

**THINGS EVERY CAR OWNER SHOULD KNOW**

**The Numbers**

Every tire has embossed on the side a serial number. It is very important that the car owner should have a record of this number in each case and such record should be made when the tire is bought. Not only is it desirable to have this record for adjustments with the company but in case of theft possession of the serial record is often a valuable aid to the police. It is a fine habit to form, this recording the numbers of all tires bought.

**Easy on the Clutch**

One of the most common mistakes in driving is the "riding" of the clutch, which a majority of operators indulge in. If the foot is kept constantly on the clutch pedal, even though lightly, the action causes rapid wear of the clutch thrust bearing and clutch shipping. If the clutch is of the cone variety the facing is worn excessively while in the disc clutch in oil the extra heat tends to thin the oil and permits grabbing. Drivers should keep off the clutch, except when it is to be operated.

**Installing Bearings**

When driving ball bearings into place some form of soft metal yoke or tubular section should be used. In this way the hammer blows are distributed evenly and the bearing is driven home without injury. In using a double yoke member, one prong can be placed against the inner race while the other rests on the outer race. In removing a bearing or part the pressure should be applied where the part is a tight fit on the shaft or in the housing. As a general thing, the inner race is a tight fit on the shaft, while the outer race is a push fit in the housing. When it is necessary to use blows in removing a bearing, a brass or rabbit metal bar or a block of hard wood should be interposed between the hammer and the part. Also the blows of the hammer should not be all directed at one point, but scattered around, giving blows in succession at points directly opposite. A series of blows at one point on the bearing tends to cramp it and make it harder than ever to get off.

**Vacuum Tank Needs Draining**

At the bottom of the vacuum tanks which are now used on many cars to secure proper fuel feed, there is located a drain cock. Many owners seem to think this is some sort of an ornament, but if should be opened at intervals, once a week or so. Generally a little water and possibly some rust will flow out before gasoline begins to come. In many cases it will be necessary to insert a bit of wire to clean out the drain cock of an accumulation of foreign matter. If this later is permitted to remain long enough it will work its way back into the carburetor and make trouble.

**Clutch Trouble**

A loose rear end bearing in many cars will permit oil to run back into the clutch housing, so that it must be drained out every two or three weeks. The remedy is obvious and it will be well to examine the oil retainer between the clutch and transmission, as part of the trouble may come from this.

**Weak Valve Springs**

Weakening of the springs which close the valves is a common cause of faulty engine operation. Whenever the valves are taken out the springs should be examined to see that they are all of the same length, or rather that all of the inlet set are of the same length and all of the exhaust, as the exhaust springs will probably be a little longer than the others. If the

spring is shorter than the others in its set it should be stretched or else a metal plate must be put under it to bring tension up to equality with its fellows.

**Testing Wheels**

Every car owner ought to make a practice to test the wheels for side play at least three or four times a year. Side play performs a doubly vicious role, for it causes excessive wearing wear and the tire wear as well. If the motorist will jack up each wheel in turn, and, grasping it firmly, push and pull it, any side motion will be readily apparent. In many cars wheel bearings are adjustable to care for just such trouble.

**Broken Chains**

When the cross pieces of the anti-skid chain breaks, so that the chain strikes against the fender in passing, it is poor practice to wire the broken pieces across the tire, as the wire will quickly be worn through. By wiring under the felloe a more permanent repair will be assured.

**Clutch Ailments**

If the sliding member of the clutch is rusty it will give the effect of a grabbing member. The rusty portion will prevent the clutch's engaging gradually holding for a fraction of a second and thus forcing a quick engagement. The operator often believes that the trouble is due to poor facing or worn engaging members.

**Extra Lights**

An ingenious car owner recently equipped his bus with two extra lights, illuminating the running board. He believes also that the lights make it safer to pass other cars at night, and contribute to good running. They are controlled from the dash by an extra switch.

"I've just 'eard, Mrs. 'Uxtable, as 'ow my Ned is behaving' so well that his sentence is bein' redooiced by six months." Mrs. 'Arris—'Wot a comfort it must be to you to 'ave a son what does you so much credit."

A person is supposed to doff his heavy clothing and substitute something lighter about this time of the year. Heaven help us if a lotta flappers of our acquaintance followed out this sartorial rule.

A fool is born every minute, but the auto accidents even things up.

**PSYCHIC EFFECT OF AUTO**

The inventors of the automobile have done more than any other agency to stop cruelty to animals. No doubt there are many persons who would go so far as to assert the automobile has justified itself on the sole ground of practically eliminating the horse as a beast of burden. Not that the horse is a past number, but it is becoming so.

The relationship between a man and horse is one of feeling; the relationship between a man and automobile is one of thinking. When a driver gets mad at a horse he jerks the bit and applies the whip. When a driver gets mad at an automobile, his friends laugh at him. Because of this fact the automobile is doing its part to raise human standards, and to develop human character. Any one who drives an automobile forms the habit of thinking about his troubles instead of feeling about them.

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**TO GET OUT OF SAND**

At this season a driving hint with regard to sand is particularly timely. When a car is driven into a sandy spot in the road and the rear wheels spin, there is no use in keeping on spinning them. The more the wheels spin the deeper the car sinks in the sand and the more difficult it will be to get it out. If no rope or burlap is available, deflate the tires and with gears in first engage the clutch slowly. If this doesn't help get two wooden planks and place them behind the rear wheels. Then try to reverse and pull out on the planks. Rope or burlap around the rear tires will do the trick.

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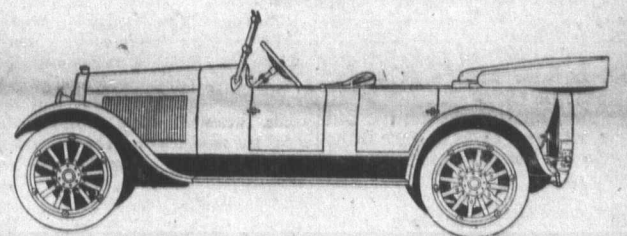
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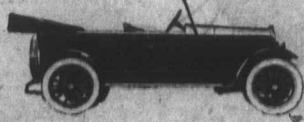
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