

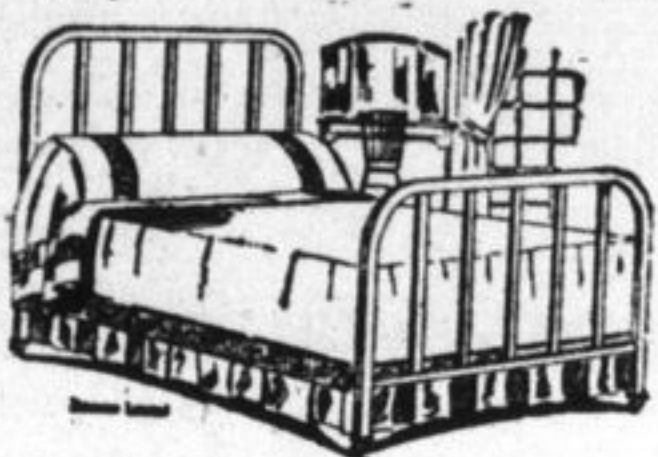
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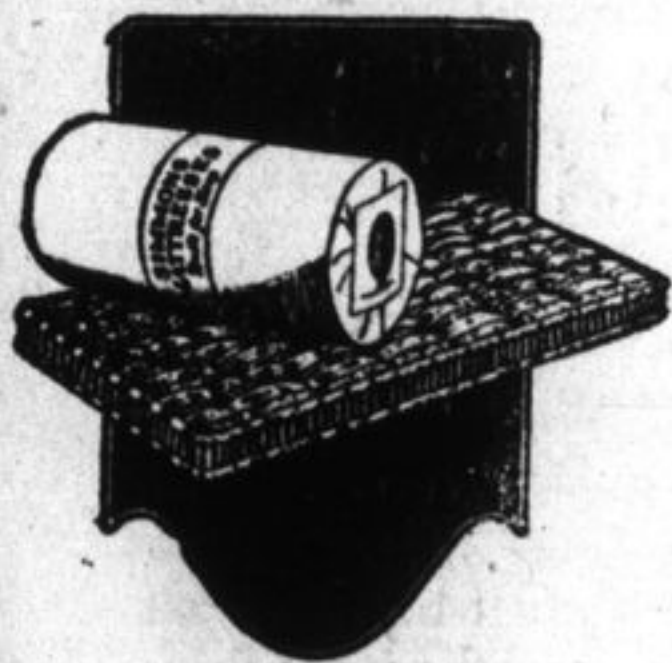
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SMITHS and PLUMBERS 55-57 PRINCESS ST.

# HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

## An Revoir To Antifreeze

OF COURSE you will get the alcohol, glycerine or kerosene "out of your engine's (cooling) system" as soon as it is safe to dispense with it. Doing away with volatile alcohol permits higher engine temperatures to be maintained and better fuel efficiency to be secured without the loss of costly liquid by boiling. If it is a glycerine mixture you have been using, its removal from the system will stop the deterioration of the rubber connections. You may be thrifty enough to save the glycerine solution, in jugs or carboys for use next winter. Assuming that you commenced using antifreeze last autumn, it presumably has been four or five months since the cooling system has been drained and probably a lot of rust has accumulated in the radiator during this period. Before filling up with water, it is well to give the radiator, jackets and piping a thorough flushing out, as not all the solid matter will escape when you drain out the antifreeze. A good way to do this is to open the draw-off at the bottom of the radiator and the one in the cylinder-jacket and pump, if any, and insert the end of a garden hose in the radiator filler opening, turning on the water to the point at which it begins to overflow and letting it run until the outflow at the draw-offs is perfectly clear. Better replace any "shaky" rubber connections at this time.

## CAMPBOR AS A DECARBONIZER



C. M. B. writes: One of my motorist friends tells me that he never has had a carbon scraper or burned out of his engine, as he has kept it free of deposits by occasionally introducing a small piece of campbor gum into each cylinder, through its spark-plug hole. Will this treatment clean the carbon out of my engine and will it do any harm?  
Answer: We have very little faith in the efficacy of campbor as a decarbonizer. Why don't you try this treatment and demonstrate to your own satisfaction whether or not it will accomplish what your friend claims for it. In moderate doses, campbor will not harm your engine.

## RUNS ONLY WITH CHOKE CLOSED



E. H. B. writes: The engine of my car misses and sputters, even when it is warmed up, unless the carburetor choke is kept closed. Occasionally it will run for a short time with the choke open, but it soon begins to miss and pop again. All the gaskets seem to be tight. What is wrong?  
Answer: The fuel feed to the carburetor may be inadequate, owing to failure of the vacuum-in-tank to keep filled or because the

filter-screen at the carburetor is clogged. Dirt may have partly obstructed the fuel passages in the carburetor. We advise you to have the carburetor thoroughly cleaned out, by removing the plugs provided for this purpose and running a wire through the passages. By removing the plug at the bottom of the float chamber, the filter screen can be drawn out and cleaned by brushing it in gasoline. You better test the vacuum tank and the pipe from it to the carburetor, by disconnecting it at the carburetor and making sure that gasoline runs freely until a considerable amount has escaped.

