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**WORK FOR THE OIL CAN**  
A few drops of oil applied occasionally to the lug bolt threads will make tire changing easier the next time.

**Motoring With Mary**

By MARY JANE MOORE  
Every revolution of the engine grinds out wisdom for the woman who drives a car, one of them has discovered.

**BE GARAGE-MINDED**

Too many motorists, including myself until a few days ago, look upon the garage as merely a place in which the car is started in the morning and stopped at night. My reformation with respect to my garage-mindedness took place under the tutelage of a guest, who was the kind who said something when he had something to say.

The other day I drove to the station to meet Bob's uncle, who is one of those thoughtful persons who at times is not unsparring in his criticism. We chatted amiably and somewhat aimlessly on the way home until we struck the bottom of the incline that leads to our built-in garage.

"You are not going to back in?" he commented as I went through the motions of putting the car away.

"I believe I am," I replied. "I always do. Why shouldn't I keep on doing it?"

"Well, there's carbon monoxide for one reason—and a pretty deadly reason, if you ask the insurance companies."

"Isn't there carbon monoxide regardless of which way the car happens to be pointing?" I interrupted somewhat petulantly.

"Sure," he replied. "But carbon monoxide, like wild animals, is harmless so long as it is kept in its place. Put the animal in a cage and it isn't dangerous. Put carbon monoxide out in the air and it becomes a harmless diabolical. Now if you back the car into the garage, especially one that is built-in, you put the exhaust pipe into a corner where air does not get a chance to dilute it past the danger point. As a matter of fact, it quickly saturates the volume of air present until it is past the danger point."

"Well, I've been doing it this way for months and I'm still alive," I countered, still unconvinced.

"For that matter," commented my counsellor, "all the reckless drivers haven't killed themselves yet. But, to go on with the monoxide story—you simply have not found yourself in those conditions made to order for trouble. In other words, you have not let the engine run long enough to poison the air sufficiently. Absent-mindedly, some day, you might, it has happened hundreds of times. It will happen again. The insidious thing is that I may not be here to tell you."

"It is doubly bad, to back into a garage that happens to be a part of the house. There is little chance for air to escape as in the case of the outside garage which may be of flimsy construction—and often is, because its purpose is merely shelter for the car."

"Another thing about backing in, especially in a garage that is not kept scrupulously clean, is that it puts the exhaust in a position to blow all the dirt and dust right back into the basement and on up through the

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house. That isn't particularly hard on my sex but in the case of yours, it's different. I should think a woman would see that more quickly than any mere man.

"The trouble is that people who own cars think too seldom about the garage. I notice that the floor here is oily under the car. Why does that not suggest taking the car to the service station? My guess is that the crankcase gasket could stand tightening. Sooner or later, it can in most cars. The timing gears might be leaking oil. They do in lots of automobiles. Why not become garage-minded and use the car's storage place safely, cleanly, and as a cue to car troubles?"

The case was too dead against me. Hereafter, I'm going to be at least a little bit more garage-minded, more interested in the garage, in other words.

**That Car of Yours**

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

**LEARN OF LUBRICATION**

Even if the new car buyer is the type who never reads an instruction book, he might profit by making himself look over one part of it at least. That is the section that deals with lubrication. Knowing lubrication requirements of the various units is one of the best ways of tracking down a trouble that may develop when one is far from a repair shop.

**CHECK CAMSHAFT BEARINGS**

Before looking for wear in the cams, check the camshaft bearings. If they are worn, valves will not open the proper distance.

**USE DRY IF POSSIBLE**

Jeweler's rouge is still the most effective cleaner for headlight reflectors on which the plating is easily damaged. If the reflectors are not badly tarnished, it is better to use the rouge dry. If, however, this does not clean them, the rouge should be dampened slightly with alcohol. A circular rubbing motion is in order and the bulb should be removed to make it easier.

**TO GET FINE ADJUSTMENT**

Giving the brakes that fine adjustment which is essential on the eve of those longer drives that one now is impelled to take is a job for the expert. The chances are that, in this day of advanced testing equipment, he will have the device that makes the job perfect. The car owner has not.

**LOOSENESS IS COSTLY**

Loose connections anywhere from the battery to the headlamps are likely to cause headlight bulbs to burn out just at the time when they should be functioning at their best.

**LOCKING SAVES CARS**

The motor car maker has placed at the disposal of the owner many means of making the thief's task much harder. If not of felling him altogether. It is up to the individual motorist, however, to take advantage of these locking devices. They, at least, will foil the joy-rider who takes a great many cars.

**TEST EMERGENCY BRAKE**

An actual test of the parking or emergency brake on the car is likely to produce some startling evidence of inefficiency. Why not apply the test just to learn the state of affairs with this supplemental stopping device? A good standard of adjustment is it should stop the car within 75 feet at a speed of 20 miles an hour.

**CAR-CLEANING MATERIALS**

Motorists who keep their own cars clean should keep pace with cleaning materials. There is a right one for specific need, several of them in fact, but the buyer is likely to make an error unless he keeps up with the improvements. Consulting the accessory shop clerk about the merits of several is about the only way of finding the right one in this day of many varieties of polish, soaps, and the like.

**KNOW CLUTCH'S NEEDS**

One of the reasons for rapid clutch wear is some cars, beyond that caused by mishandling, is a lack of knowledge of its lubrication requirements.

