

EXACTING CARE OF SPARK PLUGS

No Expert Knowledge Required
These Simple Rules Are Followed

A good, hot spark eliminates a multitude of ills to which the motor car's power plant is heir. To explode the mixture of gasoline vapor and air inside the cylinder each time the piston comes to the head of the compression stroke, a spark of sufficient intensity must be made to jump across the gap of the spark plug at exactly the correct time. No expert knowledge is required to insure this if the following of simple rules covering the care and adjustment of spark plugs is observed.

Whether the insulation of the plug be of porcelain or mica, it must be kept free from carbon and from the little checks and cracks that often develop. The carbon may be wiped off with a piece of waste, or it may be scraped off with a knife blade if it is too hard to remove by wiping. Neither emery cloth nor sandpaper should be used for this purpose, because they cut through the glaze and make a rough surface for the accumulation of more carbon.

After cleaning the insulator, the next most important thing is the correct spacing of the spark plug points to provide the gap for the spark to jump across. For the average motor and ignition system this space should be approximately .025 of an inch. If less than this the engine is likely to miss when running light or idle. If more the engine will miss when pulling hard.

Often drivers use a worn ten-cent piece for this spacing, but such coins vary in thickness, and a few of them are thin enough to give the proper spacing for perfect ignition.

After the plug has been screwed into the engine, the bushing which holds the insulation of the plugs should not be tightened. Nor should a pair of pliers be applied to the binding post of the plug. Either of these operations is likely to alter the spark gap spacing, and this will certainly give trouble. Because the plug has just been cleaned and adjusted, the average new car owner will be baffled as to the cause of the trouble.

Dirty spark plugs probably cause more missing or skipping of the engine than any other single thing, so the motor novice should bear in mind these simple pointers on the plug.

DISCONCERTING

The engine had just been "thoroughly overhauled," and the driver—who "didn't know a lot about her innards"—had driven the lorry out of the garage for about a hundred yards. Then she stopped, and the driver after a hurried inspection, ran back to the repair man.

"Are you sure she's all right?" he asked breathlessly.

"Of course, she's all right," said the mechanic. "When I do a job it's done. I don't pretend to know much about it," said the un-mechanical driver; "but there seems to be something wrong."

"Wrong!" exclaimed the repair man indignantly—"What's wrong?"

"Well," said the driver, "there's oil pouring out of the carbureter, water out of the pump, and the bloomin' radiator's on fire! I'm pretty sure there's something not quite as it should be."—The Commercial Motor.

Famous words of famous mothers, "You've got to practise your music lesson now."

When those long skirts, now in style in Paris, reach this country a man will begin again to note the color of a girl's eyes when he's introduced.

COLORED LIGHTS TO INDICATE CAR SPEED

Automobile Invention That Would Kill Joy-Riding

A speed indicator for motor vehicles to be seen and read by all men at a glance and that registers speed by the flash of colored lights, is the recent invention of Col. Charles Gore, of Los Angeles.

The mechanism, according to description in The Scientific American, is enclosed in a metal box to be fastened to the front of the radiator, in the box or case are three large eyes, white, green and red respectively. A regular speedometer cable connects the mechanism with the front wheels of the car, and when it begins to move the white light burns automatically.

This continues until the rate of travel passes the limit of the city ordinance, when the green light comes on, showing that the country rate is being used. If the driver exceeds that the red light flashes its signal of danger to all within seeing distance. Since the mechanism cannot be manipulated from within the car, it is impossible for the motorist to falsify his speed.

These lights lock automatically, hence, if a driver breaks the city law for only a few minutes the green light will continue to burn after he has slowed down to the white range. By this means a traffic officer or any observer outside the car can tell by a glance what has been the rate of travel.

POOR PRACTICE TO START TOUR WITHOUT A SPARE

Why spoil the pleasure of a motor trip by setting off on a trip without a spare tire? With a view to economy many drivers are carrying no spares today but it is a form of economy that does not pay. A spare tire of good quality is one of the absolute essentials for a car; it is the tire you depend on to bring you home.

The spare ought to be covered to protect it from the effects of sunlight and heat says the president of a company. Sunlight has a bad effect on rubber even in the coldest weather for it produces a "cracking" or "checking" on the surface which rapidly extends to the interior, causing deterioration. Heat has an even more destructive effect. Spares sometimes are carried uncovered near the exhaust. This is poor practice if the heat strikes an uncovered tire directly.

An auto top which has been up for a long time is apt to sag a little in the middle. This sag can be taken up by tightening the nuts by which the windshield is fastened to the cowl. Also tighten the connections between the top and the windshield. Tightening the windshield nuts may also eradicate some mysterious squeaks which have been bothering you for some time.

THE PAPER ENTERPRISES

The present position of many pulp and paper making companies may represent a sort of poetic justice, but they would not all serve as illustrations of safe and sane business. In order to pay dividends on inflated capitalization they took advantage of a temporary condition to extort high prices on newsprint, with the result that many daily and weekly papers in Canada and the United States were forced out of business. Now many of the pulp and paper companies find that they must adjust their business to a greatly lessened demand, and in some cases the value of their share capital has been greatly reduced. On top of their other troubles they have also in many cases their employees striking against reductions of wages.

REASONABLE AMOUNT OF CARE ECONOMICAL

Simple Rules Assist to Lengthen Life of Motor Storage Batteries

Car owners can reduce the large item of expense incurred by battery and ignition deflections if they will follow the simple rules laid down by an authority on the care of storage batteries, as follows:

1—Keep the interior of the battery box clean and dry. Moisture condenses easily in a metal box and if not removed will cause the box to become rusty.

2—Put nothing but the battery in the battery box. The battery should have a free space around it.

3—Keep the battery clean and dry. The top of the battery should be kept free of dirt, dust and moisture. Moisture on top of the battery causes a leakage of current between the terminals of the cells and tends to discharge the battery.

4—Keep vent caps clean. The cap which fits over the filler tube at the centre of the top of each cell is pierced by one or more holes through which gasses formed within the cell may escape. These holes must be kept open, otherwise the pressure of the gases may blow off the top of the cell. If these holes are found to be clogged with dirt they should be cleaned out thoroughly.

There is no "mystery" connected with a storage battery. It is simply constructed and easily kept in order by the exercise of these simple instructions. The following of these rules, enables the motorist to get really reliable service out of a reasonably-priced battery.

Minard's Liniment used by Physicians

THINGS NEEDED

There are many other things needed in a car by the driver who is going on a tour. One of these is a set of electric light bulbs of the right voltage and candle power for the particular car. These may be bought in sets boxed at any supply store. At the same time if the car has fuses in the electric system a set of fuses should be carried. A small ball of stout twine is likewise handy.



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