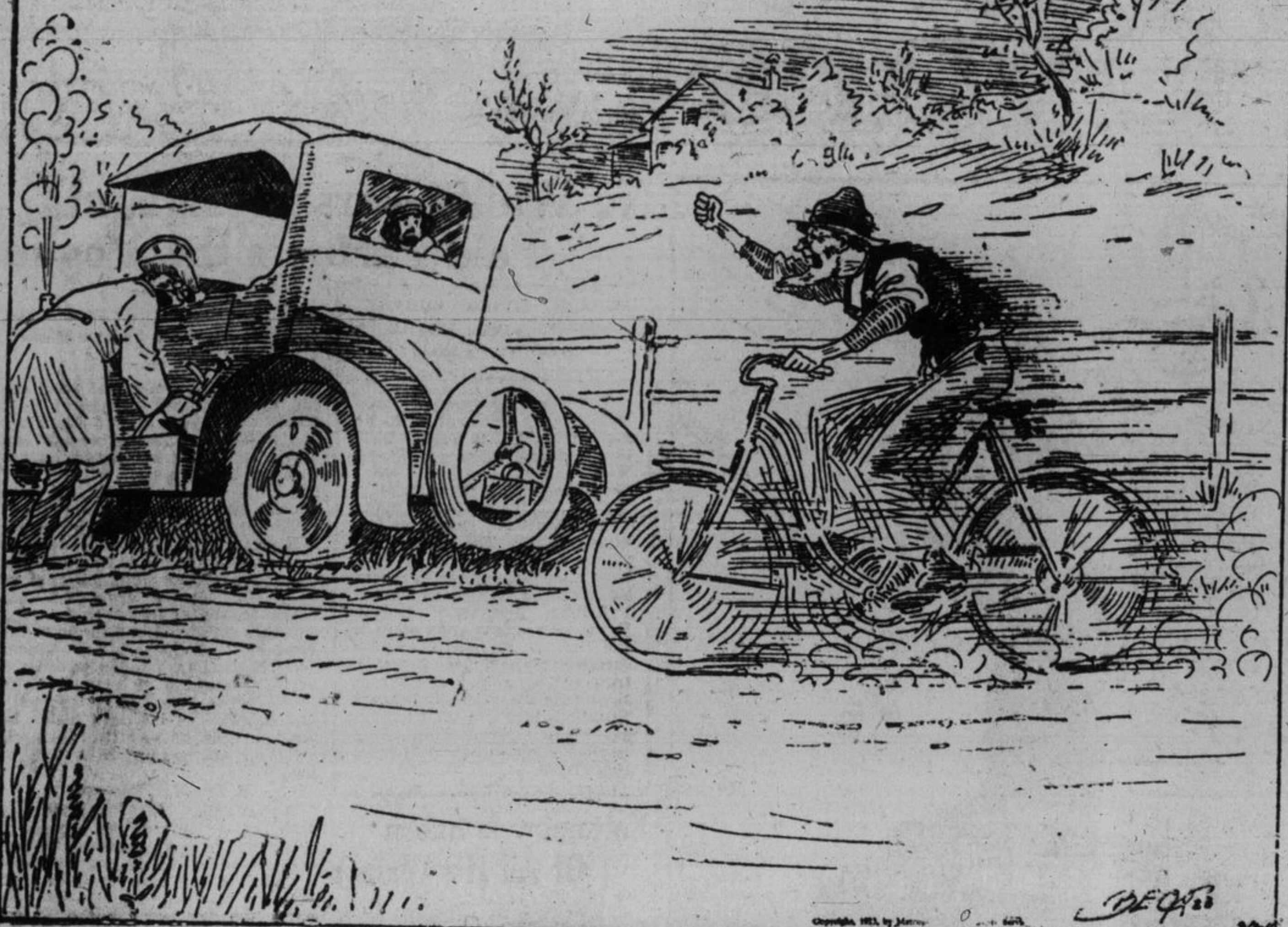


DOWN THE ROAD

RACING WITH COUNTRY CONSTABLES IS LOTS OF FUN, PROVIDING YOU HAVE NO BLOW-OUTS.



By Beck

MOTOR CAR EXPORTS SHOW BIG INCREASE

Trade Figures For January Show an Exceptional Increase.

Passenger automobiles exported by Canada during January numbered 4,666, with a value of \$2,530,005.

The largest customer for Canadian automobiles last month was Australia, taking 1,800, while 1,564 went to the United Kingdom.

British India took 257 and New Zealand 236. Some thirty-five other countries were customers for the remainder, including European, Asiatic, African and South American.

