

MORE ATTENTION IS NOW BEING PAID TO CHASSIS BUILDING.

According to the generally accepted rule, when there is keen competition, there is greater engineering advancement than in times when sales resistance is nil. The past year has seen a vast amount of development work. It is plain to see that mechanical excellence is beginning to be the chief aim of the builder. Body work is better, to be sure, but for some time the chassis has been neglected so the car may be made better looking.

Changes in body lines are but slight compared with 1920, but body detail has been bettered all through. The cars as a whole are larger, and one disappointing feature is that the average car is somewhat heavier. There are more four-cylinder cars than there were last year, more sixes as well the engines show slightly greater power and more attention has been to carburetion. The vacuum fuelfeed and battery ignition remain standard.

Improvements are to be noted in cooling system and in lubrication. The plate and disc clutches have gained again. Hotchkiss drive has made an increase, and three-speed transmissions located apart from the engine have gained about the same with improved mountings and wire and disc wheels accepted by mere makers for standard equipment.

The engine characteristics, as a whole, have changed somewhat. The average power is greater, around 53 per minute. Engine oiling systems have been given a lot of study and a great deal of attention has been given to better balance and a reduction of engine vibration.

THE VALUE OF SOLDER.

When a wire carrying electric current is to be attached to a terminal or to another piece of wire, the common practice is to make the connection, wrap it with tire tape and call it a job. The connection serves very well until corrosion of the parts sets in, when a resistance to passage of the current is set up with increasingly detrimental results.

As a matter of fact all connections of this kind should be soldered as soon as they are made. In soldering these parts care should be taken to keep the solder from flowing on any part of the wire except the terminal as the heat tends to make the wire brittle and likely to break. In doing the work hold the tinned surface of the soldering iron close to the place where the juncture is to be made. Hold the iron steadily in the one place so that the solder flows freely on the connection and after completing the job test with the battery to see that the current flows properly. As the flux for this sort of work powered resin dissolved in grain of alcohol to a thin syrup should be used rather than the ordinary muriatic acid flux, which tends to destroy the insulation, besides being a conductor of electricity and likely to cause shorts.

THE WORLD'S MOTOR CARS

If ownership of automobiles can be taken as a sign of prosperity, the people of Canada are well off in comparison with other countries. A return recently made by the National Automobile Chamber of Commerce of New York showed that in 1920 the United States possessed 9,211,285 motor cars, amounting to one car for every eleven inhabitants and to 83 per cent. of all the motor cars in the world. Canada is next to the United States in ownership, there being in this country one car for every 21 people. New Zealand has one car for every 41 people, Australia one for every 64 people and Cuba one for every 94. The United Kingdom, while coming next on the list, possessed last year only 554,100 cars, or one for 110 of population.

SHORT CIRCUITS.

There is frequently danger of short circuits in the battery because of the fact that one of the terminals is located near the metal handle used for lifting the battery. To obviate this danger it is only necessary to slip a short length of rubber tubing over the wire at the point where the contact might be made. To do this the tubing should be slit lengthwise, slipped over the wire and taped firmly in place. It is a good plan to follow this practice wherever there is danger of the wires rubbing off their insulation and so establishing a short circuit.

TO FILL VACUUM TANK.

In cases where the vacuum tank has become empty for some reason it is a simple matter to fill it again by turning over the engine a few times with the throttle closed and the spark off. This takes only a moment and creates vacuum enough to fill the tank.

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CARBURETOR ADJUSTMENTS.

A great many car owners make the mistake of adjusting the carburetor when the engine is cold. Now it is always best to make adjustments to the motor after it has been run for long enough to get thoroughly warmed through and this applies equally to the valve tappets, etc. It is quite possible that the cold motor may operate very well on certain adjustments that will not agree at all with the hot engine.

CHAINS PREVENT WEAR

Many motorists seem to believe that tire chains induce wear. Not if they are properly used. Without tire chains the wheels tend to spin around more or less on slippery surfaces. Sharp pieces of stone, cinders and other similar material in the road cut the rubber and scrape it deeply, a condition that does not arise when the chains are in place.

