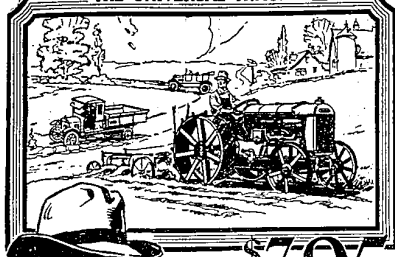


Fordson

THE UNIVERSAL TRACTOR



\$395
F.O.B. DETROIT

**Reduce
Your
Production
Costs**

Farming, like every other business, must cut down the overhead.

It is not a question of being able to afford a Fordson; it is a question of being able to continue farming on the old too-costly basis.

The farmer's problem is not all a sales problem; it is also a production problem. He must cut down the cost of production.

The Fordson does more work at a lower cost and in less time than the old hand methods.

Let us give you the proof. Write, phone or call today.

FORD SALES & SERVICE
Phone 151

Farmington, Mich.

BEST TIRES AT BEST PRICES

U. S. TIRES—PLAIN—USCO—KNOBBY—CORD

GOODYEAR GOODRICH

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FORD SALES & SERVICE

ENGINE TEASERS HAVE POOR CARS

Certain Type of Drivers Cannot Resist Temptation to Fool With Carburetor.

GRIND VALVES WHEN NEEDED

Compound Must Be Carefully Wiped Out at Finish, Otherwise Cylinder Walls Will Be Worn Out Plug Up Openings.

There is a certain type of motorist driver who, whenever the engine doesn't perform properly, immediately begins to adjust the carburetor. Another type files a dollar's worth of metal from the interrupter points. And still another wants to grind the valves every other day.

These fellows are engine teasers and no matter what is wrong with the car they think adjusting the carburetor, grinding the valves or filing the interrupter points will make the engine well again. Consequently they usually have a faulty car—because they persist in teasing it constantly.

Don't Grind Valves.

Don't grind your valves—until they actually need it. Don't be forever fussing with the engine. Don't ignore the fact that every little trouble has its origin in the engine—it will get you into trouble if you do.

I have seen cases where valves have been ground so deep in the seating that the seat was at the bottom of a "well," and when the valve was pushed open there was very little space for the passage of exhaust gases, writes R. W. Cline, president of the Coyne Trade and Engineering school, in an exchange. A little more grinding would have worn through the castings and left no seat at all.

If the valve seats in the cylinder case should be taken to plug up all openings leading to the cylinder, so that no grinding compound may work inside. Also, the grinding compound must be carefully wiped out at the finish—otherwise it will keep on grinding and wear out the cylinder walls.

It is well to check up the push rod clearance before and after valve grinding; before, because there may not be enough clearance to allow the valve to seat, thus causing the leak which appears to make grinding necessary—afterward, because there may be a slight lowering of the valve, making adjustment necessary.

Grinding Is Harmful.

Before grinding make sure that the valve needs it and do not grind any more than is necessary. After you have ground enough to give a tight seat all further effort expended is waste. In addition, it is harmful to the engine.

Therefore grind your valves only when they need it, but do not grind them on general principles or longer than to make a perfect seat. And don't be an engine teaser.

Accidents Will Happen.

Administer first aid to the injured.

Equip the car with a small case of first-aid materials.

Get the names and addresses of all who actually saw the accident.

If the car is covered by insurance, notify the agent as soon as possible.

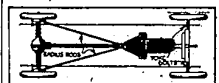
Clear the road so that traffic, if it is restricted or blocked, can be resumed.

The nearest automobile will volunteer to rush the injured one to the nearby hospital or physician's office.

PLAN TO PREVENT SKIDDING

Readjustment of Radius or Torque Rods Will Remedy Defect, Section Suspected.

When an automobile skids with the least cause and sometimes apparently without cause, the radius rods or torque tubes which hold the rear axle perpendicular to the center of the car are the reason. A bent or incorrect adjustment of one of these rods throws the center of the axle around and the wheels do not track, but tend to roll



Incorrect Adjustment of the Torque Rods Will Cause Skidding and Should Be Remedied.

