavily on the springs on the right hand side of the machine. If the driver sits on the right hand side when alone, as he frequently is, his weight, added to the thrust of the motor, causes the springs on the right hand side of the car to settle very quickly. Should he drive from the left hand side, his weight riding the thrust overcomes the spring sag to a great measure.

"My firm belief, after exhaustive investigation, is that the only ones making a stand for the right hand side steering wheel are some engineers whose engine design will not permit of using the left drive."

24 MILES PER GALLON ON A SIX

The ever present fuel question among motorists has probably never received a better answer than in the showing made by the new Rayfield carburetor on Chandler sizes in different parts of the country.

The first test was made by the Chandler people where the car not only showed speed, power on hills and throttling down ability, but made the remarkable record of 24.4 miles to one gallon of gasoline. The test was, of course, official.

Now comes the news that in a test supervised by Herbert Chase of the Automobile Club of America a Chandler car on Long Island roads, New York, has just run 24.8 miles to a gallon of gasoline. It was equipped with the new Rayfield carburetor.

How also the car performed without adjustment of the carburetor for speed, hill climbing and throttling down.

And just to show that these performances were no flukes another test made on the Chandler car with the new Rayfield carburetor in Philadelphia has given the remarkable record of 24.2 miles to a gallon of gasoline.

It is remarkable that three cars in such widely separate localities, with varied weather conditions, should have shown such uniform results.

To the motorist whose fuel bills are a constant irritation, the news of such results from a six cylinder car will come as a very welcome promise of relief from the excessive cost of the past.

CHANGING THE TIRES.

A very small percentage of drivers change the tires around at frequent intervals. It is a well known fact that considerably greater mileage is obtained from the tires when this is done. The driving wheels are hardest on tires and these tires should not be allowed to wear too much. If changed to the front before too much wear takes place they will serve a long period on the front wheels.

CANNED REMARKS

(From the Washington Star.)

"I'll never speak to you again as long as I live!" exclaimed the temperamental girl.

"Howl Haul!" rejoined the practical youth. "You can't help yourself. I've got some of your songs and recitations on my phonograph."

The United States supreme court will adjourn on June 15.

Commander Lazarus L. Reaney, U. S. N., retired, died in Washington, aged 85.

HEADQUARTERS FOR Lozier Chandler Paige

PLEASURE CARS

BULKLEY'S AUTO STATION

DISTRIBUTORS BRIDGEPORT PHONE 4888-2
322 FAIRFIELD AVE., BRIDGEPORT

Lamps, Horns, Windshields

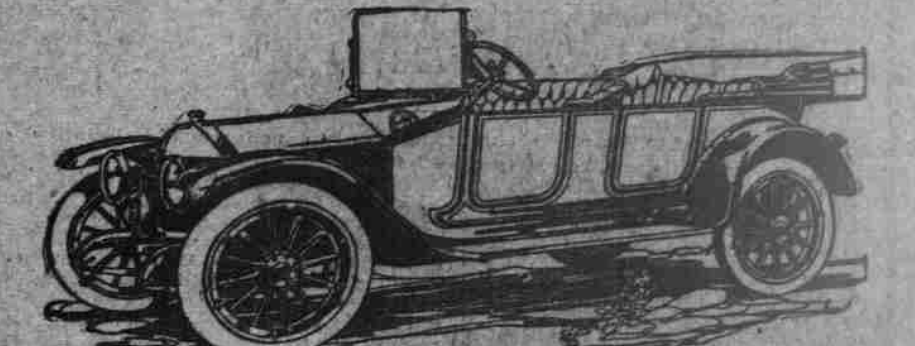
REPAIRED WHILE YOU WAIT

Windshield Glass, all sizes and kinds, set in	\$2.00 to \$5.00
Bent Glass, 3 inch to 12 inch diameter	25c to \$2.00
Plain Glass, 2 inch to 12 inch diameter	15c to 50c
Bent Glass Reflectors, all sizes	25c to \$1.25
Lens Mirror Reflectors, 4 inch to 9 inch diameter	85c to \$4.50

THE AUTO LAMP REPAIR CO.

Work Called For and Delivered.
80 JOHN STREET PHONE 1304-2. BRIDGEPORT, CONN.

OAKLAND CARS



MODEL 36, 5 PASSENGER TOURING CAR \$1,500

H. M. FORD

DISTRIBUTOR
STROMBERG SERVICE STATION
1814 MAIN STREET. 48 HURD AVE. PHONE 1272, 4904

NOW THEN,

Altogether, you Ladies and Gentlemen with the autos, turn your gaze upon the BLUE RIBBON GARAGE. Follow up that gaze with a visit inside of its portals.

Indulge yourself in that restful feeling of stability and business solidity which compels your attention in all of its departments. Go no farther, go home and think it over and its a week old doughnut to a spread eagle, that the next time you need something for your car, you will say to yourself, "I better go to the BLUE RIBBON GARAGE for that."

You get service there, be it a wash and polish, a repair job or the purchase of a tire and accessories.

THE BLUE RIBBON GARAGE Inc.

283 FAIRFIELD AVENUE
PACKARD AGENT FOR FAIRFIELD AND NEW HAVEN COUNTIES



FULLY EQUIPPED
AUTOMOBILE AND COACH PAINTING.
Now is the time to get your Limousine and Electric Coupe in condition for Fall and Winter. We use Harford's High Grade English Varnish, which we guarantee to stand up in all kinds of weather. Estimates cheerfully furnished upon request.
706 Howard Ave., Bridgeport, Conn. Phone 3157-3

THOR MOTOR CYCLE

THE MACHINE THAT LEADS THEM ALL

We have on hand several Motor Cycles ranging in price \$35.00 and up

EVERY MACHINE IS IN PERFECT SHAPE, INCLUDING INDIAN, YALES, EXCELSIORS AND LEADING STANDARD MAKES

FULL LINE SUNDRIES AND SUPPLIES
OPEN SUNDAYS

EMPIRE CYCLE CO. 517 Main St.

M. G. LAMBERG, Prop.

The SELDEN Motor Truck

Careful inspection of the Selden Truck and detailed comparison of its specifications with those of other trucks of like capacity will show the fact that the Selden Truck is a sturdy, powerfully built car, every part of which is constructed with a large factor of safety and with due regard for the rigid requirements of high duty commercial service. The Selden Truck is built to render the highest degree of service at a minimum of cost.

Standard Chassis in either short or long wheelbase, Model J or J-L respectively, in priming coat with driver's seat and equipment, \$3,050

THE CONSOLIDATED MOTOR CO.

Office: 1047 BROAD ST. Tel. 592. Garage: 133 JOHN ST. Tel. 253-2

CITY GARAGE and AUTO EXCHANGE

Automobiles bought, sold and exchanged. We have for sale at bargain prices several used cars of standard makers. If you wish to dispose of your car call us up. Buying and selling is our specialty.

OUR REPAIR DEPARTMENT IS THE BEST IN THE CITY

GASOLINE, SUPPLIES AND ACCESSORIES
OPEN EVERY DAY IN THE WEEK

133 Housatonic Ave

NEAR CONGRESS STREET Phone 2543-12 BRIDGEPORT

Want Ads. Cent a Word.