AUTO SENSE BULLETIN

THE RADIATOR SHELL IS PRO-TECTED WITH BAKED ENAMEL AND A COAT OF VARNIGH BUT IF THE RADIATOR BOILS OVER OFTEN THE HOT WATER WILL DISCOLOR THE VARNISH GUARD AGAINST OVER-HEATING





EMON OIL AND ELBOW GREASE SHOULD TURN THE TRICK . BUT IF YOU HAVEN T THE ENERGY TO CLEAN OUT THE COOLING UP THE EVIDENCE



By Williamson

BULLETIN MUDDY WATER IN THE RADIATOR OFTEN RUNS OVER THE SHELL WHEN YOU ARE TAKING WATER ABOARD AND THE MUD DRYS OVER THE VARNISH -KEEP THE WATER CLEAN BY DRAINING AND FLUSHING THE RADIATOR ONCE A MONTH

Roadside Farmers Breed Hens Wise to Automobiles

Bloomsburg, Pa., Nov. 22 .- Although the reason a chicken crosses the road never has been settled to the satisfaction of everyone, the fact that most fowls attempt to get on the other side of the highway la responsible for thousands of dol lars loss to farmers in this part of the state, and many other sections.

the chief sources of loss to poultrymen, it is declared, and two protective steps are being taken. One is the removal of the chicken pens to points far distant from the road, and the other the breeding of birds that have shown, under observation, a readiness to stay on their own side of the road when an automobile

comes along. Tests made with nearly 100 flocks of a certain breed revealed but a half dozon chickens which went across the road. With other breeds there were less than a half dozen of entire flocks along the road which

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SIDE CURTAINS.

did not try to cross. Some of the Speed Tendency Increases farmers are not slow to realize the difference and are turning to those breeds which 'stay put" and avoid

On farms along main highways the losses to flocks from motor cars has been as high as 25 per cent. In some cases a single passing automobile has killed four chickens.

"Automobile mortality" is one of International Federation Takes cidents increased in number by 26 foreigners, particularly Americans, **Back German Motor Cyclists**

Berlin, Nov. 22.—German motor cyclists have been readmitted to the International Federation of Motor Cycle Clubs, according to word received here from the international headquarters at Paris.

Motor cycling is a favorite sport in Germany, and occupies a much more prominent position in sporting life bere than it does in the United States. The fact that German motor cyclists were barred from the international federation has been felt keenly by the German's and the removal of the ban is hailed with satisfaction.

British Motor Trade Brisk

Lonion, Nov. 22 .- The withdrawal of the McKenna duties has not hurt the British motor trade, according to Sir John Simon, who in

"Birmingham happens to the man that both the Mecca of tariff reform and the principal market for motor shares. Since tl McKenna duties came off, Birmingham newspapers announce that the market in motor shares is very active, that threatened foreign invasion is being met by a better article at a reduced price and that the British light car industry is well established. Gramophones tell a similar tale. Manufacturers, it was reported, were passing through a period of unexampled prosperity. There was similar prosperity in the piano

Despite Taking Off Duties time.

a recent address said:

trade, anl a possible shortage of

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British Road Casualties London, Nov. 22 .- Motor cars England have not yet become common that they kill as many people each year as does influenza which statistics show to be the case nowadays in America, but the toll of life on the highways is becoming matter of concern over here, too.

In the past 12 months road acper cent. over the previous year. Sir Henry P. Maybury, director-general of roads in the Ministry of Transport, told a recent meeting of motor manufacturers, that he has been impressed with the growing tendency to increased speeds by all manner of

High speed driving is more dangother country with good roads, for have a new variety of color schemes. the country highways seldom keep A number of the states will have to a straight line for any consider- different colored license plates for able distance. It is doubtful if they passenger cars, trucks and motorand new roads are demanded. One arrangements in its 1925 "tags," of the charme of England is her the most elaborate plan in the Unwinding narrow roads, lined with ion.

French Car Makers Recognize All Chauffeurs Are Not Short

Paris, Nov. 22 .- Long legs finally have overcome tradition in the for silence if he talks only when he French automobile. Until this year the body with liberal room in the driver's seat has been rare.

