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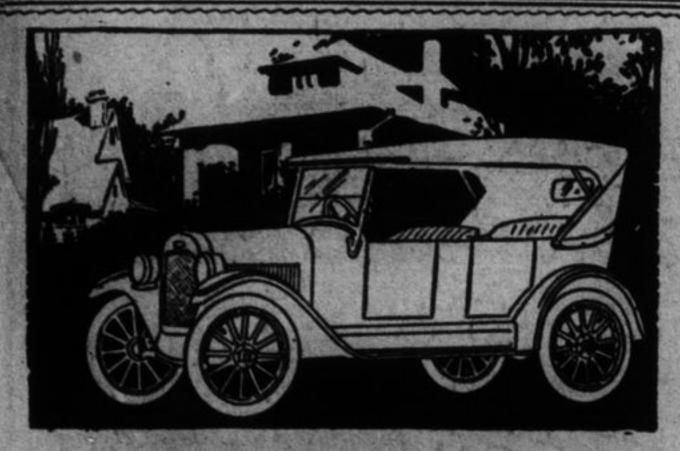
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Chevrolet economy is still further evidenced after its purchase. It costs least per mile in consumption of gasoline, oil and tires. It also costs least per year for maintenance.

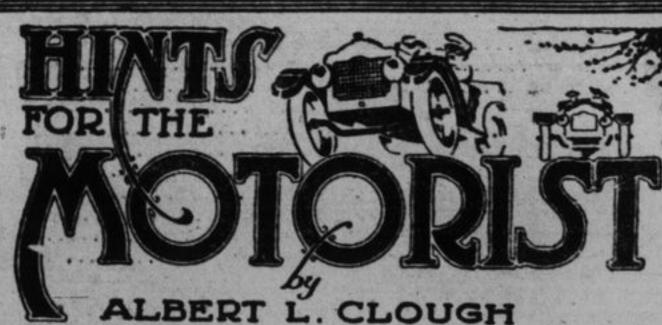
Every Chevrolet model delivers the most economical transportation available in motoring. Yet, in construction and appearance, it is a credit to its builders and a source of continuous gratification to its owners.

Before you buy a car at any price be sure to investigate and thoroughly examine Chevrolet.

Comparisons sell Chevrolet.

sk About the G.M.A.C. Plan of Deferred Payments.

SUPERIOR TOURING, \$800.00, DELIVERED. THE CENTRAL GARAGE, Limited BROCK AND MONTR PHONE 600.



Editor Motor Service Bureau Review of Reviews Commonsense And Valve Grinding

Grinding Valves Is Good For Just One Thing-Leaky Valves

WHEN THE SEATS AND STEM GUIDES of engine valves are so badly designed that they are not adequately cooled by the circulating water, the valves themselves, especially the exhausts, may become so hot as to warp, or to form scale or pits in their surfaces. If the valve material is poor this effect is intensified. An undue amount of oil vapor and gasoline soot in the mixture fouls the faces of the exhaust valves especially and the constant hammering of vlaves on their seats, with road dirt brought in with the mixture as an abrasive, produces its effect too in time. However, the valves of modern engines are well cooled and of good mate ial, and it is rarely that a set of them requires any attention for several thousand miles. Often times a mileage of five figures is made with no valve granding being necessitated. Somehow or other, valve grinding has become the "favorite prescription" of the motor car doctor, supposed to cure the engine of "what ails it". It is recommended for all "skips," "knocks" and other infirmities of the ignition and carburation system and for almost everything else, short of broken crankshafts. This is all very foolish. Valves do require grinding at long intervals. They require grinding when they have become leaky and under no other conditions

SPARK PLUGS



injury to my ----- car if I install — spark plugs instead of those furnished by the manufacturers, and do you think they will

give me any better results? Answer: Your engine takes spark plug with an extra long shell and any plug which is right to be results than the one used as a they are properly tight?
standard by the manufacturers, for Answer: Each bearing is set up do its very best work.

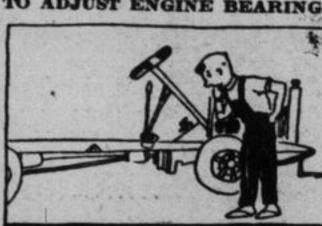


And is becoming more serious.

