

# HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

## "Fighting Shy" Of The Orphaned Car

Manufacturers' Business Stability A Most Important Consideration

BUYING A CAR of a model the manufacture of which is discontinued soon or even at any time during its expected period of usefulness is a misfortune to any motorist, for the resale and trade-in value of such a car at once drops to an insignificant amount and its servicing becomes problematical.

### The Obsolete Model

If the manufacturer of a discontinued model continues in business producing later models, such a car will still retain a certain commercial value based upon its merit and upon the practical certainty that replacement parts will be available and that it can still be serviced at the stations which its manufacturer still maintains. The supersession of any current model by a later and improved one is eventually inevitable and is beneficial to motoring as a whole, but it is a fact that the cars of manufacturers who change models but seldom maintain a high and rather stable used value. Of course it is a piece of hard luck to have one's recently acquired car superseded by a radically different product too soon after it is bought.

### Cars With No One "Back Of Them"

But the ownership of a real "orphan car," the manufacturer of which has gone out of business entirely and is without a successor, involves a nearly total money loss to its innocent purchaser for it has practically no resale or trade-in value and even if replacements for it can somewhere be obtained for a time, there are no longer service stations where parts and specialized repair operations can be had.

### Changes Among The Manufacturers

Just at present, perhaps more so than at any time in the history of the industry, the intending car purchaser should beware of buying a car that is destined soon to become an orphan. Under the unprecedentedly severe existing competition, numerous worthy but weak manufacturers are going out of business completely or losing identity, through mergers, and this process of elimination and consequent reduction of the number of car builders and car models is still going on apace.

### Trying To Pick The Survivors

One of the very most important questions to ask, when selecting a new car, is whether its manufacturer is likely to survive this reorganization period and continue to produce and support its product. His history should be looked up, information as to how his product is selling and what his financial condition and resources are and are likely to be should be obtained, in order to form an opinion as to whether he can long weather the competitive storm and keep on building cars. Bankers can sometimes give one useful points.

### USES TOO MUCH OIL



L. G. P. writes: I have a 1925 car and am using about one quart of engine oil for each 100 miles run. Is this an excessive amount?

Answer: It is excessive for a new car like this. With modern engines that are in good condition there is very little loss of oil and very often the level is almost as high after 600 or more miles of service than when the crankcase was filled. It may be that you have some pistons with poorly fitting rings or possibly there is some leakage from the crankcase. If your engine's exhaust is smoky, oil is undoubtedly passing the piston rings excessively. If you find that oil is working out between the dippan and the crankcase or between the timing gear case and the engine base, some of the escape will be accounted for and new gaskets should be applied at these points. In case there is no leakage from the crankcase, the presumption is that the escape is past the pistons, that the escape can probably reduce

by improving the fit and oil-control qualities of the rings.

### OIL LEAKAGE AT ENGINE BEARING

C. T. L. asks: What is the reason that oil leaks out around the rear crankshaft bearing of my engine, when it is running at high speed? How can this be prevented? Answer: Lubrication of this engine is by pressure feed and a high pressure is maintained at the main crankcase and increases with the speed. If there is too much clearance between the shaft and the bearing bushing, pump pressure forces more oil out through the rear end of the bearing than the slinger-ring, collecting pocket and drain passage can return to the crankcase and some of it escapes. The only remedy of which we know is to have this bearing tightened so that it has a minimum safe clearance with the shaft and is thus as oil tight as allowable, but sometimes in the case of a well-worn engine, leakage can be reduced by somewhat reducing the oil pressure carried, but we should not advise doing this except by the advice of the service station people.



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.

## THREE WAYS TO TAX MOTOR CAR DRIVERS

Advocates Manner in Which Taxes May Be Levied.

A flat registration tax. A gasoline tax. A weight tax.

These are the only three methods of taxation by means of which the Government should collect money from motorists for the development of highway systems, says A. J. Brosseau, member of the taxation committee of the U. S. National Automobile Chamber of Commerce.

Mr. Brosseau's opinion is that of the entire committee, and is based on a formula that has been based on the use of and the demand made upon the highways.

