

AUTOMOBILES

THE AUTO TROUBLE SOLVER

Q. My 1915 model... has gotten so that after starting it up, very soon it will stop instead of speeding up. The result is, I have to start it a number of times before it will take the gas properly. What do you think is the proper remedy for this? And again, it has gotten so that it will not pull well in high gear. I have had the valves ground and it pulls well in low, but will not pick up quickly. What is the trouble?

A. For the past three months there is an unusually strong humming noise as if it was the motor. A mechanic says it is the rear axle, but I can hardly think so. What do you think?

A. I believe that a poor carburetor adjustment, in combination with the old, is the cause of your trouble. What probably happens when you start is that much of the gasoline condenses on the manifold, and when you open the throttle this gas, due to the fraction of the fast-moving mixture, you open the throttle, making the mixture far too rich. You will probably find that there is a certain speed at which the engine will run immediately after starting, and that if you open the throttle very slowly it will speed up all right.

See that your spark-plug points are not too far apart. Have them as close as you can without the engine missing.

If the humming noise comes from the engine, it may be due to the half-time gears, the pump or the fan, although I am inclined to believe that the mechanic was right as a noise in the rear axle will be carried along the propeller shaft and other metal parts and so seem to come from the front of the car. If yours is a touring car, you can check this up by running the car with the rear floor-board removed. Your car will then tell you if the noise comes from the rear.

Q. I have a 1916 (—), which gives me all kinds of power, and I get about 15 miles to the gallon of gas, but I must use nearly a quart and a half of oil per 100 miles, and the engine is always choked with carbon.

I have put in new rings recently, but it has made no difference as regards the amount of oil I have to use. I was told that by drilling a number of small holes between the piston rings that the oil will be given a chance to run back and so overcome my oil trouble.

Why do you think I must use so much oil, and will drilling the holes in the piston help?

A. Possibly the new rings have not worn in properly as yet, and I would suggest that you run the car another 500 miles or so before doing anything. As the rings may wear in and so the trouble disappear.

You may be using too much oil because you are filling the oil reservoir to full. The float of the oil gauge may be punctured and so too heavy, in this way registering too low.

Drilling the holes will undoubtedly help. To do this, have a groove about six-fourths to three-eighths of an inch deep and perhaps an eighth of an inch wide cut below the bottom ring and above the wrist pin, and drill five or six small holes in this groove, preferably pointing slightly downward from the outside of the piston.

Q. I have a six-volt (—) storage battery, which does not light the lights well or turn the engine well when starting. One of the holes takes about four times as much water as the other when I fill the battery. The ammeter shows that the battery is charged 10 amperes when I run about 20 miles. Is this too little?

A. The jar which takes so much water is probably cracked. I would suggest that you have the battery examined by your battery man. Ten amperes is a good charging rate, so that your generator is working properly, and the trouble is undoubtedly due to the battery.

Q. Please tell me if I should use the same grease in my transmission and differential now as I did during the summer? I used (—) grade B transmission grease.

A. The grease you were using is liable to prove a little heavy for winter use. If there was a tendency for the grease to work out, I would use a very heavy oil or a grease which will flow from the can very freely.

Q. Please tell me how the horsepower of an engine is found? L.B.S.

A. The S.A.E. horsepower rating, used by insurance companies and most provinces as a basis for their rates is D squared times the number of cylinders divided by 25. In this D is the bore of the engine. Thus the horsepower of a six-cylinder having a four-inch bore, will be 4x4x6 divided by 25, which equals 58.4.

Q. I have a 1911 (—) car, model 21, which runs well at high speed for its age but will not run slowly without stalling. It has good compression, and I recently had the (—) carburetor station adjust the carburetor for me, but it makes no difference. What is the trouble? The car stalls in traffic and so is very annoying.

A. The low-tension magneto on this car did not hold its magnetism well. I believe if you will have the magneto of it remagnetized that your trouble will be overcome. Switching to battery when in traffic will stop the stalling trouble until the magneto can be magnetized.

Q. To settle an argument, please tell me if the voltage of a large-size storage battery with three batteries is more than a small one with three batteries? H.E.H.

A. The voltage of each cell of a storage battery is about 2.1 regardless of its size. The voltage can only be varied by increasing or decreasing the number of cells. The size of the cells only affects the amperage-hour of the battery, which is about the same as saying the amount of current which can be stored up.

NEW ADVERTISING MANAGER FOR THE MITCHELL AUTOS

The Mitchell Motors Company, Inc., of Racine, Wis., announces the appointment of Frank A. Kapp as their new advertising manager.

Before taking up his new duties on September 15, Mr. Kapp was associated with the Willits-Overland, Inc. He had been in their advertising department, three years, during which time he held various positions each of which enabled him to add to his retail experience such information as now forms his new position as advertising manager of the Mitchell Motors Company.

In speaking of Kapp's appointment, Otis C. Friend, president of the Mitchell Motors Company, said, "We feel that Frank Kapp is just the man we need to push our broad advertising plans for 1918 through to a successful completion. Although he has been with us but a few weeks we are already started on an advertising and merchandising plan for 1918 that, we are sure, will meet with dealer and consumer approval everywhere."

It is the first step of the Mitchell Motors Company to bring with us a group of young men particularly well qualified to give special thought and attention to the problems of our rapidly growing dealer organization."

