

TIMELY HINTS FOR WINTER AUTOISTS

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For the benefit of those many drivers who use their cars in winter as well as in summer, it is well to consider some of the devices that contribute to making winter driving not only possible, but pleasant.

If the matter of money is not a prime consideration, by all means have a demountable top of some kind. Demountable tops have been brought to a very creditable degree of perfection. Instead of being the seat of all sorts of squeaks and rattles, as was once the case, these temporary roofs are now built so that they form an integral part of the vehicle and even add to the appearance. Of course many car owners prefer the permanent top, in which glass sides may be let down for warm weather use. These latter are known as the convertible type and they have many advantages to recommend them. For the man who cannot afford to install a closed top of any kind, there are many sorts of storm curtains which fit so well that the ordinary touring car is turned into a very comfortable imitation of a sedan.

Door Curtains Best.

In addition there is a type of curtain which opens with the doors so that ingress and egress are facilitated. These curtains do not flap around or come loose like the common curtain.

With some form of protection in place, the next consideration is a heater to raise the interior temperature to a point where a person sitting still will be comfortable. There are a number of types of heating devices on the market, by far the most popular being the sort that utilizes the hot gases from the exhaust as a heat producing means. These heaters are usually installed in the floor of the tonneau, sometimes in the form of radiators or again as the brass foot rail. They have means of adjustment whereby the temperature of the compartment may be controlled and they cost nothing to operate, the exhaust gases supplying the heat. The first price of these heaters is not prohibitive, ranging from as low as

\$5 up to a maximum of about \$15. They may be installed by the car owner. It should be ascertained that the heater is easily dismantled for the removal of any carbon deposits that may form in the course of operation. For a large car it is advisable to have a heater installed in the front seat as well as in the tonneau.

Watch for the Auto Show.

LOST OIL

Many drivers do not like to stop the engine when having their engine filled with oil. The result is that the breeze from the fan blows away an appreciable quantity of the oil. This may be prevented by wiring a thin windshield on the proper side of the oil measure.

STOPPING GAS LEAKS

As an emergency repair, until a proper job can be done, a coating of common brown kitchen soap is excellent for stopping a gasoline leak.

Watch for the Auto Show.

SEDIMENT TRAP

Most present-day gasoline tanks are fitted with a sediment trap, which usually is located at the place where the pipeline leaves the tank. This trap has a wire gauze screen and a cup is provided to catch foreign matter. The car owner should make it a practice to clean this sediment trap out twice a month.

Farmers in Missouri own 2065 motor trucks.

Iowa is the most densely motored state in the union.

One gallon of gasoline weighs six and six-tenths pounds.

Women are employed as helpers, cleaners and polishers in garages in New York city.

HERALD OFFICE NOW ON EIGHTH ST., NEAR MAIN

The Herald office has been moved from Fourth street to the new quarters on Eighth street between Main and Pine. All departments are now in the new place. The phone number has not been changed—it is still 83.

Watch for the Auto Show.

Desert Heat Has No Effect on Franklin

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Just before entering the Imperial valley, the testers climbed the long Potrero grade; the temperature at 1 o'clock in the morning was approximately zero; descending into the valley, the temperature had risen to 72 degrees at 5:30 a. m.; by 10 o'clock, the thermometer read 110 degrees, and on the desert flats at noon, the mercury ascended to 125 degrees. Despite this heat, and the hub deep sand of the improvised road, the Franklin held a steady gait of 11 miles per hour, although to the observers, it was incredible that there were the slightest cooling properties in the furnace-like air.

G. M. Desmond of the Los Angeles Herald, John Swallow of the San Diego Union, H. P. Weller of the Los Angeles Examiner and Fred Ross of the Los Angeles Times alternated as observers. Not once did the Franklin engine give the slightest evidence of overheating; the motor did not skip a single explosion nor was it stopped until the car had retraveled another sun bleached and sandy route and again reached Los Angeles on Saturday morning—48 hours later.

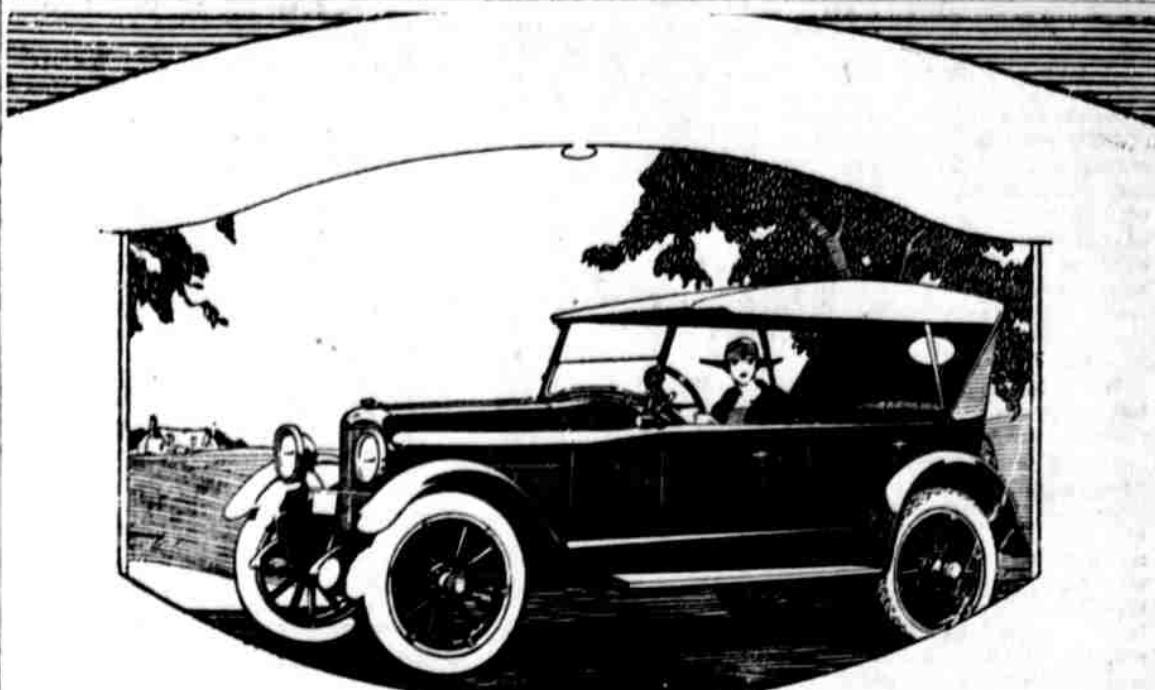
BATTERY GIVEN UNUSUAL BLAME

When a car owner experiences trouble with his starter or lights, the first thing he blames is the battery. It is quite natural in a way, for the black box has always been a source of mystery to him, and not understanding it, no matter how innocent of ill behavior it might be, to blame it seems to be the easiest course.

That, of course, may be quite satisfactory to the motorist for the time being; but when the service manager proves that the trouble is not with the battery, but with, say, the starter, then Mr. Motorist is annoyed. It is very aggravating to find you are wrong, but ever so much more so when you find that you have to go to another place to have the starter fixed.

Road conditions in Switzerland favor the use of 6500 trucks now in that country.

Singlessa doors, which are mounted on pivots, have been invented for automobiles.



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