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You appreciate prompt, polite, efficient service, don't you? Service is the cornerstone of our business.

Whether it's a single spark plug, a tube, a lens, or a difficult job, our purpose is the same, TO SERVE YOU.

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- 1921 BUICK, 6-Cyl., 7-Passenger Touring—\$440.00 Down, Balance—\$58.85 per month.
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- 1919 BUICK ROADSTER—\$300.00 Down, Balance \$10.13 per month.
- 1920 OLDS, 8-Cyl., 7-Passenger Touring—\$300.00 Down, Balance—\$40.13 per month.
- 1920 DORT Touring—\$120.00 Down, Balance—\$16.05 per month.
- 1921 NASH, 6-Cyl., 7-Passenger Touring—\$440.00 Down, Balance—\$58.85 per month.

The cars are in perfect condition. If you are in the market for a good used car, phone Plymouth 263 for demonstration.

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NOISY GEARS MEAN DANGER

Tell Story Owner Ought to Interpret in Terms of Dollars and Cents.

LACK OF OIL CAUSES TROUBLE

Study of Rear Axle Construction and of Transmission Would Save Owner Much Trouble and Some Money.

It is a fact that a great number of our cars are being driven over the roads with noisy gears. This is being done either through ignorance or in direct defiance of that well established rule "a sitch in time, etc." The noise of the gear besides being unpleasant, tells a story which the owner ought to interpret in terms of dollars and cents. Without knowing anything at all about a rear axle or a transmission, the average man should be able to know the difference between a rear axle that is normal and one that is not. He may not know the exact cause of the trouble or the manner in which it may be remedied, but he certainly ought to be able to determine if it needs the attention of a mechanic. The reason for this immediate interpretation is to save the owner money, for, like a case of pneumonia developed from a mere cold, if attention were given early enough, the serious ailment would not have developed. So with gears. Once their bearings begin to wear and so throw the gears out of their relative running truth, the gears themselves are affected so that if the condition is allowed to get worse, pretty soon the gears cut and chip and then fall altogether.

Two Out of Five Noisy.

Observations were made at one spot along a frequented highway, where for hours an average of 1,000 cars per hour passed. A fairly accurate check was kept on gear noises on a level stretch and without exaggerating, every two cars in five had noisy rear axles. It is doubtful if the owners of the cars realize the meaning of such noises, and if they know that in some of the cases the condition can be corrected for a few dollars, perhaps requiring only bearing adjustment, shifting of the differential, a quart or so of oil.

The rear axle is not the only offender. The transmission gears need the same protection, but usually they are not at fault.

In order to understand just how noisy gears come into being, one should study the rear axle construction. The driving pinion at the end of the propeller shaft is mounted usually on two bearings. This pinion meshes with the large or ring gear of the differential unit, the unit itself being mounted on two bearings which rest in the differential housing. In order that the ring gear and the pinion do their work without noise the teeth of these gears must mesh properly. If the correctness of the mesh is destroyed then noise results. Should the pinion shaft (hence the pinion itself) move relative to the ring gear the tooth contact is at once changed and you get noise. The noise is not necessarily a steady one, but it may be interrupted, due to the fact that the new areas of contact of the teeth are not all alike. There may be a high spot on one or two or more teeth and when these high spots are struck the noise changes.

Lack of Lubrication.

The pinion bearings may be of the ball or roller type and there is, in most cars, a means of adjustment of the bearings after they have been worn slightly. The cause of the wear may be natural, but in nine out of ten cases it is due to lack of lubrication.

The differential bearings are not unlike the pinion bearings in the effect like the pinion bearings. These bearings if worn even slightly will allow the whole differential unit to shift sideways and so disturb proper gear mesh. Once they start to wear and rattle, this action, the wear is rapidly accelerated so that in a very short time there is no definite tooth contact.

The time to stop the gear noises is immediately they appear. It is cheaper for you and better for the car.

Pictures.

The fashion of having many small pictures clustered together on the wall is one that has long since passed. And even these are to be seen in many otherwise pleasant living rooms. No one can properly appreciate even a good picture when it is surrounded by half a dozen others. One or two pictures hung in the right place and in the right way usually prove far more attractive than a medley. Nothing in excess is the motto of the interior decorator.

