

SAVE \$50.00 TO \$100.00 SAVE

By buying your Used Car this Fall and taking delivery in the Spring. A small cash deposit and monthly payments will do it

GOOD VALUE USED CAR SALE

SATURDAY, OCT. 17th to 24th

Special Bargain every day 10 a.m. Cash or terms

THE CENTRAL GARAGE, LIMITED

Brock & Montreal Sts.

We Never Close

Phone 600

SAVE \$50.00 to \$100.00 SAVE

Getting Used To The Car

A Little Extra Care Required in Driving It Safely

EVERY SEASON, tens of thousands of motorists, who have previously driven open cars exclusively, "switch over" to closed cars, much to their gratification. The motorist, when first he begins to drive a closed car, should fully realize the effect of the changed conditions, in order to secure the same degree of safety in driving that he enjoyed with his former open car.

Forward Vision Somewhat Impaired

He must bear in mind that his vision of the road is considerably more obstructed by the front supports of the closed body than it was by the very narrow windshield frame of his open car and that the blind spots which bound his front view are much wider and more likely to cut off the view of objects to the right and left of his forward line of vision.

More Care Required in Backing

Rear vision also is much more restricted from a closed car than from an open car (without its side curtains in place), and greater care is necessary when backing up. Furthermore the effectiveness of hand signals from a closed car is usually much less than from an open car.

The Closed Car Nearly Sound Proof

He should fully sense the fact that the operator of a tightly shut-in closed car cannot hear outside sounds as can the driver of an open car and that the horns of other cars and the whistles of trains may be unnoticed, especially when all windows are up and the windshield closed. Therefore he must depend less than formerly upon the ear as a danger warning.

The Fresh Air Question

No driver of an open car, unless it has unusually tightly fitted side curtains, ever has to think about ventilation of the body space, but when one begins to drive a closed car, especially in cold weather, the securing of good air within constitutes a new and important problem—one that cannot be ignored if the health and comfort of passengers is a consideration.

SOMETHING MUST HAVE SLIPPED

A. H. L. writes: Recently I started down a hill with the engine clutched in on low gear, when suddenly it started to get away and I had to apply the brakes violently to control it. I jacked up the rear end, engaged the gears and clutch and found that I could turn the rear wheels without turning the engine, although when I cranked the engine, the rear wheels would turn. It has been making a grinding noise when drifting down hills, but runs all right when the power is on. What has gone wrong?

LIQUID DECARBONIZERS



W. R. M. writes: I have been advised to use a liquid preparation for removing carbon, instead of removing the cylinder-head and scraping out the carbon. Do you recommend the use of liquid decarbonizers? Are they likely to dissolve the oil around the piston rings, so that the cylinders may become scored when the engine is started or are they injurious in other ways?



Answer: Evidently, there is some part of the transmission line, which does not hold when power is being transmitted from the wheels to the engine, although it holds properly when the engine is driving the wheels. This is a very unusual trouble. We suggest that you jack up one rear wheel, take up the transmission and clutch covers, raise the floor boards, put the engine in gear and have some one turn the rear wheel, while you watch and see how far forward the motion is communicated. As the opposite faces of splines, gears and screw-down parts transmit the power in coasting than in driving, the stripping of the lace concerned in coasting might cause this trouble, and there would be a grinding noise as the parts slipped one on the other.

A Lubrication-Point Often Neglected

Don't Miss The Obscure Grease Cups

Certain modest and retiring grease cups and pressure-gun fittings that are hidden under floorboards, are very seldom attended to and sometimes not even discovered by those in charge of them until rather late in a car's career.

The Pinion-Shaft Bearings

One of the best hidden of these grease points is that which lubricates the bearings of the pinion-shaft (propeller-shaft), where it passes through the neck of the rear-axle housing. It is located under the rear seat of two-seated cars and under the rear deck of single seaters.

They Must Have Good Lubrication

On the older cars, it is usually a grease cup and on recent ones a grease-gun fitting, through which the space between the two pinion-shaft thrust and radial bearings can be kept packed with lubricant. These bearings have to withstand the heavy and pressure of the driving-pinion and unless they are well lubricated, soon become worn, causing faulty meshing of the pinion and ring-gear and a noisy and inefficient drive. Bearing readjustment or even replacement is then required.

Look Up These Bearings' Requirements

On some cars these bearings are oiled from the splash of the ring-gear, but much more commonly they are solely dependent upon some form of manual lubrication applied not less often than each 1000 miles. Every motorist should look up this lubrication-point and be sure that it has the required attention.

CLUTCH OR GEAR NOISE?



D. M. writes: My car has developed a grinding noise, when running in second gear at five to eight miles per hour. It seems to me that this noise comes from the dry-disc clutch, but my mechanic says it comes from the transmission and that he can do nothing for it. What is your opinion?

adjustment provided for this upper thrust bearing. You may find that there is a clamp surrounding the upper end of the housing and a nut within it, which when turned in, after the clamp is loosened, will tighten the bearing. This is a more usual arrangement than the notches spoken of. Elimination of end play may not remove all the lost motion in your steering gear, as the teeth of the worm wheel may be worn or there may be looseness at the ends of the drag-link.

