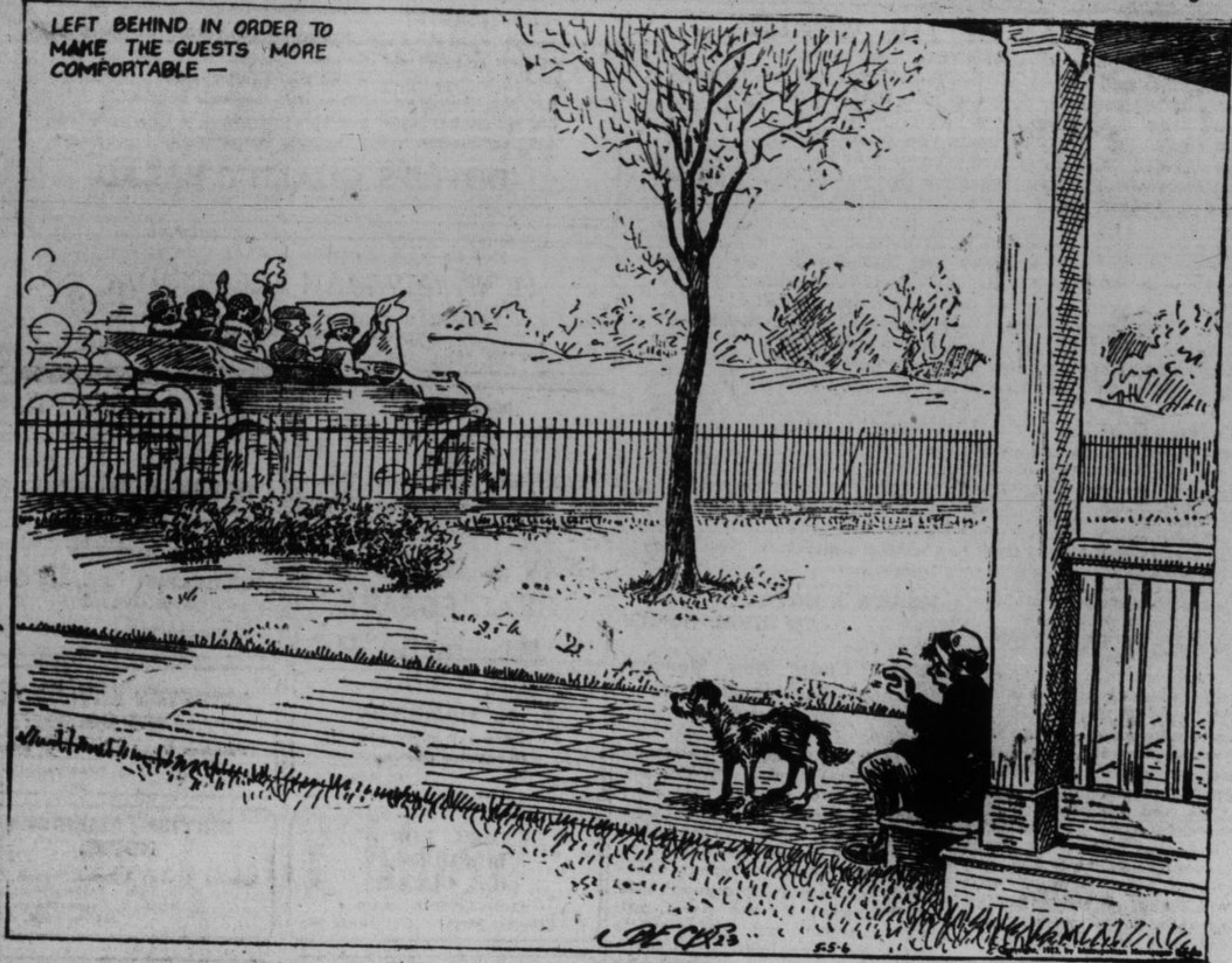


In the Automobile World

DOWN THE ROAD

By Beck



THE MARTYR.

CORRECT STEERING GEAR ACTION BY READJUSTING THE DRAG-LINK

If Tightening the Link Does Not Remove All Play and Rattling, New Pins and Bushings Will Be Needed.

