

# What Motor Makers and Dealers Are Doing and Planning

## CHEVROLET'S NEW TRUCK IS NOW OFFERED

### Utility Express Has Been Enlarged and Strengthened in Many Ways—Price Remains the Same as Before.

THE CHEVROLET MOTOR COMPANY now has in production a larger and greatly improved utility express truck chassis which sells at the same price as the former chassis.

Besides an increase in length, strength and weight, the new truck has undergone a radical change in the height of the frame from the ground. The frame which formerly was 22 inches in height has been lowered to 24 and nine-sixteenths inches. This change affords maximum convenience for loading.

The wheel base has been lengthened from 110 inches to 114 inches and the overall length of the chassis from 173 inches to 174 inches. The frame is made of 5-inch channel iron.

The weight of the new chassis is 1,672 pounds against 1,590 pounds the weight of the former model.

The new utility express chassis has a larger power plant. The new 12-hp. motor has been enlarged and strengthened. It is of the semi-floating type with pressed steel housing and a large oil cover which makes the unit as readily accessible for inspection. The distributor is in unit with the third member assembly.

The steering wheel is the semi-reversible full worm type mounted on a bracket riveted to the frame. All brakes now have centering and equalizing devices and the rear wheels carry heavy-duty 20 by 4-inch tires as standard equipment.

The price of the new utility express chassis remains at \$150. An almost unlimited variety of bodies may be obtained. The price of the commercial chassis also remains unchanged at \$125.

**The Value of Spacers**

Every car should have a regular set of spacers to fit every nut and bolt. They are small, but can be used and possibly quicker. But unless care is exercised there is a possibility of slipping the wrench and turning the edges of the nut, with the result that it will be hard to secure a firm grip on the nut or apply enough pressure to properly tighten it up. Spacers are the correct tools to use.

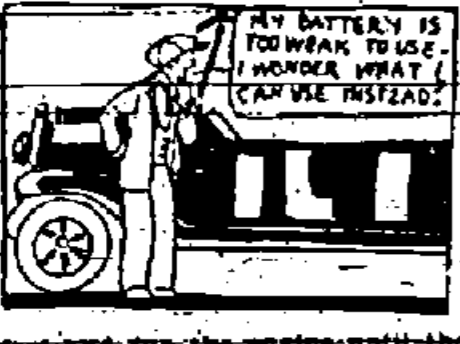
**The Best Time for Driving**

Our time for driving is from 30 minutes after sunset until 30 minutes before sunrise.

## Hints For the Motorist

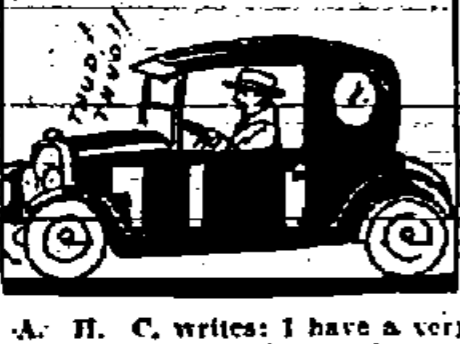
BY ALBERT L. CLOUGH  
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**IGNITION**  
A. H. writes: The battery of my car is too low to operate the ignition system and I don't want to get it charged. Just how can I get the battery recharged? Can I attach the dry battery and make-and-break coil, that use on my stationary engine and start and run the engine until the storage battery is charged enough to do the work?



Answer: You cannot make use of your make-and-break coil, but you can attach your dry battery to the ignition coil of the car and use it as the ignition current source until you get your engine running. When the generator voltage will be high enough to furnish ignition current, disconnect the battery from the ignition coil terminal to which it was connected. The battery should start the engine and you should disconnect it from the ignition coil terminal to which it was connected. How long you can run on your dry battery should be determined by the condition of the generator current. However, we advise you to have your storage battery recharged at once, for keeping it in an exhausted condition will do it no good, to say the least.