"A flat registration tax," Mr. Brosseau says, "is advocated to defray the cost of administration of the highway department and for the privilege of owning an automobile, which carries with it permission to use the highway."

"To measure the use of the highway, we have to reckon with not only the floor space occupied by an automobile not moving but the distance covered by it. All admit that if the distance traveled is to be one of the elements in the formula, a tax on gasoline is an equitable one."

"In determining the amount of tax to assess for the 'demand made upon' the highway, it is generally admitted that a graduated weight tax is equitable. This tax should be small in amount on light cars, somewhat higher on heavier automobiles and still more on heavy trucks equipped with solid tires."

## New Plan of Taxing Autos Becomes Effective in Cuba

Cuba's new transportation tax, basing charges for passenger vehicles on wheel base and trucks by capacity, went into effect on August 1st.

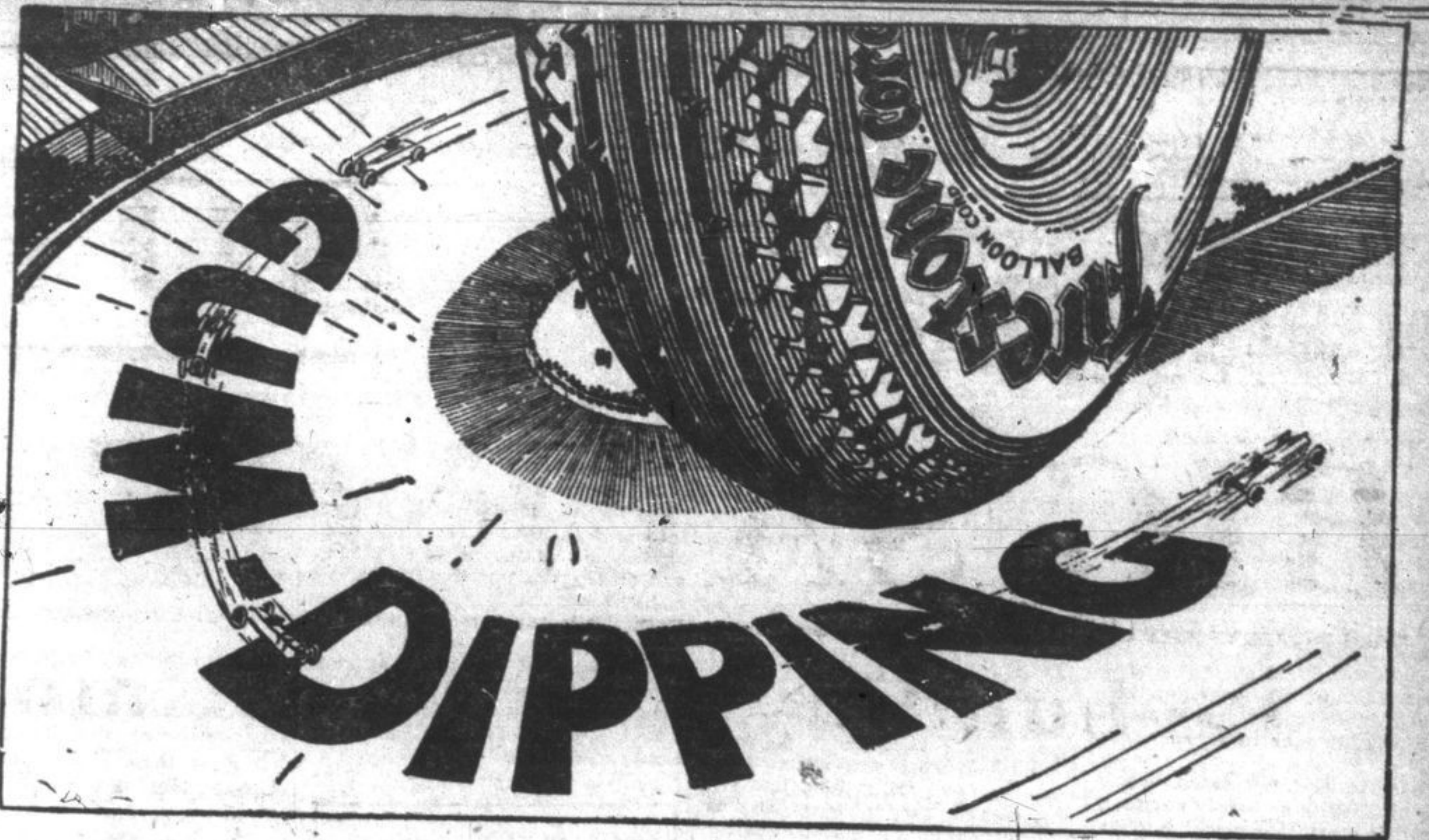
There are five classes for the passenger vehicles, as follows: under 105 inches wheel base, \$40 a year; 120 inches, \$50; 128 inches, \$60; 135 inches, \$75; and over 185 inches \$90.

