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The Car Owner's Scrap Book

By G. W. Donald

Too Much Washing

The spick and span car is admired by everyone and indicates pride of ownership. But, in caring for the finish of a car, one extreme is as bad as the other. The finish of a car can be marred by too frequent washing just as quickly as by too infrequent washing. Mud should not be permitted to cake on the body or wheels, as it will cause spotting, and the sooner it is removed the better. Dust, however, will not injure the finish; it merely dulls the gloss temporarily. For dust removal, the use of soap and water is unnecessary; wiping with a soft cloth is sufficient. Washing should be done only to remove mud and grime. The method of washing will also determine the life of the finish. Water should never be applied with force; a gentle stream will remove grime without driving it into the enamel. A little neutral soap and a soft sponge should be used, wiping dry with a chamois.

Spring Shackle Care

Due to the fact that there is a rocking motion of the bolts, dry or gritty spring shackles will produce the famous canary bird squeak. As the spring shackles are exposed to road dirt and moisture, they should be washed occasionally with kerosene and then thoroughly lubricated. Rapid wear is the penalty of neglect, and worn shackle bolts will produce a rattle which is annoying and elusive. If the bolts are permitted to become loose, the side play may result in a severe knock when driving over choppy roads.

The Electrical Watchman

The ammeter keeps tab on the electrical system; it indicates if the generator is acting properly and if the electrical system is in good working order. At an engine speed corresponding to a car speed of about fifteen miles an hour or more, the needle should be on the charge side. When the starting motor is used and the lights are turned on, with the engine stopped, the needle will be on the discharge side. When the lights are on, and the car speed is slow, it may also be on the discharge side, as the current generated is less than that used. If discharge is shown at any other time, the electrical system should be inspected for grounds and short circuits.

Drying a Wet Distributor or Coil

If the distributor or coil should become wet, due to rain or to careless filling of the radiator, the current may be short circuited so that the engine will not start. As it is not always convenient to remove the distributor cap to wipe it dry, an easy way to dry off the water is to apply compressed air from a tire pumping system. Coils cannot be wiped dry, as the moisture penetrates the insulation. Natural drying is the only remedy, though the process will be hastened by the application of the air.

Door Creaks and Rattles

It is a good practice to look over the doors occasionally, as elusive squeaks and rattles may come from this source. The rubber bumpers on the door frame are intended to hold the door tight, but in time they become flattened, permitting metal-to-metal contact. A shim of metal or wood placed under each rubber will remedy the trouble. Hinges and locks should be oiled occasionally. As the hinges are exposed to the weather, there is a tendency to rust around the pin. A drop of oil occasionally is sufficient; too much may result in soiled fingers or clothing. Door windows should be kept tight and tools should not be carried loosely in the door pockets.

Universal Joint Lubrication

As the universal joint must carry the entire strain of propelling the car it must be kept well lubricated, otherwise wear will become quite rapid, even to the point of destruction before the driver may be aware of it. The universal joints are frequently neglected because, on some cars, the points of application are inconveniently located. The lubrication of the universal joints should occupy a prominent position of the lubrication chart. A dry universal joint is indicated by an intermittent squeak or grind, which varies with the car speed, and becomes more pronounced on heavy pulls.

Hard Steering

If the car steers hard, the first thing to look after is the tire pressure, which should be of the standard rating for the particular size of tire. Then lubricate all parts of the system, including the king pins, the ball joints on the drag link, the tie rod bearing, and the worm and gear mechanism. Then check the wheel alignment. When all these points are brought into correct adjustment, the steering should be free.

Removing the Rear Wheels

Rear wheels, which are fastened to the axle shafts by means of a taper and key, sometimes become tight, so that they are difficult to remove without a wheel puller. However, if a wheel puller is not available, the following method will be found useful. First, loosen the castellated nut on the axle shaft and back it off one full turn, replacing the cotter pin. Then, replace the hub cap and drive a short distance over a rough road, which will usually loosen the wheel so that it may be easily removed.

Replacing Valve Springs

Valve springs may easily be replaced by the use of small clips which may quickly be made of pieces of narrow sheet metal. Bend the sheet metal into the form of a U of such a length that when the spring is compressed in a vise two of these clips may be slipped over it. With the springs held in this manner, they may easily be put in place, the clips being pulled off after the key has been inserted in the valve stem.