### POUNDS AT HIGH SPEEDS

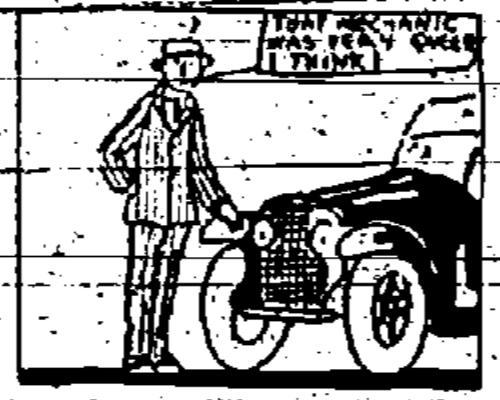


A. H. C. writes: I have a very loud pounding noise in the engine of my car when it is running at high speed, but when it is pulling back I cannot hear it at all. Connecting rods and main bearings have been tightened, but without eliminating the noise. What do you think causes it?

Answer: From your description it would seem that this noise must be due to some heavy impact inside the engine and it occurs to us as possible that it may be occasioned by looseness in the center main bearing, although you say these bearings have been readjusted. Six cylinder crankshafts are long enough so as to have considerable spring and at high speeds this is a danger for them to distort out of line somewhat, although at low speeds there is very little of this "whipping" even though the en-

**REPAIR SHOP ETHICS**  
J. P. asks: If an engine has a loose-bearing knock and it is overhauled by a mechanic who finds considerable end-play in the crankshaft and who merely takes up the radial play in the bearings and does not correct the end-play, has he done a good job?

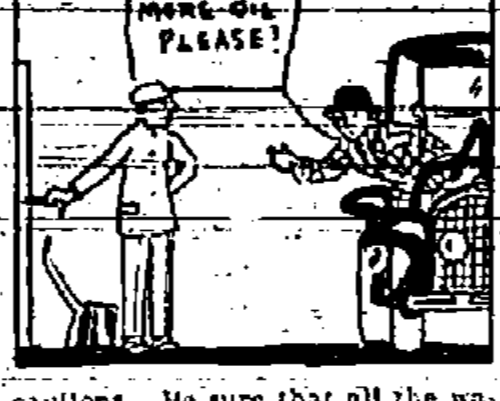
Answer: If the mechanic has general instructions to do all work required to put the engine into



first-class condition and he fails to take up excessive end-play, the job can hardly be called a good one, but if his instructions are explicitly to do certain things to the engine and no others and do not include taking up end-play, no one can justly complain of the work because the shaft is left with end-play. However, in such a case there is a sort of moral obligation upon the mechanic to call to the owner's attention the end-play which he has discovered, before he finishes work upon the crankshaft and to ask for instructions regarding it.

**STICKING VALVES**  
R. M. writes: My car has extremely practically perfect service with the exception that the engine valves trouble me almost constantly by sticking. When this happens, the engine loses power and bucks, there is popping in the carburetor and there is a tapping sound. I have tried everything, but still this sticking persists. What can you suggest?

Answer: First have all valve springs tested and if any are found weak have them replaced with perfect ones. Take out all the valves and have their stems highly polished. If sticking seems to have been caused by a gummy deposit upon the parts, change the brand of oil you are using for one that is



**PISTON RING QUERY**  
H. A. G. asks: What can you say as to the advisability of installing inner-rings on the pistons of my engine to increase its power and to overcome a slight slapping of one or two of them? This car has been run 1,000 miles and has always had good care.

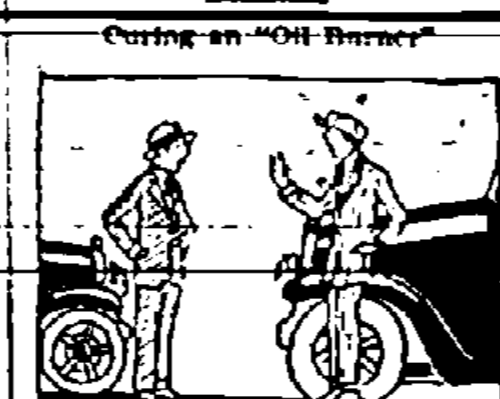
Answer: An engine which has been as little service as yours, if the pistons and rings were right in the beginning, should not require any thing of this kind. But if compression is known to be poor, even with the valves seating properly, you would be entirely justified in fitting out what improvement the fitting of inner-rings would effect. It is very unusual for piston-slaps to develop, after so small a mileage and it would be well to make sure that this really exists, before making repairs with it in view. If your engine's compression tests out as satisfactory, there is no reason to assume that ring action is imperfect. As we understand it, the main function of inner-rings is to cause the regular piston-rings to exert increased outward pressure against the cylinder walls.

