

FIRST AID POINTERS FOR DRIVERS

Time and Money-Saving Suggestions for Autoists

"The parts of a motor vehicle which suffer most frequently in accidents are in the front of the car, the front wheels, steering gear and the axles," says Wallace B. Blood in Motor Age. "It is a simple matter to equip the tool box with a few first aid devices which, providing the accident is a conventional one, will permit the owner to get his car home on its own power and after he gets it home repair other damage in his own garage."

"The leverage available in a motor car jack can be put to a number of uses in case parts are sprung out of line by an accident. Suppose the car goes into a ditch or rams a wall so that the front wheels are sprung out. In most every design there is a provision for adjusting the front wheels by a take-up in the steering gear cross rod. If the wheels are thrown out three or four inches however bringing them back into position with the use of this adjustment will throw the steering adjustment out and the car will not turn far enough to the right, this, providing that the car is a left hand control.

"The difference can be righted by blocking the right wheel from the front centre of the run to the frame, applying a jack between the spring and the steering arm, and bending the arm with the jack sufficiently to afford the proper adjustment. The steering arm is a forging, and will stand what slight bending is needed without danger of breakage. This is merely an example of what can be done with a jack. Bent brake rods can be very easily brought back into place with a jack.

"A damaged radiator is an unsightly looking object and the general impression is that it is such a delicate affair that repairs should be performed only by the factory. With a vehicle tube radiator where radiation is gained through a series of metal plates one above the other, the car owner can easily iron out the damage done, providing that the tubes themselves have not been broken out or punctured. The radiating plates are easy to bend and may be lined up with a screw driver between them.

"We know of an ingenious owner who had a car which was only too frequently afflicted with spring breakage. It seemed impossible for him to procure springs which would stand up under his car and still be light enough to afford some measure of comfort. He made the best of it by carrying in his tool box two pieces of broken leaves from springs that had previously let go and two pairs of spring clips. When another spring would break, and in his car it had the peculiar faculty of going through every leaf in a single place, he would place the two broken on either side of the fracture, put one spring clip, or sometimes two, over the broken leaves, and on each side of the break, clamp the clips up tightly and proceed home—to buy another spring. Motorists who chase around farm yards after blocks of wood and fence wire with which to lash together broken springs, would do well to find a place in their tool boxes for the simple equipment.

"In most motoring communities, particularly in large cities, where street traffic is heavy, there are always to be found scarred-up cars, old and new, which have been rammed in the rear or have run into obstructions which have defaced the metal back with unsightly dents.

"If the owner prides himself on the appearance of his car, and still does not think he can afford to take it to the body maker or garage to have the dents pounded out, he can do the job himself and it is a simple thing to do.

"First of all, the upholstery and springs must be torn down to give access to the metal of the body. If the binding strip is carefully removed and the upholstery tacks pulled out with an upholsterer's claw, or even a screw-driver, there is no need of damaging anything to require replacement. With the upholstery and springs dropped down out of the way, the dent may be ironed out with a block of wood and a hammer. If the dent is in a rounded part of the metal, the wood block should be filed to accord with the curve of the body, so that the smallest dents may be hammered out evenly.

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SPlicing FUEL PIPE.

Cut the ends of the pipe to be joined on a bevel, being sure to bevel them alike so that they will make a tight juncture. This can be accomplished with a hack saw and a file. Clean the ends of the pipes with sandpaper and then place them together. Next wind No. 18 copper wire, or door bell wire, with insulation removed, over the splice, being sure to wind tight, and close together. Solder with flame or iron and sweat solder in between the wires and on end of winding. This makes a strong splice and one that will last.

RUBBER HOSE.

This is the time of year to renew the rubber hose connections of the cooling system. These connections deteriorate after a season's use and sometimes the inside layer of the fabric separates from the rest and impedes circulation, without the defect being apparent from the outside. No kinks should be allowed in such connections and the clamp fasteners should be properly secured. Where rubber hose has bends in it a good plan is to reinforce it by a brass coil spring, which is a good fit inside. This prevents any flattening at the bend and cracking, resulting eventually in a leak.

INSPECTION WINDOW.

An ingenious car owner who had trouble because of stoppage in the oil tube which runs from the transmission case of the Ford to the engine, inserted in the transmission cases a small mica window about two inches in diameter. The window is secured by a steel ring one thirty-second of an inch in thickness and this ring is held by round head screws. A felt gasket is placed between the mica and the transmission cover and the upper side of the mica is varnished with shellac.

