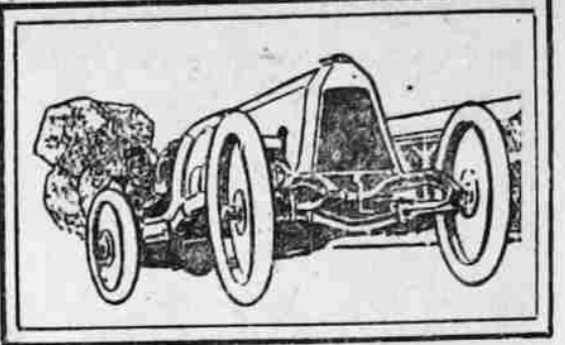


The Ogden Standard-Examiner AUTOMOBILE SECTION



DRIVERS QUICK TO CLASSIFY OIL

Selection of Right Kind Smooths Way of Car and of Motorist

The experience of thousands of motorists and innumerable tests made by the manufacturers of lubricating oils prove that the best oil that can be obtained is the cheapest in the long run, for any car. Not only because it prevents depreciation, saves expensive repair bills, gives greater gasoline and tire mileage, but also because an oil that is correct in quality and body wears longer.

If the oil is what it should be, it does not burn up under friction heat; it remains on the surfaces it is supposed to protect. Oil too heavy or too light in body works past the piston rings, reaches the combustion chambers and burns there. A carbon deposit forms, the engine begins to knock, and the car is due for an overhaul.

But the right oil is not wasted in this way. It remains a buffer to prevent friction and to absorb excessive heat generated by the moving parts. The miles of "wear" you get per gallon indicate whether your engine is correctly lubricated.

SOME QUALITIES OF GOOD OIL.

What, then, are the qualities of a good lubricating oil? What must it do while the engine is in operation? It must be remembered that the whole theory of lubrication is the prevention, or at least the minimizing, of the effects of friction. The moving parts of the machine must be kept apart by a thin film of oil. To perform this function properly, the oil must have the correct viscosity, or, less technically, the right body. If the oil is too heavy, it offers resistance to the moving parts, especially to the sliding motion of the pistons. This resistance not only slows up acceleration, but generates a heat that results in the overheating of the entire engine. If, on the other hand, the oil is too light in body, it cannot maintain the necessary protective film between surfaces. The moving parts come into direct metallic contact and become scored, or even fused.

LITTLE SEDIMENT.

Lubricating oil of high quality leaves a minimum of sediment or carbon residue after being consumed. This carbonization depends upon the viscosity, volatility, susceptibility of the oil to oxidation and the amount of leakage past the piston rings.

Lubricating oil of high quality has a high "flash-point." In non-technical language the flash-point is the lowest temperature at which the oil vapors ignite without setting fire to the oil itself. If the flash-point is too low, it means that the oil will evaporate from the moving surfaces it is supposed to protect, allowing friction.

A good lubricating oil must also show a high test. This is the lowest temperature at which the oil itself ignites and burns. The higher the temperature in this test, the more you are assured of lubricating efficiency. There are other qualities which a good lubricating oil should possess, but they are more or less technical and concern the refiner and chemist more than the consumer.