**A Spark Advance Theory**  
C. N. R. asks: How far should I be able to advance the spark on my engine, without having it knock? I find that knocking commences when the throttle is opened one-quarter, when full advance is used.

Answer: If the breaker-cam in the distributor is set correctly, you



ought to be able to run with full throttle and full spark advance. Unless the engine is considerably slowed down, if your breaker-cam is set for too much advance or if your engine is badly carbonized or out of condition in certain respects, knocking would probably occur even at slight throttle openings unless the engine was very lightly loaded. You should have your ignition-cam setting tested and then if the engine will not run without knocking with full gas on, look for the trouble elsewhere than in connection with spark-timing.



**Curing an "OH Burner"**  
M. C. writes: The engine of my 1921 car has become so severely "of" that some of the spark plugs becoming very badly fouled. Do you advise me to install new spark plugs, or to clean the old ones with innertine, correct the trouble or would new rings with innertine be better?

Answer: If the engine has been run any considerable time, so that the cylinder bores are out of round or if it has ever suffered from lack of lubrication, so that the bores have become scratched, we do not believe that new rings of any combination of rings and innertines will give satisfactory results. But if the bores are still in serviceable condition and the pistons a fair fit, we should advise a new set of rings such as the manufacturer's original design for use in these engines. There is no harm in trying innertines back of your present rings. If you care to test them out—Careful ment of the cylinder compressed mechanism—how that can furnish

## Unique Filling Station



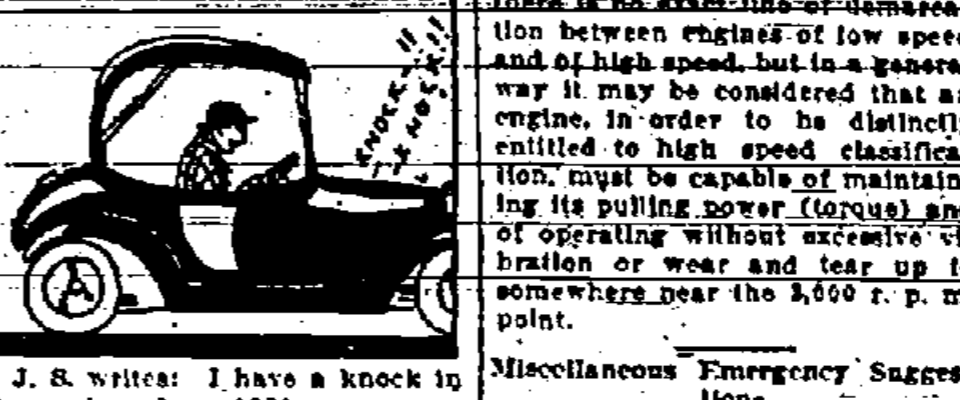
"Yo Loh," a quaint Old English style cottage at Manitowish, Wis., is a gasoline base for motorists. There are extra pumps hidden in recesses in the rear of the building. The interior room is beautiful and inviting to motorists.

**Sweets for the Cooling System**  
G. W. R. asks: In what proportion should honey and water be mixed for anti-freeze solution, is it good and how often should it be changed? I have been told that it lasts longer in summer and does not heat up like alcohol.

Answer: We cannot give you this information, as we know of no reliable test that would indicate how long it would last. We are not prepared to recommend its use, as we know of no manufacturer who advertises for it in his cars. It may be the best like solution for substitution for the well-known alcohol mixture until we have this as to it. Each plant indicates its superiority.

**Is This a Piston Slap?**  
J. S. writes: I have a knock in the engine of my 1921 car, which is noticeable at speeds between 25 and 30 m. p. h. and when I first start. New wrist pins were installed and ring racking put behind the piston-rings, which stopped the knock for a time, but it has returned. What do you think causes it?

