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Hints for the Motorist

By Albert L. Clough Editor, Motor Service. Review of Reviews

Copyright, 1921, by the International Syndicate. That Humble "Life-Saver," The Cotter Pin Leaving It Out Is A Terrible "Sin Of Omission"

THIS MAY SEEM A TRIVIAL SUBJECT, but it isn't, for every motor car is constantly kept from self-destruction and from killing or maiming its passengers, by these apparently insignificant but indispensable little doubled up steel wires. A missing cotter pin may cause more shocking results to an auto than a lost common pin to a lady's costume. Nearly every nut, the security of which is vital and which must be prevented from turning off, is held in place by a cotter pin lock washers, although quite effective, not being depended upon in such places. No one can estimate the mechanical destruction which has been wrought—such as doubled up connecting rods, broken crank cases and stripped gears—by the careless omission of cotter pins or the number of road accidents due to their absence from axle-stub nuts and steering connections. It is not an extreme statement, that it is less important to put on the nut itself than to put in the pin which locks it, for the absence of the former would at once become apparent—probably before conditions became hazardous—while the omission of the latter might not work out its dire result until a more critical time. In disassembling parts or readjusting them, cotter pins have to be removed and the danger lies in the failure to replace them. It is a possibility that should constantly be kept in mind and guarded against, whether the work is done by the owner, by his chauffeur or by a garage mechanic. No nut or other fastening device, that is intended to be cotter pinned, is reliable or safe unless thus secured and the same is true of nuts which are intended to have lock-washers under them. Do not take chances by omitting these vital safeguards. Cotter pins are quite usually spoiled by the act of removing them and it is desirable to have a stock of all needed sizes on hand, so that there may be no excuse for omitting them, using broken ones or substituting for them say-wire or bent up wire nails, which are decidedly undependable. After performing a job which involves disturbing pinned nuts, the last thought should be "are the cotter pins and lock-washers all in place?" Unless the answer is yes, the work has not been safely completed. Sometimes, when a nut is set exactly right for a fine adjustment, it stands in such a position that its cotter pin cannot be passed through the hole, but usually by filing the inside face of the nut, it can be made to tighten at such an angle that the pin can be inserted.

NOISY EXHAUST BATTERY REQUIRES WATER TOO

S. L. says: My battery requires so much water, particularly during hot weather, that I have to fill it after each long trip. This is quite a bother and I find that other users of the same make of car have no such trouble as this. Can I do anything to remedy this condition?

P. L. S. writes: When my car was new, there was very little noise from the muffler, but lately this has increased objectionably and now every explosion can be heard distinctly. There is a kind of rattling drum-like noise. What causes this and how can it be prevented? Answer: Probably your muffler has loosened up from the jar of the car or from explosions occurring within it. Its shells may have loosened or even become torn so that there is a premature escape of the exhaust or the loosening may permit a vibration of the shells which causes the drumming sound, which you describe. If examination shows the above to have occurred, you can perhaps have the parts drawn tight and welded or otherwise secured or you may have to get a new muffler. The packing between the flanges of the manifold and the exhaust-pipe may have loosened or blown out. If you can feel hot gas escaping at this point, when you hold your hand near, this is probably the case and you need a new gasket.

Answer: Assuming that the loss is not due to slopping or leakage, it is the result of the "gassing" that occurs when the cells are subjected to overcharging. After a cell is fully charged, the energy of the current sent into it is expended in decomposing the water into hydrogen and oxygen which escape, along with more or less fine spray. There is also some natural evaporation. It is also some natural evaporation. It is also some natural evaporation. It is also some natural evaporation.

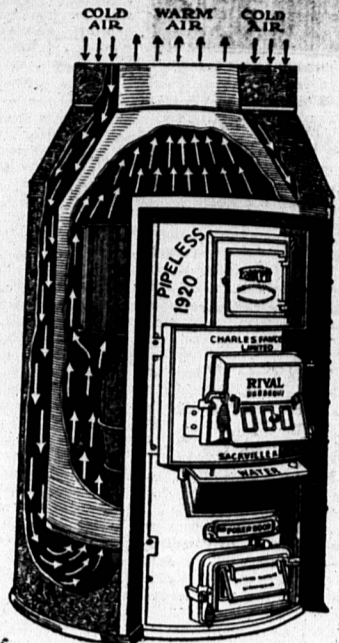
Questions of general interest to the motorist will be answered by Mr. Clough in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope.

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BRANCHES AT MONTREAL, WINNIPEG, CALGARY AND VANCOUVER

PROUD MOMENT. (From the Los Angeles Times) An old gentleman was interviewed...

gentleman thought he would give him a fair chance. "Three months, sir," the applicant replied boldly. "That's better now, and the time before that?" "The applicant drew himself up proudly as he said:—"There were—" "Eh! that's not long. And the n't no time before that, sir, I got off with a \$10 fine."

