

## Making Ready the Automobile

Common adjustments that the car owner can make himself

By A. C. Emmett

Continued from Last Week

Remove all spark plugs from the cylinders, clean off any carbon deposit and see that the points are properly spaced to provide the best possible path for the passage of electric current. The most common trouble arises in connection with spark plugs from the presence of carbon on the points, and to restore a spark plug to its full efficiency it is necessary to remove this carbon. Sometimes the insulating porcelain becomes cracked or oil soaked, which will allow the current to short circuit to the metal bishings instead of following the proper circuit to the gap between the points. Care should be taken also to

see that the copper washer between the spark plug and its seat in the cylinder head is in good condition, as improper fit of the washer will allow a power leak which will materially affect the smooth operation of the engine.

### Springs and Brakes

The springs of the car should receive particular attention in order to ensure perfect flexibility of the spring leaves and easy riding. To put the springs in the best possible condition, a mixture of oil and graphite should be made and inserted between each of the spring leaves. This can be easily done by the

use of a small instrument known as a spring spreader, costing about thirty-five cents each and obtainable from any good automobile accessory firm. The spring spreader is placed on the spring so as to force apart the leaves, when it is a simple matter to place the lubricant between them and spread it smoothly over the surface. This treatment given to all the springs about every two months will insure freedom from breakage, which is generally caused by the leaves becoming rusted and crystallizing.

Care should be taken to see that the brakes are in good condition and adjusted in such a manner as to guarantee their perfect application when necessary. Failure to give the brakes of a car attention has been responsible for many serious accidents, and a few minutes spent in testing and adjusting of

security that is well worth the time necessary to take care of them. Practically all brakes of the external type are provided with some means of taking up wear. It generally takes the form of a turnbuckle or screw that will allow of the lost motion being taken up by tightening the band a little more around the brake drum. If the brake rattles, this may be taken as a sign that it needs adjustment, and if the friction material is worn down so that the steel bands are exposed in spots, the friction material should be replaced before any attempt is made to adjust the brake.

On the internal expanding type of brake the adjustment is made by loosening the lock nut on the top of the toggle joint and screwing down the nut on the under side of the toggle joint, which will expand the shoes to a certain extent and prevent the lost motion between the toggle joint and the portion of the brake mechanism which bears down on the upper nut and operates the brake shoes. If these shoes are so badly worn that the adjustment cannot be made as suggested, the pins in the yoke members can be removed and the yokes then screwed out several threads, after which the pins are replaced and sufficient space provided for proper adjustment.

Where a cam is used instead of a toggle joint to spread the brake shoes, the only way that wear between surfaces can be compensated for would be by shortening the cam operating rod. This can be done by turning the turnbuckle which is fitted on the operating rod in some cases, or turning up the threaded portion that screws into the hub of the yoke member by which the rod is fastened to the lever which operates the cam. This type of brake is very often faced with friction material, and if this is worn down so that the full movement of the cam will not operate the brake properly, it will be necessary to put in new friction material. If the cast iron or bronze shoes are affected they must be replaced with new ones, if worn so badly that they will not answer to the movement of the operating lever cam.

### DIXON CRITICIZES BROWN

The following is an extract from an article written by F. J. Dixon in the current issue of the Single Taxer, Winnipeg:

Hon. Edward Brown, the provincial treasurer, having to disburse with some \$120,000 which had previously been received from the licensed liquor traffic, and having to provide for an additional expenditure of nearly \$1,000,000 more than was expended last year, cast about for some new method of raising revenue. If Mr. Brown had not been a land speculator he might have adopted a measure of land value taxation either in the form of a straight tax upon unimproved land values or a surtax upon vacant land, both of which forms of taxation have been urged upon him by individuals and organizations, more especially by the branches of the Manitoba Grain Growers' Association. But Mr. Brown has a heart filled with sympathy for the land speculator, which is quite natural, as land gambling has been one of his chief diversions. Mr. Brown is a gentleman, but it is a pity that he occupies the position of provincial treasurer at the present time. Never was a more opportune time for a bold and courageous man to introduce a system of land value taxation and thus not only secure revenue, but also assist in breaking up land monopoly, to develop the natural resources of the province, and to increase the employment of labor. The degree in which these desirable ends would be achieved would depend entirely upon the amount of the tax. The heavier the tax the greater the benefits.

It is not to be expected that Mr. Brown will take such a step upon his own initiative, his environment has been of the wrong nature for that. However, he may surrender to public opinion in this matter if that opinion is forcefully and continually brought to bear upon him. If you believe in land value taxation it would be a good idea for you to write to Mr. Brown, and inform him of the fact.

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