

MOTORING.

Attend to your F.W.B.—Saved from a Bad Smash.—25,000
Wheels a Day!—The Simple Process of Decarbonising an
Engine.—Precautions that should be taken.

NOT very far back I suggested that motorists should pay frequent attention to the adjustment of their four-wheel brakes—for their own sake and that of other road-users.

One day this week I escaped from a very difficult position in which a smash would have been inevitable had I not very carefully adjusted my four-wheel brakes a few days previously. I was descending a hill on a wet, shiny road at about 35 miles an hour, and ahead of me I saw a bus making about 20 miles an hour, with a row of stationary lorries on the off-side of the road.

As I was on the point of passing the bus, one of the lorries pulled out from the line, entirely blocking my passage. My brakes, which, a few days ago, would seriously have let me in, at least, for an uncontrollable skid, grabbed the car as though it had run into a fall of cotton wool. After a scare of this kind—and I was momentarily scared—it is pleasant to be able to compliment oneself upon having gone to some pains to ensure that the brakes worked properly, instead of having to rebuke oneself for having smashed up a valuable car principally through one's own fault.

Remember, too, that four-wheel brakes are no panacea against skids. When your rear wheels swing round to one side, immediately turn your steering wheel gradually towards the same side. In the flurry of the moment this is where novices always fail.

Some Production!

THE Ford Motor Company is now producing 22,000 all-steel spoke wheels a day at the Hamilton (Ontario) plant. During the last 12 months the record for any one day was 25,395 wheels. Incidentally, car and truck productions are now averaging 8,100 daily at all Ford plants.

Decarbonising.

IN these days of detachable cylinder heads, the job of decarbonising an engine is so simple that it can be undertaken safely by almost any owner-driver

who has sufficient experience to handle the simple tools required for the work.

Firstly, the cooling system must be drained, and it is advisable either to catch the water in a bucket, if the drain-plug is conveniently placed, or to run off the water with the car outside the garage and then to push the car in. A tin or box should be handy in which to put the various parts as they are removed. It is also a good plan to have a small tin, containing a little paraffin, where dirty and rusted nuts and bolts can be placed.

Before removing the leads from the sparking plugs, number each of the terminals with a file. Next disconnect the top water joint. Should the rubber stick to the metal, an attempt should be made to screw it round, as it were. If the rubber is badly stuck, of course, the rubber must be cut. With engines in which the exhaust and inlet manifolds are bolted to the block, there is no real need to remove them when decarbonising. Nevertheless, it is far better to take off the manifolds, if possible, without spoiling the copper and asbestos gaskets.

Do not burr the edges of the cylinder-head nuts when unscrewing them. Use an accurately fitting box spanner. With all the nuts loosened about two turns, the engine can be swung by means of the starting handle, so that the compression will free the head from the cylinder block. The sparking plugs can then be unscrewed and the cylinder head nuts taken off.

When the head is off, it is as well to finish with it right away by scraping out all the carbon from the combustion chamber. The gasket should be lifted clear of the cylinder block. Scrape the carbon off this washer. Then clean the piston heads. Before starting this operation, however, stuff rags or old newspaper into the bores which do not contain pistons at top dead-centre. In the case of aluminium pistons, a fairly broad scraping tool should be used, and it should be held flat; otherwise there is a risk of the piston head being scored.

A.7.

AMUSEMENTS.

GRAND.

Next Monday, Tuesday and Wednesday the famous screen actor, Rudolph Schildkraut, will be seen in a very fine picture, "His Country." It is the story of a persecuted patriot who never lost faith in his country. He was only a humble office cleaner, yet he had the soul of a great patriot. Released from unjust imprisonment, he found that his only son had died for his country. Schildkraut plays one of the finest characters seen on the screen, even better than in "His People." He is supported by that clever actress, Louise Dresser. For the latter part of the week a drama of mystery and thrills will be presented

in "The Mystery Club." There is a mystery that is not solved until the end. Matt Moore and Edith Roberts are featured.

ALHAMBRA.

On Monday night the first screening of Wm. Fox's epic picture version of the play by Austin Strong, "7th Heaven," will take place at the Alhambra Theatre.

This picture has been creating a sensation and playing to capacity houses all over America and Europe, and is considered one of the finest productions of the year. Janet Gaynor and Charles Farrell are the featured stars.

Special engagements of Ronald Dearth (Cape Town's baritone) and Master Philip Theunissen (of novelty work fame) will render the vocal items with the film.

IN AND AROUND THE TOWN.

Continued from page 405).