Hardwork Wins A Presidency

Nearly twenty years ago a young fellow by the name of Earl W. BeSaw walked into the office of Harvey S. Firestone and asked for a job. "I want a job selling tires with your concern," he told the now famous rubber pioneer.

"Why?" he asked. Because I believe in you, Mr. Firestone, and my judgment leads me also to believe that there will be real opportunities for growth and development in the Tire Industry."

Harvey S. Firestone was just really getting his own foothold then - he was making the first steps which would later make him one of the most famous men in commerce and industry.

BeSaw got the job. For 20 years he has been an indefatigable worker.

This week Mr. BeSaw attended the annual stockholders' meeting of the Firestone Tire & Rubber Company. At the close of the Directors' Meeting which was held immediately afterwards Mr. Firestone greeted him with the following words: "Well, Mr. BeSaw, you've been made President of the Canadian Company."

The story of Earl W. BeSaw is the story of a boy with only a high school education and whose parents were in very modest circumstances and, therefore, not in a position to give him a college education, but Earl studied nights and holidays while selling tires in the great undeveloped Western States, in a way that pleased his superiors and he became manager of the Des Moines branch of Firestone.

His rise was rapid, and in 1914 he was promoted to the post of Western District Manager. His appointment as Western Sales Manager and Assistant General Sales Manager followed and in 1919 BeSaw was named General Sales Manager followed and in 1919 BeSaw was President of the former Oldfield Company - a subsidiary of Firestone.

In 1920 Harvey Firestone decided to expand in Canada. He foresaw great possibilities in the Canadian territory and made BeSaw Vice-President and General Manager of the Canadian Company. BeSaw took his new position in December 1922 at Hamilton and supervised the production of approximately 100 tires and 200 tubes a day. Canada grew, BeSaw grew, and the plant's production was turned into 6000 tires and 6000 tubes a day. Expansion in 1927 doubled the plant and the Firestone Company in Canada is now one of the leading industries in the Dominion.

In expressing his keen appreciation of his appointment as President of the Firestone Tire & Rubber Co. of Canada, Ltd., Mr. BeSaw stated "Canada's future is unquestioned. Her national resources are only beginning to be developed and her export trade is expanding rapidly. Our Canadian organization is complete from Coast to Coast and we enter the year of 1930 with a most modern factory, a loyal staff of workers, a sales force trained in today's merchandising methods, and notwithstanding Firestone's rapid growth in Canada during the past six years, we look for even greater developments in the future."

ANGUS J. McDONALD

There passed to his eternal rest at Iris, Lot 63, on July 22nd, 1929, Angus J. McDonald, at the ripe old age of 86 years.

Angus was well and favourably known in all the southern end of King's County. Being a good house carpenter and mason, he could begin at the foundation and finish the house throughout, even the plastering. This brought him in contact with a large number of people in this section of the country, and his genial and friendly disposition endeared him to all for whom he worked, and many a well built house and other buildings stands today to show his handiwork.

He was married to Annie Nicholson, also of Iris, who predeceased him 29 years ago.

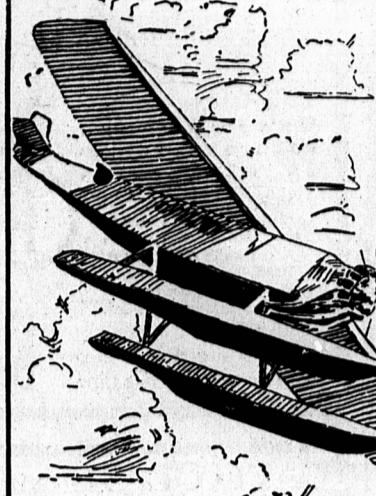
There were born to them six children, four of whom died when young. John A., who lives on the old homestead, and Christina, Mrs. Balzier, of Arlington Heights, Mass., are left to mourn a loving and tender-hearted father.

His remains now lie in the Caledonia Cemetery beside that of his departed wife and four children. His funeral service was conducted by Rev.

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