Hunting Wild Honey.

One of the "industries" of Florida is handling "bee trees" in the swamps. As high as 300 pounds of honey have been found in one hollow tree. The trees are located by the hunters who follow the flight of bees, and the quantities are keen eyesight and a reliable compass.

NEW CAR NEEDS CAREFUL NURSING

Life of Car Depends Much on Early Attention.

Many Things Are Necessary to Be Done in First 1,000 Miles—Proper Greasing and Adjustment of Nuts Important.

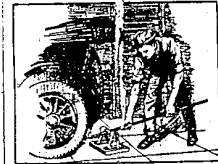
To maintain a car in good running order so that it will give long service at minimum expense means that it must be given systematic attention, especially during early life of the car. There are many things to do, the most necessary of which are the following: Tighten all nuts and bolts after the first hundred miles of travel; drain oil from crankcase and replace with fresh oil after first 500 miles; after 1,000 miles drain oil again, pour in about a quart of fresh oil, run the car about a quart or so and again drain, then remove oil pan and clean with kerosene, replacing after cleaning and refill with correct amount of fresh oil. Travel no faster than 25 miles per hour the first 1,000 miles, as engine is stiff and bearings must be worn in slowly; otherwise a noisy engine will result. Watch oil and gasoline gauges carefully for any defect in systems; check oil valve, timing and carburetor adjustments frequently, always keeping the leanest possible carburetor mixture; jack up wheels and test for looseness by shaking, and if there is any play readjust the bearings; be good oil; keep tires fully inflated; don't race the engine when the car is standing; keep cooling system filled with water and see if water is circulating; if not, examine pump and hose connections to radiator, and when cleaning the car which should not be done frequently until the varnish has hardened, do not use a strong stream of water and do not rub away dust with a cloth. Washing with a slow stream of water is the best.

HOME-MADE LIFTING JACK

May Be Easily Made From Discarded Automobile Parts for Use in Garage.

Valuable for garage use is an operating lifting jack. The accompanying illustration shows a type of jack that may be built from discarded automobile parts.

Two brackets such as are employed on the front support are sweated to a



A Lifting Jack of This Description is a Great Help Around the Home Garage.

rectangular steel plate. A shaft passes through these brackets as shown, while a pin prevents any side movement. A 3-inch hole is provided in the shaft through which the lifting bar is inserted when the jack is in use.—Popular Science.

AUTOMOBILE NEWS

When oversize tires are to be used the car owner should be certain that there is enough clearance between all the tires and the nearest parts of the car.

Hold your hand over the breathing tube occasionally while the engine is running to see if air is passing out. If the breathing tube gets clogged it reduces the power of the motor.

The engine of a car that has been on the road for two or three years will be apt to give better service and more efficient delivery if power is an oil is used that is heavier than the quality which was originally indicated for it.

DISPUTES MUST AWAIT DECISION

Railroad Labor Board Says Violators Will Be Outlawed.

Chicago.—The United States railroad labor board Saturday, in effect, forbade railroad union labor from striking without the board's permission, and declared that all strikers who violated the order would be classed as "outlaws" who had voluntarily removed themselves from the protection of the transportation act.

This was the board's final statement on the railroad strikes which was to have been called Oct. 30.

Every dispute involving changes in wages, rules, and working conditions, must be referred to the board, and no action taken by either side until authorized by the board, the decision says.



Put it to any Power Task

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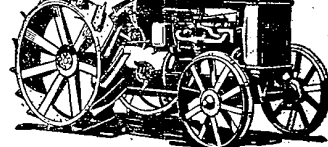
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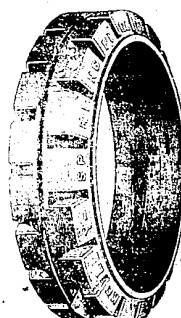
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"English Walnut"

The one known as the English wal-

nut is the fruit of the Persiau or Cir-

cussian walnut tree. The name "Eng-

lish walnut" is applied to it in the

United States. While the tree is a native

of Persia and the Himalayas, it is

cultivated in many countries, particu-

larly in southern Europe and in Cal-