

In the Automobile World

Perhaps Loose Door.

Much of the creaking and rattling which is a source of annoyance to most motorists, could be eliminated by giving a few moments attention to the doors of the car. The conventional body has at least two rubber bumpers for each door, those being designed to keep the doors tight. But in time these bumpers become flattened down and worn.

By wedging in a little backing in the form of a sliver of wood or a piece of tin the bumpers can be restored to their full efficiency—and the door rattles will vanish.

While this is being done, a few drops of oil on the door locks will frequently cause many a baffling squeak to disappear. Rattles and even knocks are often traceable to tools or other loose particles in the door pockets. If things must be carried in the door pockets be sure to pack them in tight.

FORESTRY BRANCH SUGGESTS AUTOS MAY START FOREST FIRES

The following notice has been sent out recently by the Forestry branch at Ottawa:

"Officers of the Massachusetts forest service declare that the number of fires in the forests in the state bears a direct relation to the number of automobile licenses issued. As the automobiles increase so do the forest fires. They claim that city people, touring through the woods by automobile, leave their non-day campfires burning and so start fires. The statement is probably justified but analyzed it simply means, more tourists, more fires.

"The remedy is not fewer automobiles but more widespread education as to the dangers of careless handling of fires in the forests. The more city people there are who go for their recreation to the forest, the better will be the value of the forest be appreciated and the easier it will be to have conservation measures carried out. If the subject is approached in this way the automobile will become not a menace to the forest, but a great aid to forest conservation."

Rubber should always be cut with a wet knife.

SEDAN NAMED AFTER QUEEN'S "CHAIR CAR"

Sedan designates the closed car in which the driver and the passengers ride in the same compartment. Its name is traced back to the sedan chair of Queen Anne's time.

The sedan chair was named for the city of Sedan, France, where this conveyance is said to have been developed. The entrance was through a door in front with windows on both sides and in the rear. The windows were either fitted with curtains or glass. The two carriers walked between poles or shafts fixed to the sides.

Some modern sedans are misnomers, in that it is possible to separate the driver from the passengers by raising a glass partition.

WHEELS NEGLECTED; BEARINGS GIVE OUT

Caps Need Watching and Regular Adjustments Made.

The common reason why the front wheel bearings of a motor car give out is because the greasing of them is neglected. But the expert motorist knows that there is no excuse for this neglect.

The front wheel caps should be removed every three to six months in the summer time, depending, of course, on how much the car is being driven. Fill them with soft grease and screw them back into place. It should be remembered in doing this work that the left front cap may have a left thread instead of a right one.

When the caps are removed the condition and adjustment of the bearings should be noted. If they require adjustment or repair the car should be taken to a shop unless the owner feels competent to do the work.

In putting the caps back into place extreme care should be used not to cross the threads. This is an error that is easily made since the threads are very fine and the diameter of the cap relatively large.

AUTOMOBILE BUSINESS

Gains Despite the Cuts Made in Prices.

Probably the most striking fact disclosed by the study of conditions in the automotive industry is that they continue to be better than expected. August was the best month of the year, according to Automotive Industries.

When price cutting began at the end of August the general belief was that there would be a sharp falling off in retail sales on the theory that prospective buyers would hold off in the expectation of further cuts. No accurate data was available on this subject, but reports from numerous distribution centres indicate that sales are holding up very well in comparison with August, and that if there is a falling off it will not constitute anything in the nature of a "slump."

It is not to be expected that sales will continue at the present level until the beginning of 1928, but neither was it to be expected that business in July and August, which has been a perennial slack season would be as good as in May and June, which ranked among the best months of the year. Manufacturers believe there will be a gradual "tapering off" the rest of this year, but this "tapering off" is not yet strongly in evidence.

Judging the rest of the year by the experience of the first eight months, the decline in sales will not be as sharp as has been expected. There is in prospect an unusually heavy demand for enclosed cars, and many attractive new models will be brought out this fall at prices much less than those which prevailed a year ago. This will tend to stimulate the sales.

Production for the industry as a whole is running about 70 per cent. of the same period last year, but it should be remembered that production at the time had begun to fall off because of the "buyers' strike" which was well under way. A few of the quantity producers are running their plants practically at capacity, but it is probable that a majority of the passenger car factories are running at not more than fifty per cent. of capacity. It is difficult to estimate truck production, but on the whole it probably does not exceed 25 per cent. of capacity. It is impossible to fix percentages of "normal," because what is "normal" for the industry has not been determined.

