

IN THE WORLD OF EASY TRAVEL

PRACTICAL PARAGRAPHS FOR THE CAR OWNER

To Dry Cooling System.
After the water has been drained out of the cooling system the engine should be run for a few minutes thoroughly to evaporate all moisture remaining. This is particularly true in cold weather, as a little water left in the system is very likely to freeze and cause trouble; in fact, locking the impeller, if a water pump is used.

Scraping Bearings.
It is very essential in scraping bearings that proper mesh of the timing gears should be secured. The front bearing determines the position of the crank shaft and its gear. This bearing must, therefore, be scraped in first, the bearing at the other end being lined up at the same time, after which the middle bearings are lined up.

Loose Flywheel.
When there is a suspicion that the flywheel is loose the way to determine it is to speed up the engine suddenly and then quickly close the throttle; if this procedure produces a knock from the vicinity of the flywheel just at the instant the throttle is closed, it is pretty certain that a loose flywheel is causing the rattle.

To Avoid Scoring.
When an engine has been standing idle for several days, so that it is reasonably sure that the cylinder walls are dry, it is a very sensible precaution to inject a couple of teaspoonfuls of cylinder oil into each cylinder by way of the petcocks, and then turn the engine over a few times. This oil prevents any danger

of scoring and also assists in getting good compression.

Cleaning Valve Stems.
A very simple way of cleaning valve stems which are under suspicion of harboring carbon deposits is to inject a little kerosene in the air valve of the carburetor while the engine is running. In this way a little of the kerosene finds its way down the valve stem and softens and washes off the carbon. It is no bad idea to do this once a month.

Pump Packing.
Either wicking, lead or graphite or loose twisted asbestos rope packing should be used for packing water pump glands. When the asbestos is used it should be soaked thoroughly in cylinder oil and covered with fine flake graphite. It should be coiled around the shaft in the direction of turn of the gland nut, and this latter should not be tightened more than enough to prevent leakage of water. The wrench should not be put on this nut.

Oil On Magneto.
Rubber is very quickly disintegrated by oil, and at the same time it has a most unfortunate capillary affinity for the oil. For this reason it is very important to keep oil away from the rubber insulators that are used in connection with the conductors and wires of all the circuits of the magneto. Although oil is not a conductor of electricity, it ruins the insulator and the result is the breakdown of the insulation, and short circuits.

Emergency Magneto Brush.
An emergency magneto brush may

be made by rolling a piece of fine mesh copper or brass wire gauze into a cylinder corresponding in size to the magneto brush. Or a carbon brush may be cut in two to do double duty. If a suitable piece of carbon (perhaps from an old dry cell) is available it may be shaped up for emergency use.

Overpriming.
Sometimes the enthusiastic amateur in his desire to make sure of a quick start overprimes the engines. The result is so much liquid that the spark fails to ignite it. The cure for this condition is to open the relief cock and turn the engine over half a dozen times or so; this works on the raw fuel. Next take out the spark plugs and squirt oil on the tops of the pistons, using about a pint to four cylinders and turning the engine over four or five times, thereby working the oil film back on the pistons and cylinder walls.

Camshaft Knock.
End play in a camshaft usually produces a slight knock, somewhat similar to one caused by a connecting rod failure. When the engine is speeded up the increased power needed to drive the camshaft generally holds it in one position, so that the knock stops.

The tips of an aeroplane propeller invented in Europe trend forward when stationary and are straightened by centrifugal force when revolving which the inventor claims lessens the danger of them being broken by strain.

Two springs inserted by an inventor below the curved section that enters its user's arm pit give resiliency to a recently patented crutch.

For repairmen a substantial stand has been invented into which an automobile engine can be clamped and swung to any angle.

AN ENGLISH RIVAL FOR NEW FORD CAR

Small Light Automobile Will Sell For \$250 or \$300.

Henry Ford and his new \$250 car are not going to have matters all their own way. An English firm has made arrangements to put on the market a small, light car which will cost less than the new Ford (about \$50 or \$60 in the home market). The British car will be something quite new. Hardly any wood will be used in its construction. It will be made almost entirely of a new substance—a kind of concrete, light but strong and durable, produced from waste material, such as slag, clinkers, sawdust and so on, and covered with a metal solution.

The present low price of this waste material, which is a product of war, is one of the secrets of the car's cheapness. Another secret is the method of construction. The various parts, including the wheels and chassis, will be stamped out—each complete in one piece—by powerful machinery and simply fitted together.

Better Streets Needed

"We want decent roads," one hears on all sides. A group of progressive men went down to Ottawa and there held a conference. The machinery of the government was started, and now comes an allotment of twenty millions of dollars. The provincial government has some "acres" in a number of ways, principally through the continuous enthusiasm of such men as A. M. Rankin, M.P.P., to whom great credit is due. Then the city—

in spite of certain objections by some of the city fathers—has opened up its safe a little and released a small sum of money. All this for road building.

To-day this city has a few blocks of good pavements. The other streets are a positive disgrace. There are blocks and blocks of roadways in this city upon which motorists will never, if other streets are available, run their cars. They will drive blocks away to avoid them. Some of these blocks are very close to the heart of the city, as an example the Johnson street, which is paved at one end but after one gets off that short block of pavement it is a change that one does not soon forget.

"Who is to blame?" is the question often asked, and of course the City Engineer gets the bulk of the criticism. It is, of course, as much up to the aldermen to vote the money and the members of the Board of Works to ask that it be voted. Everyone is responsible, including the citizens who only grumble but seldom kick. The Motor League has been started, however, and we are promised that unless something very definite is done and done soon to improve the present condition there will be even a stronger move than a kick. It will be a campaign against those responsible.