Answer: We suppose that this is simply a matter of the right spring having flattened out in serv-

have him re-curve the leaves and re-assemble them so that this spring will correspond with the left one. Our preference would be to make the exchange of springs with the factory.

TO ADJUST ENGINE BEARINGS



F. D. asks: How tight should used in your make of engine can safely be tried in it, but we have fer to the main bearings, and also very little faith that the plug you propose trying will give any better do you test bearings to see that

the manufacturers of all cars make when all other bearings of its shaft very careful tests of spark plugs, are loose, and it should not be set and are very anxious to adopt the up so as to bind the shaft appreci-plug which permits their engine to ably. When this practice is followed, the shaft is still free to turn when all the bearings have been separately adjusted. We do not consider a shaft right to run if it turns very stiffly, due to its main bearings or connecting rod bearings being set too tight.

> USE OF CONDENSER F. D. asks: Of what purpose is the condenser as used in the ignition system of a car, and where is

Answer: The purpose of the condenser is to cause the ignition current to be interrupted with the W. A. W. asks: What can I do utmost suddenness, this being the to correct the following condition? requirement for the production of The rear side of my car sags badly a good spark. The condenser also ice, and that when you have the this way the condenser enables the spring reset and replaced your car ignition system to operate for long will be plumb again. You can re- periods of time without any attenmove this rear spring and ship it tion being required by the breaker back to the factory, after receiving points. The condenser is usually a new spring from them, and they mounted with the distributor, will give you credit for the old one, sometimes within it and sometimes or, you can take your present attached to it. Occasionally it is spring to a good spring maker and mounted with the coil

Why Carburetors Need Occasional "Tinkering"

Understand Your Carburetor Fully Before Attempting Adjustments

THE ADVICE IS FREQUENTLY GIVEN: Do not tamper with the carburetor, as it has been correctly adjusted at the factory, and doubtless this admonition is intended in the very best spirit, for it is a fact that, when once properly set, a carburetor will go on performing satisfactorily as long as conditions do not change, so that altering its adjustments unintelligently or needlessly, will do more harm than good. The reason why this advice should not be literally followed is that carburetor and carburation conditions are subject to change and it is foolish to assert that a factory adjustment can be either infallibly perfect or prove permanently right. Among the factors that make carburetor adjustment occasionally necessary are the following: Changes of gasoline quality, involving differences in its viscosity or "body", that alter the rate of fuel flow through the fuel spraying nozzle. The "heavier" the gasoline used, the less will pass through a certain aperture, under a certain pressure. Changes in atmospheric density, as between low and high altitudes, less oxygen being contained in a cubic foot of air at a high elevation than, for instance, at sea level. The same edjustment that is correct at Denver will not necessarily be so at New York. Change in the action of carburetor parts with time, due to the weakening of springs controlling the air supply and the alteration through wear, of links that inter-connect different portions of the mechanism. Changes in the operative temperature of the intake system and cylinder walls, as between the extremes of summer and of winter weather. When no means are taken to overcome the effects of such atmospheric differences. a more liberal gasoline adjustment must be maintained in cold weather. because so much of the fuel supplied fails to vaporize and burn properly. Differences in the carburation requirements sought. Some operators wish a mixture rich enough to produce maximum acceleration and power, even at some sacrifice in economy, while others, in order to save gasoline, are willing to use a slightly leaner mixture. A motorist should avoid changing his carburetor setting, unless it is known to require it but should not hesitate to do so when it is advisable. Instructions. minutely explaining the correct method of adjustment, are obtainable from the manufacturer of every make of carburetor, and every motorist should familiarize himself with the directions applicable to his particu-

VALVE TIMING



valves and ignition in the case of son? any engine. Is the timing the same | Answer: Several makes of care for the greatest power and the use a diagonal brace at each axle,

accompanying each make of engine. In general, the timing of all engines is somewhere near the same, but the different manufacturers have slight differences in practice. The timing used is somewhat a compromise between somewhat a compromise between cause some rattling. maximum speed and maximum pulling power, designed to give the best all-around results. Hand regulation of the spark enables extra
speed to be obtained, but the valve
timing, as we say above, is rather
a compromise.

