

In The Automobile World

ON THE CARE OF CAR RIMS

The Demountable Kind Are So in Name Only If Not Looked After.

The demountable rim is demountable in name only unless it is properly taken care of. If mud and dirt are allowed to collect in between the rim and the wheel they will cause rust, which will grip the rim so tightly that it may take hours to remove it instead of seconds. A few suggestions along this line will be particularly valuable just at this time, as this is the muddy season and matters will get worse until the spring rains are over.

Do not wait until a puncture obliges you to remove the rim, but seize the first opportunity to remove it and break up any adhesion which has already formed. Of course, if you have a spare rim or two you will go over those first. Clean off any rust with sandpaper or emery cloth. Kerosene will soften rust, but it will also cause it. If you use it at all remove it carefully afterward, using gasoline. When the

rim is clean and dry, it should be painted with special rim paint, obtainable at any automobile supply store. This is unaffected by rust and will not flake off. It will wear off, however, and so should be renewed in places whenever the rim is removed.

Aluminum paint may be used if you prefer the finish of aluminum held together with banana oil. It protects the surface very effectively, and, being a powder, does not flake off. It looks very well at the sides, but is not thick enough to protect the part where the tire touches the rim or the rim rests on the wheel. For this reason a mixture of graphite and shellac is preferred. Mix enough graphite with the shellac to give it a good color, thinning it a little with alcohol to make it flow readily. Apply this carefully, letting it dry and giving it two coats if thought necessary. Give it plenty of time to dry or it will stick and pull away where anything touches it.

Even when no demountable rim is used the rim should have this treatment so as to prevent the shoe from sticking to it. While it may seem irksome, the tires should be removed and the rims painted even before a puncture calls for a change. The welding process is going on all the time, each day adding something to its holding power, so that some day when you are required to change tires in a hurry you will find the tire so tightly fastened that you will lose many times the short time required to remove the tire originally and paint the rim.

Another point of immense importance is to put grease on the bolts and nuts. If the threads are filled with grease the water cannot work in and rust the two together. Some rims have bolts going through the felloe of the wheel. This hole should be filled with grease to keep out the water. Another place where grease is of primary importance is in the hub of a detachable wheel. After removing it look carefully, and you will see where it is beveled to make a tight fit on the axle. This should have grease smeared over it every time it is removed. To provide for this fill the space between the ends with grease and there will always be some within reach.

If you should prefer grease to paint on the rings or other parts which secure the quick detachable tires it may be used, but it is advisable to work a good deal of graphite into it. This is especially advised if the grease is to be used where the tire can touch it. Have it mostly graphite, with only enough grease to hold it on. If these directions are followed you will have reason to be thankful if ever you have to change tires in a hurry.

Most men admire the nonsense of a pretty woman far more than they do the sense of a homely one. Sitting Bull was killed near Grand River, North Dakota, December 15, 1890. Never judge the dimensions of a woman's brain by the size of her hat. Most men would be satisfied to do nothing if they could get paid for doing it.

GOOD CARBURETOR HELPS OLD AUTO

In a great many cases cars which were built quite a number of years ago can be considerably improved in hill climbing ability, speed and flexibility by having them fitted with modern carburetors.

One reason of this is that the carburetors originally fitted to these cars were designed for use with gasoline of a considerably more volatile nature than that which is available to-day. These carburetors probably worked well enough with the old-time fuel, but are at a disadvantage in hand-line, present-day gasoline. Not only has there been considerable general improvement in carburetors within the last few years, but along the line of adaptation to modern grades of relatively inviolate fuel. The heat supply to the carburetor has been increased, higher gas speeds have been made use of and special attention has been paid to the prevention of fuel condensation and to the provision of the rich mixture which is now essential in starting a cold engine.

Fortunately, it is not necessary to go to any great expense in order to find out whether the installation of a modern carburetor will improve the fuel economy and running qualities of an old car, because it is usually possible to obtain a late model of almost any

make of carburetor upon trial, with the privilege of returning it if satisfactory results are not secured. The only outlay necessitated in making the experiment is the cost of the labor required in making the changes, which is not likely to be large.

The sizes of carburetors, the size and form of the flanges, by which they are connected to the intake pipe, and the size and spacing of the bolt-holes therein were sufficiently standardized years ago, so that a modern carburetor will usually fasten in place of an old one without much fitting being required, and the throttle arms of recent carburetors, being adjustable as to length, position and direction of motion, makes their attachment to an old car relatively easy. When possible, it is a good idea to take the car to the service station of the make of carburetor chosen and have the work of changing done there.

POINTERS ON GEAR SHIFTING

Suggestions That Will Eliminate Much Unnecessary Noise and Wear.

