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Hints for the Motorist

BY ALBERT L. CLOUGH

A FEW EMERGENCY "KINKS"

With Very Ordinary Materials—Plus Brains—Most Difficulties Can Be Overcome

In case the radiator starts leaking seriously, if of the cellular variety, it can usually be made temporarily tight by forcing putty into both ends of the cells from which the water escapes. A soft wood plug cut to shape and pressed in place will also answer the purpose. If the leaking radiator is of the tubular type, thick white lead applied to the crank will greatly reduce the escape especially in putty or plaster of paris paste is applied to hold the lead in place. It is better to use such remedies as these or to let the leaking continue, than to put rye meal, bran or other similar material into the radiator. If a spring should break, a repair sufficiently substantial to permit a car to be driven to a repair shop can usually be fitted a hardwood block, or still better, a piece of iron over the point of fracture and firmly binding it to the two sections of the spring with telegraph or fence wire, driving very cautiously while this makeshift is being depended upon. A very substantial repair can be made by means of an emergency spring-repairer—an adjustable clamped on reinforcement—which can be obtained at most supply stores and which it is well to carry on long, rough trips in thinly settled districts. If the brakes become weak and cannot be readjusted, remember that most hills be descended, at safe speed, without much brake duty being required, by engaging a low gear, keeping the clutch in and closing the throttle. If the clutch gets to slipping and cannot be made to hold, bear in mind that it will hold on a low gear when it will not on a higher one.

SUSPECTS REAR AXLE TROUBLE

J. R. L. writes: Upon inspecting my car before taking it out, I find that when in gear and the rear wheel will turn without the opposite one moving and that when I turn one of these wheels the opposite one turns in the contrary direction. One of the wheels will pull out nearly one-half inch. Please tell me what the trouble is. Answer: It is often the case that only one wheel turns, under these circumstances, as the differential gear may transmit all motion to one-half of the axle and when one wheel is turned, the other wheel is compelled by the differential to rotate the opposite way. There should not of course, be one-half inch end play on one axle-shaft, but just where the trouble is we cannot tell without knowing the exact type of car. The rear end adjustment to take up this play may be at the thrust-bearing at the differential or in a bearing retainer at the outside end or elsewhere, dependent upon the type of axle used. We think that your car will run all right as it is, but the excessive endplay should be corrected.

RINGS NOT YET WORKED IN

R. G. writes: I have replaced the piston-rings on my two cars and had them run about 100 miles, but find that the engines do not run as smoothly as formerly; the oil not seeming to reach the piston properly, especially under heavy duty. I was careful to allow enough end clearance for the rings. The rings I installed were of an outside make and not those furnished by the manufacturer of the cars. Shall I have to change them to secure plenty of cylinder lubrication? Answer: We believe that these rings will wear in and give you plenty of oil. They have not had time to become seated as yet. You better not force the engine too hard for a while yet and we suggest that you try mixing about one quart of kerosene oil with each five gallons of gasoline as usual and that you run on this until the rings have worn down. Of course, if the engine "ranks hard" when hot, you may have to reduce the end clearance of the rings.

WHEN OVERHAULING SHOULD BE REQUIRED

R. L. asks: Is it generally necessary to overhaul a high-grade car, such as a — when it has covered 45,000 miles? Answer: Opinions differ as to this. Our personal feeling is that no general overhauling should be necessary as soon as this, assuming that the car in question has received good care and has not been very heavily used. A car that has been abused might very likely require a thorough overhauling long before this mileage has been made. A well kept and carefully driven car, should, in our opinion require only minor attentions at this period in its service. Perhaps now piston-rings, adjustment of engine bearings, new bushings in springs and steering connections, re-lining of brake and matters of this kind, but it should not be necessary to disassemble engine, transmission, rear end and other major parts.

FRONT WHEEL ALIGNMENT

Keep The Front Tires From "Scuffing" Off Their Threads Unless the front wheels of a car are very nearly parallel, when it is running straight ahead, either one or both of the front tires do not imply roll on the road as they

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MEASURING FRONT WHEEL "GATHER"

The most satisfactory way of doing this is to make a sort of caliper or distance stick, which can be kept on hand for this purpose: Take a four-inch wide board about 58 inches long and two strips of lath about 17 inches long. Securely nail one end of one of these strips to the edge of the board at one of its ends and at right angles to it. Fasten one end of the other strip to the other end of the same edge of the board, with a wood screw and washers, so that its angle with the board can be varied, but so that it will stay in position when the screw is tightened. Whittle the outer end of each of the strips into a point. Set the board on the garage floor, in front of the car, with the pointed end of the nailed on strip touching the center line of one tire, adjust the movable strip so that its pointed end touches the center line of the other tire and screw it firmly in position. Then remove the caliper, pass it carefully under the car, so as not to change the setting, and place the pointed end of one distance strip on the center line of the rear side of one tire, bringing the other point up against the outer tire, which should fall 5-16 or 3/8 inch short of reaching its center line, if the wheel alignment is correct. Without any gage, the alignment can be checked by measuring with a steel tape or stick between the center lines of the two tires, at hub height, in front and then in the same manner at the rear of the wheels and comparing the distance thus obtained.