POSSIBLY CRANKCASE LEAKAGE



F. W. S. writes: The engine of my car uses too much oil, although I have had new piston-rings fitted. I looked for crankcase leaks with the engine running, but couldn't find any. However, I noticed oil leaking from the transmission and, upon draining it, found the lubricant thinned and about twice as much as I had put in. Do you think that the rear engine bearing is worn and lets oil leak into the clutch case. Sometimes my clutch slips.

REMOVING BACKLASH IN STEERING DEVICE



W. C. H. writes: There is lost motion in the steering-gear of my car and the instruction book says that at the top of the housing there is a collar which has notches in it, by which this can be corrected, but I fail to find any notches. How can the required adjustment be made?

Answer: The clutch of this car is intended to operate in one and one-half pints of engine oil, contained in the clutch housing, which is supposed to have no communication with the crankcase or the transmission case. We suggest that you drain the clutch housing, fill it with exactly the required amount of oil, run the car a few hundred miles and then see how much oil will drain out. If there is more than you put in, leakage past the rear engine bearing will be indicated. It hardly seems possible that much oil can pass from the clutch housing into the transmission case. Certainly engine oil could not get into it directly, but only after passing through the clutch housing.

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.

NEW CUBAN HIGHWAY PROMISES CAR JUMP.

Havana, Cuba, Oct. 9.—Provision for construction of a central highway system to extend the length of the island of Cuba are looked upon as the beginning of an automobile boom here.

The new highway is said to be 500 miles long, running from Pinaro del Rio at the western end of the island, through Havana to Santiago, at the other end. It will form a veritable backbone from which will radiate branch roads to other important centers.

The cost of the project is estimated at more than \$380,000,000. It is expected that the work will be completed in four years.

Almost immediately on the beginning of construction, however, a bigger business in automobile sales is expected. There are 35,000 automobiles in Cuba to-day.

The better highway system, dealers here believe, will bring an increase of at least 250,000 motor car owners and raise the motoring ratio to an automobile for every 10 persons.

Transportation and gasoline taxes are to be imposed to defray part of the expenses of construction and future maintenance of the highways. Other taxes will bring up the revenue for this purpose to about \$30,000,000 a year, and it is expected the cost of the entire project will be covered in this way in 12 years.

Loose Wire Troubles.

Many cases of inefficient lights have been traced to poor connections. It is a good plan after a car is repainted to make a careful investigation of the wiring system and check up on all contacts.

Plans Board Track.

Salem, N.H., is to have a new race track which will be one of the best in the country. The race course will be a board track, which will rival the one at Culver City.

Air-Line Popular.

The German-Russian air line has proved a success. It is a popular means for carrying passengers and mail between the two countries and is in great demand.

Tighten up parts of the car when the engine is cold. Heat expands and if this is remembered a perfect job may be had.

Clean water with a little ammonia added is a good cleanser for leather upholstery. Rub thoroughly with wool or flannel to dry and polish.

Pistons must run practically airtight in the cylinders, otherwise power is lost by escaping gas.

Batteries are likely to become too heavily charged and should be tested at intervals with a hydrometer.

A worn universal causes a knocking that is heard only when the car is moving.

<p>I had these mounted for me in Mexico City. They are the best I have ever had. They are made in the U.S.A. and are the best I have ever had. They are made in the U.S.A. and are the best I have ever had.</p> <p>W. S. FRISCH.</p>	<p>One of the best things I have ever had. They are made in the U.S.A. and are the best I have ever had. They are made in the U.S.A. and are the best I have ever had.</p> <p>W. S. FRISCH.</p>	<p>I had these mounted for me in Mexico City. They are the best I have ever had. They are made in the U.S.A. and are the best I have ever had. They are made in the U.S.A. and are the best I have ever had.</p> <p>W. S. FRISCH.</p>
<p>These Goodyear tires on my Chevrolet have run 12,000 miles. They are the best I have ever had. They are made in the U.S.A. and are the best I have ever had.</p> <p>W. S. FRISCH.</p>	<p>These Goodyear tires on my Chevrolet have run 12,000 miles. They are the best I have ever had. They are made in the U.S.A. and are the best I have ever had.</p> <p>W. S. FRISCH.</p>	<p>These Goodyear tires on my Chevrolet have run 12,000 miles. They are the best I have ever had. They are made in the U.S.A. and are the best I have ever had.</p> <p>W. S. FRISCH.</p>

Are Balloon Tires Durable? Goodyears Are

EVERYBODY knows that good balloon tires are easy-riding, comfortable, easy on the car.

Goodyear users know that balloon tires can be durable also—because Goodyear Balloons are giving remarkable mileage.

The big reason for this plus-durability in Goodyear Tires is SUPERTWIST.

SUPERTWIST is a cord fabric unlike anything which has gone before. It stretches much more. Under blows of the road it yields instead of breaking. It protects the tire against stone bruises, carcass breaks and similar injuries.

So much does SUPERTWIST increase the life of a tire that it is now used in all Goodyear Cord Tires. Your Goodyear Selected Dealer has them.

Goodyear means Good Wear

GOOD YEAR

MADE IN CANADA

VAN LUYEN BROS.
34 Princess Street
Phone 1009.

The Central Garage, Ltd.
Brock and Montreal Streets
Phone 600.