

## CLEAN CAR FOR SUMMER AFTER WINTER'S GRIND

Engineer Advises Thorough Overhauling; Explains Way to Do It.

Short runs and operation in freezing weather place a severe burden on the mechanical parts of a car, but a careful "once over" at the service station will go a long way toward guaranteeing a summer of care-free operation, says David Gregg, research engineer of the AC Spark Plug Company, who tells what should be done.

"First of all," he says, "let's start with a bath—clean the engine, chassis and body thoroughly—dirt covers many defects. Check the chassis first. See that the spring clips are all tight; take any excess play out of the spring shackles. Clean and grease the steering gear, and check the alignment of the front wheels—first adjusting the wheel bearings and filling the hub caps with fresh grease. See that the nuts holding the rear wheels to the axles are drawn tight and fastened with a cotter pin.

**Kerosene Helps Transmission**  
Drain the old oil from the transmission and rear end, and put a quart of kerosene or flushing oil in each. Put a couple of handfuls of sal soda in the radiator and run the car for a few miles till it is well warmed up. The soda cleans out the scale and rust in the radiator while the kerosene will loosen and wash out all the old oil in the transmission and differential. Drain these as soon as you stop, then drain the water from the radiator and flush with fresh water. Remove the cylinder head and scrape out all the carbon and grind the valves. Now a new gasket when you put back the head—it makes a better job and no chance of leaks.

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## Trainload of Marmons Goes to Canada



When a solid trainload of Marmon straight eights left the loading docks of the Marmon Motor Car Company this morning for Montreal, another chapter was written into the industrial history of Indianapolis. It was the first time an entire trainload of automobiles ever was shipped to any Canadian point by an Indianapolis manufacturer.

The shipment was to the Canadian Motor Sales Company, Marmon's new distributor in the Montreal territory and one of the largest retail automobile

firms in the Dominion. It was the fourth solid trainload to leave the Marmon factory in the last three weeks, one having gone to the Pacific coast and the other two to the Eastern seaboard.

Officials of the Marmon factory report that shipments so far this month are considerably in excess of the same period in February and that it is certain that March will set a new high monthly record. The previous high month was February of this year. Production at the Marmon factory is progressing at the rate of 150 cars a day.

connections is well worth while, too. Fill the radiator with fresh water and start the engine. Run slowly till warmed up. Valve tappets should be adjusted, motor being warm while this is being done. Follow the manufacturing recommendations for clearances. Remember that while reduced clearances mean quieter operation they are also a cause of burnt and warped valves.

**Look Over Spark Plugs**

When the engine is warmed up test your oil filter. If oil flows through it freely—O. K.—otherwise replace the cartridge at once. In a seasons operation this oil filter collects over two pounds of foreign matter that would otherwise circulate through the engine, causing rapid wear and premature age.

"Oil the starting motor and generator, and check for proper summer charging rate, as covered by latest instructions by manufacturers of the ignition system; this may prevent a damaged battery due to overcharging on long, fast summer trips.

**Drain Gas Tank**  
"In the bottom of the gas tank is a small drain plug. Remove it

and drain out about a quart of liquid. This will clean out any water or dirt that has settled at the bottom of the tank. Clean the fuel strainer and the carburetor strainer, and tighten all connections. As less fuel is required for summer driving, better check the carburetor for the most economical operation.

"Now we come to the finishing touches. Drain the old oil from the crankcase, flush, and fill with fresh oil. Replace the drain plugs on the differential and transmission and put in the proper amount of the recommended grade of gear compound. Refill the radiator with fresh water. Keep your car supplied with water and fresh oil, give it a thorough greasing once every 500 miles and you will have ahead of you a summer of carefree driving, free from all mechanical troubles and annoyances."

## OLDSMOBILE SALES SET NEW ALL-TIME RECORD

Schedule Calls for 8,000 Cars for March Domestic Supply.

LANSING, Mich., March 21.—All previous production and shipment records of Oldsmobiles in this country are being exceeded this month, according to a statement by Oldsmobile officials. This record production will be required to meet the retail demands.

