

ORIGINAL LUSTER CAN BE RETAINED

Some Important Rules on the Care of Finish of Motor Cars

If proper care is given an automobile from the first it will retain its first luster for a long time, and, in fact, never reach the stage of being "shabby". The last few years have produced a number of preparations designed to make it easy for the car owner to maintain the original appearance of his car. In fact, there is no excuse for shabbiness except ignorance or laziness.

One of the new ideas in preserving the finish of the car is the so called wax polish, which gives admirable results when it is properly applied. In the use of wax the first step is to give the body of the car a thorough cleaning. Then the polish is applied with a piece of cheese cloth and another similar cloth is used to distribute the wax evenly all over the surface. The common mistake on the part of the car owner is to assume that the more wax the better. As a matter of fact, the thinnest possible film of wax is needed. After the wax has been applied, the finish so imparted will last from four days to a week, and when it begins to get a trifle dull again a new rubbing with clean cheese cloth will bring the luster back. The wax polish may be used for the body, fenders, hood and such other polished surfaces as may be found. It is also a good idea to thoroughly clean the under sides of the fenders and apply the wax polish, after which mud and dirt will not adhere there as rapidly as before.

Polish is Sprayed On

The other type of body polish, which is, comparatively speaking, a recent development, is that which is sprayed on the surface with a big syringe-like affair. In the use of this sprayed polish also the body must first be thoroughly cleaned with water. If the surfaces to be treated are merely dusty, the polish may be sprayed on, and the excess be wiped off with clean cheese cloth. In fact, this is the accepted method of using sprayed polishes, the spraying and then removing the excess with cheese cloth. No vigorous rubbing is necessary with this type of polish.

And after we get through with all these polishes we must return to the fundamental fact that plain water is still the prime essential in cleaning the car. Washing the car is not the casual job that too many owners seem to assume. The lustrous finish of the modern car is a delicate thing; it can be damaged irreparably by careless or ignorant handling.

To begin with the car should be washed as soon as possible after it has become muddy or dirty. If mud is allowed to dry on the surface its removal is likely to leave traces behind. In washing the car plain water should be used at a temperature of about 50 degrees Fahrenheit. Water either too hot or too cold is likely to damage the finish. Never turn a stream of water on the body surface. The water is quite likely to carry grains of sand or grit into the enamel and scratch it. Perhaps the best way to deal with the water is to use a large sponge, which should be sopped in the water and then squeezed out at the top of the panel. The water flows down over the surface in a gentle stream and floats off the mud, which is the proper method.

Unwise to Use Soap

It is unwise to use soap about the body of the car except possibly to eradicate grease or oil spots. In that case a cloth soaked in castile soap suds may be used to remove the offending spots. The hood must never be washed while it is hot after a run, as that will discolor the surface.

To clean the radiator turn a stream of water through it from rear so that water passes out in front instead of getting into the engine and mechanism.

In drying the body a chamois skin, which is really a split sheep skin, is the best weapon to use. Rub in a straight line and never in circles. Tar spots or dabs of road oil may be removed by covering them with salt butter, which softens them so that they may be gently wiped off.

Finally let us call the attention of the average car owner to the condition of the running gear of his car. It is usually incrustated with dirt inches deep. This should be removed with a stout splinter of wood and then the parts should be scrubbed with a soft brush, plentifully supplied with soap and water.

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DECLUTCHING AT CORNERS

While it is a wise precaution to throw out the clutch when rounding a sharp corner, it also has a beneficial effect upon the tires. Whenever the car tends to skid, due to its deflection from a straight course, a cross strain is brought to bear on the tire treads, which is directly proportional to the weight of the vehicle and the radius of the curve and proportional to the square of its velocity. If the power is applied in rounding a curve the tendency to tip off the tires is further aggravated by the backward drag due to traction. If the clutch is eliminated, the strain is thereby reduced.

CARING FOR HUB CAPS

When putting the car in commission for the year, and every month during the running season, the hub caps should be thoroughly cleaned out, all the grease and verdigris removed, after which the caps should be repacked with fresh grease. It is also well to clean out the hubs and bearings, washing them thoroughly with gasoline, so that dirt and grit will be dislodged. When this has been done the moving parts should be again lubricated, the hub caps put back in place, and the car can be driven without fear of improperly lubricated axles.

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The New Zealand Government has guaranteed its fruit growers a net return of 1d. per pound on fruit exported during 1921 to the extent of 200,000 cases of approved varieties and classes of fruit. The guarantee is limited to fruit grown and shipped on consignment by bona fide fruit growers and fruit growers' co-operative societies, through the New Zealand Fruit Growers' Federation. The Federation must provide equal shipping facilities to all concerned and all fruit must be inspected by the Department of Agriculture and comply with export regulations.

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MUFFLER PAINT

It is difficult to find a satisfactory paint for the exhaust pipe and muffler, because of the heat of those parts. Here is a highly recommended muffler paint. Boiled linseed oil 1-5 pound; Japan varnish, 1-5 pound; turpentine, 2-5 pound; lamp black, 1 1-2 ounces; powdered graphite, 1 1-2 ounces; powdered oxide of manganese, 3-8 ounces. Mix the linseed oil and varnish well together, then add in order, stirring all the time, the lamp black, the graphite, and the powdered manganese. As the mixture thickens thin it down with turpentine until the quantity mentioned has been used. This mixture should be used as soon as it is mixed, as it dries quickly. It is well to paint the muffler while it is hot, after having cleaned it thoroughly.

Some of these fellows who are always complaining that the world does not understand them ought to be glad of it.

A nobody is a man who is always boasting about his ancestors.

The woman who hesitates is—last.

CLUTCH LUBRICATION

One of the most commonly neglected parts of the car, so far as lubrication goes, is the clutch operating mechanism. In the case of disk clutches running in oil, the lubrication of the thrust collar and the lever operating it is automatic. But with clutches that do not operate in a bath of oil, the thrust collar and lever require oiling by hand. The service of these parts is exacting, and frequent lubrication of the ball thrust bearing and of the end of the lever, which actuates it, is necessary. Furthermore, the bearing of the clutch pedal and the pins which secure the clutch operating linkage should be frequently lubricated.

WIRING CHART

It may not be out of order to suggest to the new car owner that one of the "tools" that should always be carried in the car is the chart of the wiring system. Without this he may find himself in difficulties with the electrical system that will be almost impossible to locate.

Minard's Liniment for Dandruff.

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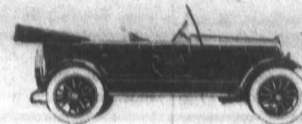
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