

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

The Leaky Radiator

Have Costly Anti-Freezeant Be An Immediate Repair

LEAKS IN RADIATORS may be tolerated for a time, when they involve the escape of water only, but when the cooling system is filled with anti-freeze and they cause the loss of glycerine or alcohol, they are "expensive luxuries."

Making Soldered Repairs

Existing leaks should be stopped before anti-freeze-time commences and those which develop after a non-freezeant has been put in should be repaired at once. Experience indicates that the only permanent and satisfactory way to repair leaks is by soldering, as they practically always are the result of the metal of the radiator being torn apart at joints. A good soldering job makes the defective part of the radiator thus treated as secure as when new, but no other method can do so.

Objections To Radiator Cements

Rather than dismount a radiator core and let a repairer operate upon it at considerable expense, there is a strong temptation to try to make it tight by means of some kind of cementing substance, which is added to the water in the hope that the solid matter which it contains will fill the leak and permanently cure it. Motorists are strongly advised not to resort to this method, because the cementing material, while it may temporarily plug the leak, is likely also to fill the fine cellular passages and obstruct water circulation, reduce the heat conductivity of the metal by coating it over and also make permanent soldered repairs more difficult. Possibly, some radiator cements may be unobjectionable but, in general, their use is highly inadvisable.

The Gunned-Up Thermostat

They should never be used in cooling systems which embody a thermocouple-pass valve, for they are almost certain to put it out of commission by sticking its moving parts or preventing its valve from seating, calling for the removal and cleaning of the mechanism.

Keeping Leaks From Starting

Development of radiator leaks can be postponed by the following precautions: Keeping the core securely attached to the radiator shell. Maintaining the radiator assembly firm upon the car frame, by occasionally tightening the holding bolts and keeping in place the shims, if any, between the radiator shell and the frame cross-member. By correct adjustment of the tie-rod, which gives support to the radiator top. By avoidance of fan bearing adjustments which may cause the fan blades to strike the radiator core. By using only anti-freezeants, which are free from corrosive action and which cannot possibly become overheated to the melting point of solder. By using a reliable front bumper to protect against collision damage.

TRANSMISSION BANDS BIND



T. P. writes: Since having my Ford overhauled, the radiator has steamed more than it should, the power seems weak on hills and I have been burning too much gas. Last night I found this car pushed around the garage floor very hard indeed, although my son was in the seat holding the pedal in neutral and the hand brake was in the off position. What makes it move so hard?

Answer: Probably one or more of the transmission bands were adjusted too tightly and drag on their drums. Try loosening the adjustments of the slow speed, the reverse and the footbrake bands, by turning their respective adjusting nuts to the left, remembering how much you slacken them and see if the car then pushes reasonably freely. If so, tighten each band, one at a time, until dragging just commences and then slack it off, until it disappears. This should result in all bands being left clear of their drums. You have to remove the transmission cover door to reach the reverse and brake adjustments. Inspect the rear wheel brake shoes to see that they are

free, when the lever is away forward.

BEZEL RUSTED TO LAMP BODY

W. O. L. writes: With all the strength I can apply to it, I cannot remove the front of one of my car's headlamps to replace a burned-out bulb. What do you do in a case like this?



Answer: After the rim has rusted to the front of a lamp it is sometimes very difficult to remove it. Detach the lamp from the car, lay it flat on its face, squirt rust remover in between the rim and the lamp body and let it set for a while, then clamp the lamp-base in a vise and see if you then can separate the stuck parts. You may have to tap the rim all around, at the risk of breaking the lens or damaging the reflector before the parts will loosen, but by patient and careful work you can probably free them without damaging anything. When you do get them apart, smooth off all the rusted surfaces and coat them with grease before assembling the lamp. Lamps ought to be made of rustproof metal and held together in a manner more convenient than that generally employed.

Building Safety Into Enclosed Cars

"BLIND SPOTS" created by the necessarily somewhat massive front pillars, which from the forward supporting members of closed bodies, have always involved risks not present in the use of open cars that have only relatively light windshield supports to restrict the operator's vision.

Better "Visibility" For The Driver

Recognizing this hazard, the superstructures of recent closed cars are being built with front pillars of adequately strong but far less bulky design, intercepting much less of the driver's field of vision, and thus reducing operative risks. Changes in windshield construction and the provision of adequate sun visors have also contributed to safety.

