

In The Automobile World

Auto News.

Inlet valves do not get nearly as hot as exhaust valves, and consequently do not expand as much. For this reason less clearance should be allowed between the stems and push rods than is allowed between the stems and push rods of exhaust valves.

The owner of a new car should rigidly refrain from driving faster than twenty miles an hour for the first two hundred miles, and faster than thirty miles an hour thereafter until at least the five hundredth mile. Nothing will ruin a motor quicker than driving it at excessive speeds when new.

A leak in a radiator is often caused by excessive steam pressure. If the vents in the filling caps and overflow become clogged, the steam which has accumulated in the radiator, seeking an outlet, forces an opening at the weakest point.

Sometimes a sharp hissing sound is heard at intervals and seeming to come from one of the cylinders. Often this is mistaken for a leak, but the irregularity of its occurrence destroys this hypothesis, as a leak would occur at every period of high compression. The sound is due to an unfired charge, which fills the exhaust port and is ignited when the next fired charge passes the valve. Such a misfire may be due to weak mixture or to intermittently faulty ignition.

It sometimes happens that the bolts holding the flywheel to the flange on the crank-shaft work a trifle loose, with the result that an irregular knocking occurs which is very much like that of a loose connecting rod big end, and is most noticeable at slow motor speeds and at the beginning of periods of rapid acceleration or retardation. Test the fly-wheel for such looseness when a knock cannot be easily located.

If your car is a new one there is some means provided for warming the inlet manifold, such as casting it inside the cylinder block so that it will be warmed by the water jackets. An old engine will have to be fitted with a manifold in which inlet and exhaust pass through the same casting, so that the exhaust heats the inlet and so warms the gas.

Do you carry an extra set of lamp bulbs so that one can be replaced as soon as any burns out? Do you know the candlepower of the bulbs in your headlights, sidelights, rear, and instrument lights, and dome lights? If not you might get them mixed. Take them out now and make a memorandum of the voltage and candlepower in the box with the bulbs, and so avoid mistakes.

To get maximum mileage from your tires keep them inflated to the point recommended by the manufacturer. When the tires are hard they offer less surface to the road and are in better shape to resist stone cuts and bruises. They can be too hard, however, with dire results to passengers and car. Many drivers discount the makers' figures. The increased com-

fort and decreased wear and tear on the car, they say, are worth what they lose on tires by keeping them slightly under pressure.

Before starting on a long trip be sure you are well supplied with prepared inner tube or "gasoline" patches. They come in handy in an emergency and furnish a quick, fairly permanent repair.

AUTO LENSES ARE NOW BEING TESTED

The Conditions in New York State Are Said to Be Very Bad.

At the rate of two a day, the automobile lenses and the various devices which must be used from now on, are now being tested at the Electrical Testing Laboratories in New York city under the direction of Secretary of State Francis M. Hugo, in order that it may be definitely determined just which ones are acceptable under the new law passed at the last session of the Legislature, and which has for its purpose the better regulation of the automobile headlight situation in New York State.

The conclusion of these tests will not only determine the lenses and devices which must be used from now on, but it will also settle in an authoritative way the maximum candlepower which can be used with this or that lens or so-called dimming device.

Now there are thousands of automobilists who are using their headlights in a way that clearly violates the existing law, and probably to-day the glaring headlight situation is the worst in the history of automobilism. Relief, however, is in sight, for the situation will be remedied to a great degree as soon as the publication is made of the lenses and devices that have been tested and found acceptable, and the amount of candlepower which can be used with the same.

This latter feature is of great importance. At the present time there are many lenses in use and which are extremely dazzling by reason of the fact that the owner of the machine is using bulbs of great candlepower and capable of throwing a dazzling and dangerous light in spite of the fact that the lenses were manufactured with the view of eliminating just such a situation.

BUILT FROM SCRAPS.

Maine Man Did Practically All Work Himself.

During his spare hours in the winter of 1916-1917 Wellington Potter, of Regent, Me., built a motor car out of material collected from scrapped farm machinery. Practically all the work was done by Mr. Potter himself, and very little cash was expended for raw material.

For power he uses a second-hand four-horse power, two-cycle marine engine, connected to the transmission by an internal expanding clutch operated by a foot pedal. The transmission consists of the gearing from an old two-speed mower which gives two forward speeds of eight and twelve miles per hour at 800 revolutions per minute of the engine.

The gears run in oil and are operated by a hand lever.

Automobile Not An Extravagance.

"Because the free-lance economist happened to know, or have heard of, some fellow with a two-cylinder income, who has bought a six-cylinder automobile, that does not warrant the said economist in framing an argument upon the issue. It is an incident—not an average performance.

