

# POOR DOCUMENT M C 2 0 3 5

THE EVENING TIMES AND STAR, ST. JOHN, N. B., SATURDAY, MAY 26, 1923

## MOTORS And Their Care

**Right Alignment Saves Tires.**  
Careful attention to proper wheel alignment will save the motorist many dollars in extra tire service. Tires on wheels that are out of alignment do not revolve straight forward as they should but slide over the ground diagonally. The sideways motion grinds rubber from the tread and the effect is the same as if the tire was held against the side of a grindstone, and turned so as to grind down the tread on the entire circumference. A toin of a quarter of an inch should be allowed on the front wheel. This is to neutralize their tendency to spread while in motion. The true running qualities of each wheel can be determined by placing a stationary point close to the wood felloe of the wheel, the place between the point and the felloe should be uniform when the wheel is revolving. Otherwise it is out of alignment. The result of wheel misalignment can usually be detected by the appearance of the tread which is worn down on one side and shows a sharp shoulder.

**Proper Care of the Car.**  
To be sure that a car will give dependable service, it should be inspected thoroughly at least once a week. This inspection should include: Seeing that the tires are inflated to the prescribed pressure; inspecting the steering apparatus to make sure that all connections are tight; testing the battery, and the rim and the head of the tire causing rust on the rim. This rust has a

Impossible For You to Get More  
Tire Value—Needless to Get Less

## DUNLOP TIRES

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Mileage

be sure that the car has the proper amount of oil in the crank case, and that the cooling system is filled with water. The instructions for lubrication should be followed very carefully, as the efficient performance and the life of the whole machine depends upon proper oiling and greasing more than on any other one thing.

**Winter Driving Causes Rusted Rims.**  
A car that has been in use all winter should be jacked up, and the tires removed from the rims. Snow and moisture that have gathered around the rim, have probably soaked in between the rim and the head of the tire causing rust on the rim. This rust has a

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OLD SMOBILE

been removed portions of the head have stuck to the rim.

**Headlight Adjustment.**  
A good automobile headlight will throw most of its light on the road when properly adjusted. The road will be brightly lit for several hundred feet. At the same time, there will be a sharp cutoff line at the level of the lights, and above the level there will not be sufficient to dazzle a driver approaching from the opposite direction.

**Care of Dry Cells.**  
If dry cells are carried in a box on the running board, they should be carefully watched for short circuits. Water sometimes gets into them when the car is washed, and the outside casings of the cells become damp. Dry cells should be installed in a dry place free from moisture. They should also be packed in such a manner as to prevent rubbing.

**Inspection of New Cars.**  
In this era of high production, owners of new automobiles are advised to inspect the car carefully before driving it onto the highway. Loose nuts and bolts are common when workmen are being hurried by production demands.

**Concerning Blowout Patches.**  
Blowout patches should be used only for emergency purposes and temporary repairs. When blowout patches are used for any length of time they heat and chafe the inside of the tire, thereby injuring the fabric and making a repair not practicable.

**For Efficient Connections.**  
Electrical connections should never be screwed down with the fingers as a tight joint cannot be made.

**Safety First!**  
Never follow another car too closely when about to cross a railroad track.

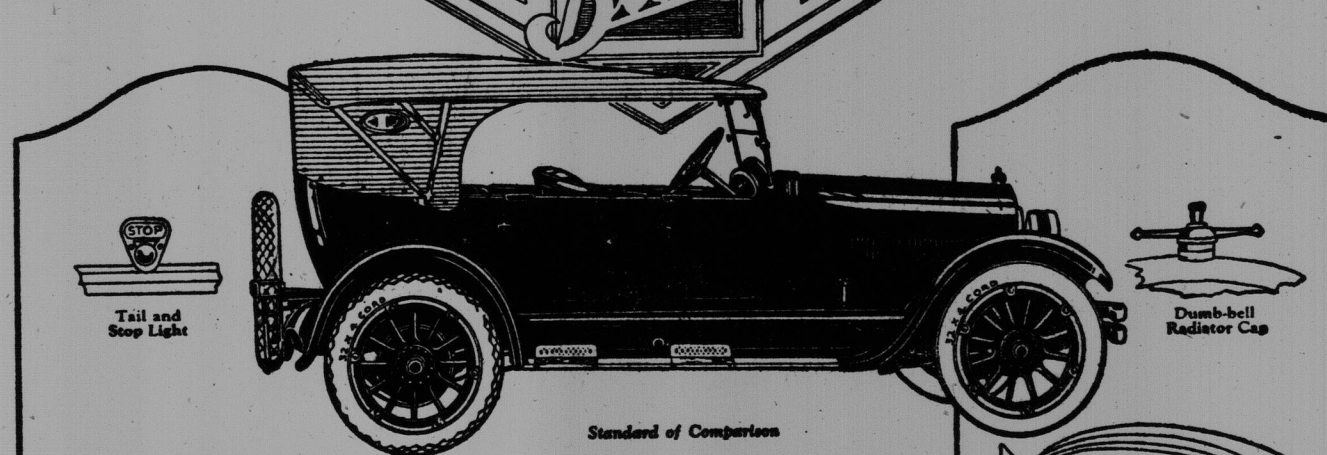
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