Excessive lost motion at the steering wheel is quite likely to be caused by loss of adjustment due to wear at the drag-link (steering connection rod). This rod usually has a ball-socket joint, where it attaches to the arm of the steering device and another where it is fastened to the linkage at one of the front wheels (usually the right). The sockets of these two joints are at the ends of the drag-link and are adjustable to grasp the balls provided upon the parts which they connect. By having someone turn the steering wheel to and fro one can readily tell

whether there is lost motion at these two points, and if there is the screw-plug which closes the end of the rod should be removed, the ball freed, all parts, including the buffer-spring and ball socket removed, cleaned and covered with fresh grease, replaced and the screw plug put back and set up tightly enough so that there is no lost motion. The clamp or other device which locks the screw plug should be set securely. These parts are usually covered with a leather boot, which should be cleaned and supplied with fresh grease before being put back. Careful adjustment of both ends of the drag-link should remove considerable lost motion and prevent annoying rattling, but if there is still looseness in the gear it is probably occasioned by wear of the steering spindle pivot-pins or their bushings, or of the clevis-pins which fasten the tie-rod to the steering arms of the two spindles. New pins and bushings are the only remedy under those circumstances.

Colorful Cognomen Had Origin in France

Motorists, and everybody, in fact, have to thank France for giving such a colorful-sounding name as "garage" to denote the habitation of a motor car.

When French railroad enterprises started in 1850 "garage" sprang into common use. At the time the railroad was constructed, artistic round-houses were interspersed at regular intervals of the run and were called garages, taken from an old French word which meant a boat-well.

Later a garage came to mean an entire train-shed, but its particular use was to describe what corresponded to roundhouse.

With the advent of the automobile the French had "garage" all ready to describe its dwelling place. The word seems to have come via England.

To Avoid Splash.

When trying to avoid getting splashed with mud most drivers will get as far away from a passing car as possible. This is just the reverse of what should be done to avoid such a nuisance. When the cars are ten feet or so apart any mud that is splashed is sure to strike the body of the other car, whereas if the machines are closer together, say, three feet apart, mud that is splashed will strike only the wheels and the under sides of the fenders. What mud would ordinarily splash on the doors is much more likely to be caught under the running-board when the cars pass close together.

SIGNS THAT TELL MOTOR ROAD HOG

- ♦ The man who cuts in sharp to the right.
- ♦ The man who refused to stay in the traffic line.
- ♦ The man who refused to stay on both sides and the middle of the road.
- ♦ The man who leaves his empty car standing on a busy street all day long.
- ♦ The man who turns a corner at twenty miles an hour after a faint signal from the horn.
- ♦ The man who persists in rushing in front of the car ahead.

CANADA GAINS ON U.S. IN EXPORT OF AUTOS

Prediction Made Dominion Will Soon be World's Largest Exporter.

Canada is rapidly gaining on the United States as the world's largest exporter of motor cars and, according to no less an authority than the New York Journal of Commerce, will within a few years time hold the premier position.

Although up to a few years ago Canada's export of cars was practically negligible, last year's official records show that the Dominion already exports half as many cars as the United States, the only country by which she is exceeded in this regard. With the rapid growth in the number of automobile industries now locating in the Dominion this lead is being continually reduced.

There are now sixteen firms producing motor cars in Canada compared with eight such industries in 1918, and a number of new factories are to be opened up this year. There are, in addition, ten Canadian truck companies. The scheduled production of cars by the Canadian automotive industry for the current year is over the 130,000 mark.

KEEP TRACK OF YOUR GASOLINE MILEAGE

The Economical Car Is Generally the Well-Conditioned Car.

With the present high price of gasoline likely to advance still further there is an added incentive to keep track of a car's gasoline consumption, and the best way to do this is to keep an accurate record of the number of gallons added to fully replenish the tank, at each filling and the speedometer reading on each such occasion. To figure the miles per gallon obtained between any two fillings, it is only necessary to divide the difference between the two speedometer readings by the number of gallons supplied during the period in question. For example, if on March 1st the speedometer reading was 5,325 and on May 1st 6,802, the car was run 477 miles, and if the tank was completely filled on these two dates and 31 gallons were supplied, including the filling of the last but not the first date, the average gasoline economy during the period would be 477 divided by 31 or 15.4 miles per gallon. The longer the period of time and the more the car is run, the more accurate the results obtainable in this way, assuming the records are correct. For those motorists who object to keeping such memoranda, continuously, gasoline economy can be checked up occasionally in an approximate way as follows: Just before starting upon a fairly long trip, set the car on a level floor, fill the tank exactly full and record the car's mileage and, upon returning, place the car in a level position, fill the tank exactly full, with gasoline handled in an accurate measure, read the speedometer and divide the mileage run by the number of gallons required to replenish the tank. The miles per gallon thus obtained will be higher than can be obtained in average service, especially if the trip is a long one.