## ADJUSTING EMERGENCY BRAKES



E. J. S. asks: How are the emergency brakes of my car tightened, after the pull-rod has been taken up as much as the threads on it will allow?  
Answer: Jack up the rear axle and remove both its wheels. If the linings are badly worn the bands should be removed and relined but if not, the bands can be adjusted to their drums. Disconnect the pull-rod at its front connection. Loosen the back anchor support of each band and reset it until the drum clears the drum at this point by about 1/8 inch. Disconnect the clevises of the toggle-operating rods and lengthen them, by unscrewing them slightly, until the front portions of each band clear their drums by 1/2 inch. Re-connect the pull-rod to the brake lever, so that the lever stands in its forward position. Replace the wheels and while they are still jacked up, turn them to see that there is no dragging of the bands. Then pull the lever back on its ratchet and set that both wheels lock. Equalization of the two brakes can be obtained by changing the lengths of their individual pull rods.

## Don't Make Your Engine Commit Suicide

Every Minute Of Fast Racing Reduces The Engine's Useful Life By Hours

A WELL KNOWN CAR MANUFACTURER, in his instruction book, says: "More engines have been ruined through racing them when idle than have ever been worn out through service." A pretty strong statement no doubt, but nearer the truth than most people may think. Manufacturers almost unanimously caution their customers against racing their engines, although sometimes in less striking terms, but yet motorists, all too frequently disregard these warnings to their own serious detriment. Just consider for a moment. Suppose, in order to heat your engine up quickly, you open the throttle a good bit and "let her roar" for a while, with the car standing. Very likely you have the throttle open enough to run the car at ten miles an hour or more, in high, on a level road. If the engine were in gear, and of course, this would mean that quite a little power was being developed. But at this throttle opening, the idle engine is running many times as fast as it would be if driving the car and consequently many times as much power is being developed by the racing engine as by the engine when loaded. It is clear that a good many horsepower are being produced by the engine, as it buzzes and roars, but how is all this power being used? The engine is not connected to anything and the conclusion must be that it is being absorbed within itself. Yes, the engine is producing power, which is being expended in self demolition—in racking itself into junk, by striking its parts together and bending and deforming them at such a rate that the destructive energy so expended amounts to many horsepower. Bear in mind that a fully loaded engine, even if running very fast, exerts its power usefully in doing the propulsive work for which it was designed, but that an engine running idly at high speed has no outlet for its energies and they are necessarily absorbed in pounding it to pieces.

## ENGINE HAS LOST ITS POWER



R. M. G. writes: My engine used to pump oil and when it was overhauled I had all new piston rings installed. Since then it has lost its power almost entirely, it now being necessary to use low gears on hills which were formerly climbed on high. Mechanics tell me that its timing is correct and everything else is in perfect condition. Can you give me any help?  
Answer: This loss of power is presumably due to one or more of the following causes, assuming that valve and spark timing are correct: That the carburetor furnishes an extremely weak mixture or possibly a highly over-rich one. That the cylinders leak gas excessively or that the ignition is uncertain. If fuel feed is ample and the carburetor has been adjusted for the best results and if the spark is good at the plugs, leaky cylinders are the main cause of your trouble. If when you handcrank the engine, there is little or no resistance as some of the pistons pass through their compression strokes, you can conclude that this is the case. Since if the valves may not seat tightly or the new piston rings may not fit properly, we suspect that this latter defect is present. However, if there is good compression in each cylinder you better revise the ignition timing, which may be too late.

## ERRATIC OIL PRESSURE READINGS

F. L. B. writes: Oil pressure, as indicated by the gage of my car, is very erratic, sometimes being normal when the engine is first started and gradually dropping to zero and at other times never building up but slightly. Sometimes it varies from zero to normal independent of engine speed. The pump gears have been replaced, the piping proved to be free from obstructions and small pieces of candle wicking have been put in the joints, to guard against leaks. What is the matter?  
Answer: Sometimes when the gage indicates zero, detach the gage-tube union at the crankcase and see if oil escapes freely at the opening, while the engine is kept running. If it does, the gage is defective and a new one should be installed. If it does not, it indicates that the pump is not working and we suggest installing a complete new suction pipe, so as to eliminate air leaks on the suction side of the pump. As the pipe is made up with compression unions, no wick packing is required. If this does not stop the trouble, examine the gasket under the pump-housing cover to make sure it doesn't let air leak in. Are you sure the oil strainer in the crankcase is not obstructed, so as to prevent oil from returning freely to the intake of the pump?

## 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.

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From Montreal and Quebec To Belfast-Glasgow

May 29/June 28	Metagama
June 7/July 6	Marjoch
June 14/July 13	Montclair
June 19/July 17	Marburn
To Cherbourg-Southampton-Antwerp	
May 28/June 25	Minnedosa
June 11/July 9	Melita
To Liverpool	
May 30/June 27	Montreal
May 31/June 28	Montreal
June 6/July 4	Montclair
June 13	Montrose
June 20/July 18	Montclair

To Cherbourg-Southampton-Hamburg

June 4/July 2 \* Empress of Scotland  
June 10/July 10 \* Empress of France  
\* From Quebec.

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ROUND THE WORLD  
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All Kinds of Repairs.

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There are Goodyear Tires to meet varied price requirements. The Wing-foot Cord offers you a lower price—yet it is standard quality in road-grip and mileage. The whole Goodyear line is full Goodyear quality and offers heaping Goodyear value.  
So no matter what price you want to pay, see the Goodyear Selected Dealer in your community. He will show you how you can make almost any tire investment you wish and still enjoy the known quality insured by the Goodyear name. He is one of the 2,500 dealers selected from 10,000 in Canada as able, to sell you Goodyear Tires economically, without waste, and with a valuable service. He is a good man to know.

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