BABY MOTOR CAR FOR ONE IS EUROPE'S LATEST

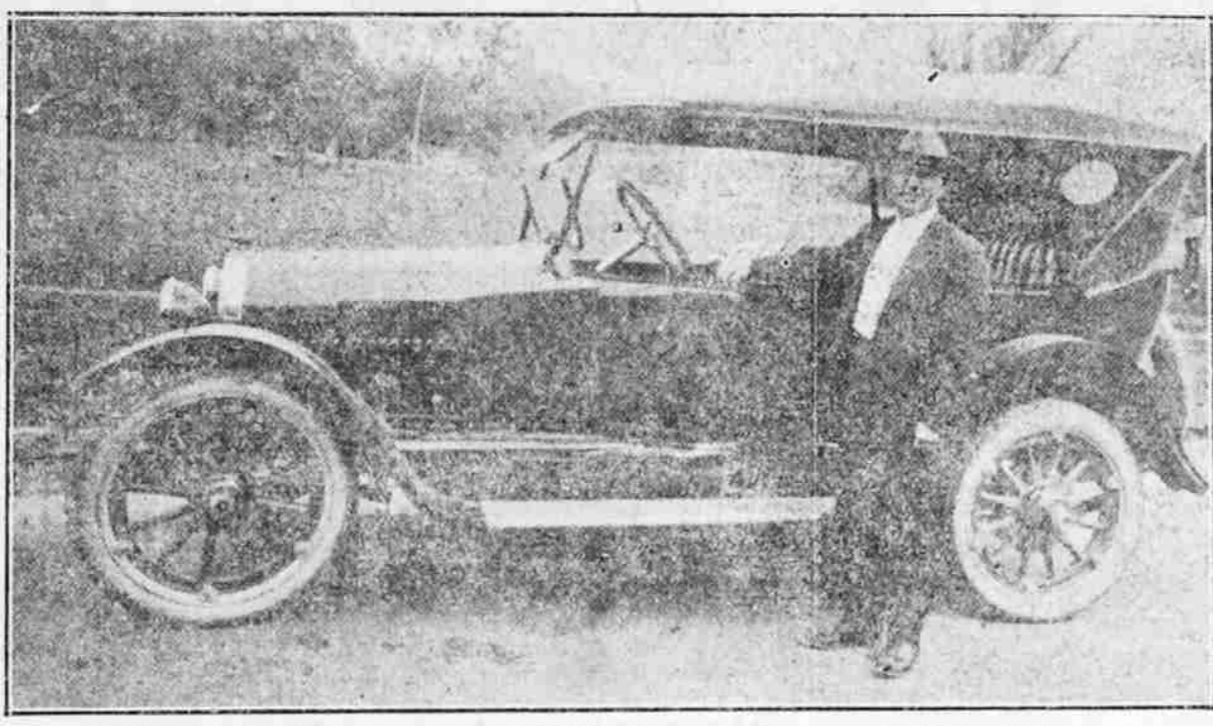
The latest car constructed in Europe is called the baby motor car. It is built to seat one passenger, though one often sees it with two or three carrying two or more passengers. Its maximum speed is about seventeen miles per hour and the power is supplied by dry batteries which must be renewed every four hours.

WHEN STARTER FAILS.

When the starter fails to crank the engine, the trouble may be due to a weak battery, poor contact of the battery cables, a short circuit due to defective insulation, switch trouble or trouble in the starting motor. The trouble should be sought in the order named.

THE JOKER.

NEW YORK—The 15 rounds to a decision boxing law in New York is scaring many of the easy-money boxers away. That particular clause is proving to be the joker in the new law.



Mr. J. S. Hunter, of Slaterville and His New Oldsmobile Touring Six

Mr. Hunter, who is a well known Slaterville dairyman, purchased his new car this week from the Ogden Oldsmobile Company, 2224 Washington avenue. He says there is ample reason for the keen pride he takes in the ownership of an Olds Six. Besides its neat appearance and comfort, its satisfactory performance has been most thoroughly demonstrated.

FRAME STRENGTH MADE RACE SAFE

Hudson and Essex Frames Are Identical Except for Measurements

When four Essex cars made trips across the continent in faster time than any other car ever made it before, quite a few people, not familiar with details of construction and design, would like to know just what made this record possible.

According to L. L. Hains of the Ogden Motor Car company, credit is not due alone to the high-powered Essex motor nor to any other one feature of construction. A uniformity of strength and durability in every part is called for in the Essex type.

One of the most important points that contribute to the strength of the Essex is the sturdiness of its frame. The frame is the foundation of the chassis and in the Hudson and Essex special care has been taken to construct a frame able to withstand the variable strains to which a car is continually subjected.

The frames of both cars are identical in construction with the exception of measurements. They are of special steel, heat treated. The channels are much deeper than in the average car. The Hudson has a section seven inches deep and the Essex six inches. The heavy cross members are worthy of attention; especially the rear and front tubes which are made of steel tubing 2 1/2 inches in diameter. There are not over half a dozen manufacturers using steel tubing at these points, owing to its high cost. Quite a few have tubing at the same points but they are made of gas pipe and do not contribute to the rigidity or protect and support the frames as intended.

