

In the Automobile World

YOU'D GROOM YOUR HORSE, WHY NOT YOUR MOTOR CAR

A little daily attention to your car will make it last much longer and give much better service. If you still drove a horse you would see that it was fed and watered regularly, and a car needs just the regular treatment. Have a good lock put on your car, and use it.

Keep your tires locked by a chain or by some other device.

Don't leave your car unattended without locking it.

Put some distinguishing mark on your car for future identification, if necessary.

Keep a record of factory number, motor number and number of parts easily located. If your car is stolen, the thief will remove some numbers, but probably not all.

If garage floors are not kept clean and the tires stand in a pool of oil, the threads soften and the traction strain in service stretches the rubber in wavy outlines.

Don't overload your tires. A tire will "give out" sooner from overloading than from almost any other cause.

Don't under-inflate. Under-inflation and overloading account for fully 90 per cent. of all tire trouble. Use a tire caliper or a pressure gauge. Don't neglect small cuts. These will often extend farther than you

think. Dirt and wet get in, the fabric rots, and a blowout follows. Look over your tires from time to time.

Don't keep a spare tire out of use too long. Change over occasionally. A tire lasts better in use than exposed to the sun and rain on the running board.

Be careful that your rims do not get rusty. Common stove polish will keep them in good condition.

Don't run on a flat tire. Better run on the rim if only for a short distance.

Don't try to force a tire onto the wheel. If it goes unusually hard look for some trouble. Perhaps the valve stem isn't in place properly.

Be careful not to pinch the inner tube when applying or removing an outer casing. Pass the hand around inside before reapplying the outer bead.

When the grease works endways through the axle drum it is because the big felt washer has become inefficient. A new one may be easily made from the felt collar pads to be found in any harness shop.

A lot of good-will comes from the present programme of some dealers to encourage car owners to perform for themselves the many small repairs and adjustments that heretofore have been either grafted from

the dealer or else purchased at an extravagant price, according to the dealer's own prospective impulses. Primarily, the average owner will learn a good many things about his car that he never dreamed of before, and which will do him no harm to know. He will learn to expect less of his car, and better appreciate the good service that is built into the average machine. Furthermore, he will learn that many of his past difficulties were distinctly the fault of his own neglect. It does 'em good once in a while to "get out and get under."

In tightening, nuts which hold wires to spark plugs the wire should be held stationary with one hand while the nuts are being tightened with a pair of pliers in the other hand—and the wires should be left in such a position that their "springs" will tend to tighten rather than loosen the nuts. In tightening them with pliers care should also be exercised to keep from twisting the central wire of the spark plug or electrode loose in the porcelain insulation.

Leather upholstery should be wiped with a woolen cloth dipped in water to which a few drops of ammonia have been added. Upholstery covered with cloth can best be cleaned by sponging with water to which a little salt and alcohol have been added.

You can now use the hose removing the nozzle and letting the water flow gently over the body until much of the dirt and dust are washed off. With a little patience most of the dirt can be "floated off." After wetting the mud-covered car thoroughly, it may be well to let it soak a few minutes.

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to your own interest. Let us repair and look after your tubes and casings. If a tire is too far gone to be repaired we will tell you so, but don't junk any tire until we have given it the "once over." We have saved hundreds of dollars for our customers by our expert repairing of tires and tubes. We look out for your interests all the time.

Suddaby Bros.
Cor. Queen and Wellington Sts.
Phone 1988

OVERHEATING CAUSES WORRY TO MOTORISTS

Radiators May Give Some Annoyance in the Spring.

Radiator troubles are a prolific source of annoyance to motorists at this time of the year.

One automobilist writes that he can find no water leak but that the radiator of his car requires a refilling about twice every day when he drives his car, as the water seems to boil away. Otherwise, he adds, the car and cooling system seem to be in excellent condition.

Radiator ailments, fortunately, are usually easily remedied. The first place to inspect, not only because it is the easiest to get at but also because it is the most frequent seat of trouble, is the fan which draws the air through the radiator cells.

See that the fan turns freely on its bearings and that the belt is tight enough to turn the fan at its proper speed. Often the fan belt is loose and slips whenever the engine is speeded up or even when the engine runs at any speed.

To check up on this, lift the hood and start and stop the engine, watching the while to see if the fan starts and stops with the motor. With most every make of car the tightening of the fan belt is a simple matter of adjustment and a glance at the instruction book will show how to do it correctly.

Check up next on the rubber hose which connects the radiator with the water jacketing of the engine. This hose often deteriorates after a year or two of service and causes clogging of the water passages, with the result that circulation is impeded and sometimes stopped entirely. It is generally wise when this happens to get new hose rather than to try to repair the old.

If the motor still overheats, it is advisable next to take steps to thoroughly clean out the radiator; often a scale forms on the inside surfaces and prevents the heat from being carried away readily. Pour a pound of ordinary baking soda into the radiator after it has been nearly filled with clear and reasonably pure water. Leave this soda solution in the cooling system for an hour or two while the engine is running; then drain and flush with clean water.

In cases where there are still evidences of overheating it is wise to have the ignition system gone over carefully to make sure that the timing is correct; occasionally the timer slips over so the spark is too late. This naturally results in overheating, and, moreover, gives an unduly low fuel mileage.

Nor should the carburetor be overlooked in the complete check-up if overheating is chronic. If the adjustment gives a mixture which is too rich, overheating is almost certain to result.

Conforms to Comfort
Maximum comfort is said to have dictated the slant of the footboards, the title of the seat cushions, European fashion, the width of the doors and the unusual room in both front and rear compartments.
These closed cars are equipped with heaters, latest instruments and

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The four-passenger is designed to meet a coupe demand that heretofore has been ignored. Both these models are mounted on the regulation 122-inch chassis.



McLAUGHLIN

"Canada's Standard Car"

Present Lines of new Master Six and Light Six series will be continued in the 1922 season. Beginning June 1st, the new series and prices will be as follows: F.O.B. Oshawa, Ontario:—

Model	Old price	New price
Model 22-44 Three Passenger Roadster, Cord Tires	\$2550.00	\$2215.00
Model 22-45 Five Passenger Touring, Cord Tires	\$2550.00	\$2245.00
Model 22-46 Three Passenger Coupe, Cord Tires	\$3405.00	\$2995.00
Model 22-47 Five Passenger Sedan, Cord Tires	\$3920.00	\$3445.00
Model 22-48 Four Passenger Coupe, Cord Tires	\$4000.00	\$3345.00
Model 22-49 Seven Passenger Touring, Cord Tires	\$2895.00	\$2595.00
Model 22-50 Seven Passenger Sedan, Cord Tires	\$4350.00	\$3795.00

LIGHT SIXES:

Model 22-62 Roadster	\$1895.00	\$1615.00
Model 22-63 Five Passenger Touring	\$1895.00	\$1650.00
Model 22-62 Coupe, Three Passenger	\$2640.00	\$2390.00
Model 22-63 Sedan, Five Passenger	\$2685.00	\$2435.00

(Sales Tax Extra)

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Our repair department is rushed with work. New cars are being sold. Watch them pass on the street. McLaughlin's, of course. The Standard Motor Car of Canada made by Canadians at Oshawa. Come and see our assortment in the show room. You are assured of courteous treatment and McLaughlin service (which means the most efficient type.)

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