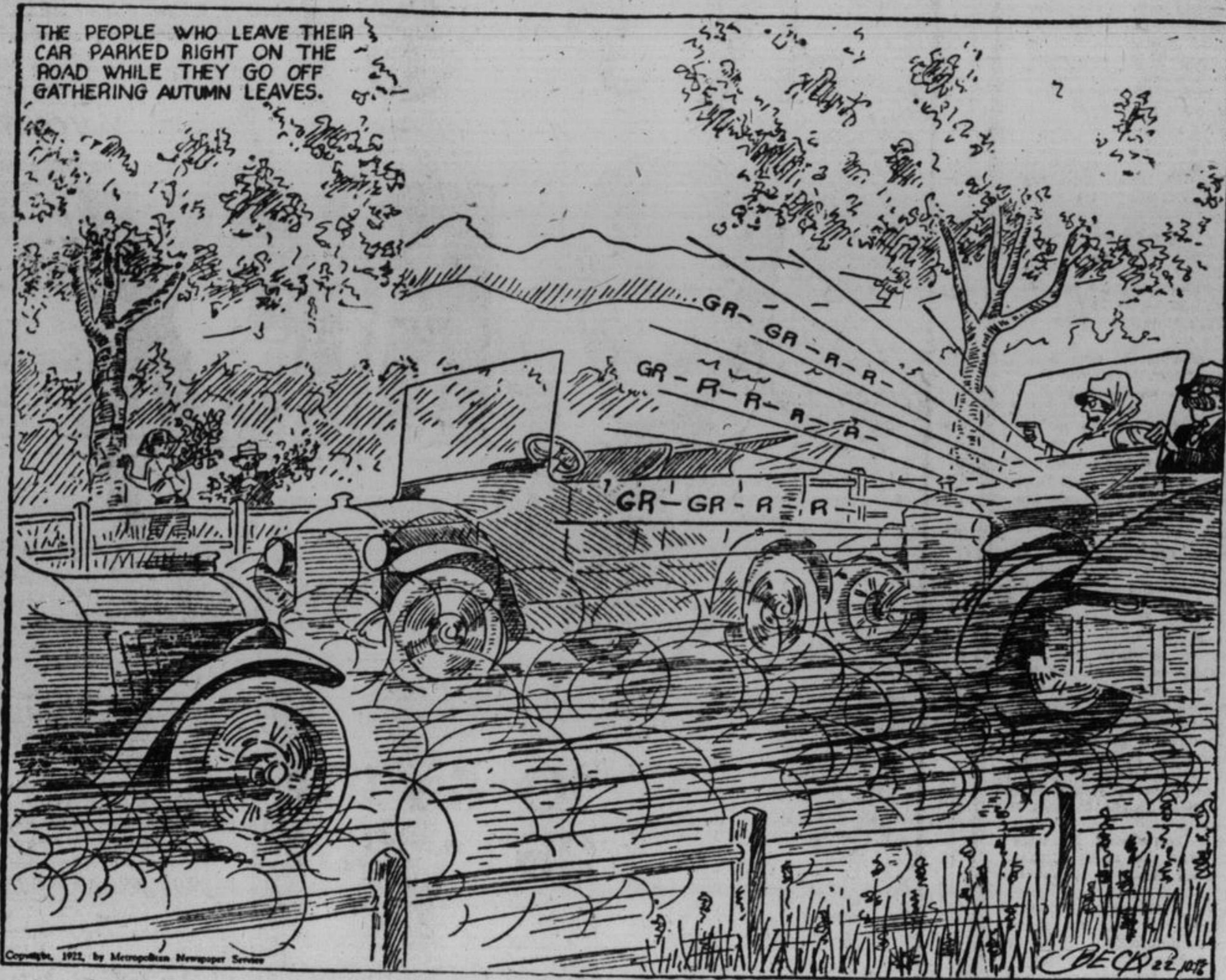


IN THE AUTOMOBILE WORLD

DOWN THE ROAD

By Beck



THE PEOPLE WHO LEAVE THEIR CAR PARKED RIGHT ON THE ROAD WHILE THEY GO OFF GATHERING AUTUMN LEAVES.

THE MOST IRRITATING MOTORISTS IN THE WORLD.

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 Canada.
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 this date will be Palmer's Garage,
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- 3—Freedom from Repairs

A real battery means so much to you that you should ask, in buying a new car, if it is Exide equipped.

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Exide
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BATTERIES
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UNIVERSAL JOINT IS THE MOST NEGLECTED

Experts Give Their Views on Different Angles of Motoring.