In an independent course. The rear end is naturally inclined to follow the wheels and skidding is the result.

This is one of the seldom suspected causes of skidding and the remedy is to take accurate measurements from the yoke-bolts at each side of the front axle to the rear axle and adjust or straighten the rods as required until the measurements are exactly alike, writes A. G. Luers in Popular Science Monthly.

For Service on Printing call Farmington 25.

CANVAS MUDGUARD IS GOOD FOR SPEEDSTER

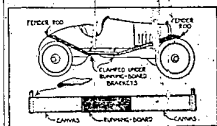
Devices Are Removed to Reduce Weight and Vibration.

Oiled Cloth Affords Necessary Protection From Dust and Mud—Illustration Shows Method of Attaching to Car.

When rebuilding a car into a speedster, the removal of unnecessary parts is desired on account of the reduction in the weight. Mudguards are removed because of this and the vibration that comes about riding at high speed. It is, however, desirable to provide guards for protection from dust and mud when the car is used for riding other than on the track.

Oiled canvas mudguards afford protection without adding to the weight or causing vibration. In the appended illustration the manner of attaching these is shown. Each footer is held by a single support from the side of the body or frame. Use these as supports for the upper end of the guards; the canvas is led from these to the running-board or to brackets.

The canvas should be doubled and secured, then applied in such a way to make it waterproof. When made about eight inches in width, these af-



During the Rainy Season Canvas Mudguards Will Add to the Comfort or Riding.

ford all the protection the driver requires and the mudguard and the weight is reduced to a minimum—Popular Science Monthly.

USE VASELINE ON TERMINALS

Best Medium Available for Coating Connections—Prevents Corrosion from Acid.

The car owner should not forget that ordinary gasoline is perhaps the best medium available for fortifying battery terminals and connections. The gasoline has the great advantage of preventing corrosion from acid or water that may have been spilled.

YOU AUTO KNOW

That in cold weather a kettle and a disingering or any other convenient piece of cloth—are often invaluable in starting a car that otherwise refuses to work. The cloth should be wrung, feel around the carburetor so that it does not cover the air intake and pulling water should then be poured on the rag, always being careful not to let it get into the intake. The application of the hot water will heat the carburetor and intake pipe to such a degree that the engine will "catch" almost instantly, although in extreme cases it may be necessary to fill the cooling system with hot water, so that the carburetor chamber may be raised to the proper temperature.

Whenever difficulties of this kind are encountered, however, cool water should be applied first, then warm and finally hot in order to avoid a too sudden expansion of the metal which is likely to crack with surprising ease. It should also be remembered that increasing the richness of the gasoline mixture by means of the primer or choke is usually very effective in starting with a cold engine.

(Copyright, 1922, by T. Wheeler)

AUTOMOBILE NEWS

Oil the springs.

Adjust the carburetor.

Take an inventory of the toolbox and accessories.

Flush out the radiator and clean cooling system thoroughly.

Zinc oxide lampbrush is used in tires to toughen the tread.

It is bad for the tires to force them to carry more weight than they are intended to bear.

The best and most reliable brakes are in the motorist's brain and his hands on the wheel.

A good compound for use on terminals, connecting bars and other battery things is made by melting small pieces of sealing wax in alcohol.

Shortening a Leather Belt. If you want to shorten a leather belt instead of cutting it boring a hole, neither of which is satisfactory, heat a knitting needle or hot pin red hot and punch it through. This can be done also in shortening the belt of a sewing machine if it becomes inoperable.

America's Great Interpretative Dancers



Gladys Hight Ballet Groupe in Their Dance, "The Adoration of Isis" Before the Temple in "The Last Days of Pompeii"

Spectators at "The Awakening," which opens for a two weeks' run at the Dexter boulevard and Davison avenue, Detroit, on July 24th, will witness the most mammoth production of the world famous pyrotechnic spectacle, "The Last Days of Pompeii," ever staged, according to the statement of Henry J. Pain, its originator. Seats for 15,000 people have been arranged, six large stages are erected to accommodate the circus acts, in addition to a race track and an artificial lake, the Detroit Street Railway has completed special loops and spur tracks for the Hamilton and Trumbull car lines, and the Detroit Edison Co. has erected a line of poles from Livernois avenue to carry the high tension wires required for lighting the great amphitheatre.