THINNING CEMENT.

The attention of car owners should be directed to the inadvisability of thinning rubber cement with ordinary gasoline, which contains too much oil to be safe for that purpose. Oil is a deadly foe to rubber. High test gasoline or bisulphide of carbon are the proper agents for thinning rubber cement.

USING THE CLUTCH

Always let the clutch in gradually. Never release it suddenly, because this will jerk the whole driving mechanism, and set up unnecessary strains.

NOVA SCOTIA HEN IS A WORLD'S CHAMPION.

Barred Plymouth Rock at Kentville Experimental Farm Makes a World's Record by Laying 104 Eggs in 104 Days.

Not so long ago the United States poultry papers were full of a story of a white Plymouth Rock hen that had laid 94 eggs in 94 days and told how this bird was the champion hen of the world for continuous laying. They are mistaken however in their claims, as we have in Nova Scotia the World's champion hen for continuous laying.

She can be seen by anyone who cares to go to Professor Blair of the Dominion Experimental Station at Kentville and he will gladly point her out.

Her name is "Lady Lena". She is a barred Plymouth Rock and is registered on the Experimental Station as No. 63, which number she carries on her leg band. She was hatched on May 15th, 1919 and bred from stock bought from "Guilds" the famous upper Canadian breeder. She started to lay on Nov. 1st., 1919. She laid three eggs and then went into a molt. She got over her molt during December but did not lay her next egg until January 2nd, 1920. During January she laid 22 eggs. During the first twelve days of February she laid eight eggs. On the 13th day of February she started on her world's record. She laid an egg a day for the remaining 17 days of February. 31 eggs in the 31 days of March, 30 eggs in the 30 days of April, and 23 eggs on the first 23 days of May. Making a total of 104 eggs in 104 days without a break. A world's record.

She then laid 18 eggs in the next 24 days and then took a broody spell till the end of June. In July she laid 25 eggs. In Sept. 24 eggs and in October 18 eggs. Her total for the year being 246 eggs. This is truly a remarkable hen.

Motor Trucking!

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LOOSE VIBRATOR

In case the screws that hold the small brass jackets to the vibrator box become worn so that they are loose, do not try to remedy the trouble by using longer screws, as this will probably injure the windings of the coil and ruin the vibrator. The better plan is to put a metal band clear around the box and attach it to the dash with small bolts.

BALL BEARING CARE

Few owners pay the attention to the ball bearings that these latter deserve. They usually wait until the garage man calls attention to the injury done by breakage. At least once in six months ball bearings should be inspected, the rough or worn balls replaced with perfect new ones and the ball run filled with graphite grease.

MISSING.

When missing occurs in one cylinder at slow speed, while the firing is alright when the speed is raised, it is a pretty good guess that the fault lies in too wide a spark gap in the plug of the cylinder.

There is no part of the car of greater importance to the occupants and to the others users of the highway than the brakes. It is the modern brake lining that today makes the car so easily handled, and which is the factor of safety in operation in thickly settled sections, or in coming down mountain roads.

CARING FOR THE TUBES.

The tube should be rolled flat, with soft cotton between the layers. A strip of cotton flannel rolled up with a tube is excellent. The roll should then be placed in a thick cloth bag with the stem protruding and the mouth of the bag be tied around the stem. It is a good plan to put talcum powder in the bag.

When the engine runs jerkily the obvious cause is carburetor trouble. To locate the trouble prime the carburetor and watch for dripping. If there is no dripping, the trouble lies between the tank and the float valve. If there is free dripping the trouble may be looked for between the float valve and the engine cylinder.

WHEN NOAH WON OUT

"You remember Noah had to work a long time on that ark. It was up hill business, too, at best, building a boat way out on dry land, while the local anvil-and-hammer club say around spitting tobacco juice on his lumber, whittling up his pine boards with their jackknives, and telling him what a fool he was for expecting a big rain in a country that was too dry to grow alfalfa. But he kept at it. Finally the flood came and every mother's son of the croakers was drowned. This is the only instance, we know, either in sacred or profane history, where a bunch of knockers got exactly what was coming to them.

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