

MOTORS AND MOTORING: A Page Full of Interest to the Owner or Prospective Owner of an Automobile.

Care of Cars

Few people realize that barring unavoidable accident the life of a car depends largely on the care and skill of the driver. In fact it may be said that eighty per cent. of the life of an automobile is used up by the driver himself. If the car is built by a reputable firm—and there are practically no fly-by-night makers in the industry—and is properly inspected, there is not the slightest reason why the car should wear out for a considerable number of years.

In the early years of the development of the automobile there were such constant changes and improvements from year to year that there was a wide difference between the up-to-date model and car that was two or even one year old. But the changes and improvements of today are to a large extent minor ones. It would be difficult to add more power to most of the modern engines or more grace to the bodies, so that a "this year's model" does not mean so much as it did five or ten years ago.

Yet the average driver takes but little care of his car. Watch him as he starts the motor and lets it run long enough to get into gear, drops in the clutch and is off. Usually he drops in the clutch with a bang and the car leaps half way across the street with a bang. If he had handled the clutch as he should and started slowly, he would add many thousand miles to the life of his car.

A car is a delicately adjusted piece of machinery and not merely the product of a group of blacksmiths and rough carpenters.

When the clutch is let in carelessly the universal joints take up some of the strain, but most of it is transmitted direct to the pinion gears and the faster gear in the differential. The fact that cars stand up under constant ill-use and constant wear and tear over a number of years speaks volumes for the car and the care with which every part is built.

Hints For The Tourist

Every motorist at this time of year is compelled to drive over roads on which it is very difficult to secure traction and one who must take all roads, as in cross-country touring, will benefit by these suggestions. Getting a car or out of difficult places, through while quite simple, should be thoroughly understood if one does not want to come to grief. The average car when in good condition has sufficient power to pull itself out of almost any predicament if the power is properly applied.

If bad roads are encountered, and it appears that chains will be necessary, it is far better to put them on before the mud is actually reached. However, they can be applied, even when the tires are deep in the mud, by spreading one of the hooks from a set of cross-links of the chain so that it can be placed around a spoke, and attaching the ends of the chain to this hook. The wheel can then be slowly reversed by applying the power of the motor, and this application of power will pull the chain around to the rear when the ends can be hooked together. If mud hooks or some of the anti-skids in separate units are carried in the tool-box, they can be ap-

plied to the top of the wheel when the lowest part is moved.

It is also possible to use the tire chains as mud hooks by wrapping them around the tires and rims and fastening the ends to a spoke. Be sure to fasten the chains securely, for if they come loose they are liable to catch in the grease cups or other projections around the brake drum and cause considerable damage.

Chains can be placed on the wheels without a jack by stretching them on the road in the rear of the car so that they will be in line with the wheels. Move the car back several feet, so that the ends of the chains will be brought to convenient position for hooking them together.

Well Inflated Tires Live Long

The only way to make tires last as long as they should is to treat them properly, and the only way to treat them properly is to give them a plentiful diet of straight, unadulterated air.

If this diet is varied, and allowed to weaken and become diluted, the tire suffers from under nourishment, just as a child wastes away when its food is insufficient.

If tires are kept up to the proper pressure, they will last a long time and give a great deal of service.

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Radiator Repair

To make a good emergency repair of a honeycomb radiator, use a small belt, longer than the depth of the radiator and fine enough to go through the hole in the honeycomb. On each end of this bolt a steel washer is placed with

a rubber inside. Tighten the nut on this bolt and rubber washers are drawn tight enough to stop the leak. This repair cannot be made on a tubular radiator.

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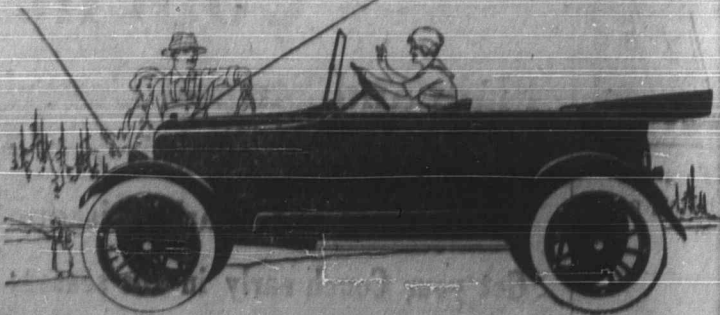
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