Answer: We do not know, but it seems as though the pistons and bores may have worn sufficiently to produce some slapping, which the installation of the inner rings stopped temporarily. The fact that



the knock appears at starting, before the pistons have become hot and expanded, makes the piston slap theory seem plausible. Try the following: Inject a tablespoonful of heavy selenite oil into each cylinder and at once start the car and speed it to 20-25 m. p. h. If the knock does not appear for a time, most probably the pistons do not wear on account of the cushioning effect of the selenite oil. If the noise proves to be a piston slap, re-boring and new pistons and rings are the remedies.

**Miscellaneous Emergency Suggestions**  
If a serious leak develops in a cellular radiator, whistle out some short, softwood plugs of the size and shape of a cell and gently press one into each slot or each cell from which water escapes, or, instead, fit the defective cells with putty of thick white lead. In case of a radiator radiator press putty of stiff white or red lead in around the leak.

**Fuel Feed "Kinks"**  
Should the engine stop through failure of the vacuum tank to oper-

ate, remove the plug in the top of the tank and keep it filled with gasoline supplied by hand from a bottle. A hand-up line on anything that can be poured from, obtaining the required fuel by drawing it from the main tank if no other source of supply is available. If the tank of a Ford car gets so nearly empty that the carburetor will not fill, going up a steep hill, you can be made to do by arranging the pressure in the tank by blowing into it or by driving up the hill backward. Kerosene will keep a warm engine running, after a fashion, if you cannot get gasoline—Leaky gasoline unions can be temporarily repaired by wrapping their abutting surfaces and tightening them and a cracked fuel pipe can be temporarily repaired by covering the crack heavily with soap suds in place with a strip of cloth.

**Brakes and Clutch**  
If the brakes become dangerously weak and cannot be adjusted, remember that a car drives down hills on low gear, with clutch in and engine fully throttled, needs a very little assistance from the brakes to hold its speed down. In case the clutch slips when hard hills are attempted on high gear, don't forget that the slipping tendency is much less on the lower gears.

**When Spring Leaves Snap**  
Should a spring leave a snap from a repair shop, it is usually possible to reinforce it enough to make a very slow driving possible, by fitting it with a "splint" made of a piece of wood and binding the wood to the spring with fence or telephone wire—fastening a block between the spring and the car frame to prevent movement of the broken part. This applies especially to a rear spring. A broken front spring rarely prevents a car from being driven very slowly.

When the starter won't work and the crank is turning, try to get a high gear, hold off the clutch, while kind friends start the car by pushing it, and then let in the clutch to start the engine.

It is a good plan to carry a record of the numbers of the license tag and engine in a purse or card case in case the car is stolen.

## Frederic B. Weed, Inc.

Announces

That although the Utica Public Motorist, Inc. has ceased its selling activities, those fair and square policies which have made so many friends and customers in this vicinity will be continued in all the company's used car transactions.

Our used car buyer is our best booster. We challenge comparison in condition and price of our used cars. Among others we are showing this week the following cars:

1923 Packard 6 Touring Car. Repainted and warranted.	Repainted and warranted.
1923 Packard 8 Sedan. Repainted and warranted.	1923 Franklin 4-Door Sedan. New paint and splendid condition.
1921 Rickenbacker Coupe.	1922 Nash 4 Coupe. New paint and mechanically overhauled.

