

IN THE AUTOMOBILE WORLD

DOWN THE ROAD

By Beck



Sure to miss church!

ROAD COURTESY IS GREAT TEST OF DRIVER

Glare of Headlights is Exceedingly Dangerous on Narrow Road at Night.

The greatest known test of a good disposition is when that good disposition is inside the driver of an automobile, and the car is out on a country road at night, meeting hundreds of machines whose drivers do not have the courtesy to dim their lights. There is no discomfort in driving "to beat" being constantly blinded by the glare of powerful lights of a car approaching from the opposite direction.

In all walks of life there are the considerate and the inconsiderate. But the latter are more conspicuous when they drive automobiles at night. They consider it too much trouble to be constantly dimming their lights when the machines they meet are numerous. Constantly, they get out

of the habit altogether, even when they meet cars on the road occasionally.

What these drivers overlook is the jeopardy in which they put their own lives, for a driver who is approaching a car with the lights blinding him so that he cannot tell where he is going, may turn to the right, turn turtle in the ditch, and be either killed or seriously hurt. On the other hand, this blinded driver may turn to the left and crash into the approaching machine, causing no end of havoc to it and its occupants.

A FEW FOOLISH THINGS A MOTORIST WILL DO

Neglect the brakes.

Argue with the cop.

Drive without carrying a "spare."

Stop or turn without giving a signal.

Drive under influence of O. T. A. antidote.

Try to take the right-of-way from a truck.

Drive at night with a single headlight.

Try to beat the other fellow to the crossing.

Leave car unattended with thief-proof appliances.

Try to make the cop believe you have influence higher up.

Blow horn loudly when only two feet from a pedestrian.

Try for boulevard speed records with either a new or old car.

The Stiff Wheel.

Hard steering is caused by misfit, wear or misalignment of parts and lack of lubrication. Probably the latter is the main cause, and traced indirectly or directly to neglect of lubrication. The main factor in hard steering is the steering knuckle, which is held together by large pivot pin. If this is allowed to become dry it is a difficult matter to move the axle at the knuckle.

Safety on Dark Roads

When turning around in a narrow road at night do not carry any longer than absolutely necessary, as the lights of your car cannot be seen even from an oblique angle.

FINE WORK INVOLVED IN MAKING OF GEARS

Many Kinds of Operations Are Required in the Manufacturing of Parts.

There are no less than 157 separate and distinct operations in making the transmission of the modern motor car before the parts are hardened.

The most precise automobile machinery is used in the cutting of gears.

No more painstaking workmanship is expended on the car, it is pointed out, than in the machining of the various parts that form the transmission and the differential.

The first operation on all gears is a process of annealing in the heat treating department to relieve the various forging strains. After annealing the gear forgings are turned and formed on automatic machines which produce in many instances as many as four parts at one time and do as many as six operations on each piece while it is still in the machine.

Subsequent machining consists of roughing on hobbing machines, which form the teeth. This is followed by chamfering. Gear shapers then finish the teeth of two gears at one time with a slowly revolving cutter which moves rapidly up and down over the surface of the teeth, each gear having two finishing cuts to insure accuracy. By this method the most accurately cut gears are produced in the least possible amount of time.

The differential side gears and pinions, being bevel gears, must be machined by different methods, and still other methods are required for the cutting of the rear axle drive gears. In finish cutting the teeth of the spiral cut bevel driving gears, intricate automatic machines of the finest accuracy are used, making four separate and distinct movements for each cut.

Keeping The Car In Trim

In cleaning small parts of chassis such as the oil holes on brakes, cross shafts, brake connections, spark and throttle connections, etc., use an oilcan filled with kerosene, and a stiff brush. In this way the kerosene in just the proper amount can be directed just where it is needed. This method is particularly useful in cleaning out oil holes which have become partly filled with dirt.

HELPFUL ADVICE IS OFFERED TO OWNERS

Some Timely Suggestions to Extend Comfort and Service.

