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Motoring With Mary

By MARY JANE MOORE
Every revelation of the "wisdom" for the woman who drives a car, she of them has discovered.

RUNS IN THE HOSE

If we may take the word of the expert for it—and after all, he ought to know—one of the most abused, imposed-upon parts of any automobile are the hose connections.

"I'll bet I can mention a part of your car, an important part, that you never have thought of at all," said an engineer friend of Bob's at the dinner table. His statement came in answer to my remark that I tried to take very good care of the car.

"All right name the part," I took his challenge.

"The hose connections between the fine and radiator," he replied. "You're right, but at the same time you are wrong. I shot back at him. Why should one think of the hose connections? They never wear out but just keep plugging away time without end."

"That's just where you and all other motorists who forget the hose connections go wrong. That expression of yours 'keep plugging away' was unfortunate too. The hose connections after some use, keep plugging all right but what they plug is the radiator. The inside lining becomes cracked and shredded. Pieces are drawn into the header, or top of the radiator, thence down into the core. When this happens, as it often does, a new radiator is the answer. That is a lot more costly than new radiator hose."

"Well," I broke in, "how often would I buy a new hose for the radiator?"

"I know," said the engineer, "you're expecting me to say every year, every 1,000 miles of something like that; you can accuse me of being a literal-minded conformist to engineering tenets. Well, I must disappoint you. I don't know how often the hose connections on your particular car should be replaced. It is not a matter of time, but of condition. The hose should be replaced when it is dried out, soft, or spongy. Depending upon the kind of hose, the conditions of

car operation the solution used in the cooling system the connection may dry out, get soft, or spongy crack or something else in six months. Or, it might take a year and a half or two years.

"The point I'd like to make is that any sensible program of car care will include periodic inspection of the hose connections.

It is so easy to overlook this fact. I was riding one time with an engineering school friend of mine whose associations always have been automotive. His car was rather an old one but he prided himself on its condition. He had occasion to do so for, despite its years, it ran beautifully. It had lots of power and speed. It made no noise, to speak of, at least.

"Well, we got on a mountain road that met every specification of the road you would not want anything to happen on. In our case it happened just the same.

"All of a sudden, right in the middle of a long pull, there was a hissing noise and steam rolled out from under the hood. The hose connections had burst. There we were with an empty cooling system, miles from a repair shop, and no one else in sight. Hours later, we got a tow into a small town.

"Those things, the clogging of the radiator and the bursting of the hose are a bit unusual, I'll admit. The commonest sin of the worn and frayed hose connection is causing overheating which, in turn, causes many other troubles.

"By the way, what brought this up, was that Bob had to buy two new connections on our way out here tonight."

Apparently, there was nothing to say. I said exactly that.

That Car of Yours

BY WILLIAM HILLMAN
Heart-to-Heart Talks With Automobile Owners and Drivers on How to Get the Most Out of Their Cars at the Least Expense.

CHECK VALVE FIRST

It took one motorist two flat tires to learn that what seems to be a puncture often is a leaky valve. In both cases, the tire went flat overnight. Each time, he removed the tire, took it of the rim and went in quest of the puncture. Neither time did he find for the simple reason that it was the valve which was the cause. Now he always checks the valve first.

DRUMS MAY BE WORN

Squeaking brakes should suggest inspection of the drums. If they are out of round or worn unevenly they will make a noise.

WILL RUIN RADIATORS

Motorists, it seems, seldom think of replacing the hose connections in the cooling system. They should. Long before the hose may break, the inside tends to shred. In this form, it will work its way into the radiator and block up the system. Very often, there is no way of removing it. Soda nor any of the other solutions used will do it. That means a new radiator core.

TOO CLOSE JUST AS BAD

Getting too far from the curb when parking no doubt is a mark of careless driving. Getting in too close is almost as bad in this day of congestion. It prevents steering out of narrow quarters, and that is something to think about. Four inches leeway will help.

HOW ABOUT THE TOOLS

Loose tools still account for many of the mysterious rattles in an automobile.

CLEAN UNDER CURTAINS

When applying the vacuum to the seat it pays to remove them and clean around the corners of the crevices. A lot of dust and dirt slip down into these places and too often it is allowed to stay there through the life of the car.

CONSIDERING COMFORT

It is a bad memory on the part of the car owner and not bad design on the part of the shock absorber maker that accounts for the diminished efficiency of these devices in hot weather. Many of them have adjustments for varying temperatures that simply must be used to assure efficient operation. In many cases, they need oil.

POSSIBLE PRICE HIGH

Forcing the last mile from a worn tire is not a policy with which safety advocates are in accord. They have seen too many mishaps due to blow-outs at high speed. Getting the last dollar's worth of wear out of any tire may cost many dollars in loss of a wheel and car suspension by which

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MRS. MICHAEL MCINNIS
One of the oldest ladies probably in Township No. 45, passed away on the evening of August 9th. In the person of Mrs. Michael McInnis, Charwood, although a semi-invalid for the last five or six years, she enjoyed a fair measure of health until the last few weeks preceding her demise. Her husband predeceased her over thirty years ago, and since which her son Andrew came into possession of the home, with whom she lived very comfortably. She was a daughter of Angus McDonald (uncle) of Big Bush, North Side and was one of nine sisters, all of whom married and raised families so that Mrs. McInnis was many times a grandmother and great grandmother. Of the nine sisters Mrs. McInnis we believe was the last unless possibly, one in the U. S. A. Besides the son Andrew, with whom she lived, another son, Michael, lives on a farm nearby and the eldest, John, is in Maine. There are several daughters settled in the United States for many years. She always and ever enjoyed the comforts of her Church and had the sweet consolation of the sacraments in her last hours from the hands of her beloved pastor, Monsignor Joseph McLean, S.M. Her burial took place on Sunday afternoon and was well attended.

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