REMOVING PINION NUT.

The car owner who does his own work is sometimes puzzled in regard to removing the drive shaft pinion nut. The operation begins by taking out the cotter or locking wire. Next a special wrench is used, and this may be made from a quarter inch steel plate, the length and nut size being made to fit the particular make of car. To remove the nut the gear is placed in reverse, the priming cups are opened and the engine turned over by hand. To put the nut on the gear is put in low and the engine is cranked.

LUBRICATING SHACKLE BOLTS.

Shackle or spring bolts may be made self-lubricating by drilling six or eight 3-16 inch holes in a new bushing and packing them with graphite. The holes must be repacked about once in six months.

Minard's Liniment for Dandruff.

RUST REMOVER.

Make a solution of one part sulphuric acid to ten parts water and dip in it the parts from which it is desired to remove rust. Next dip them in a bath of hot lime water and keep them in it until they have become so hot that they dry immediately on being taken out. Then rub the parts with dry bran or sawdust and they will be found to be perfectly clean and may be painted with fireproof paint, blued or nickleled.

PIPECLAY FOR MATS.

Pipeclay acts as a preservative of rubber and makes one of the best mediums for treating the rubber mats used in automobiles. Oil and grease are rubber solvents and ruin the floor mats if they are allowed to remain on them. The mats should be wiped quite dry and then be pipeclayed. The pipeclay dries and sucks the oil out of the rubber.

TESTING VENT PIPES.

In filling the radiator of the car allow enough water to pass in to bring the level over the end of the vent-pipe. If this pipe is clear as it always should be, the fact will be indicated by the overflowing water through it. If it is not clear the water will overflow through the filter cap and not through the vent pipe which should be attended to at once.

Minard's Liniment Relieves Neuralgia

KRUPP FACTORY DOING USEFUL WORK

Here is a good bit of news. The great Krupp factories at Essen, Germany, report that they made money last year without manufacturing any war materials.

For the first time in two generations at least, Krupps put out no material of war. Instead it has been making spinning machines, cogged wheel apparatus, paper mill rollers dredging machinery and every variety of farm machinery and tools.

That truly sounds like beating swords into plowshares.

For decade after decade the name of Krupps stood for war and the making of war materials. There is fairly credible evidence that Krupps was caught one time spending money in France to work up a war spirit there, so as to improve business in the making of war materials in Germany.

And now for the first time in many years, Krupps is making no war materials whatever.

Now if it can be arranged that all other factories of war materials shall be put at work making plowshares instead of swords, it will be about as great a stroke for world peace as anybody could imagine.—Ex.

Give a little more than you promise, but don't promise too much.

Love is blind until it bumps into an eye opener.

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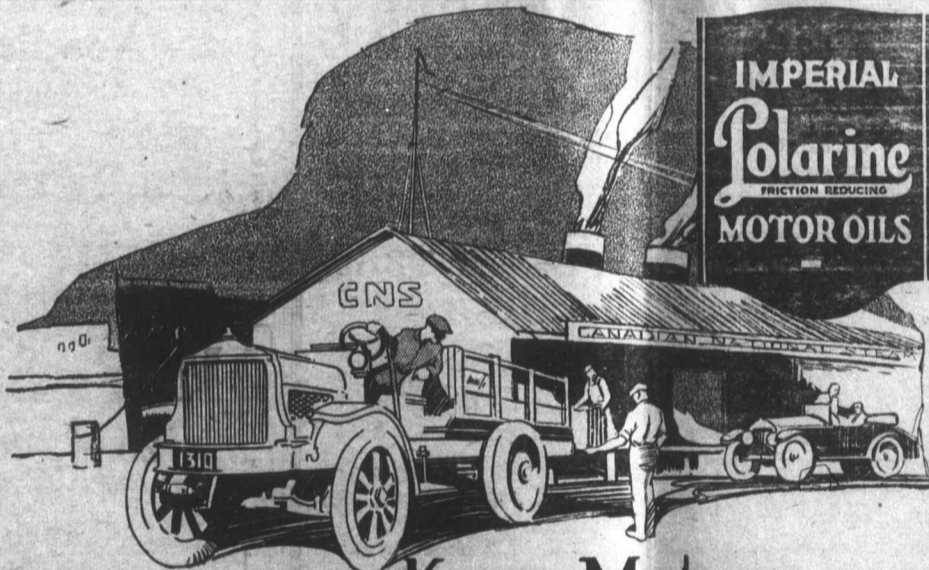
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