In addition to the circus acts the Gladys Hight Ballet from the Chicago Opera Company augmented by 200 dancers from Detroit's schools of interpretative dancing will present the classical dances used in the Pompeii spectacle. A band of 60 pieces will supply the music.

Direction of the entire production is in the hands of George H. Haskyn who is famous for his London and American dramatic successes.

Following "The Last Days of Pompeii" Mr. Pain will offer his "Manhattan Fash" fireworks which will conclude the third section of the performance.

Each evening during the entire length of the show a Haynes automobile will be presented, free, to some person in the audience. On the opening night two Haynes cars will be given away.

The downtown ticket office, for reserve seats and regular admissions, is at Grinnell Bros. music store, 1515 Woodward avenue, Detroit.

AUTOMATIC BRAKE AND IGNITION CONTROL TO PREVENT ACCIDENTS



The illustration shows the flexibility of Contact and Bow-Shaped Cushioning Protection Afforded Driver and Object Hit.

A new accident preventive for automobiles, which protects car, driver, pedestrian, and the other fellow's car as well, is now being manufactured after two years of experiments with the original patents. It is an automatic brake and ignition control, and its purpose is the minimizing of traffic accidents; the prevention of accidents while cars are parked, and the reduction of injury to cars or to pedestrians when accidents occur at high speeds.

The vast majority of automotive accidents, however, occur at speeds below 15 miles an hour. Little short of a miracle can avert disastrous results in accidents when the automobiles are traveling at high speeds, so that the developers of this device have devoted their attention to the production of an attachment which will prevent, and, where impossible to prevent, minimize, the results of collisions and other accidents at lower rates of speed, notably in traffic in cities, in

which the majority of automotive accidents occur.

Same Place as Bumper.

The new device is carried in the same place as a bumper, but is not a bumper. It is a simple mechanism consisting of flexible contact bars or cables fastened by goosenecks to the front and to the rear of the car, being equally applicable to passenger cars or to motor trucks. These contact bars, yielding to a pressure of only 10 pounds, make contacts with electrically-wired contact points, in turn connected with a brake and ignition control contained in a small cylinder which rides freely with the brake rod so as not to interfere with the foot or hand braking of the car under ordinary conditions. The slight pressure on the contact bars makes connection in a fraction of a second, setting the brakes, cutting off the ignition and thereby adding compression to the braking force and blowing the horn.



Daily Service to PUT-IN-BAY and SANDUSKY

(On the Big Steamer Put-in-Bay)

Finest exclusive Excursion Steamer, Largest Ball Room, Finest Orchestras. No extra charge for dancing. Steamers leave on Eastern Time.

Every day from Detroit at 9:00 a. m. for

Put-In-Bay—Connecting with Cleveland and

Buffalo Transit Co., and Steamer Arrow for

Middle Bass, Kelley's Island and Lakeria.

Sandusky—Connecting with Railroads and Suburban Lines, Fair \$1.40

Cedar Point—15 min. by ferry from Sandusky, Fare including ferry, 1.45

Excursion fares, (returning same day)

Put-In-Bay, week day, 80c; Sundays, Holidays, \$1.15 Round trip.

Sandusky, every day, \$2.00 Round trip.

Four hours at Put-In-Bay; Bathing, visit the Caves, Perry's Monument,

Pavilion, Groves, Dining and many other attractions, several Hotels.

Cedar Point—Fresh water oval to Atlantic City, Large Picnic, Board Walk,

Thousands bathe here daily.

Returning: Leave Cedar Point by Ferry for Sandusky. Leave Sandusky

from Big Four Dock 2:30 p. m. Put-In-Bay 4:30 p. m. Arr. in Detroit 8:00 p. m.

Dancing Moonlight. Leave Detroit 10:30 a. m. Fare 75c.

Write for map folder.



Ashley & Dustin Steamer Line
Foot of First St. Detroit, Mich.