**GET SPARE DISCOLORED**

Sparing the spare has its limitations. This is especially true during the warm seasons of the year when the sun gets a chance to beat upon the unused tire for many hours a day. Putting the reserve tire into service for a brief interval will result in its being discolored. That it is better able to resist the sun's rays.

**PUT TOP DOWN CAREFULLY**

Putting down the top is a job that requires care. If the gypsy curtains—those at the rear—are not unfastened and folded carefully, they are likely to be torn by being pinched or stretched as the top goes down.

**TASK FOR THE EXPERT**

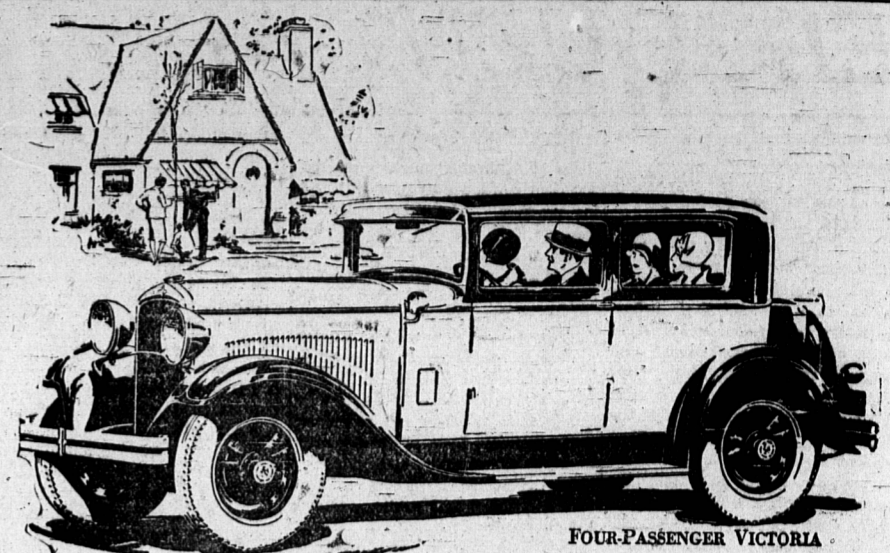
Differentials seldom give trouble if properly lubricated. In case they do it is a job that should be left to the expert.

**MAKES GAUGE INACCURATE**

The gasoline gauge on the dash can be made to register inaccurately by a slight speck of dirt in the hole of the filler cap.

**WHY HIGHER PRESSURE?**

Many motorists still are somewhat mystified that higher pressures are specified for the front tires of some cars than for the rear. In many cases the reason is that the higher pressure tends to diminish the tendency of the front end of the car to weave on roads that are slightly rough—such as those that have pronounced expansion.



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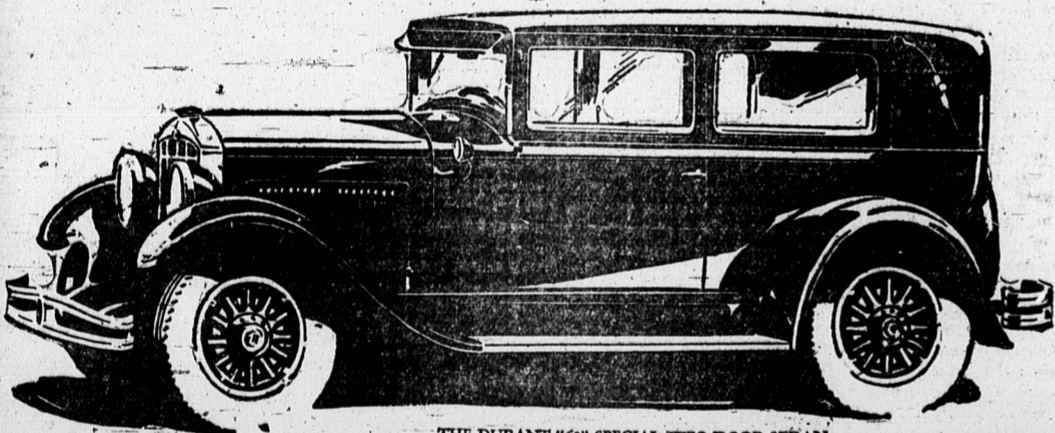
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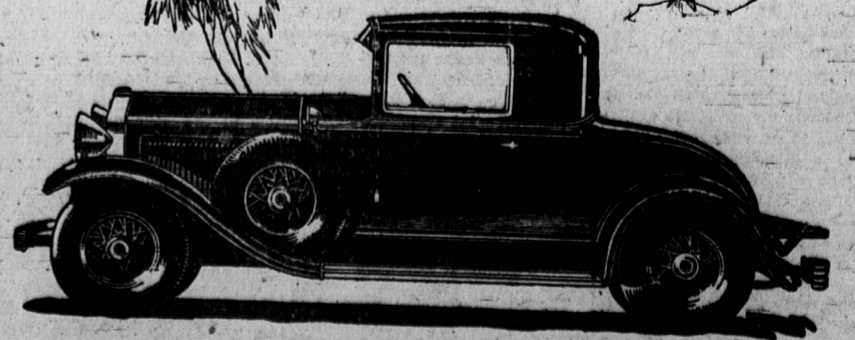
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