1930: W.M., Wor. Bro. I. B. Smith; D.M., V. Wor. I. Wienburg; S.W., Bro. M. Robinson; J.W., Bro. H. Cohen; Orator, Bro. A. Lipman; Secretary, V. Wor. Bro. H. Benson; Treasurer, V. Wor. Bro. R. Weinberg; Almoner, Bro. A. Butchen; First Preparator, Bro. Harry Cohen; Second Preparator, Bro. R. Cohen; Master of Ceremonies, Bro. M. Cohen; Ambassador, Bro. D. Sandler; Architect, Bro. B. Basson; Director of Music, Bro. L. Soklow; Inner Guard, Bro. N. Benson; Senior Steward, V. Wor. Bro. M. J. Lesser; Stewards, Bros. B. Levy, M. Ressel, M. Shneier, S. Matthews; M. Platt, B. Chapman; Auditors, V. Wor. Bro. M. J. Lesser and Bro. M. Ressel; Representative, Masonic Education Fund, Wor. Bro. I. B. Smith. Past Masters: J. Kadish, A. E. Lambert, L. Gradner, H. Levinstein, M. Alexander, A. Miller, S. Sandler, H. Benson, H. Kadish, S. D. Shargey, A. Benson, J. Cohen, Fred Hart, R. Weinberg, P. Moss, I. Wienburg, M. Lentin. Honorary Past Masters: Rt. Wor. Bro. C. C. Silberbauer, R.W.D.G.M. (S.A.) N.C.; V. Wor. Bro. A. S. Morris, P.P.S.G.W.; V. Wor. Bro. C. H. Kingsley, P.P.S.G.W.; V. Wor. Bro. J. S. le Sueur.

SHURA CHERKASSKY.

Shura Cherkassky, the brilliant young Russian pianist, played for the third time to an enthusiastic audience on Tuesday night. His technique is that of a master, his interpretation is superb, and his faultless finish is a matter of sheer delight. Schumann's "Carnival," a most exacting piece of music, and one which few people in this country can play well, even from the score, was rendered by him with such ease, such range of variety in touch and handling and mood as to convince one that it had never been played better. The Chopin group passed all to quickly, the Polonaise in A flat major being most outstanding and beautiful. The programme ended with a group of pieces in lighter vein. His Ave Maria had all the warmth in it of a rich contralto human voice. The Rush Hour in Hong Kong was bright and lively and vivid. Mendelssohn's Scherzo maintained the joyous atmosphere which was consummated in a sumptuous rendering of the Mendelssohn-Liszt Wedding March. This concluded the programme, but not the concert. The audience recalled the youthful musician again and again, and he generously treated them to a delightful quartette of encores. The Blue Danube, with its lilting melody on a background of trickling, shimmering waters, won its way instantly into the hearts of all, both those who remembered romantic and lovely days in the past and those younger ones whom the romance of this delightful waltz is suggestive of romance even without any reality.

MODERN PECULIARITIES.

Then Cherkassky, who had hitherto maintained a terribly serious and

grown-up demeanour, played a boyish trick on his audience. He gave them a very modern and very discordant little march. He emphasised the discords and all the little modern peculiarities which would ordinarily rouse an audience to anger. It ended on a brilliant discord, and the young pianist looked at his audience. They applauded wildly. Cherkassky smiled for the first time. His experiment had succeeded!

"THE MENORAH."

In this week's Sedra, Numbers, chapter 8, verses 1—3, we read, "And the Lord spoke unto Moses, saying, Speak unto Aaron, and say unto him: When thou lightest the lamps, the seven lamps shall give light in front of the candlestick. And Aaron did so; he lighted the lamps thereof so as to give light in front of the candlestick as the Lord commanded Moses."

Rashi, commenting on these verses, asks: "Why should the chapter dealing with the Menorah follow immediately after the chapter on the princes?" He deduces the following reason: When Aaron found that his tribe, Levi, was not represented amongst the princes of Israel, when the sacrifices on renewing the Tabernacle were brought, he felt slighted. But God comforted him: "Sheloch Gedolah Meshelohem." "Thy duties are greater than theirs." The giving of presents must come to an end, but the rite of the Menorah goes on for ever.

The Rabbis throughout the ages have likened the Torah to the Menorah, because it brought light to the world. It has always been the duty of Israel, the chosen people, to spread light among the nations. Other people may have surpassed us in material splendour, but the rite of the Menorah is "Gedolah Meshelohem," "greater than theirs."

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CHAZAN

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ENGLEBERT TYRES