Stand On Their Heads Without Crushing

Another safety factor in the construction of modern closed car is to be found in the structural strength of the superstructure. Exhibitions of sedans standing upon their tops or standing on their wheels with another car balanced on their roofs are not meaningless "stunts," but rather impressive demonstrations of safety qualities. It has been not infrequently proved that a closed car, with such a strong superstructure, can be completely overturned in an accident, without being crushed and the safety significance of this fact cannot be overestimated, as it indicates the absence of danger of passengers being pinned under the chassis, in an overturn.

Closed Bodies Safer In Accidents

This ruggedness of closed bodies, considered in comparison with the practical absence of supporting power of the open car top, although not generally dwelt upon, constitutes an important safety argument in favor of the modern closed car.

WEAKENING OF MAGNETO

MAGNETS



V. J. D. asks: In the case of a modern eight-cylinder engine, fired by a magneto if two or three cylinders have weak compression, will that, in time, weaken the magneto magnets, owing to the fact that the engine may not stop on dead-center and thus stand in off-center position for long periods of time?

Answer: Practically speaking, there is nothing in this idea. We never raised the question probably had in mind the academic fact that magnets retain their strength longer when their poles are bridged by an iron armature and that in certain positions of a magneto armature, this condition is most fully realized than in others. In practice this has very little bearing upon the useful life of a magneto, not enough to be worth considering. In point of fact, magneto magnets are better bridged, when the engine stops off center than on center and the presence of two or three slightly weak cylinders would have little influence as to the stopping point of an eight cylinder engine. However, the presence of weak cylinders would have evil effects on the smoothness, power and fuel economy of the engine, in

WANTS IMPROVED STEERING DEVICE

W. A. S. writes: My car has always steered hard and has now developed a very wobbly looseness in the steering wheel. Tightening the lock-nut had only the effect of making steering harder. Can I get a complete modern steering column, gears and all that can be installed on this car? I understand that steering devices have been improved since balloon tires have come into use.



Answer: The manufacturers of this car may be able to furnish you a better steering device that will fit your car or perhaps you can obtain one from one of the concerns whose addresses we furnish you under separate cover. However, we doubt if you need to make any change, as adjustment will probably make your present gear O. K. The hard steering is probably due to too tight adjustment of the upper thrust bearing nut, which you tightened or to faulty lubrication. To remove play in the wheel, tighten worm wheel thrust-screws by means of adjustment in center of gear-housing cover or remove the worm-arm and turn it a quarter round on its shaft. Be sure to have plenty of soft grease in the housing.

Questions of general interest to the motorist will be answered by Mr. Clough in this column, upon receiving, if an immediate answer is desired, enclosed self-addressed, stamped envelope.

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PRODUCTS OF TRADITIONAL QUALITY

AT BISHOP'S MILLS.

An Interesting Programme at Meeting of The Women's Missionary Society.

Bishop Mills, Feb. 15. — The monthly meeting of the Women's Missionary Society was held at the home of Mrs. E. Crozier, on Tuesday afternoon. The president, Mrs. A. Weir, occupied the chair. Mrs. Greer read the scripture lesson. Missionary readings were contributed by Mesdames J. Keegan and W. Nottell. The sum of \$15 was forwarded to the district treasurer to help carry on the work. Two new members were added to the roll. The next meeting will be held at the home of Mrs. L. Robinson.

Mr. J. Murphy, of Neville, Sask., was a recent visitor at Mr. A. Weir's. Mr. and Mrs. Thomas McKibbin, Miss Mary Atkinson, of Merrickville, Mr. and Mrs. Thomas Atkinson, Josie Atkinson, of Easton's Corners, were visitors at Messrs. Charles Sheppard's and George Atkinson's, on Sunday last. Mrs. W. J. Morrison, of Exilkom, Alta., who has been spending the past two months with her parents, Mr. and Mrs. S. J. McCrea, of Winchester, spent last week in this locality, visiting at the homes of Mr. and Mrs. George Huribert, of Cedar Grove, and Mr. and Mrs. Huribert, of this village. Mrs. Clothier and family, who have been visiting the former's parents,

Mr. and Mrs. Joseph Thompson, for the past few weeks, are leaving this week for their home near Moose Jaw, Sask. The concert held on Saturday evening under the auspices of the

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Women's Institute, was well patronized. Mr. S. Buker was appointed chairman. A short programme consisting of an amusing dialogue, "The Minister's Mistake," with recitations and readings, suitable for the occasion, were contributed.

Mr. H. L. Trueman, representative of the Agricultural Farm, Kemptville, sang two numbers, which were greatly enjoyed. Motion picture were shown, giving a splendid idea of

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