

# MOTORS AND MOTORING:

A Page Full of Interest to the Owner or Prospective Owner of an Automobile.

## WEAR FROM FRICTION

With the automobile, there is no end of friction to be overcome, from that which goes on between the driver on the front seat to some little metallic contact that is hidden away somewhere in one of the wheels. Lubrication, of course, is the cure for friction.

There are a number of these lesser bearings which tell the expert whether the car has had proper care or not. In fact, in looking over a used car, a man who knows naturally turns to these first to find out how well the car has been taken care of. Experience shows that where other parts show normal, or practically no wear, these lesser bearings show absolute neglect.

The spring leaves need lubrication once a season. Tools are sold for separating the leaves enough to apply a lubricant made especially for that purpose.

Overhead valves, worked by a rocker arm, must be lubricated every time the car is taken out. The lubrication is not usually included in the ordinary lubrication scheme of the engine, but must be done separately.

Attention to these points, which may seem to be minor ones, will result in greatly lengthened life for the car, and will give it a much higher value when it is traded in for another car.

When the expert looks into the condition of a car, one of the first places he inspects for wear is at the steering knuckles. They are under a pretty heavy load, and, while the motion is not great, it is continuous, even when the car is driving straight ahead. Very few are aware that it needs a constant supply of good heavy grease to prevent wear at this point. It is desirable to screw down on the grease cups on the steering knuckles every time oil is put in the engine. When the grease cup is screwed down so that it cannot be turned further, it should be filled immediately. There should be enough grease there to keep forcing it out, so that grit cannot get into the bearings.

Underneath the floor boards there are a number of parts which need attention, but being out of sight they are often out of mind. They are also somewhat inconvenient to get at. Under there is the "universal" joint. This is another joint in which the motion is not great, but the load is heavy and continuous. That is the next place that usually shows hard wear. Most modern designs have housings covering this joint, which may be filled with heavy oil, and it then takes care of itself for a month. It should be inspected and the oil replaced monthly. In some cases fabric or leather universal

joints are used, which require no lubricant. Underneath the floor boards also are the levers and arms used for controlling the clutch, the brake, the self-starter and the accelerator. All have bearings, used sufficiently that they should be kept lubricated or they will wear. This is especially true of the clutch and brake linkage, particularly in city running, where the clutch and brake are in constant use. Usually this linkage has no means of lubrication other than oil holes, into which a drop or two of oil only may be placed. Naturally it will not last long, and the oil should be dropped in the holes at least once a week.

## DEPRECIATION OF TRACTORS

The annual depreciation of a tractor is usually figured at twenty per cent. of the purchase price. This basis of figuring assumes a life of five years for the machine. There are, of course, many cases where tractors have outlived their usefulness after two or three years of service, while others have been in use for a much longer time than five years.

A depreciation charge of twenty per cent. is altogether too much. A tractor that is correctly designed, properly built and receives good care and handling should last much longer than five years and give first-class service. However, taking into consideration the kind of care that a very large percentage of tractors receive, especially when not in use, it is not to be wondered at that it becomes necessary to charge depreciation at the rate of twenty per cent.

A farmer when asked how he managed to get useful work from his binder for twenty harvests or more replied: "I am careful when using it, and I take good care of it when I am not using it." There was a machine on which the depreciation figured five per cent, and that farmer's explanation of the long years of usefulness of his binder points the way to a lower depreciation charge on tractors.

When tractors are left out-of-doors at all times of the year and under all conditions of weather, it is not to be expected that a lower depreciation charge than twenty per cent is possible. But that is not the tractor's fault and it is not the manufacturer's fault; whether the expense of his investment is high or low rests to a very large extent on the shoulders of the farmer. The care which a tractor receives will influence the rate of depreciation more than any other single factor.

It isn't the usual wear and tear on a tractor while it is working that sends it to the junk heap as quickly as the abuse which it receives when it is not working. Unlike the horse, there is no danger of

overworking it, but, like the horse, it must be groomed and kept groomed to perform efficiently and be always in condition for working.

## AVOIDING CROSSED THREADS

The trouble caused by a crossed thread on the filler pipe of the gas tank can be avoided by a little stunt in screwing on the cap. Most drivers put the cap on any old way, try to screw it down in a hurry and end by crossing the threads. All this may be obviated by turning the cap backwards after placing it over the pipe. If this is done the right start can be made with much less delay, for the driver can feel when the first thread of the cap passes the starter.