Factory schedules call for the production of more than 8,000 Oldsmobiles for domestic shipment this month. During the first ten days of March the daily average to total this allotment had been exceeded both in the number of cars manufactured and shipped. Officials reported that the schedule would be filled or exceeded.

## AUTO DEMAND TOPS SUPPLY

More Cars Wanted Than Can Be Supplied.

There will not be enough new automobiles in the world to meet the demand of the public for about forty-five days following the first of April.

That is the prediction of Edward S. Jordan, president of the Jordan Motor Car Company.

The picture is a reversal of the situation that existed in the industry last year. Because of overproduction last fall and the slowing up of sales previous to the Ford announcement, there has been no excess production forced upon the dealers during the past ninety days.

Stocks of new cars at the factories and in the hands of dealers are lower than usual for this time of year.

Dealers who had hundreds of cars in storage last fall now have just a few cars on hand.

Everybody has been conservative and now many dealers are worried about the difficulty of getting cars for spring delivery.

Another factor which creates a favorable situation is the fact that practically every manufacturer has new and greatly improved models at lower prices.

Second-hand stocks are not large and the public realizes that the demand for new models is so great that they are not asking for long trades on their old automobiles.

## STUTZ TO RACE FOREIGN CAR IN 24-HOUR DUEL

Will Settle \$25,000 Wager at Speedway April 16 With Hispano-Suiza.

Gil Anderson has been chosen as one of the drivers to guide the destinies of a Stutz Black Hawk, which on April 16 will enter into the most unique speed battle in history—a twenty-four hour dual on the Indianapolis Speedway, with a Hispano-Suiza of Europe as its opponent and a \$25,000 bet at stake.

Anderson recently established a new American stock car record of 106.52 miles per hour in a Stutz Black Hawk over a measured mile course at Daytona Beach, Florida.

From Europe it is reported that Robert Benoist, speed champion of the continent, will be one of the two pilots of the Hispano-Suiza. The other driver has not been finally announced, but it is rumored he will

## Tail Lights

BY SWEDE SWANSON

It takes just a little carelessness to make an accident. Which is why the automobile accident rate remains high, despite sincere efforts of police officials, safety organizations and automobile clubs to educate the motoring public and keep injuries down.

Only very few accidents are due to downright recklessness. Motorists have more sense than that. But there are many little things the driver shouldn't do while at the wheel, but which he almost unconsciously does, that bring about collisions and injuries.

Distracting a driver's attention is a big factor in this item of carelessness. Both eyes and mind must be on the road ahead, or there's danger of accident. Both hands must be on the wheel.

Motorists should remember that there are many others on the road, and nothing can be taken for granted. Who knows what the other fellow might do next? Lack of attention and alertness, which is just plain carelessness, coupled with this ever-present doubt, makes accidents.

The rule is to "watch your step" and there will be no accident.

**Use Crude Oil on Body**  
When you have tried everything possible to bring some sore of luster back to the body of the car that is the time to try a crude oil.

A little of this rubbed over the body will present a very neat appearance. It fills the pores of the paint and has a tendency to revive the color.

Of course the body should be rubbed down with dry, soft cloths, otherwise the crude oil film will act as a dust-catcher. The plan is recommended only for the older cars which are not done in lacquer.

It is the oil in the average polish that does what little good such polishes do to old paint surfaces, but in such form it is expensive and not as effective as crude oil, due to the other ingredients.

**Loose Wheel Causes**  
Just saying that the front wheels are loose does not mean very much by way of finding the remedy. There are several places where such looseness can occur and they may not be in the wheels at all.

If there is a question as to whether the looseness is in one of the wheels or in the king pin, which holds the spindle to the end of the axle, it can be decided easily enough. Just remove the wheel and, grasping the spindle, see if it is loose.

If it appears tight and there is no loosening observable at the king pin, you are safe in assuming that the trouble is in the wheel.

Such wheel trouble may be due either to worn bearings or, which is more likely, to the nut not being drawn up tight enough.