R. S. McLAUGHLIN NOW DIRECTOR OF THE CHEVROLET CO.

Mr. R. S. McLaughlin, president of the McLaughlin Motor Co., Ltd., Ottawa, Ont., and director of the Dominion bank, was appointed a director of the Chevrolet Motor Company on Oct. 5 at a meeting held in New York. This Chevrolet Motor Company is the parent company, incorporated under the laws of the State of Delaware in 1915. The capital stock of this company is \$30,000,000, and among its assets are the controlling interest in General Motors Company. Eight Chevrolet Motor Companies in various parts of the United States are owned and operated by the Chevrolet Motor Company of Delaware.

The Chevrolet Motor Company is one of the strongest and most powerful of the motor companies.

It is an interesting fact that while the Chevrolet Motor Company of Canada is closely affiliated with the American Chevrolet Motor Company, it is owned and operated entirely by Canadian capital and Canadian men.

Mr. McLaughlin is to be congratulated on his appointment to the directorate of this company.

HIDE PARK EGYPTIAN CIGARETTES

DELICATELY MILD

FREE BUS In Calgary FREE BUS

STOP AT THE

HOTEL EMPRESS

SIX FLOORS OF SOLID COMFORT

Refurnished Throughout

Hot and Cold Water in Every Room. Every Room an Outside Room.

221 SIXTH AVENUE WEST



BRITISH ARMORED CARS DURING RETREAT OF RUSSIANS IN GALICIA
Our photo shows armored cars and cyclists waiting to leave their base on a Galician road.

NO GLARE LAW TO BE RIGIDLY ENFORCED

This Is Word Received From Edmonton by Auto Club President

Word has been received by W. F. W. Lent, president of the Calgary Automobile club, from the attorney-general's department that the motor vehicle law pertaining to the headlight glare is to be rigidly enforced from now on. All motorists must maintain the glare-proof lens right away, so as not to permit any direct beam from the headlights going above 42 inches at a distance of 75 feet ahead of the car.

Calgary auto owners have been asking for information regarding the headlight law, through I. K. Kerr, Jr., secretary of the Calgary Auto club, and as a result of the number of inquiries, he wrote the attorney-general's department some time ago and this communication is a result of Mr. Kerr's letter.

Some motorists thought for a time that the law regarding headlight glare was a joke. If they are caught offending the section of the motor vehicle act, motorists will find themselves up in police court.

The headlight clause of the Alberta motor vehicle act, reads: "It shall be unlawful for use on a motor vehicle any lighting device of over 100 candle power, equipped with a reflector, unless, the same shall be so designed, deflected or arranged that no portion of the beam of the reflected light, when measured 75 feet or more ahead of the lamp, shall rise above 42 inches from the level of the surface on which the vehicle stands."

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POINTERS FOR TRAFFIC RELIEF

Common Sense Road Rules Suggested by Police Department

DON'T

Drink intoxicating liquor while operating a motor car.

Pass a street car while passengers are boarding or being discharged.

Pass on the left hand side of a street car or any other vehicle which is being driven along the street car tracks.

Attempt to cut in between street cars going in opposite directions.

Use glaring headlights in the city.

Ride on the wrong side of the street.

Permit anyone under 18 years to operate a car.

Keep up a conversation while driving a car.

Turn to the right or left until you have signaled the vehicles behind.

Drive fast while approaching or passing a school.

Argue with police officers. You will get the worst of it.

DO

Read, study and obey the traffic laws of the city and province.

Always drive on the right side of the street.

Use the best lamps and light them at sundown.

Get your motor car and chauffeur's license at once.

Obey the traffic officers at all times.

Use dim lights on front of car, even during the day, on rainy days.

Signal drivers back of you in case you intend to turn or stop a car.

Watch your speedometer and have it tested frequently.

Stop at least ten feet in back of a street car while it is discharging or taking on passengers.

Slow down at street intersections.

Respect the rights of pedestrians.

In case of accident stop at once and give your assistance to the injured.

Stop at all railroad crossings before crossing.

Always sound a signal when approaching an obstructed crossing.

Pay particular attention to the laws pertaining to speeding.

MONEY IN TRUCK SAYS A HUCKSTER

Down in Arizona Gardener Gets Over Bad Roads by Using Maxwell Car

Hucksters are fast finding the one-ton Maxwell truck a money maker for them far beyond their ability to use.

One instance that serves as an example of what a huckster may accomplish by adopting motor truck transportation is the case of Al Keegan, of Phoenix, Arizona. Keegan piles his trade of vegetable vander between Phoenix and Avondale. For years he had used a double team and wagon. Often the Arizona roads were so difficult of navigation that it was impossible for a team and wagon to get over them to town with a load.

He bought one of the powerful Maxwell one-ton trucks. Whether the roads are in good condition or not, Keegan always arrives in Avondale and Phoenix on time with his garden truck. Here is Keegan's opinion:

"When you consider that this truck will cover 300 miles in an ordinary working day and that the upkeep is considerably less than that of a team and wagon, it is extremely economical. Especially since one man and a Maxwell truck will do the work of several horses and their drivers."

Many such perplexing problems are being satisfactorily settled by the powerful Maxwell one-ton trucks.

RATTLE IN SHACKLES

Spring shackles play or looseness between the spring end and the shackles may give much annoyance until the

removed by tightening the spring bolts. Watch the shackles and do not allow mud to accumulate, for small particles of flinty grit in the mud make their way into the working parts and cause place shims between the spring and the shackles. Or the play may be

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See The Point?

The biggest argument for Willard Battery Service is the fact that it saves a lot of repairs that would be necessary otherwise. Let us show you.

Motor Car Supply Co., Ltd.
607 FIRST STREET WEST

Free inspection of any battery at any time

seat of trouble is discovered. Rattling caused by this looseness will be more frequent and distinct when the car is riding over fairly rough roads. A good method of taking up the play is to place shims between the spring and the shackles. Or the play may be

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