TIMING THE CAM SHAFT

W. R. writes: I am putting new camshaft gears and crankshaft into a six cylinder engine. How can I time the gears, when all the pistons have been taken out? Answer: Usually the crankshaft gear and the camshaft gear are keyed to their respective shafts in a certain definite position, and there is a certain tooth marked on one of the gears, which should be meshed between two marked teeth on the other gear, thus bringing the crankshaft and camshaft into the correct angular relation. There should be marks on the flywheel corresponding with dead center positions and with the opening and closing times of inlet and exhaust valves and, even though the pistons are out, by watching the valve push-rods and the flywheel markings, you can tell whether the valves are correctly set or not.

TIRE CHANGE AFFECTS MILEAGE READING

J. writes: My car was equipped with 34 x 4 inch tires, but I have put on tires of the 35 x 4 1/2 inch size. How much difference will this make in the odometer reading in going 100 miles? The speedometer is geared to the transmission. What can be done to make it read correctly? Answer: When your odometer reads 100 miles you will really have one practically 103 miles. The only means of correction is to have the speedometer driving gears changed and you gether con suit in manner of your speedometer to this, giving him the make, model and number of your car and explaining the tire change that you have made.

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From the exhalt in clouds, with the adjustment open only enough to start on, I can move the spark lever all the way over without its making any difference in the engine speed. Can you make any suggestions? Answer: Are you sure that the spark linkage has not become disconnected somehow, so that the spark lever does not move the timer? Even if this is not the case, it may be that the timer is set too late, for a late spark occasions very low fuel economy. It is not surprising that you get black smoke at starting, but you better examine the carburetor and see that it does not flood because of the float or float-valve being deranged. The choker on your carburetor intake does not stick closed, does it. This would make such an over rich mixture as to waste lots of gasoline and to prevent the speeding up of the engine under advanced spark.

Questions of general interest to motorists will be answered in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope. Address Albert L. Clough, care of our office.

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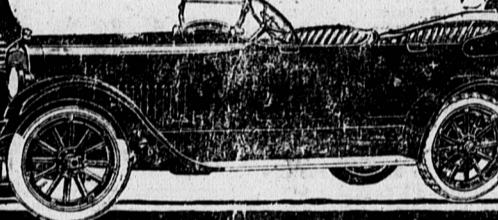
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FARM LABOR SAVERS

(Continued from page nine)

gasoline engine or even horse power should have its line short. From it you are able to run your pump, separator, churn, washing machine and wringer, this lightens the work in the house fifty-two weeks in the year. I believe that most farmers' wives will be better satisfied with this method enabling them to do their own washing than that of having extra help and where the farm is lighted by electricity the electric iron will take the place of those heated by the stove. Other machines that can be operated from the shaft are the grindstone and the root cutter. One can have the roots pulsed while you are attending to the milking. Another use the gasoline engine may be used for hoisting hay and grain into the mow. I remember of seeing a very simple one constructed from parts of an old thrashing machine, and another from parts of an old chander. Each worked splendidly and saved a man and a horse, thus enabling the farmer to do more and better work from the same amount of labor.

I believe that every farmer should have some water system on his farm if he has a convenient spring he can have an hydraulic ram installed and the water piped into house and barn. Having water before the animals especially the milk cows will go a long way when we figure our profits at the end of the year. If you do not have a spring have some convenient system installed. Supposing it costs say five hundred dollars to go to the current rates, this means an annual rate of say thirty dollars, not counting your fuel and oil and where can you get a mar or boy to do the same work for anything like a tenth of the cost. When installing the water system do not forget the house as it is within the reach of almost all farmers to have every corner of the house in the city home. Still another labor saver would be an electric light plant. Not long ago I

had the pleasure of visiting a farm where the Fairbanks-Morse system was at work and the save (the owner stated) could not be estimated. Other small ways we can save steps and fatigue would be to have a tool box on all farming implements where one could carry wrenches, hammers, bolts, etc. These always have both time and profit. Always have tools in good working order, sharp hoes, etc. I am not urging farmers to go beyond their means to secure these conveniences nor fret because they cannot yet afford them. Maybe they can sometime but there are many who can afford them, and I assure you they are more satisfactory than money in the bank. I once read that a progressive farmer said: "There need be no such thing as drudgery." Going further he said: "cleaning a stable was not drudgery if we do not make drudgery of it." And this is true of all our work. Let us use all these short cuts and make our profession more attractive to our boys and girls.

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