"We've always known the driver was cramped," said one of the leading factory's representatives recently, "but what would you have it also may tell of self dependence.

us do? In the first cars the driver sat up straight. Later the manufacturers built the body for a short chauffeur, and with most of the room in the back for the owner and his friends. Someone then adopted the standard of about five feet four as the height of the driver, and this has been maintained. Many people complained, but the practice continued except where the owner ordered a special body and had it built so he himself might drive. But now have presented a strong argument, and it has been a simple matter to make the change so that leg-room in front is no longer a sign of the car's price."

U. S. Auto License Plates. Washington, Nov. 22 .- The autoerous in England that in almost any mobile license plates for 1925 will ever will, unless automobiles be- cycles within their borders. Louiscome considerably more numerous iana will have seven different color

hedges, and few want to see them Officials of the American Autogiven up merely for the sake of mobile Association explain that the getting from place to place in less states endeavor to use in their plans for registration plates the colors that will show best at a distance, so that a number may be more easily "taken" in case of trouble.

> A man may easily get a reputation has something to say. Duty may be in the shape of a

> burden, but don't shirk from it, A lot of people seem to be afraid of wounding the devil's feelings. A patch may denote poverty, but

THE

The Crowded Front Seat Shall We Have To Resurrect The Divided Front Seats

STATUTES, ORDINANCES, POLICE REGULATIONS and warnings from authoritative sources seem not to be proving effective in stopping the growing practice of operating cars with more than two persons occupying the front seat. It constitutes a very real danger and everyone who has any interest in reducing motor ca- hazards should do his

utmost to stop it. Where The Danger Lies It is difficult whe gh to drive a car safely, nowadays, even under the most favorable conditions, but when the operator is crowded way toward the left side of the seat, out of his accustomed driving position and squeezed to such a degree that all his motions are cramped and difficult, it is no wonder that accidents often happe

Control Interfered With With restricted elbow room, rapid spinning of the wheel in an emergency, is prevented. Somebody's knees may be in the way when the brake lever is reached for to make a vitally necessary stop. The operator is crowded too far to the left to enable him to operate the brake pedal advantageously, even if someone else's foot is not in the way. Moreover, the operator, jammed over toward the left, is brought into such a position that the windshield support interferes appreciably with his view of his side of the road. The driver's handicap is made all the more severe if his seat-mates do not keep still-as they very often do not.

A SUPPOSED SPARK KNOCK | starter crank the engine for a long

car is running in high gear, it com- Answer: You do not state what mences to labor and seems to have a decided spark knock. One thing one most largely used, the oil presplained and what advice can you offer? This engine has always been

eylinder may accumulate carbon will do well to take this matter up faster than the others and thus begin to knock first. If your engine has not recently been cleaned of carbon, we suggest you have this done and that you make sure that, ignition is not too far advanced.

CRANKING WITH IGNITION OFF W. W. H. asks: Is there any danger of harm being done by step-ping on the starter button and forswitch? I have accidentally done this several times.

Answer: There is not. The engine is turned over by the starting motor in the regular way, but of course it fails to fire. Letting the

time, before the lack of ignition is noticed, would cause an unnecessary drain on the battery, but that is the only ill effect that would be LOW OIL PRESSURE READINGS C. F., Jr., writes: The instruction

book accompanying my ---- car states that oil pressure should be 16 pounds at high speed, but it has never exceeded five pounds since I have had it and the engine gets very hot. How can the pressure be

that I cannot understand is that sure is regulated by the factory adone cylinder begins to knock before justment of the spring that controis the opening of the ball reliefvalve in the suction and relief body, located in the bottom of the crankcase and accessible by removing Answer: We do not know how the oil-pan. There appears to be you can be sure that this is a spark no means of changing this spring knock, but a knock due to detona-tion, to carbon deposits or to local altered by taking it out and stretchoverheating is almost sure to ap- ing it, although we should not adpear first in the cylinder which has vise this. It is quite possible that the highest compression and it is your oil pressure is really properly quite likely that there are differences in the various cylinders of your engine, as to gas tightness, which account for compression pressure differences. Then too, on account of inequalities in manifold distribution or overolling, one cylinder was accounted to the compression which allows oil to escape with very little resistance to its flow. You will do well to take this matter in



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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