NUNS EXPERIENCE THRILL IN FIRST MOTOR RIDE

The nuns of Notting Hill Catholic convent had their first introduction to automobiles when they changed their quarters to Woodford, near London. The sisters had entered the convent before automobiles were invented and were startled when asked to step into the strange vehicles, not to express the sensation experienced while speeding through the busy streets of London.—Motor Life.

BRIGHTEN WITH SILVER POLISH.

One of the simplest ways to brighten up the nickled parts of the car is to apply to them some regular silver polish. Rub this on and off again with soft polishing cloths in exactly the same manner as silver would be cleaned.—Motor Life.

UTAH GOODS ARE SENT BY TRUCK

Oldsmobile Economy Machine Makes Snowville-Tremonton Trip Easily

George Nelson of Nelson & Sons' Mercantile Co., Snowville, Utah, passed through Ogden last week on his way to Tremonton with a load of merchandise. He made the trip with an Oldsmobile economy truck, carrying 5600 pounds, and stated that he expected to have even a bigger load on his return trip to Snowville.

"The trip," said Nelson, "is generally a pretty hard one, with several almost impassable grades to make and the roads in some places cut deep by traffic. The rain also aggravated the condition to a considerable extent, making from the dust a slippery, slimy mud. In spite of this, however, we came right along, suffering no inconvenience whatever, and, fortunately with our truck, escaping the usual discomfort from the bumping and thumping on country roads. We made good time all the way, and though we will probably haul a bigger load going back, we expect the trip to be just as successful."

TRUCK'S ADVANTAGES SEEN.

That the motor truck has saved western farmers and merchants millions of dollars in crops, merchandise, etc., that would otherwise never have reached their destination, is now recognized as a fact even by those who have procrastinated while their more progressive neighbors have gone ahead and used "truck-transportation" to good advantage.

"It took the railroad tie-up in its full intensity," declared Manager C. H. Sander of the Ogden Oldsmobile company, "to realize to the fullest extent the tremendous part motor transportation now plays in the life of the nation. With railroads unable to meet the demands, thousands of motor trucks were pressed into service to take care of the emergency. They met the situation so efficiently that it was proved that in proper motor truck equipment there is positive protection against having to depend on sources of transportation that are likely to fail at a critical time."

NOT ALL "PLEASURE" CARS.

"And the truck isn't the only thing either," continued Sander. "The automobile is being used today as much for business as for anything else on earth. Figures compiled by experts of the national automobile concerns show 60 per cent of the motor cars used in the country are used for business purposes. Many of our well known owners of limousines and all sorts of closed cars, which people in general suppose to be purely for pleasure, use them to good advantage in their business and in cutting down the high cost of living."

BRITISH PROPOSE EXCUSE TO BAN YANKEE AUTOS

British motor car manufacturers have found an excuse to protect themselves from American and continental cars in an accident which was said to have been caused by left-hand driving. It is stated that the transport committee intends to report in favor of more restrictions on left-hand driven cars. Apparently the British motor industry needs all the protection possible as it is in difficult straits due to strikes, poor material and workmanship and bank restrictions on capital loans and a poor excuse is better than none.—Motor Life.

STEERING SPINDLES.

Continual bumping over rough roads may cause the steel of the steering spindles to crystallize and break, perhaps causing a serious accident. To overcome this, remove the spindle, heat it to a cherry red, and then temper it. This should be done once a year.

SHIMMY SHIFT

CHICAGO—The shimmy shift will be one of Coach Slag's choice plays again this fall. He's already got the boys doing it. This shift was a winner last year.

TOMMY MILTON SWAPS MOUNTS FOR NEW RACES

Tommy Milton, the sensation of the racing year, has announced the severance of his long-standing connection with the Deussenberg company and will be seen in the coming winter races at the wheel of Cliff Durant's Chevrolet-Deussenberg special.

