



BATHING THE RADIATOR
For the motorist springtime starts with the radiator. The cooling system not only needs draining and flushing out with clean water, but rust removal as well. A pound of washing soda dissolved in a pail of warm water will furnish excellent solution for cleaning out the radiator and waterjacket scale. But it is well to run through a weak solution of hydrochloric acid afterward in order to neutralize the effect of the soda. Then attach a hose to the filler cap and allow clean water to run through the works for a while. The longer the better.

WORTH REMEMBERING
It requires much more time to fit new bearings to a crankshaft than to refit old ones. The new bearings have to be hand scraped and laboriously fitted so that no points of their surface bear upon the crankpins more than the others. The work cannot be done right if done hastily, so don't blame your repairer if the time charges on the bill seem excessive.

EYES THAT SEE NOT
The motor vehicle department of Connecticut has reported to the Eyesight Conservation Council of America to the effect that approximately 5 per cent of the applicants for licenses to drive cars must be refused as a result of poor vision. The next step is to determine what percentage of drivers clearly see an impending hazard but fail to understand what it signifies.

MOTOR CARBONIZES?
Many motorists with engines that have been shown to be in good condition so far as piston fit, firing and carburetion go are



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troubled with excessive carbon, although no trouble seems to accompany it other than knocking and loss of power which results from preignition through carbon deposits. This sort of trouble has been traced to excessive oil dilution, occasioned by trying to make a crankcaseful of lubricant do more work than it was intended to. It should be realized that if oil reaches a point where its viscosity is extremely low it will manage to pump up past the rings with little difficulty. This oil is diluted by the heavier fractions of unburned gasoline that have leaked down past the rings, and this so-called "diluent" combines with the elements of the oil itself to form an excellent basis for carbon in the firing chambers of the engine.

'TWTX DEVIL AND SEA
The "slow poke" who makes a funeral procession of the highways on Sunday is being severely criticized by traffic students who believe that there should be a minimum speed limit as well as the maximum variety. Driving between the two limits is going to be something on the order of being between the devil and the deep blue sea.

GOOD WARNING METHOD
How to warn those pedestrians who stand in back of the car when you are obliged to back up in order to get out of a parking space is oftentimes a problem. If you horn they imagine it is not for them; and if you proceed to back up slowly some one is certain to become excited and claim you were trying to run over him. A good way to warn people is to accelerate the motor several times. They are bound to hear the exhaust and

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take heed. Those who are hard of hearing will take the hint when they discover they are being smoked out.

ECONOMY IN SPACE
If, in parking, the car behind you is more than three feet from the car behind it, back your car nearer to it than you would ordinarily. Three feet between cars is usually ample room for moving in or out of a space. If the car behind you is five feet away from the car behind it you are safe in backing within about a foot of it. The driver will not have any difficulty in getting away, and thus will not have any objections even if there is an ordinance to the effect that parked cars must be a certain distance apart. It is a matter of economy in the use of available parking space. Perhaps the driver of the car behind yours

is not responsible for being five feet ahead of the car behind him. The rear car may have come in later.

KEEP EXPENSE RECORD
The motorist who doesn't keep any record of his car expenses stands to lose in a variety of ways, but now he's out of luck anew. These gas taxes which he has been paying in many States may be deducted from his income. The same with State license fees. These are State taxes, and are accordingly deductible. Where the car is used for business the cost of ordinary upkeep charges and fuel is deductible since it is an expense of running the business. Where the car is used for both business and pleasure the cost should, of course, be apportioned. But all this is like the Greek language to the car owner who simply pays

out and never keeps a record of expenses. To those who keep records in a half hearted way, or think it might be advisable to try, this should be sufficient incentive to get out the little red memo book.

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