F. D. asks: Should both the gas
and ignition levers be turned off
when the engine is used as a
brake?
Answer: Yes.

BRACING FOR CHASSIS

F. D. asks: Please explain in of any automobile have diagonal bracing? If not, what is the rea-

wer: Almost every make of at each end of the axle, and unitngine has its own method of tim- ing at one of the frame members in ng, and the exact setting for the the center of car. The most comiming gears is given in the manual monly used car of all makes use

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. "TOURING CAR" IS TO BE A "PHAETON"

Standard Names Are Now Being Adopted For the Types of Autos.

Slowly but surely the name "touring car" is going into the discard. To-day manufacturers are almost universally adopting the word "phaeton" in place of the former name.

Manufacturers say that the reason for this is that "touring car' is as much of a misnomer as the term "pleasure car" and they predict that within the next two years the names of various automobile models will be so standardized that the average man will be able to understand just what a model looks like when he is

pold that it is a "coupe or sedan." A recent canvass of the industry showed that there were several hundred names given models by the various companies so that it was next to impossible to know just what they designated. The Society of Automotive Engineers recently took this up and they with other automobile societies, are urging that the factories adopt standard model

The name "phaeton" has now been indorsed by all the leading factories and 1924 models will probably nearly all be known by this symbol. It is said that the words "touring car' 'as they were used ten years ago were perfectly correct, but to-day, with the automobile becoming more and more a factor in business life and transportation ,the factories feel that their cars have ceased to be touring cars, so the name "phaeton" has been decided on to designate the five-passenger open models.

In the same way many of the leaders of the industry are now at work to insure that every manufacturer will agree on a set of names for the closed models and this will prohably be done by the first of August. when next year's cars begin to make their appearance.

These names will probably range about as follows:

The phaeton; the roadster ,the sport roadster; the sport, four-passenger phaeton; the brougham or coach to designate a low-priced closed model; the two and threepassenger coupe; the sedan; the limousine; the landau sedan, to designate a car with a top which can be lowered for the occupants of the rear seats.

Other names, such as Victoria, Imperial limousine, dispatch, speedster, carry-all and several hundred others are due to go, it is said.

SPARK PLUGS SHOULD CLEAN THEMSELVES

If Engine Is Functioning Properly the Plugs Need Never Come Out.

The only part of a spark-plug which it is essential to keep clean is the surface of the porcelain, lava or mica core that insulates the centre or live terminal from the shell or grounded portion. It is unnecessary to clean the sparking points themselves, despôte the general belief to the contrary, although any deposits that bridge between the points should be removed. Plugs will not become dirty except in engines using over-rich mixtures or which allow loose oil to collect above the pistons. Even when these conditions exist for a short time and then cease, plugs will clean themselves automatically—the electrical discharges and the combustion disposing of soot and oil deposited on the insulation. In engine that is run on a correct mixture and has a properly working & CHILDREN TO BE TOLD oiling system it should never necessary to remove the plugs to clean them, and they should run thousands of môles without atten- + start across a street; when you + tion. Plugs, the insulation of which + reach the centre, look to the + around the live spark-point is ex- + right; when you are in a critposed, can usually be cleaned suf- + ical position use common sense + ficiently merely by brushing off the | + and do not lose control of your- + deposits from the end of the bush- + self. If the danger is from an ing, but to do a thorough job the | auto, stand still and do not conplug may have to be taken apart. + fuse the driver by dodging. + Plugs, the end insulation of which | Never pass behind a street car, + is not exposed, usually have to be auto or wagon without looking + taken apart to enable the porcelain + to see whether another car or to be wiped off.

Soaped as Joint Stop Leak. A leaky gasoline point can fre- + rules for safety in crossing the + quently be made tight by rubbing + streets have been broadcasted + soft soap into the threads before as- & by the O.S.L., especially among sembling. Soak a piece of soap in + school children and parents, in + water for a few minutes before + an endeavor to cut down the using. The gasoline does not dis- a number of traffic accidents. solve the soap and the leak is

Use Best Gasoline. A good grade of gasoline will burn practically clean, while poor gasoline will deposit carbon on the walls of the cylinders and a black, tarry substance will be left on the bottom.

4. WORN DOOR STOP IS GATTLE CAUSE

Closed car doors won't rattle 4 + if the striker plate or door stop + • where the door latches, is re- • · placed when worn. Adding new · • door bumpers won't help a • • worn striker plate any and • · won't stop rattles for any great · + period if the striker plate is + · making the real trouble.

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