"Bankers of fifteen years' association with the profession can recall the time when messengers were despatched with their valued parcels from the city head office to clearing house and branches, in hacks of the sea-going variety. This work is now done more promptly, efficiently and economically with the aid of automobiles; but again this special application has no material weight. Here is a subject that has to be more fully considered. Defections in economics are based on broad averages.

"There are approximately 200,000 automobiles registered in Canada today, and writers on economics judge from these figures that the saving accounts of the nation are clearing house and branches, in hacks of the sea-going variety. This work is now done more promptly, efficiently and economically with the aid of automobiles; but again this special application has no material weight. Here is a subject that has to be more fully considered. Defections in economics are based on broad averages.

"There's a man who buys an automobile, and you know his affairs well enough to declare he couldn't afford it. Therefore he ought to be so much worse off. But he appears better off to neighbors, and as for himself he thinks and feels better off. People generally who buy automobiles seem to be satisfied with their bargains.

"Whatever is popularly advertised has an attraction for savings accounts. When you read the advertisement of a retail store, announcing that blankets are to be sold cheaply on such a day, you may know that some family savings accounts will be reached into to buy blankets. So it follows with every commodity whatever is most advertised draws the most money—oil, mine, development and industrial stocks, prairie land and real estate—the money that takes up the opportunity comes out of savings accounts. Automobile advertisements have the same conspicuousness in the daily newspapers for fifteen years, always attracting purchasers, and yet the depletion in savings accounts has not been noticed. And, on the other hand, the automobile has created a new class of savings depositors—chauffeurs, machinists, and garage men have replaced the cab man or hack driver, livery man, hostler and stable hand, that used to be associated with the horse-drawn vehicle service. The younger men of this class are today in a smarter business, for which they receive better pay.

"The automobile is essentially an improved method of transportation of such wide utility that it has in a large measure created the prosperity which maintains it. Any measures of restriction upon its use, or service, will disturb an equitable balance of internal trade.

HOW IT WAS DONE.

U-Boat Menace Offset by Using Farm Tractors.

England led the way for the adoption of the farm tractor as a war machine. Threatened by isolation from the food-producing countries of the western hemisphere by the submarine she took heroic measures to protect herself from famine.

The minister of agriculture organized an army of tractors, placed headlights on them, and ploughed day and night for weeks and weeks in the spring of the year. When the harvest was gathered and England found she had enough food to withstand any blockade of submarines for another year credit was given to the tractor as the most effective weapon of warfare yet discovered.

France had the same experience. The government subsidized the manufacture of tractors and organized schools for their operation.

Don't Fasten Tow-line to Axle.

No one cares to tie a front line being towed home, but not to make matters worse some thought should be given to the subject. In attaching the rope which is to be used in the towing many drivers fasten it to the axle, which is wrong. The rope should be attached to one of the front portions of the frame, so that the pull comes on the chassis. The same thing applies to the car doing the towing, except that the rope should be fastened to some part of the rear of the frame.

To Stop an Auto.