Brake Adjustments
To correctly take up the slack of the brakes push the pedal forward position by means of a small block buckle for the adjustment until the about two inches and keep it in that of wood. Tighten up the turn-brakes are snug.



Exide BATTERIES

MADE IN CANADA

When the time comes to buy a new battery

A majority of the farm power and light plants are equipped with long-life Exide Batteries.

A storage battery is one of those things that nobody ever wants to buy; you get a new one only because you have to. That is only so much the more reason for selecting one that will last for a long time.

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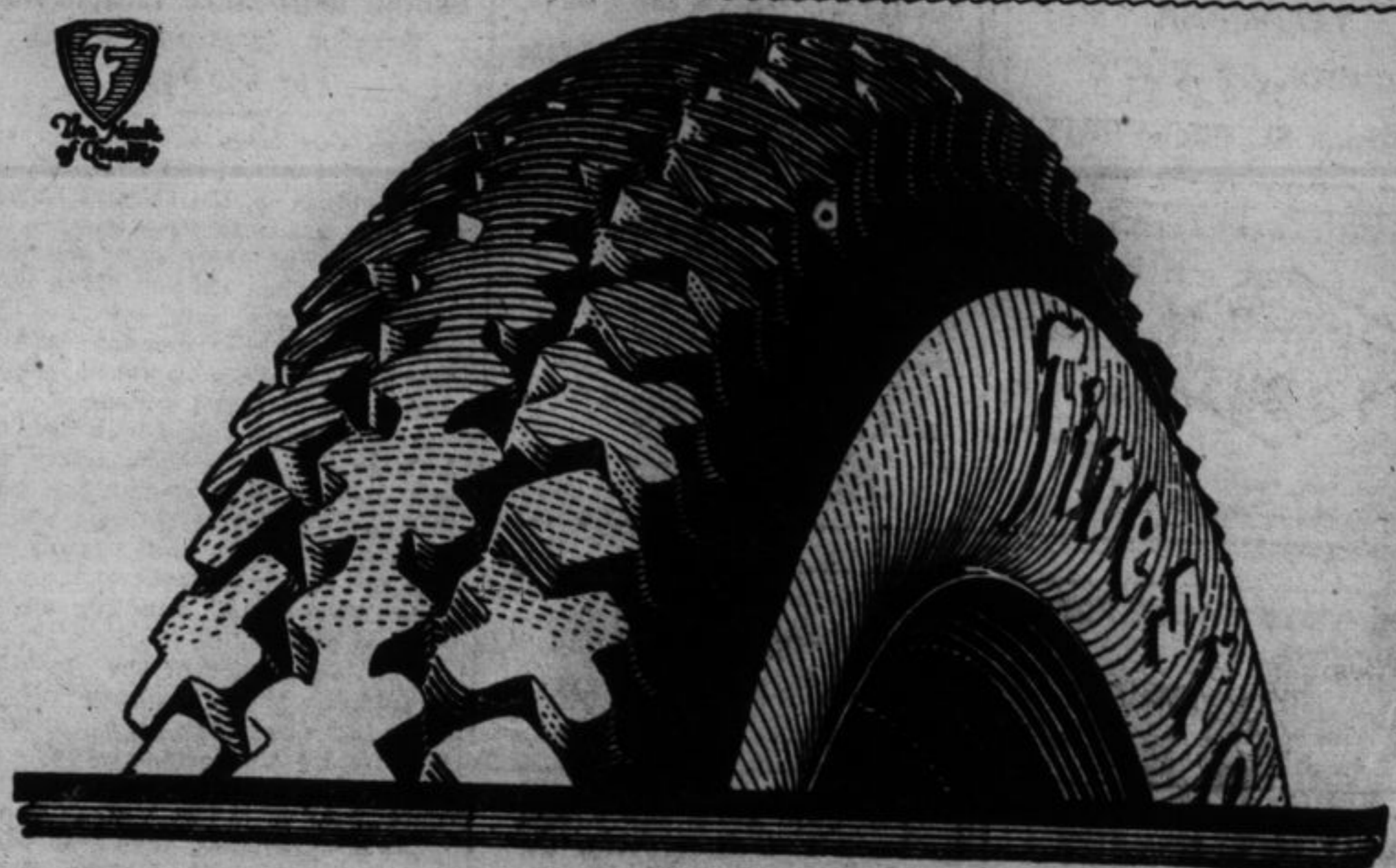