Trucks with a carrying capacity larger than seven tons are prohibited. The yearly charge for the four classes range from \$25 for a three-quarter ton vehicle to \$400 for seven tons capacity.

Taxicabs are given a special concession, their tax being one-half the amount assessed privately-owned machines. Small American cars are in taxi service throughout the island and far outnumber those in private use. Latest figures in Havana give the taxis about a two to one ratio over private cars.

## Cannot Compete With U.S. Auto Trade, Says German

Berlin, Sept. 5.—A number of reasons were expressed recently by Dr. Carl Reichstein, automobile industrialist, why, in his opinion, Germany never can compete with the United States as an automobile market. Explaining the necessity for a protective automobile duty, he pointed out that Germany never will be in a position of attaining anything like American prices because of the impossibility of turning out the same number of cars, and even if this were feasible there would be no means of disposing them.



# The Extra Process that Safeguards the Men Who Break Records

The greatest racing honors ever won in tire history have come to Firestone through Gum-Dipping.

At the Canadian National Exhibition, Firestone Balloon Gum-Dipped Cords demonstrated their extra strength and safety by winning the most important race of the meet. At Brandon, Calgary and other western tracks, this summer, new records were set on Firestones.

In the International Sweepstakes at Indianapolis, May 30th, a new world record was set on Firestones—101.13 miles per hour, for 500 miles—without tire trouble.

It was Gum-Dipping that made these speed kings confident on the treacherous turns, and carried them through the ordeal with far less than usual fatigue.

It accounts for the outstanding success of Firestone Full-Size 'Balloons'—giving the flexible walls the extra strength to withstand the extra flexing strain.

Drive with perfect confidence in your tires. Enjoy new steering and braking control, and the easy riding that saves you and your car from shocks and vibration. Have the nearest Firestone Dealer apply a set of real Balloon Tires—Full Size! Gum-Dipped! Built only by Firestone!

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REO MOTOR CAR COMPANY OF CANADA, LIMITED  
Windsor, Ontario



An automobile in Germany is a much greater luxury than in America, Dr. Reichstein declared, and even in the event of a general increase in incomes no person with an annual income of 10,000 marks would dream of buying a car for a price even as low as 2,000 marks. Germans, it is asserted, attach greater importance to housing, clothing, intellectual enjoyments and the education of their children and spend far more for these items than do Americans.

ONTARIO DELIGHTS MOTORISTS FROM U.S. The touring department of the Ontario Motor League is in receipt of many expressions of appreciation of Ontario from U. S. motor tourists. The following letter from Dudley C. T. Slesator, of Narberth, Pennsylvania, is typical of a host:

"I appreciate your immediate reply to my letter, relative to the map, etc. I also desire to add that every season about this time I take the liberty to sojourn in Canada. I love the recreational activities that are to be had there. I have traveled some years during this season with a saddle back party—other times, mostly alone, over the unbeaten trails that lead to the country of the Great Northlands and the country to the west. It is an ideal country where a person—citizen of either the United States or Canada—may enjoy to the utmost the recreational pleasures that your country—Canada—holds out to every traveler that comes her way."

