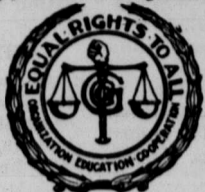


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 A Weekly Journal for Progressive Farmers

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AUTOMOBILE TIRE FACTS

The average automobile owner is very apt to unwittingly subject a tire to conditions which shorten its life materially. The following experiment will show one cause for unsatisfactory service in tires very plainly. Hang a few small rubber bands in a window, where they will get sunshine for a few days. Leave a few of the same rubber bands in a box where they do not get the light. If the bands which are hung in the window are taken down and compared with those which are left in the box, it will be easy to see that something has happened to the bands which have been exposed to the light. A spare tire, carried on the running board of a car, exposed to the light and weather, will be found to be badly checked. It will contain thousands, even millions, of very fine cracks. You should always carry your spare tires in tire cases or wrapped in paper.

Causes of Short Life

A piece of cotton fibre or a piece of rubber which has been dipped in a ten per cent. solution of sulphuric acid will within a few hours be destroyed. An automobile tube or an automobile casing which has been thrown on a floor of a garage and come in contact with the sulphuric acid solution used in electric vehicle batteries spilled on the floor, has many miles of running eaten out of it. An inner tube which has met such an accident, and then put in a tire and blown up, will blow out in a very short time.

Put a set of tires on any make car and drive them over a fairly good road at a speed of 35 or 40 miles an hour, and with ordinary care they will almost invariably give their guaranteed mileage plus a great deal more. Take this same set of tires on the same car, drive them over the same roads at a speed of 40 to 60 miles per hour, and they will only give from 20 to 25 per cent. of the mileage that they will give at the lesser speed.

Actual tests on the Indianapolis Speedway show that a set of tires which ran 5,000 miles at a nominal speed of about 40 miles an hour, only lasted two or three hundred miles when the car was run at the rate of 85 miles an hour.

Overloading and Tire Waste

A set of tires on any make of car overloaded from 25 to 50 per cent. beyond normal capacity, cannot give satisfactory service. The same car subjected to the same load, with a larger set of tires will give satisfactory tire mileage. If you put a pair of tires on the rear wheels of your car and disconnect one of your brake rods, making one wheel do all the braking, you will find that the tire mileage given by the tire which is doing all the work will be reduced 50 to 70 per cent. When a tire is changed, if the dust cap and valve washer is slipped between the inner tube and the casing, and the tire put on the wheel, a blowout puncture is sure to result at a point where the washer and cap lay in the tire. Ordinary obstructions in the road do much less damage to tires than the mishandling of tires described above. An overloaded tire has no chance at all to come thru the ordeal and deliver satisfactory mileage unless it has a much higher percentage of air in it than is scheduled. It is safe to say that no tire has ever been ruined by too much air pressure.

The ordinary pneumatic tire will not be harmed in the least by 200 pounds pressure per inch. This is two or three times the air pressure which the tire is supposed to contain under working conditions. The bane of the tire-maker's life is the under-inflated tire. There is no one thing that you can do, so sure to save you money, as to keep your tires thoroughly inflated. A tire driven for a considerable distance "soft," with say 40 or 50 pounds of air in it, is sure to be injured when it comes in contact with stones or other obstacles in the roadway. The same tire, when properly blown-up afterward, is sure to give poor service. The blow-out which occurs is sure to be a result of the tire having been driven under-inflated at a time perhaps weeks prior to the blowout.

Hot Weather Troubles

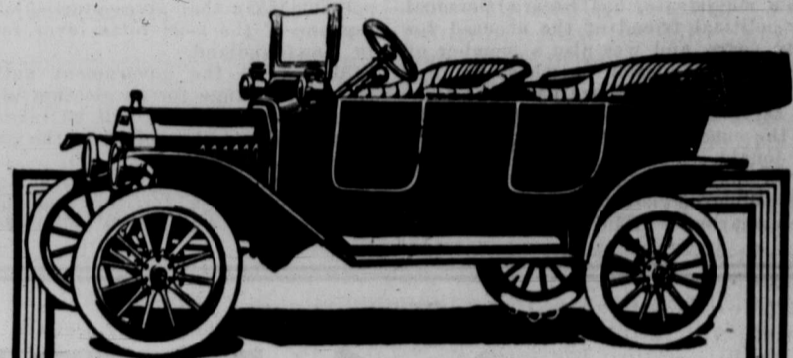
Weather conditions have much to do with the life of tires. A tire will usually deliver double the distance in cold weather that it will give in hot weather. This is because heat is a destroying element which causes broken fabric, tread separation, blow-outs and stretched tubes; in fact, almost every trouble that a tire is heir to.

Inner tubes driven in extremely hot weather stretch and take a permanent set. Unless they are handled exactly right under these conditions they are sure to give trouble. This is especially true of old tubes. It is customary to take an inner tube which has been punctured and inflate it to find the puncture. After the puncture has been repaired the tire is usually inflated to a little above its normal capacity and hung-up in the garage to see if any more leaks show up.

Other Saving Hints

Never lay a car up for the winter without jacking it up. Tires which have borne the weight of the car all winter usually develop blowouts where the weight of the car has been resting on the tires. The rest of the circumference of the tire is usually in good condition. A great many automobile owners run their cars with less air pressure in summer than in winter. The extreme variation in pressure caused by zero or very hot weather is not over ten or twelve pounds. This statement is absolutely correct, and is the result of experiments and tests which were carried on by the United States Tire Company.

Keep your tires blown up all the time. Don't be afraid to put more air in them than you think necessary. There is no other way by which you can so surely make your tires deliver extra mileage. When a tire blows out, don't look for the cause at the time of the blowout. Look months and months back to the time when you ran your car with the tire very much under-inflated. Automobile owners who live in the country do not, as a rule, need a word of warning which must be given the city men. That is, not to run in car tracks. A tire which is run in car tracks cannot deliver its normal mileage. An automobile tire will stand a tremendous amount of abuse, but the man who does not abuse his tires but gives them a chance to deliver the mileage, which it will give if it has a chance, saves him a good deal of money and the exasperation which results from roadway delays.—Farm Stock and Home.



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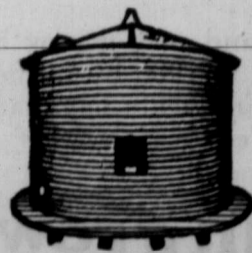
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