Many Others From \$125 to \$3,000

### FREDERIC B. WEED, INC.

LOUVER GOUGH, Used Car Manager  
Formerly Motorist, Standard

411-413 COLUMBIA STREET  
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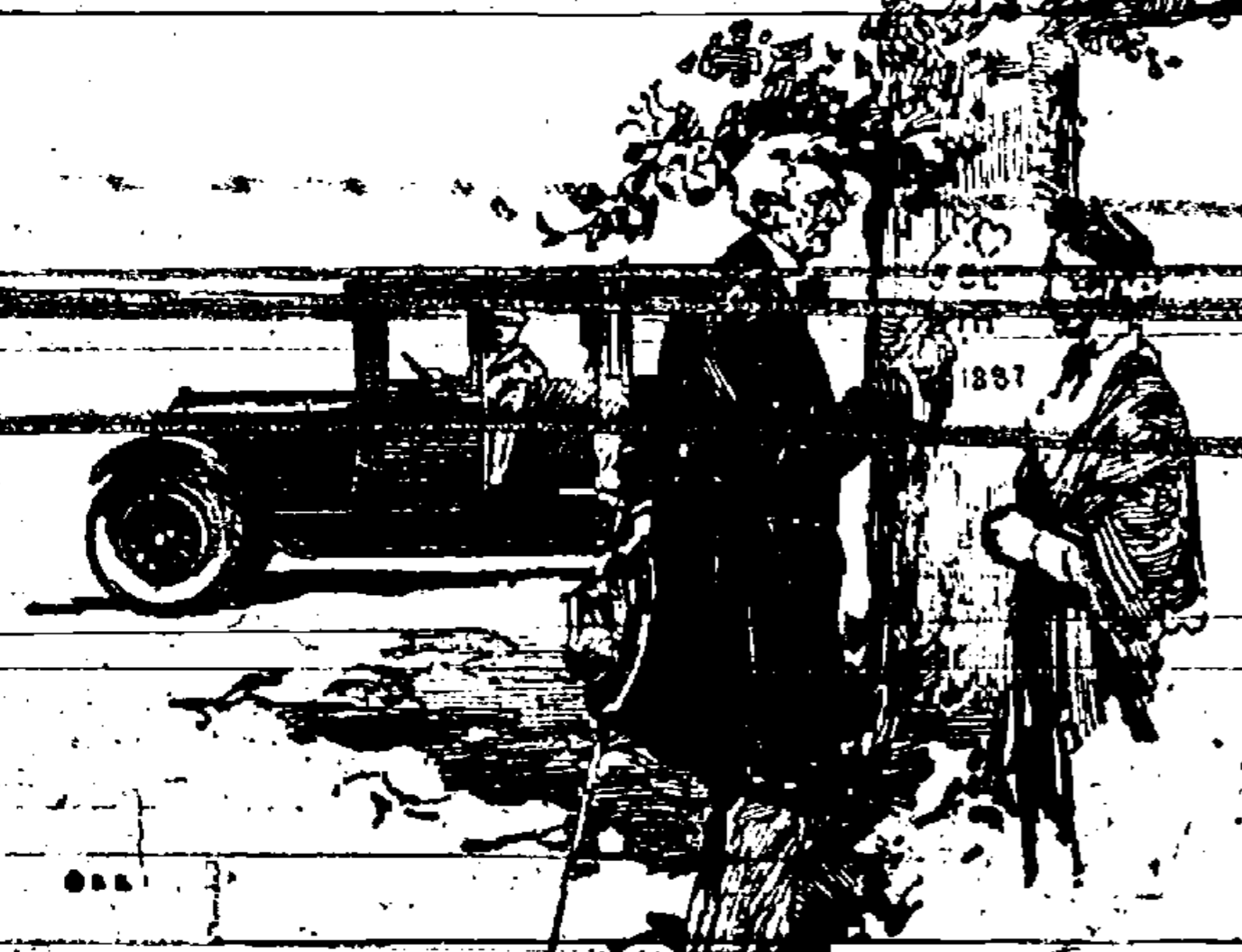
## CONSTANTLY IMPROVED BUT NO YEARLY MODELS

It has never been the policy of Dodge Brothers, Inc., to build yearly models.

When an improvement is discovered, perfected, tested and found good, it is made at once. The car is always up-to-date.

Moreover, the owner does not have to fear that his Dodge Brothers Motor Car will be made obsolete, shortly after he has bought it, by the announcement of radically new types.

T. W. Skinner  
Motor Car Company  
814 Cornelia Street Phone 5277



# THE NEW MODEL

# Ford

# Will Be On DISPLAY

At Our Salesroom

## Sunday, Sept. 6th, Monday, Sept. 7th

OPEN EVENINGS

# SMITH BROTHERS,

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