Scarcely less startling than Milton's sudden jump from the outfit with which he has been connected practically since the outset of his racing career was the news that Roscoe Sarles, hitherto an "ace" of the Frontenac

TRUCK ECONOMY SHOWN IN COSTS

Stability of Nash Company Assures Long Service, Says Representative

"It is not the purchase price, but what it costs to haul loads over a period of years that determines a truck's economy in office service," says N. C. McConnell of the Pacific Nash Motor company.

"Permanency of relationship, protection by the manufacturer of the good will in his product and facilities for prompt and efficient service are points which users of truck transportation are coming more and more to look for."

"By permanency of relationship I mean that assurance which the owner receives that the company from which he purchased his truck will be in business and at his service during the entire life of his truck—the assurance that he will never have to depend upon any but the original manufacturer for the future maintenance of his truck."

"In this connection it can be said that Nash trucks are produced by an organization, the reliability of which is second to none in the motor industry. It is a permanent organization, amply financed, and of a stability which assures to every Nash owner a continuance and adequate service during the life of his truck."

OVER FIVE MILLION CASINGS FOR FORD

DETROIT—Ford Motor company is reported to have notified the companies to supply tires for the coming year on a basis of 3,250,000 casings.

Squadron, has been signed to drive Milton's car.

While Milton is 166 points behind Gaston Chevrolet in the official championship standings for the Speedway title for 1920, Tommy is unquestionably the outstanding driver of the year with victories in the Beverly 150-mile sprint, two wins at Elmontown, third at Indianapolis and second at Elgin, not to mention a whole flock of new straightaway records made at Dayton.

GRADE CROSSING TOLL IS HEAVY

Simple Rules Which Will Cut Crashes to Minimum Are Presented

Last year 6123 drivers and occupants of automobiles and trucks were killed and injured at railroad crossings. Of this number, 177 were killed and 4256 injured. Here are suggestions:

Do not allow children to drive your car, or for that matter anyone who is not able to keep the car under perfect control at all times.

Examine your brakes, brake linings, and steering connections frequently, and keep them in good condition.

When approaching a grade crossing slow down to ten miles per hour whether you see a train approaching or not—then you will be on the safe side.

If the approach to a crossing is up a grade, shift into low gear, which will prevent the possibility of your stalling your engine while on the tracks.

Look carefully in both directions before attempting to cross and if your view is cut off in either direction by obstructions of any kind, by a string of freight cars on a siding, or what not, get out from your machine, if necessary, in order to make sure that the crossing is clear.

Above all, don't rely upon the supposed speed and power of your machine and attempt to "beat" an approaching train by racing across the tracks in front of it. Too many have tried this and failed.

You owe it to yourself, your family, and the occupants of your car to be careful at grade crossings.

EASY TO REMOVE WHEELS.

Here is an easy way to remove a wheel from the axle. Get a stout rope and tie it across the wheel, leaving enough room to insert a jack between the rope and the end of the spindle. Place the foot of the jack against the rope and the head against the end of the axle and work the jack slowly so that a pulling force is exerted on the wheel through the rope.

AUTO INDUSTRY'S VIEW BRIGHTENS

Prosperous Conditions After Harvest and Elections Are Looked For

"That the peak has been reached in the situation as it exists today affecting the automobile industries generally, I'm certain," says an auto plant executive in discussing the situation throughout the country brought about by the action of the banks.

"I have learned through investigation that there is every indication of an 'about face' in the financial world within less than 60 days. Bumper crops have there remains but the cotton harvest."

"The time is not so very far distant, not more than 90 days at the most, until the bankers will be soliciting the business of the manufacturers, the distributors and the dealers. This should bring the business back to normal not later than December 1, and probably sooner. The election will be out of the way early in November and I believe that the manufacturers should make preparations to meet the rush for buying which will be on a more liberal basis than ever."

"Replacement business has not been up to standard during the stagnation in buying. The situation with the automobile people has been on a par with the situation in the clothing, the shoe and other trades. With the return of normal conditions, and with the demand for trucks which must come with the great increases in freight rates and widening of scope of the ship-by-truck movement, the motor truck manufacturers are going to have difficulty in meeting demands for their product."