Thousands of motorists, each season, are having their first experience in the operation of sliding gear transmissions. Changing gears is a matter of some little difficulty, in the beginning at least, and it is a fact that

quite a proportion of operators never learn to shift gears quietly and to the best advantage. There are a few difficulties which the inexperienced driver should be warned against, among which are the following: Attempting to shift from one gear to another without first throwing out the clutch. An expert may be able to do this without noise or disastrous results, but in general, it should never be attempted. Attempting to shift from neutral to low (or any other) gear, when the car is at rest, without first throwing out the clutch until the clutch shaft comes to rest. Trying to engage the reverse gear without first allowing the car to come to a full stop. Attempting to change from neutral to low gear with the car at rest and the engine running too fast. Among other "don'ts" for the unskilled operator of sliding gears are these: Don't fail to know exactly where the "reverse" position of the gear-shaft lever is and don't fall scrupulously to avoid this position, so long as the car is moving forward. Don't try to shift from a higher gear to a lower gear without letting the car speed slacken somewhat before so doing. Don't try to change from high gear to low without letting the car nearly stop. Don't fail to speed-up the car somewhat before changing from a lower to a higher gear. The following out of these few suggestions will eliminate much unnecessary noise and wear and tear.

More than 300,000 persons in the United States wear glass eyes.

Elegy On His Automobile.

By D. B. Murray, Kingston.

My auto, 'tis of thee,
Short cut to poverty;
Of thee I chant,
I blew a pile on dough on you
Two year ago,
And now you quite refuse to go,
Or won't or can't.
Thro' countryside you were my joy
and pride,
A happy day
I loved thy gaudy hue,
Thy nice white tires so new,
But now you're down and out for
true.
In every way,
To thee, old rattle box,
Came many bumps and knocks,
For thee I grieve,
Badly thy top is torn,
Frayed are thy seats and worn,
The whooping cough affects thy horn
I do believe,
Thy perfume swells the breeze
As we pass by,
I paid for thee a price
"I would buy a mansion twice,
Now everybody's yelling 'ice."
I wonder why?
Thy motor has the gripe
Thy spark plug has the pip,
And woe is thine,
I, too, have suffered chills,
Ague, and kindred ills,
Enderavoring to pay my bills
Since thou wert mine.

Gone is my bank roll—gone!
No more 'twould I choose the con.
As once before,
Yes! if I had the mon.
So help me, John, amen,
I'd buy myself a car again
And speed some more.

A Contrast.
I do not like to lie abed,
In idleness, when I am ill,
To have to stay inactive then
Is just another bitter pill.
I want to kick the covers off,
And rise with energy and vim,
And pitch into the work that waits,
But when I'm well, I like to lie—
To lie abed, of course, I mean.
I like to doze—and dream—and doze
Quiescent, indolent, serene,
When duties call, I fain would sleep,
Though I must earn my daily
bread.
Confound the work! When I am well,
Oh, then I love to lie abed!
—Somerville Journal.

Go over the wires at the same time to see if they are properly secured, are not chafing where they touch some other part, and that the armor is not sliding up to the terminal so as to make a short circuit. If it comes loose wrap it well with electric tape.
According to a German engineer, defects in aluminum welds can be detected by immersing the joints in water, bubbles of hydrogen appearing after 48 hours if the welds be defective.

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BEAUTY Nothing you own will give so great artistic pride as your Gray-Dort. Its lines are as free and smooth as the flight of a swallow. Only a coach-builder of the standard of Robert Gray could produce such beauty of design and finish.

RELIABILITY The Grays are the largest carriage builders in Canada. Their business is built on honest value, outstanding quality, absolute integrity. This standard has been applied to the Gray-Dort. You can depend on this car—depend on it in any emergency—depend on it for years. It will not fail you.

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The Car—Mechanically

MOTOR—4 cylinder, L-head type, bore 3 1/4 in., stroke 5 in., horsepower 28. Cast iron removable heads. Carter carburetor. Thermo-syphon cooling, oil pump and splash lubrication. Westinghouse two-unit starting and lighting system. Connecticut battery ignition. Three speed and reverse selective transmission, with double row New Departure bearings. Gasoline tank under cowl. I beam heavy duty front axle. 3/4 floating rear axle, with forked tube torsion and Hyatt High Duty bearings. 10 inch internal expanding and external contracting brakes. Springs—front 37 in. elliptic, rear 50 in. full cantilever. Left-hand drive. 16 in. irreversible worm and nut type steering wheel. Detroit demountable rims. 30 x 3 1/2 Dominion tires. Nobby tread rear. Westinghouse electric lighting. Linoleum covered running board. Lock ignition switch. Dashlight, ammeter, roberail, footrail, clear-vision windshield, one-man top, tools, equipment complete.

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3 Passenger Roadster Model \$910

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