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be Charles T. Weyman, designer of the Weymann automobile body. The forthcoming race is the outgrowth of an argument between Mr. Weymann and F. E. Moskovics, president of the Stutz Motor Car Company of America, Inc., at the Paris automobile salon last fall over the relative merits of American and European stock cars. One point led to another, until finally Mr. Moskovics and Mr. Weymann agreed upon a twenty-four-hour match race at the Indianapolis Speedway. At the time the \$25,000 bet was made \$5,000 forfeits were deposited in an Indianapolis bank in the name of Edward V. Rickenbacker, head of the Speedway.

In addition to the great interest it will draw among lovers of the racing game, the twenty-four-hour race will be considerable of a society event. The sale of all box seats in Stand "A," one of the choice vantage points, will be in

charge of the Junior League of Indianapolis and proceeds will be given to worthy charities. Neither of the sponsors of the race nor the Stutz or Hispano-Suiza companies will share in the profits.

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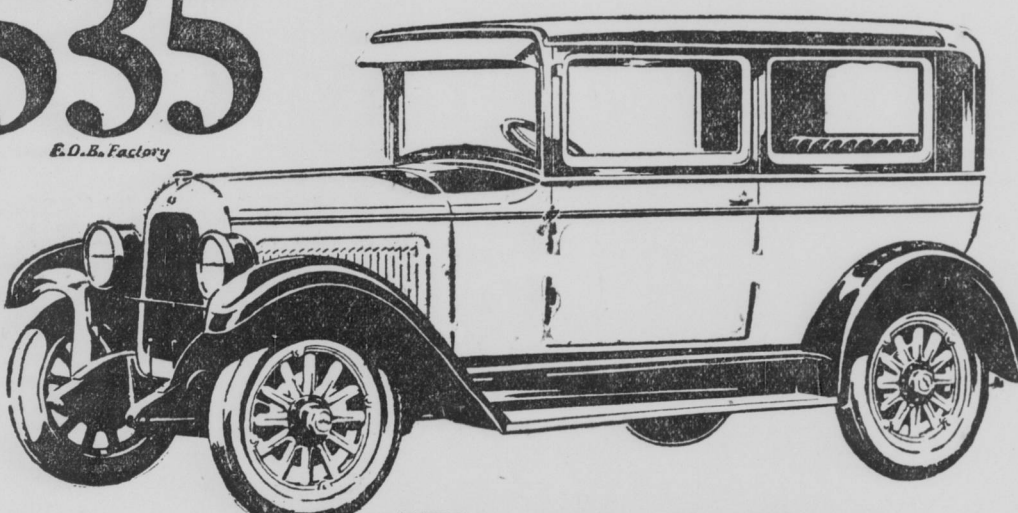
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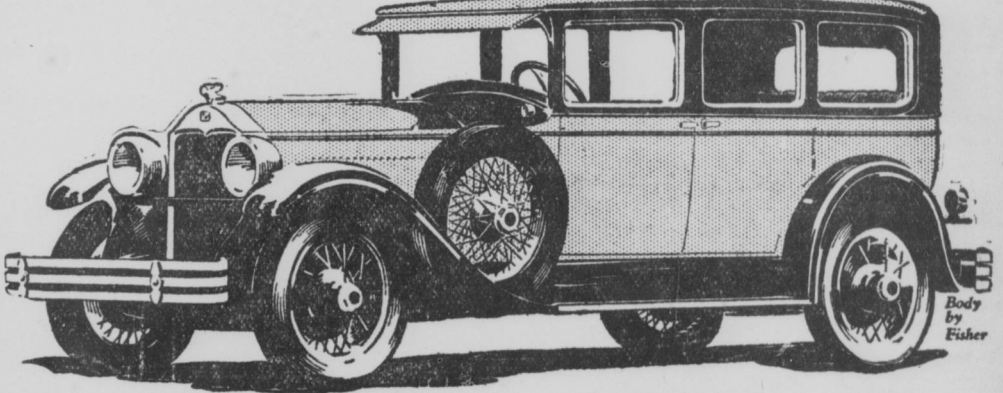
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