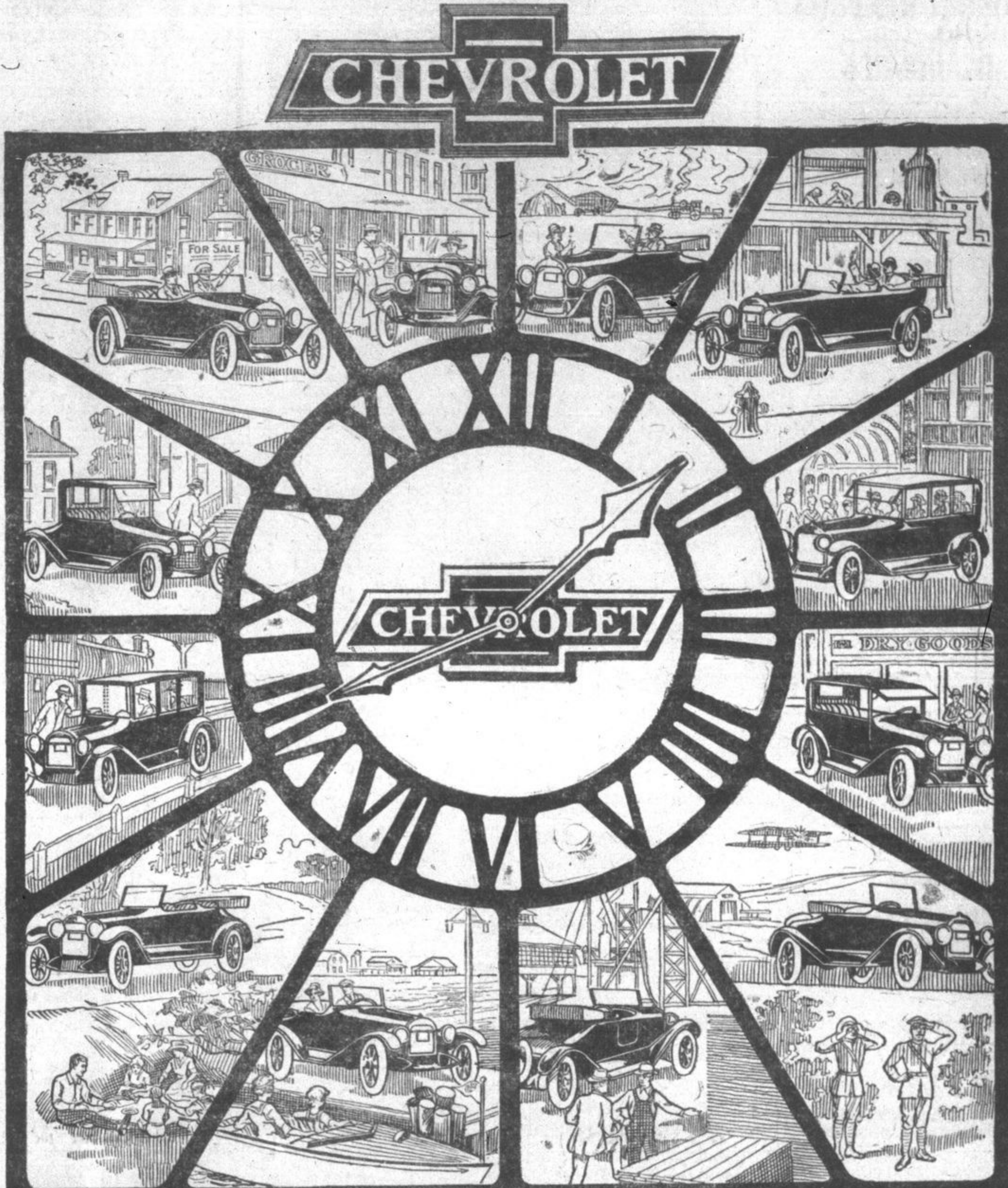
The best method of stopping an automobile is to leave the clutch in and take the foot from the accelerator, applying the brake gently when about two car lengths from the spot at which it is desired to stop, releasing the clutch at about five miles an hour, or even less, so as not to stall the engine.

Contrary to popular belief, this application of the brakes will not hurt the clutch in gear does no harm whatever if the throttle is closed to the idling position.

Aged Man Motors Far.

J. E. Steele, of Ashland, Ore., sixty years old, has driven his touring car 68,000 miles. He has averaged as high as 24 miles on a gallon of gasoline, even when the car was loaded with cooking utensils, bedding and hunting accoutrements.

The body of what is believed to be



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PRICE OF SECOND HAND CARS SOARS OWING TO THE WAR

War, the most ruthless agent of destruction known, has the power to inflate the value of certain commodities far above normal. The red god of battle works hand in hand with the inexorable law of supply and demand. He creates nothing, while using and wasting.

There is the used automobile, for example. It was only a year or so ago that such a car was rated as a liability by the dealer, who regarded his second-hand sales as one of his most vexing problems, since the demand for used cars fell far short of the enormous supply.

At the present time however, the used car is not a thing to be despised. It has a greater value than ever before in the history of the industry, due to the fact that the curtailed production of new cars in wartime does not meet the normal demand. Thousands of purchasers, unable to buy new automobiles, now are driving the once scoffed at cast-offs.

There is a possibility that future conditions in this country will be comparable with present conditions in England, where the automobiles, built in 1914, are commanding almost as high a price to-day as when they were new. England has made no cars for civilian use for more than three years, the automobile factories having been converted into munition plants or taken over by the Government for the manufacture of aeroplanes and aviation motors.

Remember These Rules.

In the spirit of war-time economy and efficiency, and with the conservation of gasoline ever in mind, you who operate motor trucks should turn into your banners the following mottoes:
Zone your deliveries.
Chart your loading platforms.
Don't run motors while the truck is standing.
See that you get the best possible mileage from the trucks you are using.
Check loadings—full load to every trip.
Cut down your gas at the carburetor to the least you can get sufficient power on.
Check your drivers on "the shortest possible route."
Check your drivers against costly freights on account of truck accidents.
Don't give your truck both gas and

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Largest and best poultry exhibit at any Fall Fair during 1918. The largest and best vegetable exhibit at any Fall Fair during 1918.
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Prof. C. A. Farley and Madame Farley will make aerial feats daily, making the most sensational balloon ascensions and parachute drops known to the world to-day.
Trials of speed daily. Do not miss this trial. The best Kingston ever had.
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Owing to public demand in 1917 we were obliged to operate one day more than scheduled, something unprecedented in the history of FAIRS of this province. This has stimulated the BOARD OF DIRECTORS OF 1918, to such an extent that they are using all the energy they possess to make the 1918 event a greater success.
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