A tire expert says: "Fill up all cuts in the tread as soon as they occur. If neglected they pick up sand and gravel, which grind into the fabric and wear it away, causing sand blisters and separating the tread. The cut continues to open and water gets in, rotting the fabric and making it easier for the sand to wear it out. Go over the treads periodically and you will avoid trouble later on."

A repair man asked: "What is the most neglected part of a car?" answered: "It's the universal joint. Give it grease and it will serve you faithfully. Neglect it and your power drops to one-half or one-quarter. And when it fails—good night!"

An insurance man, asked: "What part of the car is the most dangerous to neglect?" answered: "By Jove, it's the steering gear! If the brakes fail we can use the gears. If a wheel comes off, the car stops of itself. But if the steering gear goes wrong the car keeps on at full speed—and it doesn't have to go far before it hits something."

A battery expert, asked: "Can you sum up the care of the starting and lighting system in a word or two?" answered: "Watch the ammeter! It is the pulse of the electrical system. Other details of care follow, of course, and must be attended to but the ammeter is put on the dash to notify you of trouble before it gets serious. Tend to its warnings and your troubles will be reduced to the vanishing point."

An automobile engineer, asked: "What is the most prolific cause of carbon?" scratched his head and looked doubtful. Then he said: "Probably low grade gasoline. It doesn't all burn up but settles around the pistons and works down into the oil base. This thins the oil and it works up too freely, causing carbon. Moral: Avoid a rich mixture from the carburetor, see that the incoming air is properly warmed, and test the oil occasionally to make sure it is not getting too thin."

TO FIND THE KNOCK.

Regrinding Cylinders Will Remedy Piston Slap.
 The principal and most frequent knocks occur at the following places: main bearings, connecting-rod bearings (either end), wrist pin, piston slap, loose cylinder-block, worn valve stems and guides, valve lifter (tappet), worn guide for same, loose fly-wheel. Other knocks are slight clicks which may occur almost anywhere.

We first try to locate the cylinder and then find in what part of the cylinder the knock occurs. A listening rod is of great help, in fact almost indispensable. A piece of drill-rod or even a piece of dowelling should be used, although a jointed rule or even a stick may do the work. This should be about two feet long. One end is held against the cylinders, one after the other and the other end is held against the ear. The flap of the ear must be turned in to make a sound-box and the listening-rod held lightly against this. The nearer we get to the noise the louder it will be. If the noise is in the crank-case the oil base should be removed. We may then examine the connecting-rod and main bearings. This also gives a means of testing the wrist-pin and upper end of the connecting-rod. The lower end is loosened from the crank-

shaft and gently moved up and down. A skilled workman will detect a looseness which you might overlook, so do not be hasty in passing any point as all right. If the knock is in the upper part of the cylinder, about the same intensity in all of them, and the engine is two years old, or more, the trouble is piston slap.

The piston in its travel leans against one side of the cylinder on the down stroke and against the other side on the up-stroke. This wears them both somewhat oval, leaving too much space between them. As the piston passes from compression to power strokes, at upper dead center, it moves from one side of the cylinder to the other. If there is much space there it makes a decided thump, particularly if there is good compression or the spark is slightly advanced. This is known as "piston slap." There is no remedy except regrinding the cylinders and fitting larger pistons and rings. It does no harm but is exceedingly unpleasant.

A few other noises, like the clicking of push-rods, are not dangerous. But a knock should never be neglected, for many an apparently insignificant one has had serious consequences. In one instance, before the car could be run to a repair station, the connecting-rod came loose entirely, hanging down in the way of the crank. The crank gave it a side blow which bent it into an "S" curve, took out the side of the cylinder and the crank-case, and sprung the crank shaft.

When a suspicious knock occurs it is better to have an expert look at it or have the car towed to a repair station. Any attempt to run it under its own power may result in disaster, as just explained.

Motors and Their Care.

No one but a fool drives with defective parts.
 Driving too close up to another car will not save time.

Tire inflation should be done in instalments rather than all at once.
 Running boards and mud guards on a car are not designed to carry passengers.

When filling the gas tank, always keep the nozzle of the hose in direct contact with the tank.
 A motorist should observe the traffic rules carefully; they are made for the safety of everyone.

The brakes of a car should always be in good condition, and the operator should know when to use them.
 When installing a demountable rim on a wheel, be sure that the head of the rim is just flush with the edge of the felloe all the way around.

Have the rear wheels removed every three months so the brake bands may be washed off thoroughly with kerosene to remove accumulated oil and grit.
 A leather washer, placed beneath a metal washer, not only tends to stop rattling, but affords a compression that often saves a bolt being stripped of its threads.