Automobile parts to the value of \$225,220 were exported from Canada in January, Australia being the purchaser for parts to the value of \$90,916.

GLYCERINE HELPS TO GIVE VISION

A small quantity of glycerine applied to the windshield with a piece of clean waste will help to keep the glass clear when driving in the rain.

Considerable increased tire mileage can be obtained through the careful handling of a car. If the driver starts and stops his car with a jerk and tries to turn corners on two wheels, he can soon expect blow-outs.

If copper-asbestos gaskets seem too expensive for you, make them out of asbestos card. Then soak them for several hours in linseed oil, after which rub graphite into them.

Because of the dangerous exhaust gas, which causes death due to suffocation, whenever any work is being done in the garage while the engine is running, the doors should be open to insure proper circulation of air.

When you find a youngster hanging on to the rear end of your automobile and skating along with you, stop and make him quit. It may save you and the boy a lot of trouble.

Need of Tire Valve Cap. Don't make the mistake of taking it for granted that it makes little difference whether or not a cap is used on the tire valve and when a cap is lost to use the tire without one.

AUTOMOBILE TOPS AND CUSHIONS

We have all the standard Top Covering material, Bows, Fasteners, etc., used on all the different makes of cars and can recover your top and make it as good as new.

We also have all the different kinds of Aluminum Moulding for running boards, etc.

Dome Lights, Switches, Wire, etc., for Ford Sedans.

All kinds of repairs for all kinds of Tops and Cushions.

JAS. W. JUDSON BROCKVILLE, ONT. Phone 663.

SPECIAL OFFER OF AUTO TIRES

Table listing tire models and prices: 30x3 1/2 FABRIC \$11.00, 30x3 1/2 CORD \$15.00, 32x4 FABRIC \$25.00, 32x4 CORD \$30.00, 35x4 FABRIC \$34.00, 35x4 CORD \$38.00

For a short time only, we will put these tires on at our Service Department FREE OF CHARGE.

W.H. Cockburn & Co. Cor. Princess and Wellington Streets Phone 216.



The cushions tell the story

SOONER or later the bumping, jarring, jolting on both country roads and city streets will print their story of discomfort significantly upon the seat cushions of the best of cars.

—Sooner, if your car is not protected. —Later, very much later, if you have Hasslers'.

It is this punishment, severe enough to go through the best of springs, leaving its impress upon cushions, that keeps repair shops busy on all makes of cars.

Just look again at these cushions from the Hassler protected car—smooth as ever after 13,000 miles!

The Hasslers' not only took up shocks, and saved the cushions—the whole car—from shocks, but they arrested rebounds, also.

Your dealer knows these Hassler facts.

HASSLER Shock Absorbers



FOR FORD CARS—Hassler Prices, Installed: Single type - \$25, Twin type - \$35, West of Ft. William add \$1 to the above prices.

ROBERT H. HASSLER LIMITED, HAMILTON, ONTARIO

When adding distilled water to the cells of a battery, a motorist should always take the car out for a run immediately afterward. The jostling of the car on the roads and the passage of a charging current through the cells will mix the water with the rest of the solution. Other wise it will remain at the top and freeze during the cold weather.

Advertisement for Frost's Automobile Painting, featuring 'CARS Painted and Refinished' for \$15.00 to \$25.00.

Advertisement for King's Battery Service, 'BUSINESS AS USUAL' in the Yellow Shop, 275 Bagot Street.

Advertisement for Standard Auto Service, 'We are now fully equipped to take care of your Auto Repair needs'.

Advertisement for Kingston Battery Service, 'Have your Batteries Charged and Repaired before the Spring rush'.

Advertisement for The Monarch Battery Co. Limited, 'Use A "Monarch" Battery'.

THE TORTOISE AND THE HARE.

AUTOMOBILES DUE TO AN ACCIDENT

Early Kerosene Lamp Explosion Led to Better Distillation Processes.

The American automobile is the result of an accident, according to H. W. Jordan, research chemist, who in a statement describing the conquest of explosions by science issued by the Engineering Foundation urges intensive organization of industrial research.

"In the earliest days of the kerosene lamp," says Mr. Jordan, "there were many explosions, due to gasoline, which the imperfect distillation processes of that time left in the kerosene. To prevent these ex-

plosions the oil was more carefully rectified. Huge volumes of gasoline accumulated, for which there were few minor uses.