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WHAT Does Air-Bag Curing Do To a Tire?

Firestone Cord Tires are cured under internal expansion on air-bags. Each cord is held straight and taut during vulcanization, giving perfect alignment, preventing creasing and avoiding the possibility of the cord fabric buckling.

Air-bag curing is a costlier process, but it adds carcass-strength and wear to the tire that increases mileage and cuts user costs.

The uniform dependability and wear of Firestone Cords, their popularity among the more discriminating car owners from Victoria to Halifax, their never-waning reputation for Most Miles per Dollar—are significant facts for the tire-buyer who is still dissatisfied with the tire-service he gets.

Firestone Cords deliver longer mileage, thereby reducing the cost per mile. The unusual facilities and efficient organization of Canada's most modern tire plant make possible vital economies in manufacture that Firestone passes along in finer quality sold at standard prices.

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Their past record is your assurance for the future.

FIRESTONE TIRE & RUBBER CO. of Canada, Limited HAMILTON, ONTARIO

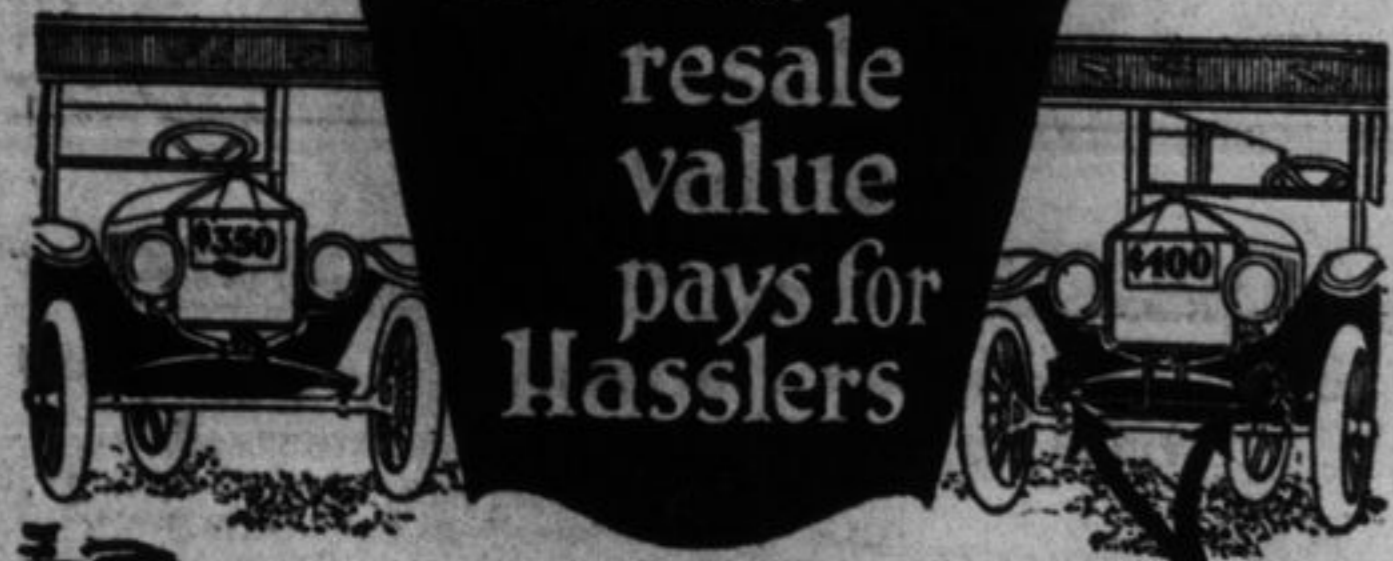
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