ORIENTAL WISDOM AND OCCIDENTAL CARS

Motoring visitors to Japan receive from the police an English translation of the official traffic regulations, some of which are as follows:

"When you pass the corner and the bridge, ring the horn."

"Drive slowly when you meet sheep or cattle; do not make them afraid, and carefully make the sound."

"Do not drive the motor when you get drunk, and do not smoke on the driver's seat."

"When you drive the motor car do not leave the driver's seat, and take care lest unexpected trouble happen."

"When anything the matter with your car, go to the police station and tell him."

"Special notice! You must never put overload on your automobile. The licensed capacity of your Ford car is five passengers, two in front and three in the rear of the house."

Canadian motorists could well take a leaf out of the Oriental book of motor etiquette.

Pack Plugs With Oil.

A frequent and unsuspected loss of power is due to spark plug leakage. Most plugs leak when run very hot, and for this reason it will prove an advantage to make an occasional test at the end of a trip by dropping a little oil around the packing joints and watching for bubbles. The leakage can usually be stopped by taking up on the packing glands of the plug.

Thin Out Mixture.

When struggling with a balky engine do not overprime. The usual tendency is to pull out the dash adjustment and to put gasoline in the priming cups. Many times the mixture is too rich to fire. Leave the compression cocks open and spin the engine with the starter. This will thin down the mixture and will probably start the engine.

The Chinese Invented motion pictures.

SMILES



STILL ON THE DESCENT

Brother Johnsing: De bottom ob will aint ben teched sence de fall ob man!

Brother Jones: Wat, Brudder Johnsing, aint he landed yit?



TAKING A MEAN ADVANTAGE

Judge: What is your objection to answering that question?

Defendant: Just this: When the plaintiff asked me if I loved her she failed to warn me that anything I might say would be used against me.



THE MOST PAINFUL EXTRACTION

Patient: Doctor, when you get me under gas, you will find my purse in the other room. Kindly help yourself, then, to the amount of my bill.



FLEW IN A RAGE

Mr. Lark: Mrs. Hawk went away very angry at what was said, didn't she?

Mrs. Lark: Flew in a rage at once.



She: Don't you think the brunette the more serious and sensible of the two?

He: To be sure I do! Blondes are all light-headed, of course.

The steam packet is again becoming a figure in freight transportation along the Mississippi.

Iron ore is mined in twenty-four states of the United States.

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Auto Tops repaired, recovered; slip covers; all kinds of cushions repaired.

BOAT CUSHIONS made all sizes with KAPOK filling.

336 PRINCESS STREET
Phone 152.

Absolute Evidence in Favor of Ground Cylinders

All high grade automobile engines manufactured in this country as well as in Europe have their cylinder bores finished by grinding. Some of the American cars that might be mentioned are:

- | | | |
|------------|------------|---------------|
| Apperson | Hudson | Peerless |
| Brawster | Kissel | Pierce Arrow |
| Cadillac | LaFayette | Rolls Royce |
| Cunningham | Lincoln | Standard |
| Dorris | Locomobile | Stevens Duray |
| Franklin | Marmon | Stutz |
| Haynes | Merced | Templar |
| Holmes | Peckard | Winton |

In fact, 84% of all the manufacturers of pleasure cars use engines with ground cylinder bores, and 91% of the commercial motors are ground. Heald Machines are used exclusively.

Automobile owners we have one of these Heald Cylinder Grinding Machines, and can guarantee first class work. Ground Cylinders is a selling point with many cars.

Automotive Grinders

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Corner of Queen and Wellington Streets.

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Blue Garages, Limited

Cor. Bagot & Queen Sts.

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277 BAGOT ST. Phone 410w.

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19 BROCK STREET. PHONE 1340.

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- We will sell our entire stock of Tires at the following low prices:
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 - 30x3 1/2 DUNLOP TRACTION . . . \$17.50
 - 31x4 DUNLOP TRACTION . . . \$25.00
 - 32x4 DUNLOP TRACTION . . . \$32.00
 - 33x4 DUNLOP TRACTION . . . \$34.00
- Also TUBES at GREATLY REDUCED PRICES.

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Regular Touring Car, Five Passenger
This car is bigger, stronger, more powerful and better in every way than the former old model.

Price F.O.B. Brockville \$1,550.00
Plus Sales Tax.
Canadian Briscoe Motor Car Co., Ltd.
Brockville

ANGLIN BROS., Bay St.

HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH
Editor Motor Service Bureau Review of Reviews
Filling Up With Anti-Freeze

Use Alcohol and Water in Correct Proportions and Mix Well

HAVING CLEANED OUT AND STOPPED all leaks in the cooling system, it is well to look up in the instruction book or elsewhere obtain its liquid capacity in quarts as a basis for mixing the anti-freeze. To be on the safe side it is well to use the stated capacity, rather than the amount of water that actually escapes, as data for making the mixture, but it is a good plan to measure the amount which runs out from the fully filled system, if training it and, if this is much less than the stated water capacity, it indicates that the radiator is still partly clogged. During the first cold weather, it is seldom necessary to use a mixture stronger than one part of alcohol to four parts of water by volume or a 20% alcohol mixture, which freezes at about 40 degrees above zero Fahrenheit, but in the "dead of winter," a 40% solution, freezing at 20 degrees below zero, may be required. Assuming the weaker mixture to be used, the following is the procedure: Measure out as many quarts of denatured alcohol as are represented by the number of quarts of capacity in the system, divided by five (for instance 4 1/2 quarts of alcohol for a system holding 22 1/2 quarts), pour it directly into the drained radiator and then fill the system completely with water. Supplying the lighter alcohol first will assist the mixing of the two liquids in the radiator, but it is well to run the engine for a time to complete this process. If a circulating pump is used, a very short run will thoroughly distribute the alcohol through the water, but if thermo-siphon circulation is employed, the engine should be required to run until the liquid is slightly warm—enough to create the required circulation. Probably, after the liquid has been in motion for a time a little more water will be required to fill the system, as some air that has been caught in the jackets will have been displaced. This solution when at a temperature of 60 Fahrenheit should test about 0.875 on the specific gravity scale for liquids lighter than water and about 1.4 degrees above zero on a freemeter marked directly in freezing temperatures. The following solution will protect to 5 degrees below zero and evaporates but little—30% of a mixture composed of equal parts of denatured alcohol and glycerine and 70% of water. Glycerine, however, is costly and this solution cannot be tested with the hydrometer, but the cost of the glycerine may be offset by the saving in alcohol otherwise lost through evaporation.

PROVING VALVE TIGHTNESS



W. A. W. asks: What is the best way to test valves after grinding them, to prove that they are tight?

Answer: One very good method is to wipe clean both valve face and seat and then to apply a thin, even coating of prussian blue to the valve face, insert the valve into place on its seat and rotate it a small fraction of a turn only. If the job is perfect, there will be a contiguous band of blue transferred to the seat. Do not rotate the valve very far or the result of the test will be uncertain. Instead of using prussian blue, a series of closely spaced pencil marks square across the valve face can be made, the valve put in place and rotated a very little. If all the lines are broken, the seating is continuous. The ability of a valve to hold gasoline is very good proof of its correct seating and this test can usually be applied to overhead valves, although not readily to those of the pocketed type.

MISFIRING WITH OPEN THROTTLE

E. E. P., Jr. asks: What makes my car travel well on high gear on level roads, but miss on the hills, when the engine will "light" on all cylinders, as soon as I throw into second or low?

Answer: When pulling hills, on high, the engine is running rather slowly on open throttle, but when you engage a lower speed it is running much faster on much less open throttle. Anything that prevents good ignition at low speed and with full gas, may account for your trouble, such as poor compression, faulty carburation, too wide spark-plug gaps, plugs with poor porcelain or a weak spark coil. If the carburetor delivers too weak a mixture at low speed with full throttle or if it or the gas line is somewhat obstructed, misfiring such as you describe, will occur.



Questions of general interest to the motorist will be answered by Mr. Clough in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope.

Are You Not Taking a Big Chance Parking Your Car at the Curb?

You City Folk—and You-Out-of-Town-People—when you are attending a show, dance or some similar entertainment, would you not enjoy yourselves much more if you knew that your car was being properly taken care of?

Even if you have taken what seems to you to be every possible precaution against loss by theft, by locking the ignition switch or gear-shift lever, the expert auto thief can overcome these difficulties in a few minutes.

DO YOU KNOW THAT AN ABSOLUTELY THEFT-PROOF LOCKING DEVICE HAS YET TO BE DEvised?

When your car is left on the street what protection have you against loss of such articles left in it, such as rugs, wraps or parcels, or any accessory which is easily removed—your Spare Tires for instance.

We have a conveniently located, clean, spacious fire-proof Garage, always open, and our storage rates are so reasonable that every motor car owner should take advantage of them.

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