

In the Automobile World

GAS LINE STOPPAGE IS HARD TO LOCATE

Novice Is Often Baffled When Fuel Supply Is Blocked

One of the most baffling troubles for the novice to locate is an obstruction in the gasoline line from tank to carburetor. Some carburetors have a strainer where the gasoline enters the float chamber, and others have a strainer on some part of the gasoline line. There is one on the vacuum tank where the supply from the main tank enters at the top.

These are all easily removed for cleaning, but sometimes clogging occurs at the bend in the pipe, and then it is not so easily reached. In some cases the pipe line is removed from the carburetor and the operator blows back against the stoppage. This frequently loosens it and the gasoline is allowed to flow, carrying the dirt with it.

This trouble usually comes on gradually, a few pieces of line, chaff, dust, etc., accumulating on the strainer, and not doing any harm, and there is plenty of room around them for the passage of the gasoline. But soon the accumulation allows only enough gasoline to pass through to run the engine at normal speed. The driver does not know this and when he tries to speed up the engine it does not respond.

The gasoline cannot flow through fast enough to satisfy the increased demand, making the engine sluggish. Then more dirt arrives, and the engine weakens, may backfire at the carburetor, and soon stops. Gasoline

can get through, but not fast enough to supply the engine.

While the motorist is searching for the trouble, the float chamber fills and the engine stops. This is the characteristic symptom of a clogged gasoline line. The engine stops, but may be started after a time, only to stop again. Where a strainer is easily accessible, it is well to clean occasionally, but the average operator waits until the above symptoms develop. When they occur as described above there can be no doubt about the trouble, so the only thing to do is to remove the strainer and clean it.

High Speed Dries Tire; Makes Blowout Easier

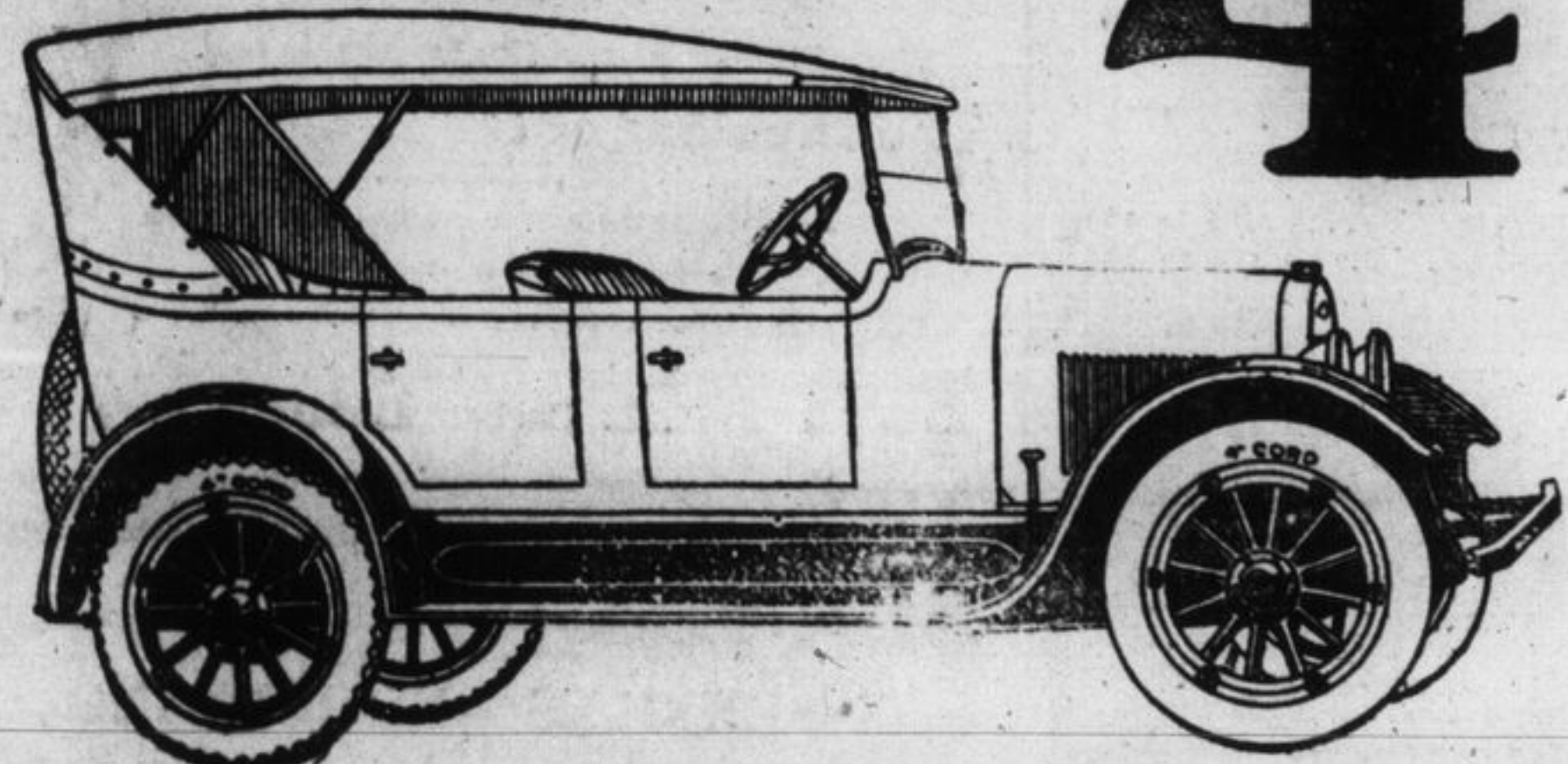
One of the most expert tire men in the country recently called the attention of motor car owners to the manner in which tire wear increases with speed. The faster a tire travels, the more heat it generates internally. Normal speed does not increase the internal heat to a dangerous degree, but excess speed will not only raise the heat above the danger point, but may actually cause further vulcanization to take place. This heat not only dries out the friction gum between the piles of fabric, but the very fabric itself, lowering the elasticity of the tire, decreasing its resiliency and weakening the tire so that it will blow out early.