The efficiency of ignition wires cannot be determined by the thickness of the insulation. Especially is this true of secondary wires. Insulation, however, should be of good quality. Unnecessary insulation increases the static capacity, which is undesirable.

Nothing is more exasperating than the persistent leaking of a flange joint on the manifold, where copper is used on the gasket. The trouble, however, nearly always can be remedied by cutting a groove around the post with a cold chisel, and another around the hole in the flange. When the studs which hold the manifold in place are drawn up, the gasket is compressed and partially fills the grooves sealing the joint.

Most springs break because the spring clips are not kept tight. It is a good idea to inspect and apply the wrench occasionally to these parts. A few moments spent doing this occasionally may forestall a broken spring and a lot of unnecessary delay when touring.

PLEASE REMEMBER THAT REPAIRS SAVE CASINGS

The timely repair of even the most insignificant tread cut prevents sand blisters, mud boils and blowouts. The method is so simple that any motorist can protect himself by carrying in his tool kit some self-vulcanizing tread gum. Running over jagged stones and glass cuts the tread rubber protecting the fabric carcass of the tire. In much the same way that a sponge absorbs water even a minor tread cut sucks up sand, gravel and water. The moisture slowly rots away the cotton fabric. The sand and gravel form blisters and boils. Together they cause tread separation. To neglect any tread cut is dangerous to the life of the tire, which deserves a square deal and protection against the thousand and one forms of tire abuse. It pays big dividends in immunity from trouble to regularly inspect tires for tread cuts and when they are found to promptly plug with tread gum, rather than to wait for the tire to "pop."

"LIMOUSINE" COMES FROM HEAD-COVERING

Then It Was Applied to Covered Army Wagon—Sedan From France.

It is hard to realize that the name "limousine" comes from the head-covering of a French peasant woman, yet this is the absolute case.

It appears that the limousine was the head-covering of the women-folk of the region about Limoges, France, which was the capital of the old province of Limousine. The peasant women wear a sort of coil, or hood, with a cape attached. This became known as a limousine, because they turned out. The chairs

cause the women of Limoges wore it. Later, the women themselves were called limousines, and when the French brought out a sort of campaign wagon for their armies, much like the prairie schooner, this was named a limousine, because, like the women of Limousine, it was covered with a hood. When the French began to build automobiles covered with a hood, they were quickly named "limousines" after the peasant woman's coil. Other names in the vocabulary of an automobile have equally interesting antecedents. Sedan is named after the village in Northeast France of the same name, where occurred the debacle of Napoleon III in 1870. The factories in this town were famous for the chairs became known as a limousine, because they turned out. The chairs

of those days were the ancestor of the modern taxicab. Chairs were necessary because in the ancient parts of London and Paris the streets were narrow and the twistings and turnings many. A horse and carriage simply could not get through. Instead of calling a taxi, you called a chair, which, with its helpers, soon came along, and you were quickly whisked away to wherever you wanted to go. The chairs built at Sedan were so luxurious and comfortable that they became the favorites of royalty, and soon the name "Sedan" was used to denote all high-class chairs. When a new type of closed car was developed, and a fitting name was desired for it, Sedan name was chosen, as a name denoting the highest type of closed car luxury.

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THE OPEN ROAD
By George Graham.

Think of the highways for what they are and not simply as winding ribbons between farm lands or as merely graded surfaces of clay, gravel, asphalt, macadam and concrete.

Let your imagination carry you further and see the highway in relation to the task it performs.

The highway is not simply a road. It is not simply a surface.

It is assurance of the civilizing influence of better communication between sections. It is a silent but persistent factor for the reduction of living costs. It is a humble but powerful foe of ignorance, since it is usually the route to education. It is the safeguard of your food supply. It is the guaranty to the public against the prostrating influences of industrial upheaval and interruption to distribution therefrom. It is the open air theatre of enjoyment for the family. It is the connecting link between the home and the factory, the city and the farm. It is real estate insurance. It is the text book of nature to our people. It is the call to the open air, the physician who makes no charge for his services.

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