

### How to Keep Car Fit

Rattles in the car are often mysterious. Put a wrench on the bolts on the ends of the bumpers and on the supports which hold the bumpers. And by tightening down both the bumper and bumperette bolts, all the rattles may disappear.

Squeaks are annoying. If you have a "canary," put a little oil on the door hinges. Put a little grease on the

track of the ventilating windshield "spreader." Put a little oil on your bumper connections. In short, see that every place where metal touches metal and friction might produce a squeak, receives a little lubrication.

Universal joints are supposed to be one-third full of universal joint lubricant. However, perhaps you have just gone on the theory that if one-third full is plenty, completely full is just three times as good—but it isn't. Those universal joints move and flex, and if there is too much grease in them, the grease is forced out through the protecting washer and onto the drive shaft. From that point it is thrown over the bottom of the car by the whirling drive shaft—which is bad. It may work its way up into the lining of your parking brake, which is much worse.

### Lacquering of Body Important Feature in Building Dodge

That lacquering processes on automobile bodies have kept pace with the car's mechanical improvements is evidenced by the care in selecting and applying lacquers, according to W. T. Wersted of Winnetka, Winnetka and Glencoe dealer for Dodge cars.

"No color is scheduled to enter production until it is thoroughly tested to withstand all kinds of weather conditions," said Mr. McDonald. "Sample colors are painted on slides fitted in a revolving wheel that turns continually, first exposing the lacquers to a violet ray and next dipping them into a water trough, intensifying many times the atmospheric conditions a car encounters. The degree in which the colors break down under this test determines their fitness for use on car bodies.

"Before entering the lacquering department, every body is smoothed with abrasive wheels mounted on flexible shafts and washed with a volatile solvent which removes all oil and grease. The body is then conveyed through an oven which evaporates all traces of the solvent. To complete the cleaning, the body is washed with an acid solution, rinsed with water and again oven dried.

"Next the body is sprayed with a priming of red oxide which is baked on. Three coats of sand surfacer are applied, and each is dried in an oven temperature of 170 degrees. The body is then rubbed down with fine sandpaper. After being washed, dried and inspected, the sanded body is given three double coats of lacquer, each of which is dried by oven. After the third coat, the edges separating the colors are straightened by hand brushing. The body is then rubbed down

with wet sandpaper to make the surface absolutely smooth, after which it is washed and inspected again. A mist of luster coat fluid is then sprayed on to cover minute scratches on the lacquered surface.

### Commercial Cars Not Allowed in Yosemite

No change has been made in the regulations regarding commercial cars entering Yosemite National Park, the touring bureau of the Chicago Motor club announces. Cars for hire carrying commercial licenses will not be admitted to the park. This information was secured from E. P. Leavitt, acting superintendent of Yosemite, following rumors that the government ban on commercial cars had been lifted.

A commercial car driven by the owner will be admitted to the park if the owner satisfies the checking rangers that the car is being used for a pleasure trip only. Motor buses on educational tours, or commercial tours where a special permit has been secured to visit several national parks on one tour, are admitted on payment of certain fees.

### TOO MUCH ABUSE OF HORN

There are some people who contend that automobile horns should be prohibited, and the burden of caution placed on the motorist. This is an extreme view, but the reasons that lead to it are plain enough, the abuse of the horn.

### AUTOS KEEP INCREASING

"With automobile registrations increasing at the rate of, say, 5 per cent, which was the increase of 1927 over 1926, there will be 1,156,365 more passenger cars and trucks on the highways of the nation this year than last.



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