U. S. CARS OUTNUMBER ALL IN DANISH SHOW

There was held recently in the Tivoli garden in Copenhagen, Denmark, an automobile show at which were represented only four British cars against twenty-two American, nine French, five German, one Belgian and one Italian.

Firestone

Cushion Truck Tires

Many truck tire problems in many lines of business are answered by Firestone Cushion Tires.

They have added cushioning power needed for proper protection to your load and truck. They have the wearing strength needed for maximum mileage.

12% to 27% More Rubber

Firestone Cushion Tires have a greater volume of material. That is one reason why they ride easier. It is obvious, too, that this means longer wear. The extra wide tread provides approximately 20% more area of road contact—giving firmer traction under all conditions.

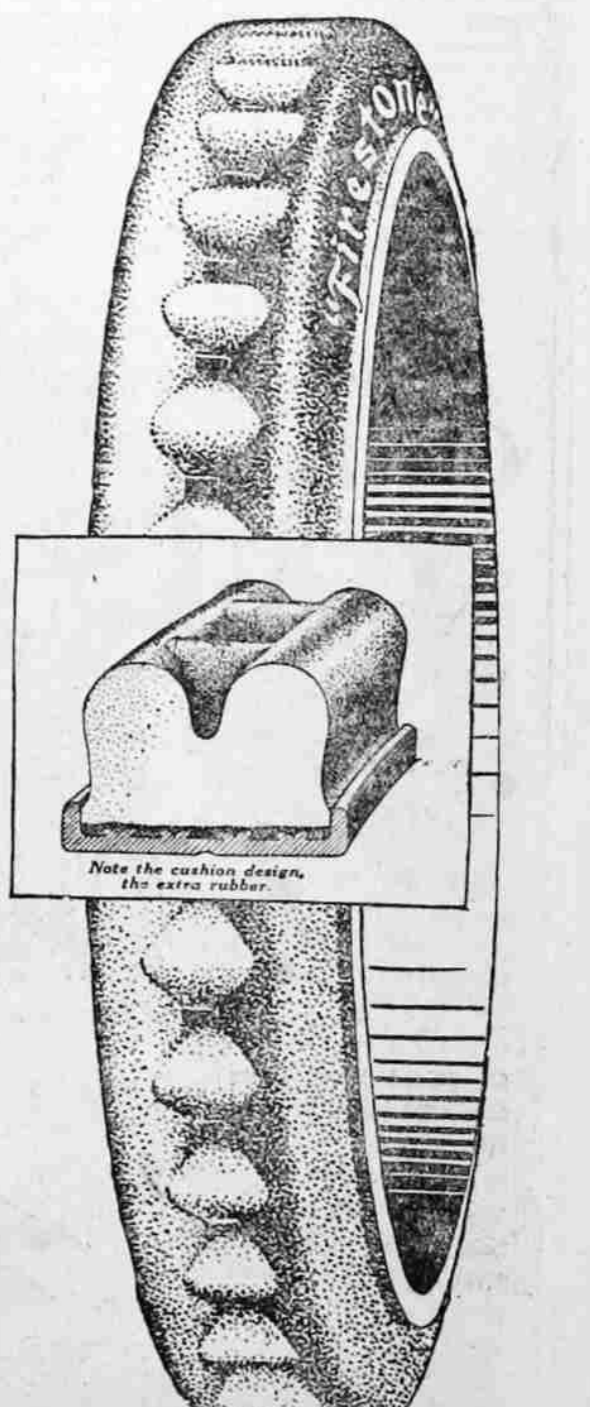
300% More Efficient in Heat Radiation

Overheating is a common danger to truck tire equipment. But Firestone engineers have evolved this special Cushion shape that lessens the strain through a different flexing of the rubber and gives a greater surface for heat radiation.

Any Truck Immediately Equipped

Firestone Cushion Tires are built to fit any S. A. E. base. No wheel changes necessary. The nearest Firestone truck tire dealer can apply them to your trucks and trailers without delay or added expense.

If you want resiliency plus extra-long wear, and if you want the practical economy of most miles per dollar, put on Firestone Cushion Tires. Made in all sizes.



Most Miles per Dollar

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