THE PRICE OF CARS.

The Average Increase For 1919 Figured at \$3225.

The average price of the 1919 cars made in the United States of \$2,275, an increase of \$325 over that of last year. The average in Canada can not be estimated as some dealers have not yet completed their plans. This market, however, is very near to that of across the border and a comparison of the present prices with those of former years is interesting.

The averages were obtained by adding the prices of each make of car and dividing by the number of makes. This gives the following totals for the past eight years:

| | |
|------|---------|
| 1910 | \$2,300 |
| 1911 | 2,400 |
| 1912 | 2,400 |
| 1913 | 2,400 |
| 1914 | 2,485 |
| 1915 | 2,125 |
| 1916 | 1,550 |
| 1917 | 1,725 |
| 1918 | 1,950 |
| 1919 | 2,275 |

Opening The Season

Last Sunday the sun came out brightly, dried up the roads, cleared out the frozen drains and ditches to let the water run away, and, what is more important than anything else to the motor drivers, started the automobile season for 1919. It was "I'm going to get the fiver out today, Mary," in a lot of homes, and then there was a hustle and an awakening of the neighbors who were startled by the mysterious sounds—sometimes including profanity—that issued from the little garage in the rear. It was Mr. Smith getting his car down off the jacks and pumping up the tires and filling the crank case and the differential with oil and putting water in the radiator and doing a thousand other little tinkering jobs that go to make up that great enjoyment of life that the automobile has brought. The season has started great and here's hoping the weather will continue so that this first post-war year will be the best in the history of local citizens.

A process for producing sand useful in building operations by sprinkling molten furnace slag with a salt solution has been patented in Europe.

Local League's Programme

At such corners as the Bath Road, Cataract, Finger Board and elsewhere in the neighborhood, the Kingston Motor League have already secured and will shortly erect road signs so that travellers whether members of the league or not, will be guided to the proper highway that they desire without any trouble.

The idea which is being followed in many other progressive places started in the United States and a standard rule was laid down that yellow meant "Caution" and red meant "Danger" in all road signs. This system is being followed by the Kingston Motor League, and these colors are used to show the motorists just what to do at certain parts of the road.

It is the intention of the league to place signs, which are all ready now for erection, at frequent intervals along the roads, and intersections in many other progressive places. The danger signals will also be a feature so that car-drivers will have ample warning near dangerous places. There are several bad places in this district and a warning as to the danger of a sharp curve, a railway crossing or something of a similar nature will be of great value from a "Safety First" standpoint.

In connection with the road sign scheme, the League intends to have proper warning signs erected at the city limits on every road into the city to warn strangers just what the traffic laws here are. Last year the city, very unwisely, took severe treatment to correct offenders, whereas a more sensible method of warning and punishment would have avoided a bad name for the city throughout the entire province. The League will



Masterpieces of Strength
PARTRIDGE TIRES
HAND MADE
The F. E. Partridge Rubber Company, Limited
GUELPH, ONT.
EDWIN CHOWN & SON
Kingston, Ont., Distributors

have signs erected which will show what motorists must do to obey them. It is an idea which shows the progressive spirit of the local league.



How the 'Hot Spot' Makes Chalmers One of the Few Great Cars

The cylinders of an engine are like the stomach of a man. Unless food is thoroughly chewed up before it reaches the stomach there is liable to be indigestion.

In most cars today gas arrives in the cylinders in too large globules. The Hot Spot in the Chalmers prevents this. For it "cracks up" and heats the gas. As soon as it strikes the Hot Spot gas is "pulverized" into a most minute "vapor powder." Engineers call this "dry gas."

Then the gas is passed quickly through the Ram's-horn which equally distributes the gas among six cylinders and makes it arrive at each cylinder at exactly the same time and travel the same distance.

Which means not only more power from less gas, but hitting on all six all the time, amazing ease in starting on a cold day, less friction, less vibration, and hence a cool running engine on a red hot day.

To miss a demonstration in a Chalmers nowadays before purchasing a car—no matter what price you pay—is to miss an experience worth making a day's march to find.

CHALMERS MOTOR COMPANY OF CANADA, Limited WINDSOR, ONT.
M. OBERNDORFFER 124 Clarence St. Kingston, Ont.



More miles per gallon
More miles on tires

New in Beauty, Old in Virtues, This Maxwell Has Stirred Canada

MEN buying cars today are giving this present day Maxwell searching consideration. For where, this moment, can you get a car, like a Maxwell, the chassis of which has had a 300,000 manufacturing run and the beauty of which has been improved to an astonishing degree?

They're weighing the soundness of the 300,000-alike-for-five-years logic and they translate that into reliability supreme.

They know in their own business what changes in plan, in program, mean—how serious the losses in good will and profits—the dissatisfied customers.

Many of them have been "burned" by "new models" in days gone by, and have joined the "never again" club.

So this present day Maxwell has a deep appeal to them; and thousands since January 1 have reached for their check books as soon as they laid eyes on this new Maxwell.

Perhaps it is unfair to say "new" because the chassis is five years old in design. When we say "new" we mean its vastly improved appearance.

There are twenty-four things done to the Maxwell to make it better looking. Sharp angles have been removed; lines straightened; certain corners eliminated; bonnet vents increased in number; three more coats of paint added; fenders lowered; seats thickened three inches; a circassian dash installed; gas tank put in the rear, etc.

See the latest Maxwell, and you'll want one, too.

MAXWELL MOTOR COMPANY OF CANADA, Limited WINDSOR, ONT.
M. OBERNDORFFER, Kingston, Ont.