"But some engineering genius, remembering the force generated by the explosion of the old style kerosene lamp, which blew husband and wife into the street—the first time they had been out together in over two years, she testified—set to work and applied the newly discovered domestic power to the gasoline engine. One result was the American industry."

Many kinds of physical explosions have been brought under the control of science, the Foundation points out and are utilized continually in commerce, in industry and in sport—For quarrying and tunnel-

HOW TO CARRY YOUR EXTRA TUBE IN CAR

Under no circumstances should an extra inner tube be carried in a pasteboard box or loose among the tools. An oilcloth bag is good if it is to be had, but these are often lost or misplaced.

An old inner tube makes an excellent bag for carrying the tube. Naturally this must be several sizes larger than the tube to be carried. A section from an old truck tube is just the thing. Cut this about eighteen inches long and close one end by tying with a cord or strip of tube. Deflate the tube to be carried, dust well with powdered soapstone or mica, fold carefully and slip into the bag just formed. Close the other end of the bag by tying and you have an excellent carrying case for the tube, keeping it dry, cool, well protected against chafing and in very good condition.

An Ounce of Prevention. If a blanket is placed over the hood during the cold winter days and nights it prevents the full chilling of the motor, even after it has remained idle for several hours. The purpose of this is not to make starting easier, but to decrease danger of cracking the cylinders when the intense heat of the ignited gas takes place.

No wind can do him good who steers for no port.

HINTS FOR THE MOTORIST BY ALBERT L. CLOUGH

Charging The Dry-Shipped Battery

IT OCCASIONALLY HAPPENS that a car, the battery of which is in the dry condition, is delivered by the freight people to its purchaser at some point remote from a battery service station, under which conditions it may rest upon the owner to put it in action. Filling of the battery with electrolyte and charging are the two operations required.

BAD CASE OF OIL DILUTION

LA O. D. writes: For the past six months the heaviest and best cylinder oil that I can buy gets thin as water and black as ink inside of two or three hundred miles of use in my engine. Can gasoline get into the oil? The spark-plugs are firing all right.

Answer: Even though all cylinders are firing regularly, the heavier portions of the gasoline, that are not converted into vapor, trickle down the cylinder walls, past the piston rings and mix with the oil. This can be prevented to some extent, by preheating the mixture, so that evaporation is made more complete.

BATTERY JARS BREAK REPEATEDLY

L. K. S. writes: The jar of the cell on the positive side of my storage battery has cracked three times recently and has been replaced as many times. It does not crack and begin to leak, while the battery is out of the car, but when I put it in place and drive a little ways, it breaks, although I take pains in properly mounting the

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.

Painting One's Own Car

Worth Considering By Thrifty Owners Who Are Not Too Fastidious

THE FOLLOWING WILL be of no interest to the "finicky" motorist who is satisfied only with perfection in car finish, but it may be worth reading by the motorist, who is satisfied with car finish which will pass a casual examination creditably, who has a little extra time, who is disposed to economize rather closely and who doesn't wish to lose the use of his car for several weeks by taking it to a shop for a "real" painting job.

TIGHT PISTONS SCRATCH CYLINDER WALLS

A. E. B. writes: My car was delivered to me with the pistons or rings too tightly fitted and after 1500 miles of running the engine is still stiff, when hot. On removing the cylinder head, I find two of the cylinders scratched appreciably to the base of the rings, although hardly visibly. As yet there is no serious blow-by and no oil pumping. I have always "babied" this engine, as I knew it was tight. What had I better do to prevent matters from getting worse?

Answer: The best thing you could do would be to take out the engine and have it limbered up on a running stand, by external power, but this would be quite an expensive job. If it were ours, we should run on gasoline to which one pint of cylinder oil had been added to each five gallons of fuel and should use, instead of ordinary oil, in the crankcase, oil-containing defoliated graphite (not common flake graphite). We should keep on "babying" the engine, never allowing it to assume

its full load or speed and never permitting it to become fully heated up. By so doing, we believe it will loosen up without further injury.

CHASSIS LUBRICATION METHODS

D. L. writes: My 1919 car has grease cups only for lubricating the springs and steering connections and I am thinking of putting on something that is a little heavier. Which of the different methods do you advise?

Answer: Frankly we do not know whether the pressure systems for applying grease or heavy oil are to be preferred or whether some of the oil feeding devices are better. The question is by no means settled, although there seems to be a tendency toward the use of ordinary oil. The fact seems to be that good results are obtainable with both lubricants when effectively fed. Probably the manufacturer of your make of car is equipping his current models with one of the modern chassis lubricating systems and you would not go far wrong in applying this to your car.

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