## AFTER CHANGING A TIRE

The easiest way to get the jack from under the car is to push the car off of the jack. The objection to this method is that it gives the car quite a jolt especially if the wheel is jacked high. In order to slow the fall and soften the jolt the emergency brake may be applied slightly—not sufficient to prevent pushing the car, yet enough to slow down its movement.



You will not be disappointed if you expect some thing more than the ordinary service from an Exide Battery. And why be content with a battery that lacks vim and endurance?

G. K. COLDWELL

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## MODERN MOTOR MOTTOES

Still motors run sweet.  
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A soft tire turneth away cash.  
While there's gas there's hope.  
Fools pass on hills and curves.  
A wise driver maketh a glad auto.  
It is better to be slow than sorry.  
Declines make the wheels go faster.  
Dry springs squeak louder than "birds".  
To speed is human, to get caught, a fine.  
As the wheel is bent so the car will go.  
Where there's a nail there's a puncture.  
A body's as old as its paint; a motor's as old as its pulls.  
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THIS WILL BE ANOTHER

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Notwithstanding the fact that the total number of all automobiles sold (except Ford) was 40 per cent. less than in 1920, the total aggregate of sales for the Studebaker cars was 20 per cent. greater than in 1920—and in Canada 64 per cent. greater than in 1920.

## QUALITY COUNTS!

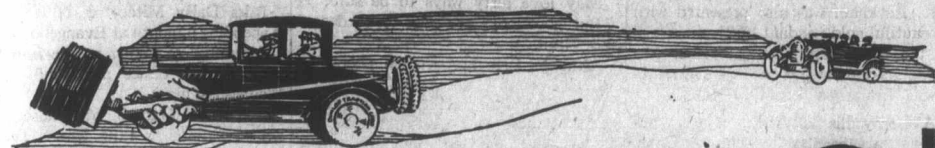
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The Guide-post to Good Buying is Advt's.



## DUNLOP

## CORD TIRES FABRIC

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Live Rubber and Best Egyptian Cotton go into Dunlop Cords and Fabrics. No shoddy, no skimping. The day of the short-mileage tire is gone; the day of the high-mileage tire is here; and when "tire-mileage" is up for discussion now, you find the word "remarkable" generally precedes a reference to DUNLOP.

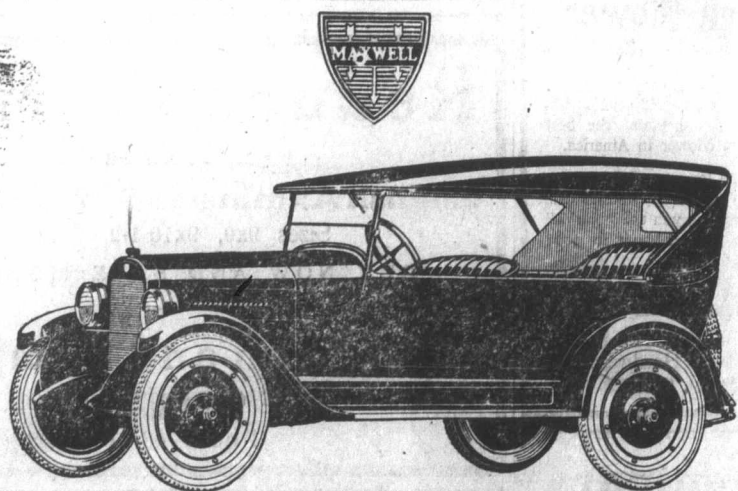
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Cord tires, non-skid front and rear; disc steel wheels, demountable at rim and at hub; drum type lamps; Alemite lubrication; motor driven electric horn; unusually long springs.

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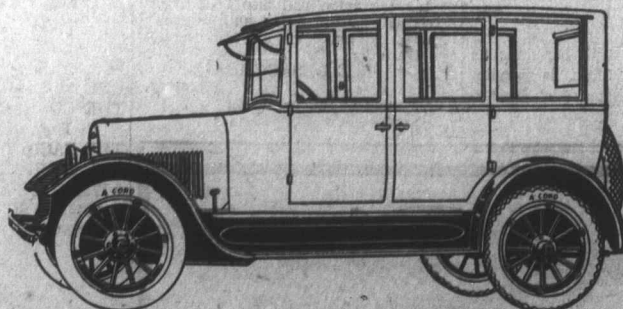
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