Tip on New Brakes. It isn't often that the bands of hydraulic brakes need attention, but if they should need adjustment it is advisable to allow a little rust remover to soak into the threads of the adjusting nuts before trying to turn them with a wrench. On this type of brake the threaded parts are very thin and easily broken if roughly handled when rusty. At the service stations the rust is removed before the brakes are touched.

### Derby Day Don'ts

Regulations for road traffic at Epsom for Derby Day have to be thorough. This year the newspapers published a list of "Don'ts" as approved by the Commissioner of Police. The first is a useful, though obvious, one: "Don't stop to argue with anyone," and another, which evidently previous experience has suggested as necessary, reads, "Don't run out of petrol." The other "Don'ts" may usefully be quoted, as they have a general application in many instances. They are:

- Don't break the line of traffic.
- Don't delay the traffic by your selfishness.
- Don't be late starting.
- Don't hug the centre of the road, there is room for three lines of traffic.
- Don't disobey the instructions of the police, they want to help you.
- Don't leave your car in the road if it breaks down.
- Don't time your arrival on the course immediately preceding the first race or you may miss it.
- Don't try to turn round in the road.
- Don't overtake on the outside of the road and so block the traffic stream on that side.
- Don't walk in the road when you have a path to walk on; if not only delays fast-moving traffic, but is dangerous to others as well as to yourself.
- Don't stop the engine of your motor-car until you are in position.
- Don't stop other cars from getting into position.
- Don't forget to purchase beforehand your ticket for the enclosure.
- Don't forget to study the traffic regulations.
- Don't obstruct the entrance to the stands and enclosure.
- Don't forget there are more entrances than one to the motor enclosures.
- Don't wait on the road.

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Don't leave your small change behind.  
Don't forget to ascertain the route before you start, where your seat is, and the motor enclosure.  
Don't forget to study the plan of the course and the road map.  
Don't forget you are not the only one on the road who wants to see the races.  
Don't pull up outside the enclosures, but draw right in first; also do the same for the grand stand.  
Don't forget the police are there to help you, so help them by answering their interrogations quickly.  
Don't try to return home all together, remember your car is one of 20,000.  
Don't forget the "ribbons" on the course are for pedestrians and therefore will be kept quite clear for them.

**TOO MANY TOURIST ASSOCIATIONS HERET**  
Ontario bids fair to find herself in the same predicament as the old woman who lived in a shoe, for it will soon have so many tourist associations it won't know what to do. Let us hope that they will not receive the heroic treatment meted out to the numerous progeny of the distracted lady alluded to introductorily. There is an American paraphrase of an old slogan, "United we stand; divided we are stuck," that centre-conscious districts might well ponder. There is a central tourist association in Ontario—the Tourist Association of Ontario—that can do a great deal to further the interests of the province as a whole if supported by the local organizations. If these local organizations function co-ordinately, collaborating through the central organization, well and good for each and

all. But if they insist on individuality, on playing lone hands, each trying to make all for it and it for none, why they will rapidly degenerate into parasitic appendages of their districts which they, created to serve, have so ably disserved, to perish sooner or later (the sooner the better) of inanition. The foregoing roughly summarizes the opinions of the authorities interviewed on the current epidemic of local tourist associations in Ontario.

### Huge Waste of Gasoline; Useless Running of Motors

Pittsburgh, Sept. 5.—Statistics compiled by Prof. Alexander Silverman, head of the chemistry department of the University of Pittsburgh, disclose that automobile and truck drivers annually are wasting 385,270,200 gallons of gasoline. This waste is caused by permitting motors to run while the machines are standing still.  
In addition to the gasoline waste the useless operation of the motors, declares Prof. Silverman, releases 257,894,120,400 cubic feet of carbon monoxide gas, which has caused numerous deaths.

The Canny Scot.  
Hahn: "McCutcheon wanted to find out just how much weight he gained after a meal, but he didn't want to spend a two cents to weigh himself twice."  
Peet: "What did he do?"  
Hahn: "He bought some sandwiches and ate them on the scales."  
—Gerrude.

The agent drives it 500 miles and it's a new car; you drive it 5 miles farther and it's a used car.