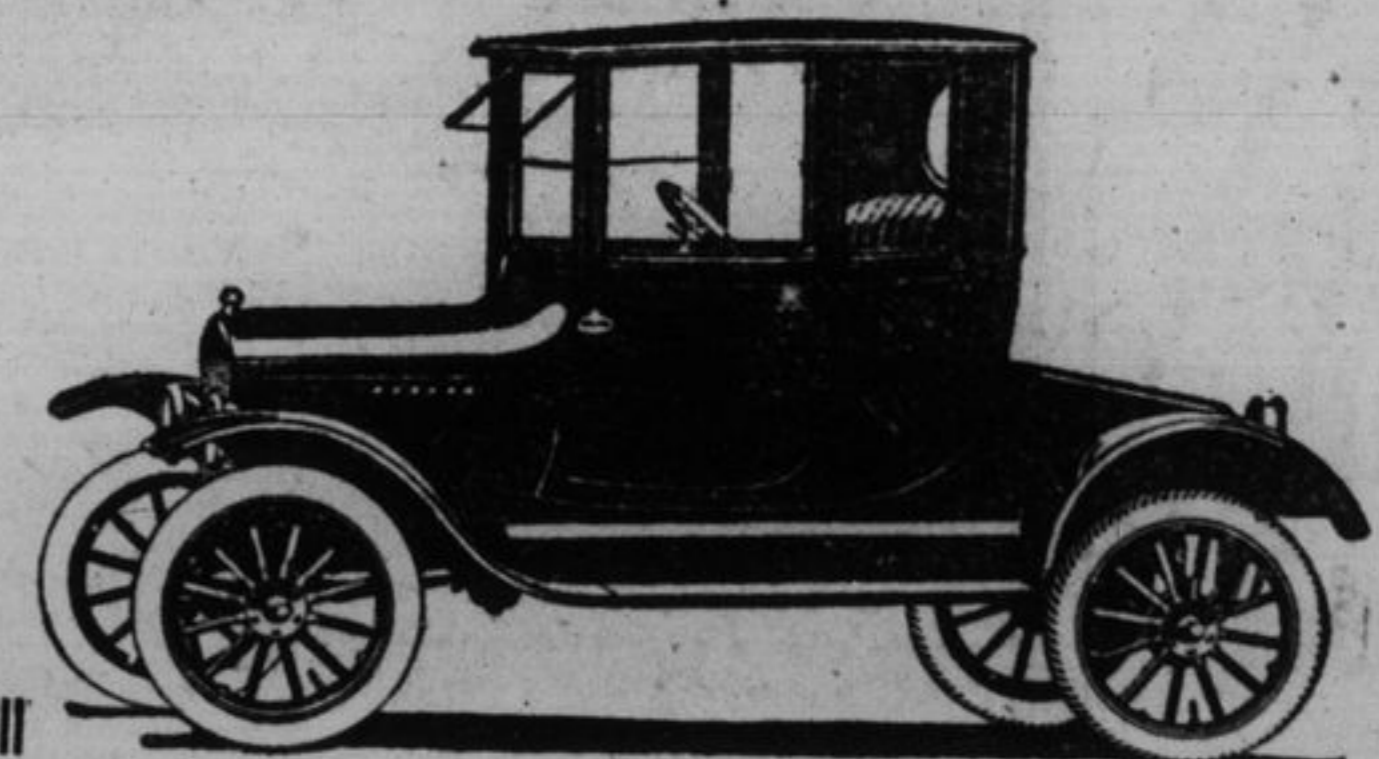
When an ambulance or fire gong is heard in the distance, pull over to the right and stop as soon as possible, to allow the emergency apparatus to go safely by without hindrance.

A Brake Test.

Each brake should be able to stop the car correctly under the following figures:

25 miles per hour	57 feet
30 miles per hour	85 feet
35 miles per hour	100 feet
40 miles per hour	150 feet
50 miles per hour	225 feet

Keep to the Right.
 A motorist should always keep to the right, not only when meeting another vehicle, but when rounding a corner, turn, curve or circle: approaching a hilltop, crossroads, or streets. Also bear to the right as far as practicable in taking the left roadway where the road forks or at an "offset street."



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DELIGHTFUL as October always is, its mornings and evenings are sure to be sharp and frosty and open car driving will soon cease to be a pleasure.

A FORD COUPE will take you on your trips in perfect comfort, not only through October's frosty weather, but also through the cold blustery days of November and the freezing, blizzard days of the long winter.

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The Price is \$1,565 Delivered.

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