Electric Lamp Bulbs. If the electric lamps in your head, dash or tail light burn with reddish color instead of the pure white that

it did when you first put it in, it is played out, and it is time to replace it with a new bulb. This should be done, not only to give a better light, but to save money, as the lamp is consuming more electric current and giving less light. Unless the lamp is one of the tungsten or tantalum types, you must not expect more than 600 hours' service out of it. This will surprise a good many people who think an electric light bulb is good for a lifetime. The filaments of the electric lamp are like the wick of a kerosene lamp, they become charred and finally burn away, and must be replaced, but of course, after a much longer use. So if you want good lights with a moderate amount of current consumed, watch your lamps carefully and replace when the red color appears.

Reasonable Regulations. England proposes to abolish the speed limit as far as passenger automobiles are concerned and bring into effect the ruling of "driving at a speed that is greater than is reasonable and proper, having regard to the condition of the highway and the traffic then on the same." In other words, the motorist is going to be made responsible for driving in a safe manner and is not going to be held up in police traps if he is driving over a certain limit when conditions warrant him doing so with safety. This is a big step in the right direction and is well worthy the consideration of the law makers of the province. At present there are a hundred and one different speed limits that municipalities, cities, towns and villages are trying to enforce.

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ANNOUNCE

that Dodge Brothers Motor Cars are now being distributed in the Dominion of Canada solely through Dodge Brothers Motor Company, Limited, of Windsor, Ontario.

Dodge Brothers Motor Company, Limited, is a Canadian Company organized, registered and operating under Dominion laws.

This company is of course, closely affiliated with Dodge Brothers (Incorporated) of Detroit. It has been organized and put in operation because of Dodge Brothers' desire to give the best possible service to their many friends and customers located in Canada.

Dodge Brothers Motor Cars will continue to be sold locally by

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A FEW POINTERS ON WASHING CAR

Lustre is Easily Spoiled by Careless Methods in Cleaning

"Please give me a few pointers on the proper way to go about washing my car," is the request made frequently by car owners.

The best time to renovate and polish up a car is just after it comes in from the trip, and if possible, before the mud has had a chance to dry and harden.

Warm weather and the heat of the car's motor tend to dry this mud quickly, baking it into the finish. So if the car cannot be washed immediately, it is wise at least to rinse off the mud with a gentle stream of water from a hose.

In starting the washing process, first soak all the mud and dust down with a hose from which the nozzle has been removed. A large stream with the lowest possible pressure should be used to go over the body's finish. Begin at the top and work downward; then you will remove the same mud only once.

The first rinsing in this manner generally loosens the dirt and the next removes the last trace of it. If it does not, a soft sponge constantly saturated with water should be sloped without rubbing against the spot where the hard mud is lodged or stuck. Grease spots are often found on the finish after the dirt has been washed off. These should be washed with an old chamois skin and some good, pure (linseed oil) soap. To preserve the finish as much as possible, rinse off the sponges as quickly and as thoroughly as possible after the grease spot has been treated. It is important that no trace of the soap is left on the finish.

Now rinse the car again thoroughly; then wet a good, clean chamois, wring it dry and go over every inch of the body, wiping it dry. It is a good plan to have another chamois, not necessarily new, but at least clean, for wiping the running gear, and use only on this part of the car. Here's a good point to remember: Keep the wet car out of the sun until dry or the finish is likely to crack and check.

Never "dust" a car with a feather or any other kind of duster. Washing, as suggested here is the best and practically the only safe way to keep the finish bright and shining.

One point frequently overlooked by even the seasoned motorist when washing his car is that the engine should be cold. Otherwise the hood and radiator of the car will become dull and shabby looking, while the rest of the exterior still is neat and lustrous. Heat dries the soap and polish, injures the finish irreparably within a comparatively short time if the practice is continued.

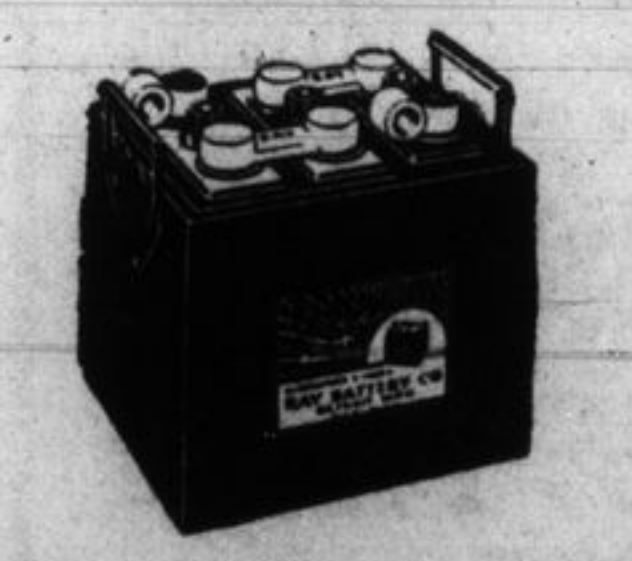
Watch Front Wheels. Keep watch of your wheels to see if they are thrown out of alignment by road shocks, wear, etc. The rear wheels should be absolutely parallel, but the front wheels are never so. They come together slightly at the bottom and also at the

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from. Train your eye by looking at the front wheels of different cars, and you will then notice any trouble when it occurs. Have it corrected immediately or your tire mileage will suffer.

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