Why Exhaust Valves Soon Become Leaky

THE GRINDING OF VALVES is a large factor in the normal maintenance expense of a car and it is mainly the exhausts that require attention. It is difficult to cool them, as they are subjected to the heat of the exhaust gases, which in modern high speed engines with early exhaust timing, escape at a very high temperature and intensely heated valve faces are prone to scale, pit and warp. The inlet valves, on the other hand, are constantly cooled by incoming charges and are not subjected to these deteriorating effects. So long as an exhaust valve remains tight the tendency to scale and pit its face is cooled before they pass through it, but if it is prevented from seating fully, burning rises, and the tendency to scale and pit these bits of carbon, when once thus caught, become hammered on securely and keep the valve unseated and exposed to rapid burning. Very often the mere chipping of an exhaust valve and seat, if done as soon as leakage develops, sucking kerosene through an engine doubtless helps to fill the valves and seats of lodged carbon. In order to prevent the unseating of exhaust valves, as above explained, it has been proposed to make them self-cleaning, one expedient being to arrange the valve gear so as to slightly rotate the valve on its seat, each time it acts, and thus to produce a sort of automatic grinding effect and another being to construct the valve head partly of thin sharp edged somewhat springy laminations the slight "working" of which is supposed to remove adhering carbon.

ENGINE LOSES POWER WHEN HEATED CLUTCH AND WRIST-PIN QUESTIONS

L. J. H. writes: My car seems to have more power while it is becoming warm than when it has become fully heated. How can this be explained and what is the remedy? Answer: Here are a few suggestions: Your carburetor may be so adjusted that it feeds rather too much gasoline, with the result that while the engine is still rather cool not enough of the fuel vaporizes to make an over-rich mixture, but as the working temperature is reached, vaporization is so nearly complete as to create a mixture too rich for maximum power development. It may be that your intake system receives too much heat when the engine is hot, with the result that the charges are too expanded and each cylindrical carries a less amount of fuel than it would if the mixture were cooler, with a corresponding diminution in output. Possibly, your oil is too much thinned by high engine temperature and you get excessive cylinder friction. Try a different carburetor adjustment; discontinue your hot air pipe, if one is used and be sure that your oil is of best quality and adapted to your engine.

ENGINE IS WEAR AT OPEN THROTTLE

V. B. J. writes: My engine gives good enough power and speed on level roads with only a little gas on, but when I open the throttle wide, it does not pull any harder. It does not miss or knock, but simply fails to give the power that it should, although I can hear the carburetor sucking harder. What is the difficulty? Answer: Apparently, your engine does not get gas enough at full throttle to operate at its full power. Most likely your carburetor adjustment is wrong. If it has a low speed adjustment and a high speed adjustment, the latter is the one at fault and it should be changed—probably by making it richer. Before readjusting the carburetor, make sure that there is no dirt in it or in the fuel line and opens properly. Your instruction book, doubtless gives full information as to caring for this carburetor, the type of which we do not know.

Parts Most Vulnerable To Wear

IT IS A SAFE PREDICTION to make in regard to the average car that after a season's use, if any parts are found badly worn, these will be the spring-pins and eyes, the pins and bushings of the steering gear. This is simply because these parts are constantly heavily worked, are exposed to water and dust, and having no automatic distribution or lubrication to them, require individual oiling or greasing, which they fall in some measure to receive. Engine and transmission parts may all be lubricated from three supplies of lubricant, which require occasional replenishment, while each one of the spring and steering bearings calls for frequent special attention, the lack of which results in the early development of looseness and rattle at these points. In other words, most cars show signs of age from the lack of so-called "chassis lubrication" and one of the pressing problems is how to provide it effectively. The proposed solutions are as follows: To lubricate all bearings in question, through which lubricant can be supplied either automatically or by the occasional operation of a single lever. To furnish each bearing with some form of manual or automatic oil-feeding cup, which lets down the oil gradually, as needed, and thus requires but occasional filling for these chassis bearings seeming to favor oil rather than grease lubrication for these chassis bearings. To do away with the need of lubrication by using lubricant impregnated bushings or bushings of such material as will not wear the pin, even if operated dry. To facilitate the supplying of grease to these bearings to such a degree that it will cease to be so laborious and dirty as to be neglected, by the abolition of the conventional grease cup and the substitution thereof of a grease gun which can conveniently be applied to each bearing to forcibly supply the lubricant in a handy, quick and cleanly manner, until the magazine toward "keeping your" these parts of his car, by adopting either one of the improved types of oil feeding cups or one of the high pressure gun outfits for grease lubrication. Fortunately, both classes of devices are applicable to all bearings at present served by standard grease cups and oil retainers and the labor and expense of making the change is not great in view of the results thus obtainable. At least these over-worked bearings are worthy of frequent remembrance.

SHORT LIVED GENERATOR

W. R. W. writes: Three generators have burned out on my 1919 car. The last one had its bearings packed in hard oil and I complained as to this. It lasted only a month and now they claim that it is totally burned out, armature and all. What was the probable cause and who is at fault?

Answer: A generator, under ordinary favorable conditions, ought to run 10,000 to 15,000 miles. We consider oil better for bearing lubrication than heavy grease, assuming that a generator receives proper attention. This one may have failed from insufficient lubrication, which wore the bearings so much that the armature core rubbed on the pole pieces and caused an armature burn-out; the heat developed being sufficient to spoil the field coils as well as to have been that the armature was originally defective, causing its own destruction and the overheating of the fields. From what you have told us, we believe that you have a valid claim for a replacement.

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